

City Of

FARMINGTON

2026 COMPREHENSIVE PLAN

Adopted July 13, 2026

Acknowledgments

City Staff

Tim Porter
Development Services Director

Gregory S. Beavers
City Administrator

Zach Tedford
Code Enforcement Supervisor

Kristen White
Tourism and Communications Director

Steering Committee

Tim Porter
City Staff

Gregory S. Beavers
City Staff

Chris Morrison
Mayor

Kristen White
City Staff

Chip Peterson
Farmington Industrial Development Authority

Kyle Gibbs
Farmington R-VII School District

Matt Stites
First State Community Bank

Chad Carron
Taylor Engineering

Brent Williams
US Tool Group

Tony Meyers
US Tool Group

Mark Bonney
Local Developer

Planning & Zoning Commission

Matt Stites
Jesse Williams
Ashley Krause
Larry Lacy

City Council

Mayor Chris Morrison
Vince Kauflin
Wayne Linnenbringer
Joshua Smith
Dan Combs

Vanessa Pegram
David Kennedy
Adam Parks
Chad Follis

The City of Farmington's 2026 Comprehensive Plan was completed by PGAV Planners, LLC.

PGAV PLANNERS

Over the past year, the City of Farmington has come together to shape a shared vision for our community's future through the development of the 2026 Comprehensive Plan. This plan is more than a guide for future growth—it is a reflection of the ideas, priorities, and aspirations of the people who make Farmington such a special place to live, work, and raise a family.

The planning process was truly a community effort. Through public workshops, open houses, community surveys, and countless conversations, residents, business owners, city staff, elected officials, appointed boards and commissions, and members of the Comprehensive Plan Steering Committee shared their ideas and perspectives. Their participation helped create a plan that reflects both where Farmington is today and where we want to go together.

On behalf of the City of Farmington, I want to sincerely thank everyone who took the time to participate in this important process. Your willingness to share your thoughts, listen to others, and help envision Farmington's future is what makes this plan meaningful. I also want to recognize our City staff, Planning and Zoning Commission, City Council, Steering Committee members, and planning partners for their dedication and hard work in bringing this effort from vision to reality.

This Comprehensive Plan will serve as a roadmap for Farmington's future, helping guide decisions about growth, infrastructure, housing, transportation, parks and recreation, economic development, and quality of life. Most importantly, it gives us a framework for making thoughtful and intentional decisions as our community continues to grow and evolve.

Farmington has always been a community rooted in tradition and driven by progress. For more than two centuries, we have taken pride in our history, our families, our neighborhoods, and the strong sense of community that defines who we are. At the same time, Farmington has never been afraid to look ahead, embrace new opportunities, and invest in a better future.

Our challenge—and our opportunity—is to do both. We can honor the traditions and character that have shaped Farmington while embracing responsible growth, innovation, and new opportunities for the generations who will call our community home. We do not have to choose between preserving what we love about Farmington and building for the future. With thoughtful planning and strong community partnerships, we can do both.

This plan represents a vision for that future, but a plan is only as valuable as the commitment we make to put it into action. It will be up to all of us—residents, businesses, community organizations, elected leaders, and City staff—to continue working together to turn this shared vision into meaningful progress.

I am grateful for the many people who helped shape this plan, and I am excited about what lies ahead. Farmington has a strong foundation, a proud history, and tremendous potential. By building on our traditions, embracing progress, and working together with purpose, we can ensure that Farmington remains a community where people are proud to live, businesses are proud to invest, and future generations are proud to call home.

Always grateful,
Mayor Chris Morrison



Mayor Chris Morrison
City of Farmington



Contents

PLANNING PROCESS 06

AREA OVERVIEW 08

DEMOGRAPHIC TRENDS 16

PUBLIC ENGAGEMENT 26

OBJECTIVES AND KEY RESULTS 32

FUTURE LAND USE PLAN 112

APPENDIX 128

Farmington

Planning Process



THE COMPREHENSIVE PLAN

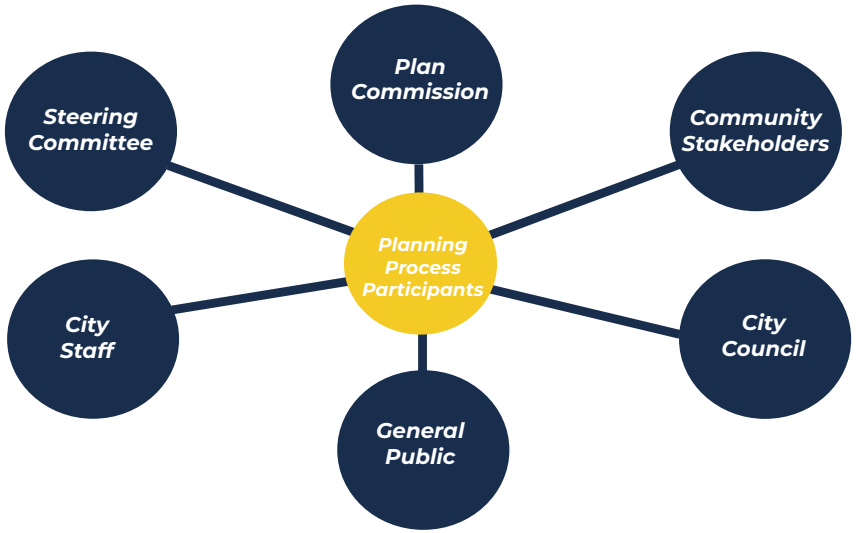
In February 2025, the City of Farmington kicked off the process of creating a new comprehensive plan. The planning process was designed to be facilitated over a 12-month period in three distinct phases. Each phase incorporated the expertise of city officials, a steering committee, and the Farmington community.

What is a Comprehensive Plan?

A Comprehensive Plan is a big picture policy document that will guide Farmington's physical, social, and economic growth and development over the next 10 to 20 years. It is essentially a roadmap for a community's future. Last updated in 2011, Farmington's 2026 Comprehensive Plan will reflect the community's long-term vision and provide goals, objectives, and key results that position the plan for implementation.

Who Participates in the Planning Process?

The planning process included broad community outreach to encourage participation and gather input from a range of community perspectives. Two key participation groups included the general public (residents, businesses, property owners, workers, and visitors) who view and experience the city in different ways, and a steering committee comprised of a select group of City staff, elected officials, and members of the general public.



Ultimately, the Comprehensive Plan will aid elected and appointed officials, City staff, the development community, businesses, and residents in making informed decisions related to future growth and investment in Farmington.

The Planning Process

The roughly 14-month planning process evaluated a variety of topics to understand how Farmington has changed in recent years, identify issues and opportunities facing the community, engage the public to develop a collective vision for the future, and inform recommended goals and strategies to achieve the community's vision.

Phase 1 (February 2025 - July 2025):

Existing Conditions Analysis

- Analysis of previous plans, existing conditions, market, and land use.
- Steering Committee Engagement
- Community Survey
- Open House #1

Phase 2 (August 2025 - December 2025):

Land Use Planning

- Steering Committee Engagement
- Stakeholder Engagement
- Open House #2
- Identify Emerging Themes and Implementation Strategies
- Develop Future Land Use Map
- Develop Major Streets Map

Phase 3 (January 2026 - March 2026):

Objectives & Key Results, Plan Development, and Adoption

- Steering Committee Engagement
- Open House #3
- Develop the OKR Implementation Strategy
- Draft Comprehensive Plan
- Final Comprehensive Plan
- Adoption Meeting: Planning & Zoning Commission Presentation
- Adoption Meeting: City Council Presentation



Area Overview

AREA OVERVIEW

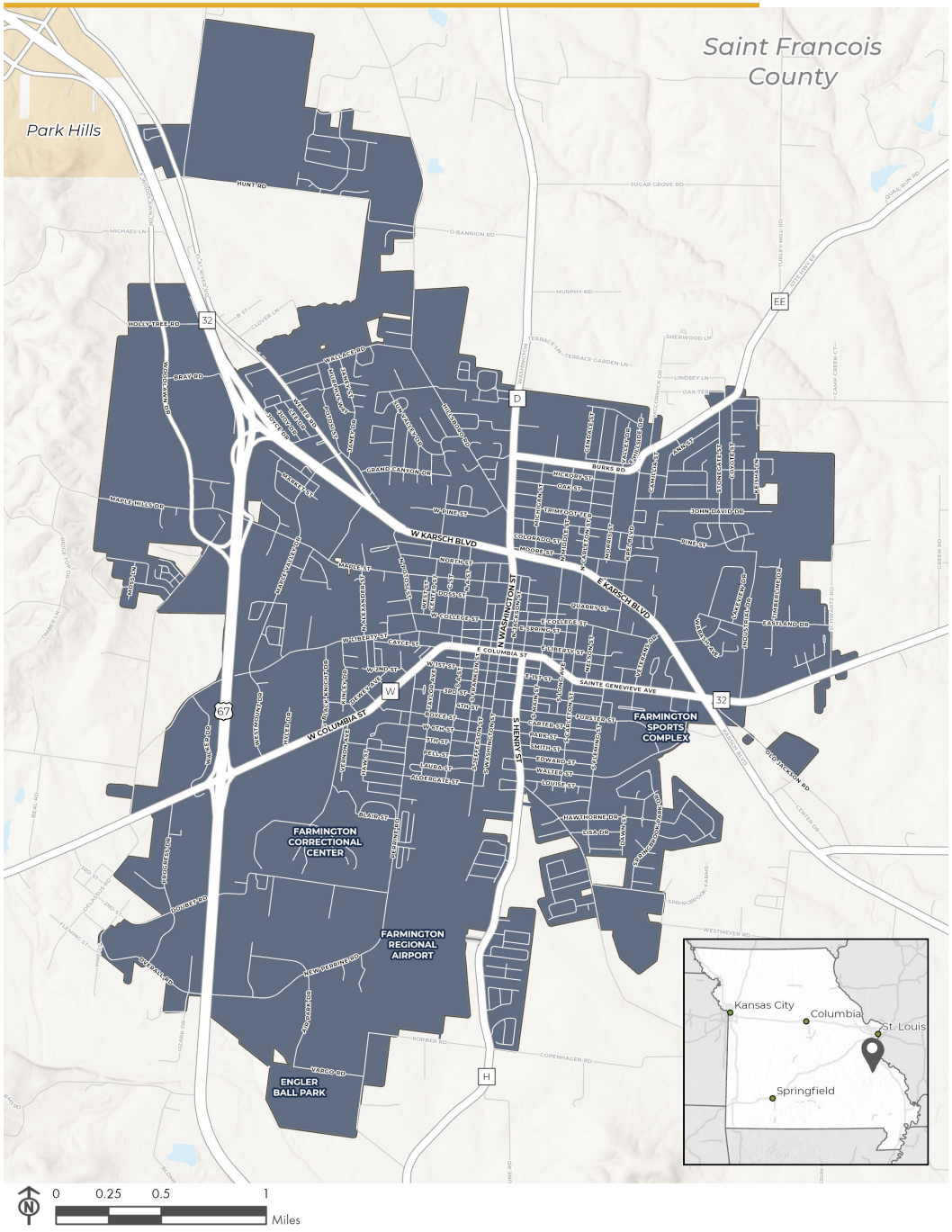
Farmington is the county seat and largest city in St. Francois County. Located about 70 miles south of St. Louis, Farmington is nestled among Hawn State Park, St. Francois State Park, Hughes Mountain Natural Area, St. Joe State Park, and Elephant Rocks State Park, with Mark Twain National Forest just about 30 miles east. U.S. Highways 67 and 32 provide convenient access to the major interstate system for travel, trade, and industry in Farmington.

Farmington's History

Present-day Farmington was originally referred to as "Murphy Settlement" after William Murphy and his three sons, who settled in the region in 1798. The number of settlers in the area significantly increased following the Louisiana Purchase, and in 1821, St. Francois County was established. In 1822, William's son, David, deeded 52 acres of land to the County Court to establish a County seat. Farmington was first incorporated as a Town in 1836 with 500 people and was the original county seat for St. Francois County.

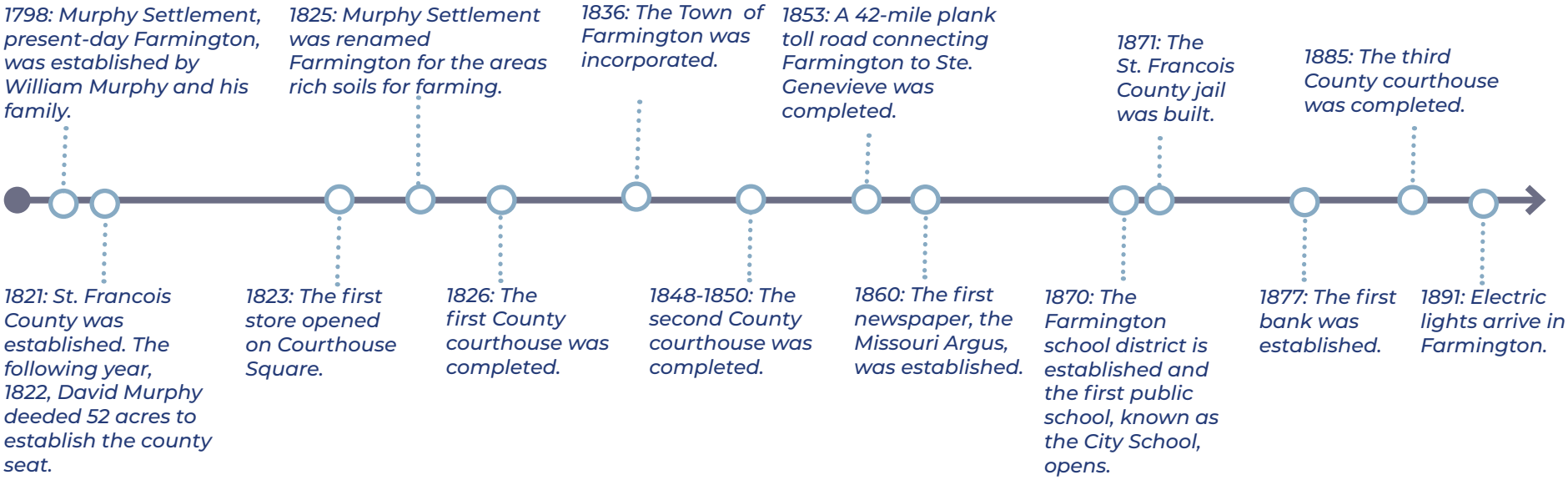
The timeline on the following page highlights Farmington's history from early settlement in the late 1700s to the late 1900s.

