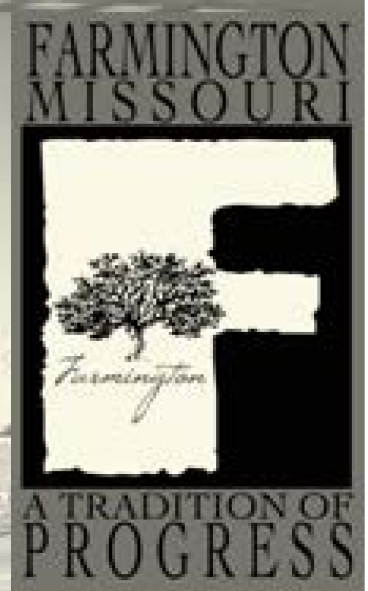


2011 Comprehensive Plan



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2010 Comprehensive Plan



Introduction

Introduction

The concept of comprehensive planning is integrally related to the economic prosperity of communities. A comprehensive plan is a document used to plan for future community growth. Most importantly, it is also a document used to address the constant change and evolution of a community. Comprehensive plans are often referred to as land-use plans, because in most cases they are dealing only with the appropriate uses of land. Comprehensive plans are prepared to address compatibility issues between various types of land use, the management and preservation of natural resources, the identification and preservation of historically significant lands and structures, and for planning future infrastructure needs. Comprehensive plans are also used for addressing issues related to schools, recreation, and housing.

History of comprehensive planning

The community of Williamsburg was one of the first highly successful communities to create a land-use plan in the colonies. In 1699, Williamsburg was developed under the most detailed piece of town-planning legislation adopted in the English Colonies.



The modern era of planning for growth and development began in 1900 at an annual meeting of the American Institute of Architects in Washington, D.C. Several papers were presented dealing with the beautification of government buildings in the capital. This resulted in the appointment of a committee responsible for developing a plan for the District of Columbia's park system. A final plan for the district park system was completed in 1901. The impression left from this final plan was shared with many cities and villages throughout the country. Public improvement groups in many communities were created and were devoted to applying the concept of planning in their communities. This early concept of planning was referred to as the "City Beautiful Movement". This movement established two aspects of the local comprehensive planning process that are still in use today -- the professional consultant in the field of comprehensive land-use planning and the planning commission. The "City Beautiful Movement" was the beginning of what is more commonly referred to today as comprehensive planning.

In 1962, the Farmington Board of Alderman adopted City planning. The first City plan was prepared in 1964 by a St. Louis engineering firm. The Southeast Missouri Regional Planning and Economic Development Commission prepared subsequent

comprehensive plans. Those plans were adopted in 1975, 1992, and 2000. The 2003 comprehensive plan was compiled, and written by City staff.

What is included within a comprehensive plan?

The elements of a comprehensive plan vary from community to community. In most cases, the plan consists of a study of existing conditions and a discussion of future issues, goals, and strategies. Land-use patterns, housing conditions, populations, roadways, and other infrastructure are usually the principle elements that are evaluated

In some cases, educational facilities along with recreation and other government facilities and services are included in the plan. Social service facilities and community service needs may also be included in the planning process. Comprehensive plans deal with the land-use related issues and public and private infrastructure relevant to each of these topics.

The comprehensive planning process

A comprehensive plan should provide a strategic vision of what a community strives to be. The process of developing the plan should be a community-wide effort. All interest groups should have a part in determining this vision. Goals and strategies should be developed along with a time-frame for implementation of programs and development of facilities or services. A process for citizen participation should also be included.. Comprehensive

planning should follow a typical planning process that includes information and data gathering, public review and comment, and final adoption. By following this process, planners are able to determine a wide range of interconnecting issues that affect the future growth and development patterns of a community. Each step in the process can be seen as interdependent and many times planners will revise the order to best fit the needs of the participants.



According to William I. Goodman, a well-known author on comprehensive planning, the key principle of comprehensive planning is that the leaders in a community who establish the policies and make decisions regarding physical development use the plan as an instrument. According to Goodman, there are six basic requirements, which the plan document should fulfill:

The comprehensive plan should:

1. Be comprehensive.
2. Be long-range.
3. Be general.
4. Focus on physical development.
5. Relate physical design proposals to community goals and social and economic policies.
6. Be first a policy instrument, and only second a technical instrument.

Goodman goes on to say there are six basic requirements for creating a comprehensive plan:

1. There should be only one official comprehensive plan.
2. The plan should be formally adopted by the legislative body.
3. There should be a lengthy period of public debate prior to adoption.
4. The plan should be available and understandable to the public.
5. The plan should be formulated to capitalize on its educational potential.

In Farmington's comprehensive planning process, the planning committees developed their goals and strategies. All meetings were open to the public. The comprehensive plan consists of a narrative about each topic and exhibits of data reinforcing the conclusions stated in the narrative.

Identifying issues

The planners must first address the issue they are investigating. In order to be relevant, the planning processes must identify and address not only current issues of concern to residents, workers, property owners, and business people, but also the emerging issues that will be important in the future. Generally, planners determine community issues by involving various community leaders, community organizations, and citizens.

In the comprehensive planning process for the City of Farmington, the committees were assigned specific topics and they defined issues relevant to their committee.

Stating goals

Once issues are identified, goals are then established. Goals are community visions. They establish priorities and help community leaders make future decisions that affect the City. Stating goals is not always an easy process and it requires the active participation of all persons in the community.

During the comprehensive planning process, each planning committee met at least five times to discuss community issues and develop strategic goals and strategies for implementation.

Collecting data

Data is required in the planning process in order to evaluate current community conditions as well as to predict future conditions. The Census Bureau and other Federal and State agencies provide the most easily accessible data. However many communities actively collect their own data. The most typical data include information about the environment, traffic conditions, economic conditions, social conditions (such as population and income), public services, utilities, and land use conditions (such as housing and zoning). Data is analyzed and studied once collected. Outcomes of the data collection process include population projections, economic condition forecasts, and future housing needs.

Developing strategies

During this stage of the process, different strategies were developed in order to implement the goals of the comprehensive plan. It is possible that a variety of strategies will result from this process in order to realize one goal. These strategies are not meant to be a plan with exact locations, exact work force needs or exact material needs. They are intended to be guides for goal attainment.

Evaluating strategies

Community leaders should evaluate each strategy to ensure the most efficient way to realize the community's goals. During this stage, the potential positive and negative effects of each strategy need to be weighed, including the potential impacts on the community, and impacts on the community government. One strategy should be chosen that best meets the needs and desires of the community and its policy makers.

Preparing the plan

The plan is prepared using the information gathered during the data collection, issue discussion, and goal setting stages. A typical comprehensive plan begins by giving a brief background of the current and future conditions found in the data collection step. Following the background information are the community goals and the strategies that

will be used in order to implement those goals. The comprehensive plan is divided into chapters that cover topics such as Annexation, Transportation, Finance and others.

Adopting a plan

The community needs to formally adopt the comprehensive plan as an official statement of policy in order for it to be effective. This is accomplished by the Planning and Zoning Commission by a formal resolution of adoption. The Planning and Zoning Commission may choose not to adopt the comprehensive plan as submitted, which would require the planners to refine the work completed during previous steps. Once community officials accept the comprehensive plan it is then an official statement of community policy in regards to future development.

Implementing and monitoring the plan

The community will carry out the goals of the comprehensive plan. City planning staff monitors the outcomes of the plan and may propose future changes if the results are not as desired.

A comprehensive plan is not a permanent document; it is a dynamic work product that should be amended as community development needs dictate. It can be changed and rewritten over time. For many fast growing communities, it is necessary to revise or update the comprehensive plan every five to ten years. In order for the comprehensive plan to be relevant to the community, it must remain current.

Citizen participation

The comprehensive plan is a document for the community. The citizens of the community should have a say as to what their community will be like in the future. There are a number of ways to obtain citizen input. A series of open forums or public meetings is a good way to obtain public comment. News releases explaining what step in the process the committees are on and inviting written comments are other ways to obtain input from the public. Many communities include a



citizen survey as part of the comprehensive planning process and incorporate the results into the body of the plan. Citizen input helps to determine the goals and objectives of the plan.

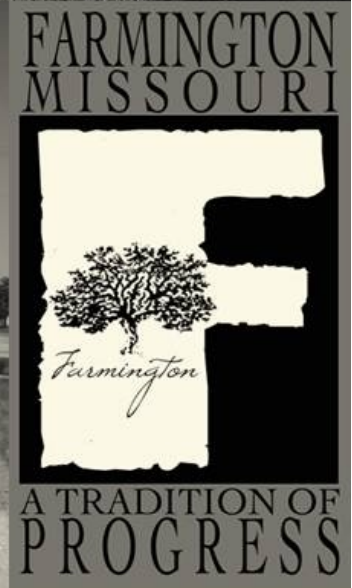
Throughout the entire comprehensive planning process, citizen input was obtained. Planning committees were formed with community leaders, planning and zoning commission members, City council members and City staff. These committees met five times to generate the goals and strategies used in this plan. The first meeting was an introduction to the planning process and an introduction to their focus area. The second meeting was a brain storming session where issues were defined. The third meeting was for narrowing the issues into goals and strategies. The fourth meeting was for refining the goals and strategies and text into a document. In the fifth and final meeting, the goals and strategies were finalized. In addition, a public hearing shall be held to allow citizen input prior to official comprehensive plan adoption.

Conclusion

Land is a basic resource on which human activity ultimately depends. Planning its wise use is considered the best tool to aid citizens, to guide growth toward achieving economic benefits, and protecting environmental quality. In order to guide the future development of the City and to ensure the best use of land resources, it is also necessary to properly plan the location of transportation networks, utility systems, parks, and other public facilities. Achieving long term goals also necessitates the active participation of community residents to implement programs that do not necessarily involve land-use, or require any capital infrastructure investment.

Comprehensive planning is a tool that citizens can use to help achieve these objectives and visions for the community.

2010 Comprehensive Plan



Annexation

Background

The current downtown business district is generally consistent with the location of the original town of Farmington, as platted in 1823. Early growth of the City occurred east and north of the original town site in the area of present day West Columbia Street / Sainte Genevieve Avenue and Route 32. Maple Valley Plaza, situated in the western part of the City, is a prime commercial area that was developed during the 1980s through the 1990s. The relocation of U.S. 67, the construction of Missouri Route 32, the construction of an interchange at Maple Street, and the addition of a flyover ramp influenced other commercial growth along these routes. The addition of land from the Farmington Correctional Center and acquisition of property from Southeast Missouri Mental Health Center resulted in the development of the Farmington Industrial Parks and initiated the industrial growth to the southwest. Significant residential growth continued in the northeast and southeast parts of the City, with several recent subdivisions added toward the southeast. Most commercial and residential development has occurred on the east side of U.S. Highway 67, which formed a physical barrier to development until completion of the interchange at Maple Street and construction of the west outer road in 2004. Attached as Appendix A are applicable sections of the Revised Statutes of Missouri concerning the authority and methodology for annexing property into the City.

Policy Considerations

The employment of general land-use planning concepts provides a sound methodology when contemplating land annexations. Annexations should promote the orderly growth and development of the City well into the future, and should foremost provide a general pattern of development that will meet the community's future land-use needs. The annexation plan should balance the needs of future industrial and commercial property with the need for residential housing and open space. The annexation plan should promote and support land-use development in areas that are developable in the most cost-effective manner, while restricting development that is not environmentally sensitive, or that is restricted by the location or placement of utilities or transportation networks. Factors such as geography, existing transportation networks, utility infrastructure and capacity, parks and recreation development, land use type, and the impact on emergency services capabilities or response times can all significantly influence the cost of providing municipal services.

Additional tax revenues may offset the cost of providing some services to the annexation area. The amount of revenues generated within the area is dependent on

the land-use at the time of annexation, the ultimate land-use development, and the rate at which the property is developed. The City should consider the potential future revenues derived from the annexation and implement an effective cost-benefit-ratio to evaluate annexation proposals. Special taxation districts and special utility revenue districts are both options for funding annexation infrastructure needs when the rate of return of the existing tax base or utility fee structure do not support the proposed annexation.

Planning session summary

The annexation committee evaluated recent community growth patterns and adjacent land areas, and developed goals for future land needs to ensure responsible and manageable growth. Those goals are: (1) Ensure sufficient land area exists for future industrial and commercial growth; (2) Use voluntary annexation when and where possible; (3) Ensure that all annexations are cost effective for the City; and (4) Establish regular geographic boundaries.

Goal 1: Annex additional land area for commercial and industrial development.

The first goal is to annex additional land area adjacent to existing industrial and commercial areas, to ensure the orderly and efficient development of additional industrial and commercial property. Development of industrial and large commercial property requires greater investment in road networks and utility infrastructure than other property uses. Wide dispersion of industrial and commercial corridors may result in inefficient development. Typical industrial and large commercial developments require immediate access to highway or interstate systems, access to large high-pressure natural gas mains, and may require more extensive communication networks than residential and small commercial development. Some of the strategies identified to achieve this goal are: (A) Annex land area surrounding the existing industrial parks; and (B) Annex land area west of current City limits on the west side of U.S. Highway 67 and north of current City limits for commercial development. . These properties are ideal for commercial development due to Highway 67 accessibility, existing outer road network structure, availability of critical utility infrastructures and proximity to other commercial areas.

Goal 2: Pursue voluntary annexations.

The second goal proposed by the committee is the annexation of adjacent land area using voluntary petition annexation when and where possible. There are several parcels of property adjacent to the existing corporate boundaries that benefit from

municipal service, however, they do not currently contribute to the tax base. In addition, some of the properties are served by outmoded community wells or septic systems, or sewage lagoons, and the areas would benefit from the addition of municipal utilities. Voluntary annexation of property does not impose specific time requirements for providing municipal services, so the annexations can be achieved without significant initial costs to the City.

Goal 3: Adopt policies to ensure the cost effectiveness of annexations.

The third goal is to implement policies to ensure that all annexations are cost effective for the City. As previously discussed, extension of the corporate boundaries require the City to provide municipal services to a larger service area, resulting in increased capital investment and operational costs. For example, annexation of extensive property north of the current corporate limits could result in the inability of the Fire Department to respond to calls for service from existing facilities within the established time standards. The expanded patrol service area for the police department could effectively result in reduced police department services for the existing residents, unless additional manpower and equipment is added to the department. Moreover, extension of utilities to new areas requires both significant capital investment and increased operational expense. Moreover, the overall capacity of the City's water production, sewer treatment, and electric distribution must be considered along with the cost of ancillary distribution or collection systems. The following strategies will help ensure that future annexations are cost effective: (A) Perform a cost-benefit analysis for all annexations; (B) Utilize special tax districts or special utility fee districts when cost-benefit analysis indicates negative financial support for municipal services. (C) Annex property adjacent to City infrastructure, or where the capital investment for supporting infrastructure is least expensive.

Goal 4: Annex land areas to establish regular geographic boundaries.

The fourth goal is annexing property to establish regular geographic boundaries. Achieving this goal assists with developing regular and uninterrupted police and fire protection service areas. In addition, several unincorporated land areas adjacent to the City have dangerous buildings or extensive property nuisances that should be abated for the protection of property values of the citizens living adjacent to the areas. The following strategies will accomplish the regular geographic boundaries desired: (A) Annex the existing un-incorporated land currently surrounded by City limits. This land enjoys the benefits of being in City limits without any of the regulations used to improve the community, or without contributing to the tax base to provide services. (B) Pursue annexation of land that will correct existing irregular corporate boundaries. (C) Approve

only future petition annexations that will not result in unincorporated islands or irregular boundaries. (D) Ensure future annexations will provide regular and joined boundaries for neighboring emergency service districts.

Goals and Strategies Summary

Goal 1: Ensure sufficient land area exists for future industrial and commercial growth.

Strategy A: Annex land area surrounding the existing industrial parks.

Strategy B: Annex land area west of current City limits on the west side of U.S. Highway 67, and north of current City limits for commercial development.

Goal 2: Encourage voluntary annexation of property adjacent to existing corporate boundaries and in areas bounded by the existing City limits.

Goal 3: Ensure that all annexations are cost effective for the City.

Strategy A: Perform a cost-benefit analysis for all annexations under consideration.

Strategy B: Utilize special tax districts and special utility fee districts when cost-benefit analysis indicates negative financial support for municipal services.

Strategy C: Implement policies that encourage the development of land area most readily served by existing utility infrastructure and transportation networks.

Strategy D: Work cooperatively with St. Francois County and special road districts to fund road improvements in newly annexed areas where the existing systems do not meet City standards.

Goal 4: Annex land area to establish regular geographic boundaries.

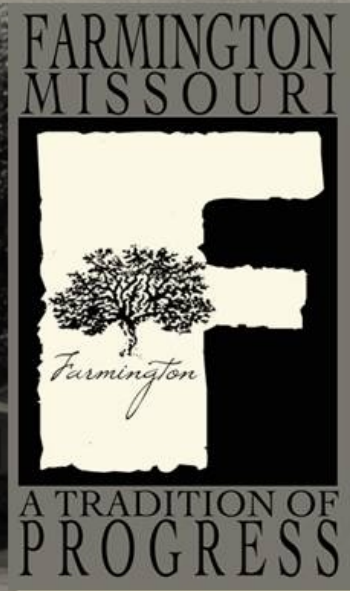
Strategy A: Annex un-incorporated land area that is currently surrounded by existing City limits.

Strategy B: Annex land area adjacent to the current City limits to close existing irregular geographic boundaries.

Strategy C: Approve only voluntary annexation petitions that will not result in unincorporated islands or irregular geographic boundaries.

Strategy D: Ensure that future annexations will create or maintain regular and joined boundaries for neighboring fire protection districts, road districts, and utility service districts.

2010 Comprehensive Plan



Environmental Preservation

Background

The City of Farmington has enacted, and continues to enact, local ordinances, and adopt policies to become better environmental custodians. In addition to local requirements, the City is regulated by State and Federal agencies to comply with environmental policies by Missouri State Operating Permits (MSOP) and National Pollutant Discharge Elimination System (NPDES) permits. Wastewater discharge and land application of bio-solids are regulated at the East Wastewater Treatment Plant by Permit MO-0028860, and at the West Wastewater Treatment Plant by Permit MO-0040312, with both facilities required to comply with adopted Missouri Water Quality Standards. The City is the responsible entity governing the Municipal Separate Storm Sewer System (MS4) permit requirements in accordance with Permit MO-R04004. Air emission from the City's 14 2.0 megawatt generators that support the electrical system is regulated by the Permit to Operate OP 2005-028. Finally, the City's 13 deep wells and water distribution system must comply with the numerous Maximum Contaminant Limits (MCL) established by the Environmental Protection Agency via State Permit MO4010270. Each of the above permits mandate compliance in sampling, testing, public notification, and reporting various parameters, as described.

Farmington citizens overwhelming voted for the 2007 one-half cent sales tax to expand and enhance the East Wastewater Treatment Plant and address water system radionuclide intrusion. Such community effort is a prime example of environmental awareness and acceptance of responsibility for environmental stewardship.

However, with worldwide concern about resource depletion, potable water availability, air pollution, rising costs for energy, and many other environmental concerns, the City will be challenged in the future to maintain systems that comply with mandated standards.

Planning session summary

The Environmental Preservation Committee met to review existing local environmental conditions and local policies, and provide guidance for continued community development that minimizes adverse affects on the environment. The Environmental Preservation Committee identified four principal goals: (1) Preserve the urban forest. (2) Expand environmental programs. (3) Preserve environmentally sensitive waterways. (4) Protect ground water resources. (5) Protect and improve air quality.

Goal 1: Enact policies to preserve the urban forest.

The loss of trees in developing communities can negatively affect the quality of neighborhoods by degrading the urban forest. Preserving existing trees during

development, and including new trees in subdivisions enhances neighborhood streetscapes, reduces air pollution, creates buffer zones between commercial and residential property, and reduces noise and light pollution. The committee recommended the following strategies to restore the urban forest: (A) Enact a conservation and proliferation program for trees. Education should be the primary focus of such a program. The City's tree board should be involved in the development of the program. An example of a potential project under this program would be a neighborhood tree planting initiative. Providing information to the public on how to properly plant a tree and care for it is an important goal of this program. Additionally, public education programs on the proper care and maintenance of mature neighborhood trees is an important element of a tree preservation program.

Goal 2: Expand environmental preservation and conservation programs.

Community based environmental protection efforts can be very effective in achieving local environmental preservation goals and objectives. Community based efforts may involve the formation of local special interest or action groups to promote environmental preservation initiatives, or may be a result of the collective efforts of individuals. In addition, local ordinances may be adopted to modify individual actions and behaviors to achieve local environmental preservation outcomes. The Environmental Preservation Committee recommended the following strategies to enhance local programs designed to foster environmental stewardship: (A) Enacting a landscaping ordinance to regulate required plantings. Enacting such an ordinance would allow City leadership to preserve native planting and promote a greener City. (B) Promote a community wide recycling program. Through educating the public and providing new ways to conveniently recycle, the amount of recyclable materials collected in the community could be greatly increased. (C) Implement a citywide trash and recycling program. Providing a trash and recycling program to the community would allow for a savings to the citizens, and would demonstrate a commitment to the importance of recycling. (D) Seek State and Federal funding when available. (E) Develop and implement a water and energy conservation program. In addition, utility rates may be designed to promote conservation of utilities through the implementation of inclining block rate structures that impose financial disincentive for high utility usage.

Goal 3: Preserve environmentally sensitive waterways.

Future community growth and development may threaten regional waterways by increasing runoff from impervious surfaces, addition of pollutants from the runoff from streets, and the resulting increased flows from the wastewater treatment facilities. The City currently regulates development to minimize the negative environmental impact of

development, however, encroachment of the City boundaries into areas that were previously un-developed agricultural land or wooded acreage mandates that the regulations be re-evaluated and improved to ensure that the waterways are protected. Storm water detention, land-use buffers, storm sewer design, and stricter wastewater treatment standards are examples of regulations that will help preserve the quality of the waterways. The Environmental Preservation Committee recommended the following strategies to achieve this goal: (A) Adopt regulations requiring use of stream buffers to protect riparian corridors. A riparian corridor is the area around the banks of the waterway that dissipate the stream energy. The riparian zone also provides a place for plants, animals and people to enjoy the waterways. They also provide increased property values and wonderful views to the surrounding properties. The use of stream buffers will create an area around a waterway that is undevelopable. This will ensure the protection of the riparian corridor and provide siltation, erosion, and flooding protection to the community. Another way to protect the riparian corridors is to use zoning setbacks to protect streams and other karst geologic features. (B) Follow best management procedures. During development, the project engineer develops best management practices. These are put in place to ensure sediment and siltation and other contaminants do not leave the construction site. Items such as siltation fencing, straw bales, siltation ponds, and detention basins are used to contain the water, siltation, and erosion on site to be released at a natural flow rate. (C) Update the storm water ordinances. The storm water ordinances have many opportunities for improvement. A major improvement needed is in the area of storm water sewers. Storm water sewers divert the majority of the rainwater underground resolving issues in a new development. The City has, in the past, gone into subdivisions and added storm sewers where needed. This practice is very expensive and can be avoided by requiring storm sewers to be installed during the original development.

Goal 4: Protect ground water resources.

The City relies on deep aquifer wells for its potable water supply. In addition, many local property owners rely on shallow aquifer wells for residential or community water supply outside the corporate boundaries. Surface source contamination poses a potential risk to the ground water supplies in both shallow and deep aquifers. Ground water contamination may result from leaching from storage of hazardous materials, septic systems and lagoons, stock-yards, and from application of fertilizers and other agricultural and lawn maintenance chemicals. The following strategies were proposed by the committee to enhance local preservation of ground water resources: (A) Eliminate potential sanitary sewer ground water contaminants. The sanitary sewer network of the City could be extended to remove the adjacent septic systems and allow the leaching of contaminants from these systems to stop. (B) Institute an illicit discharge

detection program. The discharging of illegal materials into the storm drainage system or directly into the creeks and streams is a major source of pollution. City personnel need additional training in the detection of illicit discharge. A policy for reporting and correction of illicit discharge should be implemented. Providing citizens with information on the sources of discharges, and seeking their assistance in the elimination of discharge sources will assist in detection and correction of the problem.

Goal 5: Protect and improve air quality.

Emissions from vehicles, industrial sites, and open burning are regulated by the Environmental Protection Agency through the policy mandates included in the Clean Air Act and its subsequent amendments. Local policies may enhance national air quality standards through the implementation of local regulations that address targeted regional issues, or that enact policies based on generally accepted best practices for improving local air quality. The committee recommended that the following local strategies be adopted: (A) Preserve the Urban Forest. Preserving the urban forest will help preserve fresh air in the City. In addition, trees provide shade in the City, which help eliminate the heat island affect. The concrete and asphalt in the City holds heat. The more shade provided will help reduce the amount of heat held by the concrete and asphalt and therefore reduce the heat buildup in the City. (B) Enhance and improve the open burning regulations to further restrict open burning.

Goals and Strategies Summary

Goal 1: Preserve the Urban Forest.

Strategy A: Enact a conservation and proliferation program for trees.

Strategy B. Adopt regulations to require addition of trees in residential subdivisions and commercial developments.

Goal 2: Expand environmental programs.

Strategy A: Enact a landscaping ordinance to ensure sufficient green space is maintained in new developments.

Strategy B: Promote community wide recycling programs.

Strategy C: Implement a citywide trash collection and recycling program.

Strategy D: Seek Federal and State grant resources when possible.

Strategy E: Develop and implement an energy and water conservation program.

Goal 3: Preserve environmentally sensitive waterways.

Strategy A: Promote use of stream buffers to protect riparian corridors.

Strategy B: Enforce best management practices when developing land area.

Strategy C: Update storm water ordinances to ensure conformance with best management practices.

Goal 4: Protect ground water resources.

Strategy A: Remove potential sanitary sewer ground water contaminates.

Strategy B: Institute an illicit discharge detection program.

Strategy C: Implement a well-head protection program.

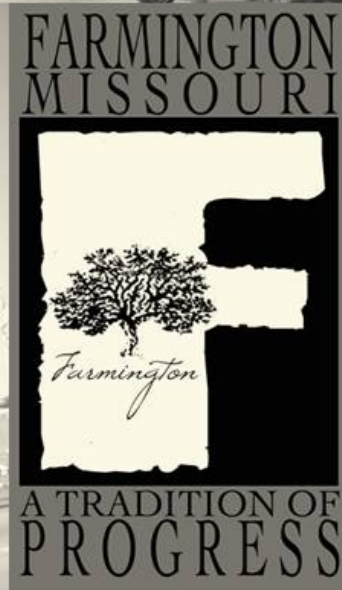
Strategy D: Regulate development adjacent to karst geological features.

Goal 5: Protect and improve air quality.

Strategy A: Preserve the urban forest.

Strategy B: Regulate open burning of yard waste.

2010 Comprehensive Plan



Historical Preservation

Background

Historic preservation programs are generally designed to protect local historical sites, promote local culture and history, and educate the public about that history. Preservation of those structures and properties that are significant to America's history, the history of Missouri, or the City of Farmington, is important in order to safeguard the unique character of the City, and to promote community traditions.

The Federal, State, and City government have all adopted policies to encourage and incentivize the preservation and restoration of properties that are determined to be historic. The U.S. Department of the Interior and the Missouri Department of Natural Resources have adopted policies for both the recognition of historic properties, and offer tax credit programs to provide financial incentives for preservation and restoration of historic structures. The City has adopted a local Historic Preservation Commission to promote the preservation of local history, and has adopted a Tax Increment Financing District to provide local financial incentives for preservation of the downtown business district. In addition, the City has identified and received recognition of two historic districts in the downtown, and has participated in several private-public partnerships to preserve historic properties. The State statutes on historic preservation are included in Appendix B: Information that explains the Certified Local Government program, written by the State Historic Preservation Office (SHPO), is contained in Appendix C. The Federal Tax Credit Program is contained in Appendix D.

Policy Considerations

As previously stated, the Federal Government has several programs to protect and preserve history. The National Register of Historic Places (NRHP) as maintained by the National Park Service (NPS) is defined in Appendix E. Also in Appendix E is a listing of the results and benefits of registering a property on the NRHP and information on the National Historic Preservation Act of 1966.

The Department of the Interior has set forth a guide for performing work on historic structures. This guide is called "*Secretary of the Interior's Standards and Guidelines for Historic Preservation*". Acquiring a National Register Listing for a property is a long and complex process that is well worth the effort. The process for obtaining a National Register is contained in Appendix E:

Local incentives provided through Tax Increment Financing are based on the historic significance of a property and offer incentives only for those construction activities directly related to the structural preservation or restoration of original façade. The process requires the owner, or applicant to first obtain recognition as a Farmington

Historic Site from the Historic Preservation Commission, and requires that all work performed be reviewed by the Commission for its value in preserving the historic building stock. The Tax Increment Financing District will expire in 2027. Tax Increment Financing redirects existing funding from other tax sources to the projects included in the adopted plan, and is subject to annual appropriation by the City Council, unless the City has approved a redevelopment plan for a property that extends beyond the annual fiscal year. The complete policy is included in Appendix E.

Planning session summary

In Farmington, there are currently two National Historic Districts and three National Historic Properties listed: the Courthouse Square district, the East Columbia Historic District, the James Robinson McCormick House, the Presbyterian Orphanage of Missouri, and the St. Francois County Jail and Sheriff's residence. Most historic structures in Farmington are not listed in any local or national registry. It is the goal of the Historic Preservation Committee to get most, if not all, of the historic structures in Farmington listed on the National Historic Register.

The Historic Preservation Committee proposed four goals to enhance local historic preservation efforts. Those goals are: (1) Identify historic places currently within City limits; (2) Compile and archive local historical documents and records; (3) Develop a public information program to promote local history; and (4) Develop a consistent source of funding for historic preservation activities.

Goal 1: Identify local historic sites.

Identifying historic places is the first step in preserving local history. In order to achieve this goal the following strategies have been developed: (A) Identify and mark historic boundaries in the City. This is a way to inform the public that a historic preservation process is taking place. (B) Provide interpretive markers for sites of historical interests or importance. Marking of historic properties is a very important part of preservation and increasing public knowledge of the City's history. The use of plaques and signage are the primary ways to identify and mark historic properties. Examples of events that could be identified are; the site of the signing of the county charter documents, the location of the jailbreak of 1936, and the establishment of the State Mental Health Hospital. (C) Encourage all property owners of historic properties to apply for listing on the local and Federal historic listings. Education on the benefits and costs associated with the program could enhance participation in the program.

Goal 2: Collect and archive historical documents and artifacts.

Gathering information on Farmington's history is a priority. In order to accomplish that goal, strategies were developed: (A) The history of Farmington should be made easily available to the community through expanded historic library services and web-based services. (B) The City should develop a method to exchange historical information. An online forum should be developed to allow the free exchange of information and interesting local stories. Additionally, gathering historical information from the public through interviews and written resources is a useful tool in retrieving such information.

Goal 3: Establish funding sources for historic preservation activities.

In order to accomplish the goals set forth in this chapter, the committee recommends that regular funding be allocated for funding historic preservation activities. The following strategies have been developed to obtain funding: (A) Appropriate funds from the general fund of the City annually for historic preservation initiatives. (B) Establish a fund for memorial contributions and donations through a general not-for-profit organization. (C) Seek available grant resources through Federal and State agencies or private foundations.

Goals and Strategies Summary

Goal 1: Identify historically significant buildings, sites and places.

Strategy A: Identify original historical City boundaries.

Strategy B: Identify historic properties and sites.

Strategy C. Encourage property owners to apply for local, State, and Federal historic designation.

Goal 2: Collect and archive historical documents and artifacts.

Strategy A: Make historical information readily available to the public.

Strategy B: Develop a method for easy exchange of historical information.

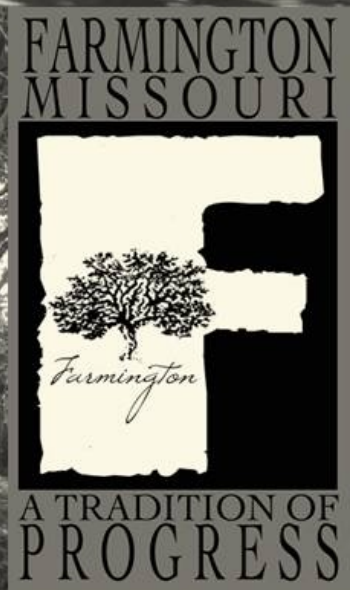
Goal 3: Establish funding sources for historic preservation activities.

Strategy A: Appropriate funding from City general fund.

Strategy B: Establish an historical preservation foundation.

Strategy C. Seek and State, Federal, and foundation grants to fund historic preservation initiatives.

2010 Comprehensive Plan



Housing

Background

In 2002, a housing inventory was conducted in conjunction with the land use survey. The following general characteristics were utilized in this study to visually evaluate housing conditions within the City.

Excellent – Appears to be free of structural defects or visible deterioration, well maintained.

Good – Appears to be free of major structural defects, has little or no visible deterioration, average maintenance.

Poor – Appears to have structural defects and / or obvious visible deterioration, lacks maintenance.

Bad – Appears to have major structural defects and / or significant deterioration, substandard maintenance.

Less than 7% of the buildings surveyed were found to be in poor or bad condition. Over half the housing in Farmington was constructed within the past 38 years, and one-fifth of the City's housing was constructed during the 1990's. Although most housing in newer areas tended to be in good or excellent condition, the age of housing did not necessarily dictate the condition of housing.

Single-family dwellings appear to be the most common form of housing. Most dwelling units are owner occupied. Multiple-family dwelling units and two-family dwelling units are the fastest growing form of housing. The majority of two-family dwelling units have been constructed during the past 20 years.

Multiple family dwelling units have been constructed in recent decades. In the late 2000's the majority of the new housing units have been multi-family dwelling units or two-family dwelling units.

The need for affordable housing will continue to expand as the City continues to develop as a commercial and industrial center.

Some people may not be prepared for the financial commitment or responsibility of buying a home. There is usually little or no maintenance associated with two-family or multiple family dwellings. Most dwelling units in Farmington are occupied by less than

four occupants, and have two or three bedrooms. Most of the two-family dwellings being constructed today offer two or three bedrooms, as do many multiple-family dwellings.

The biggest housing problem that the City will have to face as it continues into the 21st century is affordability of housing for people with low income. Most rent in Farmington in 2007 was less than \$550 per month, with the mean being \$500 per month.

More than 32% of household incomes were under \$25,000 in Farmington in 2010. (2010 Citizen Survey) Paying the mean rent of \$567 would leave someone earning minimum wage full-time with only about \$245 per month for all other expenses. Minimum wage is commonly paid in some of Farmington's largest economic sectors: retail, manufacturing, and food service and hospitality. More than 4% of households did not have a vehicle available to them in 2007. (City Data) There is no regular public transportation in Farmington and many parts of the City are not pedestrian friendly.

Policy considerations

When determining a housing plan, existing conditions and trends must be considered. If a community is growing with multi-family housing units, the need for more commercial, educational, parks, and utilities will follow more quickly than it would if the City was growing in single-family housing units. Housing can determine what types of businesses are in a community. The quality of housing is important and a City should ensure that property maintenance codes are enforced.

Planning session summary

The housing committee evaluated the existing residential housing stock and current market demands to provide policy guidance regarding future residential housing development. The committee identified specific opportunities for the local government to guide residential housing development. (1) Encourage development of downtown lofts, (2) Adopt policies to encourage the development of entry-level or low-to-moderate income affordable housing, (3) Promote the development of quality affordable senior housing alternatives.

Goal 1: Residential living downtown

The committee has set a goal to have additional residential living in the downtown area. They developed four strategies to achieve this goal: (A) Encourage loft living above downtown businesses. The existing second story levels of many downtown buildings

are unoccupied, or are in disrepair. The expansion of residential housing in the downtown business district improves the commercial viability of the downtown properties, and increases the traffic volumes in downtown businesses. (B) Add additional convenient parking in the downtown business district. The available on-street parking and existing public parking spaces do not provide sufficient parking for downtown residents. Moreover, the City should consider construction of covered parking lots for residential parking.

Goal 2: Adopt policies to encourage the development of entry level or low-to-moderate income affordable housing.

It is the goal of this committee to ensure affordable housing for every citizen. The following strategies will help accomplish this goal: (A) Support the use of Federal and State tax credit programs. The Missouri Housing Development Commission provides loans for construction, preservation and preservation of affordable housing. The commission acts as a bank for developers and homeowners. They also administer the Missouri Low Income Housing Tax Credit program. (B) Implement zoning policies that allow high-density single-family zoning. The creation of a high-density single-family residential district would allow for row housing and sellable dwelling units. The zoning district would allow a developer to maximize the number of units on a property. The high-density single-family residential zoning district would be located in or next to an existing R-3 single-family residential or R-4 general residential or C-1 downtown commercial zoning district. A front and rear yard would still be required but by eliminating the side yards, the cost per unit for the property decreases thus making the units more affordable. (C) Partner with nongovernmental organizations to develop or construct affordable single-family housing. Such organizations can promote affordable housing options by providing incentives and actual homes at a low cost to entry-level homeowners. (D) Develop subdivision standards that minimize development costs.

Goals and Strategies summary

Goal 1: Support residential development in the downtown area.

Strategy A: Encourage loft living downtown.

Strategy B: Improve downtown parking facilities.

Goal 2: Adopt policies to promote affordable entry-level and low-to-moderate housing.

Strategy A: Support use of Federal and State tax credit programs.

Strategy B: Implement zoning policies that allow high-density single-family housing.

Strategy C: Partner with nongovernmental organizations to develop or construct affordable single-family housing.

Strategy D: Develop subdivision standards that minimize development costs while providing quality public infrastructure.

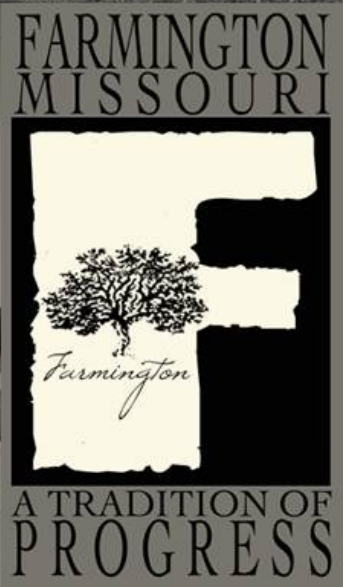
Goal 3: Promote the development of quality affordable senior housing alternatives.

Strategy A: Support use of Federal and State tax credit programs for senior housing developments.

Strategy B. Cooperate with nongovernmental organizations to develop or construct affordable senior housing.

Strategy C. Promote the development of transitional senior housing that includes independent and assisted living units, and nursing care facilities.

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.

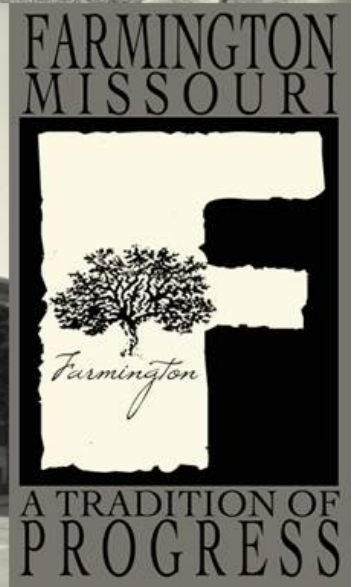
Goal 5: Continue expansion of the Farmington Regional Airport.

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.

2010 Comprehensive Plan



Land Use

Background

The land use plan should positively guide development, but it is not to serve as an absolute rule for the development or use of a specific tract of land. The plan should offer flexibility to meet changing conditions. Governing land use, zoning, and development will change but general concepts asserted by the plan should be followed. The plan should guide orderly and efficient growth and promote health, safety, and general welfare of the community.

The development of Farmington has been well planned and guided. There is a central business district (Downtown) in the heart of the City; the major transportation corridors are commercial use, and industrial property is segregated to minimize conflicts with other uses. There are public and private parks distributed throughout the community that support most recreational uses.

The zoning regulations provide for the division of land into several districts, and address requirements for each of those districts. Subdivision regulations have provided for minimum lot, infrastructure improvement requirements, and other development concerns. The City has worked to keep regulations up-to-date and consistent with modern development practices.

Land use regulation is authorized by the Revised Statutes of Missouri as well as the comprehensive planning process and its relation to land use. The related statutes are contained in Appendix F

Policy considerations

When determining a land use plan, a review of existing conditions and trends should be performed. If a community is growing in industrial land uses, the need for more commercial and residential will follow. If growth in residential land uses occurs, more commercial will be needed. Land use has a major impact on the quality of life for the average citizen. Forethought is required when considering where to place the three basic land uses, commercial, residential, and industrial. The placement of an industrial site next to a residential site could cause a reduced quality of life for the average citizen. Placing commercial too far from residential could reduce business and increase travel time for the average citizen.

Some of the policy considerations specifically relevant to Farmington include: ensuring that future land use allocations meet the changing demands of the community, appropriately segregating land uses to minimize potential conflicts, integrating existing

land use in annexed area into the land use plan, and making certain that land use and development does not impose negative environmental impacts.

During the 2010 Land Use Survey, land uses were classified and mapped according to several categories. The maps are general in nature and may not represent actual buildings, but rather lots, tracts, or areas of land being used for various purposes. Larger scale maps than those provided within this document are available from the Planning and Zoning Commission. The land use classifications utilized are as follows:

Residential / Agricultural:

Residential or Agricultural land use primarily involves one or more dwellings, multiple family dwellings, attached single family dwellings (townhouses or condominiums), two family dwellings (duplexes), single family dwellings, manufactured housing and agricultural.

Commercial:

Commercial Land use primarily involves offering goods or services to for sale to the public.

Industrial:

Industrial land use primarily involves the assembly, manufacturing, processing, production or storage of materials or goods.

Public or Private Parks / Open Space:

Public or Private Parks and Open Space land use primarily involves public or privately owned recreational facilities, natural areas, or reservations of land.

Public / Quasi-Public / Government:

Public, Quasi-Public, or Government land use primarily involves government, religious, educational, medical, or other institutional facilities (generally non-exclusive, not-for-profit, and tax-exempt)

Streets / Right-Of-Ways:

Streets or Right-of-ways land use is primarily used for local streets, and State highways.

Land use analysis:

Residential / Agricultural:

The predominate land use – residential – will likely be the predominate use of property well into the future. It is anticipated that residential development will continue on the south and southeast side of the City. Residential development on the west and southwest boundaries of the City will be restricted due to the proximity of the St. Francois River and St. Joe State Park. The City has the largest concentration of multiple family dwellings in the region, and this trend is likely to continue as commercial and industrial growth continues. The City also has the largest concentration of single-family dwellings in the region, which should likewise continue with commercial and industrial growth.

There will likely continue to be agricultural land within the City boundaries. The majority of land that is agricultural and is owned by governmental entities. As the City grows outward into the surrounding area, land is being annexed that will not develop immediately. There are usually several large, open, agricultural spaces within the corporate limits of the City at any given time. Property owners often use the un-developed land for light agricultural use. Such property may be un-developed for several years, and then become a thriving residential or commercial development very quickly.

Commercial:

The primary commercial areas of Farmington are Downtown, Karsch Boulevard (Highway 32), Maple Valley, and U.S. Highway 67. The City has evolved from a town with corner grocery stores and a single downtown shopping area, to a modern commercial center serving at least a 30-mile radius. The first area to develop outside of downtown was Karsch Boulevard. It developed from the east and moved west, to Maple Valley Drive. Some infill development has occurred between these areas since. The second area to develop was the Maple Valley Drive and Karsch Boulevard area. Finally, the Highway 67 Corridor has been the latest area to begin significant commercial development.

With the construction of the Maple Street Interchange, future commercial growth will likely be west of Highway 67 and Maple Valley, north of the City in the area of Hunt Road, within the Highway 67 corridor, along the west side of the City.

Industrial:

The City has the most control over this land use because the Industrial Parks are municipal ventures. Industrial development has contributed to commercial and residential growth in Farmington. The City has continued to fill industrial parks and expand for future growth. Some recent additions to the Industrial Park are the USA Drug facility, the Crown Champaign house, and Koppeis Heating and Cooling. Early industry in Farmington was nestled more closely to the downtown and residential areas. This concept no longer functions because of the incompatibility of today's industries with other uses and the size of modern industries. The present industrial parks on the southwest side will need to expand. Additional land for industrial park expansion will likely be acquired on the west and south sides of the Industrial Park.

Public / Private Parks / Open Space:

The City has devoted significant resources toward developing and preserving areas for public parks and recreation. The latest project is Engler Park and the associated nature trail and recreational facilities. Engler Park is located on the City's south side adjacent to the Industrial Park. A large area of privately owned recreational land in the form of golf courses is located on the City's north side. Additional public parks and open space will be needed on the southeast and north-northeast side of the City to accommodate future residential development. The City has made some provisions for acquiring future parks and open spaces by requiring dedications of land or payment of impact fees by new residential development. The development on the south east of the City has a park inside. The City also enjoys being close to several major State parks. Elephant Rocks State Park, St Joe State Park, and St. Francois State Park are but a few of the parks close to the City.

Public / Quasi-Public / Government Land:

This type of land use is concentrated in Farmington. Many local, State, and county facilities are located here. Farmington is the County seat, and therefore has several St. Francois County facilities. The county has the road and bridge department, the courthouse, the county jail, the sheriff's department, and the recently constructed courthouse annex building. State facilities include Farmington Correctional Center, Southeast Missouri Mental Health Center, Senator Kevin Engler's office, and the

Missouri National Guard Armory. The Federal government also maintains an Army Reserve Center, a VA clinic, military recruiting centers and Jo Ann Emerson's U.S. Congress office within the City. Other political subdivisions with property in Farmington include the Farmington R-7 School District and St. Francois County Ambulance District. The City also has a number of properties of its own including Farmington Regional Airport and numerous buildings. Finally, there are many government offices in Farmington that lease space in privately owned facilities.

It is difficult to determine exactly how much this particular type of land use will grow. A few conclusions however can be drawn from present conditions. The City has expanded the taxiway and constructed a new terminal building. The City has purchased property to the south of the airport for expansion of the runway. The City has relocated the Fire Department adjacent to the Police Department. The City is also studying its options for the possible expansion of the Public Library.

Farmington R-7 School District recently built a new elementary school, an intermediate school addition and a kindergarten addition. If Farmington's growth continues at its current rate, it will likely be a few years before the school district must again expand its facilities. The school district currently has 3,757 students.

These are all variable factors in determining what the future of Public, Quasi-Public, and Government Land will be. The most reasonable projection would be that this type of land use would rise very slightly, barring the unforeseen.

Planning session summary

The land use committee evaluated the existing land use and future expected land use needs, and made the following recommendations: (1) Incorporate sustainable development principles in land use planning. (2) Establish distinct boundaries for retail development to prevent encroachment into residential neighborhoods. (3) Encourage retail growth along major traffic corridors on the City boundaries.

Goal 1: Incorporate sustainable development principles in land use planning.

The committee evaluated the benefits associated with a trend towards sustainable development in other communities, and recommended the Farmington include those planning principles in its future land use plans. The following strategies were recommended by the committee: (A) Maintain existing parks and add new parks and green spaces. Allowing green space to offset development density helps the environment cope with increased development. (B) Consider mixed levels of residential

density. More dense development can include more green space per unit on the same parcel of land. (C) The practice of “New Urbanism” is a planning concept that integrates different land uses into compatible developments. The City has previously enacted regulations that allow a Planned Unit Development or PUD. The PUD zoning allows for the development of more densely concentrated housing or commercial units than are traditionally allowed, and permits mixed unit development. (D) Cluster housing is another concept within “New Urbanism” that should be considered. Cluster housing is very dense single-family housing that provides services to the residents. This type of housing typically results in lower cost housing alternatives than traditional single-lot development. Some cluster housing has been successfully developed in Farmington including Butterfield Gardens, Applewood Apartments, Ben-Nor apartments, Parkland Senior apartments and Butterfield Village. (E) The most important aspect of sustainable development is ensuring a development does not negatively affect the environment; leaving old growth trees, protecting local creeks and bodies of water, protecting wildlife and people, and regulating where development is allowed are just some of the practices in sustainable development.

Goal 2: Establish distinct boundaries for retail development.

The committee recommended the establishment of distinct boundaries for future retail growth to prevent the possible encroachment into surrounding historical districts or residential neighborhoods. Moreover, the designation of retail centers helps create a unique identity for the retail district. The committee identified four areas where the geographic boundary of the commercial district should be defined. (A) The intersection of Maple Valley Drive and West Karsch Boulevard is currently a major retail center in the City of Farmington. There is sufficient land area for future growth west and south of the existing center. A unique identity for this area would help to expand the area and attract new businesses. (B) Identify the area of North Washington Street from downtown to Hillsboro Road as a retail center. The area is predominately commercial, however, the adjacent residential neighborhoods have unique characteristics and the residents have expressed strong opinions about restricting further encroachment of commercial property. (C) The property lying west of U.S. Highway 67 and in the vicinity of Maple Street is served by a road network capable of supporting a large retail center. The property was previously targeted for development by the City when it adopted the Tax Increment Financing (TIF) District, and approved a redevelopment agreement to construct a large shopping center. The interested parties were unable to complete the proposed project, however, the TIF District is still in existence. (D) The intersection of State Route 00 and State Route 32 is well suited for commercial development. The adjacent property is presently under-utilized, but the property served by excellent road

access and sufficient utilities. The property forms a key entrance to the City from the east and south.

Goal 3: Integrate neighborhood retail centers into future residential developments.

Most residential neighborhoods constructed in the last several years do not have readily available neighborhood grocery, convenience stores, or fuel marts. The current C-3 (Neighborhood Commercial) District restricts in construction of most retail or service establishments. The committee recommended amending this zoning district to allow the inclusion of some compatible retail and service establishments in close proximity to future residential neighborhoods. The revision of this zoning district would encourage businesses like food establishments, gas stations, small entertainment venues, and convenience marts.

In the development practices of the future, the City should incorporate sustainable development, better define the commercial areas and their boundaries, and anticipate the needs for future retail centers along the edges of the City.

Goals and Strategies Summary

Goal 1: Incorporate sustainable development principles in land use planning .

Strategy A: Maintain existing parks and add new parks and green spaces.

Strategy B: Promote and encourage higher levels of residential density.

Strategy C: Promote "New Urbanism" practices that include mixed-use development and better pedestrian access to services.

Strategy D: Encourage cluster housing to develop lower cost housing with shared amenities and neighborhood services.

Strategy E: Limit or restrict development that may result in degradation of environmentally sensitive areas.

Goal 2: Establish distinct boundaries for retail shopping districts.

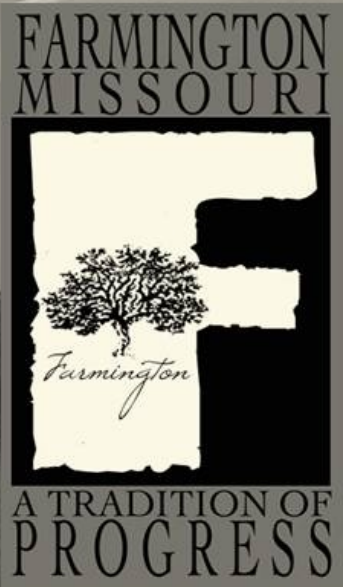
Strategy A: Promote construction of quality retail centers along major traffic routes.

Strategy B. Create unique identity for retail centers through use of special signage.

Strategy C. Create distinct boundary between commercial districts and adjacent residential neighborhoods.

Goal 3: Integrate neighborhood retail centers in future residential developments.

2010 Comprehensive Plan



Municipal Finance

Background

Farmington's financial position has traditionally been strong and conservatively managed. Over the past decade, the City's revenues began with significant increases, and then became somewhat flat during the last several years. Operating costs and capital expenditures have continued to increase during this same period. The City's primary financial philosophy has been to set a reserve target and operate toward this goal.

The total assessed valuation of tangible property for Farmington in 2010 was \$179,820,934 which translates to a general obligation bond capacity of \$35,964,187. The City currently has no outstanding general obligation bonds. The City has \$3,535,000 in outstanding revenue bond debt incurred for the expansion of the sewer system and the West Wastewater Treatment Plant.

On October 1, 2010 there were certificates of participation in the amount of \$4,285,000 being held by investors for the Water Park, Centene Center, and street and sidewalk improvements. Lease purchase agreements for electrical generators, a new fire station, and an East Wastewater Treatment Plant expansion total \$8,243,000.

Sales tax receipts are a major source of funds for the City's capital improvements program. The current City sales tax rate is 2.0%, which consists of 1% for general revenue and 1% for capital improvements. The 2010 City budget anticipates general sales tax revenues of \$3,250,000 and capital improvements tax revenues of \$3,250,000.

Capital improvements

A major nonrecurring expenditure with a long-term benefit is considered a capital improvement. Expenditures for physical facilities such as land acquisition, construction of buildings or other structures, construction of street or utilities, purchase of fixed equipment, or landscaping and similar items are considered capital improvements. In developing a Capital Improvement Program, a review of past financial conditions and the possible sources of funding are necessary to evaluate the ability of the City to implement its Capital Improvement Plan. Past trends in revenues, expenditures, assessed valuation, and bonded indebtedness provide insight into the future fiscal condition in the City and may assist in determining the scope of the Capital Improvement Program that may be implemented.

The City currently develops a Capital Improvement Plan, which covers approximately five years. Requests for capital projects in the annual budget are based on the approved projects included in the Capital Improvement Plan. The fiscal year is from October 1 to September 30, and capital improvement planning is generally completed by June each year.

Financing capital improvements

Decisions made regarding financing of capital improvements can significantly affect the long-term financial welfare of the City. There are many methods for financing capital improvements presented in this section, some of which have been exercised by the City in the past.

Pay-as-you-go

The pay-as-you-go method involves financing projects from current municipal revenues such as general property taxation, sales taxes, transportation taxes, fees, charges, special funds, or special assessments. This method allows for greater budgetary flexibility and the elimination of interest payments. However, the major disadvantage is the need to have large amounts of uncommitted cash available, which may preclude financing capital improvements in favor of more immediate needs.

Reserve-fund financing is a variation of the pay-as-you-go method. In other words, funds accumulated in advance are used for capital projects. Reserve-fund revenue may result from surplus operation revenue, depreciation accounts, or from the sale of capital assets.

General obligation bonds

General obligation bonds require the approval of two-thirds of the electorate, and a tax is levied to pay interest and retire the debt. Bonds may be sold to finance more permanent improvements such as streets, water systems projects, wastewater projects, airport projects, parks, public buildings, and recreational facilities.

Revenue bonds

Revenue bonds are sometimes used for such projects as swimming pools, airports, sewer and water systems, and other revenue-producing projects. They

are not included in the 20% debt limit, as are the general obligation bonds, because they are not backed by the full faith and credit of the City. However, companies that underwrite bonds are very reluctant to support new issues of debt if the current amount of debt exceeds 20% of the assessed valuation of the municipality. As a result, the interest rates are generally higher than general obligation bonds. Since these bonds are paid entirely from the net earnings of the new facility, the estimates for the net earnings should be conservative. Revenue bonds require a simple majority approval of the voters.

Authorities and special districts

Authorities and Special Districts are created to manage facilities such as toll roads and water and sewer systems. An Authority offers a convenient method of financing inter-jurisdictional facilities, but it can also create many problems such as decentralization of government responsibility. The debt incurred by an Authority is still a part of the area's total financial obligation even when it is not counted into the debt limit. Special Districts are created with the power to tax, issue bonds, and construct facilities that may not be self-supporting. They are sometimes necessary to avoid restrictive debt limits.

Tax increment financing

In 1982, the Missouri General Assembly enacted the Real Property Tax Increment Allocation Redevelopment Act, codified in Sections 99.800 to 99.865, RSMo (the "TIF Act") Tax Increment Financing (TIF), can be used in any City or county in the State of Missouri. It is used by many communities in order to finance the construction of necessary public improvements, such as sewers and roads, as an incentive for investment in undeveloped areas. The intent of the measure is for redevelopment of blighted areas. Upon the implementation of T.I.F. for a particular area, up to 100% of the increased amount of real property taxes and 50% of other taxes generated by new development in the area (primarily sales tax) are set aside in a "Special Allocation Fund". These funds may be used by the municipality or a private developer for "Redevelopment Project Costs". The municipality may also issue obligations (loans or bonds of up to 23 years) to pay for Redevelopment Project Costs. The obligations can then be paid with the funds in the Special Allocation Funds.

Redevelopment Project Costs are defined very broadly and include, in part, the costs of studies, surveys, plan and specifications, land acquisition, land

preparation, professional service costs and fees, and construction costs of both public and private improvements.

A T.I.F. District is an area defined by a municipality that benefit from the improvements. There are no particular limitations on district boundaries, except that the area must be determined by the City or county to be “blighted” or a “conservation area”.

Neighborhood improvement district

A Constitutional Amendment was passed statewide on August 7, 1990, authorizing the Neighborhood Improvement District Program, with the legislative authorization having gone into effect August 1991, under Chapters 67.453 through 67.475, RSMo. The program provides for an affordable mechanism to finance public improvements. Cities or counties may issue general obligation bonds, for which the payments are passed on to property owners who benefit from the improvement through special assessments. There is no public vote required for the issuance of the bonds. Public improvements, including land acquisition, construction, engineering, legal and related costs are eligible under this program. A Neighborhood Improvement District is an area, as defined in a petition that benefits from the public improvements. There is no particular limitation on district boundaries.

Special assessments

Some public works programs benefit certain properties more than others do, and as a result, special assessments are levied against those receiving the improvement. Improvement financed by this method include street paving, curb and gutters, sidewalks, sanitary sewers, storm water collection systems, and water mains.

Capital improvements sales tax

The Missouri Legislature has approved the use of a sales tax for specific capital improvements. The capital improvements sales tax must be approved by the voters of the City and can only be used to construct and maintain a specific project or projects approved by the voters. Three ways to fund new projects with the capital improvements sales tax are through a pay-as-you-go approach, using bonds issued under the law, or through a lease-purchase bond financing.

Local parks and storm water control

The local parks and storm water sales tax is imposed by ordinance after the matter is submitted to voters and receives a majority of votes cast.

Lease-purchase

The only legal method for a City to incur debt in the State of Missouri is through the sale of bonds. Lease purchase is a mechanism that can be used when pay-as-you-go is not desirable, yet does not actually incur any debt. The municipality makes its lease payments and acquires the capital improvement for a nominal price at the end of the lease period.

Special purpose districts

A non-profit organization may be formed with a board of directors and a chairman. The non-profit organization is made up of municipal officials and others. This organization makes and acquires the desired improvements and issues bonds on behalf of the municipality. Because the bonds are issued by the non-profit organization no voter approval is required.

Using a sales tax to support a lease purchase

Bonds are issued through a non-profit organization, which pays for the improvements. The municipality makes lease payments to the non-profit organization until the bonds are paid. The improvements can then be acquired from the non-profit organization for a nominal price. The source of funds for this form of financing is usually a capital improvement sales tax.

Transportation sales tax

The transportation sales tax is a one-half cent sales tax with the revenue earmarked for “transportation purposes”. That is defined as financial support of a public mass transit system; the construction, repair and maintenance of streets, roads, and bridges within the municipality; the acquisition of land and rights-of-way for streets, roads, bridges and airports; and planning and feasibility studies for streets, roads, bridges, and airports. The tax can be imposed by ordinance after the matter is submitted to the qualified voters of the City, and receives a majority of votes cast.

Joint financing

As the term suggests, some projects are of benefit to more than one government or political subdivision and joint financing may be used to execute projects that would otherwise be postponed.

Grants

A number of State and Federal grant programs may be available to finance capital improvements or even operational expenses, providing the City can meet specific requirements for the specific program. The grant programs may require matching funds.

User fees

The revenue to pay for financing many capital improvement projects can be paid through user fees. Fees can be charged if they are directly attributed to services rendered. No voter approval is required, but the revenue must be used to pay for the improvement or service rendered. User fees include revenues such as building permits fees, civic center memberships, and similar fees. The authorization and State limitations on user fees may vary.

Impact fees

An impact fee is a type of exaction that may be made under the City's authority to regulate land subdivision. When improvements to City services or infrastructure will be required because of the impact of a development on City services and infrastructure, an impact fee may be charged. Impact fees must be directly attributed to any impact development may have on specific services or infrastructure. The most common use of impact fees are for off-site improvements such as fire equipment, storm water improvements, water, sewer, or parks.

Outside sources

Prior to undertaking a project, an effort should be made to determine if the private sector can provide a service or parts of an essential program. Civic organizations, corporations, businesses or individuals may be willing to participate in funding certain projects if the local government does not have

sufficient funds or can only gather enough political support to partially fund a specific project.

Planning session summary

The municipal finance committee met to review the current financial position of the city and to propose policies to guide city administration toward maintaining financial stability while meeting future challenges. The committee identified four goals for the City's financial management over the next ten years: (1) Adopt policies to maintain financial stability. (2) Implement prudent tax policies. (3) Ensure that City operations are effective and efficient.

Goal 1: Financial stability

In order to secure financial stability, the following strategies should be followed: (A) The City should strive to maintain sufficient diversified revenues that help minimize financial risk even in difficult economic times. (B) Maintain appropriate and sufficient levels of financial reserves. The ability to maintain reserves will ensure day-to-day operation of the City will continue. (C) Monitor and maintain appropriate debt ratios. The City must keep debt under control and ensure the debt is paid no matter the financial environment of the economy. (D) Ensure that enterprise funds are fully self-funded. Having the enterprise funds fully self-funded will relieve the strain on the General Fund. (E) Perform regular rate and user fee analysis and adjust rates accordingly. The rates for utilities and services provided by the City need to be assessed to assure costs are covered and needs are met. (F) Maintain sufficient depreciation and replacement reserves. The ability to replace a piece of equipment or other item when it no longer functions are critical to ensuring the community's needs is met. (G) Consider privatization of certain activities when feasible. The private sector is occasionally able to provide the same service to the public for a cheaper cost. The ability of the City to contract such a service out to a private contractor needs to be evaluated on a case per case need.

Goal 2: Implement prudent tax policy prudent

The committee set a goal to ensure the City's tax policy is a prudent one. In order for this to occur, the committee developed three strategies: (A) Utilize short-term special use sales taxes to fund capital projects. Projects such as the expansion of the library, expansion of the treatment plants, or construction of an expanded water park could be financed in this manner. (D) Conduct independent cost benefit analysis when considering implementation of a new program or activity. Independent cost benefit

analyses during a decision making process provides valuable information for evaluating a particular course of action. A cost benefit analysis allows for all portions of an expenditure to be weighed. (E) Adopt policies for the evaluation of Tax Increment Financing, Transportation Development District, Community Improvement District and other special tax district projects. That policy should be implemented establishing guidelines for the evaluation of public benefit. These guidelines should address a method for calculating equitable financial incentives based on the type of development.

Goal 3: Effective and efficient City operations

Ensure that City operations are effective and efficient. (A) Implement performance measurements and evaluations for all City operations. The institution of such measures will allow a measurable standard to evaluate effective and efficient City operations. (B) Adopt financial management performance and measurement policy. This will assist in ensuring policies are working as intended. (C) Implement policies and procedures to eliminate fraud, waste and abuse. The State requires a fraud, waste and abuse policy. This would meet that requirement. (D) Apply quality control measures to ensure compliance with applicable State and Federal regulations. Not complying with State and Federal regulations can place an undue hardship on the budget. (E) Conduct regular program evaluations to ensure efficiency of municipal programs and activities.

Goals and Strategies Summary

Goal 1: Adopt policies to maintain financial stability.

Strategy A: Ensure that revenue sources are as diversified as possible.

Strategy B: Maintain appropriate and sufficient levels of financial reserves.

Strategy C: Monitor and maintain appropriate debt ratios.

Strategy D: Ensure that enterprise funds are fully self-funded.

Strategy E: Perform regular rate and user fee analysis and adjust rates accordingly.

Strategy F: Maintain sufficient depreciation and replacement reserves.

Strategy G: Evaluate privatization of certain activities when feasible.

Goal 2: Implement prudent tax policies.

Strategy A: Utilize short-term special use sales taxes to fund capital projects when permitted by authorizing statutes.

Strategy B: Conduct independent cost benefit analysis when considering implementation of a new program or activity.

Strategy C: Adopt policies for the evaluation of Tax Increment Financing, Transportation Development Districts, Community Improvement District and other special tax district projects.

Goal 3: Ensure that City operations are effective and efficient.

Strategy A: Implement performance measurement and evaluation for all City operations.

Strategy B: Adopt financial management performance and measurement policies.

Strategy C: Closely monitor policies and procedures to protect against fraud, waste, and abuse.

Strategy D: Apply quality control measures to ensure compliance with applicable State and Federal regulations.

Strategy E: Conduct regular program evaluation to ensure efficiency and effectiveness of municipal programs and activities.

2010 Comprehensive Plan



Public Safety

Background

Farmington's public safety services are well staffed and equipped to handle almost any emergency situation. It will be important to focus future efforts on maintaining robust response capability as Farmington continues to grow.

Police department

The police department is staffed with 26 full time commissioned police officers, one reserve officer, six communications officers, three civilian personnel (the systems administrator, the chief's secretary, and the records clerk), and one volunteer chaplain. The chief, lieutenant, detectives, civilian staff, and animal control officer generally work normal business hours, but are subject to call out 24 hours a day.

There are 21 patrol vehicles, (one per officer, one extra), three detective vehicles, an administrative vehicle, a four-wheel drive pick-up truck, and an animal control vehicle. The police department provides many services in addition to regular patrols and response to calls for service.

The police station, constructed in 1992, is located at 310 Ste. Genevieve Avenue. The animal shelter, constructed in 1998, is located on Vargo Road. Constructed in 2000, the Emergency Operations Center (E.O.C.) is located in the basement of the police department.

In the 2010 Citizen Survey, the respondents indicated an 81.8% good to excellent satisfaction rating on police protection. It also stated that 76% are happy with their neighborhood patrols.

Investigative division

The department has a full time investigative division consists of a supervisor, two detectives and one narcotics officer. The investigative division handles most of the criminal investigations, including known offenses as well as suspected criminal activity. The investigators are all trained C.V.S.A. operators, (a truth verification instrument) and are available to provide law enforcement presentations to schools, businesses, and other organizations when requested. The animal control officer enforces City ordinances pertaining to animals, along with other duties such as maintaining the City's animal shelter on Vargo Road, providing adoption services, and euthanizing captured animals when necessary. Two School Resource Officers (S.R.O.) work with the

Farmington R-7 School District and they conduct the Drug Abuse Resistance Education program (D.A.R.E.), offer several other types of educational programs relating to the law enforcement field, and respond to calls for service within the school district.

Other department staff includes a trained fire investigator, two accident reconstructionists, and a Special Response Team (S.R.T.) for tactical operations. The police department also participates in the Mineral Area Drug Task Force, and St. Francois County Investigations and Criminal Enforcement (I.C.E.) Team.

Communications division

The communications division consists of one supervisor and five communications officers. These officers dispatch police calls for service, process criminal intelligence, and are responsible for activating the emergency warning system. A State-of-the-art communications center is located within the police station. Through a contract with central dispatch, the communications division will offer assistance to the St. Francois County's system should the need arise.

Fire department

Fire department personnel consist of a full-time Fire Chief, ten full-time firefighting personnel and thirty part-time firefighting personnel. The fire department maintains a minimum staffing policy of three personnel per shift, one of those personnel being a Fire Captain who serves as a working shift supervisor. Scheduled to work during normal business hours is the Fire Chief while the ten personnel are divided into three shifts who work twenty-four hour shifts. The full-time staff responds to all incidents within the City of Farmington and the part-time staff is dispatched to assist the full-time staff on all first alarm assignments, when additional personnel are requested, as fill-in companies and for all mutual-aid responses. Current fire department equipment assets consist of two front line Class A pumpers, one reserve Class A pumper, one 105-foot ladder truck, one Class A 2500-gallon pumper/tanker, one Mobile Command Bus, one Hazardous Materials Response Trailer, one, 750 gallon Class A/B Foam Trailer, one Mobile Cascade Unit and one four wheel drive administrative vehicle. Fire department personnel are trained and equipped to respond to fires, medical emergencies, hazardous materials, search and rescue, technical rescue, and other types of incidents. The City owns and maintains a four-story training tower. The fire department has several Missouri State Certified Fire Instructors that regularly conduct in-house training and participate in training offered by the Mineral Area Fire Academy, University of Missouri Columbia Fire Rescue Training Institute, Local Emergency Training Specialist, and other contracted training entities. Fire department personnel regularly perform the

following community services: fire safety inspections, fire hydrant inspections, pre-planning of commercial and high occupancy residential buildings and educational fire safety programs for children, young adults, and special needs groups. The City received an Insurance Services Office (I.S.O.) community response rating of 4 in 2006, this rating is based on a 1-10 scale, 1 being the best, and this rating is used by the majority of insurance firms to determine insurance rates for the community. The fire department formally occupied the fire station that was constructed in 1976 in the downtown area at the intersection of Jefferson and Harrison Streets. A new Fire Department Headquarters/Station 1 has been constructed which is centrally located in the Downtown area. The 2010 citizen survey states that the respondents have an 86.8% satisfaction level of good to excellent with the level of fire protection in the City.

Emergency management

City council approved the Emergency Preparedness Plan in 2000. The City distributed the plan to several departments, local agencies, and the State Emergency Management Agency.

The primary function of the Emergency Management Director is to keep the plan updated and to establish and nurture relationships with the various community entities needed to insure preparedness, response, recovery, and mitigation. An Emergency Operations Center was constructed in the basement of the Police Station in 2001. The Master Building Inspector/Code Enforcement Officer and the Building Inspector enforce the City's building codes. They provide a number of services including plan review, the issuing of permits, inspections, and abatement of property maintenance violations, or dangerous buildings. They have two radio-equipped trucks. The City adopted the 2003 edition of the International Building Codes in 2006.

The City received an I.S.O. Building Code Effectiveness Grading Schedule (B.C.E.G.S.) rating of four (4) for residential, and a four (4) for commercial / industrial in 2006. I.S.O. ratings are scaled 1 to 10 with one being the best and 10 being the worst. City code enforcement personnel are currently part of the Public Works Department.

Planning session summary

The Public Safety Committee proposed seven goals to enhance the public safety department capabilities. (1) Ensure that the fire department is staffed to meet community needs as well as Insurance Standards Office (I.S.O.) and National Fire Protection Association (N.F.P.A.) recommendations and standards, (2) Meet National Fire Protection Association (N.F.P.A.) 1901 Annex D and Industry Standards on

maximum fire apparatus age and service standards, (3) Plan for future fire department expansion to meet community needs as well as comply with Insurance Standards Office (I.S.O.) and National Fire Protection Association (N.F.P.A.) recommendations and standards, (4) Continue to make the community safe through training and community oriented safety programs, (5) Maintain and improve police protection, (6) Maintain and improve community emergency response and (7) Develop necessary systems to work with the local, county, State, and Federal government systems.

Goal 1: Ensure that the fire department is staffed to meet community needs as well as Insurance Standards Office (I.S.O.) and National Fire Protection Association (N.F.P.A.) recommendations and standards.

(A) Staff apparatus at levels that is reasonable and compliant with N.F.P.A. 1710 Standards. (B) Constantly evaluate the effectiveness of the current quantity of apparatus staffed to verify that incidents are being handled at acceptable levels in accordance with N.F.P.A and I.S.O. standards and recommendations. Always evaluating the performance of the equipment is critical in ensuring proper replacement or addition of equipment. (C) Ensure that staffing levels are reasonable to achieve time based response criteria from N.F.P.A. and I.S.O. (D) Continue to place emphasis on the employment, training and retention of part-time fire department staff to supplement full-time duty staffs. The part-time staff allows the City to meet its personnel requirements. Keeping experienced personnel on staff reduces the time spent per call.

Goal 2: Meet National Fire Protection Association (N.F.P.A.) 1901 Annex D and Industry Standards on maximum fire apparatus age and service standards.

(A) Maintain duty apparatus at 10 years of age or less, front line apparatus at 20 years of age or less and reserve apparatus at 25 years of age or less. (B) Continue with incremental apparatus purchases to maintain the required fleet while being fiscally prudent in continually assessing the costs associated with fleet ownership versus fleet lease. (C) Provide the apparatus fleet with an aggressive maintenance program to prolong service life of the apparatus. Providing maintenance will greatly reduce down time for an apparatus and prevent a critical piece of equipment from being unavailable.

Goal 3: Plan for future fire department expansion to meet community needs as well as comply with Insurance Standards Office (I.S.O.) and National Fire Protection Association (N.F.P.A.) recommendations and standards.

(A) Ensure compliance with I.S.O. requirements that require fire stations be within one and one half driving miles (Rand McNally Formula) of a minimum of fifty percent of the municipalities fire hydrants. Studies should be performed periodically to ensure this

requirement is met. (B) Ensure compliance with N.F.P.A. Standard 1710, which requires fire fighters arrive at an emergency scene within four minutes of the dispatch center receiving the alarm ninety percent of the time. (C) Be pro-active in planning and make timely recommendations in relation to compliance with standards to allow adequate time for the implementation and securing of funding of required service expansion. Keeping track of changes in the fire protection standards will allow the City to make the best decision in how to meet those changes without having to perform a time consuming and costly upgrade to meet new standards.

Goal 4: Continue to enhance public safety through training and community oriented safety programs.

(A) Pre-Plan all commercial and code regulated residential occupancies. Having a plan in place will greatly increase response time and greatly reduce unknown situations for emergency response personnel. (B) Maintain, test and color- code per N.F.P.A. standards all fire hydrants. This will allow emergency response personnel to rapidly identify the water source needed. (C) Perform Fire Safety Inspections on all commercial and code regulated residential occupancies. This inspection process will ensure all safety features on commercial buildings are functioning and up to date. (D) Offer low cost public education programs such as C.P.R. and First-Aid. This will provide a safer community by creating more first-aid responders. (E) Perform certified Child Safety Seat installations. This program ensures the children of the community are in safe and secure seating in vehicles as they travel. (F) Continue to provide Juvenile Fire Setter program. This program informs the younger members of the community of the dangers of playing with fire.

Goal 5: Assure high quality police services that are well staffed and equipped to meeting changing community needs.

Several strategies were proposed to achieve the goal sustaining high quality police services as the City continues to grow. (A) Plan for additional staff to meet expected population increases and changes in crime types/rates. (B) Fund additional equipment to support greater staff levels. (C) Employ best available technology to enhance police enforcement efforts. (C) Provide additional working space by renovating the existing police department.

Goal 6: Improve community emergency response capabilities.

Four strategies were recommended to improve the emergency response capability of the City in case of an emergency response event. (A) Become a regional distribution

center and storage site for emergency equipment. (B) Work cooperatively with local Community Emergency Response Teams, St. Francois County Emergency Management, St. Francois County Health Department, and other agencies to staff emergency response needs. (C) Invest in accurate GPS maps and associated databases to retain accurate records of the location of utilities and structures to improve responsiveness to emergency recovery. (D) Improve public notification systems (i.e. storm sirens, CODE Red emergency alert system, etc.).

Goal 7: Improve emergency communications to allow interoperability with national emergency communication networks.

On January 1, 2013, all public safety and business industrial land mobile radio systems operating in the 150-512 MHz radio bands must cease operating using 25 kHz efficiency technology, and begin operating using at least 12.5 kHz efficiency technology. This deadline is the result of an FCC effort that began almost two decades ago to ensure more efficient use of the spectrum and greater spectrum access for public safety and non-public safety users. Migration to 12.5 kHz efficiency technology (Narrowbanding) will allow the creation of additional channel capacity within the same radio spectrum, and support more users.

After January 1, 2013, licensees not operating at 12.5 KHz efficiency will be in violation of the Commission's rules and could be subject to FCC enforcement action, which may include admonishment, monetary fines, or loss of license. Compliance is required, not optional. Farmington emergency services communications will be required to meet the new standards.

The public safety committee proposed the following strategies to improve interoperability between State, county and other local governments, and meet new Federal mandates. (A) Upgrade equipment so that all agencies can communicate through voice and data in an emergency situation to ensure a timely response. (B) Train all City employees and emergency response groups to the National Incident Management System (NIMS) standard so all emergency response units will communicate using standard emergency communication methods and terminology. (C) Upgrade City mapping to include geographic information systems database to improve emergency responsiveness and disaster recovery.

Goals and Strategies Summary

Goal 1: Ensure that the fire department is staffed and equipped to meet community needs as well as Insurance Standards Office (I.S.O.), and National Fire Protection Association (N.F.P.A.) recommendations and standards.

Strategy A: Staff apparatus at levels that is reasonable and compliant with N.F.P.A. 1710 Standards.

Strategy B: Constantly evaluate the effectiveness of the current quantity of apparatus staffed to verify that incidents are being handled at acceptable levels in accordance with N.F.P.A and I.S.O. standards and recommendations.

Strategy C: Ensure that staffing levels are reasonable to achieve time based response criteria from N.F.P.A. and I.S.O.

Strategy D: Continue to place emphasis on the employment, training and retention of part-time fire department staff to supplement full-time duty staffs.

Strategy E. Meet National Fire Protection Association (N.F.P.A.) 1901 Annex D and Industry Standards on maximum fire apparatus age and service standards.

Strategy F: Maintain duty apparatus at 10 years of age or less, front line apparatus at 20 years of age or less and reserve apparatus at 25 years of age or less.

Strategy G: Continue with incremental apparatus purchases to maintain the required fleet while being fiscally prudent in continually assessing the costs associated with fleet ownership versus fleet lease.

Strategy H: Provide the apparatus fleet with an aggressive maintenance program to prolong service life of the apparatus.

Goal 2: Plan for future fire department expansion to meet community needs as well as comply with Insurance Standards Office (I.S.O.) and National Fire Protection Association (N.F.P.A.) recommendations and standards.

Strategy A: Ensure compliance with I.S.O. requirements that require fire stations be within one and one half driving miles (Rand McNally Formula) of a minimum of fifty percent of the municipalities fire hydrants.

Strategy B: Ensure compliance with N.F.P.A. Standard 1710, which requires fire fighters arrive at an emergency scene within four minutes of the dispatch center receiving the alarm ninety percent of the time.

Strategy C: Be pro-active in planning and make timely recommendations in relation to compliance with standards to allow adequate time for the implementation and securing of funding of required service expansion.

Goal 3: Continue to promote public safety through training and community oriented safety programs.

Goal 4: Plan for Maintain high quality police protection.

Strategy A: Plan for additional staff to meet expected population increases and changes in response needs.

Strategy B: Fund additional equipment to support greater staff levels.

Strategy C. Employ of best available technology to enhance police operations.

Strategy D: Provide additional working space by renovating the existing police department.

Goal 6: Improve community emergency response capability.

Strategy A. Become a regional distribution center and storage site for emergency equipment.

Strategy B. Work cooperatively with local Community Emergency Response Teams, St. Francois County Emergency Management, St. Francois County Health Department, and other agencies to staff emergency response needs.

Strategy C. Invest in accurate GPS maps, and associated databases to retain accurate records of the location of utilities and structures to improve responsiveness to emergency recovery.

Strategy D. Improve public notification systems (i.e. storm sirens, CODE Red emergency alert system, etc.).

Goal 7: Ensure interoperability of emergency response systems with the local, State and Federal emergency response systems.

Strategy A: Ensure modern equipment for communications.

Strategy B: Assure City staff and emergency response groups receive training in N.I.M.S.

Strategy C: Ensure investment in electronic mapping systems.

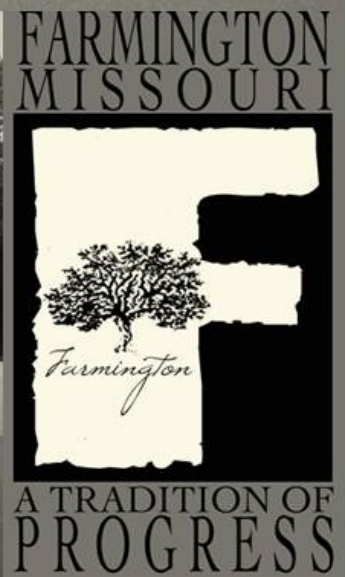
Goal 7: Improve emergency communications to allow interoperability with national emergency communication networks.

On January 1, 2013, all public safety and business industrial land mobile radio systems operating in the 150-512 MHz radio bands must cease operating using 25 kHz efficiency technology, and begin operating using at least 12.5 kHz efficiency technology. This deadline is the result of an FCC effort that began almost two decades ago to ensure more efficient use of the spectrum and greater spectrum access for public safety and non-public safety users. Migration to 12.5 kHz efficiency technology (Narrowbanding) will allow the creation of additional channel capacity within the same radio spectrum, and support more users. After January 1, 2013, licensees not operating at 12.5 KHz efficiency will be in violation of the Commission's rules and could be subject to FCC enforcement action, which may include admonishment, monetary fines, or loss of license. Compliance is required, not optional. Farmington emergency services communications will be required to meet the new standards.

In addition, to the technology requirements for compliance with mobile radio systems, improvements to the City's mapping systems will allow for better responsiveness to emergencies, and is crucial to emergency damage assessment and disaster recovery.

The public safety committee proposed the following strategies to improve interoperability between State, county and other local governments, and meet new Federal mandates. (A) Upgrade equipment so that all agencies can communicate through voice and data in an emergency situation to ensure a timely response. (B) Train all City employees and emergency response groups to the National Incident Management System (NIMS) standard so all emergency response units will communicate using standard emergency communication methods and terminology. (C) Upgrade City mapping systems to include GPS and GIS databases to improve emergency responsiveness, damage assessment, and disaster recovery.

2010 Comprehensive Plan



Public Service

Background

Farmington has worked aggressively to improve recreational opportunities for its citizens and visitors. Most of the existing facilities are in good repair. In the past few years, many new facilities that will serve the City for many years were constructed. The City has met State recommendations for open space and facilities. It is now important for Farmington to continue maintaining its recreational facilities and anticipate future needs.

Parks and Recreation Department staff consists of a Director, secretary, part-time summer programmer, and five full-time maintenance staff. Part-time summer recreation staff number from about 30 to 40. According to the 2010 Citizen Survey, 80.4% of the respondents had a good or excellent rating for the parks and 65.6 % had a good or excellent rating for recreation. Facilities maintained by the department include the following.

Wilson-Rozier Park

Wilson Rozier Park is an 11.3 acre community facility located on Perrine Road. The park includes horseshoe pits, a volleyball court, playgrounds, restrooms, a ballpark, grandstands, tennis courts, picnic tables, barbecue pits, two picnic pavilions, and a basketball court.

Wilson Rozier Ball Park

The Works Projects Administration (W.P.A.) built the 1930's era ballpark and it is rich in history. Minor league barnstormers used the ballpark in its early days. It features a major-league baseball playing field, and grandstands seating 900 people. Enclosing the perimeter of the park is a tall wooden fence in keeping with tradition. Today, high school and other local teams share the facility, March through September. Modern amenities include automated turf irrigation, lighting, new dugouts, handicapped accessible restrooms, batting cage, and 175 parking spaces.

Sports Complex

The Sports Complex is located on Ste. Genevieve Avenue on the City's east side, and consists of approximately 19 acres. There are four baseball fields, concessions, a large parking area, and a playground.

Long Park

This park is located east of the Police Station between Ste. Genevieve Avenue, East Harrison Street and Long Avenue. Facilities include a pavilion used for small summer concerts, weddings, and similar outdoor events; and the historic Long House, erected in 1836.

Skate Park

The Farmington Skate Park is located in Long Park behind the Police Station at East Harrison Street and South Main Street. This park features a concrete street course with several different obstacles, ramps, and rails on which roller bladers and skateboarders enjoy their sports. Other features include a teen center with a concession stand/skate shop, arcade, and restrooms.

Harlan Park

Harlan Park is located along Middle Street, two blocks south of Karsch Boulevard. The facilities include picnic tables, barbecue grills, and play equipment.

Hager Lake

Hager Lake is a 9-acre lake on 22 acres located in the West Industrial Park featuring a fishing jetty, a small pavilion, parking, rest rooms, and multipurpose athletic fields.

Trimfoot Park

Trimfoot Park is at the intersections of Morris Street, Trimfoot Terrace, and Pine Street. There are barbecue grills, picnic tables, play equipment, and restrooms.

Elks Field

This baseball field is located behind the Elks Lodge along Morris Street. The Elks Lodge donates public use of the field.

Jaycee Ball Field

The Jaycee Ball Field is located behind KTJJ/KREI radio station along Morris Street. Facilities include a baseball field with dugouts, bleachers, concessions, and restrooms.

Jaycee City Park

Located east of the intersection of Perrine and Doubet Roads, the Jaycee City Park features a large pavilion, restrooms, picnic areas, and volleyball courts.

Dean Danieleley Park

Located near the intersection of Willow Tree Lane and Holly Hock Lane, Dean Danieleley Park features a picnic pavilion, picnic tables, play equipment and restroom facilities.

Engler Park

Engler Park, which opened in 2001, is over 65 acres. The park is located along the St. Francois River, at the intersection of Airpark Drive and Vargo Road, on the southern edge of the East Industrial Park. The park features two high capacity pavilions with restrooms, concession area, three nature trails, two lakes, two playgrounds, six soccer fields, a nature sanctuary, and access to the St. Francois River.

Dr. F. R. Crouch Nature Sanctuary

This nature sanctuary spans 15 additional acres along the northwest side of Engler Park, with 11 different stations along the nature trail.

Bicentennial Park

The Bicentennial Park, located on West Columbia Street at East First Street, commemorates the 200th anniversary of the City in 1998. It features a large fountain and flowerbeds.

Farmington Bikeway Trail System

The bikeway system is nearly 9.5 miles. It begins at the Civic Center Complex, and winds through various parts of the City, including Engler Park, eventually connecting with the trail system of St. Joe State Park at the Farmington Oak Ridge Trail Head, which features parking and information.

Civic Center Complex

The Civic Center Complex is staffed with a Director, seven full time employees, 2 or 3 regular part-time employees, and about 55-60 temporary or seasonal employees. The Farmington Community Civic Center is a 60,000 square foot recreational facility located at 2 Black Knight Drive. Added in 2000, the Farmington Water Park is about 1.5 acres in size. Added in 2002, the 32,000 square foot Centene Center for performing arts events seats 725. A ½-cent sales tax, approved by City voters twice over the past decade, funded the projects.

Farmington Community Civic Center

The Farmington Community Civic Center is a 60,000 square foot recreational facility that was opened in 1995. The Civic Center consists of the following recreation spaces: a three-court gymnasium, an adult fitness center, a 1/8th mile indoor walking track, a six-lane indoor pool, a family leisure pool, meeting rooms and appropriate support space. Activities include: youth and adult leagues, fitness programs and classes, aquatics programs, classes and lessons, daily recreation use and public meeting space availability. The 2010 Citizen Survey shows that 77% of the respondents had an average to excellent opinion of the facility.

Farmington Water Park

The Farmington Water Park was added to the complex in 2000. The facilities of the Water Park include: family leisure pool with interactive playground, 300 gallon bucket and zero depth entry, 500 ft lazy river, two slides from a single 30ft tower, changing rooms and concession. The Water Park averages 80 operating days and over 48,000 in attendance each season. The 2010 Citizen Survey shows that 70% of the respondents had an average to excellent opinion of the facility.

Centene Center

The Centene Center began operations in 2003. The facility has a performing arts auditorium, which has a seating capacity of 755. The Center also has a conference/banquet area able to seat 350 in banquet seating. The 2010 Citizen Survey shows that 76% of the respondents had an average to excellent opinion of the facility.

Farmington Public Library

Since the 2003 Comprehensive Plan, the Farmington Public Library has had many improvements. The Genealogy Department moved to the lower level which nearly doubled its space and the addition of a public access computer and copier/printer make researching much easier for the patrons. Just inside the lower level entrance, a small museum and several display units are filled with one of a kind historical items owned by or loaned to the library. Wireless Internet, laptops, and additional public access computers have increased computer usage. Patrons can also use the Internet on their personal laptops. Offering computer classes both in the library and at the Farmington OAKS Center has improved computer knowledge for many. With the recent renovation, completed in May of 2009, sections of the library were redesigned, improving the overall appearance and making some areas more conducive for quiet study or research, others easier to access for the patrons. The Young Adult (teen's) section was relocated from the Children's Area down alongside the main floor computers and the Children's Area now hosts a larger space to better accommodate participants for story time and activities. The Gates Foundation provided additional public access computers through a grant program.

The Farmington Public Library is located at 108 West Harrison Street. The library contains over 40,000 items, including books, magazines, large print books, videos, audio books, music CDs, comic books, and cassettes with read-along books. Services include participation in an interlibrary loan program, online catalog access, Internet access, homebound book service, an ongoing book fair, and a low vision resource center for the vision impaired. In the 2010 citizen survey, 62.3% of the respondents reported a satisfaction level of good or excellent in the library materials. The 2010 Citizen Survey shows that 71.2% of the respondents had an average to excellent opinion of the facility.

Senior Services

Senior services are a new and rapidly growing component of the Public Service division of the City. At this writing, the Senior Center, and its programming, is the extent of specific City services for our older citizens. A recommendation of the committee is to create a staff position that is responsible to further the services available to seniors to facilitate personal independence and continued engagement in civic and social life. Another recommendation is for the expansion of the facilities of the Senior Center to provide space for social, educational and recreational activities. An outdoor area should be developed that would include senior specific recreation and fitness components as well as gardening opportunities. An ongoing problem that should be addressed is the mobility and transportation difficulty for many seniors. As a part of being a livable City for seniors, City streets, pedestrian accessibility, bicycle safety and reliable public transportation should be considered. The committee also recommends that an organization be developed for endowment giving to help secure the future of senior services in Farmington.

Planning session summary

The Public Service Committee identified six overall goals to sustain quality facilities and services: (1) Ensure library services meet the needs of the community, (2) Maintain and expand park services, (3) Expand services provided specifically for senior citizens, (4) Continue to expand services within the abilities of the Civic Center facilities, (5) Expand the capabilities and features of the Farmington Water Park and (6) Maximize use of the Centene Center facilities.

Goal 1: Ensure that library services meet future community needs.

The following strategies were proposed to meet the intents of this goal. (A) Establish funding mechanisms to ensure the library's operation is independent and self-sustaining. Independent funding could come from donations, user fees, special sales tax, or other options. (B) Implement most current technology to expand library services. Provide extended access to web based literary and educational news services. Expand electronic (eBook) resources. This is a growing trend in publishing and should be accommodated in a modern library. (C) Provide service to institutional and homebound populations that cannot get to the library is the next step in service for the library. (D) The current library is used very efficiently but at its maximum capacity. In order to accommodate additional programs, more space is needed.

Goal 2: Expand park facilities and programs to serve the changing needs of the City.

The following four strategies were developed to maintain quality facilities and improve park services: (A) Include additional recreational facilities in the parks. Facilities such as an archery range, a dog park, an outdoor amphitheater, and a Frisbee golf course would greatly enhance the parks. (B) Finish upgrading Engler Park. Upgrades to the park could include additional parking at Hall Braxton Pavilion, all-inclusive playground equipment, splash pads, and a multipurpose hard surface court, upgrading Randy Ragsdale Memorial Ball field to include lights, bleachers, concessions and restroom facilities. (C) Add bike lanes to allow for multi-modal transportation throughout the City. The City is located on the Trans-American bike trail and this mode of transportation brings tourism to the community. (D) Provide free public Wi-Fi through a public private partnership. Additional information on this recommendation can be found in the technology section of the comprehensive plan. (E) Add additional sports fields. The sports fields are busy and scheduling is becoming an issue. The addition of more fields will reduce the scheduling conflicts. (F) Acquire additional land for parks. Look for a location to have an indoor/outdoor sports park. This would expand the offerings of the civic center and provide a place for citizens to enjoy activities no matter what the weather conditions.

Goal 3: Expand the senior center and provide new and innovative senior services.

The following strategies have been developed to enhance the City's ability to provide services to a growing senior population: (A) In conjunction with the Civic Center, create a staff position that will focus on community services and programs for senior citizens. In particular, the senior center needs a staff member for a Program Manager. This person would act as a "go to" person for seniors, be looking for grant opportunities, and be a liaison between the City and the seniors. This person could also run the Retired Senior Volunteer Program (RSVP) and the Volunteers in Service to America program (VISTA). Volunteers perform chores; do house repair, and other items for which seniors need assistance. The addition of this person would allow the director of OAKS to focus on nutrition and other functions of the facility. (B) Enlist an active group of volunteers to plan, coordinate and supervise activities. These volunteers could organize events like Wii bowling, gardening, senior trips, and dances or other activities. (C) Explore successful models in other Cities. Exploring what other successful senior centers are programming will assist in creating successful programs for the senior center. (D) Study current use of space and create long-range plan to meet future facility needs for Senior Services. Planning for future needs and making sure the current facility is being used

as effectively as possible will ensure all needs are met. (E) In cooperation with the Farmington Public Works Department, evaluate transportation issues specifically for senior citizens to include street conditions, signage, accessibility, traffic patterns, pedestrian safety and accessibility and transportation options.

Goal 4: Continue to provide quality facilities and services at the Civic Center.

The committee identified several strategies to continue to expand services within the abilities of the Civic Center facilities. (A) Upgrade fitness equipment in keeping with trends and technology. Fitness equipment upgrades occur constantly, and keeping up with modern technology will serve the community best. (B) Market civic center facilities and programming to the community using all available technology and media options. Using marketing to advertise facilities and programs will increase usage. (C) Create a feasible plan for the renovation/expansion of the natatorium space in the Civic Center. Creating a plan for the expansion of the natatorium will allow for the budgeting and space planning required to achieve a successful project. (D) Develop a long-range master plan for water park improvements.

Goal 5: Ensure that the Centene Center is well maintained and capable of supporting diverse cultural events and activities.

The committee recognized that the Centene Center is well constructed and maintained, requiring minimal capital investment during the planning period. The strategies proposed are intended to enhance the use of the facility, and to attract a broad range of cultural events. (A) Enhance the marketing of the facility to event organizers and promoters. Marketing the facility will inform event organizers and promoters about the facility and allow more events to be held in Farmington. (B) Maintain facility to highest level, upgrading and replacing equipment and furnishings as needed. Maintaining a high level of operation will allow for the most current and largest events possible to be hosted in the Centene Center. (C) Maintain a competitive pricing structure for event facility use fees. Keeping the fees competitive will ensure the City does not price itself out of the market for events.

Goals and Strategies Summary

Goal 1: Ensure library services meet the needs of the community.

Strategy A: Establish funding mechanisms to ensure the library is independently and fully funded.

Strategy B: Implement most current technology to expand library services.

Strategy B1: Provide extended access to web based literary and educational news services.

Strategy B2: Expand electronic E-Book resources.

Strategy C: Provide service to institutional and homebound population with library services.

Strategy D: Construct additional library space capable of providing full library services to the community.

Goal 2: Maintain and improve park services.

Strategy A: Add additional recreational facilities to the parks.

Strategy B: Finish upgrades at Engler Park.

Strategy C: Add bicycle lanes to allow for multi-modal transportation.

Strategy D: Provide free public Wi-Fi.

Strategy E: Add additional sports fields to the parks.

Strategy F: Acquire additional land for parks.

Goal 3: Expand services provided specifically for senior citizens.

Strategy A: In conjunction with the Civic Center, create a staff position that will focus on community services and programs for senior citizens.

Strategy B: Enlist an active group of volunteers to plan, coordinate and supervise activities.

Strategy C: Explore successful models in other Cities.

Strategy D: Study current use of space and create long-range plan to meet future facility needs for Senior Services.

Strategy E: In cooperation with the Farmington Parks Department, develop outdoor space specifically for Senior Citizen recreation.

Strategy F: In cooperation with the Farmington Public Works Department, evaluate transportation issues specifically for senior citizens to include street conditions, signage, accessibility, traffic patterns, pedestrian safety and accessibility and transportation options.

GOAL 4: Continue to expand services within the abilities of the Civic Center facilities.

Strategy A: Upgrade fitness equipment in keeping with trends and technology.

Strategy B: Market facilities and programs to the constituency using all available technology and media options.

Strategy C: Create a feasible plan for the renovation/expansion of the natatorium space in the Civic Center.

Strategy D: Utilize short-term special use sales tax revenues to fund natatorium renovation project.

Strategy E: Develop a long-range master plan for the space available.

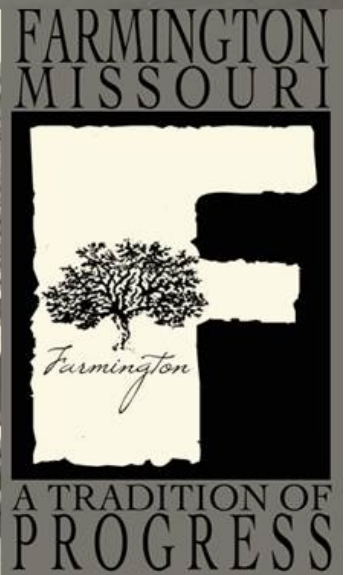
Goal 5. Ensure that the Centene Center is well maintained and capable of supporting diverse cultural events and activities.

Strategy A: Enhance marketing efforts to event organizers and promoters.

Strategy B: Maintain facility to highest level, upgrading and replacing equipment and furnishings as needed.

Strategy C: Maintain a competitive pricing structure for facility fees.

2010 Comprehensive Plan



Public Works

Background

Farmington has offered a broad range of services to its citizens for many years. The current quality and condition of most City infrastructure is relatively sound. Subdivision regulations and other adopted construction standards have had a positive impact on infrastructure development. However, the City must strive to expand and enhance its infrastructure and its utility services to coincide with anticipated growth of residential population, business enterprise, and industry.

The Public Works Department is comprised of a licensed professional engineer as the Director, the City Planner, two seasoned and knowledgeable Building Inspectors, and a Public Works Clerk. The Public Works Director oversees the daily operation of the City's Water Department, Treatment Plant and Sanitary Sewer Department, Electrical Department, Street and Storm Sewer Department, and Building Inspectors.

Water system

The municipal water system consists of 14 deep wells, which have a total pumping capacity of 2,550 gallons per minute (gpm), 6 storage facilities totaling 3,950,000 gallons, and about 120 miles of distribution main.

Three water storage tanks each have 1,000,000 gallons of storage capacity— the concrete ground level storage reservoir located along Industrial Drive, the steel ground level storage reservoir situated along Maple Hills Drive, and the elevated hydropillar steel storage tank at the end of San Jewell Drive. Other water storage tanks are elevated steel structures, which include the 400,000-gallon tank located along Progress Drive, the 300,000-gallon tank along Tower Drive, and the 250,000-gallon tank situated along Boyce Avenue.

The average amount of water pumped is about 1.87 million gallons per day (mgd), with the average amount of water sold at 1.47 mgd, a loss ratio of 21.1%. During hot summer days, water demand ranges as high as 2.5 mgd. The City currently maintains more than 2 days of water storage during normal water usage days. The City also maintains over 1½ days of storage capacity during high demand days, about 50 percent more than the one-day minimum storage requirement established by the Missouri Department of Natural Resources (MDNR). With all wells operating constantly, the City has a pumping capacity of approximately 3.67 mgd. The City's newest well #19, located along Highway H in the eastern industrial tract, was activated in 2009. Two additional deep wells are planned to be bored within the next several years, and additional water storage capacity is anticipated within the next 5 years.

The City's water is good tasting and essentially free of contaminants. According to the 2010 Citizen Survey, 57.5% of the respondents felt that the City's water was good to excellent in quality. Water is currently fluorinated at each of the 14 City well sites. The City has not been required to chlorinate its water, although disinfection has been an ongoing discussion topic with MDNR. The City entered into an Administrative Order with MDNR to reduce radionuclides within the water supply in compliance with established limits. The first treatment plant was installed in 2009 at Well No. 16, beneath the San Jewell Drive hydropillar. Treatment facilities are to be established at each City well by December 31, 2011. The Water Department is overseen by the Water and Sewer Supervisor and a staff of 5 maintenance employees. Current monthly residential water fees are \$5.90 for the first 200 cubic feet, and \$1.15 for each additional 100 cubic feet of water usage.

Wastewater and sewage systems

Two wastewater treatment plants process the sanitary sewage generated within the City. The \$6.2 million expansion of the cities East Wastewater Treatment Plant, located along Sainte Genevieve Avenue (Highway 32), was completed in May 2010. This facility was expanded from an average daily capacity of 1.30 mgd to 2.0 mgd in order to accommodate anticipated growth within the eastern part of the City. The East Wastewater Treatment Plant currently treats an average of about 1.60 mgd. MDNR requires addition of disinfection facilities to this facility by December 31, 2013. The West Wastewater Treatment Plant, located at New Perrine Road and Route 67, has an average daily design capacity of 2.40 mgd and currently treats an average of about 1.65 mgd. The eastern facility processes essentially residential and commercial waste, with the western plant treating residential, commercial and most of the City's industrial waste.