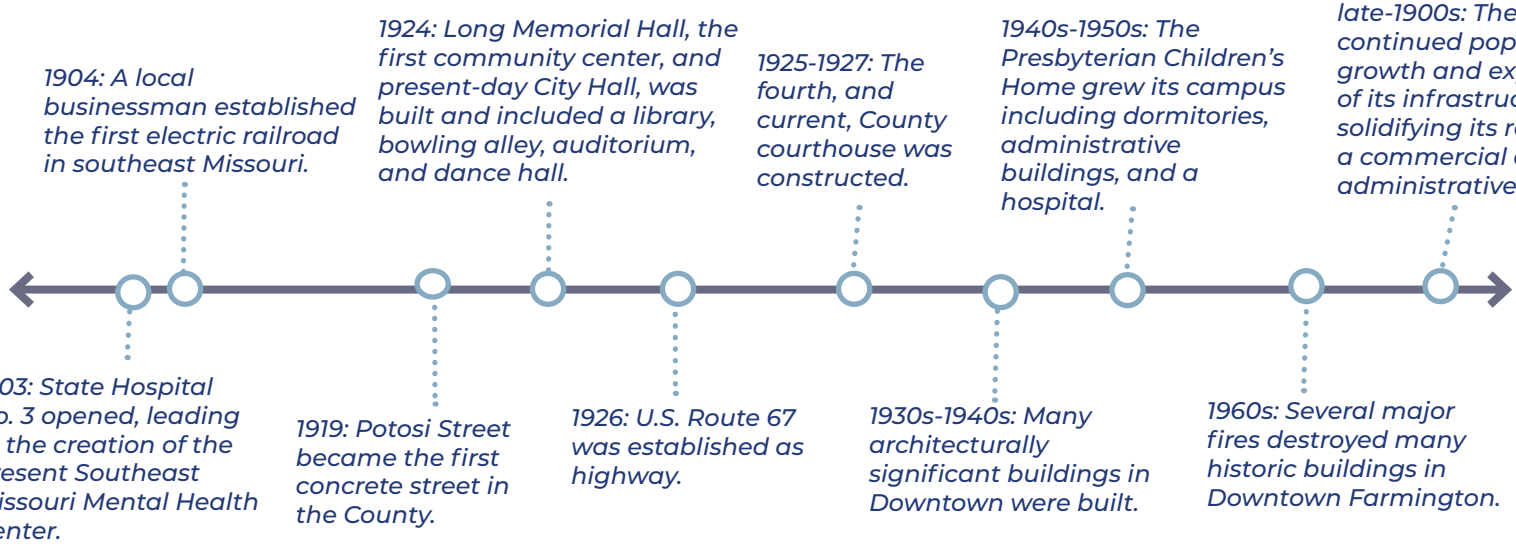
Area Overview Map



Notable Moments in Farmington History...

Credit: Many of these historical excerpts are sourced from "Early History of Farmington" by Marcus Kirkland (1965).





Farmington Today

Today, Farmington is home to over 18,000 residents and boasts the St. Francois County Courthouse, built in 1927 as the center of a bustling modern downtown. Farmington is the regional center for commerce, industry, retail, government services, and entertainment; however, Farmington's strongest industries include healthcare, manufacturing, retail, and public administration. Residents benefit from access to the St. Louis Lambert International Airport, just 90 minutes away via U.S. Highway 67, or can stay in town and enjoy recreation opportunities such as award-winning vineyards in the region or several State parks.

Form of Governance

Originally incorporated as a Town, Farmington transitioned to a 3rd-class city in 1981. Cities of the 3rd class have a population ranging from 3,000 to 29,999 residents. Farmington operates under a "Mayor/City Administrator/City Council" form of government. Under this form of government, the City Administrator serves as the City's Chief Administrative Officer and is responsible for overseeing the daily operations of the city. These responsibilities can include handling matters related to the City's fiscal health, policy-making, legal issues, or personnel management. The City Administrator is overseen by the city's elected officials, the Mayor and City Council.

Utility and Public Safety Services

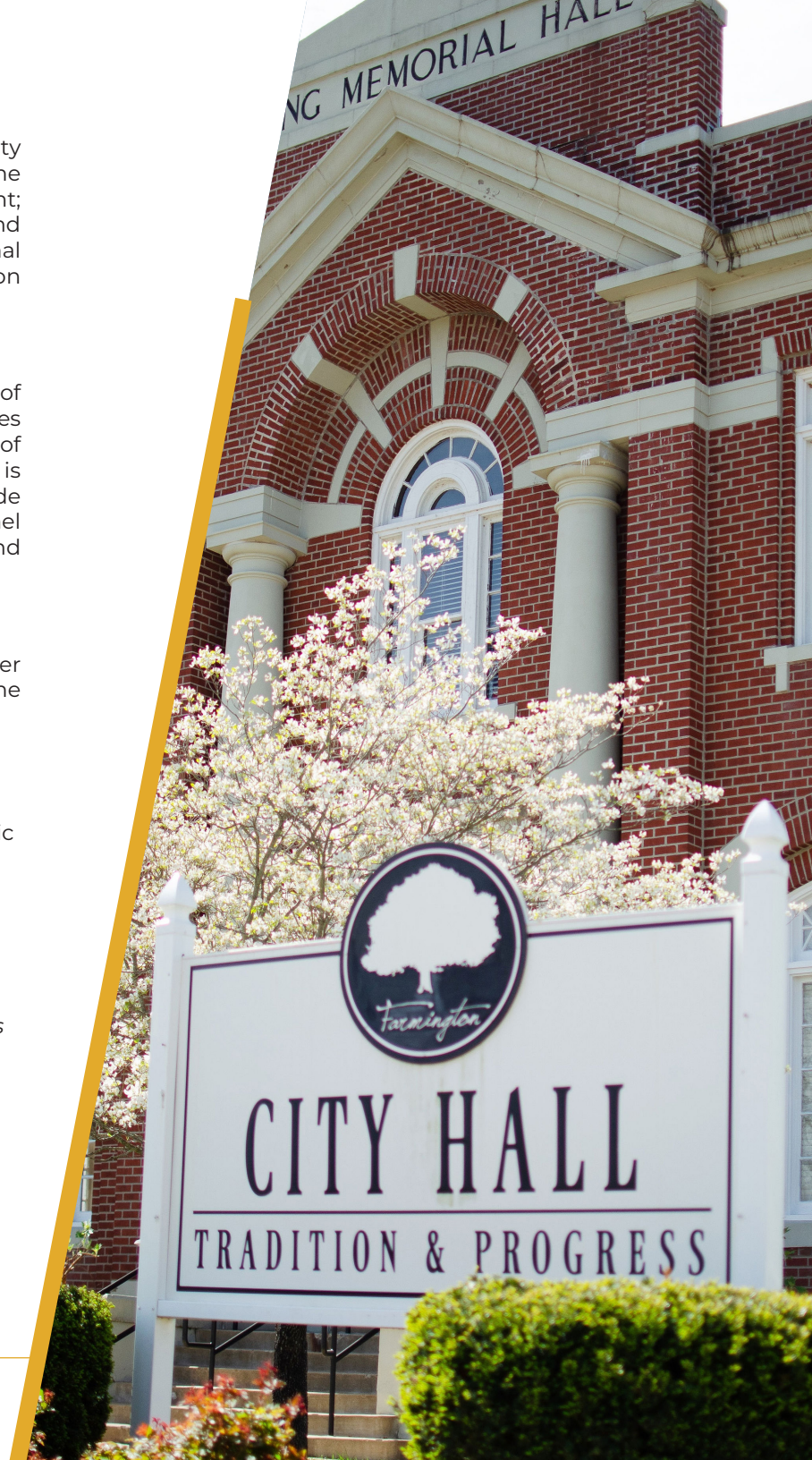
The City of Farmington owns and operates its own electricity service, waterworks, and sewer service - Farmington City Light and Water. Public safety services in Farmington include the Police Department, Fire Department, Emergency Management, and Animal Control.

Community Amenities

The City of Farmington provides many services and amenities to its residents, which contribute to a high quality of life, including a municipal library, 15 public parks, two aquatic facilities, a community civic center, and a variety of events and programs for youth and adults.

Schools

The Farmington R-VII School District primarily serves City of Farmington households. The district also encompasses some surrounding unincorporated areas of St. Francois County. In 2023, the district's seven schools had a total population of 3,821 students (*Demographics and Enrollment Projection Study, Farmington R-VII School District 2023-2024, Business Information Services).* The City is also home to two parochial schools. St. Paul Lutheran School serves students from preschool to grade eight, and Libertas Christian Academy serves students from Kindergarten to grade twelve.



PREVIOUS PLANS

The City of Farmington established its Planning Commission in 1962 and, soon after, adopted its first Comprehensive Plan in 1964. Over the past 60 years, there have been four updates to the City's Comprehensive Plan. The most recent update was adopted in 2011.

2011 Comprehensive Plan

Annexation

This section begins with a physical description of the City and describes growth patterns that led the City to its existing boundary. Then, the policy considerations for annexation were detailed in the following section, including supporting existing land uses, restricting development that is not environmentally sensitive, other geographical considerations, and potential tax revenue.

The main goals for annexation in the 2011 plan were to annex land contiguous to existing industrial and commercial land, encourage voluntary annexation of adjacent properties, ensure annexations are cost-effective for the City, and annex land areas to establish regular geographic boundaries.

Environmental Preservation

This section began by highlighting environmental efforts made by the City. The first major effort is the various Environmental Protection Agency (EPA), Missouri State Operating Permits (MSOP), and National Pollutant Discharge Elimination System (NPDES) permits that the City upholds. Secondly, in 2007, Farmington residents voted to pass a one-half cent tax to expand and enhance the East Wastewater Treatment Plant and address water system radionuclide intrusion.

The major goals set forth for environmental preservation were to preserve the urban forest, expand environmental programs, preserve environmentally sensitive waterways, protect groundwater resources, and protect and improve air quality.

Historical Preservation

The Historical Preservation section outlines the purpose of historic preservation, the federal and state policies that promote historic preservation, the historic preservation efforts in Farmington, and the policy considerations.

Efforts in Farmington at the time of this plan included the adoption of a Historic Preservation Commission, a Tax Increment Financing (TIF) District to provide local financial incentives for preservation of the downtown business district, two historic districts in the downtown, and participation in several private-public partnerships to preserve historic properties. Policy considerations included state and federal policies to register historic structures in the TIF district.



Housing
The housing section relays results of a 2002 housing inventory in conjunction with a land use survey. There is also a description of housing development patterns and a discussion of affordable housing. The housing survey revealed that less than 7% of buildings were found to be in poor or bad condition, and that the age of housing did not necessarily dictate the condition of housing. Housing stock was most commonly single-family homes; multiple-family and two-family dwelling units were the fastest-growing form of housing.

The affordable housing discussion revealed that the mean rent in Farmington was $500, and more than 32% of household incomes were under $25,000. Someone making the minimum wage and paying the mean rent would only have $245 per month for all their other expenses after paying rent. This affordability issue was highlighted as “the biggest housing problem that the City will have to face as it continues into the 21st century”. Policy considerations include existing conditions, trends, infrastructure needs, code enforcement, and business development.

The housing goals were to encourage the development of downtown lofts, adopt policies to encourage the development of entry-level or low-to-moderate income affordable housing, and promote the development of quality affordable senior housing alternatives.

Industrial Growth and Commercial Development
This section outlines the location’s industrial development as well as the history of industrial parks in Farmington. Existing industrial land uses in Farmington are generally located near the western border of the City due to the proximity to U.S. Highway 67, Farmington Regional Airport, and the distance from residential uses. The future land use map created with this plan also allocated substantial land area to industrial use.

At the time of this plan, Farmington had three industrial parks containing nearly 200 acres of developable industrial property. To maintain growth in these industrial parks, the City used a one-half cent sales tax to eventually fund a business incubator at the industrial parks. It originally housed six firms, and several of the original six firms built factories in Farmington after they outgrew their incubator space.

The main goals for Industrial Growth and Commercial Development were to develop safe and efficient commercial corridors, ensure adequate land for projected industrial development, maintain excess utility capacity to meet the needs of future industrial and large commercial demand, develop a public education campaign on industrial growth and commercial development, and continue development of the regional airport to support corporate air travel.

Land Use
This section outlines the purpose of land use planning and how it is regulated by the state, as well as policy considerations for land use planning. Policy considerations include existing conditions and trends, meeting future demands, appropriately segregating land uses to minimize potential conflicts, and making certain that land use and development do not impose negative environmental impacts.

This section also includes the breakdown of land use categories utilized in the 2010 Land Use Survey and a description of how each category shows up in Farmington.

Municipal Finance
This section identifies Farmington’s financial position as traditionally strong and conservatively managed. The amount the City owed for each bond and sales tax was outlined, as well as descriptions for each of the possible methods of financing capital improvements. Methods discussed included pay-as-you-go, general obligation bonds, revenue bonds, authorities and special districts, tax increment financing, neighborhood improvement district, special assessments, capital improvements sales tax, local parks and storm water control, lease-purchase, special purpose districts, using sales tax to support a lease purchase, transportation sales tax, joint financing, grants, user fees, impact fees, and outside sources.

The goals for municipal finance were to adopt policies to maintain financial stability, implement prudent tax policies, and ensure that City operations are effective and efficient.

Public Safety
The public safety section outlines each of the emergency response agencies and summarizes their makeup. These agencies include the police department, investigative division, communication division, and fire department, as well as a description of emergency management in Farmington, including the 2000 Emergency Preparedness Plan.

The public safety goals were to ensure that the fire department is staffed to meet community needs as well as Insurance Standards Office (ISO) and National Fire Protection Association (NFPA) recommendations and standards, meet NFPA 1901 Annex D and Industry standards on maximum fire apparatus age and service standards, plan for future fire department expansion to meet community needs as well as comply with ISP and NFPA recommendations and standards, continue to make the community safe through training and community oriented safety programs, maintain and improve police protection, maintain and improve community emergency response, and to develop necessary systems to work with the local, county, State and Federal government systems.

Public Service
The Public Service section outlines the services provided by the Parks and Recreation Department and describes each Parks and Recreation facility in the City. There is also a description of the services provided by the Public Library and the services provided for Seniors.

The main goals of public service in Farmington were to ensure library services met the needs of the community, maintain and expand park services, expand services provided specifically for senior citizens, continue to expand services within the abilities of the Civic Center facilities, expand the capabilities and features of the Farmington Water Park, and maximize use of the Centene Center facilities.

Public Works
The Public Works section offers an in-depth description of each of the public works systems, including their capacities, costs to the City and to the residents, quality, and future capacity. Public works systems include water, wastewater and sewage, electric, storm water, and the street network.

The public works goals were adding more capacity and yield to the water system, controlling infiltration and inflow within the sanitary sewer system, expanding the electric distribution system, and controlling storm water through stricter storm water control ordinances.

Technology
This section details the technology use in Farmington from electronic permitting introduced in the early 2000's, joining social networking sites such as Facebook in 2009, and the servers that uphold networking and file storage for city hall, public works, the library, the civic center, and the firehouse.

The technology goals set were to establish a free WiFi network for citizens, update the infrastructure software, appoint a technology committee within the City Council, and provide mobile data access to employees.

Transportation
The transportation section begins with a history of transportation in Farmington, including the prevalence of the electric railroad in the early twentieth century that became obsolete once State highways were built, the significance of U.S. Highway 67 in how the city developed, and the first implementations of city planning and subdivision regulations to build new streets.

This section also delineates each street in Farmington by its functional class. Functional Classes are primary arterials, secondary arterials, collectors, and local streets. There is also a description of recommended reclassifications from the major street plan based on desired expansions and extensions. There is also a description of the transportation service available to seniors through the Southeast Missouri Transportation Service and the various quasi-public services provided through treatment facilities, boarding homes, and medical centers.

The transportation goals were as follows: Enhance the public transportation system, program a consistent and permanent funding source for transportation projects, execute the proposed improvements included in the major street plan, have better public access downtown, and update the subdivision regulations.

Other City Plans
In recent years, the City of Farmington has also updated other important planning documents:

- 2021 ADA Transition Plan
- 2024 Stormwater Management Program Plan
- 2024 Resident Survey
- 2025 St. Francois County Hazard Mitigation Plan


FARMINGTON
FIRE DEPARTMENT

Demographic Trends



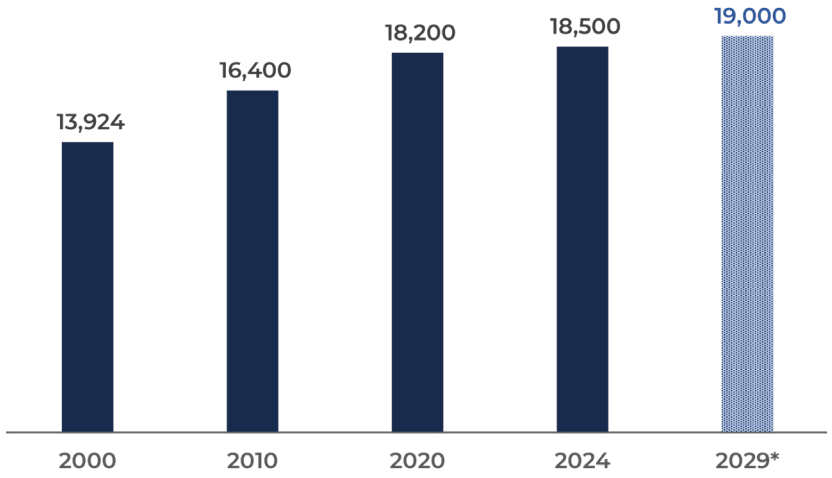
FARMINGTON'S POPULATION

The demographic trends discussed in this section help to tell the story of how Farmington's population has changed over the last 10 to 20 years, and how the population may change in the future. Data in this section is based on U.S. Census / ESRI data sourced in 2025, unless otherwise noted.

Population

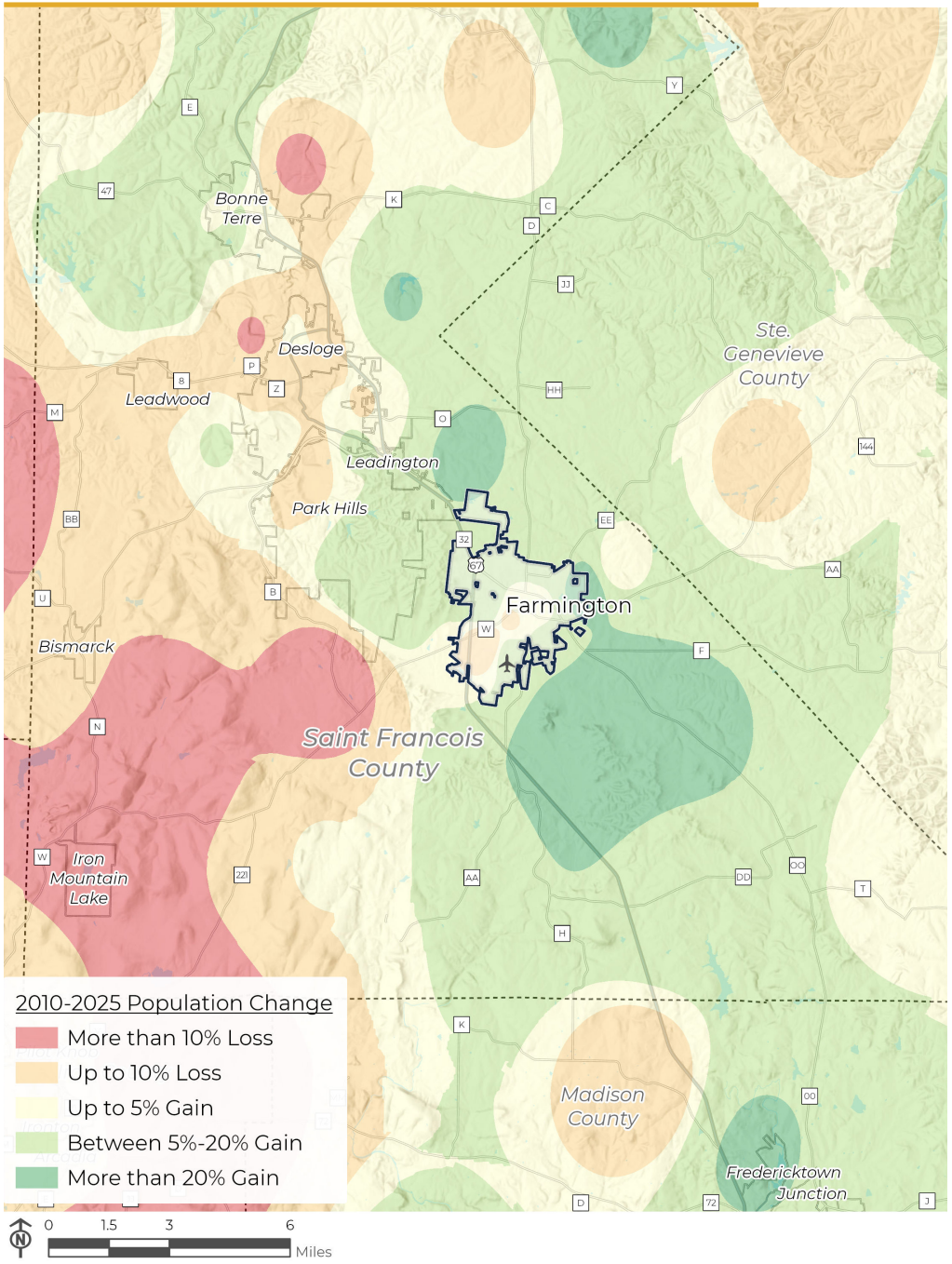
Since 2000, a period of the last 25 years, Farmington has gained 4,576 new residents. This represents a 33% increase in the City's population. The greatest increase in population occurred from 2000 to 2010, when the City gained 2,476 new residents (18% growth). From 2010 to 2020, Farmington's population increased by another 1,800 residents (11% growth). In 2024, Farmington's population peaked at 18,500 residents, adding 300 residents (1.6% growth) since 2020. U.S. Census/ESRI data estimates that the City may reach 19,000 residents by 2029, an addition of 500 residents (2.7% growth from 2024). Based on this and average household sizes, alone, could generate a need for 220 housing units over the next 5 years (whether new construction or existing housing positioned to meet buyers' preferences).

Farmington Population Change (2010-2029)



The map to the right shows population change across St. Francois County and surrounding areas from 2010 to 2024. This map shows that Farmington and other parts of eastern St. Francois County, along with parts of western Ste. Genevieve County and northern Madison County, are where population growth occurred during that time period.

Population Change Across St. Francois County Region



The table below shows a comparison of population growth rates in Farmington, St. Francois County, and Missouri since 2020.

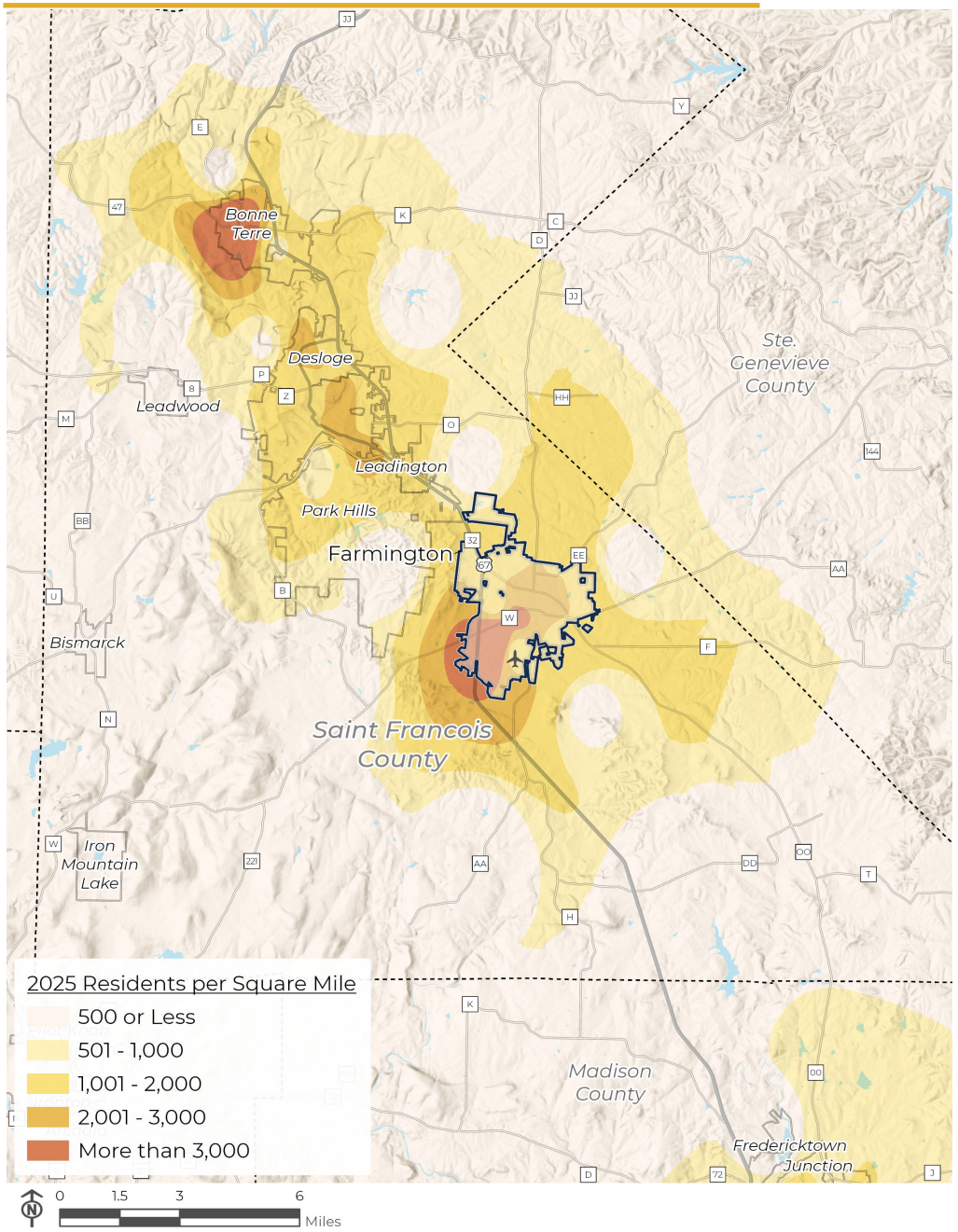
Population Change Comparison: Farmington, St. Francois County, and Missouri (2000 - 2029)			
Time Period	**Farmington**	**St. Francois County**	**Missouri**
2000 to 2010	18%	17.5%	7%
2010 to 2020	11%	2.3%	2.8%
2020 to 2024	1.6%	1.3%	1.3%
2024 to 2029 (est.)	2.7%	1.8%	0.9%

This data shows that growth in Farmington has historically outpaced growth in the County and across the State. The map to the right also shows how population density across St. Francois County is concentrated along the U.S. 67 corridor, with Farmington having 2,000 - 3, 000 residents per square mile through much of the City. These trends reflect Farmington's position as the regional hub of population, government, and industry.