The City's sanitary sewer system consists of about 90 miles of 4 inch to 24-inch gravity sewer main, 1,900 manholes, 15 lift stations and about 6 miles of force main (pressure) sewer. The City has invested approximately \$100,000 per year for sewer system lining, in an attempt to lessen infiltration / inflow into the sanitary sewer system. Such extraneous water sources into the sanitary sewer system are difficult and expensive to convey and treat. Additional means to locate and remove such infiltration / inflow sources, such as internal televising of sewers and smoke testing, are ongoing.

The Water and Sewer Supervisor oversees the Sewer Department and a staff of two Class A Operators, four operator assistants, and four maintenance employees. Current monthly residential sewer charges are the minimum \$2.75 connection fee plus \$1.65 for each 100 cubic feet of water usage. The department has a 66.5% rating of

good or excellent in regard to sewer and waste disposal according to the 2010 Citizen Survey.

Electric system

The City owns, operates and maintains the electric utility within Farmington. The City purchases electricity wholesale from the Missouri Public Energy Pool, then sells and redistributes the power throughout the City. Ameren UE provides transmission services for delivery of power at 34.5kV. The system's operating voltage is 7.2kV/12.47kV. The electrical distribution system includes six power substations, approximately 65 miles of overhead distribution lines, and 40 miles of underground distribution lines.

Installation of fourteen, 2.0-megawatt diesel-powered generators that are used for electrical peak shaving and emergency electric generation occurred in 2002. Four generators are located at the Elm Street Substation; four generators are at the Overall Road Substation; three generators are installed behind the Jefferson Street Substation; and three generators are located at the Walton Street Substation. Currently, the City has 5,540 residential, 815 small commercial, 124 large commercial / industrial, 61 school and church, and 98 City government service connections. Ameren UE serves large State facilities such as the Farmington Correctional Center and Southeast Missouri Mental Health Center.

The Electric Department is overseen by the Electric Foreman and 8 journeyman lineman. In addition, three office personnel administer water, sewer and electric billing and collections, and two customer service representatives provide commercial and industrial assistance and utility connections and disconnections.

Current monthly residential electric rates are the \$11.30 minimum meter charge plus 7.91¢ per kilowatt-hour. Winter residential rates are reduced to 6.65¢ per kilowatt-hour after 1,500-kilowatt hours of monthly usage.

The 2010 Citizen Survey showed that 73% of the population surveyed felt that the electric service was good to excellent. This is an increase from the 2008 number of 56.8%.

Storm water system

Comprehensive storm water management was nonexistent in the City of Farmington until the Storm water Management Ordinance was adopted in 1998. Until that time, a primary goal was to route storm water drainage away from homes and businesses with

little concern about reducing runoff rates, providing detention, or eliminating the harmful effects of drainage to those downstream. Storm sewers and curb & gutter were initially constructed in the downtown area to convey runoff away from buildings and streets into local drainage ditches and creeks.

Currently, many developments within the City lack proper storm water facilities. Development permits and land disturbance permits are now required prior to new development. However new development that is adjacent to established areas has in many cases continued to exacerbate storm drainage problems.

The City now requires an engineered storm water management plan for development, except very small activities. The Public Works Department administers storm water regulations and now reviews all storm water management plans, which was previously outsourced. Runoff must be controlled while development is in progress. The post-development runoff rate must be equal to or less than the pre-development runoff rate. Developers, as part of new development, and by the City as part of drainage and street upgrades, have constructed storm sewers and storm water detention structures. The Street Department conducts maintenance and limited storm water improvements, with the Parks and Recreation Department and prison work crews provide annual watercourse maintenance.

Farmington was granted a Municipal Separate Storm Sewer System (MS4) permit in 2003 as issued by MDNR. The City has been required to take steps in accordance with the permit to reduce the harmful effects of storm water runoff.

The storm water system is comprised of about 21.5 miles of 8-inch diameter sewers to 84-inch by 72-inch culverts; 500 inlets; 375 grates; and miles of open channel swales, ditches, and creeks.

Street network

Annual street maintenance includes asphalt overlays, curb & gutter, sidewalk replacement, and storm water enhancements. Recently a portion of Perrine Road was reconstructed and various drainage enhancements completed. Additional emphasis has been made toward winter crack sealing (less costly than overlays) adding 5 to 10 years of pavement life. Primarily developers construct new streets. Recent City evaluations depict 80.35 miles of asphalt streets; 7.28 miles of concrete streets; 134.6 miles of curb & gutter; and 31.2 miles of sidewalk.

The City sponsors an annual “Spring Clean-Up” for citizens to dispose of old furniture, appliances, and other large articles not handled by local solid waste haulers. The Street Department also maintains the “City Farm” off Pimville Road where citizens can discard yard waste at scheduled dates and times. Public street maintenance is managed by the City’s Street Department Supervisor and 8 workers. Future major street improvements are detailed in the Transportation Section of the Comprehensive Plan.

Non-City owned utilities

Missouri Natural Gas, a division of Laclede Gas Company, St. Louis, provides natural gas to a large area within the City limits.

AT&T operates the landline telephone utility in Farmington, with cell phone service and broadband Internet service provided by several other communications companies.

Private vendors, through individual agreements with customers, currently handle solid Waste Disposal.

Industry concerns

The proper functioning of utilities is often times taken for granted. It is expected that water will be available when turning the faucet that the lights will illuminate when flipping the switch, the street network will be free of potholes. Public Works planning involves making provisions for the continued function of current utilities; planning for expansion and enhancements of facilities in concert with community growth; and planning for pending and new State and regulatory changes.

Utility system maintenance is generally more cost-effective than system repair, rehabilitation, or replacement. Checking and monitoring voltage on motor-driven equipment, for instance, provides a means to extend component life. However, public utility components, whether it is a street, water line, or wastewater treatment plant blower, have a useful life and must ultimately be replaced. Proper planning and budgeting of funds are critical to continued stability of Public Works.

Utility expansion and enhancements must precede and/or parallel community growth. Water tank storage and wastewater treatment plant capacity, as examples, must be in place to entice development. The placement of water lines and streets often times is an instrumental part of new development. Maintaining a grasp of areas most adaptable for development, and ensuring necessary base utilities are present, is a realm of the Public

Works Department that allows a means for proper utility expansion and ensures the efficient use of the public's tax dollars.

Planning session summary

The Comprehensive Plan's Public Works Committee focused on daily concerns faced by the respective City staff members, system deficiencies, and proposed means to strengthen the department and City's utility networks.

Planning goals for the public works infrastructure identified by the committee include: (1) Adding more capacity and yield to the water system. (2) Controlling infiltration and inflow within the sanitary sewer system. (3) Expanding the electric distribution system. (4) Controlling storm water through stricter storm water control ordinances.

Goal 1: Water system

The public works committee established three strategies to add more storage capacity and yield to the water utility. (A) Currently, the City has more than 2 days of storage capacity. However, individual storage tank capacities versus current water usage and growth expectations within a specific distribution area are a concern. The Boyce Avenue water tank, for instance, is the smallest tank at 250,000 gallons, yet it services the downtown core. The possible construction of a downtown hotel or multifamily development would warrant a system hydraulic evaluation to determine whether adequate immediate storage exists. (B) Deep well water yield has remained constant over the past several years. However, pumping at most wells require longer daily duration at a slightly less gallon per minute (gpm) rate than in the past. Two of the best water producers are Well # 16 along San Jewell Drive and Well # 13 at the West Wastewater Treatment Plant site, each delivering nearly 300 gpm. Well # 10 near Veterans Drive has diminished in capacity to about 80 gpm, and should be taken out of service. The inclusion of Well # 19 along Highway H within the East Industrial Park has recently added about 210 gpm of capacity. In addition, the looping of water mains from Well # 19 to the north and south has strengthened fire flow capacity and provided better tasting water to those affected residents. At least four additional deep wells should be bored by year 2020. (C) Immediate concerns are the environmental regulations mandating reduction of radionuclide concentration within the drinking water. The City has embarked on a program to place radionuclide treatment plants at each deep well, in an attempt to comply with current maximum contaminant levels. The placement and initiation of these facilities will be a costly endeavor, financed via the April 2007 ½-cent sales tax. However, ongoing operation, maintenance, and media replacement cost will require appropriate water rate increases.

Goal 2: Wastewater and sewage systems

The committee has developed three strategies to ensure sufficient sanitary sewer capacity and meeting growing demands: (A) Infiltration and inflow are each extraneous and unwanted sources of water within sanitary sewers, with infiltration distinct from inflow. Infiltration is ground water that finds its way into the sewers because of cracked pipes, misaligned pipe joints, and root intrusion. Inflow sources are direct connections to the sanitary sewers from roof downspouts, sump pumps, interconnections with the storm sewer system, etc. Infiltration is constantly present within the sewer system except in very dry weather conditions. Infiltration rates vary as ground water depth increases and decreases. Inflow occurs immediately after a rainfall and may contribute up to ten times the average dry weather flow rates. Such short lived but intense flows are destructive to lift station pumps and treatment plant components, and can result in basement flooding and improper wastewater treatment quality. Devising a system of inspections to detect and eliminate infiltration and inflow issues would greatly reduce said issues. (B) The City has budgeted \$100,000 per year for sanitary sewer lining, which provides enhanced pipe alignment, eliminates root intrusions, and diminishes infiltration contributions. Discovering inflow sources by smoke testing the sewer lines, dyed water flooding, manhole inspections, and internal televising of sewer lines is best. Direct connections of sump pump piping into the sanitary sewers are a prime inflow source. (C) Addition of disinfection facilities, consisting of ultraviolet lamps, to the East Wastewater Treatment Plant by December 31, 2013 is required. Construct the clarifier and aerobic digestion basin eliminated from the recent expansion project because of cost. Replace the old aeration blowers with surface aeration units, similar to those incorporated in the recent construction, in the next several years. The West Wastewater Treatment Plant has about 750,000 gpd of reserve capacity, is operating within its design and permitting requirements. Continued maintenance on both facilities is paramount for extending component life and limiting unwanted expenses.

Goal 3: Electric system

The committee identified two strategies to ensure sufficient electric capacity to meet the growing demands. The following are their strategies: (A) Develop a public education campaign to increase electrical conservation. Public education topics could include; adding home insulation, installing smart thermostats, using compact fluorescent energy-efficient light bulbs, and changes in personal habits. Communications concerning power reduction methods such as thermostat changes, drying clothes less often with larger loads, and turning off lights and appliances when not needed should be pursued. Such educational efforts correlate with power utility providers, including Ameren UE, because of stricter air pollution requirements in the burning of coal as an energy source.

(B) Expanding the electrical grid within the City includes the placement of underground wiring in areas of massive tree growth, new installations, and extending electric feeders to accommodate and entice new development in areas peripheral to the developed core. Also discussed was the installation of a looped electrical system, enabling Ameren UE to service the entire community from their North Washington Street substation or from their south Fredericktown Road substation.

Goal 4: Occupancy inspections

The committee wishes to institute occupancy inspections by following these three strategies. (A) Inspection of all buildings prior to occupying for any purpose must occur. In the past, Inspections were performed on commercial properties before occupancy. Commercial occupancy inspections were eliminated recently, providing the building use remained the same. (B) Occupancy inspections before occupancy could expose potential health safety issues, which would benefit the potential buyer of the residence or commercial structure. (C) Such inspections might also identify illegal storm water connections and sump-pump discharge connections into the sanitary sewer system.

Goal 5: Storm water system

The committee has established the goal of adopting a stricter storm water ordinance to assist in solving current and future citizen concerns. This goal can be accomplished by the following three strategies. Proper storm water management is a critical component of sustainable development. Recommendations include (A) Requiring storm sewers in all new subdivisions and commercial developments. Installation of storm sewers will help control storm water runoff and assist in erosion control. (B) Identification of who must maintain storm water detention basins after they are constructed is critical for proper operation of the storm water system. (C) Continue to enforce all storm water ordinances. Storm water ordinances are local and State mandated. The ordinances protect the community and should continue to be enforced.

The Committee recommended the above goals and strategies be addressed within the next ten years.

Goals and Strategies Summary

Goal 1: Add more storage capacity and yield to the water utility.

Strategy A: Add more storage tanks where needed to keep up with projected growth.

Strategy B: Pursue efficient and cost effective operation of the water system.

B1. Take low performing wells out of service and replace with higher yield wells.

B2. Continue to add new wells to meet growing projected demands.

Strategy C: Ensure Radionuclide system completion to comply with Environmental Protection Agency mandates.

Goal 2: Ensure sufficient sanitary sewer capacity to meet growing demands.

Strategy A: Inspect structures to remove inflow sources to sewer system.

Strategy B: Continuously inspect sewer lines and ensure diminished infiltration into the sewer system.

Strategy C: Complete designed expansion for the East Waste Water Treatment Plant and perform required maintenance to ensure proper functioning of treatment plants.

Goal 3: Ensure sufficient electric capacity to meet growing demands.

Strategy A: Implement public information campaign regarding ways to reduce energy consumption.

Strategy B: Expand the electric distribution network to serve areas planned for future development.

Goal 4: Ensure the reinstitution of occupancy inspections.

Strategy A: Ensure existing construction is to the code the building was built under.

Strategy B: Ensure no health safety risks exist.

Strategy C: Identify illegal storm water and sump pump connections.

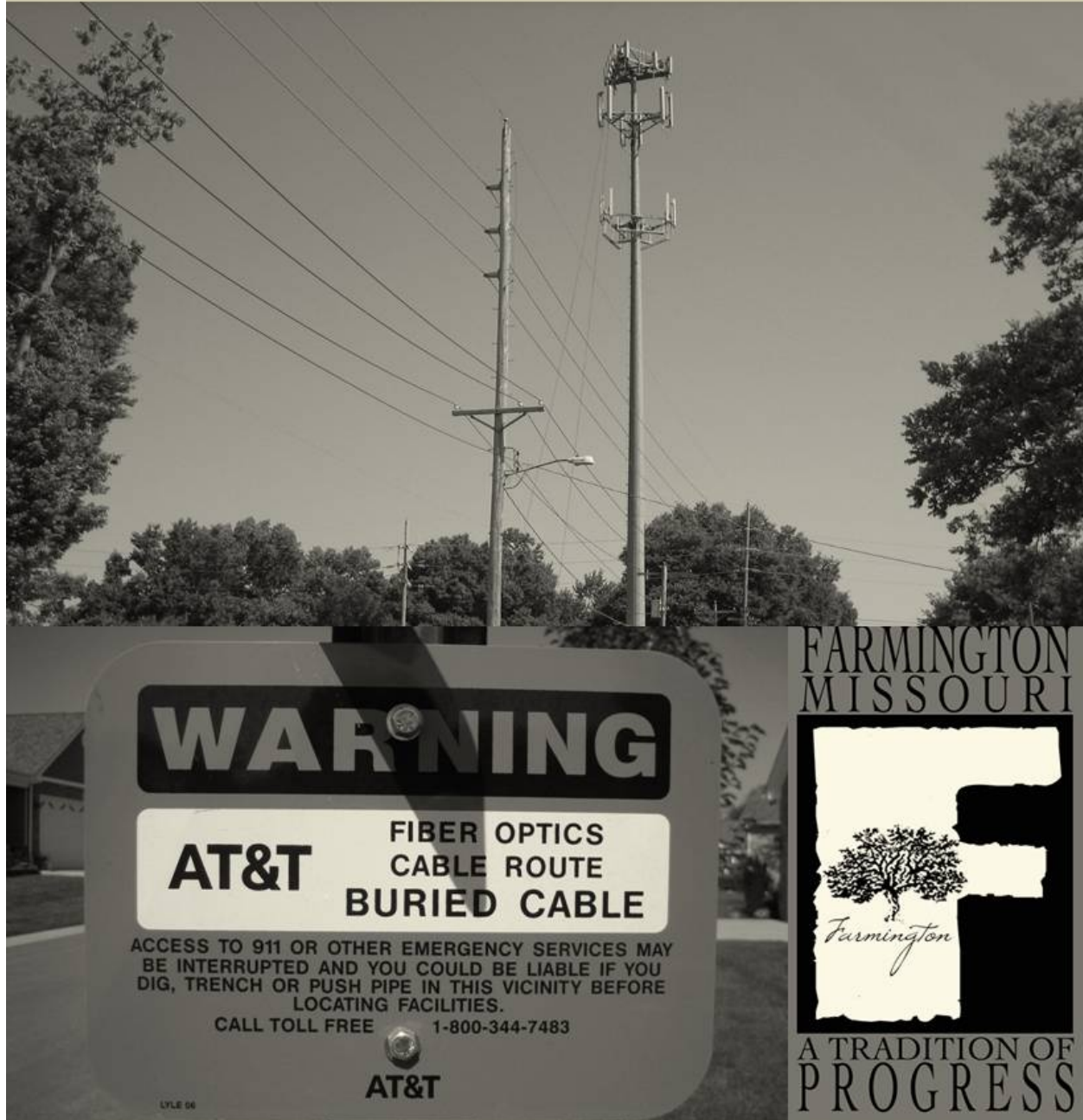
Goal #5: Adopt stricter storm water ordinances to ensure proper and sustainable development.

Strategy A: Require storm sewers in all new developments.

Strategy B: Define storm water improvement maintenance.

Strategy C: Continue to properly enforce all storm water ordinances and laws.

2010 Comprehensive Plan



Technology

Background

Computer technology has been a part of the City of Farmington's governmental operations since the mid 1990's. The conversion from paper to electronic issuance of permits occurred in the early 2000's. In 2009, the City changed infrastructure software, which has improved the data entry and data retrieval system. The City joined the social networking community (Facebook, twitter, etc) in 2009. The City maintains a website for distributing information to the public. According to the 2010 Citizen Survey, 41% of the surveyed responders say they have used that website to get information about the City.

Eight servers provide networking and file storage for City hall, public works, and the library. They are Farmington-DC primary domain controller, FTP-SVR FTP files and Sophos AV server, Gemini 1 print server, Gemini 1 Online backup server, Intranet-SVR Noodle Intranet server, Library-SVR library server, Mail-SVR e-mail server, and the Summit-SVR which operates the City's infrastructure software.

The City also maintains servers in other buildings. The civic center has one server for membership software. The firehouse has two servers for database and training software. The library has a server and the police have a server for police records. There are 133 computers on the City's network.

Planning session summary

The Technology Committee has four goals: (1) Establish a free Wi-Fi network for citizens. (2) Update the infrastructure software. (3) Appoint a technology committee within the City council. (4) Provide mobile data access to employees.

Goal 1: Expand Wi-Fi Internet Access

(A) Establishing free Wi-Fi Internet access by local businesses offering a portion of their Internet speed to the public over a wireless network is possible. Offering compensation to participating businesses through reducing their utility bills is a way for the City to pay for the network without having to build it. (B) Upgrade the utility meters to Smart Grid Technology. Smart Grid technology allows the utility or the consumer to set energy usage guidelines for appliance usage and factory processes that can run at arbitrary hours. A component of the Smart Grid Technology is the Smart Meter, which communicates back to the utility office the current reading via a network. This would eliminate the need for meter readers.

Goal 2: Update utility billing and management systems software.

Updating the utility billing software will allow for a more customer friendly experience. Improving the experience by making applications and payments for permits on-line, pay bills over the Internet, submit a concern with a geo referenced photograph, allow the citizen to track their concern and know when it is resolved and allow inspection reports to be written on site and immediately given to the citizen / contractor would greatly improve customer service.

Goal 3: Establish a standing technology committee of City Council.

A standing technology committee within the City council would be responsible for meeting the technology needs of the employees and the citizens. The committee would evaluate for expansion of the IT department to allow efficient IT operations using the following strategies: (A) Research grants to improve technology hardware. (B) Utilize most current technology to improve public information access and to promote City events and programs, and to facilitate a better information exchange with citizens. The City currently operates a facebook page, a tourism web site, a City website and several other social media pages.

Goal 4: Provide selected employees with mobile data access.

Several departments would benefit from mobile data access. Employees frequently need access to all the resources available in the office. Providing mobile data access would allow employees to receive and complete work orders more effectively in the field, and facilitate the transfer of information between office personnel and work crews. It would also allow the Building Safety and Planning and Zoning staff to print a permit or an inspection report in the field, which would greatly improve customer service.

Goals and Strategies Summary

Goal 1: Expand the Wi-Fi network in the City.

Strategy A: Work cooperatively with local businesses to establish public access Wi-Fi .

Goal 2: Ensure efficient operations by updating existing utility billing and management information systems software..

Goal 3: Create a standing technology committee within the City Council.

Goal 4: Provide mobile data access for selected City employees.

2010 Comprehensive Plan



Transportation

Background

Farmington is a City with transportation at the heart of its history. Major transportation systems in Farmington have ranged from the Plank Road of the 19th century, to the electric railroad of the early 20th century, to the modern State highway system of today. The City has a regional airport (City owned and operated), 2 hospital heliports, 1 standard heliport and about 88 miles of public streets.

The early City was built around an original town site with a courthouse square at its center. Most major roads went directly in and out of the heart of the City. One of these was The Plank Road, which ran from Iron Mountain to Sainte Genevieve.

During the early 20th century, the electric railroad carried passengers in and out of the heart of the City, as well as destinations such as Hurryville and Delassus. Passengers could board the twelve trains that ran each day from Delassus. The trains ran to points from Bismarck to the Missouri Bootheel, and made connections to Sainte Genevieve. The electric railroad business, which was the primary mode of mass transportation in Farmington, met its demise due to private automobile ownership.

Later, the location and relocation of State highways prompted some businesses to move from the downtown to new locations along those highways. New businesses also came to Farmington looking to develop along the highway corridors.

It soon became very important for automobile traffic to flow efficiently between State highways and local streets. The implementation of City planning and subdivision regulations led to minimum standards for new streets. City public works projects improved existing City streets and county roads that were not designed to meet the increased traffic flow.

Today, privately owned automobiles are the most popular form of transportation in Farmington. Although 2.6% of households have no vehicle (2009 American Community Survey), most people still drive to work in their own vehicle (2009 American Community Survey) with very few carpooling or taking any other form of transportation.

Farmington is still working to address the effects of growing traffic from highways constructed over the past 40 years. Only a fraction of the available land along highway corridors has actually been developed. There is probably much more development to come, especially along U.S. Highway 67. New residential development continues to develop along county roads not constructed to carry the growing traffic around the

fringes of the City. According to traffic counts, Traffic volume has increased significantly over the past 30 years.

In the 2010 Citizen Survey, 44.9% of respondents felt the City streets were in good to excellent condition. In that same survey, 69.9% reported good to excellent major streets and 43.2% reported good to excellent residential streets.

Functional Classification of Streets

Existing and proposed streets have been classified in accordance with the City's subdivision regulations, traffic volume, and observation as follows:

Primary Arterial – A street of considerable continuity which is intended to move through traffic from major traffic generators and provide direct access to abutting property.

Secondary Arterial – A street of considerable continuity that is intended to serve major movements of traffic from minor traffic generators, providing service to specific traffic destinations and easy movement from one area of the City to another.

Collector – A street, which provides for traffic movement between arterials and local streets and provide direct access to abutting property.

Local Street – A street primarily intended to serve individual properties abutting a street.

Existing major street system

The major street plan will primarily focus on major street systems, consisting of Primary Arterials, Secondary Arterials, and Collector Roads. The existing major street system of the City consists of over 30 streets and 7 State highways including a four-lane divided highway – U.S. Highway 67.

Primary Arterials

The existing Primary Arterial system in Farmington consists of three thoroughfares: U.S. Highway 67, Missouri Route 32 (Karsch Blvd), and part of old Missouri Route W, now known as West Columbia Street.

U.S. Highway 67 is a north-south route located along the west side of the City, linking it to Interstate 55 and the St. Louis Metropolitan area. Interstate 55 is also the primary highway connection between Chicago, St. Louis Metropolitan area, and points south.

Access to U.S. Highway 67 is provided by three interchanges and two at-grade intersections. One interchange is located at Missouri Route 32, another at Maple Drive and a third at W. Columbia Street. The at-grade crossings are located at Doubet Road and New Perrine Road.

Presently, U.S. Highway 67 serves as a major connection to destinations such as Poplar Bluff and Little Rock, Arkansas. At Little Rock, I-30 provides a connection to Dallas, Texas and other points west.

Long-term improvements to U.S. Highway 67, planned by Missouri Department of Transportation would upgrade this important route to freeway status. The highway has been proposed to eventually become an extension of I-30. It is already a major route connecting Poplar Bluff and I-30 in Little Rock. Cities located along U.S. Highway 67 such as Poplar Bluff and Farmington are leading a movement to accelerate the construction of upgrades to the highway that would increase the importance of the route even more.

The east-west arterial, Missouri Route 32 (Karsch Boulevard), serves as a connection between U.S. Highway 67 and Interstate 55 at Saint Genevieve, which provides a link between Farmington and Cape Girardeau.

Secondary Arterials

The existing secondary arterial system is comprised primarily of several other State highways and heavily traveled City streets including Route D, Route EE, Route F, Route H, West Columbia Street, Hillsboro Road, Potosi Street, Weber Road, West Liberty Street, and Maple Valley Drive/Westmount. Although most of the City's secondary arterial roads have been significantly improved over the past few decades, additional improvements for some streets are needed.

Collectors

The City's network of collector streets is reasonably efficient at linking together the primary and secondary systems. There are some discontinuities such as street jogs or irregular street conditions that the City has been addressing whenever possible. As the City grows into the surrounding area, the need for collector-related upgrades is

increasing. Upgrades to several of the City's substandard collectors, such as Wallace Road and older downtown streets such as East College Avenue, have been financed using a capital improvement sales tax. The City is undertaking the largest series of existing street improvement projects in its history, most of which are on collector streets.

Major Street Plan

The major street plan calls for future upgrades and extensions to existing streets, and the construction of new sections of streets. Recommendations include the reclassifications of some streets.

Primary Arterials

The major street plan retains the two existing routes, U.S. Highway 67 and Missouri Route 32, and calls for the expansion of a portion of West Columbia Street to five lanes. It is recommended that U.S. Highway 67 be upgraded to freeway and interstate status. The closing of all at grade crossings is of utmost importance.

The City Council stated its intention to construct a four-lane limited access roadway to be named "Sara Barton Murphy Boulevard" in Resolution #R1-98. The project received unanimous approval of the Farmington Chamber of Commerce, the St. Francois County Commission, and the Southeast Missouri Regional Planning and Economic Development Commission. Previous comprehensive plans have shown an outer loop extended around the entire City. The 2000 Comprehensive Plan placed the proposed Sara Barton Murphy Boulevard nearly a mile west of U.S. Highway 67, and encompassed a huge area to the south of the City. The road shown in the 2000 Comprehensive Plan would require approximately 50-60 years to complete, would be extraordinarily expensive, and would be difficult to build because of topography and right-of-way acquisition. While such an outer loop may eventually be warranted, the details of such a route have not been included within this plan. The City should consider additional detailed studies and planning related to the concept of a large outer loop such as Sara Barton Murphy Boulevard.

The upgrade of West Columbia Street to five lanes roughly from Vernon Avenue to Bray Road is also recommended in the Major Street Plan. This project is projected to relieve traffic congestion and improve safety along this section of road, which handles a high volume of traffic and connects with U.S. Highway 67. A portion of this project has been completed. State Highway 221 (past Bray Road) has recently been widened to three lanes.

Much of the traffic along West Columbia Street is destined for downtown Farmington, Doe Run, Westmount Drive or public institutions accessed from West Columbia Street. Those facilities include Farmington High School, the Civic Center Complex, Southeast Missouri Mental Health and Farmington Correctional Center. There are also a large number of apartments in that area which are accessed by using the West Columbia Street / U.S. Highway 67 Interchange. Improvements to West Columbia Street and Route V southwest of Farmington are also needed to increase the safety of the routes. They serve as the only major connection between Farmington and Arcadia Valley.

Secondary Arterials

The proposed secondary arterial routes function as intermediate level routes between the primary and collector systems. Some will serve as alternative routes to the primary arterials such as outer roads, and carry large volumes of traffic. There are several upgrades proposed in the Major Street Plan for existing collectors or existing arterial streets as well as some extensions. Improvements proposed include upgrades to Maple Street, Potosi Street, Weber Road, and extending South Westmount Drive. The Major Street Plan includes a Hunt Road overpass across U.S. Highway 67 that would connect with the east and west outer roads that extend south from the Fairgrounds Interchange. Upgrades to Hunt Road are proposed so it may continue to function as a major east-west connector along the City's north side. An outer road would connect with Hunt Road, near the overpass, and connect with the Fairgrounds Interchange and the Maple Street Interchange. Additional outer road sections are proposed along U.S. Highway 67.

Upgrades to the existing Flat River Road and Weber Road would provide an east outer road along U.S. Highway 67, on the north side of the City. Another route includes Maple Valley Drive, Westmount Drive, and South Westmount Drive, which would create an east outer road along U.S. Highway 67 on the south side of the City.

Outer road improvements at the far south end of the City are proposed toward the end of this planning period. These outer roads would eventually serve to connect an interchange near U.S. Highway 67 and State Route H, with another interchange near Perrine Road.

Regardless of nearby highway plans, it is important that Engler Park and other proposed open spaces near the St. Francis River are preserved.

Collectors

The collector routes proposed will provide for important connections between the secondary arterial routes and local streets. A number of significant improvements are proposed, including extensions to Wallace Road, Pine Street, and Perrine Road. Upgrades to Hunt Road, Perrine Road, Industrial Drive, and rural county roads are recommended. Some improvements are expected to be completed by developers, through the subdivision process.

Farmington Regional Airport

Farmington Regional Airport is a City-owned and operated airport. The facility is located east of Perrine Road, consists of approximately 200 acres of land, and features a 75' x 4,221' runway (Heading 020-200) with 100' displaced threshold on the south end. It also features a full-length taxiway that parallels the runway, pilot controlled lighting, instrument approaches, 100-octane (aviation) gas and jet fuel for over wing fueling, a maintenance pilot's lounge, courtesy cars, aircraft charters, and flight training. There is an airport terminal with a full complement of services for air travelers, four privately owned hangar facilities, and two City owned shade-port structures with rental space for twenty small aircraft.

Southeast Missouri Transportation Service

Southeast Missouri Transportation Service (SMTS) is a non-profit corporation based out of Fredericktown that provides transportation to anyone who requests and pays for the service. Many of the riders are elderly or handicapped and the service receives subsidies for transporting them. Service is on an arranged basis and the schedule is subject to the availability of the buses. One bus is dedicated to full-time service in the Farmington area, with another serving the county. Immediate service may not be available during peak demand. According to a representative of the transportation service, only a few riders currently use the service for transportation to or from work. The service sometimes contracts with other companies or organizations to provide employee transportation. Cities can contract with the service to provide public transportation at regular stops, similar to a regular public transit system.

Rail

The Union Pacific Railroad owns the east-west tracks extending from the main north-south line at Bismarck to Park Hills/Bonne Terre, in the northern development area of Farmington. They also own to Sainte Genevieve, and connections to the Burlington

Northern Railroad. Several sections have extensive sidings in place. Several trains were diverted onto this route in 1993 due to major flooding elsewhere.

Other transportation services

There are other quasi-public and private transportation services in Farmington with specific goals operated by nursing homes, treatment facilities, boarding homes, Mineral Area Regional Medical Center, and St. Francois County Ambulance District. There are at least two taxi services currently operating within the City and several others, not based in Farmington that service the City.

Industry concerns

The primary concerns of the transportation industry are street maintenance, curb and gutter maintenance, street signage, and smooth traffic flow. Continued maintenance preserves street life. Maintenance of streets includes asphalt overlays and crack sealing. Overlaying involves placing 1 ½" of new asphalt over old concrete or asphalt street surfaces. Crack sealing consists of cleaning out cracks in the pavement and sealing them with a tar-like substance. This prevents water from deteriorating the substrate of the street, preventing further cracking.

Curb and Gutter maintenance assures the proper functioning of this important storm water improvement. Curb and Gutters channel storm water to the nearest storm water component, which could be a storm water inlet, a detention basin, a creek or drainage swale. Failure to maintain these improvements leads to a lack of storm water control and the deterioration of streets.

Street signage is extremely important as it alerts the driver of potential hazards, street locations and highway exits. It also alerts the driver of rules and regulations that control traffic flow. Maintaining accurate street signage is a difficult and expensive task and must be planned.

Continuous street maintenance is extremely important to reduce replacement costs. Without continuous maintenance, streets will have to be replaced at a much quicker rate. The City currently has 80.35 miles of asphalt streets; 7.28 miles of concrete streets; 134.6 miles of curb and gutter; and 31.2 miles of sidewalk.

Planning session summary

The Transportation Committee focused on five principal goals for improving the transportation system. Those five goals are: (1) Enhance public transportation system. (2) Program a consistent and permanent funding source for transportation projects. (3) Execute the proposed improvements included in the major street plan. (4) Have better public access downtown. (5) Update the subdivision regulations.

Goal 1: Enhance public transportation services.

The local community is well served by SMTS, however, there is currently no public transportation available for national or regional service. The committee identified the following opportunities to enhance public transportation: (A) The City should promote the inclusion of Farmington in national or regional bus routes. (B) In addition, the City should work cooperatively with St. Francois County and the City of Bismarck to establish an Amtrak station to provide access to the national commercial rail system. (C) As the community grows, the City should explore options for the inclusion of a small regional air carrier to operate from the regional airport.

Goal 2: Program consistent and permanent funding sources for transportation projects.

The second goal is to develop a regular funding sources for transportation projects. Funding for street maintenance and improvements is currently derived from a number of sources. The City imposes a ½ cent capital improvement sales tax (2001), a portion of which is targeted at street improvements. The tax will expire in 2013, unless voters approve an extension. In addition the City receives funding annually through the Federal Aid – Urban allocation of the Federal Department of Transportation fuel tax. The City applies for competitive grant funds through the Missouri Department of Transportation, when funds are available, and has been very successful in obtaining supplemental funding. In addition, the City receives annual appropriations from the Federal Department of Transportation and Missouri Department of Transportation (Aviation) for improvements to the Farmington Regional Airport.

The committee recommended that the City utilize the following strategies to continue to fund transportation improvements: (A) Continue to seek grant funds when available from Federal and State agencies. (B) Seek voter approval for a permanent ¼ cent transportation tax when the 2007 capital improvement sales expires. (C) Work cooperatively with private developers to improve roads adjacent to, or servicing new developments.

Goal 3: Major Street Plan

The third goal is to start executing the Major Street Plan. The following strategies were developed to allow the implementation of the Major Street Plan. (A) The committee suggested establishing a priority list for the projects beginning with Wallace Road extending to Highway D and Pine Street extending to Schwartz Road. (B) The committee feels that the engineering study for Sarah Burton Murphy Highway should be completed with monies already allocated for this project. The City should continue the working relationship with the Sarah Barton Murphy Chapter of the Daughters of the American Revolution. The first section to be constructed is from Leadington / U.S. 67 / MO32 to MO EE by 2015. The second section involves Sainte Genevieve County to MO 32 by 2025. The final section is from MO 32 on to U.S. 67 by 2035 to complete the project. (C) Upgrade Bray Road (when annexed into the City limits) to a full-width City street with curb and gutter and storm water upgrades.

Goal 4: Improve parking and pedestrian access to downtown.

The fourth goal of the committee is to provide improved parking and pedestrian access to the downtown area. The following strategies were developed to address this goal: (A) Add more accessible parking lots and future parking structures to alleviate the parking congestion. (B) Add more street furniture and trees. The addition of these items would improve the pedestrian-friendly environment of the City. (C) Add bicycle lanes and bicycle racks to enhance the safe use of bicycles as an alternate mode of transportation.

Goal 5: Incorporate multi-modal transportation facilities in new road construction and subdivision design.

The following strategies were developed to achieve this goal: (A) Amend the subdivision regulations to require sidewalks, or wider streets to allow for safer pedestrian circulation in subdivisions. (B) Integrate multi-modal transportation design features new developments and existing neighborhoods, including the addition of several bus stop areas within City limits to facilitate public transportation use. (C) Require bus stop shelters as part of the subdivision improvements to promote the safety of school students and the general public.

Goals and Strategies Summary

Goal 1: Enhance access to public transportation services.

Strategy A. Promote the inclusion of Farmington in national or regional bus routes.

Strategy B. Work cooperatively with St. Francois County and the City of Bismarck to establish an Amtrak station.

Strategy C. Explore options for the inclusion of a small regional air carrier to operate from the regional airport.

Goal 2: Program consistent and permanent funding sources for transportation projects.

Strategy A. Continue to seek grant funds when available from Federal and State agencies.

Strategy B. Adopt a permanent ¼ cent transportation tax when the 2007 capital improvement sales expires.

Strategy C. Work cooperatively with private developers to improve roads adjacent to, or servicing new developments.

Goal 3: Execute the Major Street Plan.

Strategy A: Establish a program of work and funding for projects listed in Major Street Plan.

Strategy B: Complete the engineering study for the Sarah Barton Murphy Highway.

Strategy C: Upgrade Bray Road to meet requirements of a City street once annexed.

Goal 4: Improve parking and pedestrian access to downtown.

Strategy A: Add additional easily accessible parking lots and parking structures.

Strategy B: Add additional street furniture and trees to enhance the streetscape and aid pedestrians.

Strategy C: Add bicycle lanes and bicycle racks to enhance the use of bicycle transportation.

Goal 5: Incorporate multi-modal transportation facilities in new road construction and subdivision design.

Strategy A. Amend the subdivision regulations to require sidewalks, or wider streets to allow for safer pedestrian circulation in subdivisions.

Strategy B. Integrate multi-modal transportation design features new developments and existing neighborhoods, including the addition of several bus stop areas within City limits to facilitate public transportation use.

Strategy C. Require bus stop shelters as part of the subdivision improvements to promote the safety of school students and the general public.

Strategy D: Add bicycle lanes promote the use of bicycles for regular transportation.

Appendix A

City limits may be altered, how.

77.020. The mayor and council of such city, with the consent of a majority of the legal voters of such city voting at an election thereof, shall have power to extend the limits of the city over territory adjacent thereto, and to diminish the limits of the city by excluding territory therefrom, and shall, in every case, have power, with the consent of the legal voters as aforesaid, to extend or diminish the city limits in such manner as in their judgment and discretion may redound to the benefit of the city; provided, however, that no election or voter consent shall be required for voluntary annexations or transfers of jurisdiction under chapter 71, RSMo.

71.012. 1. Notwithstanding the provisions of sections 71.015 and 71.860 to 71.920, the governing body of any city, town or village may annex unincorporated areas which are contiguous and compact to the existing corporate limits of the city, town or village pursuant to this section. The term "contiguous and compact" does not include a situation whereby the unincorporated area proposed to be annexed is contiguous to the annexing city, town or village only by a railroad line, trail, pipeline or other strip of real property less than one-quarter mile in width within the city, town or village so that the boundaries of the city, town or village after annexation would leave unincorporated areas between the annexed area and the prior boundaries of the city, town or village connected only by such railroad line, trail, pipeline or other such strip of real property. The term "contiguous and compact" does not prohibit voluntary annexations pursuant to this section merely because such voluntary annexation would create an island of unincorporated area within the city, town or village, so long as the owners of the unincorporated island were also given the opportunity to voluntarily annex into the city, town or village. Notwithstanding the provisions of this section, the governing body of any city, town or village in any county of the third classification which borders a county of the fourth classification, a county of the second classification and Mississippi River may annex areas along a road or highway up to two miles from existing boundaries of the city, town or village or the governing body in any city, town or village in any county of the third classification without a township form of government with a population of at least twenty-four thousand inhabitants but not more than thirty thousand inhabitants and such county contains a state correctional center may voluntarily annex such correctional center pursuant to the provisions of this section if the correctional center is along a road or highway within two miles from the existing boundaries of the city, town or village.

2. (1) When a verified petition, requesting annexation and signed by the owners of all fee interests of record in all tracts of real property located within the area proposed to be annexed, or a request for annexation signed under the authority of the governing body of any common interest community and approved by a majority vote of unit owners located within the area proposed to be annexed is presented to the governing body of the city, town or village, the governing body shall hold a public hearing concerning the matter not less than fourteen nor more than sixty days after the petition is received, and

the hearing shall be held not less than seven days after notice of the hearing is published in a newspaper of general circulation qualified to publish legal matters and located within the boundary of the petitioned city, town or village. If no such newspaper exists within the boundary of such city, town or village, then the notice shall be published in the qualified newspaper nearest the petitioned city, town or village. For the purposes of this subdivision, the term "common-interest community" shall mean a condominium as said term is used in chapter 448, RSMo, or a common-interest community, a cooperative, or a planned community.

(a) A "common-interest community" shall be defined as real property with respect to which a person, by virtue of such person's ownership of a unit, is obliged to pay for real property taxes, insurance premiums, maintenance or improvement of other real property described in a declaration. "Ownership of a unit" does not include a leasehold interest of less than twenty years in a unit, including renewal options;

(b) A "cooperative" shall be defined as a common-interest community in which the real property is owned by an association, each of whose members is entitled by virtue of such member's ownership interest in the association to exclusive possession of a unit;

(c) A "planned community" shall be defined as a common-interest community that is not a condominium or a cooperative. A condominium or cooperative may be part of a planned community.

(2) At the public hearing any interested person, corporation or political subdivision may present evidence regarding the proposed annexation. If, after holding the hearing, the governing body of the city, town or village determines that the annexation is reasonable and necessary to the proper development of the city, town or village, and the city, town or village has the ability to furnish normal municipal services to the area to be annexed within a reasonable time, it may, subject to the provisions of subdivision (3) of this subsection, annex the territory by ordinance without further action.

(3) If a written objection to the proposed annexation is filed with the governing body of the city, town or village not later than fourteen days after the public hearing by at least five percent of the qualified voters of the city, town or village, or two qualified voters of the area sought to be annexed if the same contains two qualified voters, the provisions of sections 71.015 and 71.860 to 71.920, shall be followed.

3. If no objection is filed, the city, town or village shall extend its limits by ordinance to include such territory, specifying with accuracy the new boundary lines to which the city's, town's or village's limits are extended. Upon duly enacting such annexation ordinance, the city, town or village shall cause three certified copies of the same to be filed with the county assessor and the clerk of the county wherein the city, town or village is located, and one certified copy to be filed with the election authority, if different from the clerk of the county which has jurisdiction over the area being annexed, whereupon the annexation shall be complete and final and thereafter all courts of this state shall take judicial notice of the limits of that city, town or village as so extended.

71.015. 1. Should any city, town, or village, not located in any county of the first classification which has adopted a constitutional charter for its own local government, seek to annex an area to which objection is made, the following shall be satisfied:

(1) Before the governing body of any city, town, or village has adopted a resolution to annex any unincorporated area of land, such city, town, or village shall first as a condition precedent determine that the land to be annexed is contiguous to the existing city, town, or village limits and that the length of the contiguous boundary common to the existing city, town, or village limit and the proposed area to be annexed is at least fifteen percent of the length of the perimeter of the area proposed for annexation.

(2) The governing body of any city, town, or village shall propose an ordinance setting forth the following:

(a) The area to be annexed and affirmatively stating that the boundaries comply with the condition precedent referred to in subdivision (1) above;

(b) That such annexation is reasonable and necessary to the proper development of the city, town, or village;

(c) That the city has developed a plan of intent to provide services to the area proposed for annexation;

(d) That a public hearing shall be held prior to the adoption of the ordinance;

(e) When the annexation is proposed to be effective, the effective date being up to thirty-six months from the date of any election held in conjunction thereto.

(3) The city, town, or village shall fix a date for a public hearing on the ordinance and make a good faith effort to notify all fee owners of record within the area proposed to be annexed by certified mail, not less than thirty nor more than sixty days before the hearing, and notify all residents of the area by publication of notice in a newspaper of general circulation qualified to publish legal matters in the county or counties where the proposed area is located, at least once a week for three consecutive weeks prior to the hearing, with at least one such notice being not more than twenty days and not less than ten days before the hearing.

(4) At the hearing referred to in subdivision (3), the city, town, or village shall present the plan of intent and evidence in support thereof to include:

(a) A list of major services presently provided by the city, town, or village including, but not limited to, police and fire protection, water and sewer systems, street maintenance, parks and recreation, refuse collection, etc.;

(b) A proposed time schedule whereby the city, town, or village plans to provide such services to the residents of the proposed area to be annexed within three years from the date the annexation is to become effective;

(c) The level at which the city, town, or village assesses property and the rate at which it taxes that property;

(d) How the city, town, or village proposes to zone the area to be annexed;

(e) When the proposed annexation shall become effective.

(5) Following the hearing, and either before or after the election held in subdivision (6) of this subsection, should the governing body of the city, town, or village vote favorably by ordinance to annex the area, the governing body of the city, town or village shall file an action in the circuit court of the county in which such unincorporated area is situated, under the provisions of chapter 527, RSMo, praying for a declaratory judgment authorizing such annexation. The petition in such action shall state facts showing:

(a) The area to be annexed and its conformity with the condition precedent referred to in subdivision (1) of this subsection;

(b) That such annexation is reasonable and necessary to the proper development of the city, town, or village; and

(c) The ability of the city, town, or village to furnish normal municipal services of the city, town, or village to the unincorporated area within a reasonable time not to exceed three years after the annexation is to become effective. Such action shall be a class action against the inhabitants of such unincorporated area under the provisions of section 507.070, RSMo.

(6) Except as provided in subsection 3 of this section, if the court authorizes the city, town, or village to make an annexation, the legislative body of such city, town, or village shall not have the power to extend the limits of the city, town, or village by such annexation until an election is held at which the proposition for annexation is approved by a majority of the total votes cast in the city, town, or village and by a separate majority of the total votes cast in the unincorporated territory sought to be annexed. However, should less than a majority of the total votes cast in the area proposed to be annexed vote in favor of the proposal, but at least a majority of the total votes cast in the city, town, or village vote in favor of the proposal, then the proposal shall again be voted upon in not more than one hundred twenty days by both the registered voters of the city, town, or village and the registered voters of the area proposed to be annexed. If at least two-thirds of the qualified electors voting thereon are in favor of the annexation, then the city, town, or village may proceed to annex the territory. If the proposal fails to receive the necessary majority, no part of the area sought to be annexed may be the subject of another proposal to annex for a period of two years from the date of the election, except that, during the two-year period, the owners of all fee interests of record in the area or

any portion of the area may petition the city, town, or village for the annexation of the land owned by them pursuant to the procedures in section 71.012. The elections shall if authorized be held, except as herein otherwise provided, in accordance with the general state law governing special elections, and the entire cost of the election or elections shall be paid by the city, town, or village proposing to annex the territory.

(7) Failure to comply in providing services to the said area or to zone in compliance with the plan of intent within three years after the effective date of the annexation, unless compliance is made unreasonable by an act of God, shall give rise to a cause of action for deannexation which may be filed in the circuit court by any resident of the area who was residing in the area at the time the annexation became effective.

(8) No city, town, or village which has filed an action under this section as this section read prior to May 13, 1980, which action is part of an annexation proceeding pending on May 13, 1980, shall be required to comply with subdivision (5) of this subsection in regard to such annexation proceeding.

(9) If the area proposed for annexation includes a public road or highway but does not include all of the land adjoining such road or highway, then such fee owners of record, of the lands adjoining said highway shall be permitted to intervene in the declaratory judgment action described in subdivision (5) of this subsection.

2. Notwithstanding any provision of subsection 1 of this section, for any annexation by any city with a population of three hundred fifty thousand or more inhabitants which is located in more than one county that becomes effective after August 28, 1994, if such city has not provided water and sewer service to such annexed area within three years of the effective date of the annexation, a cause of action shall lie for deannexation, unless the failure to provide such water and sewer service to the annexed area is made unreasonable by an act of God. The cause of action for deannexation may be filed in the circuit court by any resident of the annexed area who is presently residing in the area at the time of the filing of the suit and was a resident of the annexed area at the time the annexation became effective. If the suit for deannexation is successful, the city shall be liable for all court costs and attorney fees.

3. Notwithstanding the provisions of subdivision (6) of subsection 1 of this section, all cities, towns, and villages located in any county of the first classification with a charter form of government with a population of two hundred thousand or more inhabitants which adjoins a county with a population of nine hundred thousand or more inhabitants shall comply with the provisions of this subsection. If the court authorizes any city, town, or village subject to this subsection to make an annexation, the legislative body of such city, town or village shall not have the power to extend the limits of such city, town, or village by such annexation until an election is held at which the proposition for annexation is approved by a majority of the total votes cast in such city, town, or village and by a separate majority of the total votes cast in the unincorporated territory sought to be annexed; except that:

(1) In the case of a proposed annexation in any area which is contiguous to the existing city, town or village and which is within an area designated as flood plain by the Federal Emergency Management Agency and which is inhabited by no more than thirty registered voters and for which a final declaratory judgment has been granted prior to January 1, 1993, approving such annexation and where notarized affidavits expressing approval of the proposed annexation are obtained from a majority of the registered voters residing in the area to be annexed, the area may be annexed by an ordinance duly enacted by the governing body and no elections shall be required; and

(2) In the case of a proposed annexation of unincorporated territory in which no qualified electors reside, if at least a majority of the qualified electors voting on the proposition are in favor of the annexation, the city, town or village may proceed to annex the territory and no subsequent election shall be required.

If the proposal fails to receive the necessary separate majorities, no part of the area sought to be annexed may be the subject of any other proposal to annex for a period of two years from the date of such election, except that, during the two-year period, the owners of all fee interests of record in the area or any portion of the area may petition the city, town, or village for the annexation of the land owned by them pursuant to the procedures in section 71.012. The election shall, if authorized, be held, except as otherwise provided in this section, in accordance with the general state laws governing special elections, and the entire cost of the election or elections shall be paid by the city, town, or village proposing to annex the territory. Failure of the city, town or village to comply in providing services to the area or to zone in compliance with the plan of intent within three years after the effective date of the annexation, unless compliance is made unreasonable by an act of God, shall give rise to a cause of action for deannexation which may be filed in the circuit court by any resident of the area who was residing in such area at the time the annexation became effective or by any nonresident owner of real property in such area.

Appendix B

253.415. 1. This section shall be known and may be cited as the "Local Historic Preservation Act".

2. Each city, town, village and each county regardless of classification may create by ordinance or order a historic preservation commission, and * grant to such commission any or all of the following powers and authority:

(1) To conduct ongoing survey and research to identify and document buildings, structures, objects, sites and districts that are of historic, archaeological, architectural, engineering, cultural or scenic significance to the locality, the state or the nation;

(2) To recommend to the governing body designation of significant historic properties as historic landmarks and historic districts, to prepare documentation supporting such nomination, and to maintain a register of designated landmarks and districts, and of significant historical, architectural and archaeological properties;

(3) To recommend to the governing body the establishment of regulations, guidelines and policies to preserve the integrity and ambience of designated landmarks and districts. The commission shall have the authority to review ordinary maintenance as deemed appropriate, new construction, alterations, removals, and demolitions proposed within the boundaries of a landmark or district, including review of plans for vacant lots and non-historic buildings and structures;

(4) To provide technical assistance to owners of older and historic, architectural, archaeological, cultural and scenic properties concerning the preservation and maintenance of the property;

(5) To recommend to the governing body programs and policies and economic incentives to encourage the preservation of significant historic landmarks and districts;

(6) To prepare a comprehensive historic preservation plan, or a preservation element to a master plan, to integrate the preservation program into the local government for planning and zoning for land use, building and fire codes, special-use permits, community revitalization, and heritage tourism;

(7) To participate in the conduct of land use, urban renewal and other city activities affecting landmarks and districts; and

(8) To acquire by purchase, gift, or bequest, fee title or lesser interest, including preservation restriction or easements, in designated properties and adjacent or associated lands which are important for the preservation and use of the designated properties.

3. Commission members should, to the extent available, be persons with demonstrated interest or expertise in historic preservation. Representatives of historical societies and residents of historic districts are encouraged as members.

Appendix C

The Missouri Certified Local Government (CLG) Program is administered in Missouri by the Department of Natural Resources' State Historic Preservation Office (SHPO). The program came into existence as a result of 1980 Congressional amendments to the National Historic Preservation Act of 1966. The CLG program is designed to expand the historic preservation network of the federal and state governments by creating a mechanism for participation of local governments. [Rocheport](#) is the most recent addition to the list of 50 communities currently participating in Missouri's CLG program.

The requirements for participation in the Missouri CLG program -- enacting a historic preservation ordinance, appointing a preservation commission, conducting an ongoing survey and inventory of historic properties, and conducting public outreach and education -- are flexible so that a preservation program can be tailored to meet the needs of the special historic characteristics as well as the modern concerns of the applicant community.

Implementing a historic preservation program at the local level is the best protection that can be devised for the cultural resources of a community. The local program determines what is important to the community, independent of National Register of Historic Places eligibility; and determines the extent and stringency of the protection to be given by means of landmark and district ordinances and design review guidelines.

As partners in the national historic preservation network of the National Park Service, the state historic preservation offices, and local government, CLGs have two distinct advantages. First, the SHPO is required to provide technical training on a variety of preservation topics and issues to CLG commissions and will prioritize response to CLGs on technical assistance requests. Second, federal law requires that a minimum of 10 percent of the Historic Preservation Fund (HPF) grants administered by the SHPO must be awarded to CLGs. A special set of funding priorities are determined each year and may include preparation of nominations for local districts and landmarks; design guidelines; professional staff assistance; long-range comprehensive preservation planning projects; and outreach and education projects.

Appendix D

Federal law provides an investment tax credit equal to 20 percent of approved costs for qualified rehabilitation of certain historic buildings for income-producing use. The federal credits are administered by the State Historic Preservation Office in the Missouri Department of Natural Resources and the National Park Service.

Missouri law provides an investment tax credit equal to 25 percent of approved costs associated with qualified rehabilitation made after Jan. 1, 1998.

Homeowners as well as commercial developers can qualify for the state credit. The state credits are administered by the Community Development Division in the Missouri Department of Economic Development. The State Historic Preservation Office is responsible for reviewing and approving rehabilitation work for the state credits.

Effective January 1, 2010, the 25% state credit is subject to the following caps:

1. No owner-occupied single-family residential project receiving preliminary approval after January 1, 2010 can receive more than \$250,000 in credits.
2. During the period January 1 to June 30, 2010, DED cannot approve more applications than would in the aggregate result in more than \$70,000,000 in credits. Beginning on July 1, 2010, DED cannot approve in any fiscal year more applications than would in the aggregate result in more than \$140,000,000 in credits. Any project receiving preliminary approval after January 1, 2010, whose eligible costs would be more than \$1,100,000 will be subject to this cap. For information regarding these and other changes and their implementation please consult the DED.

The federal and state credits can be used in combination for the rehabilitation of commercial or income-producing properties. Rehabilitation of non-income producing residential properties qualifies for the state credits only.

A tax credit lowers the tax owed. A tax credit differs from a tax deduction in that income tax deduction lowers the amount of income subject to taxation while a dollar of tax credits reduces the income tax owed by one dollar.

Appendix E

National Register of Historic Places information

The National Register is the official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering, and culture. National Register properties have significance to the history of their community, state, or the nation. Nominations for listing historic properties come from State Historic Preservation Officers, from Federal Preservation Officers for properties owned or controlled by the United States Government, and from Tribal Historic Preservation Officers for properties on tribal lands. Private individuals and organizations, local governments, and American Indian tribes often initiate this process and prepare the necessary documentation. A professional review board in each state considers each property proposed for listing and makes a recommendation on its eligibility. National Historic Landmarks are a separate designation, but upon designation, NHLs are listed in the National Register of Historic Places if not already listed.

Benefits of Listing on the National Register of Historic Places

Listing in the National Register of Historic Places provides formal recognition of a property's historical, architectural, or archeological significance based on national standards used by every state. Results include:

- Becoming part of the National Register Archives, a public, searchable database that provides a wealth of research information.
- Encouraging preservation of historic resources by documenting a property's historic significance.
- Providing opportunities for specific preservation incentives, such as:
 - Federal preservation grants for planning and rehabilitation
 - Federal investment tax credits
 - Preservation easements to nonprofit organizations
 - International Building Code fire and life safety code alternatives
- Possible State tax benefit and grant opportunities. Check with your State Historic Preservation Office for historic property incentives available within your state.
- Involvement from the Advisory Council on Historic Preservation when a Federal agency project may affect historic property.

- Find out information on the care and maintenance of your historic property through various NPS Preservation Briefs and Tech Notes.
- Network with other historic property owners, tour historic areas, or chat with preservationists through Conferences, Workshops, and Preservation Organizations.
- Celebrate your listing by ordering a bronze plaque that distinguishes your property as listed in the National Register of Historic Places.

Listing and ownership

- National Register listing places no obligations on private property owners. There are no restrictions on the use, treatment, transfer, or disposition of private property.
- National Register listing does not lead to public acquisition or require public access.
- A property will not be listed if, for individual properties, the owner objects, or for districts, a majority of property owners object.
- National Register listing does not automatically invoke local historic district zoning or local landmark designation.
- Federal Regulation 36 CFR 60 authorizes the National Register of Historic Places.
- Contact your State Historic Preservation Office (SHPO) for any specific state rules or regulations

National Historic Preservation Act

In response to the destruction of older buildings and neighborhoods in the immediate post-World War II years, the National Historic Preservation Act of 1966 (NHPA) signaled America's commitment to preserving its heritage.

The NHPA established the framework that focused local, state, and national efforts on a common goal – preserving the historic fabric of our nation.

The NHPA:

- Conceived the national historic preservation partnership involving federal, tribal, state and local governments and the private sector.
- Fostered the system by which federal agencies survey and identify districts, sites, buildings, structures, and objects significant in American history, architecture, archeology, engineering, and culture, and use this information to plan projects so that, where possible, historic places are preserved.

- Established the National Register of Historic Places as we know it today. The National Register identifies the significant national patrimony and provides federal recognition to properties of state and local, as well as national, significance.
- Created the Advisory Council on Historic Preservation – charged with advising the President and the Congress on historic preservation matters and working with federal agencies to address historic resources in the fulfillment of their missions.
- Authorized matching grants, now called Historic Preservation Fund grants, to states, Certified Local Governments, and Indian tribes for historic preservation surveys, plans, and projects.

2006 marked the 40th anniversary of the NHPA and of the partnership it created. The National Park Service is proud of its role in the partnership, preserving history not only in nearly 400 national parks but working with thousands of communities to help preserve places important to local history.

- Nominations can be submitted to your SHPO from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. Official National Register Nomination Forms are downloadable or from your State Historic Preservation Office. National Register Bulletins can also provide guidance on how to document and evaluate certain types of properties. Sample Nominations provide additional useful information.
- The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the National Park Service for a Determination of Eligibility (DOE).
- Proposed nominations are reviewed by your state's historic preservation office and the state's National Register Review Board. The length of the state process varies but will take a minimum of 90 days.
- Complete nominations, with certifying recommendations, are submitted by the state to the National Park Service in Washington, D.C. for final review and listing by the Keeper of the National Register of Historic Places. The National park Service makes a listing decision within 45 days.

Appendix F

Zoning districts.

89.030. For any or all of said purposes the local legislative body may divide the municipality into districts of such number, shape, and area as may be deemed best suited to carry out the purposes of sections 89.010 to 89.140; and within such districts may regulate and restrict the erection, construction, reconstruction, alteration or use of buildings, structures, or land. All such regulations shall be uniform for each class or kind of buildings throughout each district, but the regulations in one district may differ from those in other districts.

Purpose of regulations.

89.040. Such regulations shall be made in accordance with a comprehensive plan and designed to lessen congestion in the streets; to secure safety from fire, panic and other dangers; to promote health and the general welfare; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to preserve features of historical significance; to facilitate the adequate provision of transportation, water, sewerage, schools, parks, and other public requirements. Such regulations shall be made with reasonable consideration, among other things, to the character of the district and its peculiar suitability for particular uses, and with a view to conserving the values of buildings and encouraging the most appropriate use of land throughout such municipality.

City plan, contents--zoning plan.

89.340. The commission shall make and adopt a city plan for the physical development of the municipality. The city plan, with the accompanying maps, plats, charts and descriptive and explanatory matter, shall show the commission's recommendations for the physical development and uses of land, and may include, among other things, the general location, character and extent of streets and other public ways, grounds, places and spaces; the general location and extent of public utilities and terminals, whether publicly or privately owned, the acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment or change of use of any of the foregoing; the general character, extent and layout of the replanning of blighted districts and slum areas. The commission may also prepare a zoning plan for the regulation of the height, area, bulk, location and use of private, nonprofit and public structures and premises, and of population density, but the adoption, enforcement and administration of the zoning plan shall conform to the provisions of sections 89.010 to 89.250.*

Appendix G

Bonded Indebtedness

Generally, cities such as Farmington can only incur debt through the sale of municipal bonds. Missouri's constitution provides for the means of incurring debt and limitations on the amount of indebtedness as follows:

Limitation on indebtedness of local governments without popular vote

Section 26(a). No county, city, incorporated town or village, school district or other political corporation or subdivision of the state shall become indebted in an amount exceeding in any year the income and revenue provided for such year plus any unencumbered balances from previous years, except as otherwise provided in this constitution.

Limitation on indebtedness of local government authorized by popular vote

Section 26(b). Any county, city, incorporated town or village or other political corporation or subdivision of the state, by vote of the qualified electors thereof voting thereon, may become indebted in an amount not to exceed five percent of the value of taxable tangible property therein as shown by the last completed assessment for state or county purposes, except that a school district by a vote of the qualified electors voting thereon may become indebted in an amount not to exceed fifteen percent of the value of such taxable tangible property. For elections referred to in this section the vote required shall be four-sevenths at the general municipal election day, primary or general elections and two-thirds at all other elections.

Additional indebtedness of counties and cities when authorized by popular vote

Section 26(c). Any county or city, by vote of the qualified electors thereof voting thereon, may incur an additional indebtedness for county or city purposes not to exceed five percent of the taxable tangible property shown as provided in section 26(b). For elections referred to in this section the vote required shall be four-sevenths at the general municipal election day, primary or general elections and two-thirds at all other elections.

Additional indebtedness of cities for public improvements--benefit districts--special assessments

Section 26(d). Any city, by vote of the qualified electors thereof voting thereon, may become indebted not exceeding in the aggregate an additional ten percent

of the value of the taxable tangible property shown as provided in section 26(b), for the purpose of acquiring rights-of-way, constructing, extending and improving the streets and avenues and acquiring rights-of-way, constructing, extending and improving sanitary or storm sewer systems. The governing body of the city may provide that any portion or all of the cost of any such improvement be levied and assessed by the governing body on property benefited by such improvement, and the city shall collect any special assessments so levied and shall use the same to reimburse the city for the amount paid or to be paid by it on the bonds of the city issued for such improvement. For elections referred to in this section the vote required shall be four-sevenths at the general municipal election day, primary or general elections and two-thirds at all other elections.

Additional indebtedness of cities for municipally owned water and light plants--limitations

Section 26(e). Any city, by vote of the qualified electors thereof voting thereon, may incur an indebtedness in an amount not to exceed an additional ten percent of the value of the taxable tangible property shown as provided in section 26(b), for the purpose of paying all or any part of the cost of purchasing or constructing waterworks, electric or other light plants to be owned exclusively by the city, provided the total general obligation indebtedness of the city shall not exceed twenty percent of the assessed valuation. For elections referred to in this section the vote required shall be four-sevenths at the general municipal election day, primary or general elections and two-thirds at all other elections.

Annual tax to pay and retire obligations within twenty years

Section 26(f). Before incurring any indebtedness every county, city, incorporated town or village, school district, or other political corporation or subdivision of the state shall provide for the collection of an annual tax on all taxable tangible property therein sufficient to pay the interest and principal of the indebtedness as they fall due, and to retire the same within twenty years from the date contracted.

Contest of elections to authorize indebtedness

Section 26(g). All elections under this article may be contested as provided by law.

Exhibit #1 2010 Population by Sex

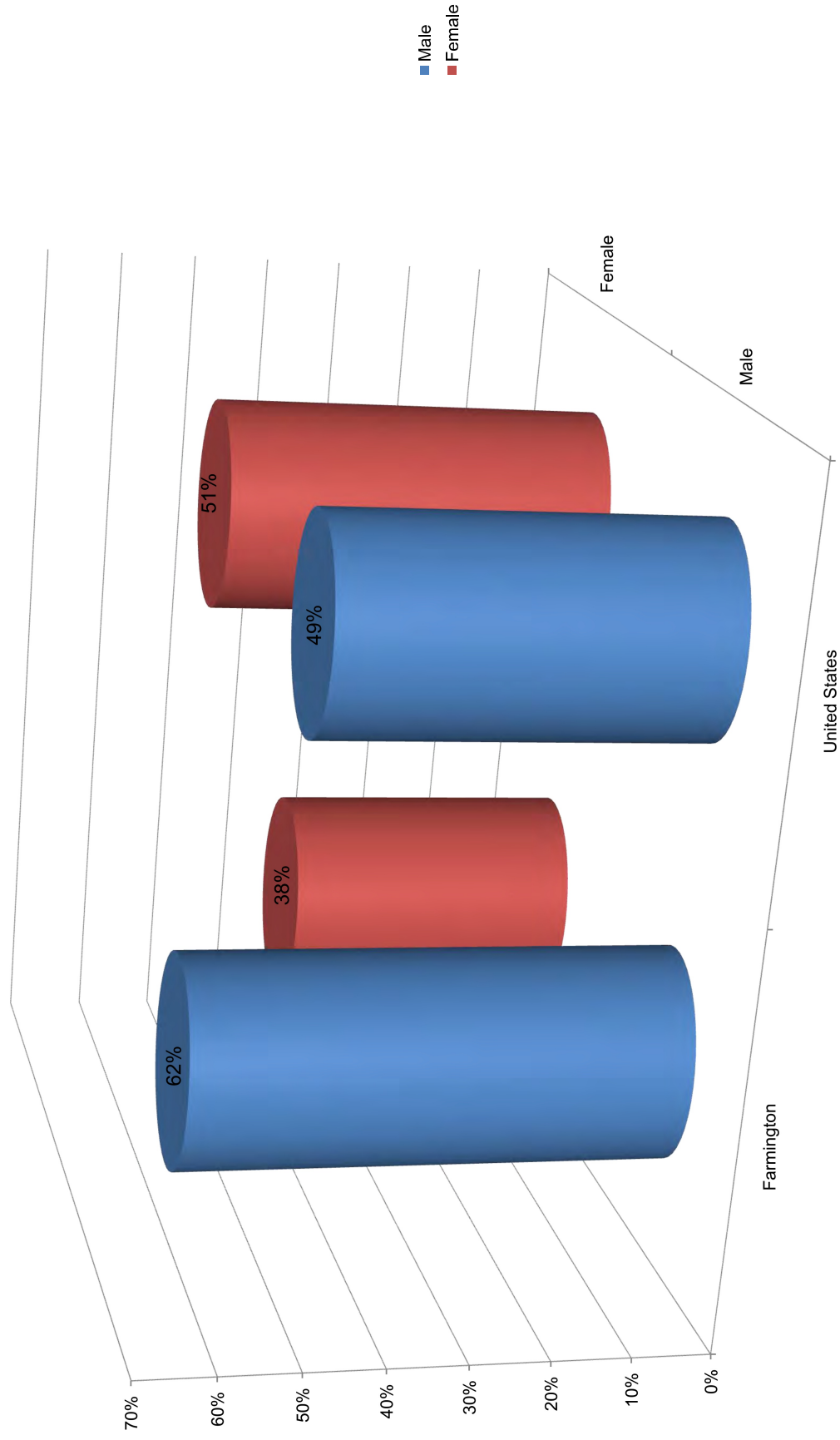
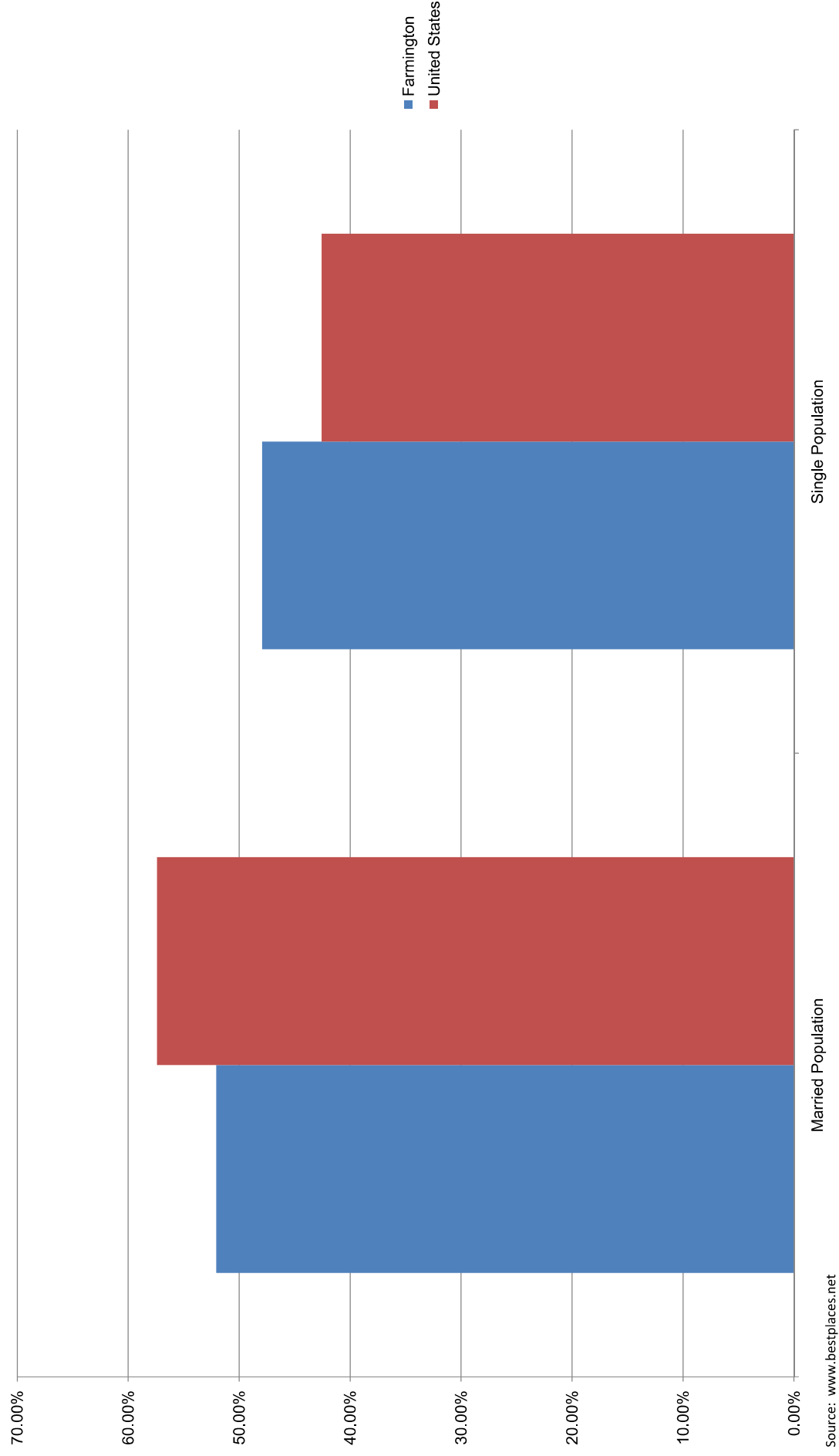


Exhibit #2 2010 Married Population vs. Single Population



Source: www.bestplaces.net

Exhibit #3 2010 Commute Mode

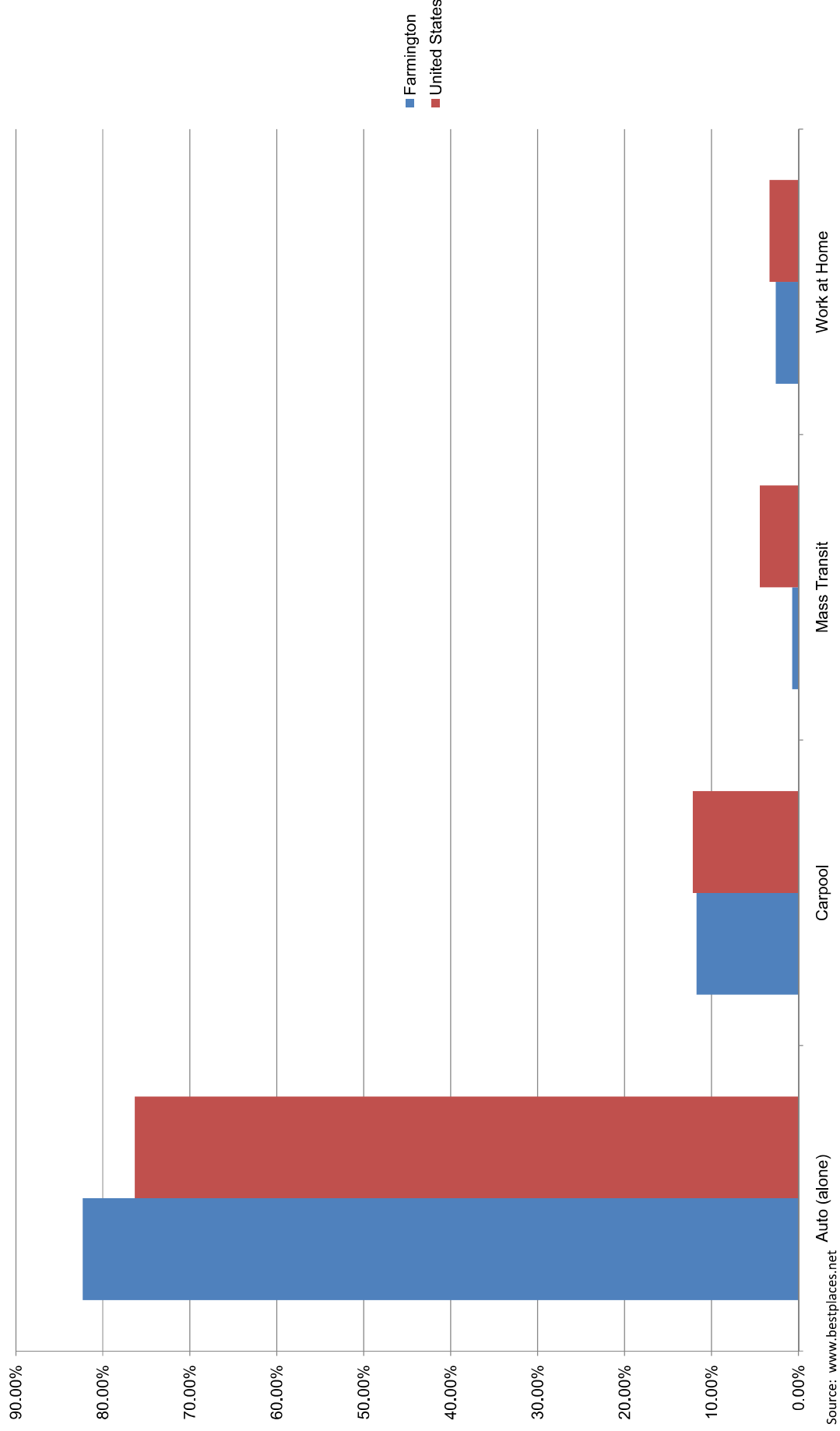
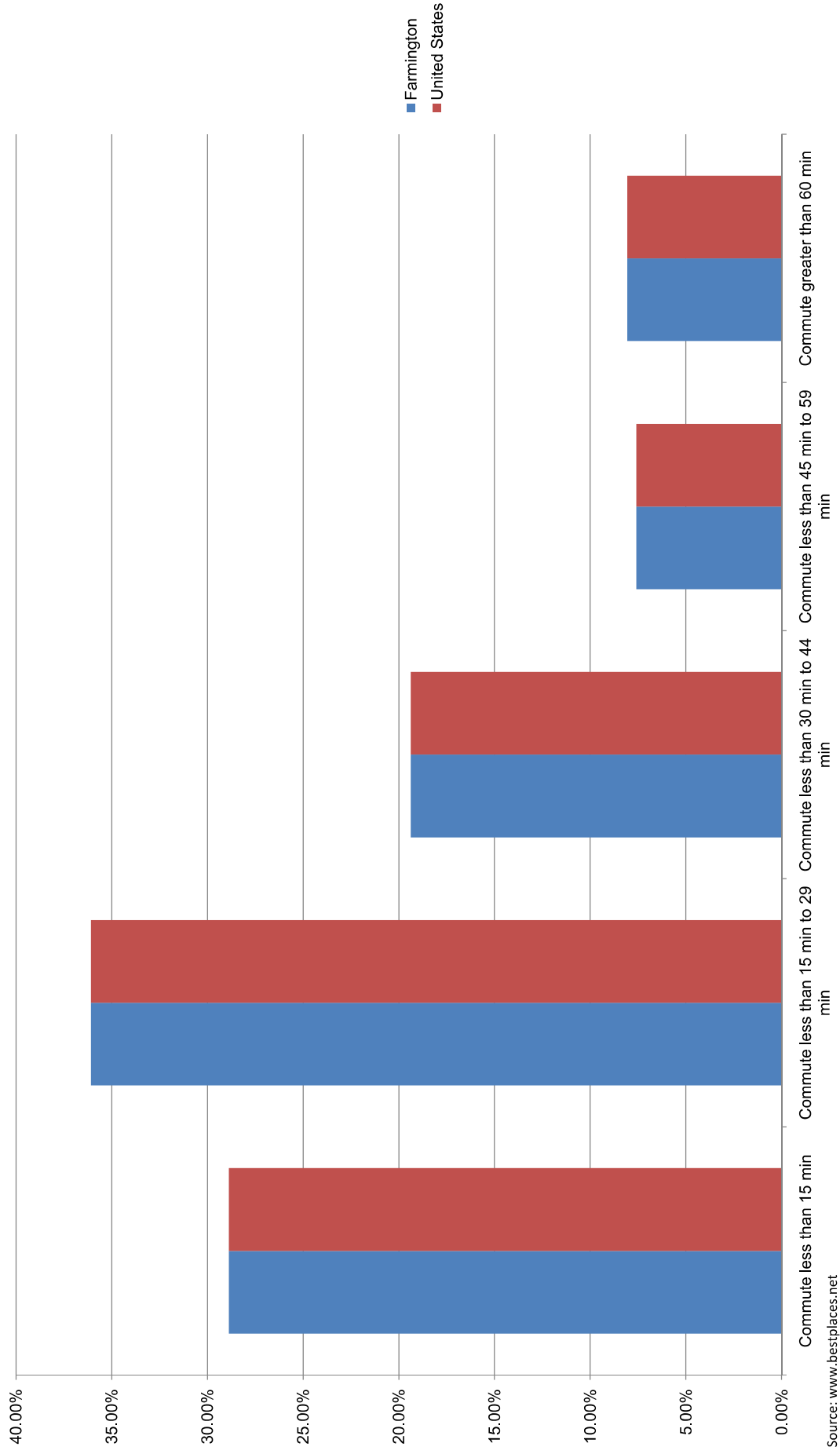


Exhibit #4 2010 Commute Time to Work



Source: www.bestplaces.net

Exhibit #5 Housing units by year structure built

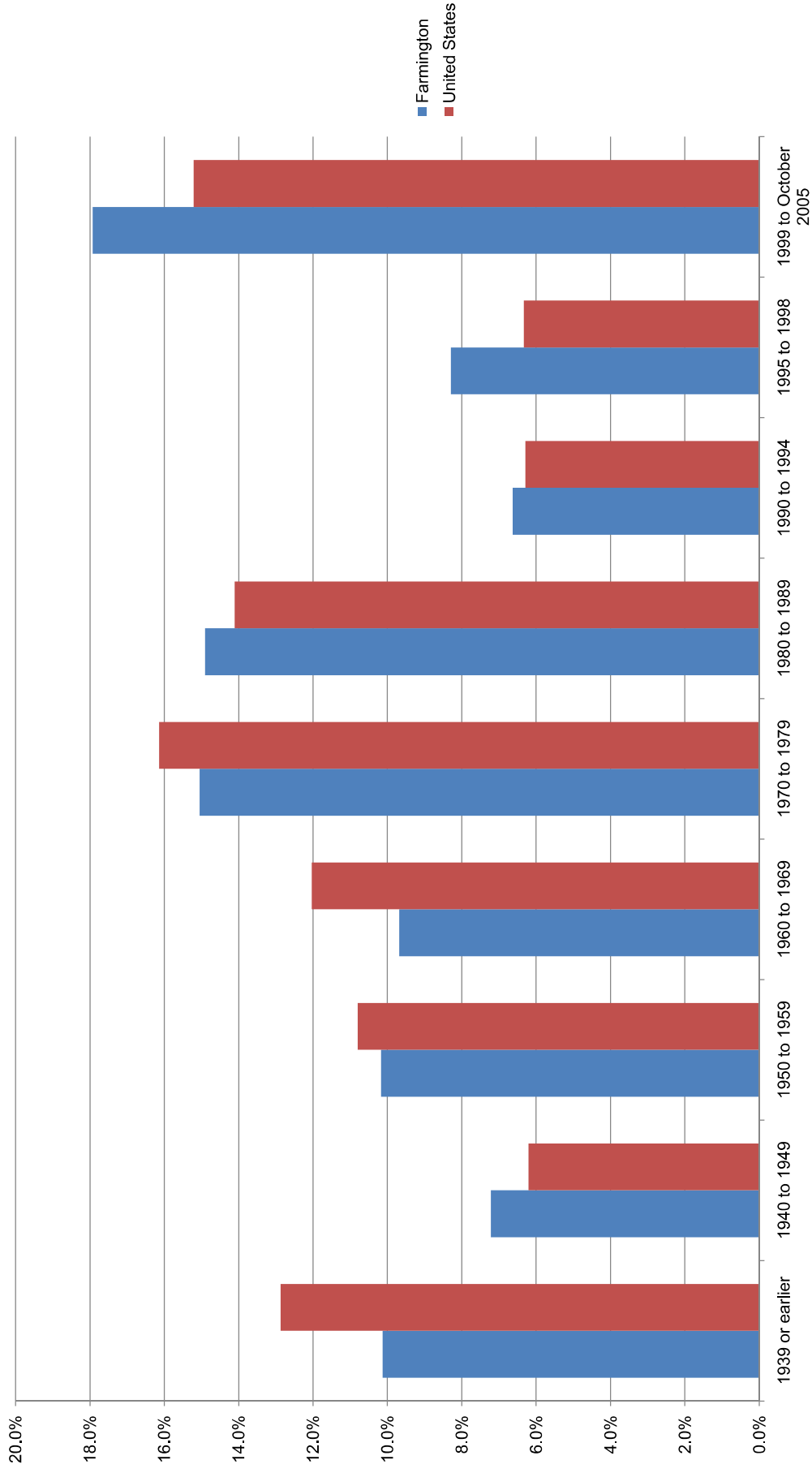


Exhibit #6 2010 Housing Unit Status

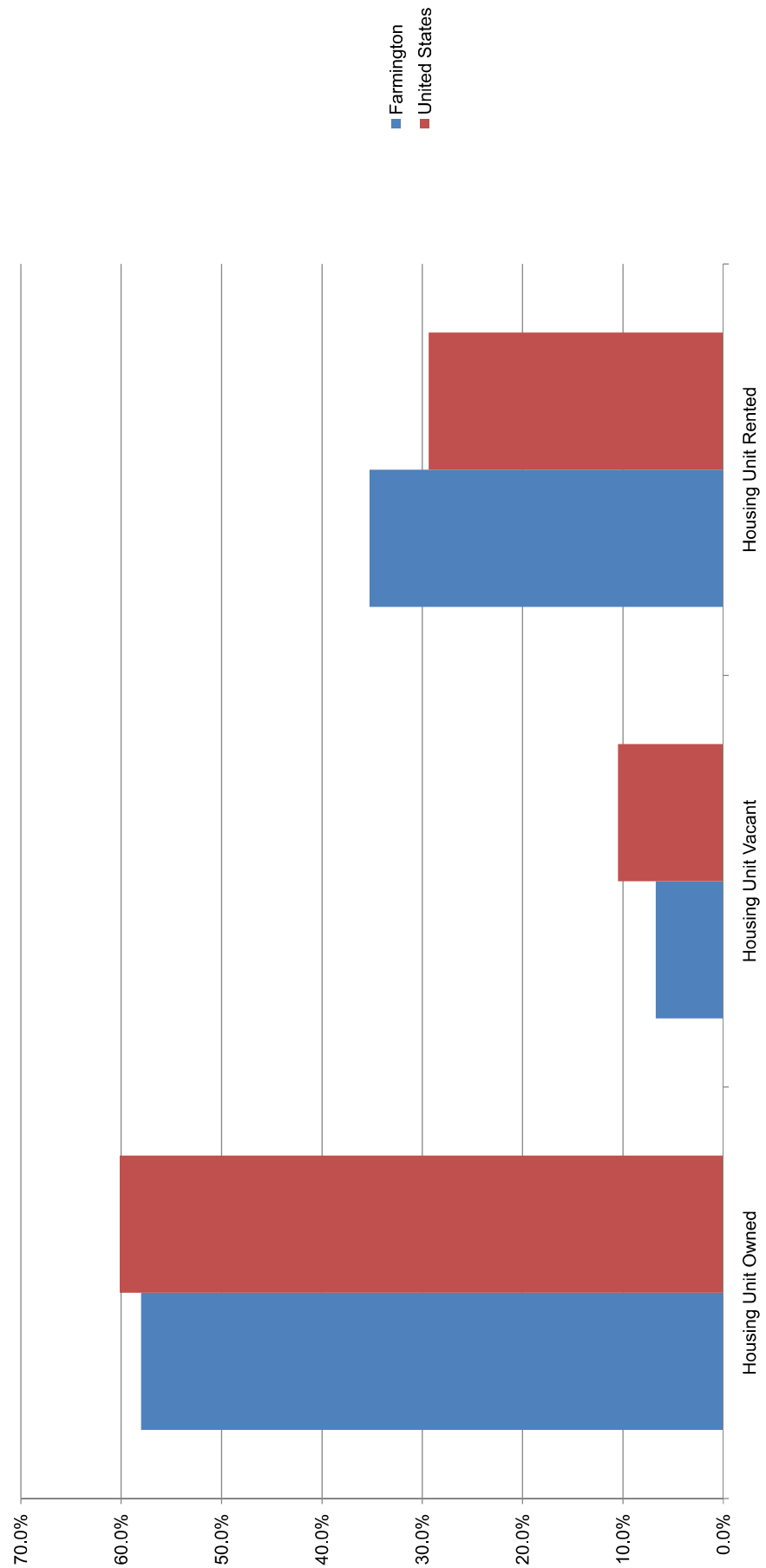
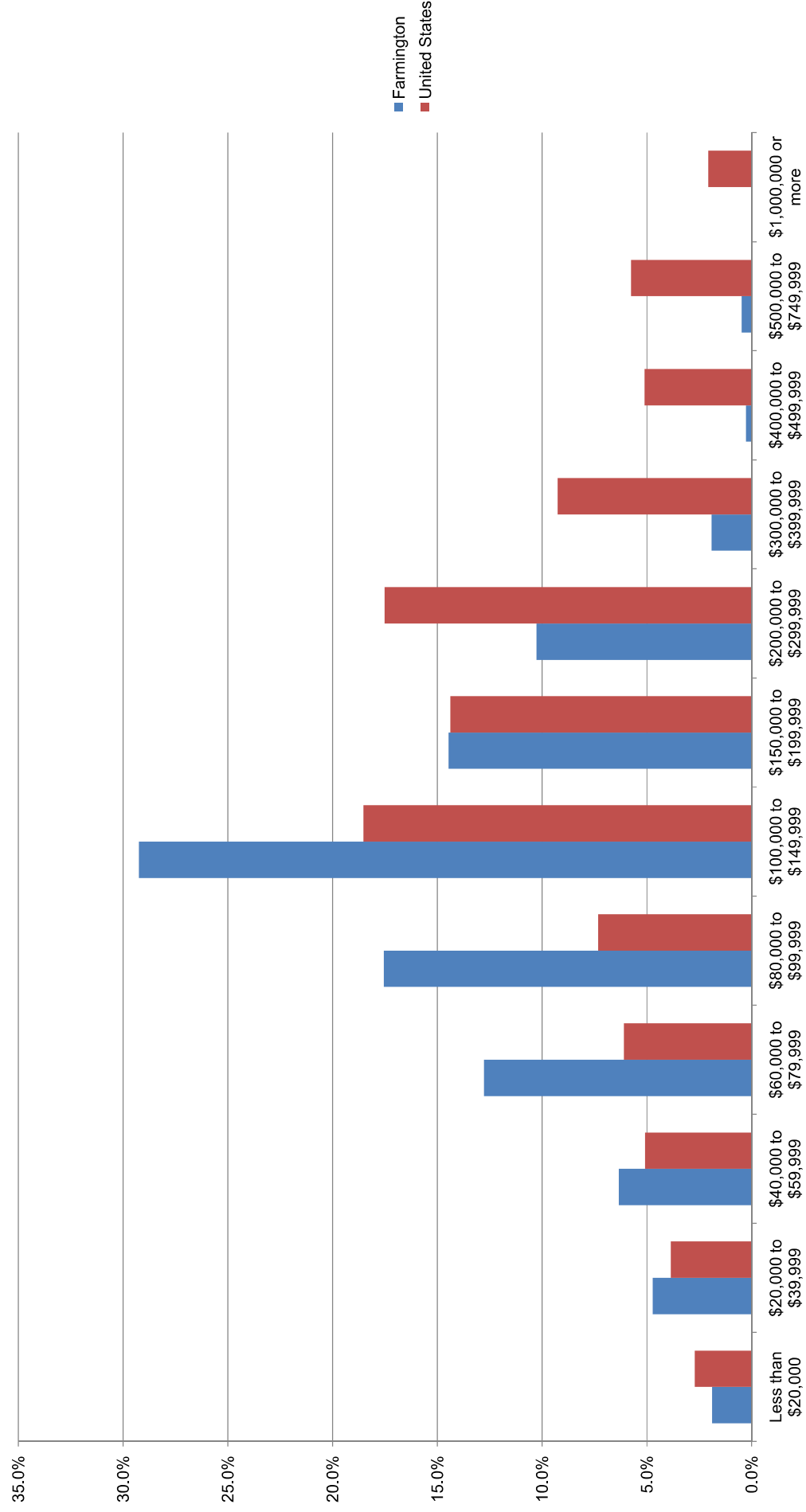


Exhibit #7 2010 Owner-Occupied Housing Units by Value



Source: www.bestplaces.net

Exhibit #8 2010 Estimated Households by Household Income

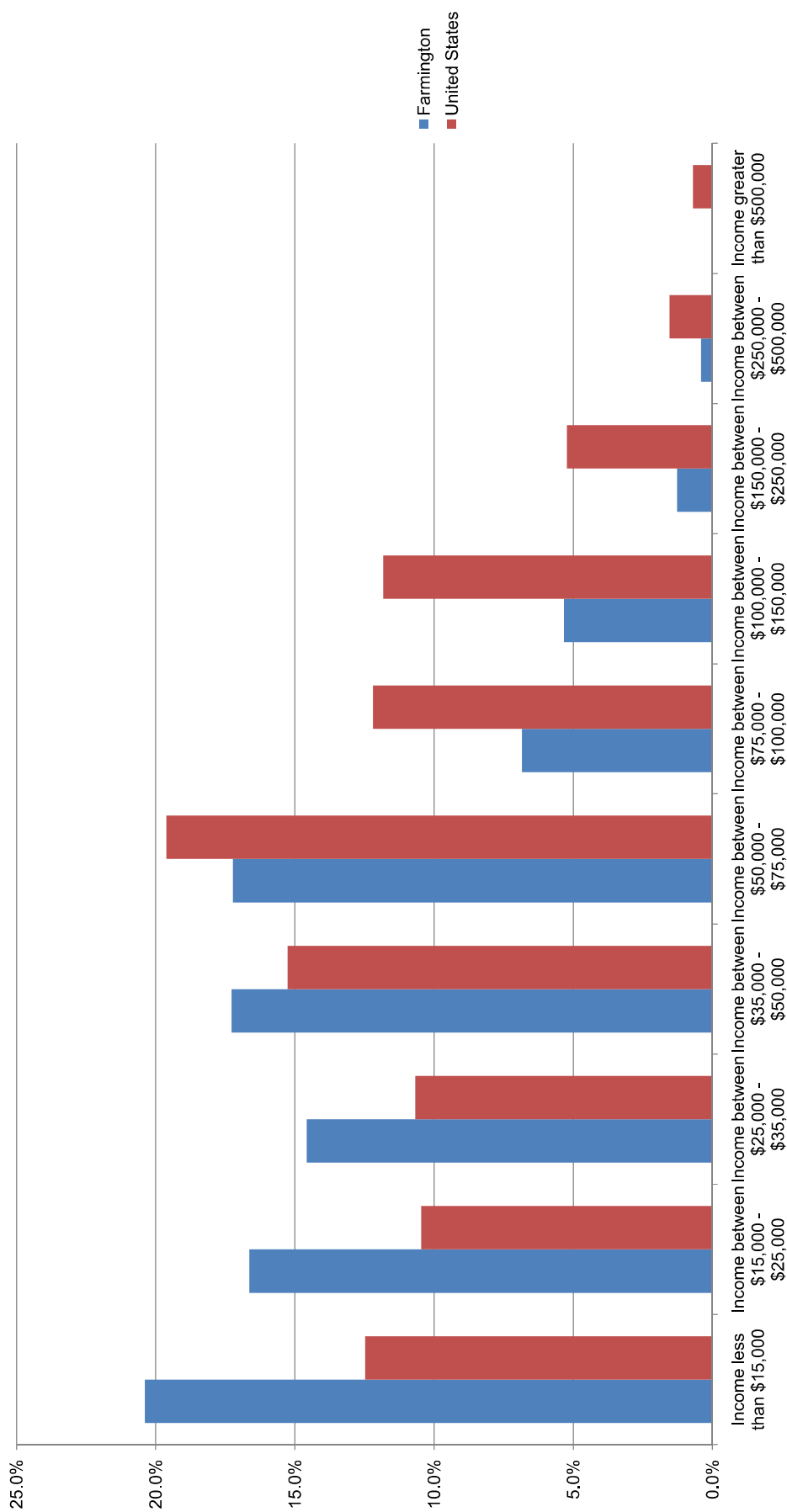
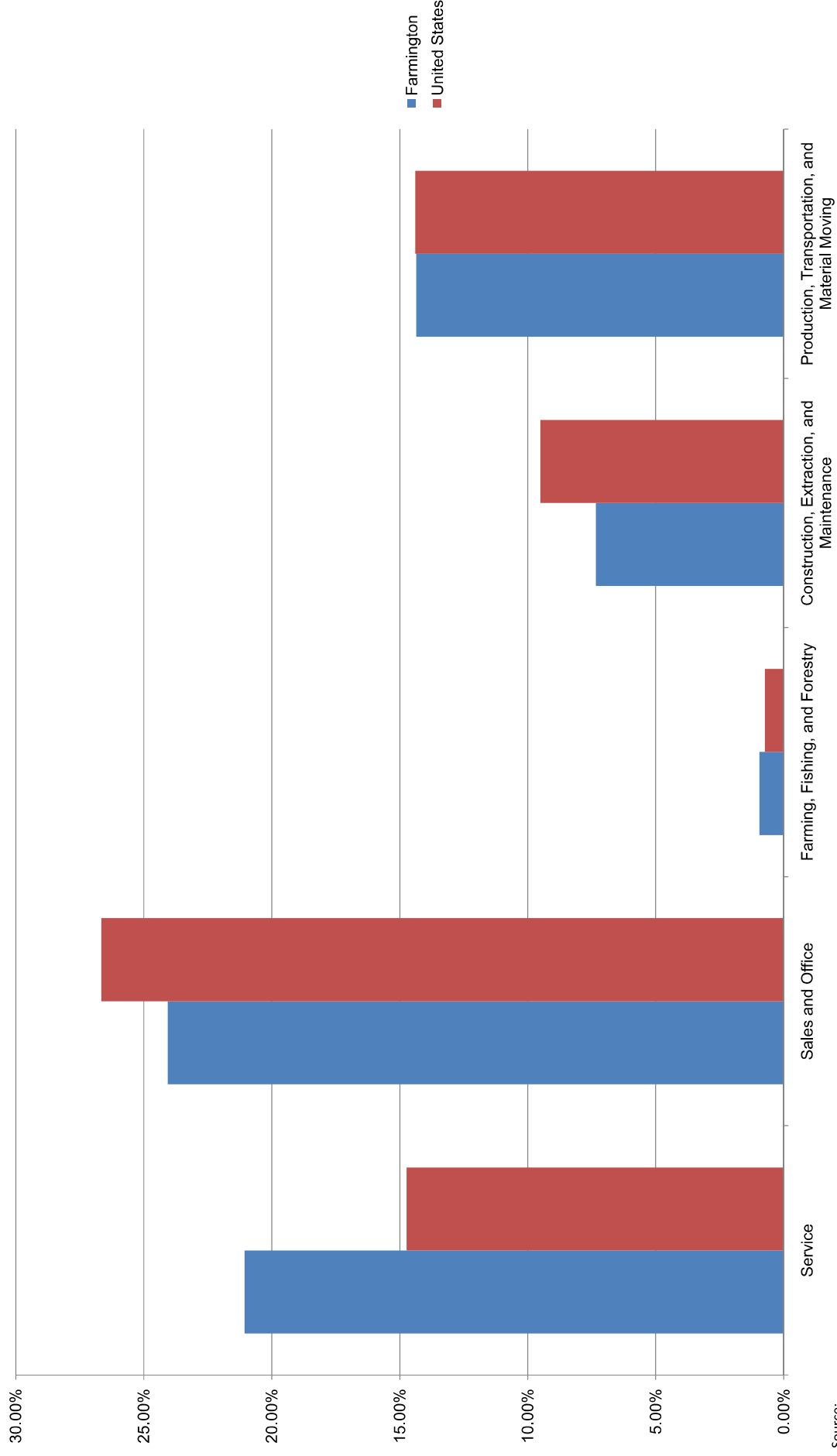


Exhibit #9 2010 Population by Occupation



Source:

Exhibit #10 2008 Race per estimated population

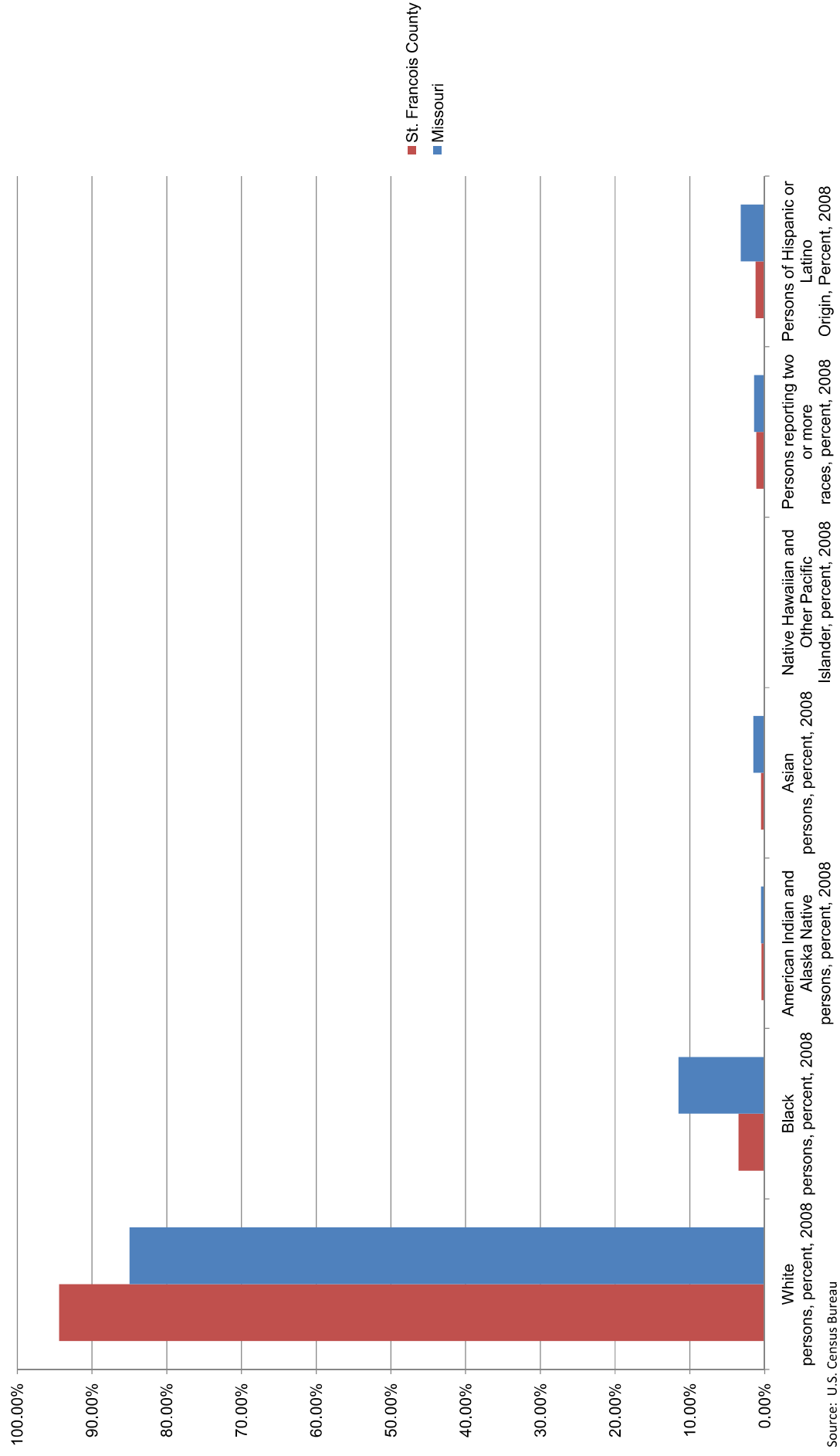


Exhibit #11 Income per Household (2010 Citizen Survey)