Institutionalized Population

Farmington is home to multiple group quarters facilities, which are defined as places where people live or stay, in a group living arrangement, that is owned or managed by an entity or organization providing housing and/or services for the residents (U.S. Census). In Farmington, residents living in group quarters were those in institutions like the Farmington Correctional Center, St. Francois County Jail, St. Francois County Juvenile Detention Center, and nursing homes, and accounted for 19.2% of the City's total population. The population living in correctional or juvenile facilities represented 15% of Farmington's then 18,200 total population in 2020. Residents living in nursing facilities accounted for 430 residents or 2.4% of the City's population in 2020. Other institutional facilities, which can include other in-patient health facilities and residential schools, accounted for 118 residents or 0.6% of the City's population in 2020. It should be noted that these estimates do not include Southeast Missouri Mental Health Center, which is located just outside of Farmington's corporate boundary.

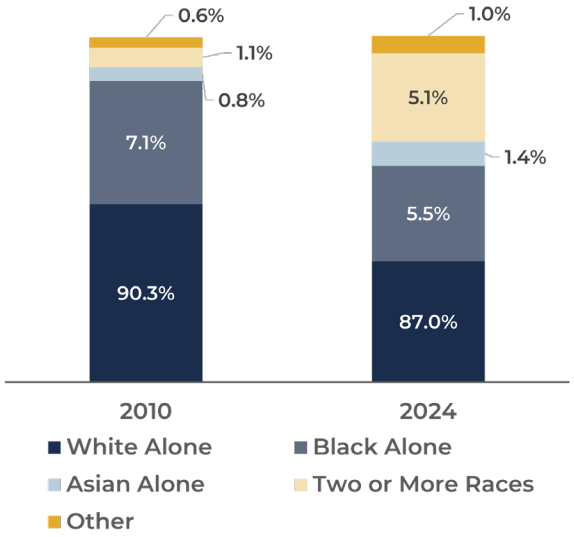
Population Density Across St. Francois County



Race

Farmington, founded by English settlers, has remained a predominantly White population since its founding. In 2010, just over 90% of the City's population was White. Black residents represented the second largest racial group (7%) in the City. From 2010 to 2024, Farmington's population became more racially diverse, as the City's population identifying as being Two or More Races grew nearly five times over from 1.1% in 2010 to 5.1% in 2024. During the same period, the percentage of the City's Asian population (1.4%) and other races (1%) also grew while the percentage of Black (5.5%) and White (87%) residents declined overall. These trends closely follow similar trends in St. Francois County during the same time period.

Change in Farmington's Population by Race (2010-2024)



Age

The median age in Farmington is 40.2, which compares favorably to the median age across St. Francois County (40.8 years), but is older than the median age across Missouri (37.8). The chart to the right shows that the City's median age has been increasing since 2010, which indicates the population is getting older. The median age across St. Francois County and Missouri follows a similar trend. By 2029, Farmington's median age is projected to reach 40.9, slightly younger than St. Francois County (41.4) and still older than Missouri (39.5). Having an aging population is a demographic trend that cities across the nation are working to address. Signs of an aging population can show up in many ways and vary from city to city.

Some of these signs can include an increased demand for healthcare and social services, and enhanced accessibility in terms of housing, transportation systems, and public spaces.

Looking at a breakdown of Farmington's population by age shows that the population is comprised of slightly fewer children under 18 (17.9%) than the County (20.3%). Farmington also has slightly more adults 25-64 (53.3%) and seniors 65+ years (19.9%) than the County at 51.8% and 18.9%, respectively. Farmington's aging trends may also be accelerated by age trends in Missouri's prison population.

Population by Age Cohort: Farmington Compared to St. Francois County (2024)

Age Cohort	Farmington	St. Francois County
Children (0-18 years)	17.9%	20.3%
Young Adults (18 - 24 years)	8.9%	9%
Adults (25-64 years)	53.3%	51.8%
Seniors (65+ years)	19.9%	18.9%

The 2023 Profile of the Institutional and Supervised Offender Population report, published by the Missouri Department of Corrections, indicates that the aging of the State's prison population has continued over the last decade. From 2014-2023, the average age of the State's offender population had increased from 38.0 years to 41.5 years, slightly older than Farmington's median population. This aging trend is also reflected in the age of offenders 50 years and older, which had increased from 18% in 2014 to 24% in 2023. Since 2017, there has also been a reported decline in admissions and releases (-38%) across the State. Based on the report, the prison population aging trend can be attributed to a number of factors, including: an increase in sentence length (partially resulting from revisions to the criminal code in 2017 and impacts of the COVID-19 pandemic); and an increase in the age of offenders when they initially enter incarceration.

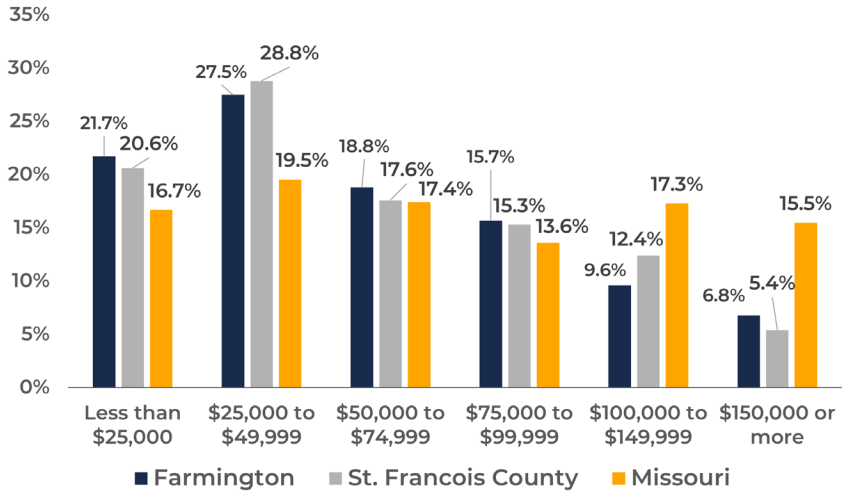
Overall, age trends in Farmington reflect trends happening in the County, State, and nation. Understanding the implications of age trends on the city's population will be important as the City of Farmington positions itself for continued economic, workforce, and housing growth.

Household Income

In 2024, Farmington had a median household income of $50,740, slightly higher than the median household incomes across St. Francois County ($50,670), but lower than in Missouri ($68,140). Farmington's median household income is projected to grow at an annual average rate of 1.6% through 2029, when the median household income is projected to reach $54,930. During this time, the median household income across St. Francois County is projected to increase at an annual average rate of 2.2%, reaching $56,500 in 2029. The map to the right shows median household incomes across the St. Francois County region. This map shows that median household income is fairly similar across the region, with some pockets of higher-income households mostly in communities near the I-55 corridor.

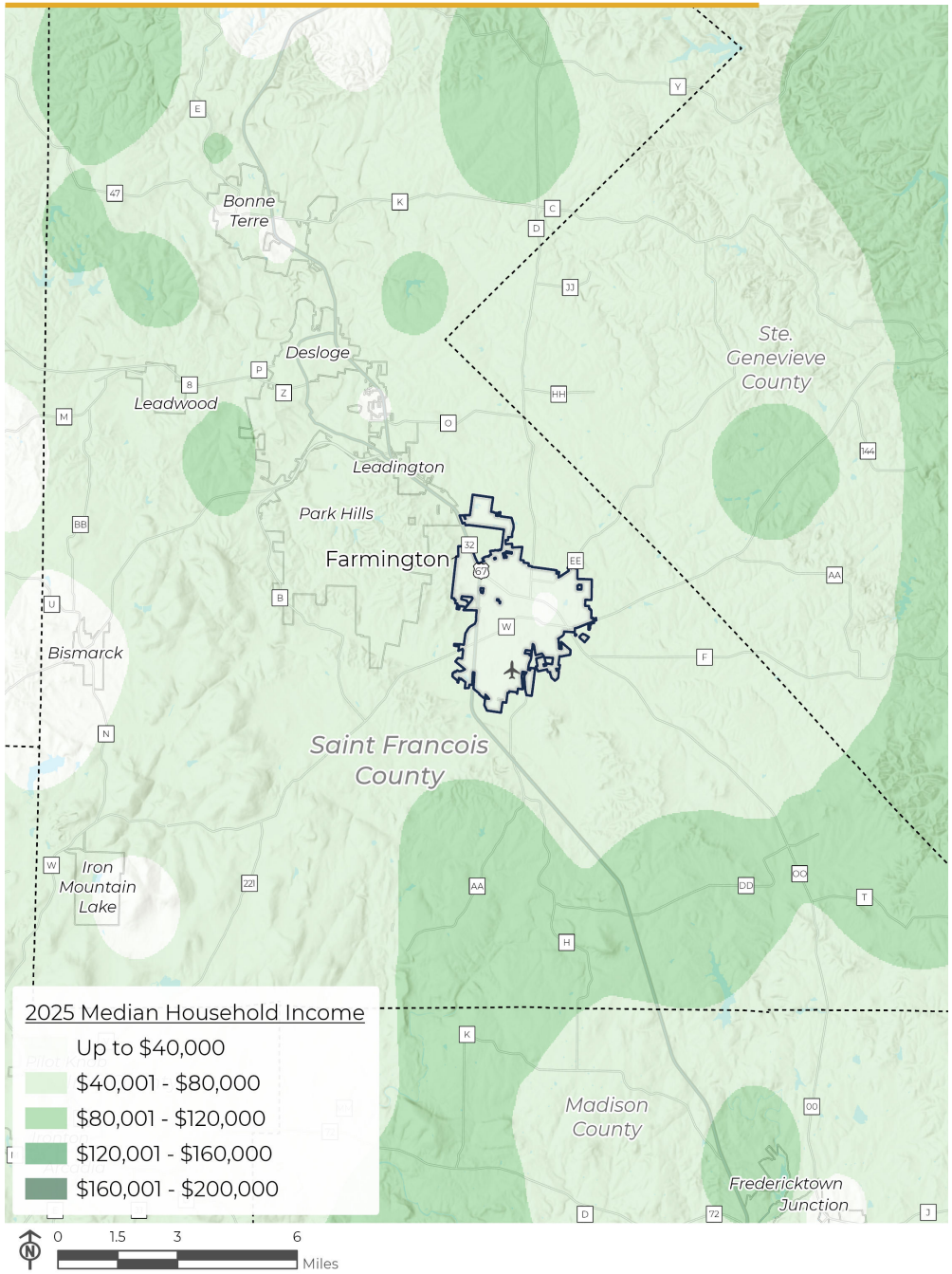
The distribution of household incomes across all households in Farmington and St. Francois County shows similar trends.

Distribution of Household Incomes in Farmington, St. Francois County, and Missouri (2024)

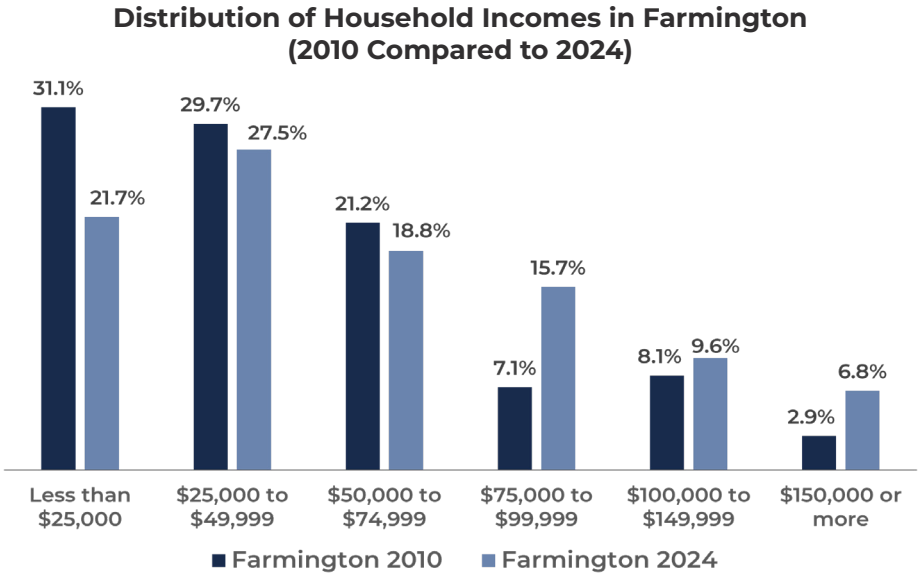


In both Farmington and the County, nearly 50% of households have a household income of less than $50,000, compared to just 36% across Missouri. There is a noticeable gap in the percentage of households earning $100,000 to $149,999 per year in Farmington (9.6%) compared to St. Francois County (12.4%). The larger proportion of households on the lower end of the income spectrum results in a depressed median household income city-wide when compared to the State.

Change in Median Household Income Across the St. Francois County Region



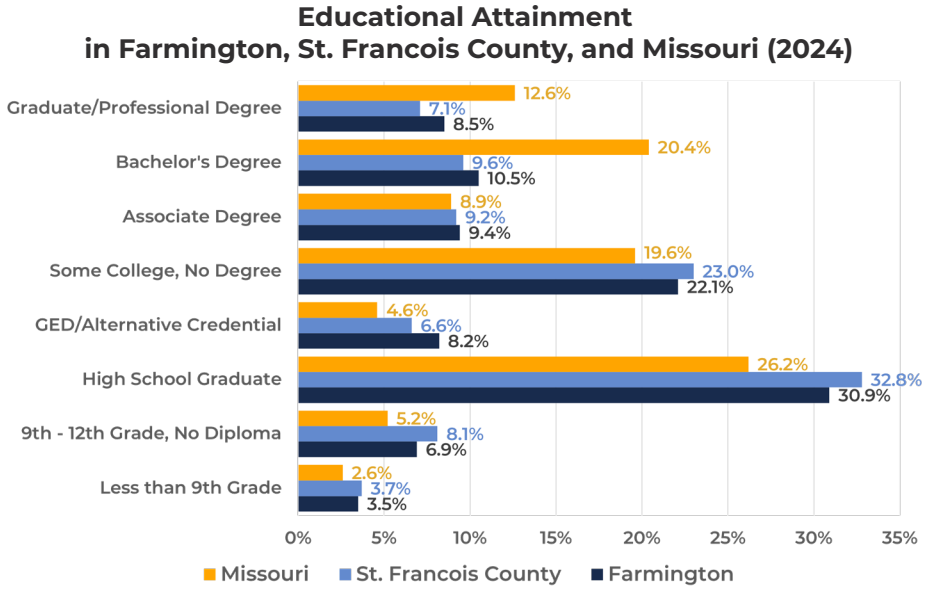
The chart below shows the distribution of household incomes across households in Farmington, St. Francois County, and Missouri.



Farmington and St. Francois County each have a lower median income than in Missouri; they have both seen a positive shift away from 2010, when the majority of households were making less than $25,000 annually. Though the largest portion of households is now in the next income category, $25,000 to $49,999, that category actually fell slightly as well in both geographies between 2010 and 2024. The $75,000 to $99,000 and $150,000 or More categories both saw large increases; in Farmington, the $75,000 to $99,000 category went from 7.1% in 2010 to 15.7% in 2024, and the Over $150,000 category went from 2.9% in 2010 to 6.8% in 2024.

Educational Attainment

The City of Farmington and St. Francois County have lower educational attainment than the State for individuals holding a higher education degree, where 33% of Missouri residents have earned a Bachelor's Degree or higher compared to 19% in Farmington and 17% in St. Francois County. Farmington's and St. Francois County's trends for residents whose highest level of educational attainment is an Associate Degree or lower compare favorably with the State.



However, the percentage of residents in Farmington and St. Francois County within these educational classifications may be slightly higher than in Missouri due to Farmington's institutionalized population at Farmington Correctional Center, St. Francois County Jail, and St. Francois County Juvenile Detention Center. The 2023 Profile of the Institutional and Supervised Offender Population report indicated that a High School Diploma or equivalent education level was achieved by 70.9% percent of all offenders, while 76% of all offenders had achieved a semi-skilled or greater vocational classification.

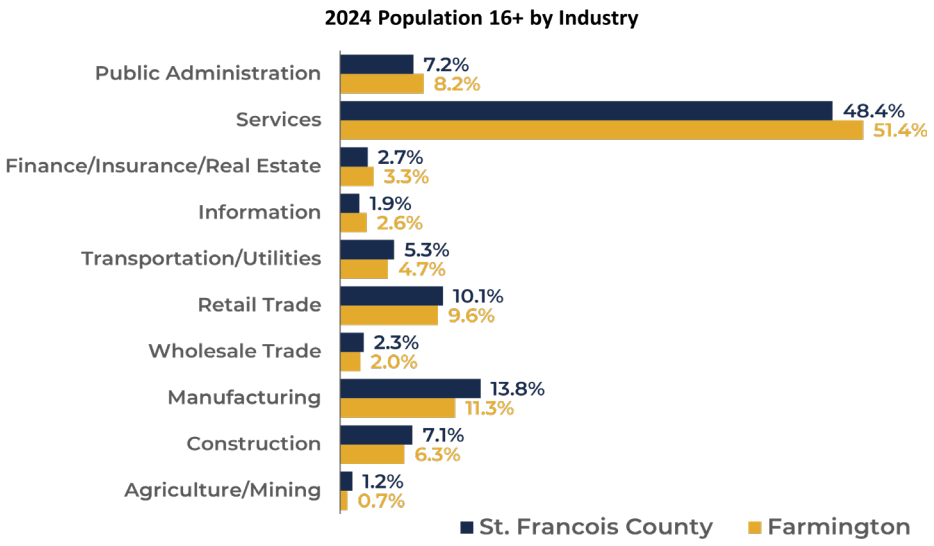
Industry and Employment

Farmington's Labor Force

In 2024, there were 6,944 residents 16 years or older. Of those residents, the labor force included 6,805 (98%) residents who were employed, compared to 96.8% across St. Francois County. This is reflected in the City's low unemployment rate of 2%, which was lower than the unemployment rate in St. Francois County (3.2%) and Missouri (3.3%) in 2024.

The City of Farmington and St. Francois County have a very similar industrial makeup. Based on 2024 U.S. Census data, the top five industries are Services, Manufacturing, Retail Trade, Public Administration, and Construction. The chart below shows the breakdown of the labor force (population 16 years or older) by job industry.

Population 16+ by Job Industry (2024)

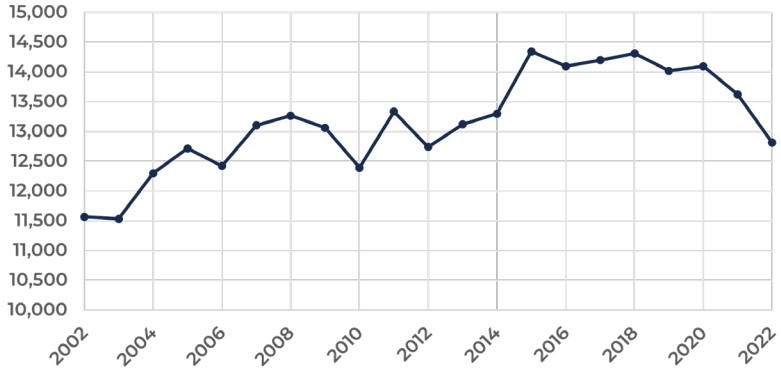


Jobs in the Services industry are most prevalent among residents who live in Farmington or other parts of St. Francois County. Jobs in the Services industry include professional and technical services like real estate/finance, consulting, healthcare, social services, and more. Major employers like Parkland Health Center, Southeast Missouri Mental Health Center, and Farmington Correctional Center account for many of the jobs in this industry. Other major employers like the U.S. Tool Group, Walmart, City of Farmington, and St. Francois County are represented in the other four of the top five job industries.

Workforce Trends

The U.S. Census' OnTheMap data hub merges employment and demographic information in a data set referred to as longitudinal employment-household dynamics (LEHD) to provide more detailed insights about workers in a geography. This data set typically lags behind the U.S. Census' annual publication of demographic data. At the time of this report, the most current data set was from 2022. The chart below shows the total number of jobs in Farmington during the twenty-year period from 2002 to 2022.

Total Jobs in Farmington (2002-2022)

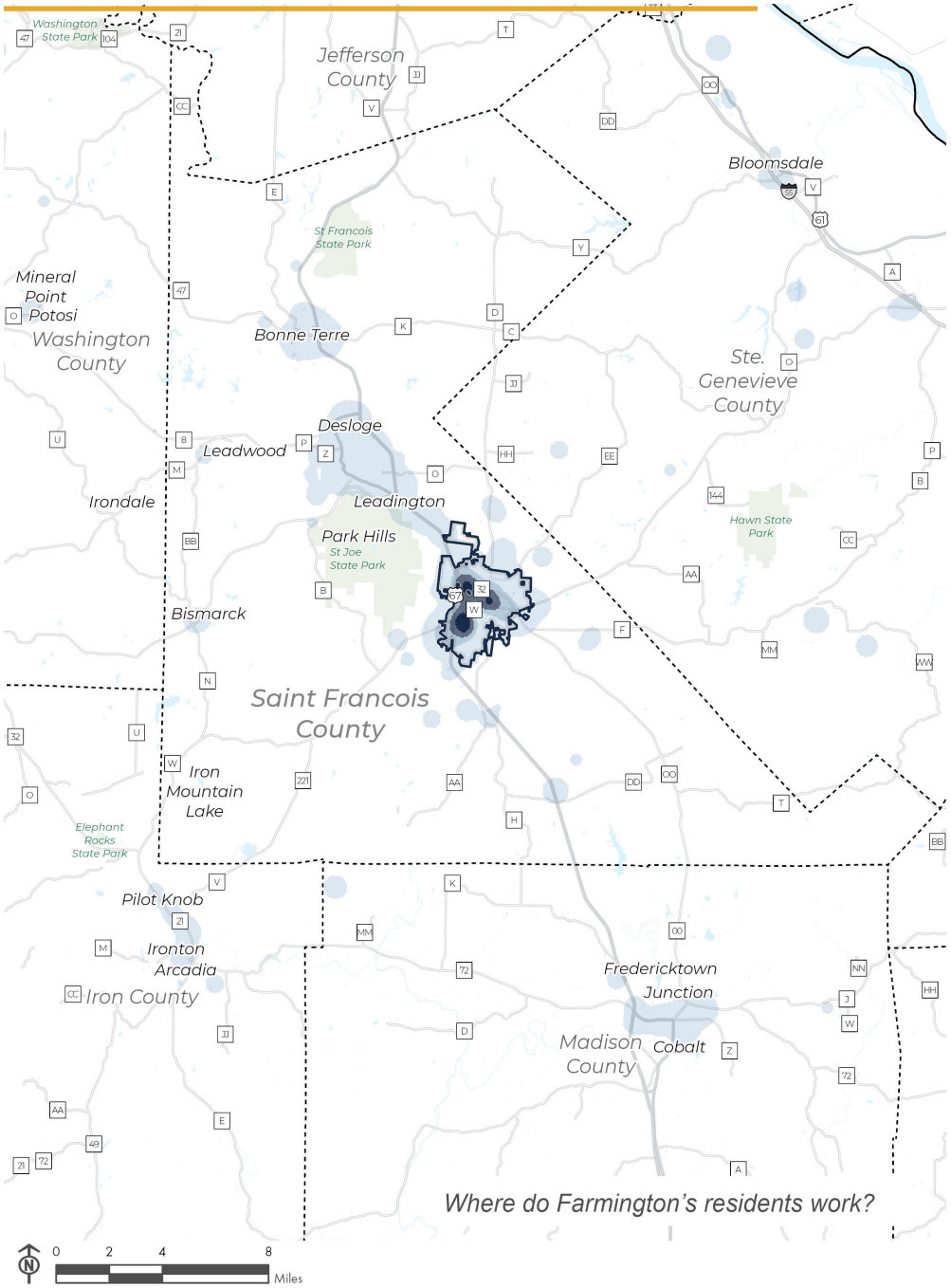


The total number of jobs in Farmington peaked in 2015 when there were 14,343 jobs. By 2022, there were an estimated total of 12,812 jobs in Farmington. This represented an estimated loss of more than 1,500 (11%) of the City's total jobs. The largest period of job loss was from 2020 to 2022.

Two significant events occurred during this time and may be key factors in the job loss. In the years following the COVID-19 pandemic, cities across the country experienced reductions in the workforce. Farmington was also impacted by this national trend. In 2022, one of the City's major employers, Startek, announced layoffs affecting 472 employees. During the company's 14-year tenure in Farmington, it employed over 700 workers. (Mark Toti, myMOinfo.com, 2022.) In January 2026, SRG Global, a Michigan-based automotive and commercial truck parts manufacturer, announced the closure of its Farmington, MO, and Evansville, IN, plants due to "a decrease in demand for plating due to changes in vehicle design and the shift from chrome to painted finishes," according to WFIE | 14 News (Evansville, IN). The map on the following page shows the locations where jobs are concentrated in Farmington. The largest concentrations of jobs are:

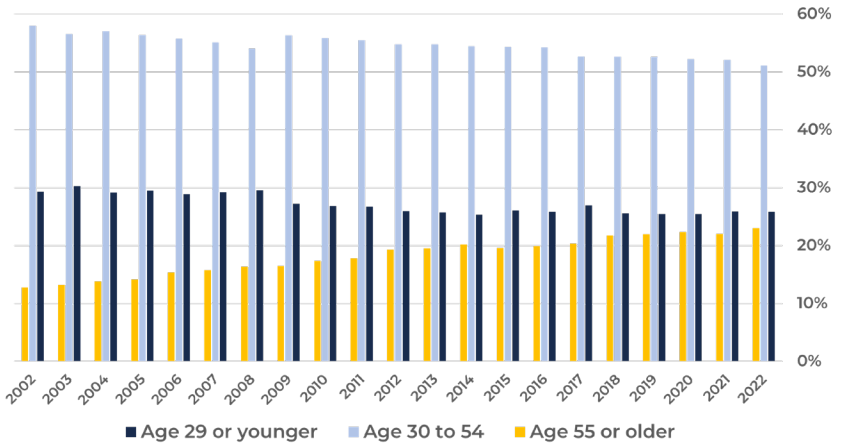
- Commercial areas in and surrounding Maple Valley Drive;
- Farmington Industrial Park and surrounding areas, including Southeast Missouri Mental Health Center and Farmington Correctional Center; and
- Downtown Farmington, where City and County government offices are located.