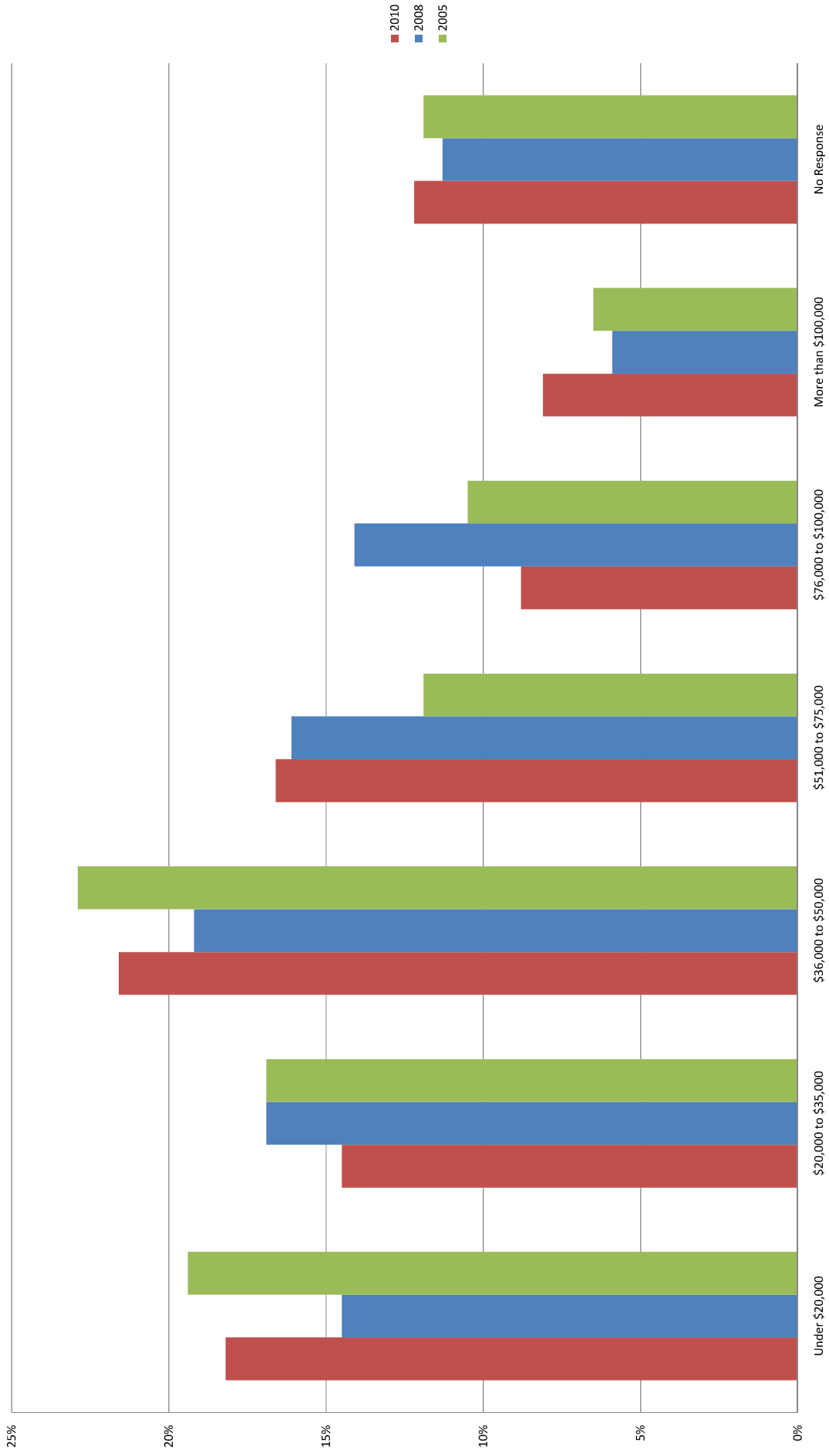


Exhibit #12 Population per Ward (2010 Citizen Survey)

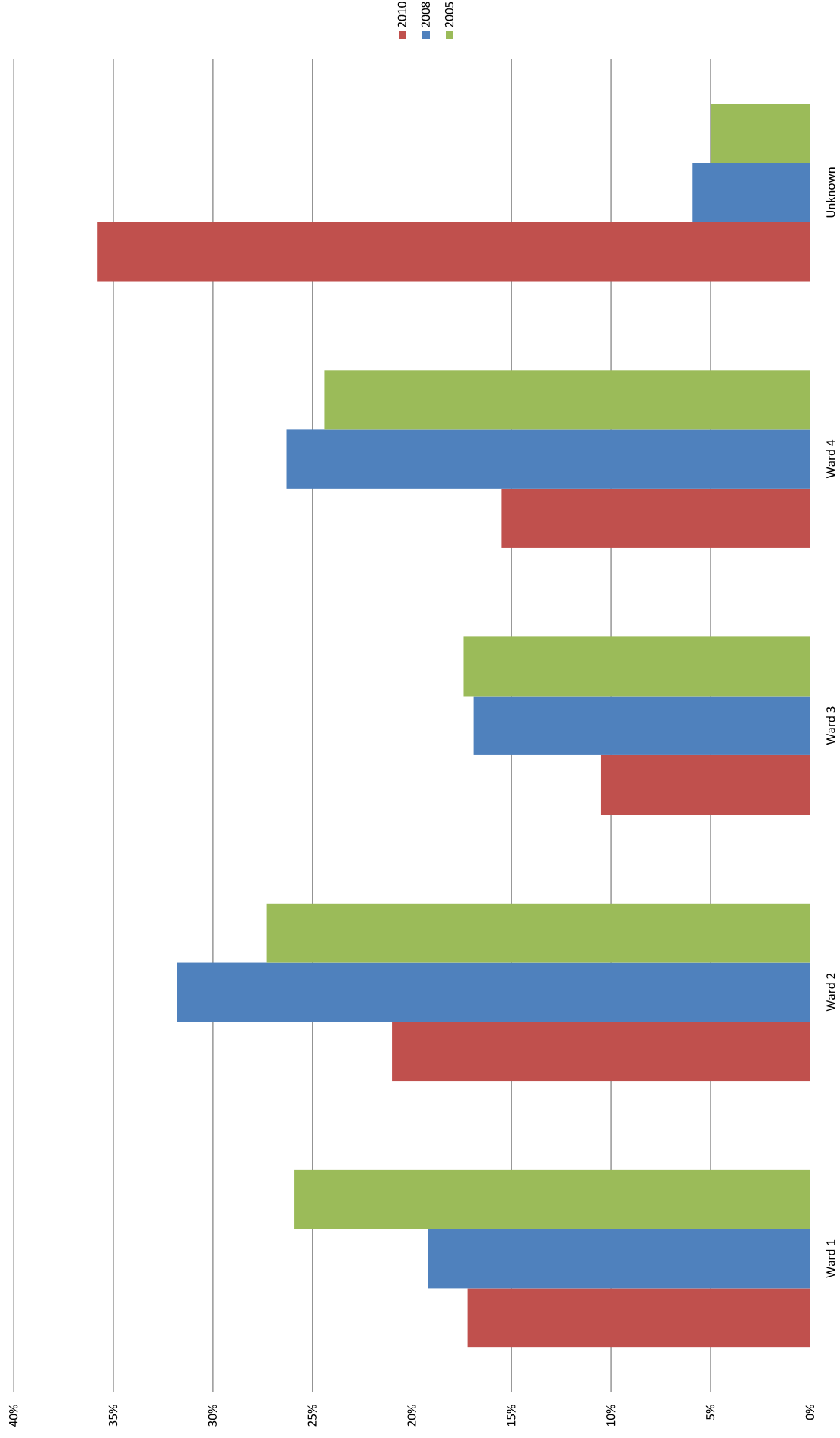


Exhibit #13 Percentage of Population per Housing Type (2010 Citizen Survey)

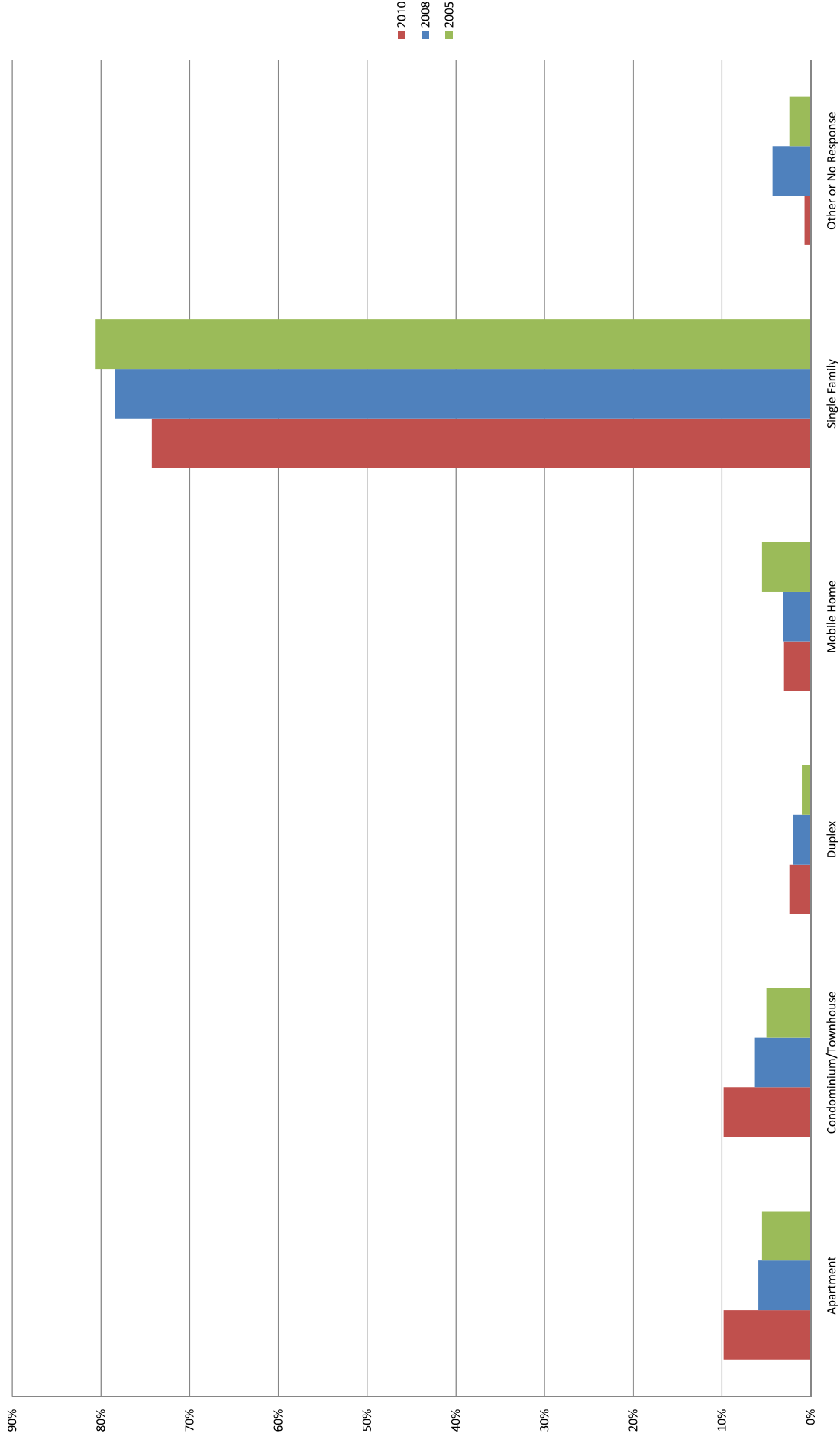


Exhibit #14 Work Location (2010 Citizen Survey)

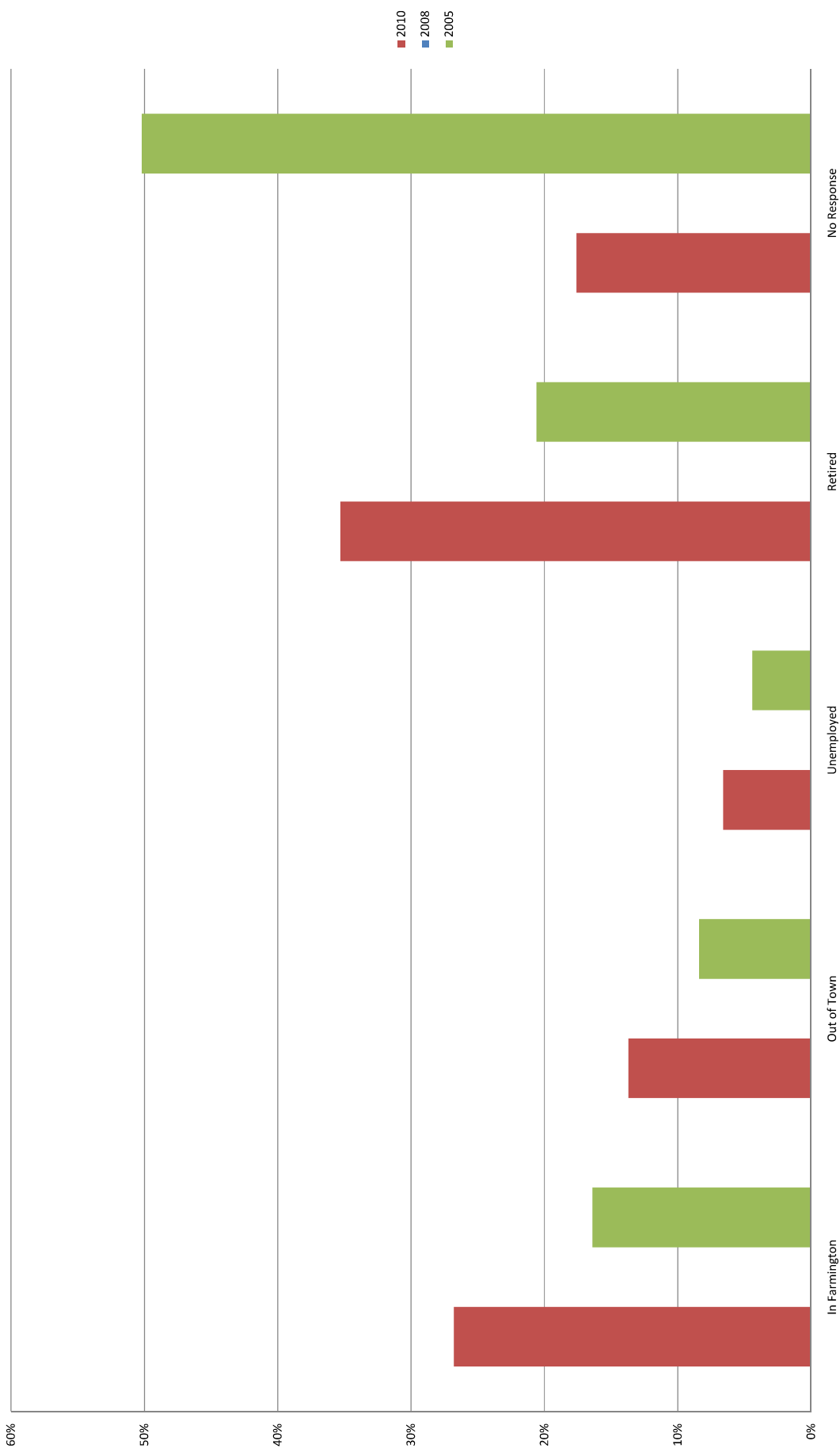


Exhibit #15 Work Travel Distance (2010 Citizen Survey)

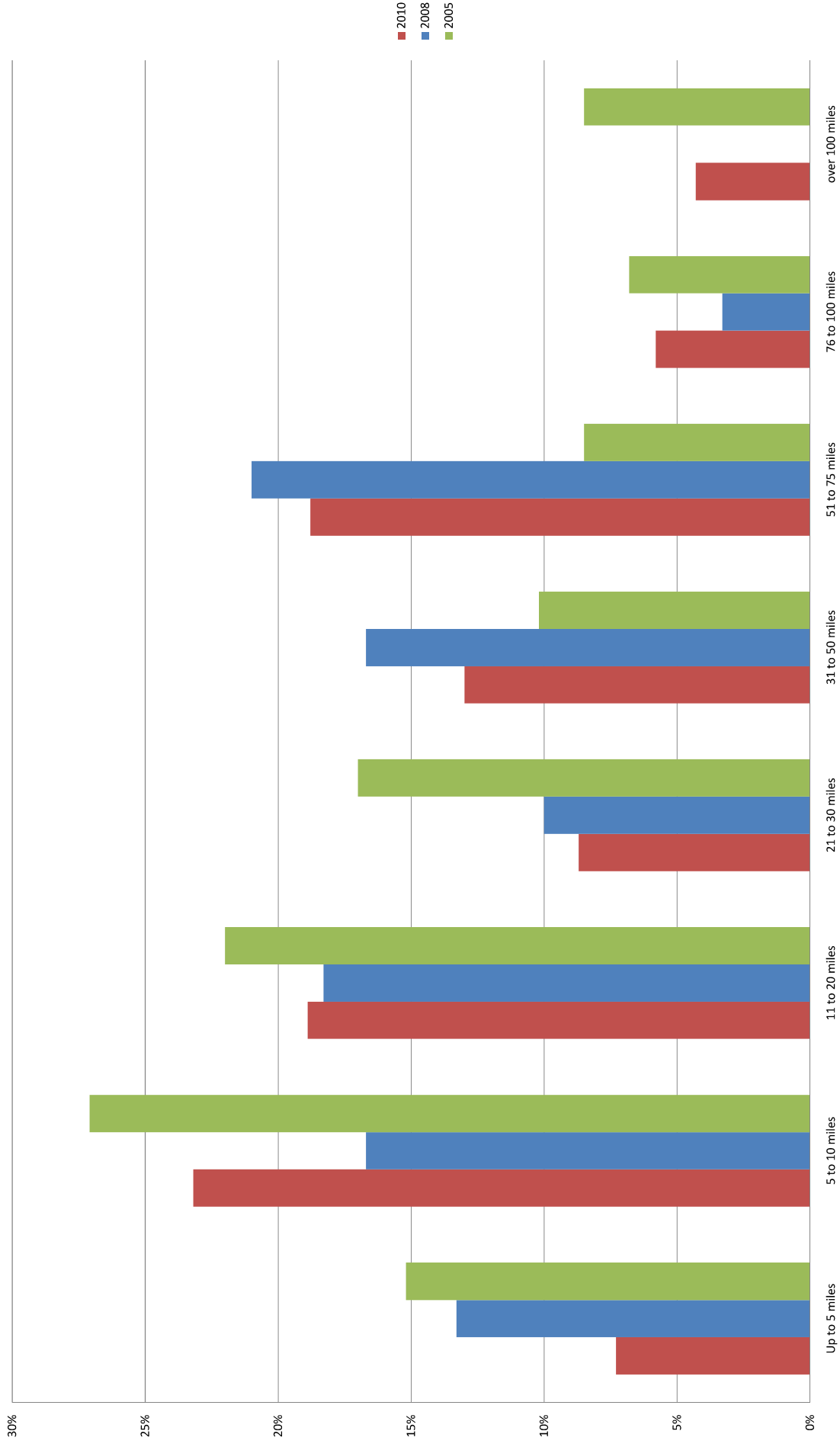


Exhibit #16 Years in Town (2010 Citizen Survey)

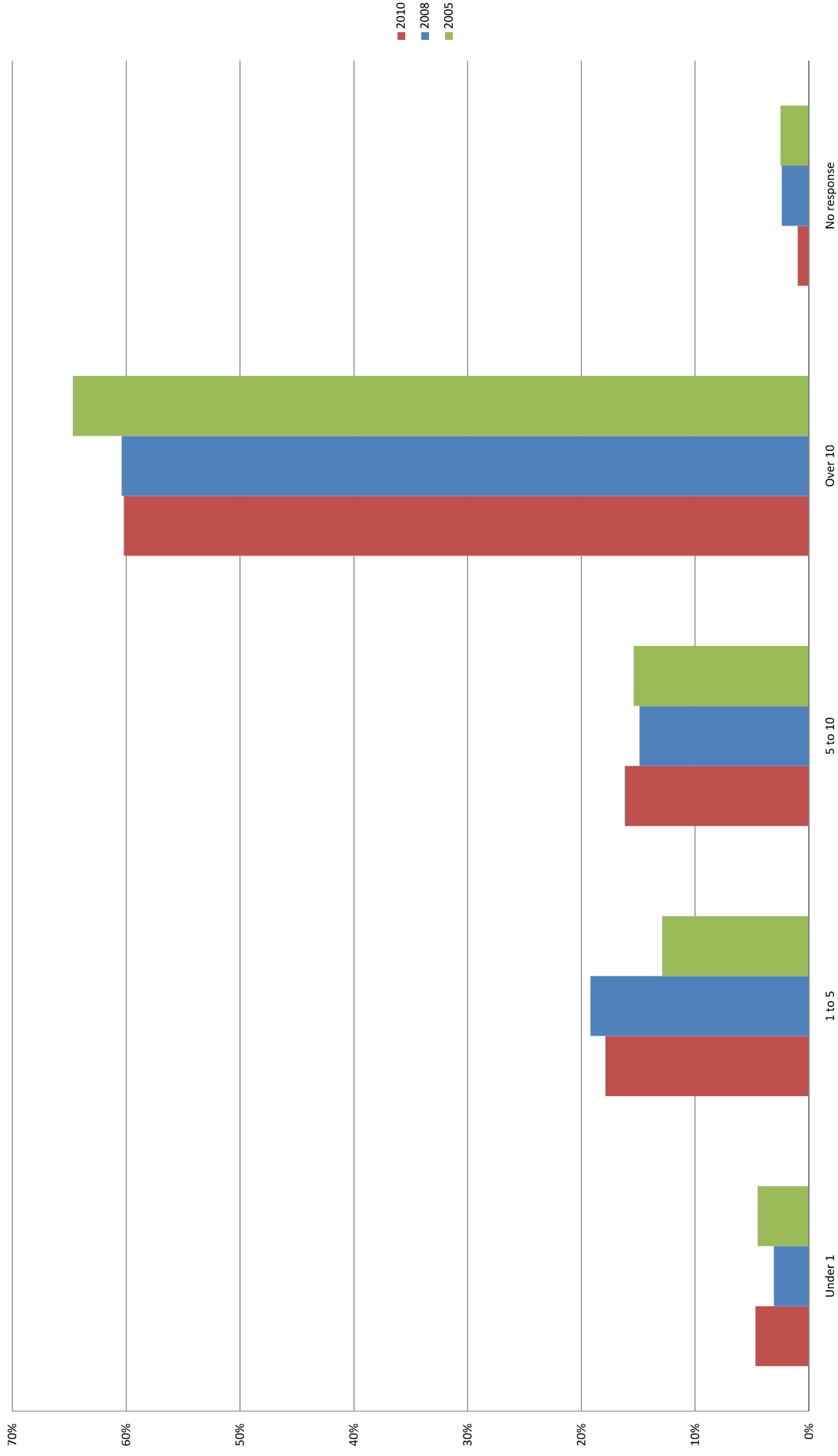


Exhibit #17 Education (2010 Citizen Survey)

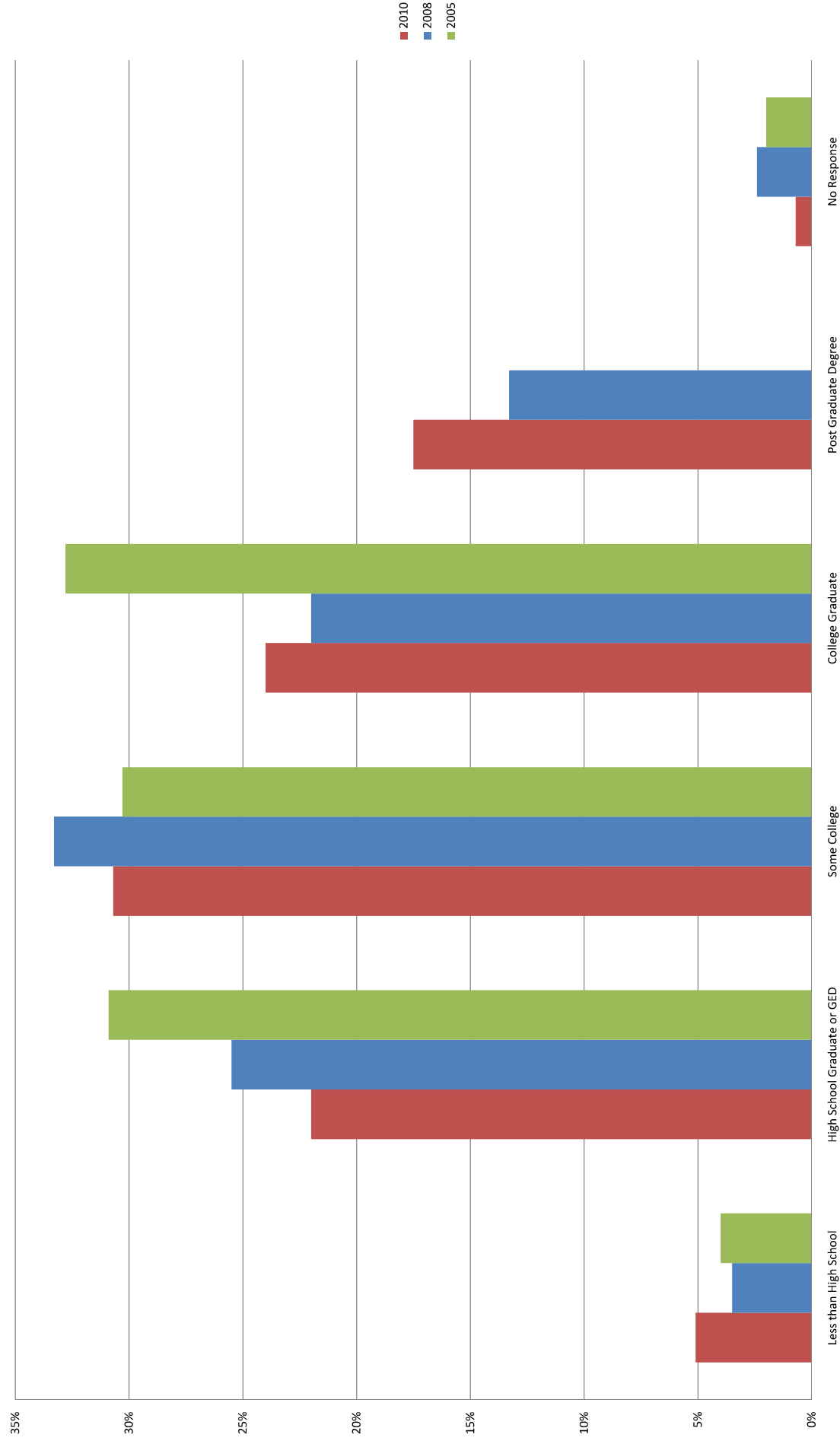


Exhibit #18 Household Size (2010 Citizen Survey)

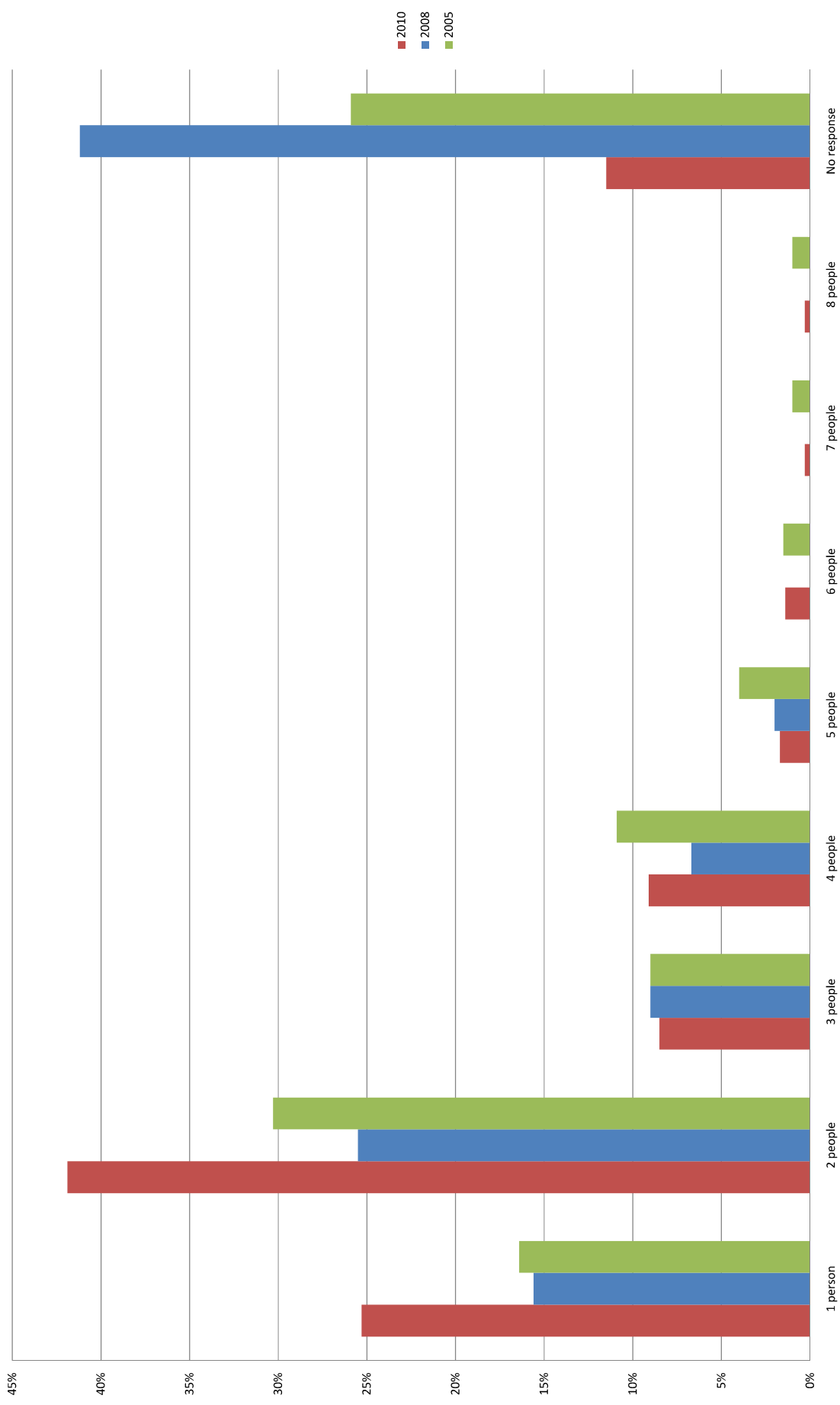


Exhibit #19 Spending Priorities (2010 Citizen Survey)

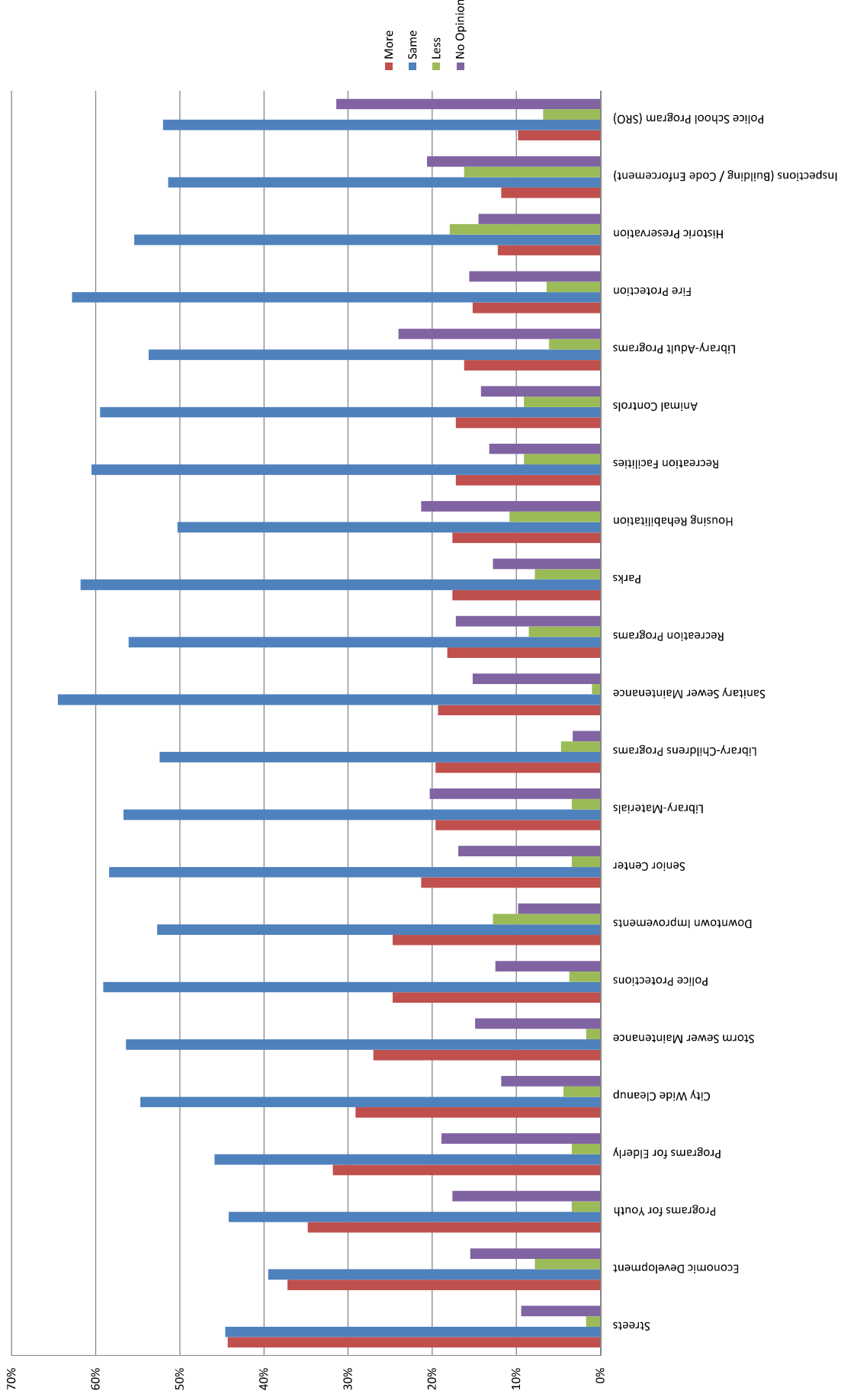


Exhibit #20 Major Street Condition (2010 Citizen Survey)

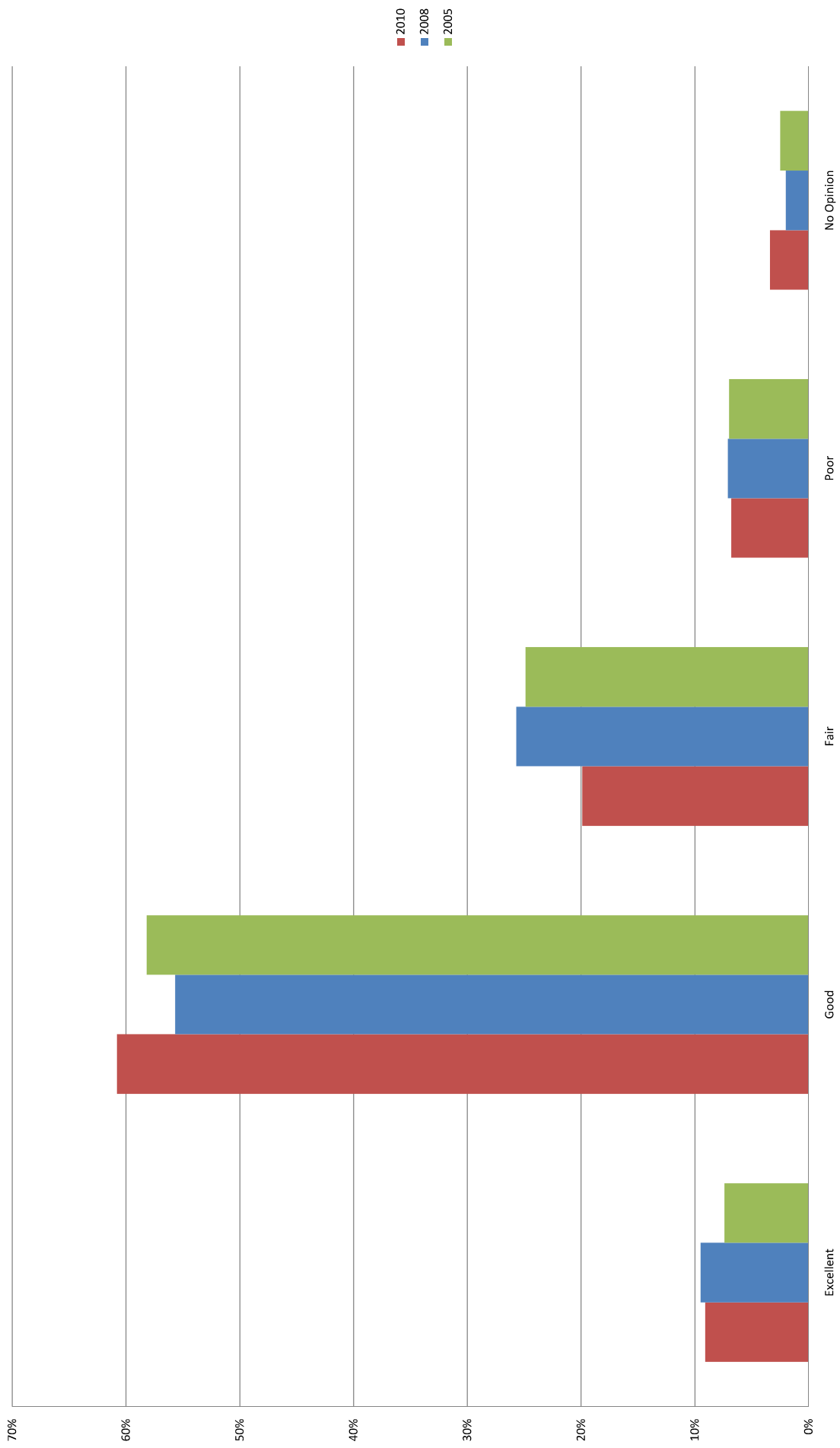


Exhibit #21 Residential Street Condition (2010 Citizen Survey)

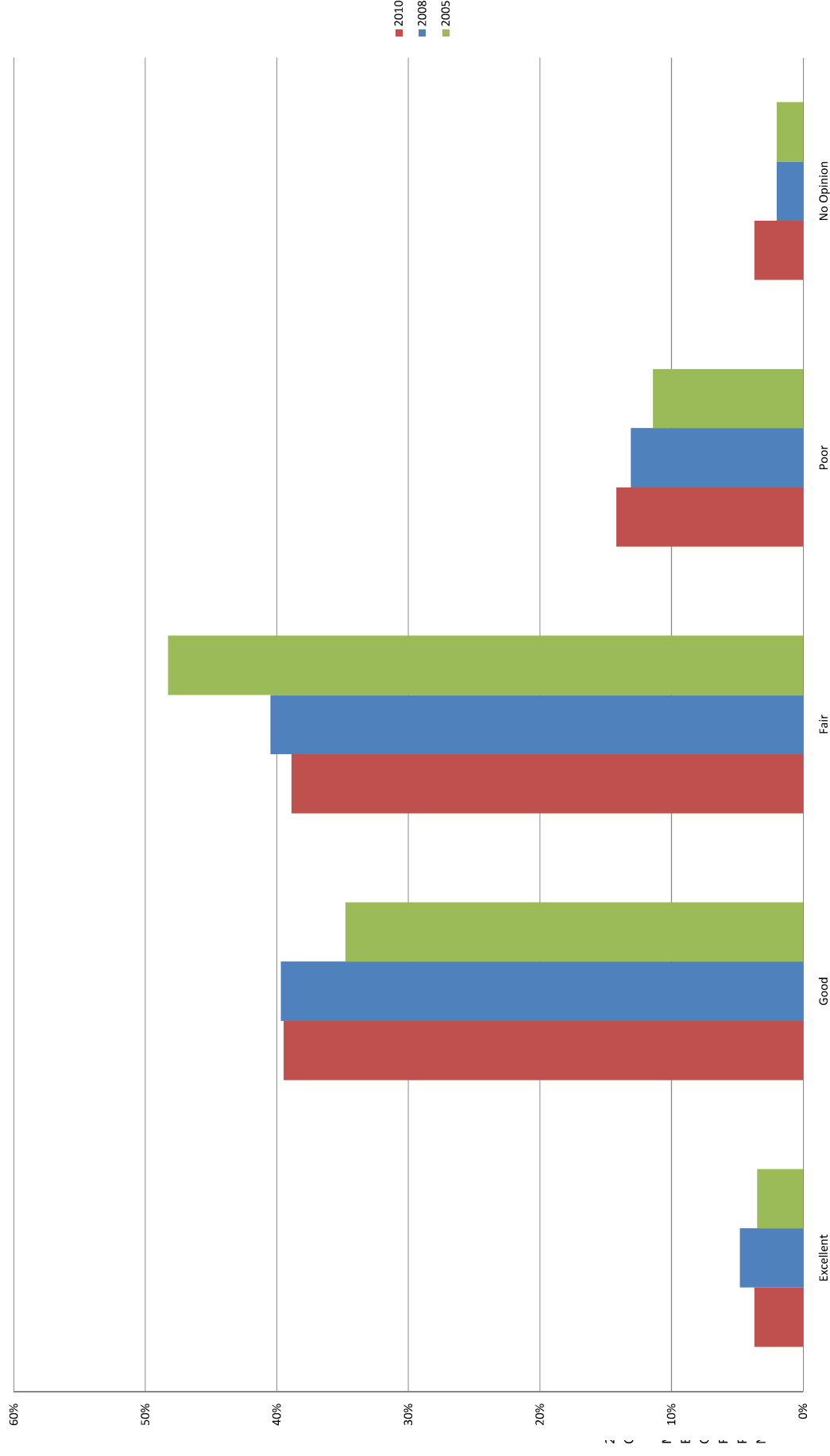


Exhibit #22 Calls for Service



Source: Farmington Fire Department

Exhibit #23 Total Population

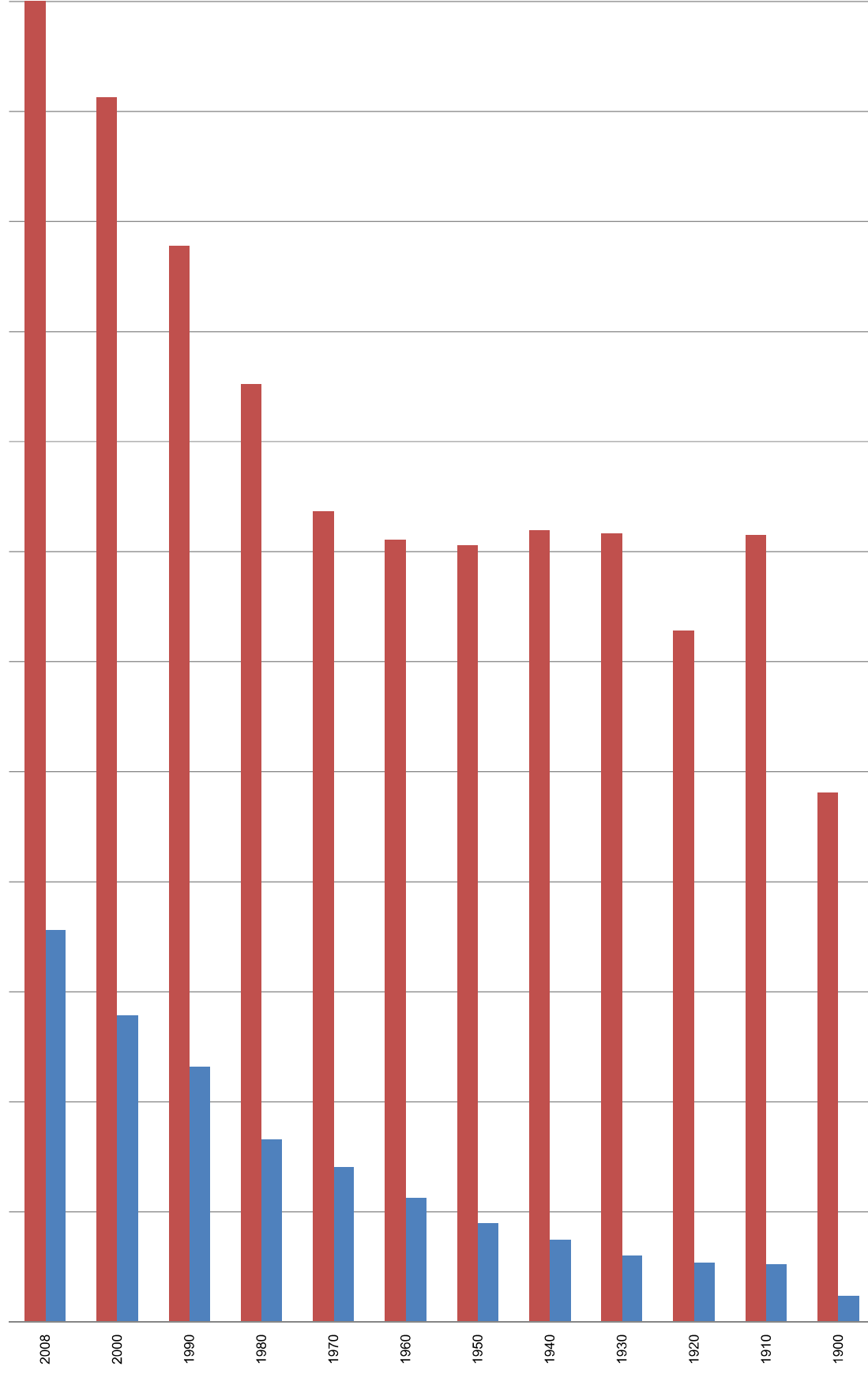
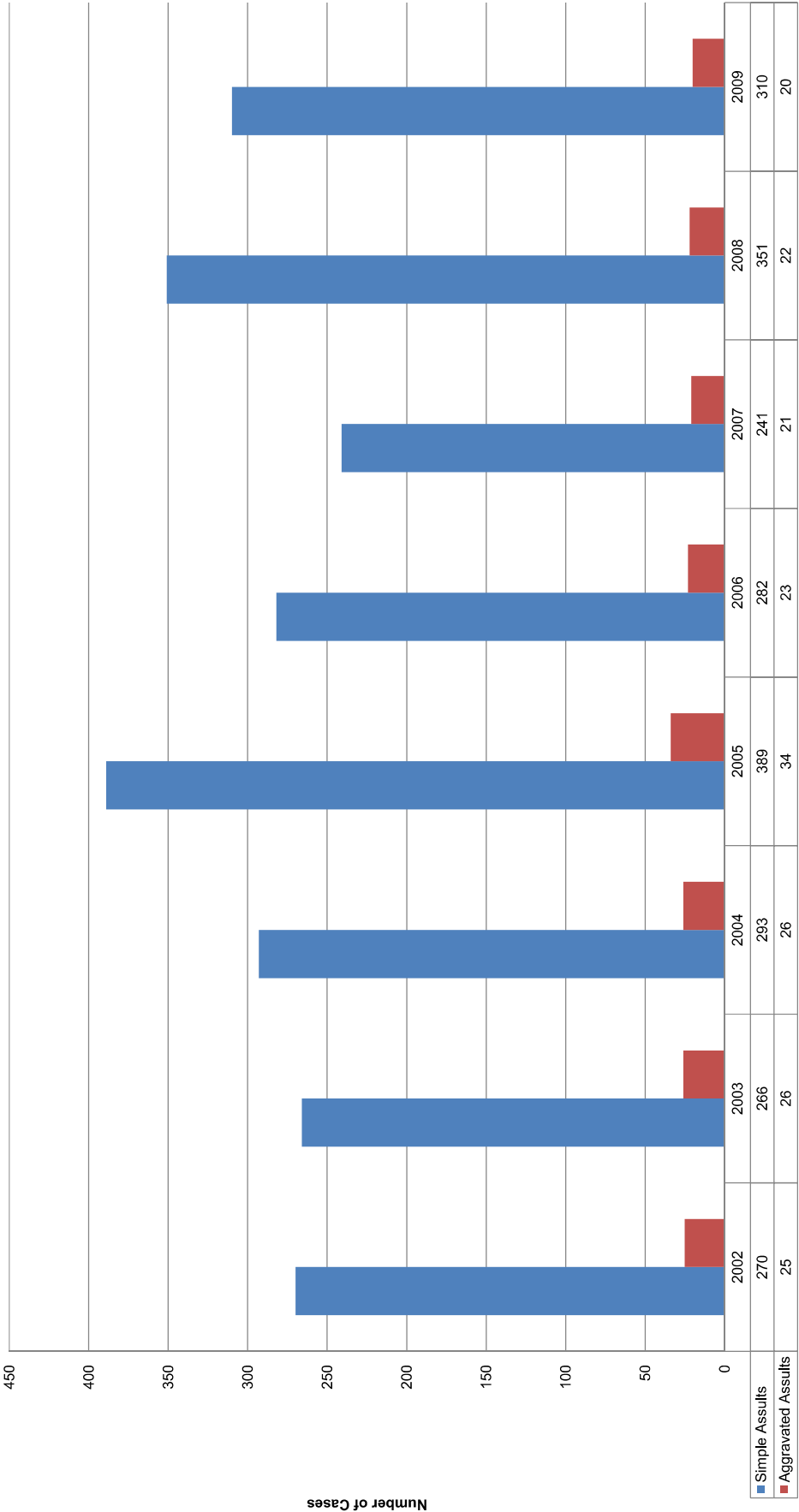
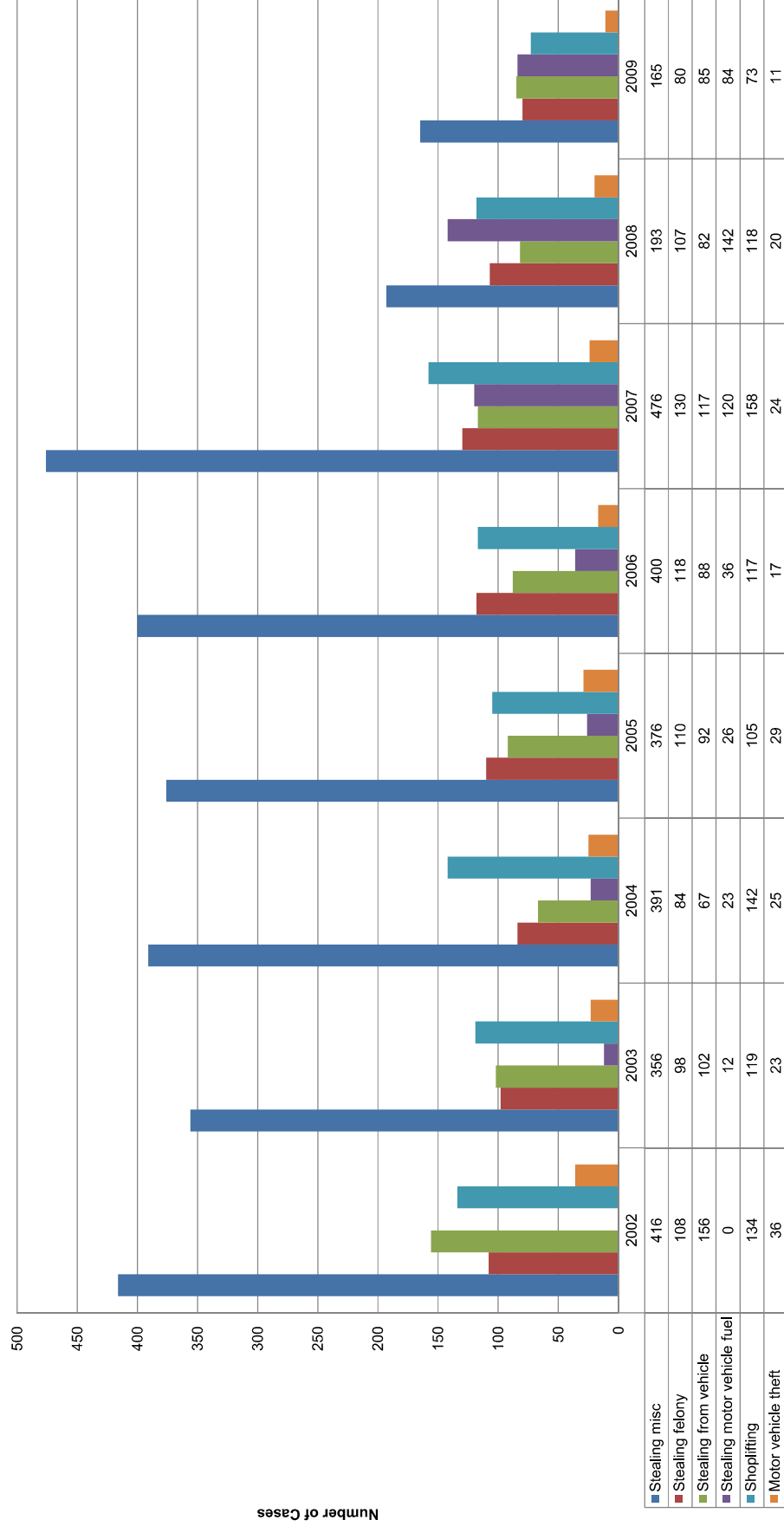