Density of Jobs in Farmington (2022)



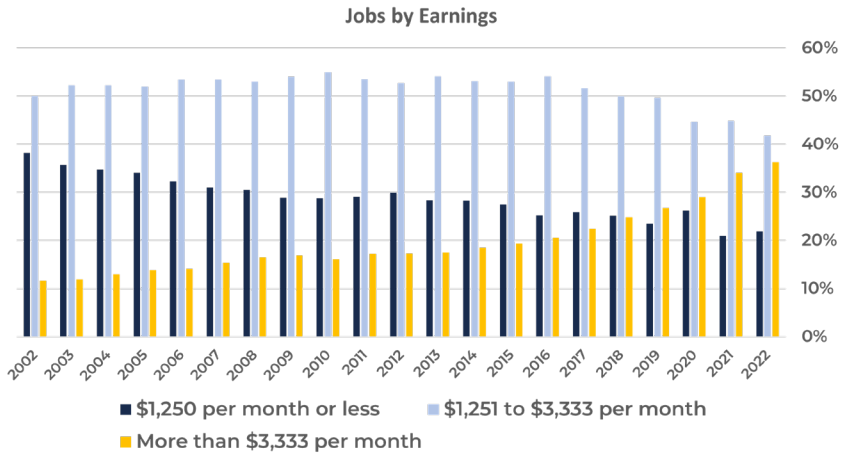
2022 LEHD data also helps to understand other characteristics about Farmington's workers, including age and income. The percentage of workers aged 55 or older has been increasing. This is an indication that people are working longer into their later years. For Farmington, this may be a sign that planning priorities should include a better understanding of and planning for the needs and preferences of both active and inactive aging populations.

Farmington Jobs by Worker Age (2022)



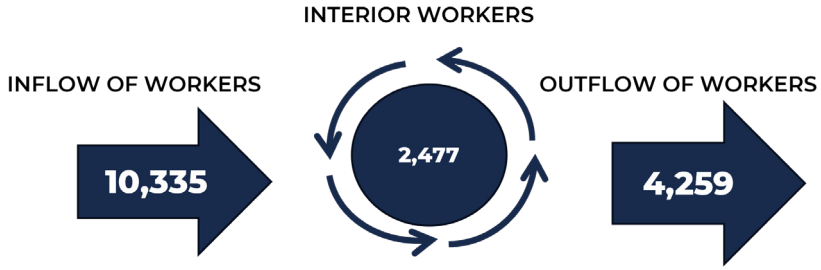
The data also shows that, overall, Farmington's workers have been earning more income. The percentage of workers earning More than $3,333 per month ($40,000 annually) is increasing, and the percentage of workers earning $1,251 to $3,333 per month and $1,250 per month or less has declined.

Farmington Jobs by Worker Earnings (2022)



Inflow / Outflow Work Analysis

An inflow/outflow jobs analysis measures how workers flow into, out of, and within a geography. In 2022, approximately 10,335 (81%) of the 12,812 jobs in the City were filled by workers who live outside of Farmington, but commute to the City for work (inflow of workers). The remaining 2,477 (19%) jobs in the City were filled by residents who both live and work in Farmington (interior workers). In 2022, 63% of the City's then 6,736 employed residents traveled outside of the City for work (outflow of workers).



This data shows that Farmington is an importer of workers, meaning that more people commute to Farmington for work than the number of residents who either live and work in Farmington or leave Farmington for work. Given Farmington's position as the County seat and regional center for retail, it is no surprise that there is a high concentration of jobs and workers in the City relative to the rest of the St. Francois County region.

Employment Destination Analysis

The two maps on the following page help to understand more about the workforce in Farmington:

- Where do Farmington's residents work?
- Where do Farmington's workers live?

Where do Farmington's workers live?

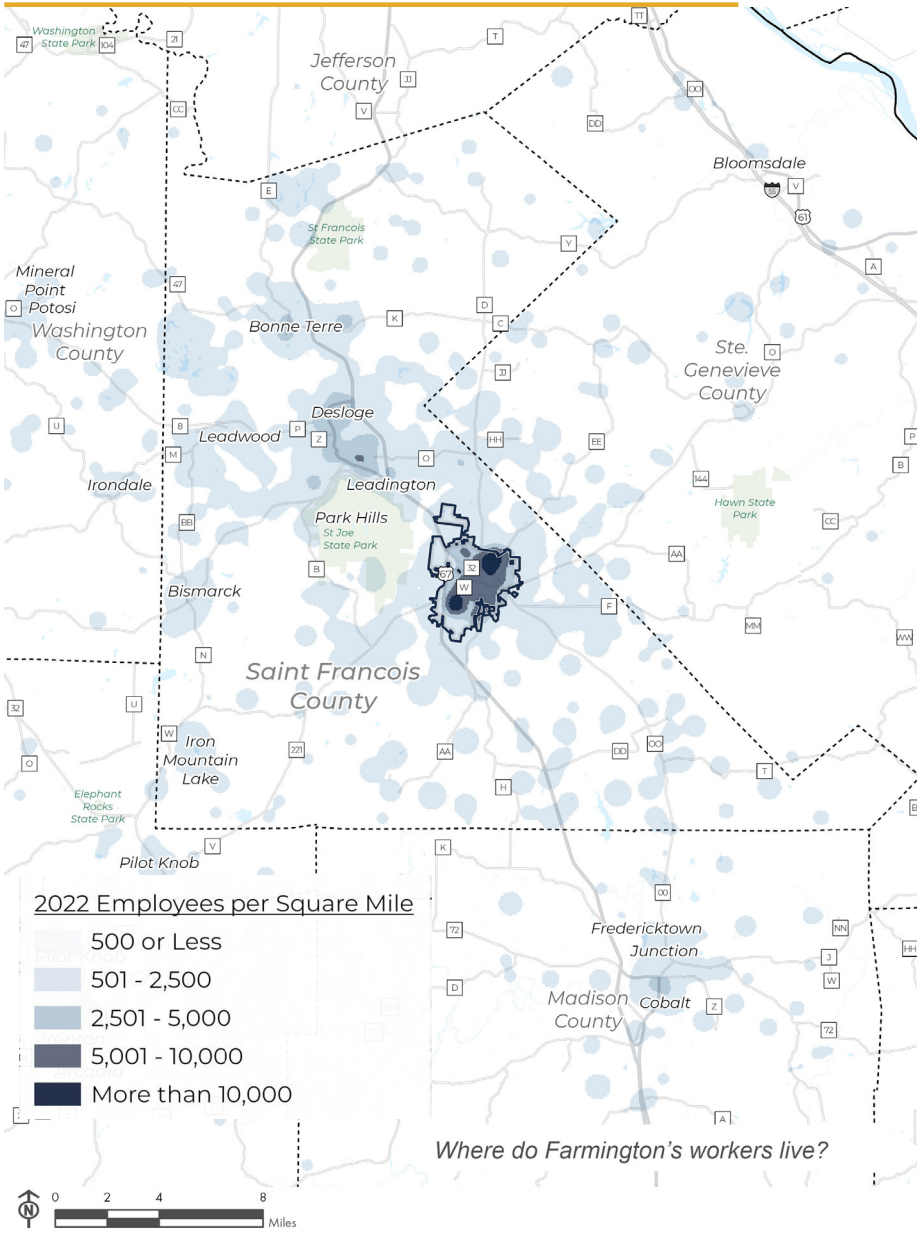
The first map, "Concentrated Home Locations of Farmington's Workers," shows places in and near the St. Francois County region where the City's workers live. This map shows that in 2022, Farmington's workers commute from communities across St. Francois County and parts of neighboring Madison County, Ste. Genevieve County and Washington County. Nearly half (47.2%) of these workers were employed within 10 miles of their home, 10.9% worked 10-24 miles from home, 8.2% worked 25-50 miles from home, and 33.7% traveled more than 50 miles to their job. The 2022 LEHD data also showed that while 6,691 (52.2%) of Farmington's 12,812 workers lived in the St. Francois County region, 1,484 (11.6%) of workers traveled from parts of the St. Louis metropolitan area, and 317 (2.5%) traveled from the Cape Girardeau, MO-IL region to work in Farmington.

Where do Farmington's residents work?

The second map, "Concentrated Work Locations of Farmington's Residents," shows places in and near the St. Francois County region where the City's residents work. The map shows that Farmington, Park Hills, Desloge, Bonne Terre, and Fredericktown are among the top work locations within the region for Farmington residents. Roughly 44.4% of residents traveled less than 10 miles to work, 22.3% traveled 10-24 miles to work, 8.4% traveled 25-50 miles to work, and 24.9% traveled more than 50 miles to their job. The 2022 LEHD data also showed that while 3,358 (49.9%) of Farmington's 6,736 employed residents worked in the St. Francois County region, 1,621 (24.1%) of employed residents traveled to the St. Louis metropolitan region for work, and 181 (2.7%) residents traveled to the Cape Girardeau, MO-IL region for work.

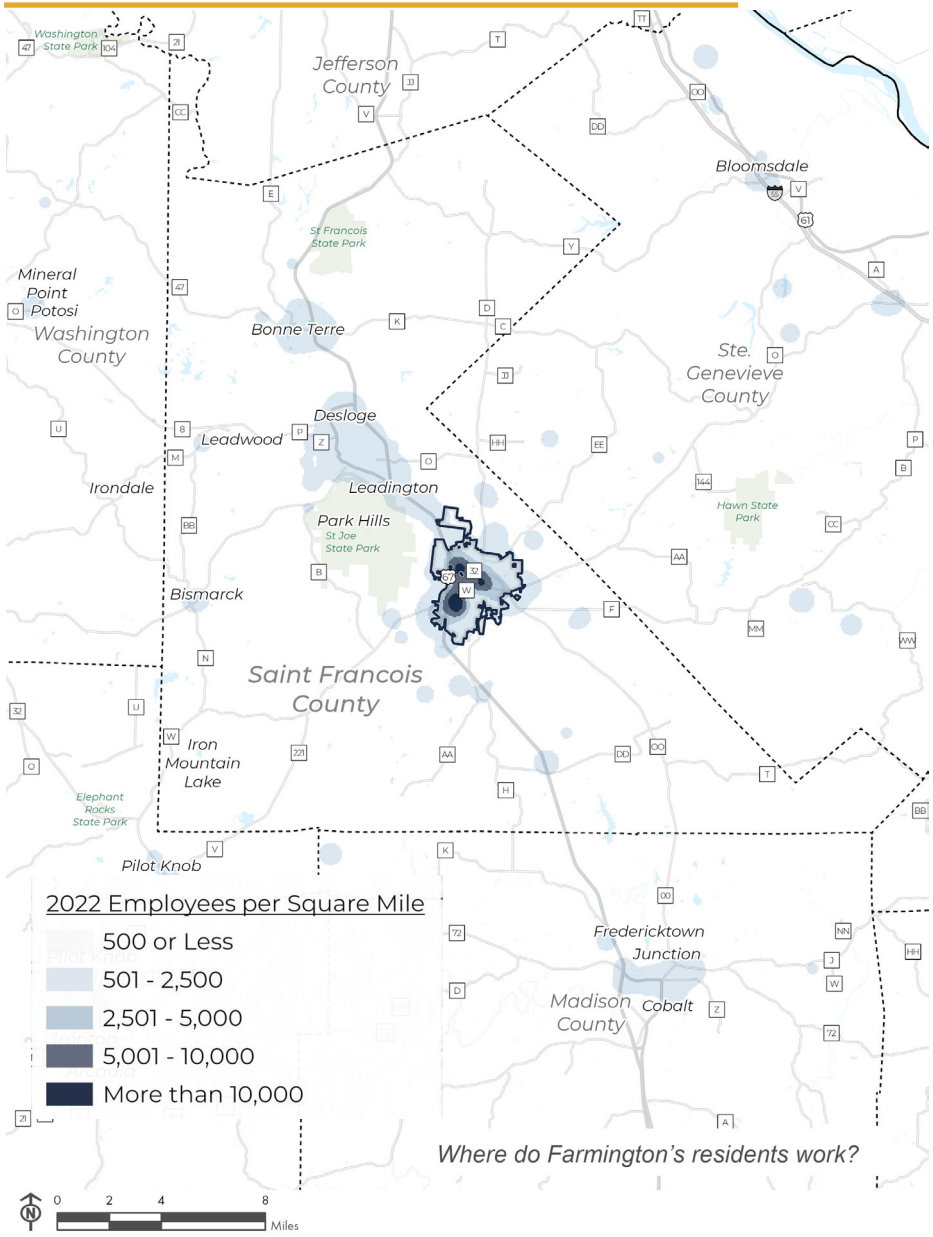
This work destination analysis identifies the St. Louis metropolitan region and the Cape Girardeau, MO-IL metropolitan region as two places where most residents and workers are willing to travel from for working in Farmington or travel to for work outside of Farmington. As workers tend to also find convenient retail options or explore entertainment in areas where they work, this analysis identifies other markets where Farmington's residents may be spending time and money on retail and entertainment out of convenience or because similar options are not available near home.