Exhibit #24 Assaults



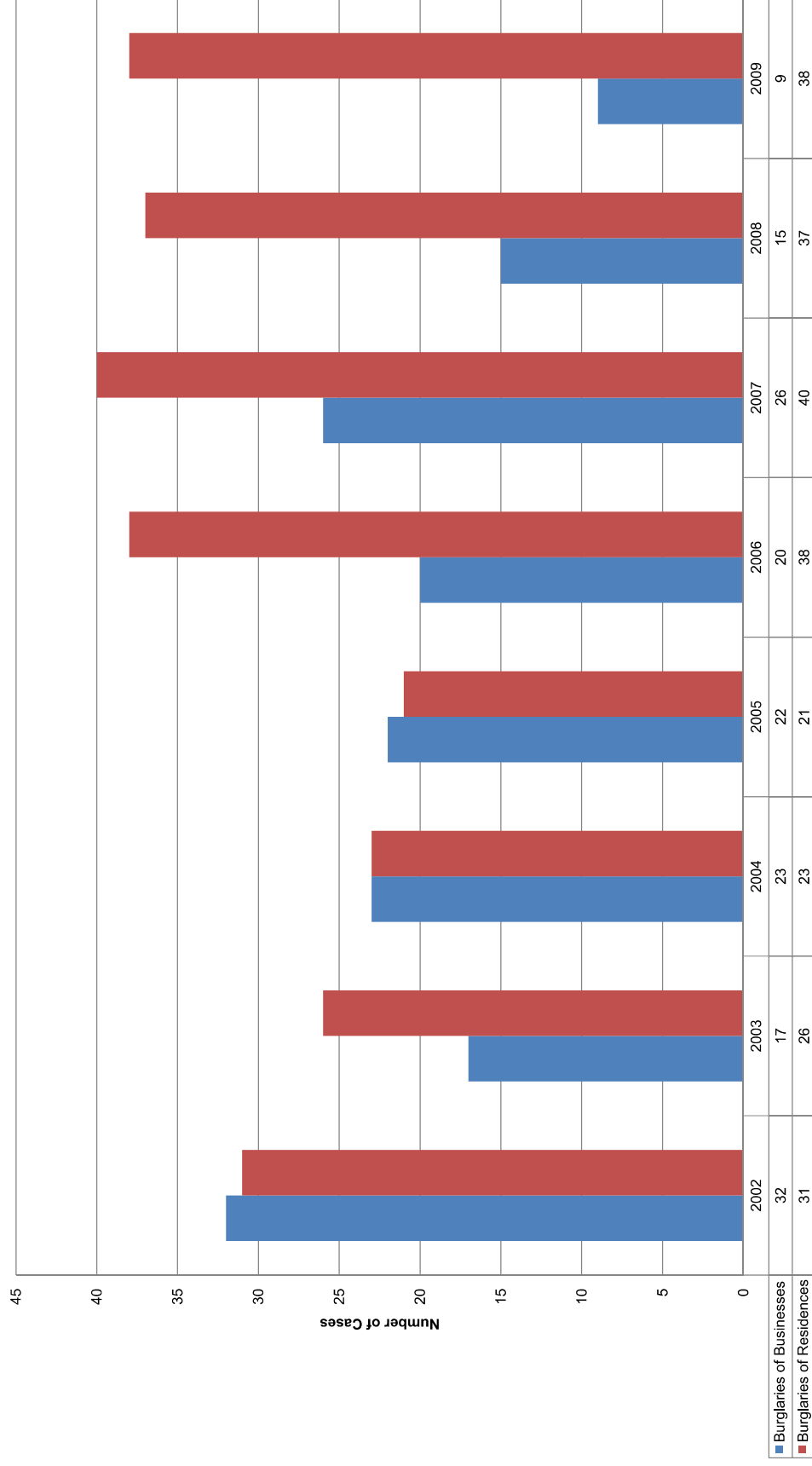
Source: Farmington Police Department

Exhibit #25 Stealing



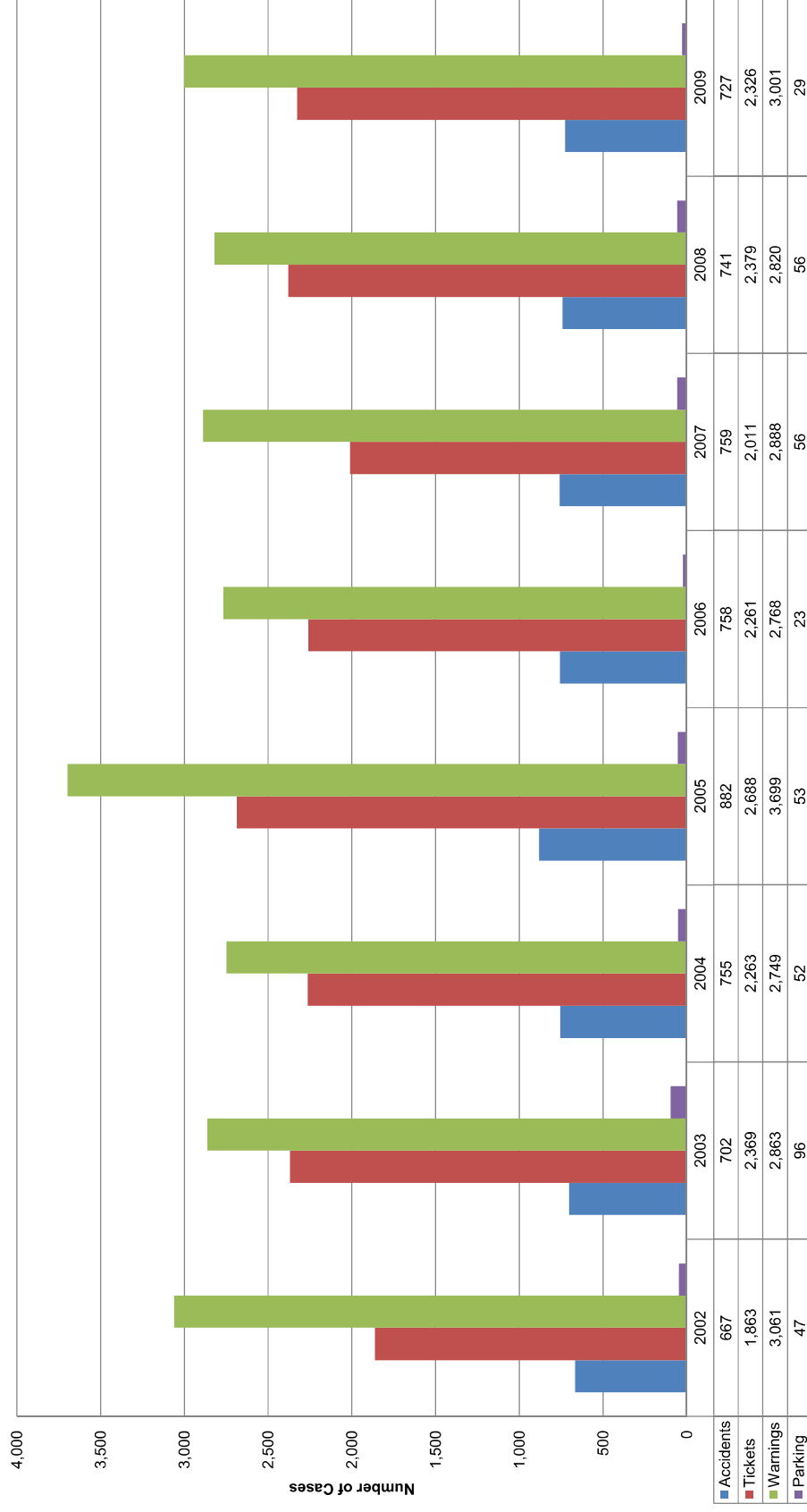
Source: Farmington Police Department

Exhibit #26 Burglaries



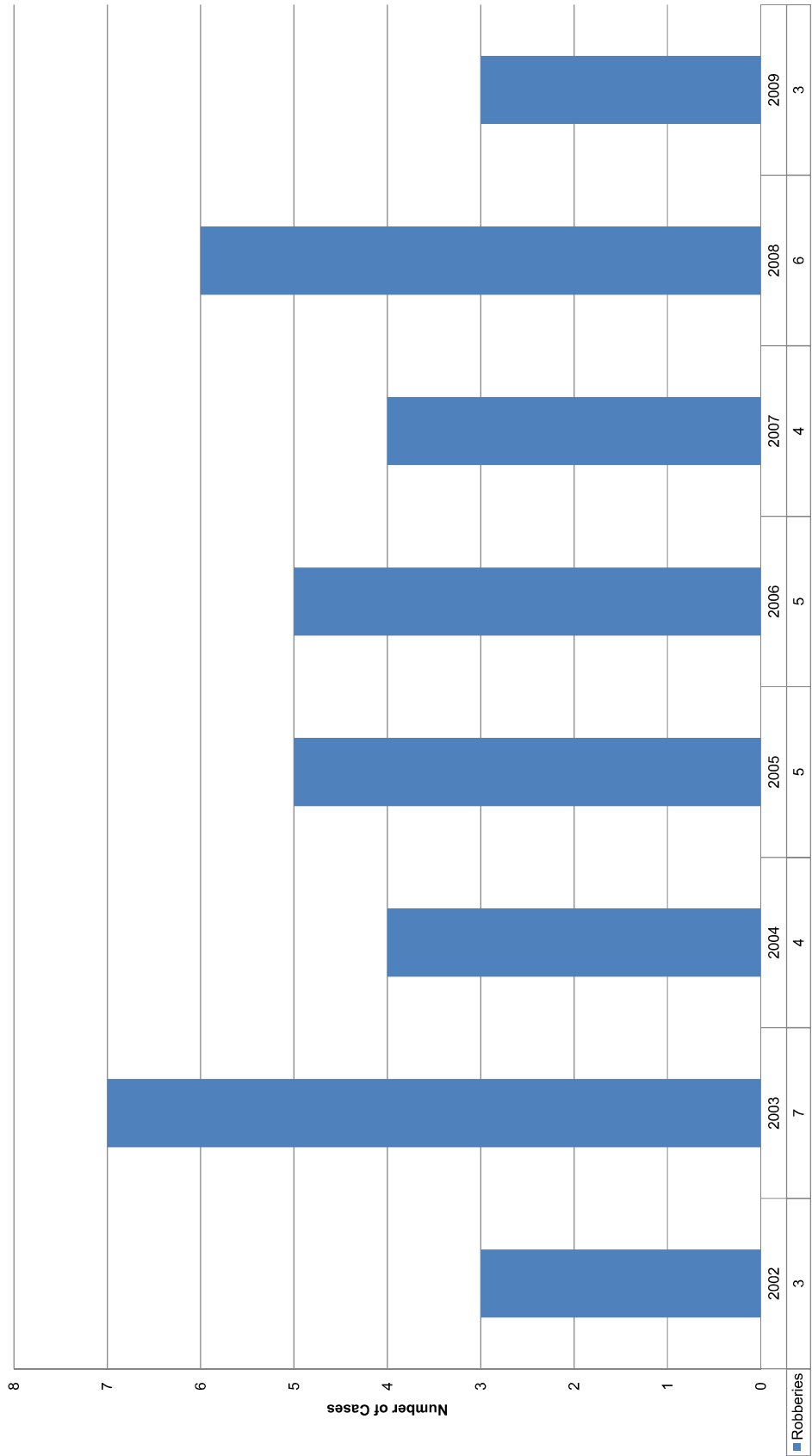
Source: Farmington Police Department

Exhibit #27 Traffic Enforcement



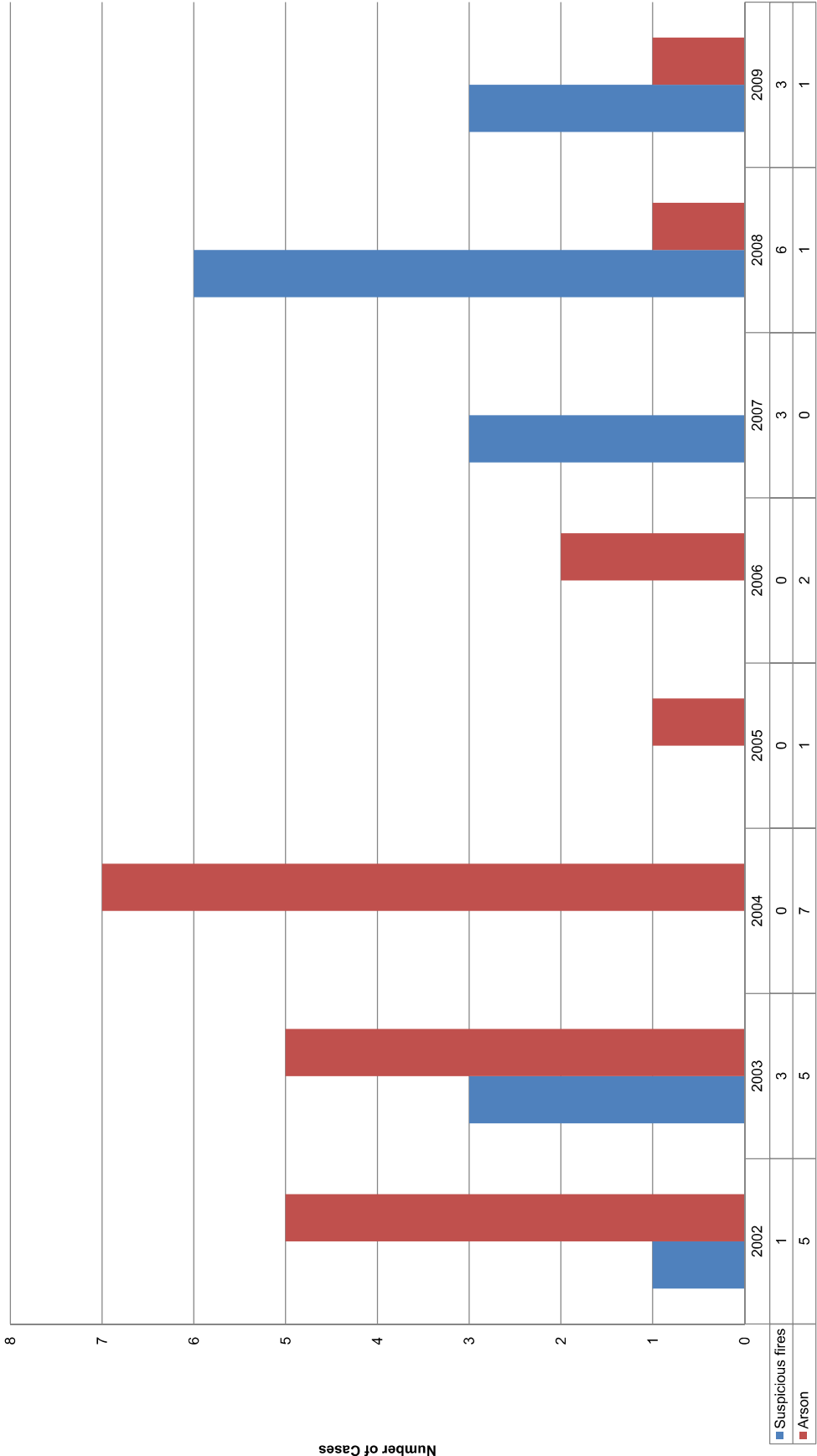
Source: Farmington Police Department

Exhibit #28 Robberies



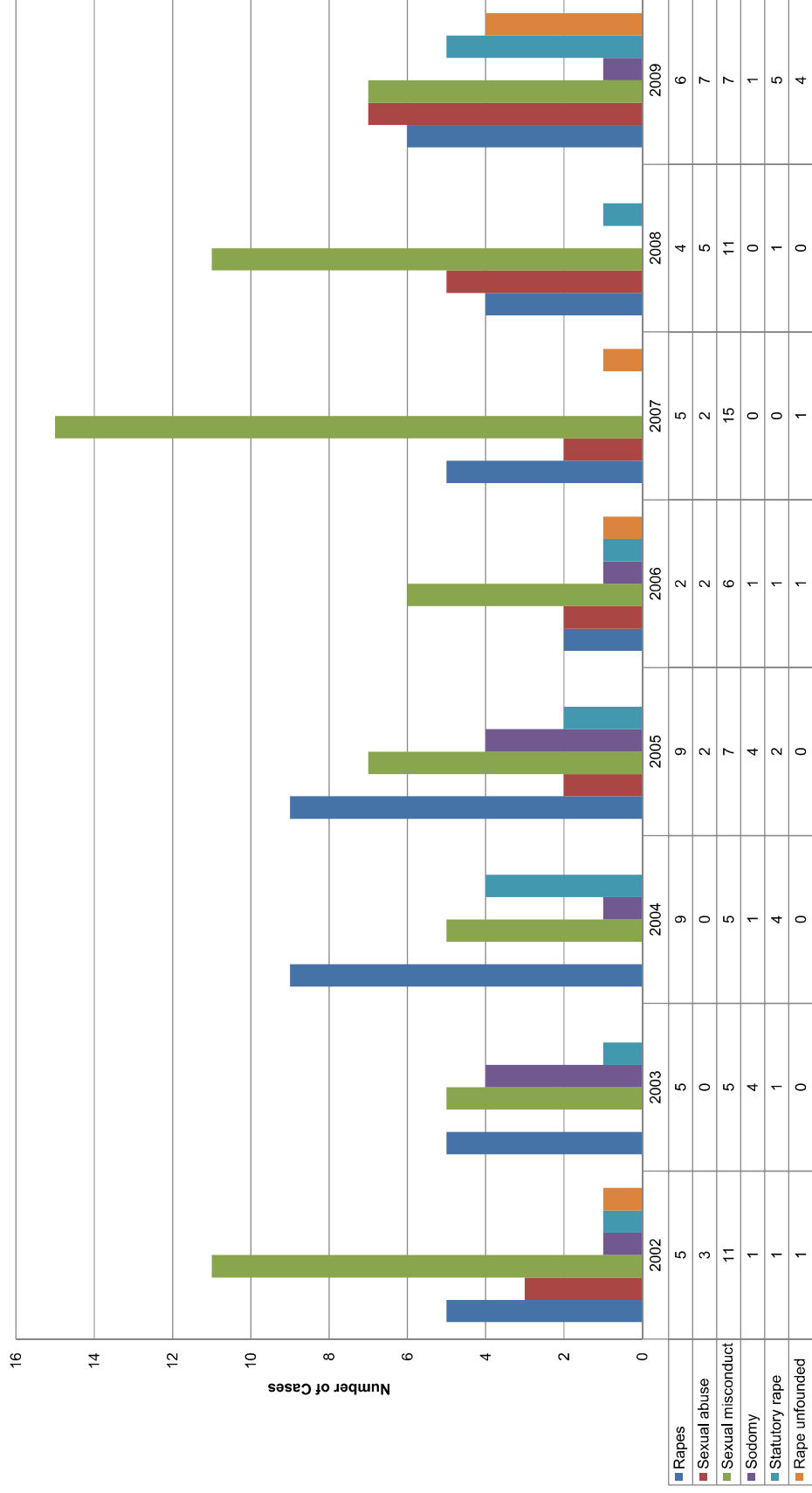
Source: Farmington Police Department

Exhibit #29 Fires involving the Police Department



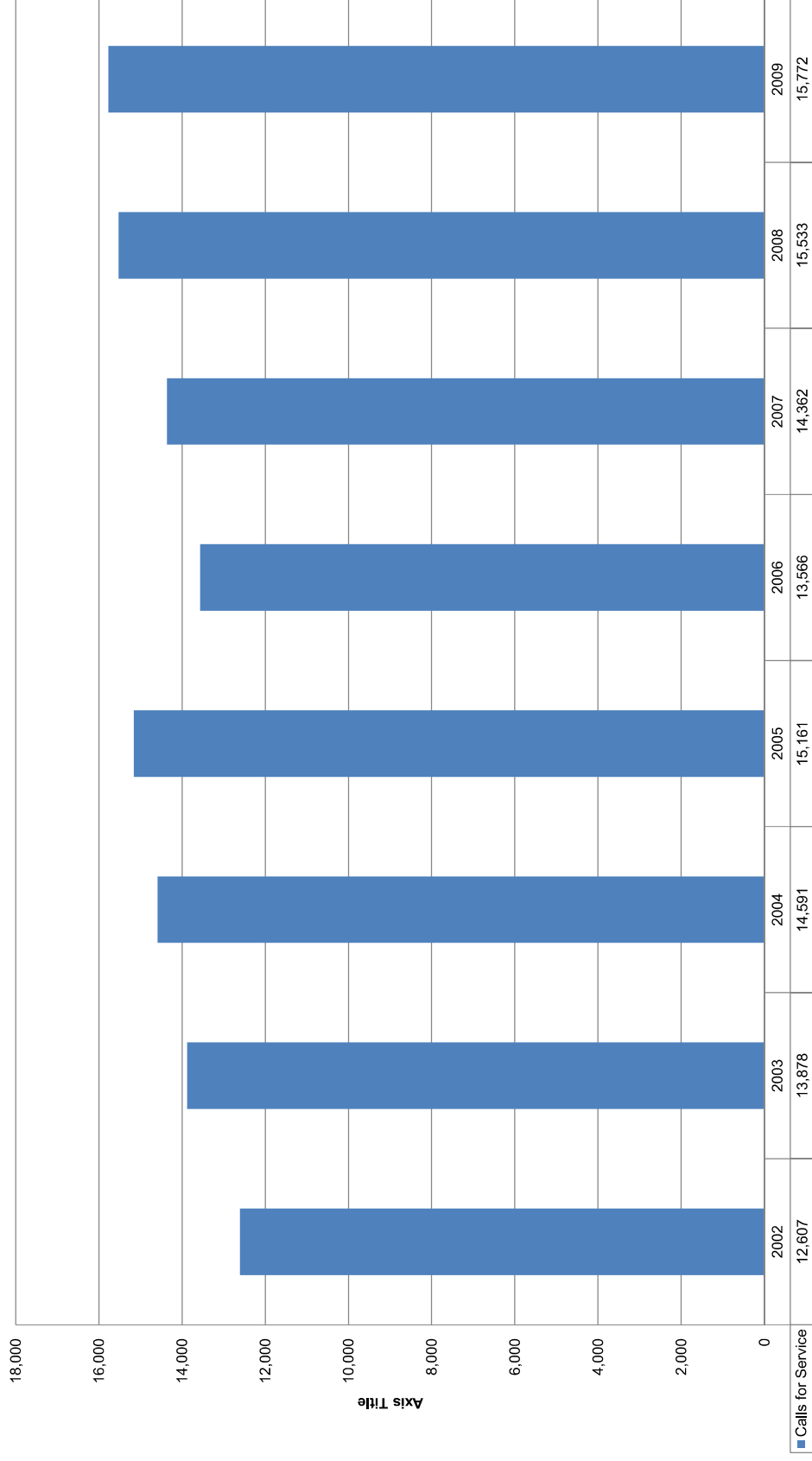
Source: Farmington Police Department

Exhibit #30 Sex Crimes



Source: Farmington Police Department

Exhibit #31 Calls for Service



Source: Farmington Police Department

Exhibit #32 Drug and Alcohol Related



Source: Farmington Police Department

Exhibit #33 Zoning Land Use (acres)

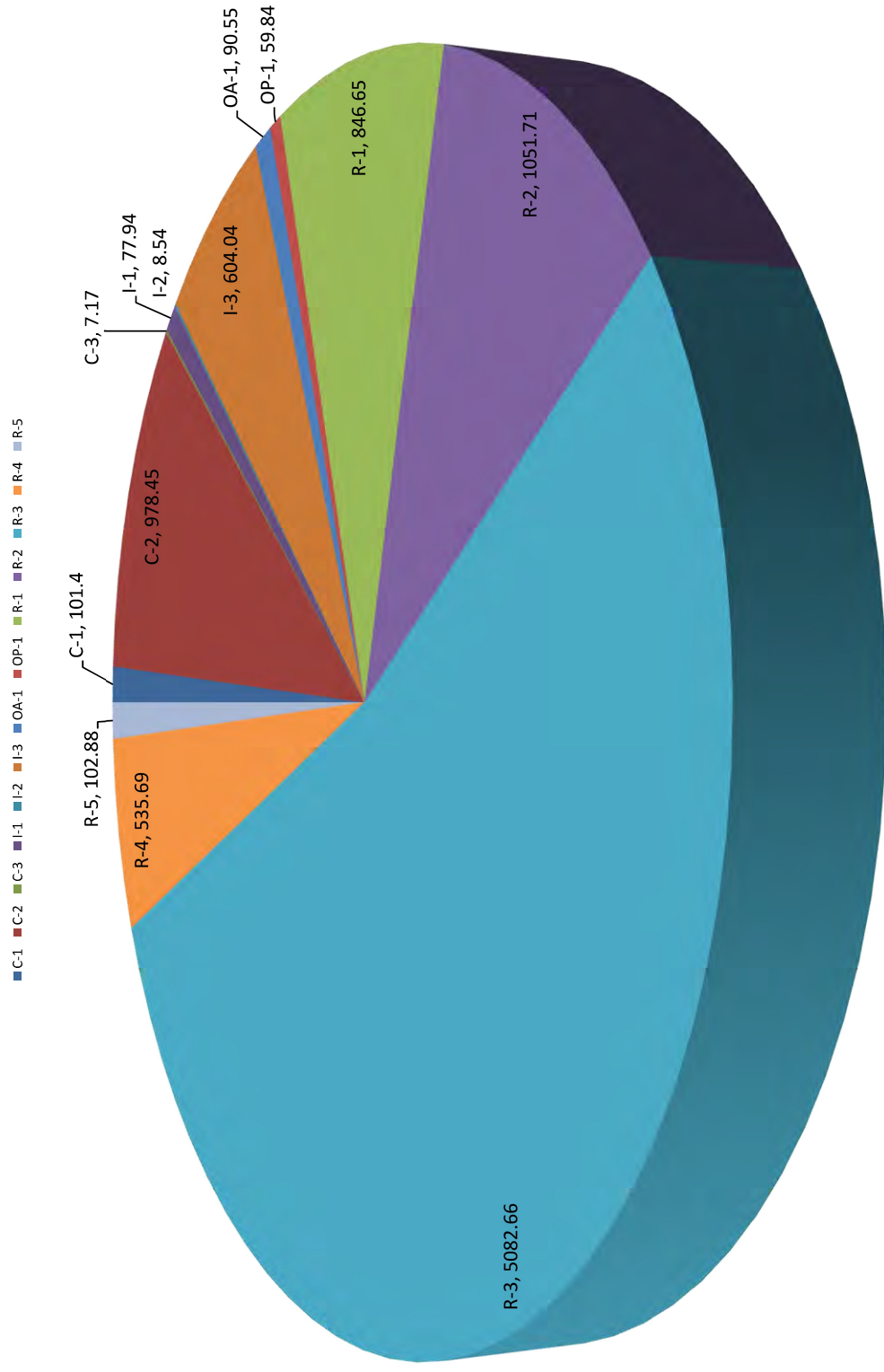


EXHIBIT #34
2011 ANNEXATION PLAN

CITY OF FARMINGTON
COMPREHENSIVE PLAN

- One to Three Years
- Three to Five Years
- Five or more years

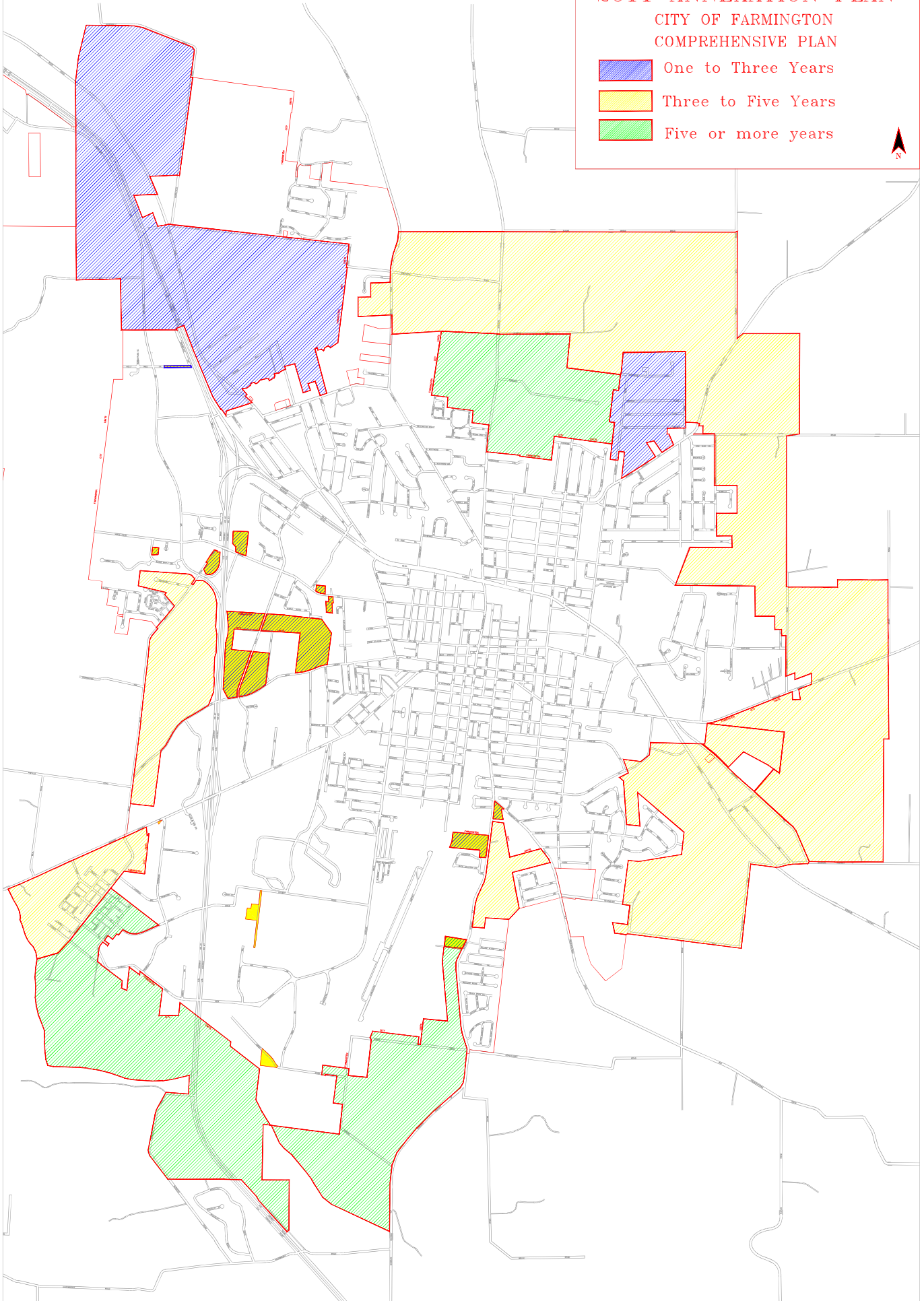


EXHIBIT #35
2011 ANNEXATION PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- One to Three Years
- Three to Five Years
- Five or more years

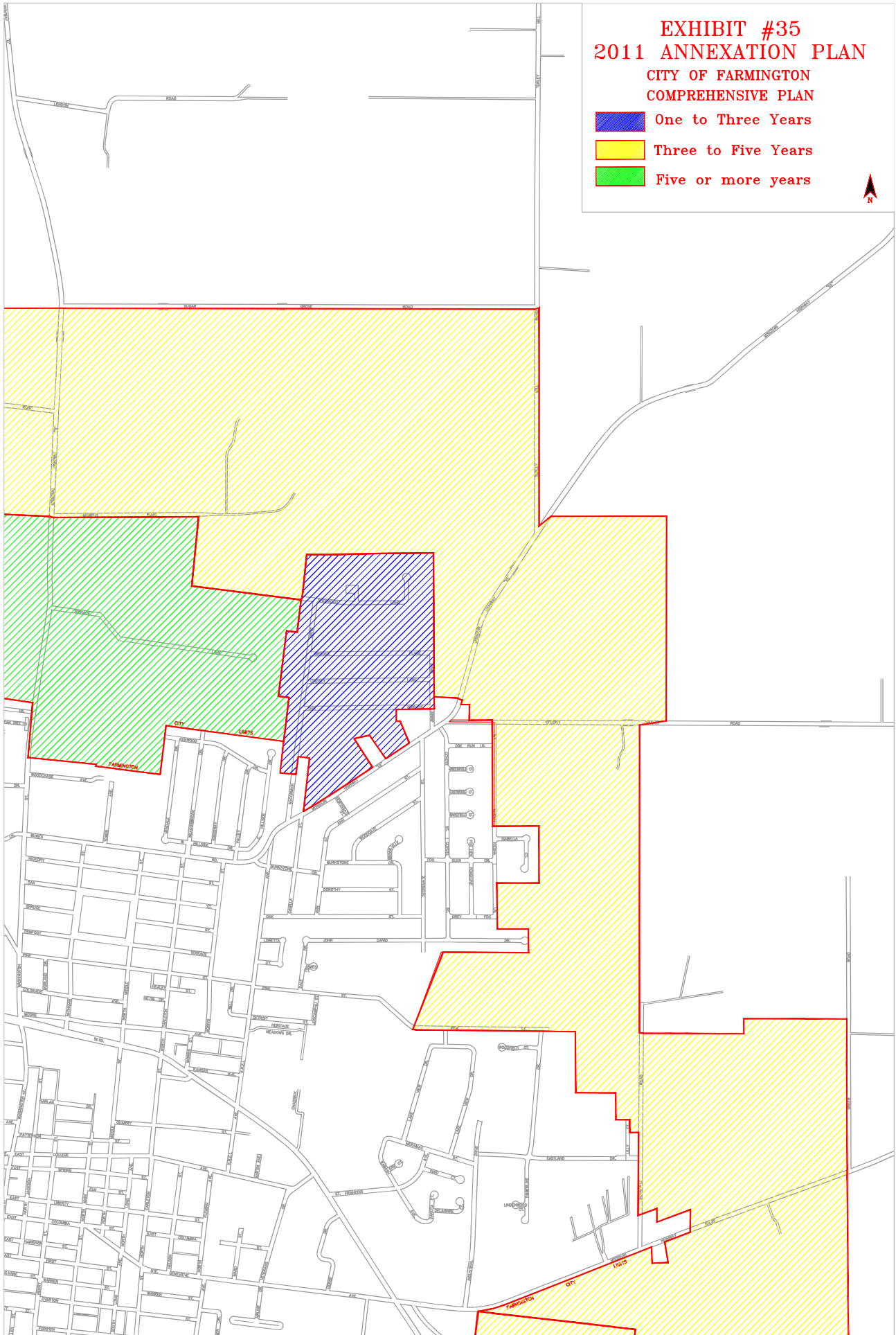


EXHIBIT #36
2011 ANNEXATION PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- One to Three Years
- Three to Five Years
- Five or more years

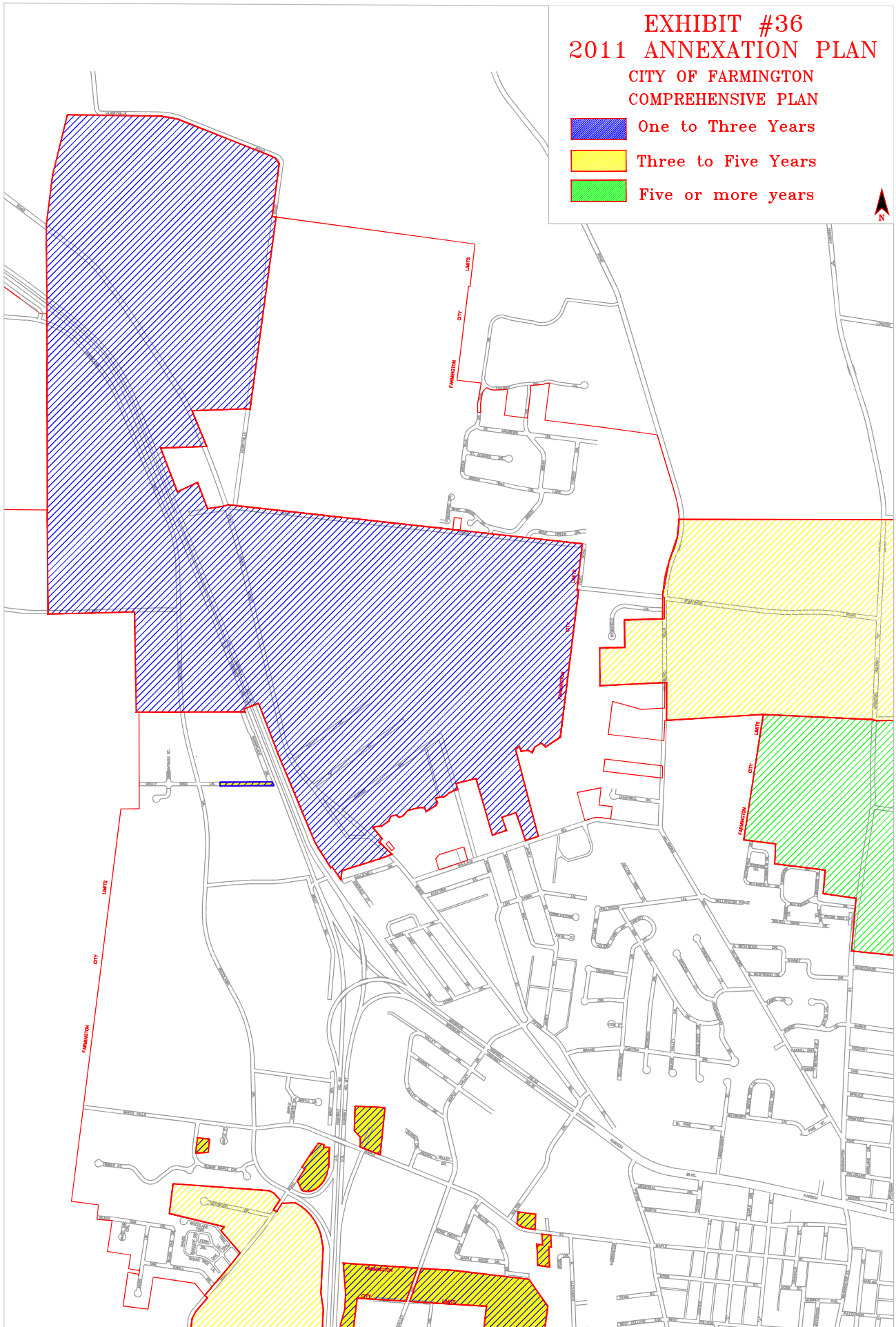


EXHIBIT #37
2011 ANNEXATION PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- One to Three Years
- Three to Five Years
- Five or more years

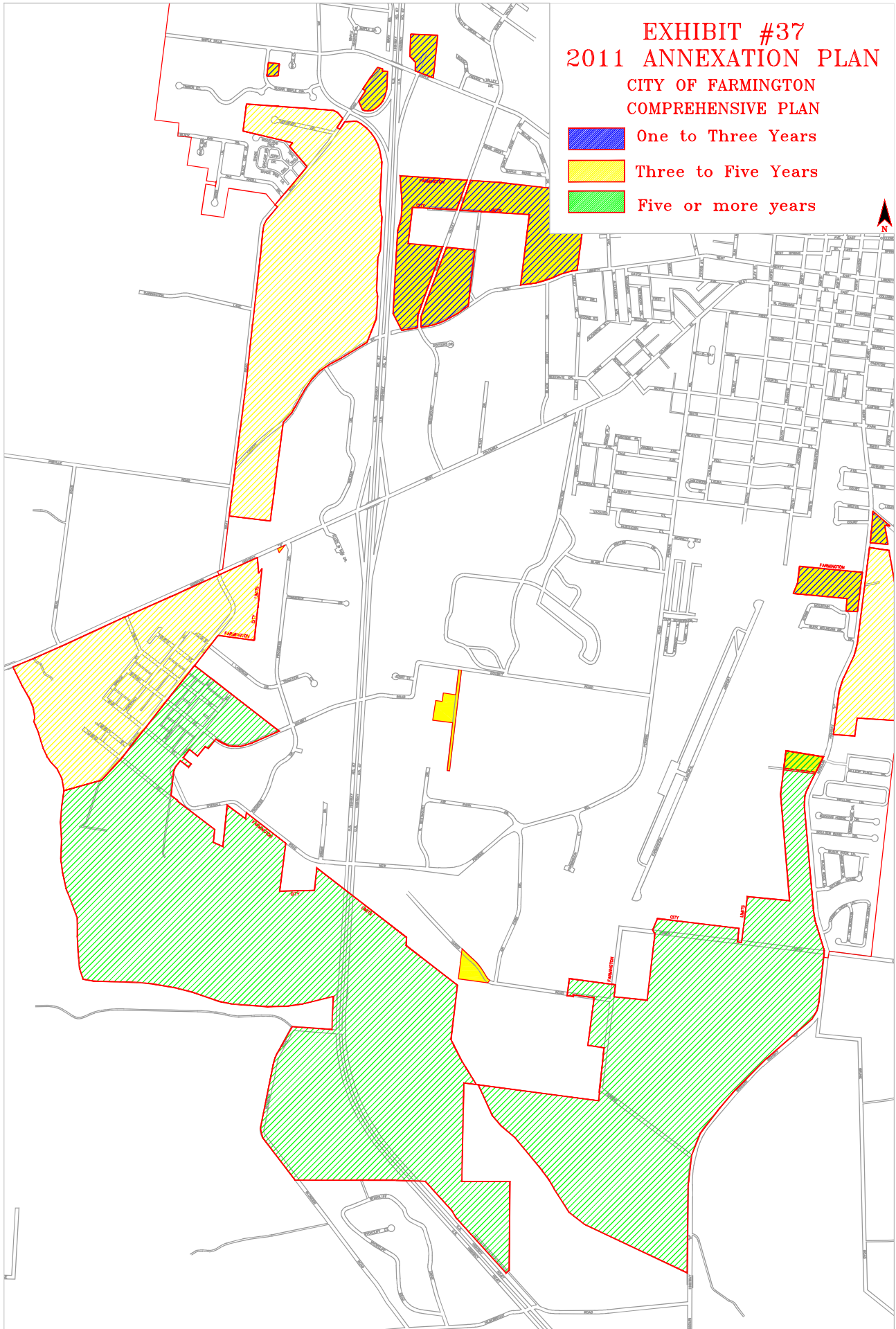


EXHIBIT #38
2011 ANNEXATION PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

-  One to Three Years
-  Three to Five Years
-  Five or more years

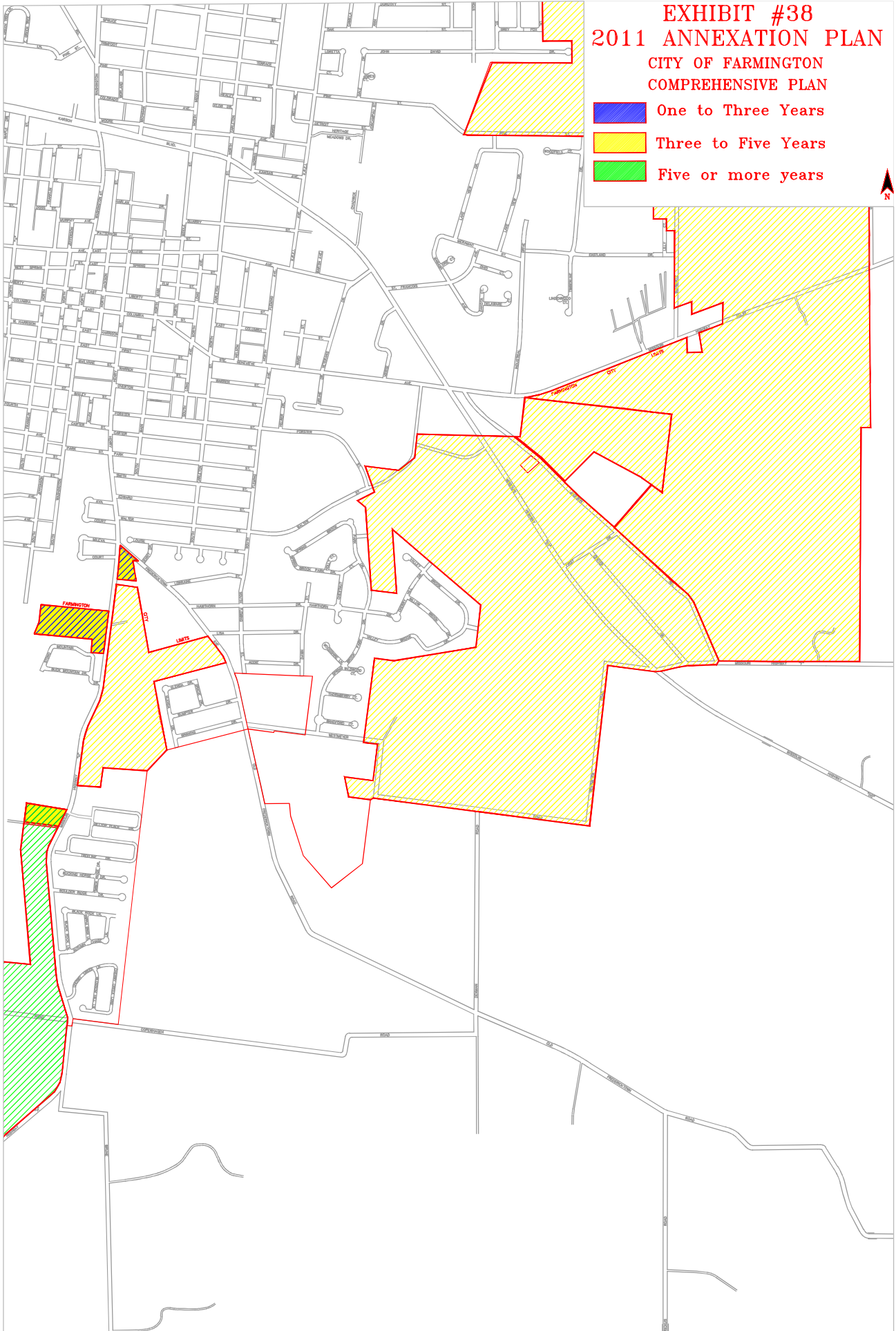


EXHIBIT #39
2011 HISTORIC PRESERVATION PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