Concentrated Home Locations of Farmington's Workers



Where do Farmington's workers live?

Concentrated Work Locations of Farmington's Residents



Where do Farmington's residents work?


Public Engagement



Envisioning Farmington in 20 years...

Farmington is a thriving, family-oriented community that honors its historic roots while embracing smart, sustainable growth. We envision a safe, welcoming city that balances tradition with innovation, protects our small-town charm, and offers opportunity, connection, and quality of life for all.

- The Farmington Community

PUBLIC ENGAGEMENT OVERVIEW

This section summarizes public engagement activities which occurred throughout the planning process. Public engagement drew broad interest and participation from community members who were eager to help shape the vision and plan for Farmington's future. In order to ensure engagement was effective and that respondents understood their feedback was actively forming the final product, steering committee meetings and public meetings were completed in phases such that the learnings from previous engagement activities informed later engagement activities. To combat any engagement fatigue, the project team also reviewed the 2024 Resident Survey to help craft the online community survey ensuring there was no overlap and digging deeper into topics discussed in the resident survey.

Highlights of Engagement Activities:

Steering Committee: **12 members and 7 meetings**

Planning & Zoning and City Council Work Group: **2 meetings**

Online Survey: **587 responses**

3 Public Open Houses: **Over 200 total participants**

Pop-Up Event: **Halloween Costume Contest**

Stakeholder Interviews: **22 stakeholders engaged**













Steering Committee Meetings

A Steering Committee was comprised of twelve representatives from the Farmington community, including elected and appointed officials, City staff, business owners, and other residents. This group was formed at the beginning of the planning process and tasked with meeting regularly with the consulting team to review findings and draft plan documents, ask important questions, and balance the consultant team's planning expertise with local knowledge.

The Steering Committee met seven times throughout the planning process. Input from this group helped shape how findings, draft recommendations, and other materials were presented during public engagement activities. Their knowledge and insights about the community also brought important context to community feedback. In refining the Comprehensive Plan's Future Land Use Plan and recommendations, the Steering Committee provided important feedback about what was realistic for Farmington.

Open Houses

Following the three phases of the planning process, three "come-and-go" style open house meetings were held in the Community Room at Farmington Public Library. During each open house, participants learned key findings and working recommendations, and were asked to share feedback on a number of prompts and map stations. The iterative order of open houses ensured that visioning and planning for Farmington's future were developed collectively and remained consistent across all three phases of the planning process.

Open House #1

The first open house included existing conditions and initial visioning. Open house participants were presented with the already completed existing conditions report to provide context and identify any surprising discoveries. Participants also shared feedback related to visioning for future commercial and residential development to understand how participants envisioned future growth and development in the City. There was also general discussion about elements of Farmington that should be preserved and that need to be directly addressed. Open house #1 also included an in-depth look at key sub-areas of the City, including downtown, Farmington Industrial Park, and Karsch Boulevard, to learn key issues, what works well in the area, and where updates to infrastructure or additional development are desired.











Open House #2

The second open house was focused on future land use planning. Open house participants were presented with the Future Land Use Plan, including the Future Land Use Map and Major Street Layout Map. Feedback on the Future Land Use Plan included suggestions for changes to land use designations for individual parcels, general guidance for land use change across neighborhoods, and future growth areas outside of Farmington's existing corporate boundary. Open house participants also helped to refine priorities that took root in phase one by sharing feedback on the assets, issues, and opportunities for five emerging themes:

- Housing;
- Growth & Development;
- Transportation, Safety, & Connectivity;
- Parks, Recreation, & Tourism; and
- Downtown Farmington.

Open House #3

The third and final open house focused on gathering feedback on the draft recommendations of the Comprehensive Plan, the Objectives & Key Results. Open house participants were presented with the Comprehensive Plan's draft recommendations associated with each of the themes developed in phase two. The feedback from open house participants helps to refine and prioritize these recommendations for effective implementation.





Online Survey

The online survey published on the City's website was available from early May to mid-July of 2025. The survey included topics such as parks, downtown, housing, community amenities, the business environment, residential development, and commercial development, as well as space to provide any general comments that the project team should know about to inform the planning process. Nearly 600 community members completed the 35-question survey.

Stakeholder Meetings

City staff helped identify people in the community who could offer unique or informed perspectives on the following topics: small businesses, community services, infrastructure and facilities, and real estate and development. These stakeholders were then contacted and participated in either one-on-one or group interviews to discuss these topics. These interviews lasted anywhere from 30 minutes to one hour and provided important context about the community.

Halloween Pop-Up Event

The project team set up a booth at Long Memorial Hall during the Downtown Trick-or-Treating & Costume Contest on October 24th, 2025. The pop-up event is meant to meet residents where they are, rather than requiring residents to come to an additional meeting. Especially for families with young children, finding the time to attend public meetings can be challenging, so an event for families was prioritized. The focus of feedback opportunities for the pop-up event was Downtown, specifically about whether new boundaries should be considered and about their general parking experiences when visiting Downtown.





Key Themes and Vision

The following themes and vision statements were developed with community feedback gathered throughout the planning process.

Housing

Farmington has a diverse mix of housing options within neighborhoods that are safe, walkable, and well-maintained.

Growth & Development

Farmington is a thriving regional center for commercial and industrial development for its residents, workers, and visitors.

Transportation, Safety, & Connectivity

Farmington plans for and provides a safe, well-maintained multimodal transportation network that connects residents, workers, and visitors to destinations throughout the City.

Parks, Recreation, & Tourism

Farmington's parks and recreation facilities are accessible, well-maintained, clean, safe, and offer programs geared towards diverse age groups and interests.

Downtown Farmington

Downtown Farmington is a vibrant, historic neighborhood that offers diverse housing options and a mix of cultural, entertainment, and retail destinations and activities.



Objectives and Key Results



OBJECTIVES & KEY RESULTS IMPLEMENTATION STRATEGY

The Comprehensive Plan's recommendations are organized utilizing the Objective and Key Results (OKRs) framework. This framework is designed to position the plan for implementation through action-oriented strategies. Regularly monitoring progress, adapting to changing conditions, maintaining alignment with City policies, including recommendations in annual budgeting, and leveraging external partnerships and funding sources are all important support structures undergirding the OKRs framework.

Objectives

Objectives are the "what" to be achieved by the community. Objectives address the Comprehensive Plan's broad themes. The implementation matrix also includes Objectives associated with Plan Implementation to emphasize the importance of supporting structures to the successful execution of the Comprehensive Plan's recommendations over the next 10 to 20 years.

Key Results

Key Results are the "how" to achieve the Objectives. Key Results include strategies and actions that the City and its identified implementation partners should complete to achieve the related Objective and further the broad theme or goal.

The OKRs Matrix

The OKRs Matrix, included in the Appendix of this Plan, provides a quick reference to the recommendations described in this section. The matrix includes guidance for prioritizing the implementation of strategies, designating internal champions (City officials) who lead the implementation of certain OKRs, and identifying key external partners who may be able to provide additional capacity and resources to advance the implementation.

Priority

For each Key Result, a time frame in which it is expected to be accomplished is identified. In this case, short-term tasks can be accomplished in 1-5 years, mid-term tasks in 6-10 years, and long-term tasks in 11-20 years. The time frame helps the City in thinking about how Objectives and Key Results should be prioritized, the capacity for implementation, and how OKRs might align with other City plans, initiatives, and projects.

Responsible Party

This identifies the individual, department, or board/commission at the City that will be primarily responsible for the implementation of each Key Result. Achieving some OKRs will require collaboration among individual leaders, departments, and boards/commissions.

Potential Partners

The implementation matrix also identifies partners who will be integral to achieving some OKRs. These implementation partners may include a secondarily responsible party from the City, community organizations, other government/quasi-government entities, the real estate and development community, etc.


Housing

HOUSING IN FARMINGTON

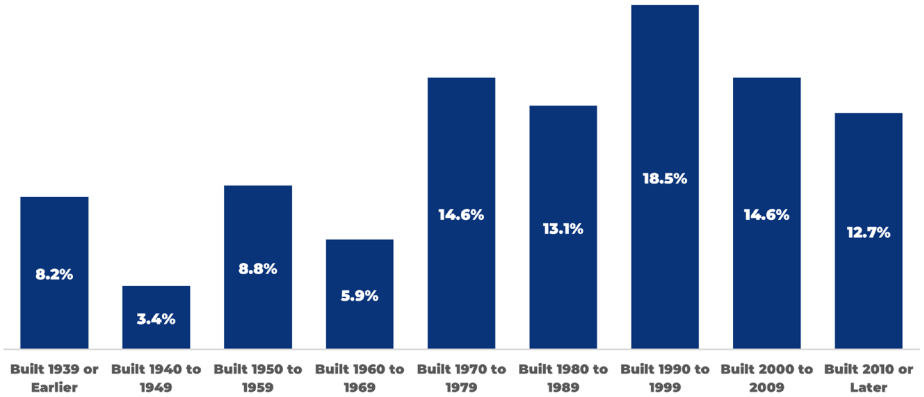
Housing Characteristics

Age of Housing

Farmington's housing stock varies widely in age, though the majority of the City's housing was built after World War II. Approximately 11.6% of the City's housing was built prior to 1950, and another 60.9% was built between 1950 and 2000. The City has continued to see construction in more recent years, with 14.6% of homes built between 2000 and 2010 and another 12.7% built since 2010.

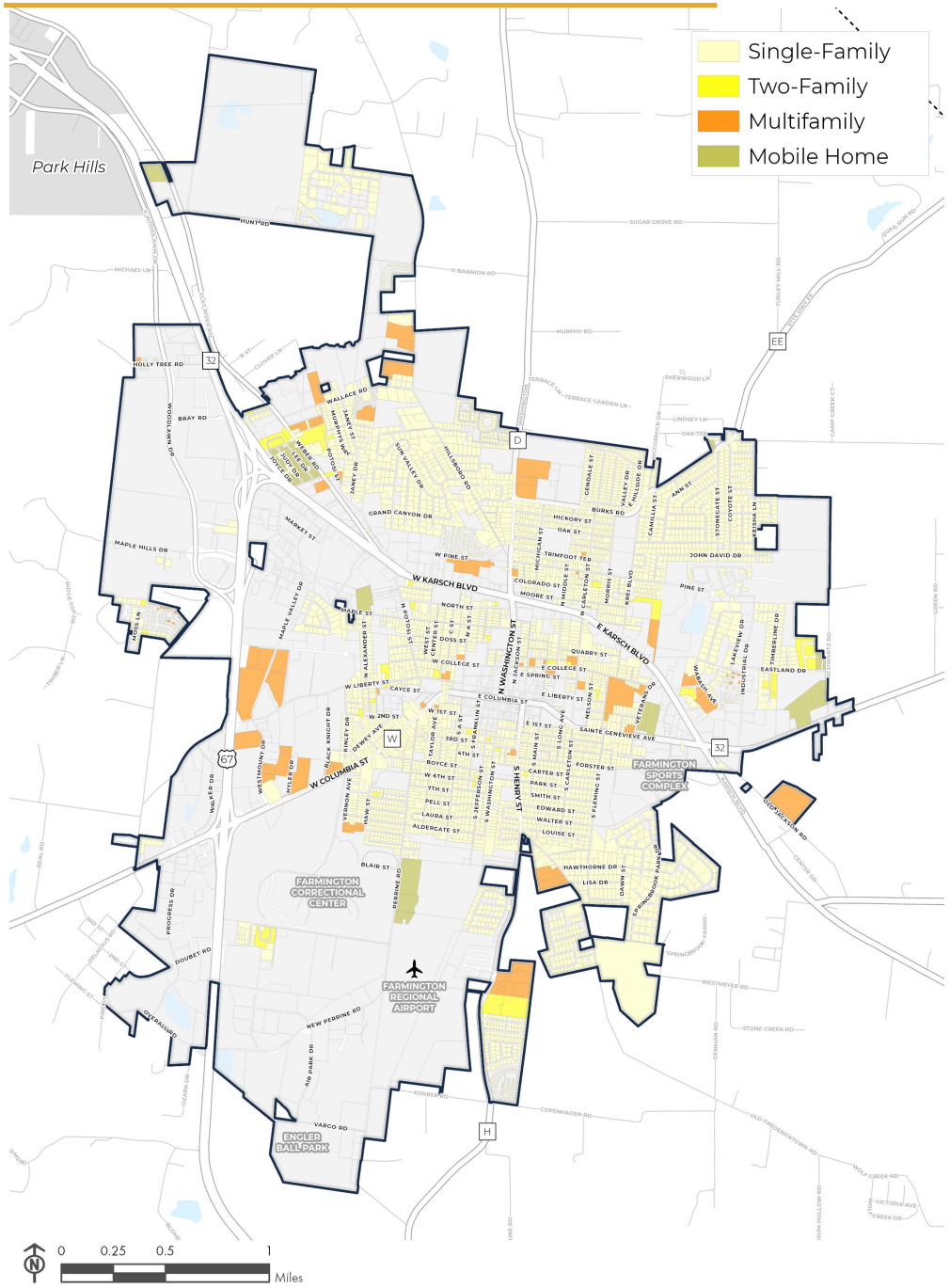
Age of Housing Stock in Farmington by % of Housing Units Built

(Source: U.S. Census, ACS 5-year, 2019-2023)



The relative consistency with which housing has been constructed in Farmington over time likely contributes to the City having a greater diversity in housing typology and varying price points. Additionally, by having housing stock in various stages of their life cycles and the cycles of their internal systems, the home repair and maintenance sectors are not overburdened. The City's older housing stock may be in need of updates or renovations to bring them up to code, upgrade major building systems such as HVAC, and/or update the homes to better appeal to the current housing market. These needs may vary based on the quality of construction and whether or not the homes have received regular maintenance over time. In contrast, newer housing stock, as long as it is of quality construction, will likely only require smaller-scale ongoing maintenance.