 Proposed Historic District

 Proposed Historic Property

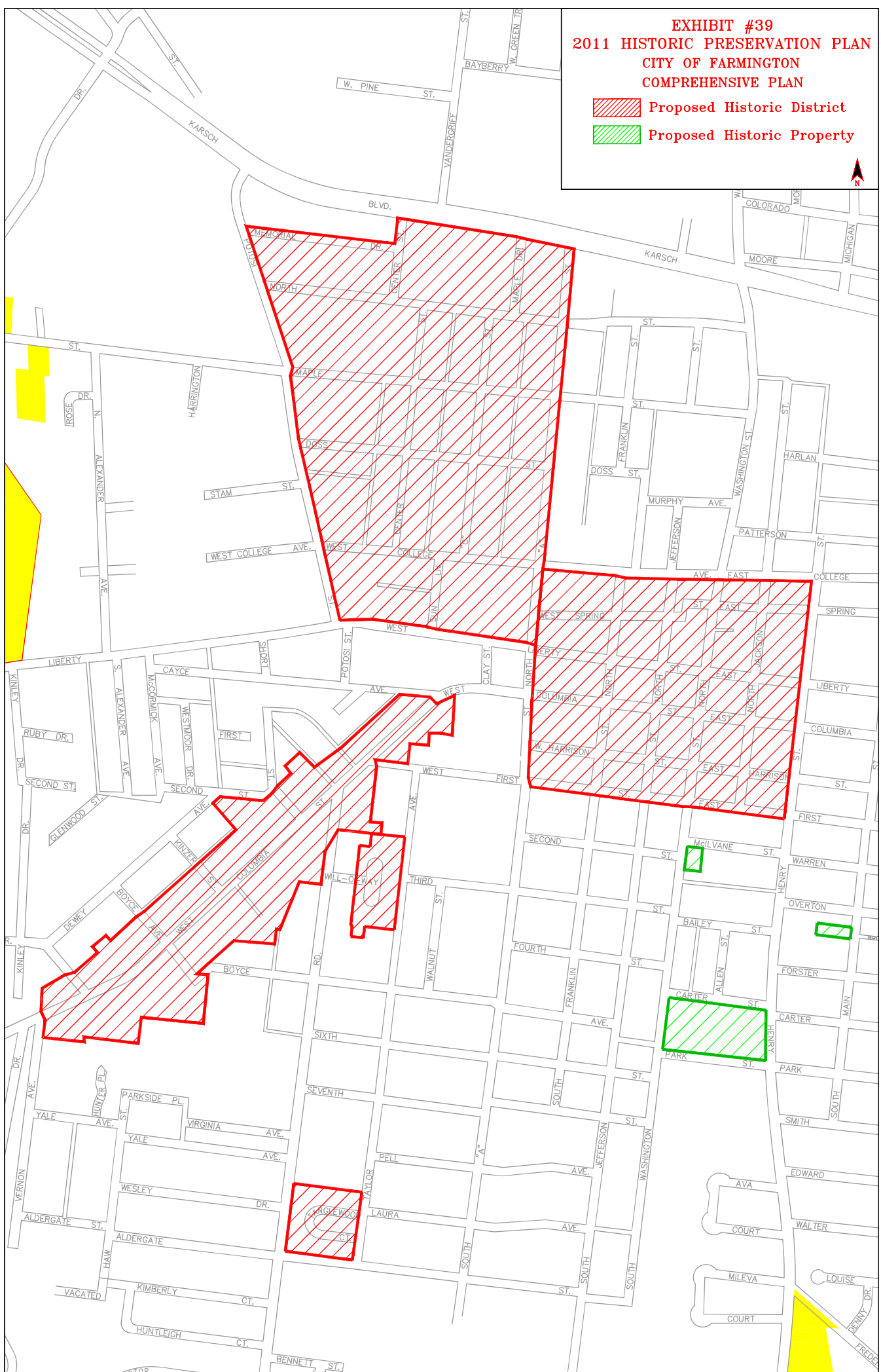


EXHIBIT #40
2011 HOUSING PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- Multi Family Residential
- Single Family Residential
- Two Family Residential

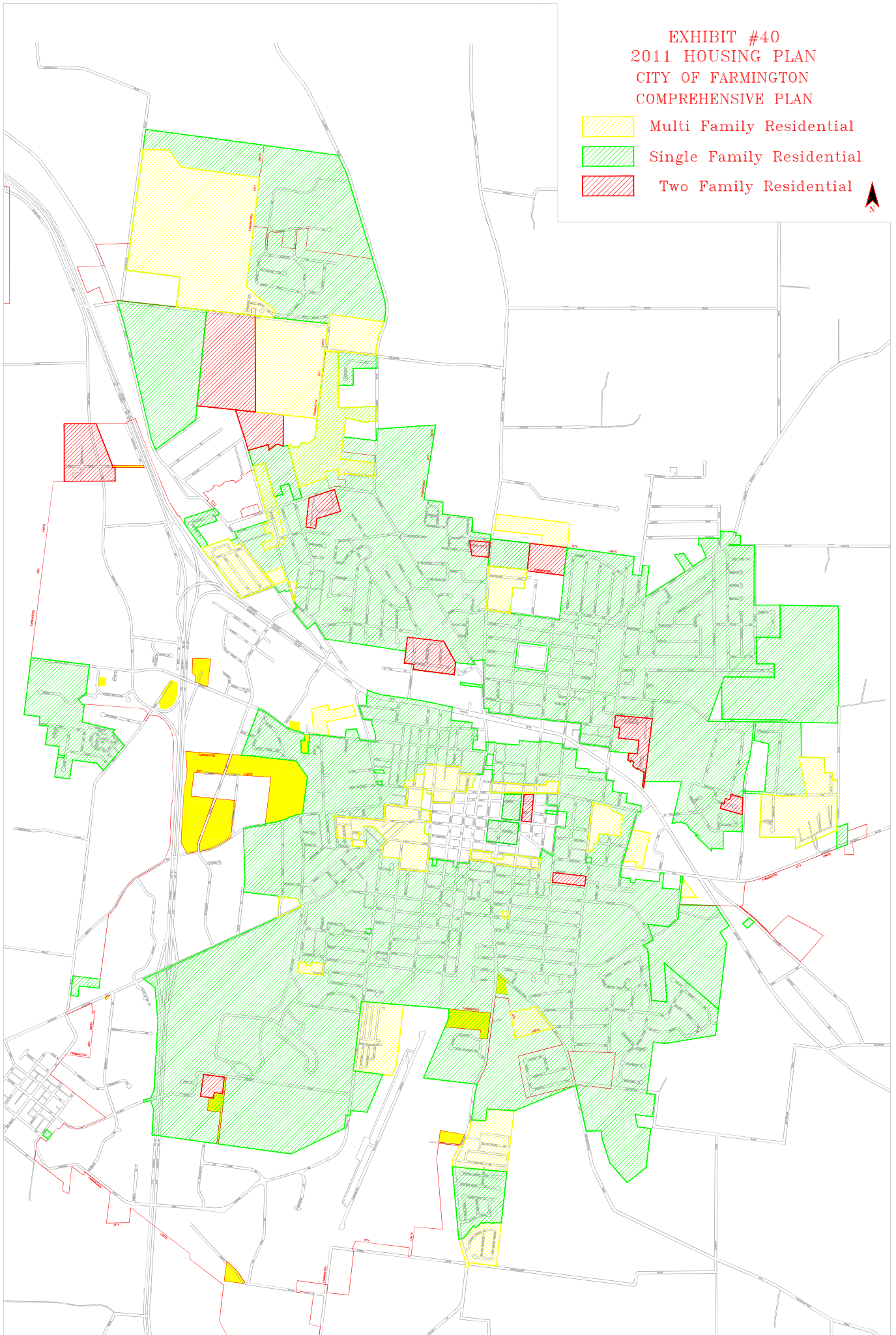


EXHIBIT #41
2011 HOUSING PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- Multi Family Residential
- Single Family Residential
- Two Family Residential

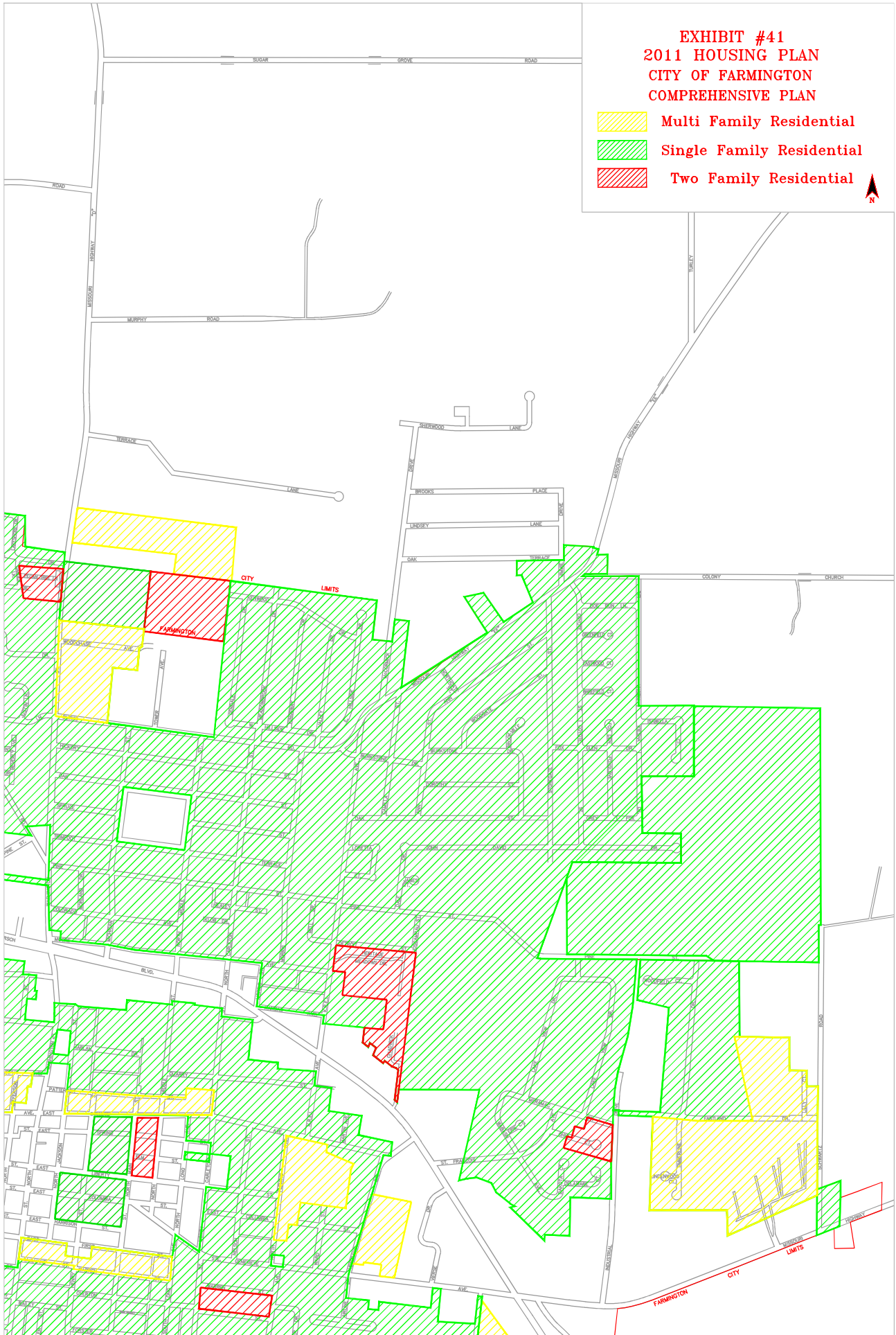


EXHIBIT #42
2011 HOUSING PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- Multi Family Residential
- Single Family Residential
- Two Family Residential

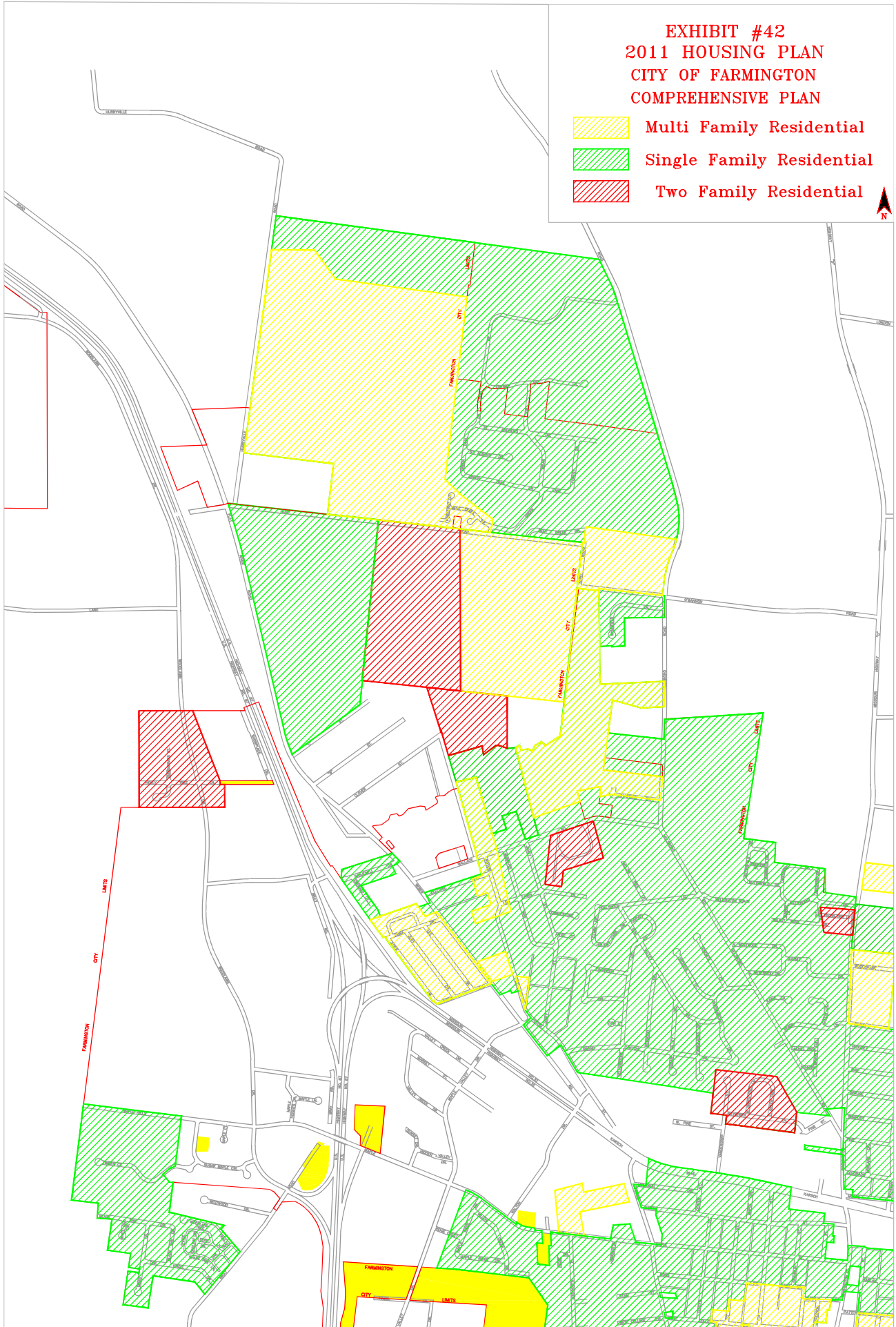


EXHIBIT #43
2011 HOUSING PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- Multi Family Residential
- Single Family Residential
- Two Family Residential

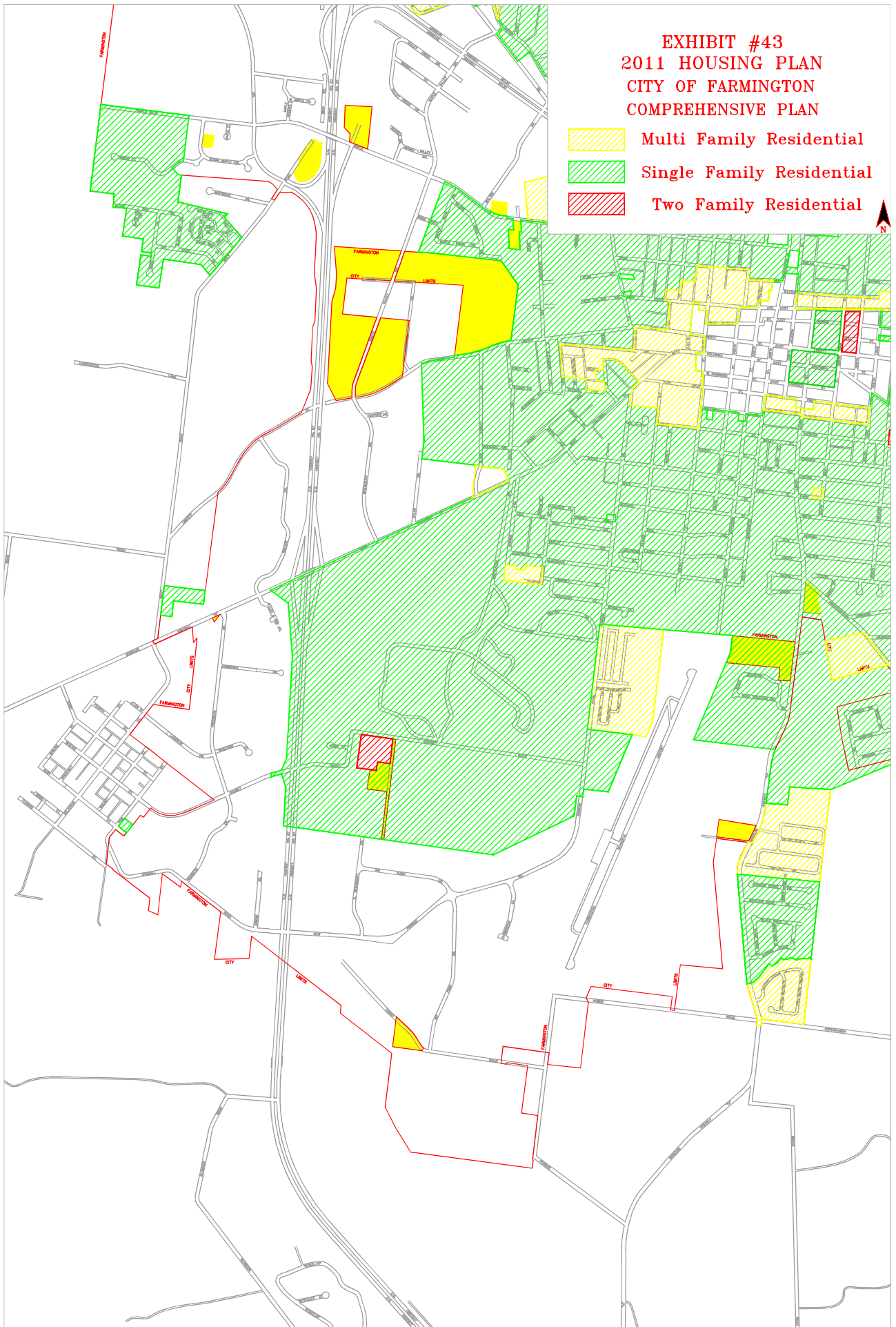


EXHIBIT #44
2011 HOUSING PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- Multi Family Residential
- Single Family Residential
- Two Family Residential

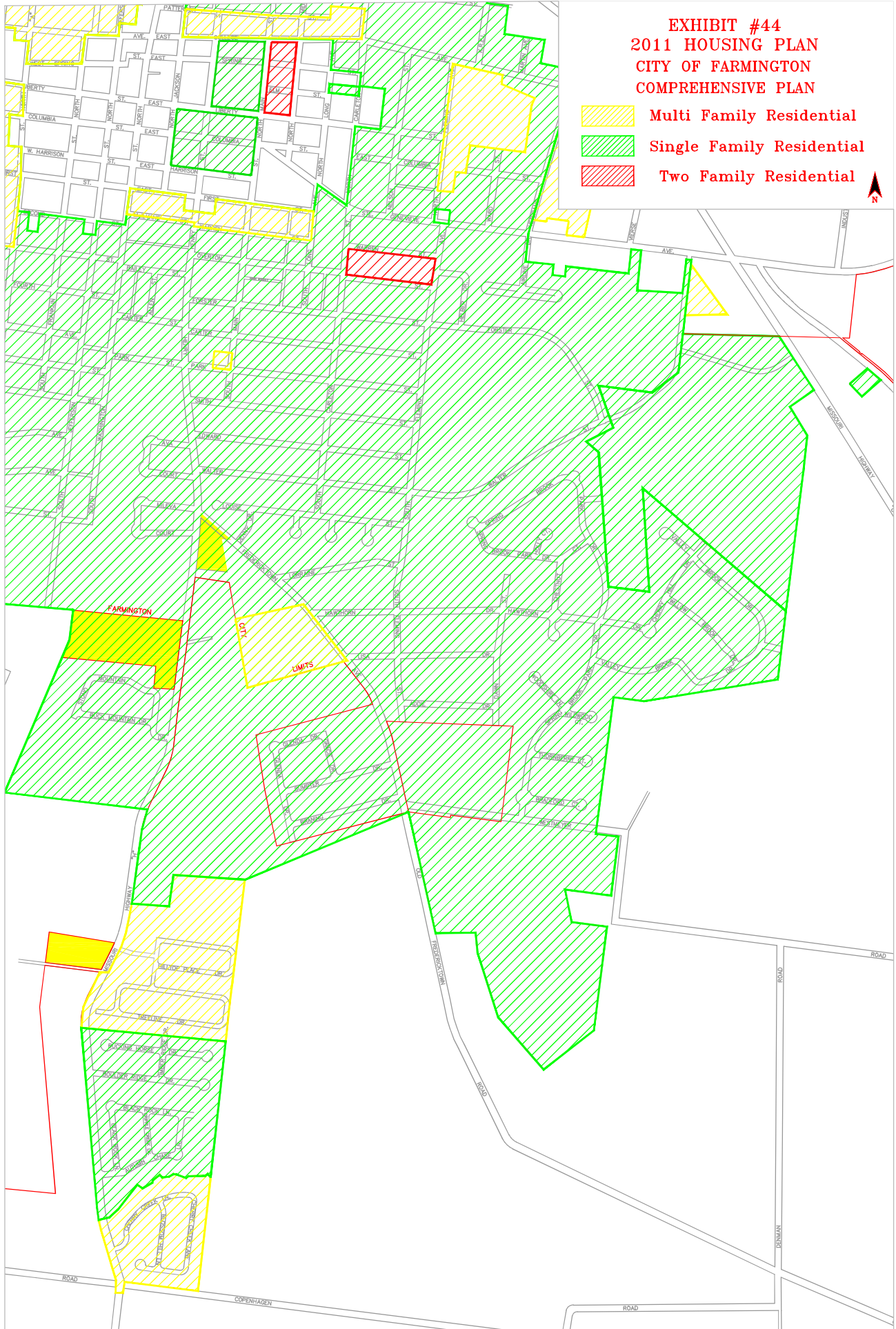
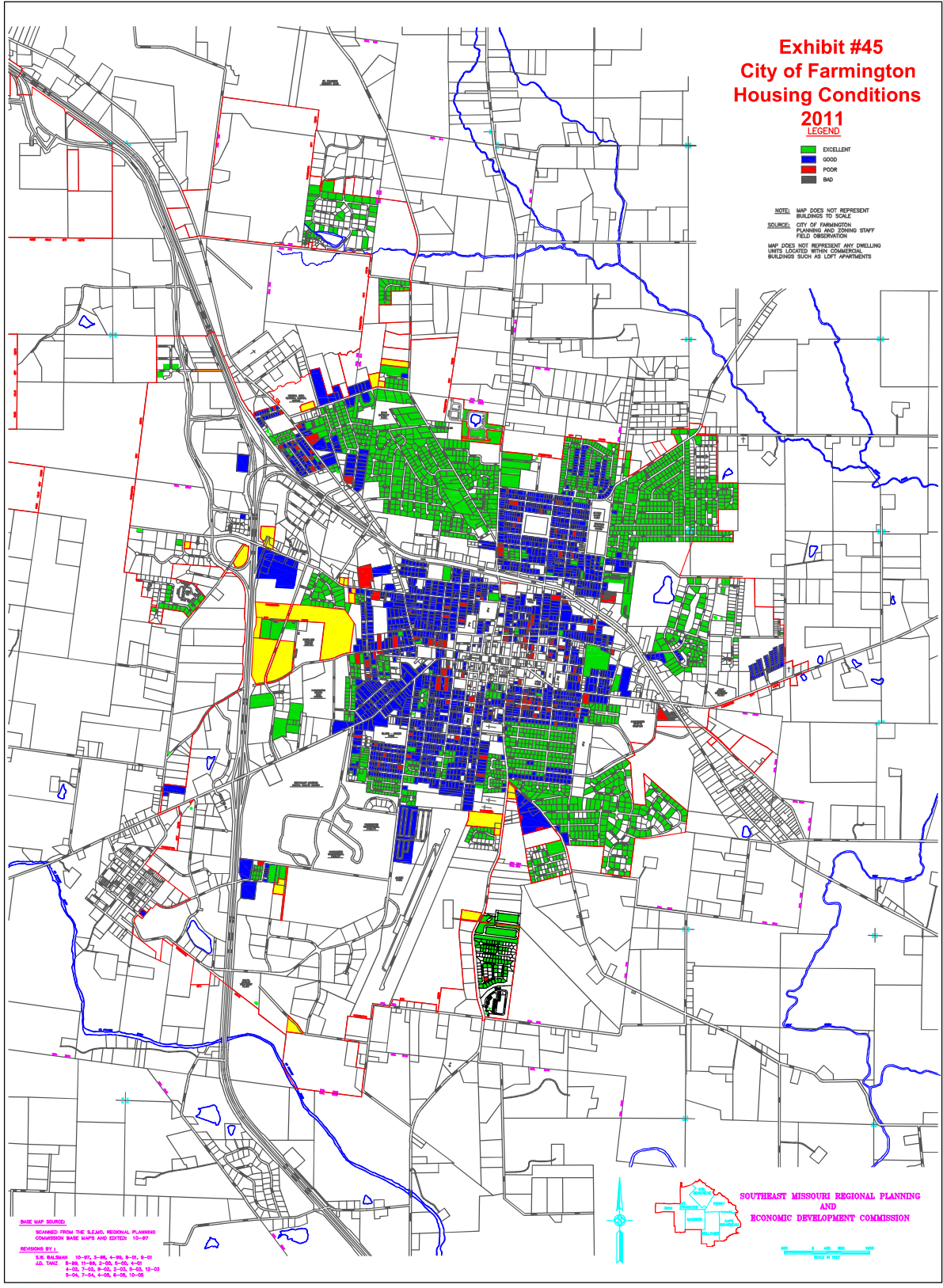


Exhibit #45
City of Farmington
Housing Conditions
2011
LEGEND

- EXCELLENT
- GOOD
- POOR
- BAD

NOTE: MAP DOES NOT REPRESENT BUILDINGS TO SCALE
SOURCE: CITY OF FARMINGTON PLANNING AND ZONING STAFF FIELD OBSERVATION
MAP DOES NOT REPRESENT ANY DWELLING UNITS LOCATED WITHIN COMMERCIAL BUILDINGS SUCH AS LOFT APARTMENTS



BASE MAP SOURCES:
SCANNED FROM THE S.E.A.C. REGIONAL PLANNING COMMISSION BASE MAPS AND EDITED 10-07
REVISIONS BY:
S.E. BALDWIN 10-07, 3-08, 4-08, 8-09, 9-09
A.D. TAYLOR 9-09, 10-09, 2-10, 5-10, 6-10
9-10, 1-11, 4-11, 5-11, 8-11, 10-11
9-11, 1-12, 4-12, 5-12, 8-12, 10-12

SOUTHEAST MISSOURI REGIONAL PLANNING AND ECONOMIC DEVELOPMENT COMMISSION

0 1 2 3 4 5 6 7 8 9 10
MILE 1/4"

	EXCELLENT
	GOOD
	POOR
	BAD

SOURCE: CITY OF FARMINGTON
PLANNING AND ZONING STAFF
FIELD OBSERVATION

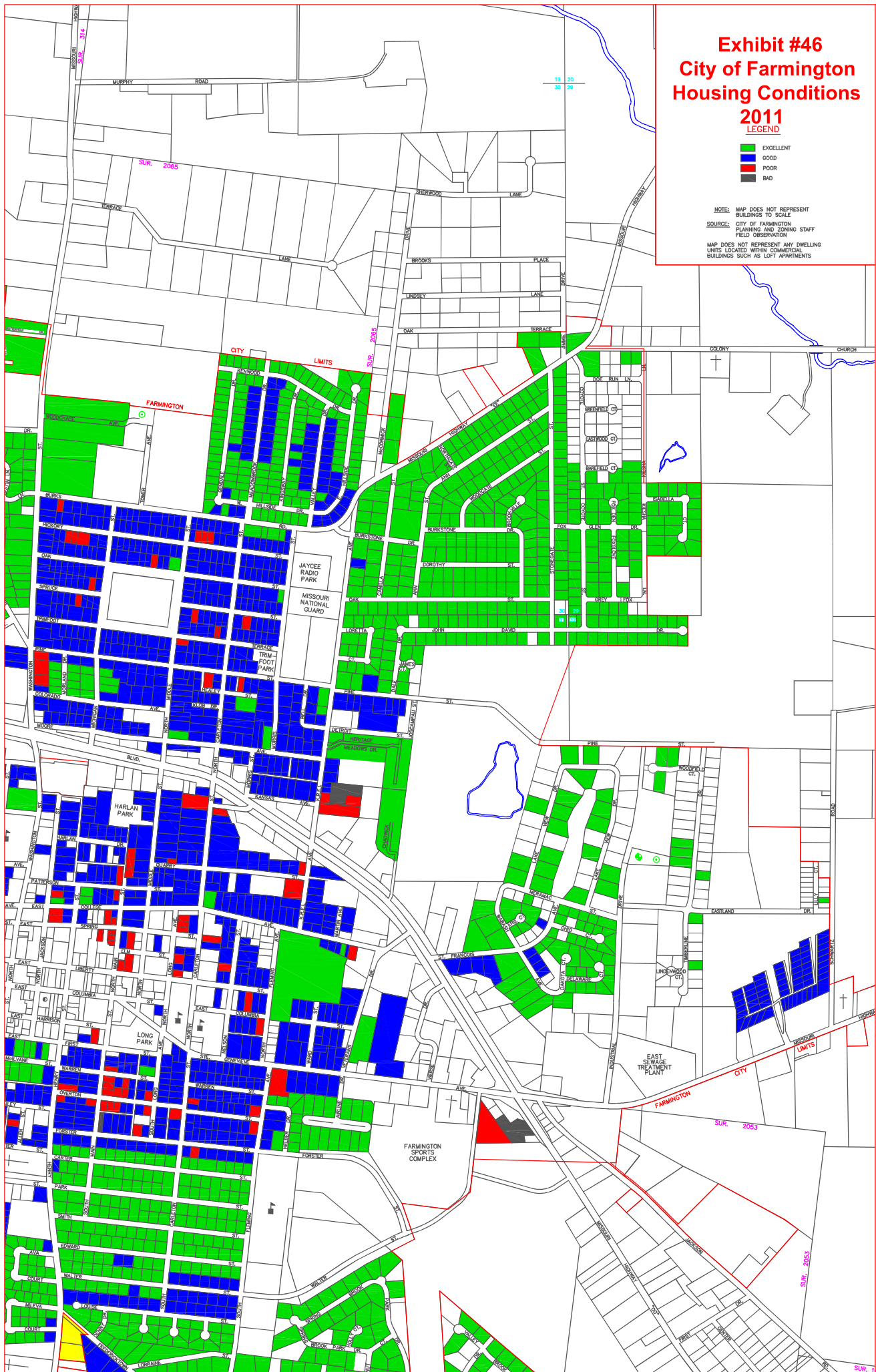


Exhibit #47
City of Farmington
Housing Conditions
2011
LEGEND

EXCELLENT
GOOD
POOR
BAD

NOTE: MAP DOES NOT REPRESENT
BUILDINGS TO SCALE
SOURCE: CITY OF FARMINGTON
PLANNING AND ZONING STAFF
FIELD OBSERVATION
MAP DOES NOT REPRESENT ANY DWELLING
UNITS LOCATED WITHIN COMMERCIAL
BUILDINGS SUCH AS LOFT APARTMENTS

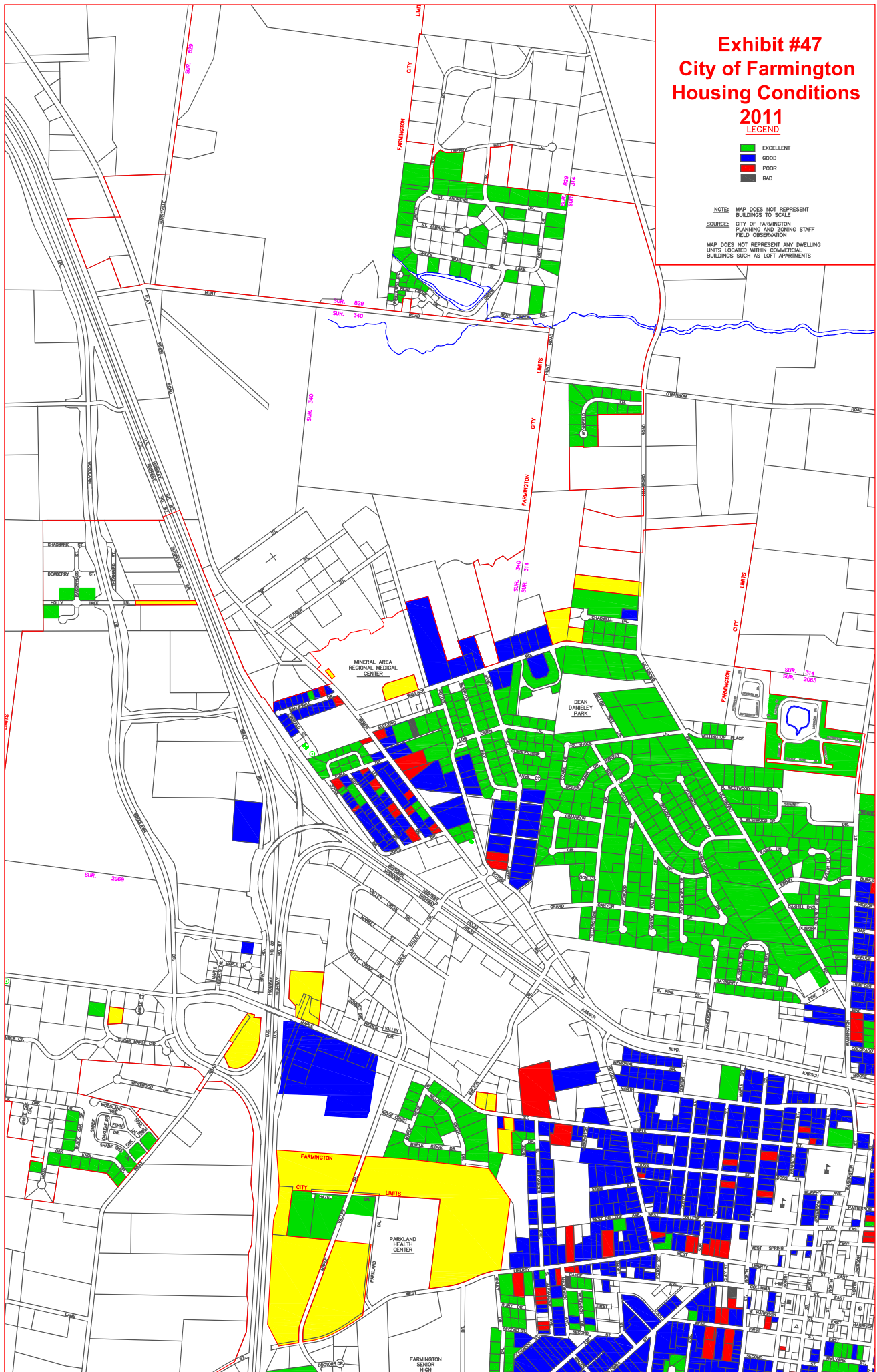


Exhibit #48 City of Farmington Housing Conditions 2011

LEGEND



NOTE: MAP DOES NOT REPRESENT BUILDINGS TO SCALE
SOURCE: CITY OF FARMINGTON PLANNING AND ZONING STAFF FIELD OBSERVATION
MAP DOES NOT REPRESENT ANY DWELLING UNITS LOCATED WITHIN COMMERCIAL BUILDINGS SUCH AS LOFT APARTMENTS

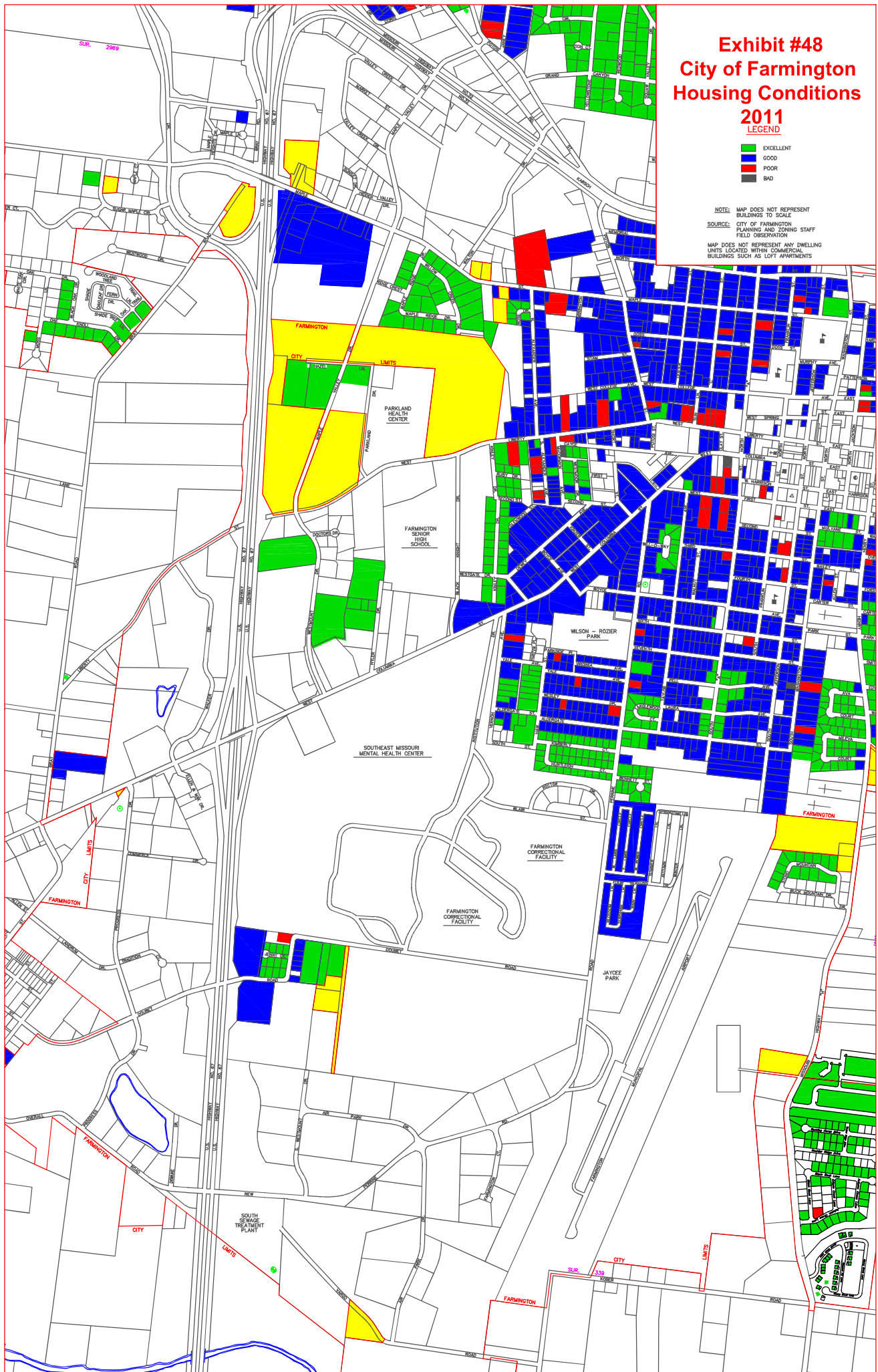


Exhibit #49 **City of Farmington** **Housing Conditions** **2011** **LEGEND**

■ EXCELLENT
■ GOOD
■ POOR
■ BAD

NOTE: MAP DOES NOT REPRESENT BUILDINGS TO SCALE
 SOURCE: CITY OF FARMINGTON PLANNING AND ZONING STAFF
 FIELD OBSERVATION
 MAP DOES NOT REPRESENT ANY DWELLING UNITS LOCATED WITHIN COMMERCIAL BUILDINGS SUCH AS LOFT APARTMENTS

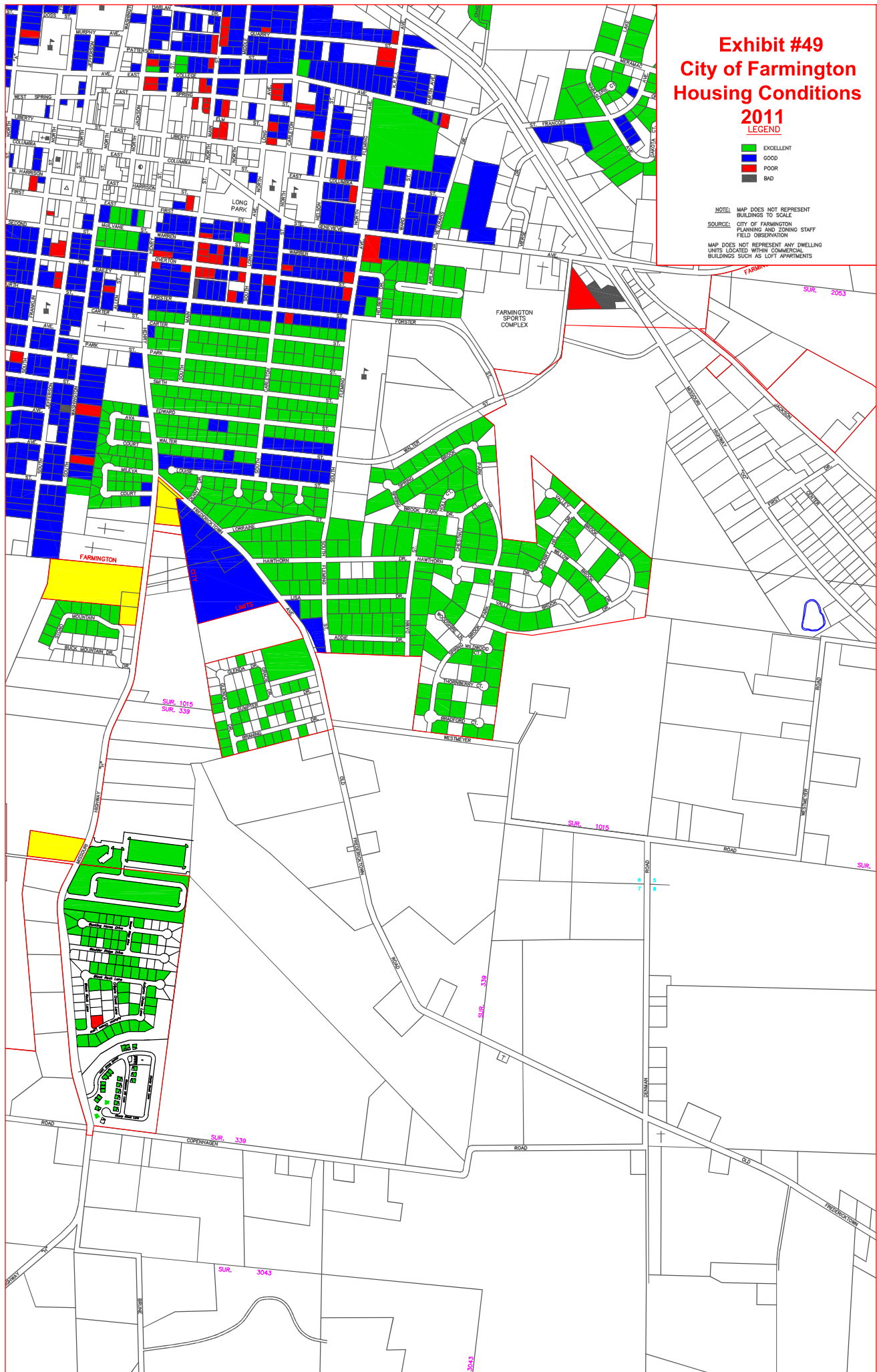
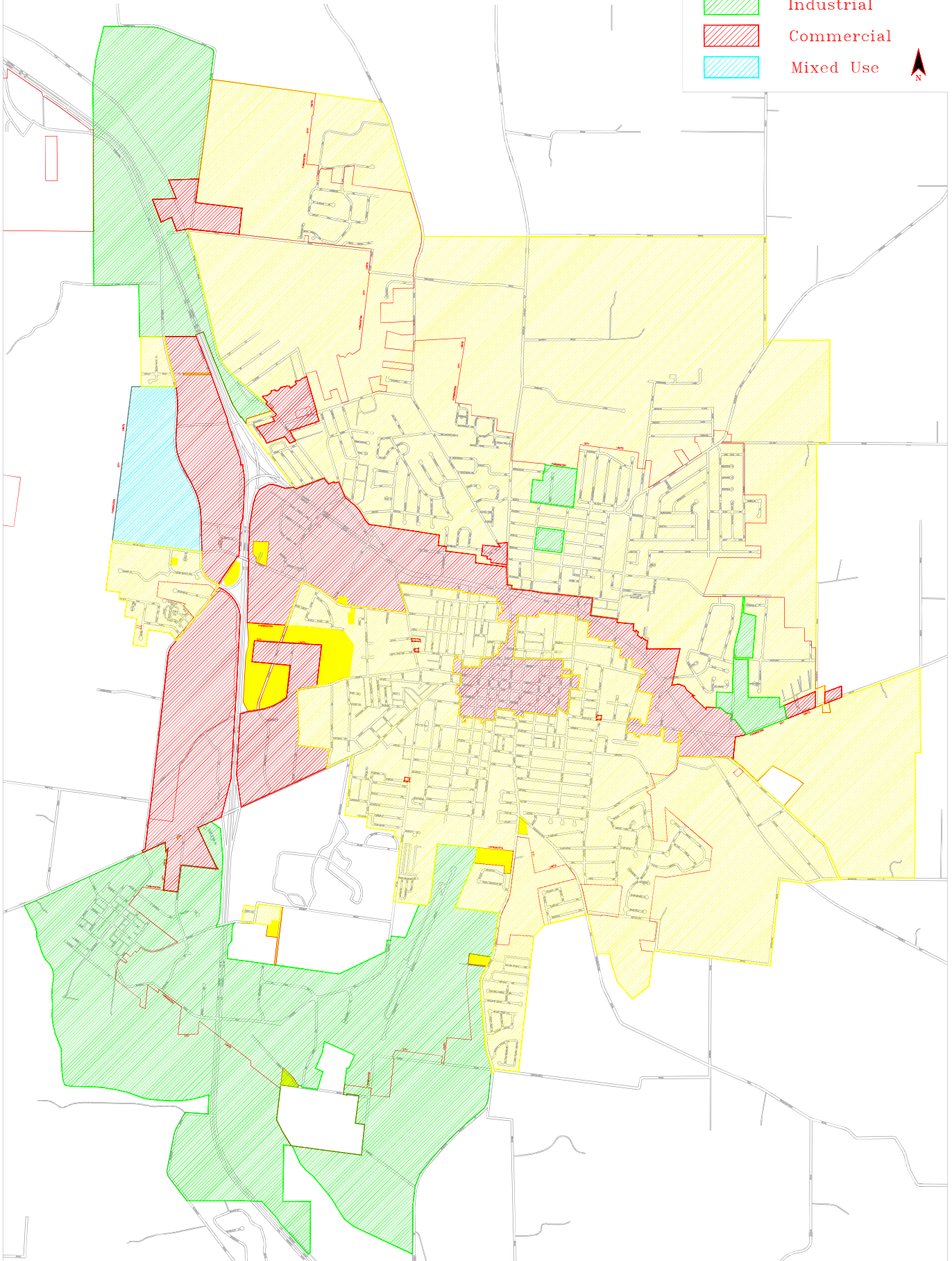


EXHIBIT #50
2011 LAND USE PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

-  Residential
-  Industrial
-  Commercial
-  Mixed Use



	Residential
	Industrial
	Commercial
	Mixed Use

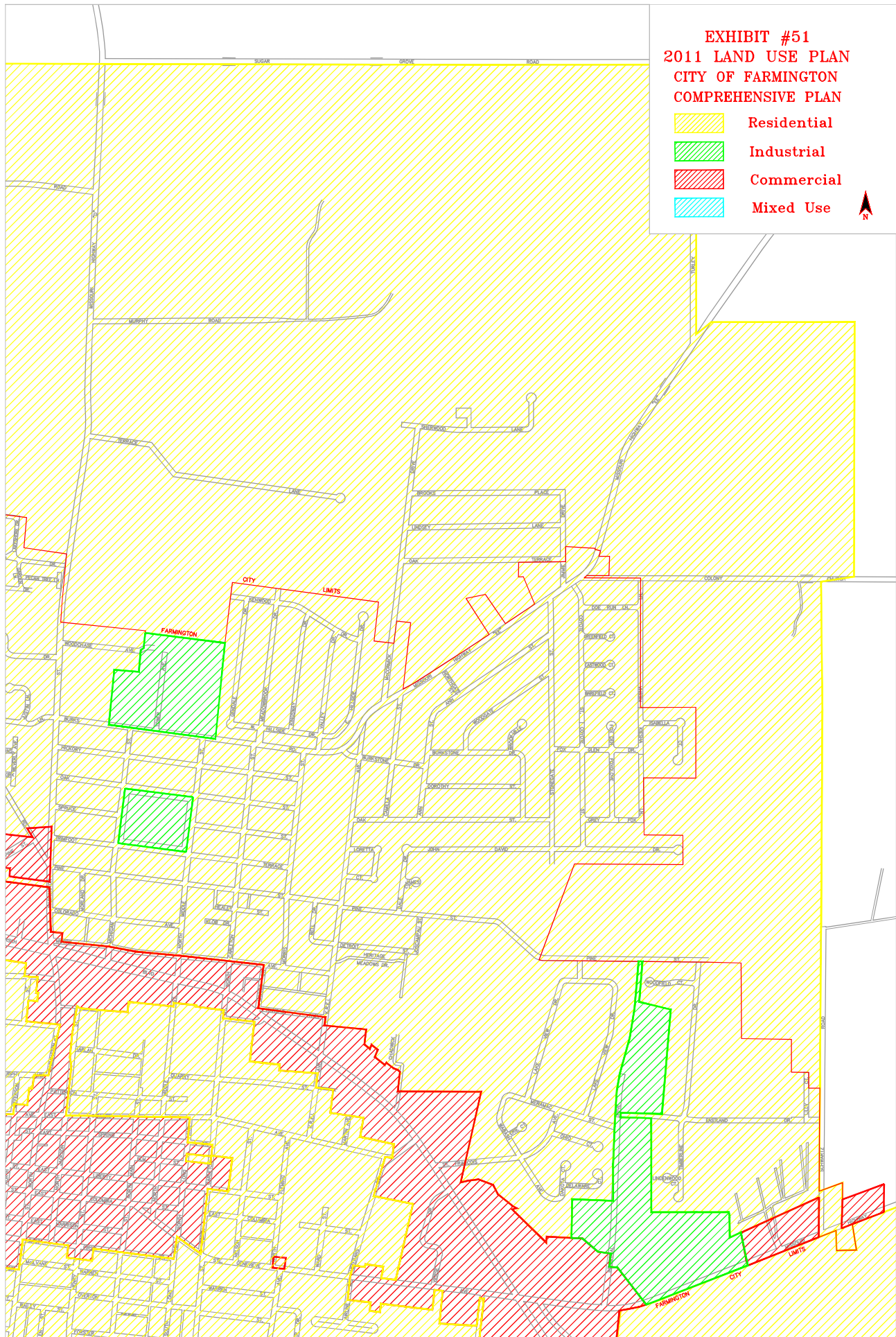


EXHIBIT #52
2011 LAND USE PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- Residential
- Industrial
- Commercial
- Mixed Use

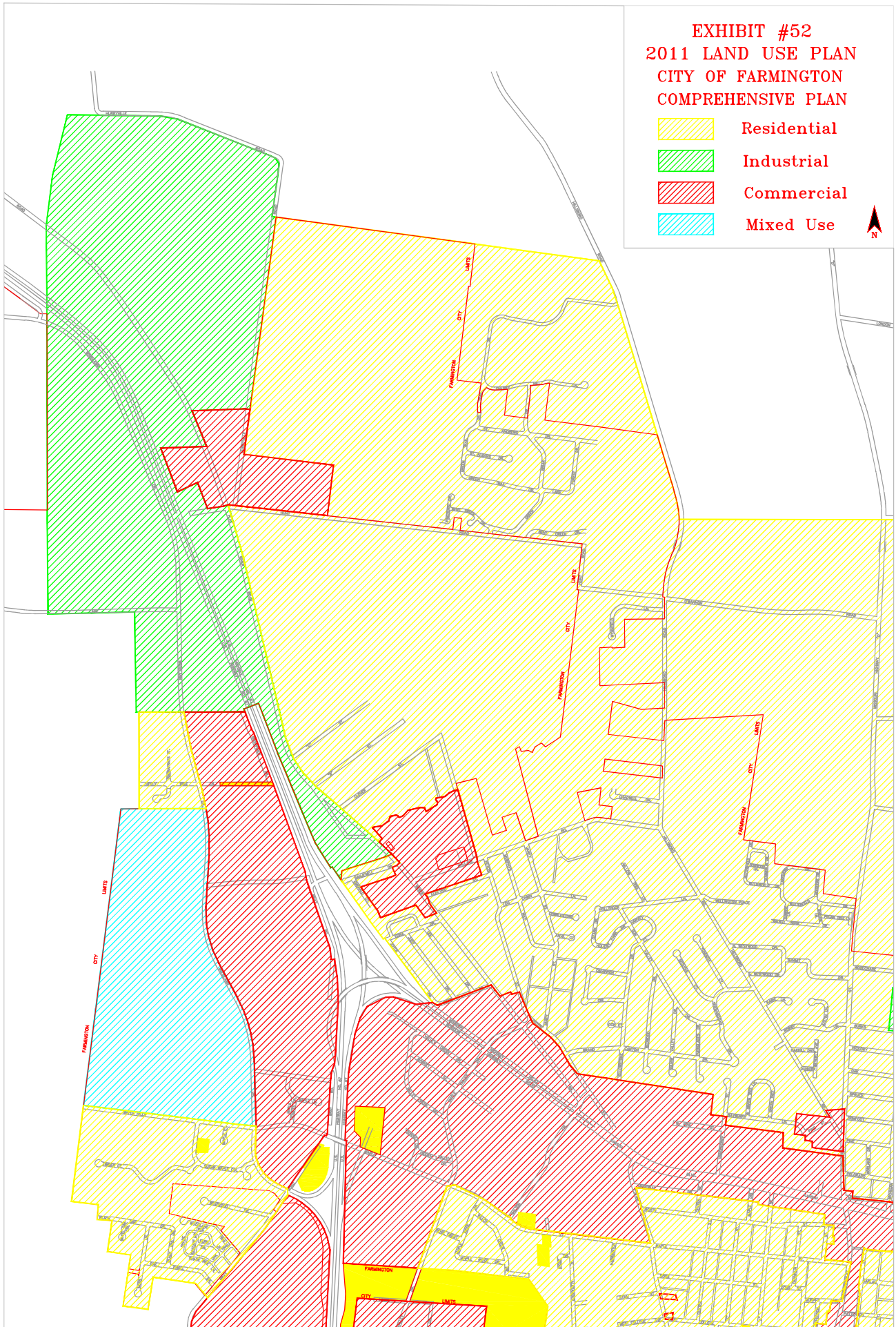


EXHIBIT #53
2011 LAND USE PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- Residential
- Industrial
- Commercial
- Mixed Use

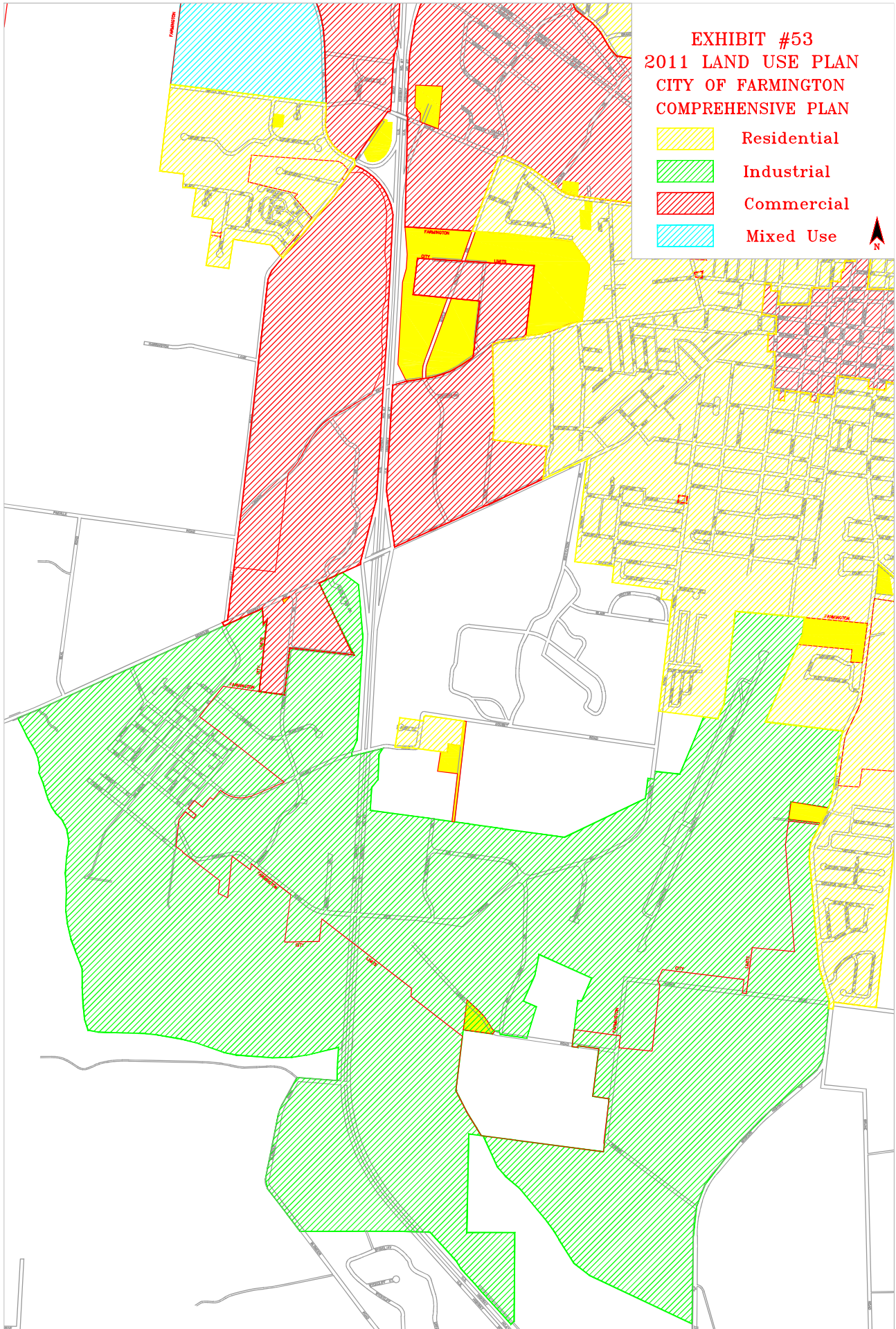


EXHIBIT #54
2011 LAND USE PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

- Residential
- Industrial
- Commercial
- Mixed Use

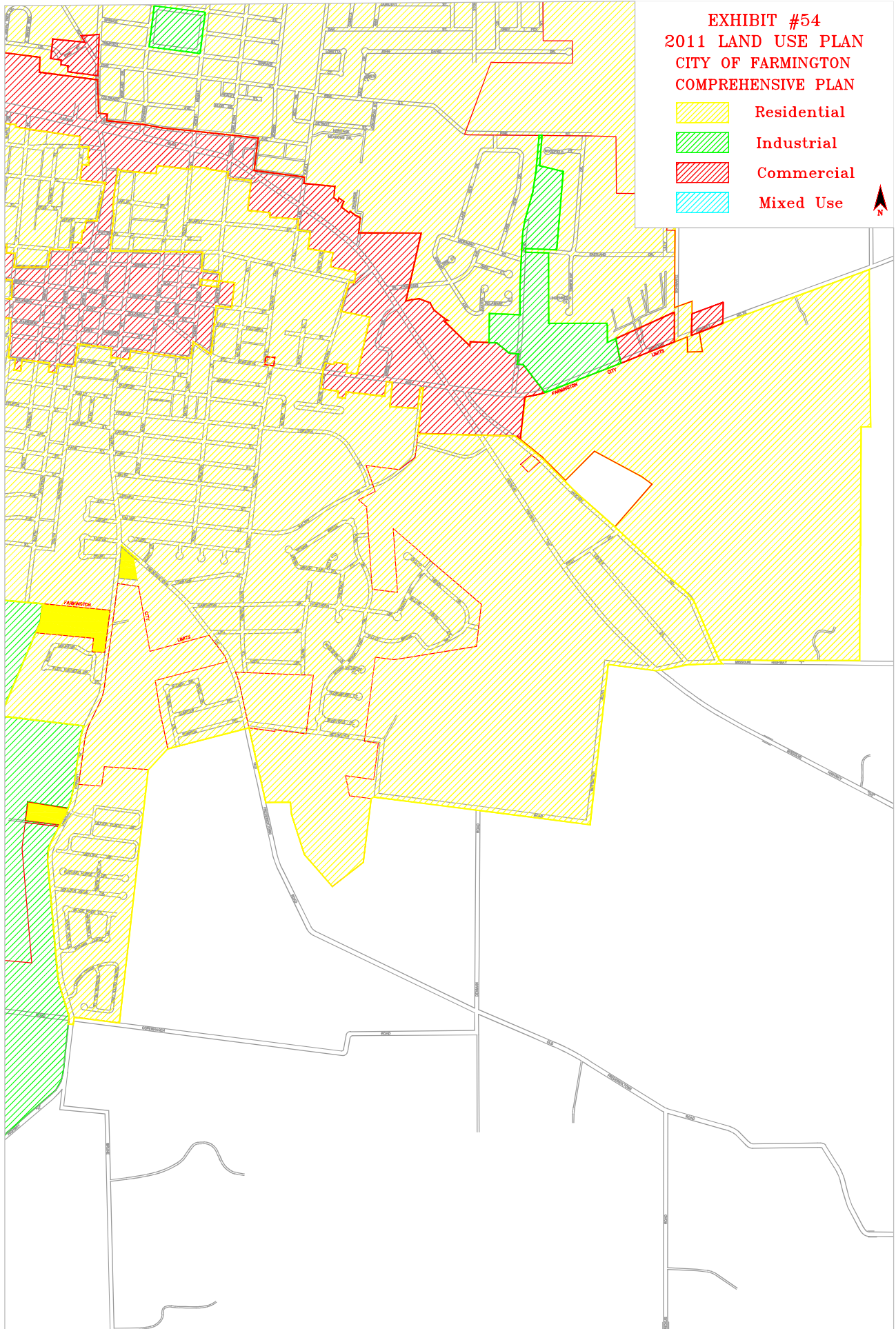
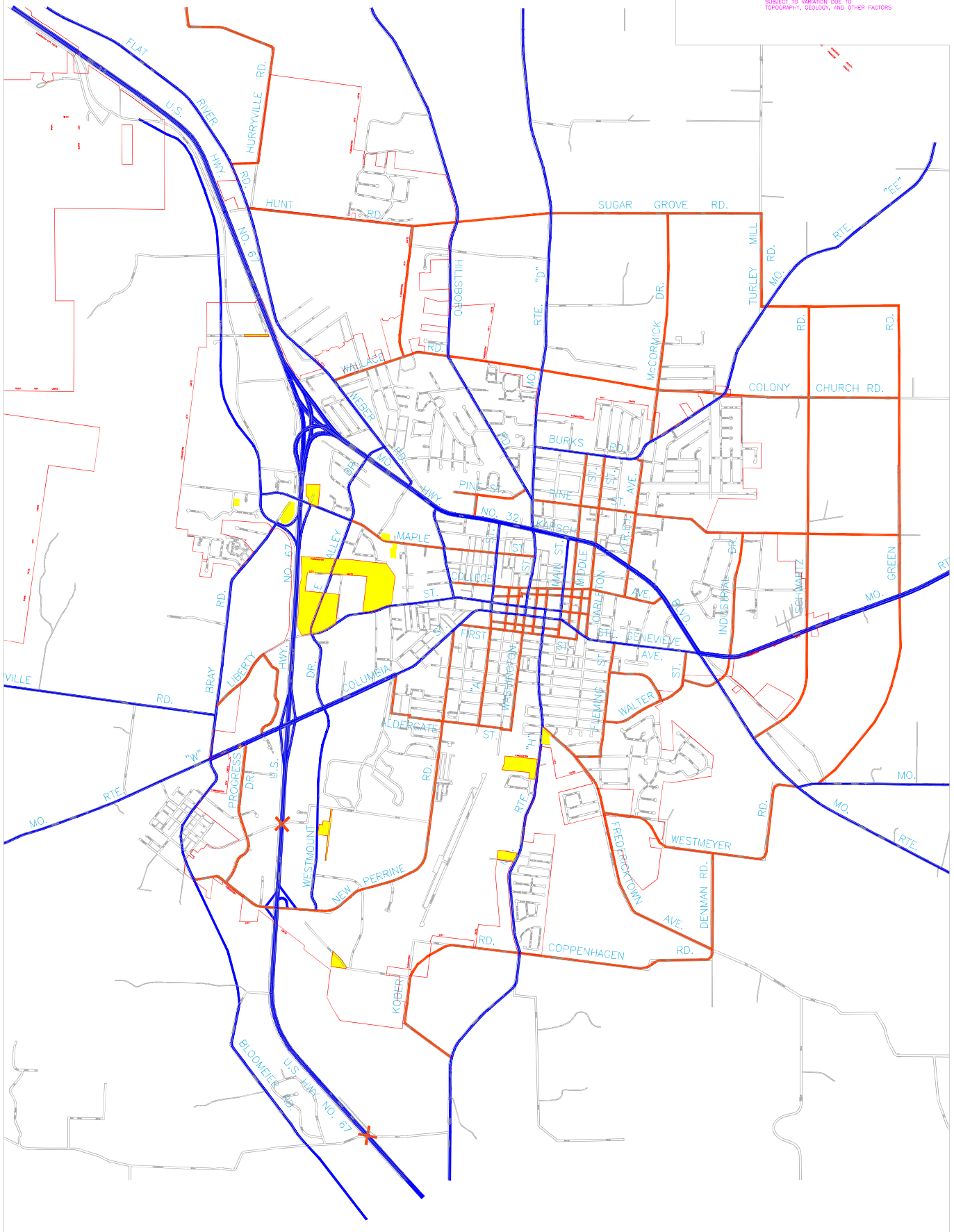


EXHIBIT #55
2011 MAJOR STREET PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

LEGEND

- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR
- X ELIMINATE AT GRADE CROSSING
- PROPOSED OVERPASS

NOTE: PROPOSED STREET LOCATIONS ARE CONCEPTUAL IN NATURE AND MAY BE SUBJECT TO VARIATION DUE TO TOPOGRAPHY, GEOLOGY, AND OTHER FACTORS



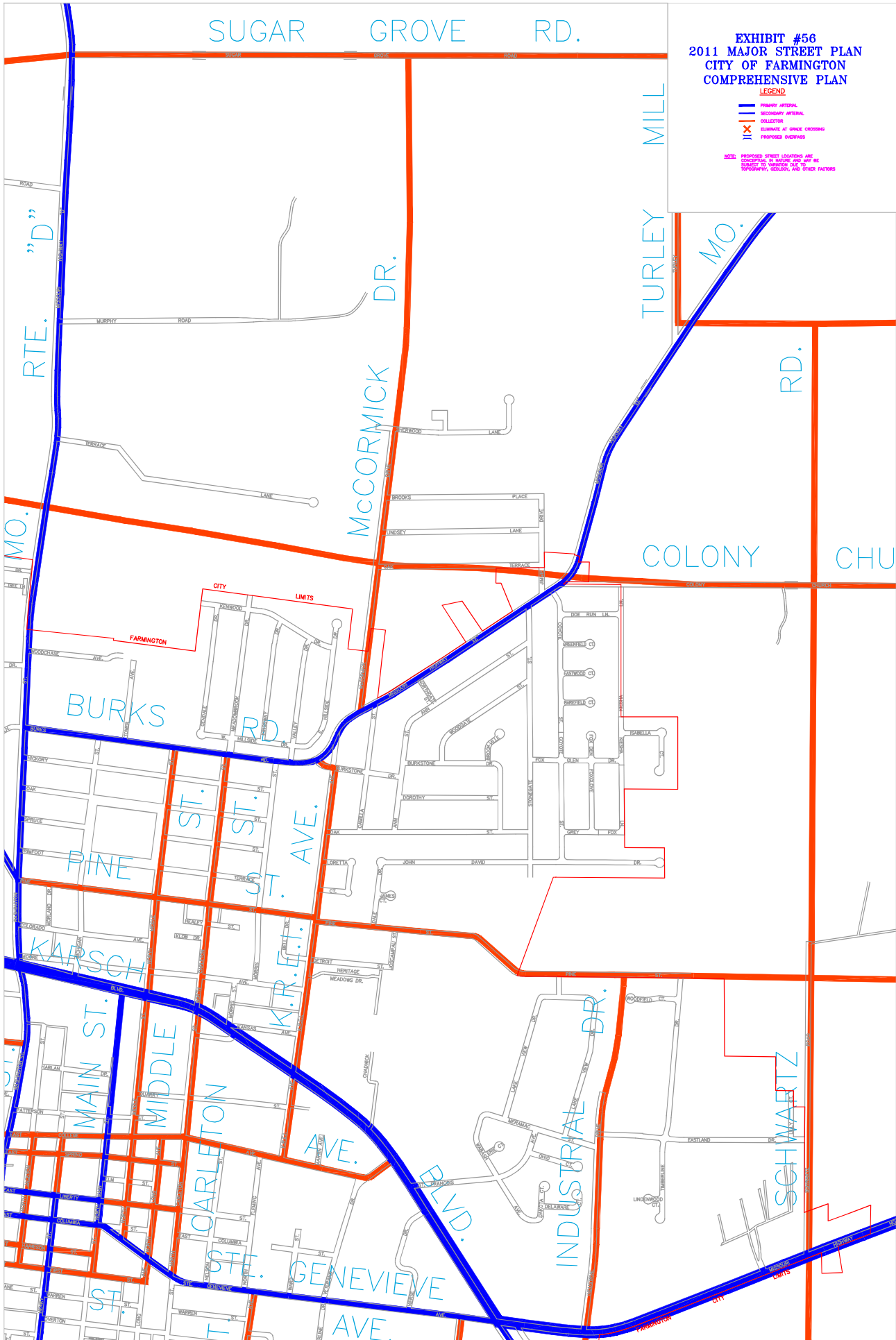
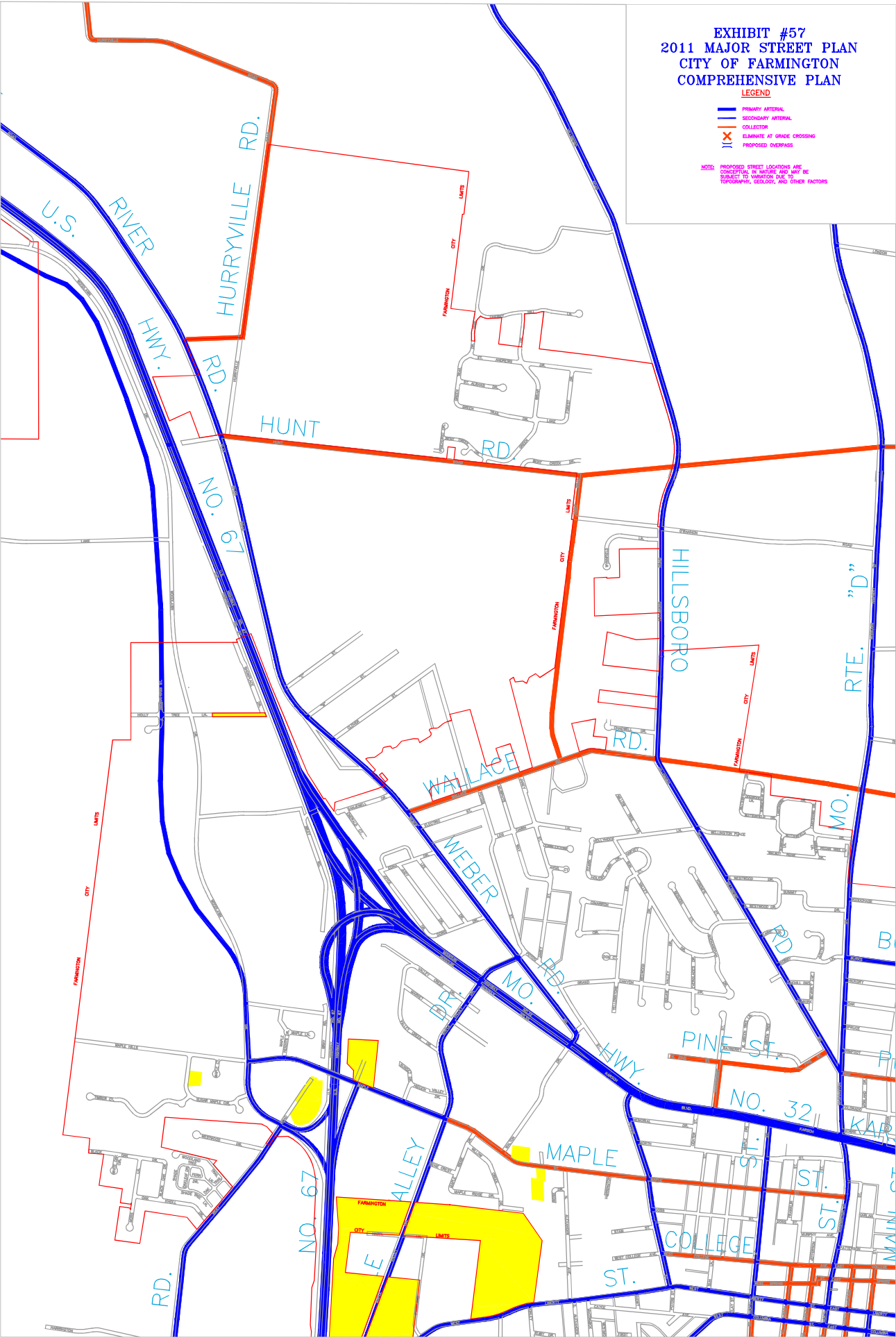


EXHIBIT #57
2011 MAJOR STREET PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

LEGEND

- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR
- ELIMINATE AT GRADE CROSSING
- PROPOSED OVERPASS

NOTE: PROPOSED STREET LOCATIONS ARE CONCEPTUAL IN NATURE AND MAY BE SUBJECT TO VARIATION DUE TO TOPOGRAPHY, GEOLOGY, AND OTHER FACTORS



	PRIMARY ARTERIAL
	SECONDARY ARTERIAL
	COLLECTOR
	ELIMINATE AT GRADE CROSSING
	PROPOSED OVERPASS

EXHIBIT #58
2011 MAJOR STREET PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

LEGEND

- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR
- ELIMINATE AT GRADE CROSSING
- PROPOSED OVERPASS

NOTE: PROPOSED STREET LOCATIONS ARE CONCEPTUAL IN NATURE AND MAY BE SUBJECT TO VARIATION DUE TO TOPOGRAPHY, GEOLOGY, AND OTHER FACTORS

EXHIBIT #59
2011 MAJOR STREET PLAN
CITY OF FARMINGTON
COMPREHENSIVE PLAN

LEGEND

- PRIMARY ARTERIAL
- SECONDARY ARTERIAL
- COLLECTOR
- ELIMINATE AT GRADE CROSSING
- PROPOSED OVERPASS

NOTE: PROPOSED STREET LOCATIONS ARE CONCEPTUAL IN NATURE AND MAY BE SUBJECT TO VARIATION DUE TO TOPOGRAPHY, GEOLOGY, AND OTHER FACTORS

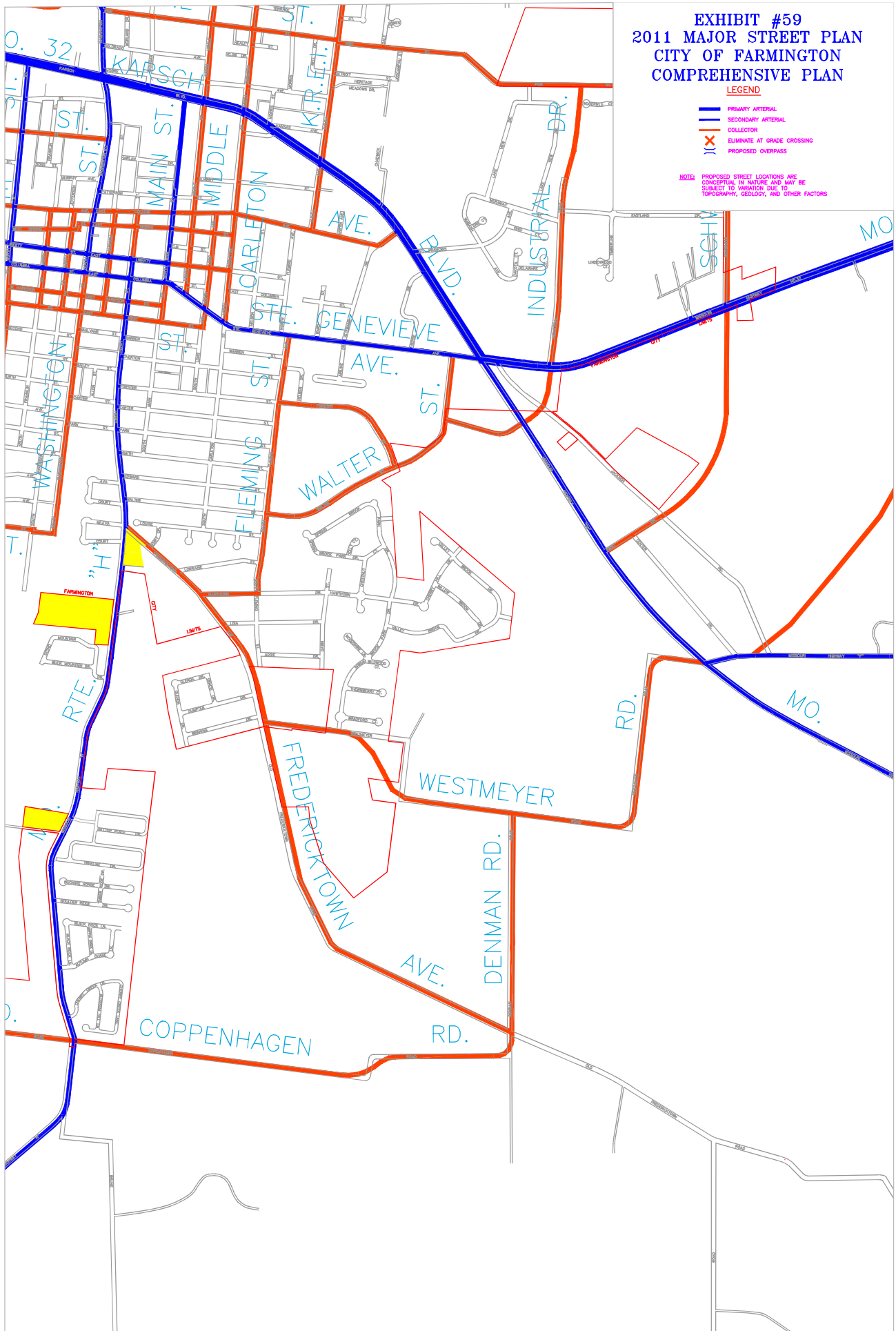


EXHIBIT #60
ZONING DISTRICTS
 (EFFECTIVE OCTOBER 01, 2008)

ZONING DISTRICTS

R-1	SINGLE-FAMILY RESIDENTIAL
R-2	SINGLE-FAMILY RESIDENTIAL
R-3	SINGLE-FAMILY RESIDENTIAL
R-4	GENERAL RESIDENTIAL
R-5	MANUFACTURED AND RECREATIONAL RESIDENTIAL
C-1	CENTRAL BUSINESS
C-2	GENERAL COMMERCIAL
C-3	NEIGHBORHOOD COMMERCIAL
I-1	GENERAL INDUSTRIAL
I-2	HEAVY INDUSTRIAL
I-3	PLANNED INDUSTRIAL PARK
OA-1	OFFICE AND APARTMENT
OP-1	OFFICE AND PROFESSIONAL AIRPORT OVERLAY DISTRICT

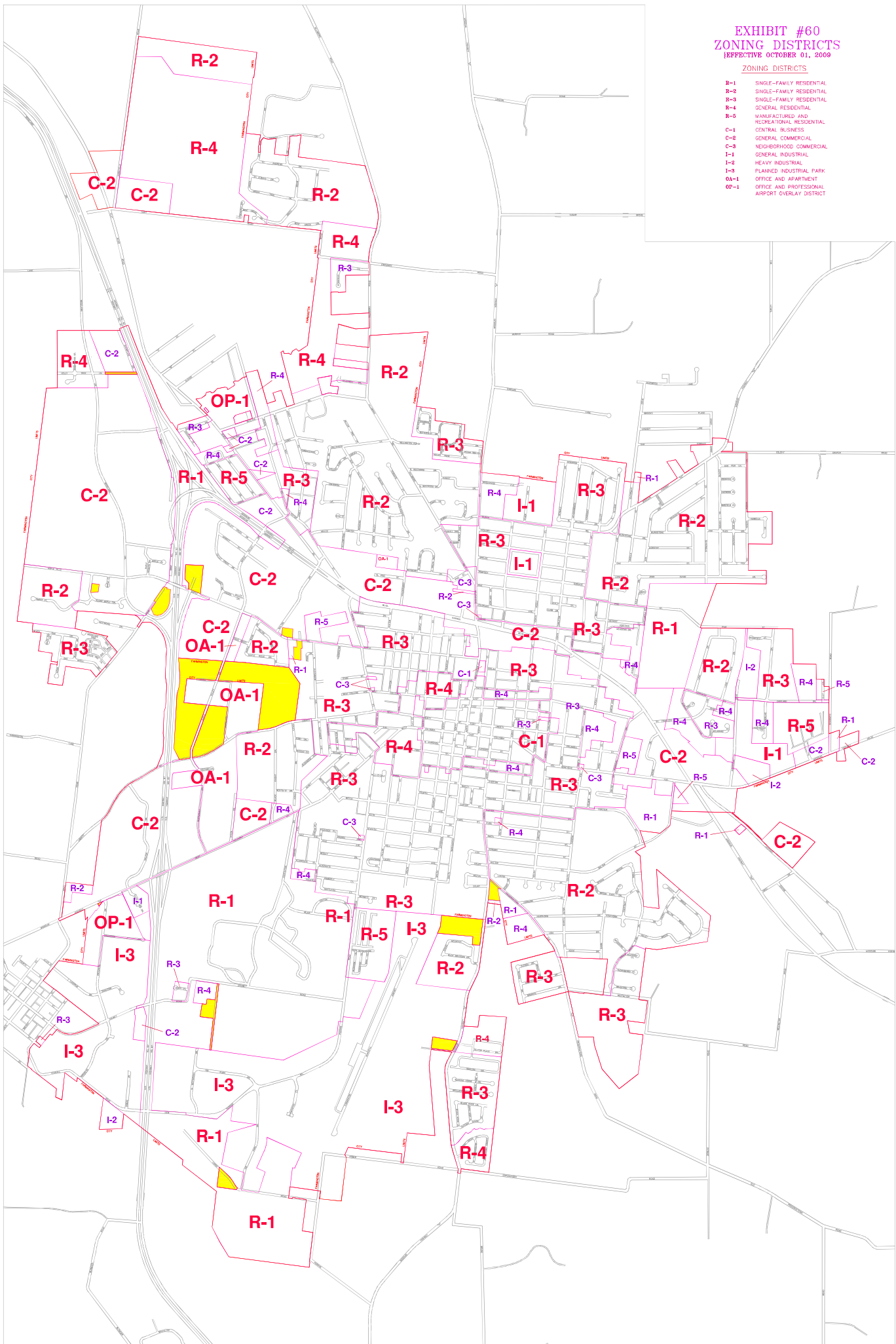


EXHIBIT #61 ZONING DISTRICTS {EFFECTIVE OCTOBER 01, 2009}

ZONING DISTRICTS

R-1	SINGLE-FAMILY RESIDENTIAL
R-2	SINGLE-FAMILY RESIDENTIAL
R-3	SINGLE-FAMILY RESIDENTIAL
R-4	GENERAL RESIDENTIAL
R-5	MANUFACTURED AND RECREATIONAL RESIDENTIAL
C-1	CENTRAL BUSINESS
C-2	GENERAL COMMERCIAL
C-3	NEIGHBORHOOD COMMERCIAL
I-1	GENERAL INDUSTRIAL
I-2	HEAVY INDUSTRIAL
I-3	PLANNED INDUSTRIAL PARK
OA-1	OFFICE AND APARTMENT
OP-1	OFFICE AND PROFESSIONAL

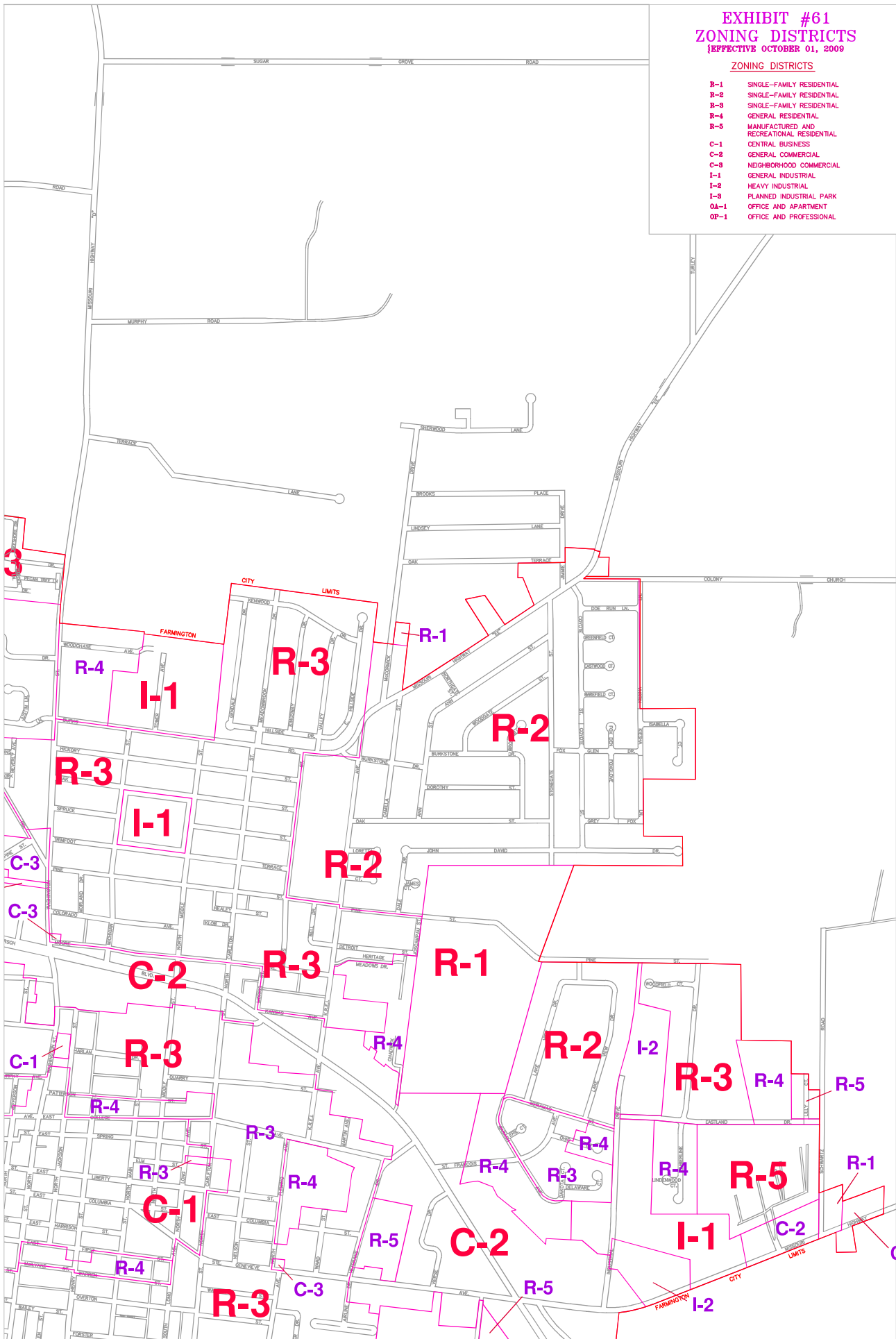


EXHIBIT #62
ZONING DISTRICTS
 (EFFECTIVE OCTOBER 01, 2009)

ZONING DISTRICTS

R-1	SINGLE-FAMILY RESIDENTIAL
R-2	SINGLE-FAMILY RESIDENTIAL
R-3	SINGLE-FAMILY RESIDENTIAL
R-4	GENERAL RESIDENTIAL
R-5	MANUFACTURED AND RECREATIONAL RESIDENTIAL
C-1	CENTRAL BUSINESS
C-2	GENERAL COMMERCIAL
C-3	NEIGHBORHOOD COMMERCIAL
I-1	GENERAL INDUSTRIAL
I-2	HEAVY INDUSTRIAL
I-3	PLANNED INDUSTRIAL PARK
OA-1	OFFICE AND APARTMENT
OP-1	OFFICE AND PROFESSIONAL

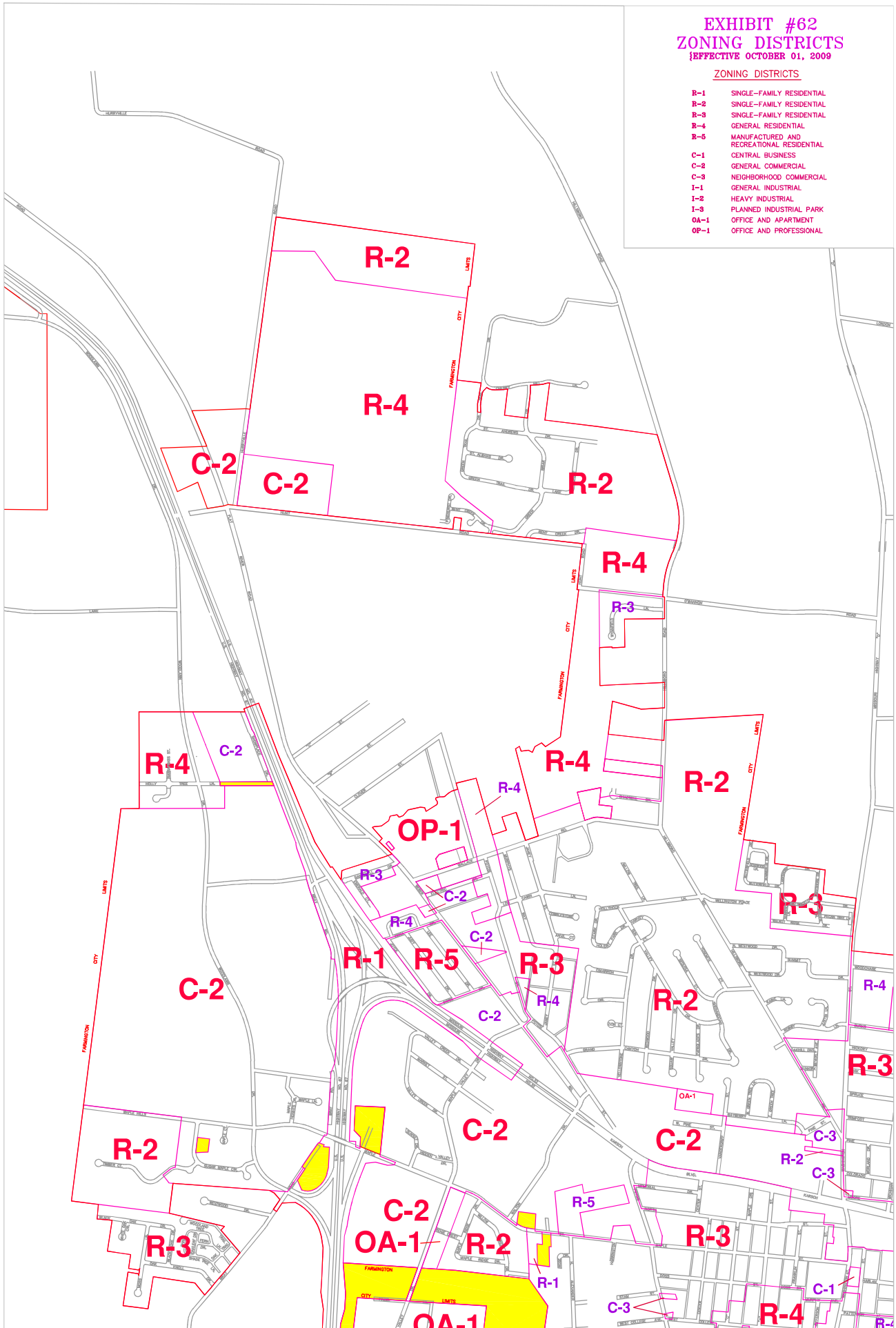


EXHIBIT #63
ZONING DISTRICTS
 {EFFECTIVE OCTOBER 01, 2009}

ZONING DISTRICTS

R-1	SINGLE-FAMILY RESIDENTIAL
R-2	SINGLE-FAMILY RESIDENTIAL
R-3	SINGLE-FAMILY RESIDENTIAL
R-4	GENERAL RESIDENTIAL
R-5	MANUFACTURED AND RECREATIONAL RESIDENTIAL
C-1	CENTRAL BUSINESS
C-2	GENERAL COMMERCIAL
C-3	NEIGHBORHOOD COMMERCIAL
I-1	GENERAL INDUSTRIAL
I-2	HEAVY INDUSTRIAL
I-3	PLANNED INDUSTRIAL PARK
OA-1	OFFICE AND APARTMENT
OP-1	OFFICE AND PROFESSIONAL

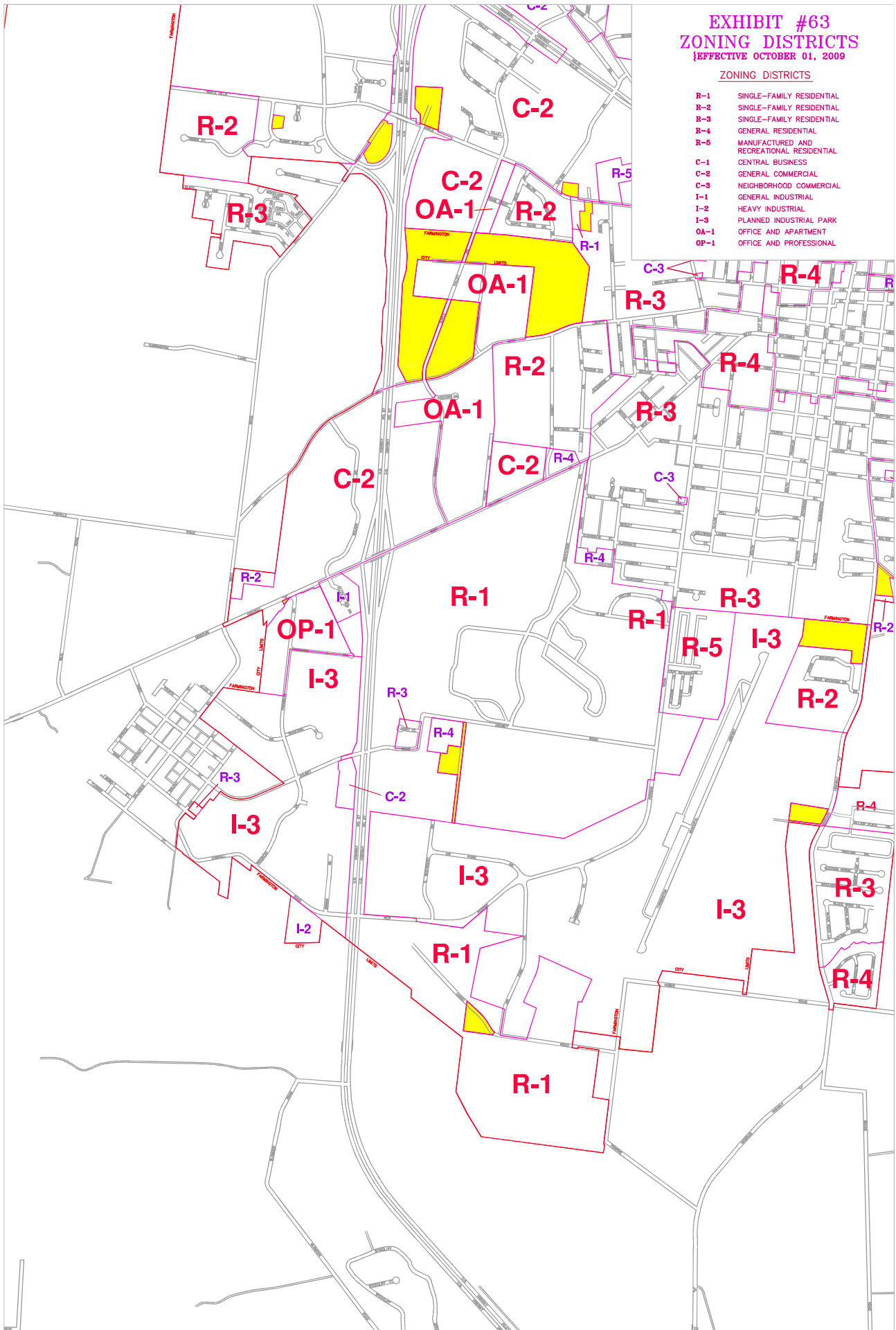


EXHIBIT #64
ZONING DISTRICTS
 (EFFECTIVE OCTOBER 01, 2009)

ZONING DISTRICTS

R-1	SINGLE-FAMILY RESIDENTIAL
R-2	SINGLE-FAMILY RESIDENTIAL
R-3	SINGLE-FAMILY RESIDENTIAL
R-4	GENERAL RESIDENTIAL
R-5	MANUFACTURED AND RECREATIONAL RESIDENTIAL
C-1	CENTRAL BUSINESS
C-2	GENERAL COMMERCIAL
C-3	NEIGHBORHOOD COMMERCIAL
I-1	GENERAL INDUSTRIAL
I-2	HEAVY INDUSTRIAL
I-3	PLANNED INDUSTRIAL PARK
OM-1	OFFICE AND APARTMENT
OP-1	OFFICE AND PROFESSIONAL