Existing Residential Land Uses in Farmington (2025)

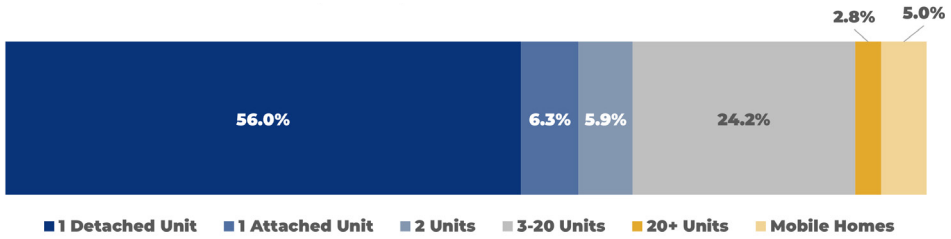


Housing Stock by # of Units in Structure

Like most rural communities, single-family detached housing makes up the largest piece of the City's housing stock, accounting for 56.0% of housing units. Another 6.3% of units are single-family attached, such as an attached townhouse, and 5.9% of units are located within two-unit buildings. Mid-sized buildings with 3-20 units account for 24.2% of the City's housing stock. The City has a few large residential buildings with 20 or more units, with these buildings accounting for just 2.8% of the City's housing stock. Farmington is also home to a number of mobile homes that account for approximately 5% of the residential units.

Farmington Housing Stock by # of Units in Structure

(U.S. Census, ACS 5-year, 2019-2023)

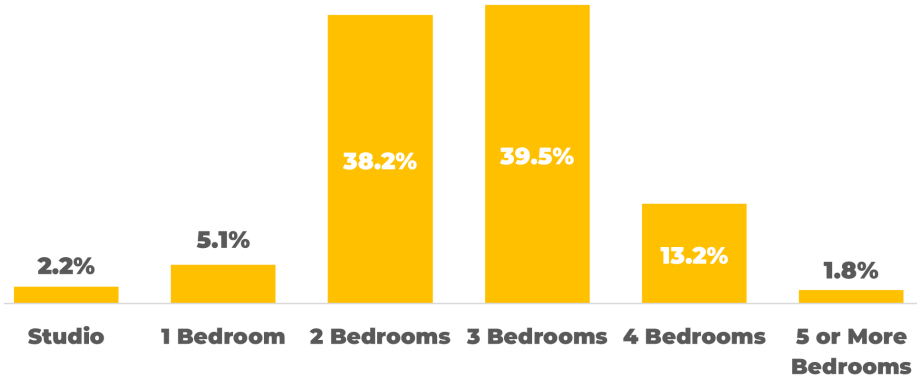


Housing Stock by # of Bedrooms in Structure

More than three-quarters (77.7%) of the City's housing units have two or three bedrooms. An additional 13.2% of housing units have four bedrooms. The remaining 9.1% of housing units are studio or one-bedroom units or units with five or more bedrooms. This mix accommodates small and mid-sized households, but may lead larger households or young professionals living alone to have more trouble finding the housing that meets their needs.

Farmington Housing Stock by # of Bedrooms in Structure

(Source: U.S. Census, ACS 5-year, 2019-2023)

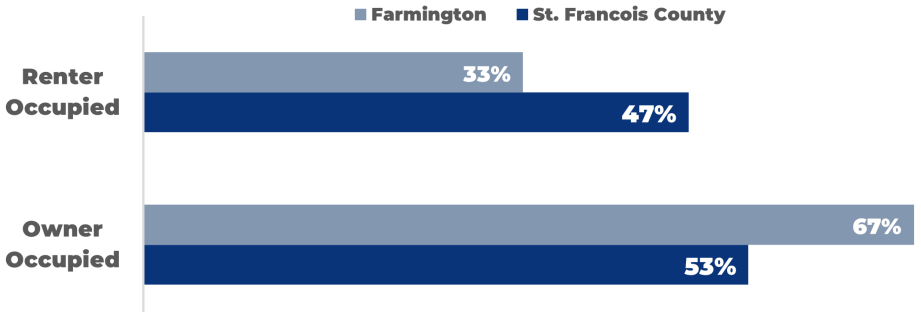


Occupancy

The City of Farmington has just over 7,000 housing units supporting approximately 6,400 households. The City is near evenly split between renters and homeowners, with 53% of occupied housing units being owner-occupied. Owner-occupied households are on average slightly larger than renter households, with average household sizes of 2.45 and 2.21 people, respectively. Approximately 9% of all housing units are vacant in Farmington, a vacancy rate that is lower than that of the County and the State. The diversity in ownership and rental opportunities and relatively low vacancy rate compared to the surrounding region are positive signs for the City's housing market.

Occupied Housing Units by Occupant Type in Farmington compared to St. Francois County

(Source: U.S. Census, ACS 5-year, 2019-2023)



Median Home Values

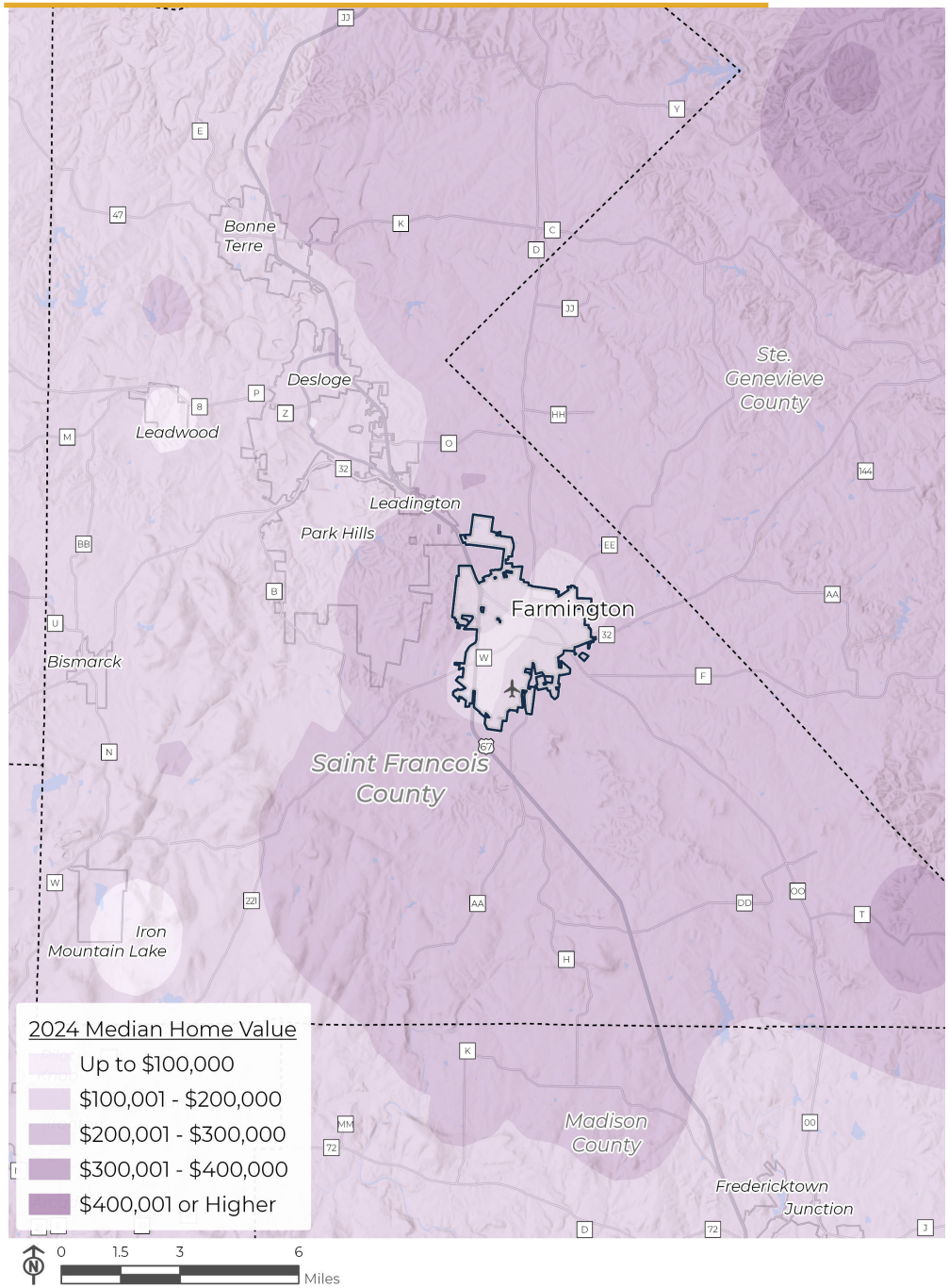
The median home value in Farmington in 2024 was $210,190. This is higher than the County at $187,700, but less than Missouri at $246,310. Close to half (43.2%) of homes in Farmington are valued between $100,000 and $199,999, though Farmington has a higher portion of homes valued between $500,000 and $999,999 (11.5%) than the county (7.2%) and state (9.9%), which pulls the median home value into the $200,000 range. The map on the following page shows the distribution of median home values across the St. Francois County region in 2025. Median home value is also predicted to grow 2.7% each year until 2029, compared to St. Francois County at 1.4% and Missouri at 3.6%.

Median Home Value Comparison

(Source: U.S. Census, 2024)

	2024	2029 (Projected)
Missouri	$246,310	$294,630
Farmington	$210,190	$240,000
St. Francois County	$187,700	$200,870

Median Home Values in the St. Francois County Region



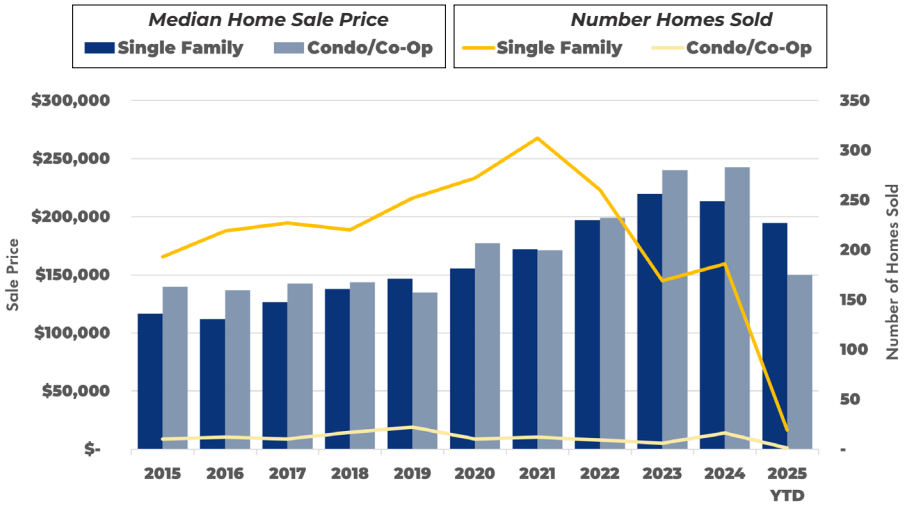
For-Sale Housing Market Trends

In 2024, Farmington had an active for-sale housing market. According to Redfin.com, 186 single-family homes and 16 condos/co-ops were sold in Farmington. The number of single-family homes sold annually gradually increased between 2015 and 2021, but then saw a notable decline in 2022, 2023, and 2024. This decline aligns with the increase in interest rate trends across the country, following COVID-19, which led many households to choose to remain in place and hold on to their existing lower-rate mortgages.

The median sale price of the single-family homes was $213,317 and $142 per square foot. The median sale price of the condos/co-ops was $242,602 and $122 per square foot. Over the last ten years, the median sale price has increased for both single-family and condo/co-op properties. The price per square foot has had a less consistent trajectory for condos/co-ops, but has generally trended toward growth for single-family homes. The median monthly cost for homeowners with a mortgage was $1,242. Nearly 95% of homeowners with mortgages spent less than $2,500 a month on housing-related expenses.

Median Home Sale Price and Number of Homes Sold Trends

(Source: Redfin, 2025)



Multifamily Rental Housing Market

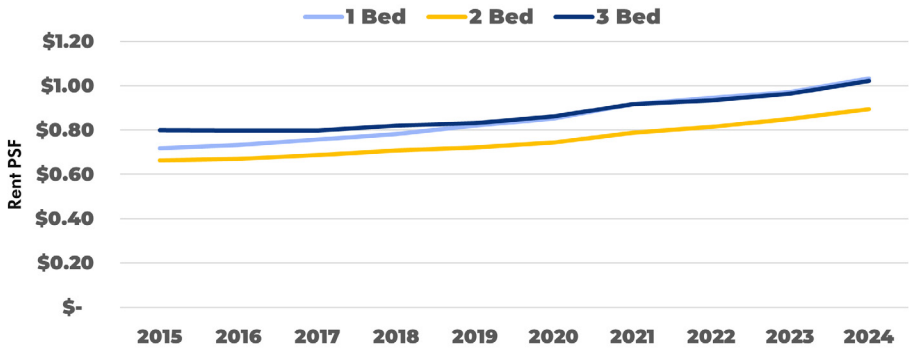
Rental Housing Stock

Low-rise and garden-style walk-ups and townhouse apartments make up much of the multifamily rental housing stock in Farmington. Of the City's rental properties with five or more units, 28% have one bedroom, 54% have two bedrooms, and 16% have three bedrooms. Very few units are studio apartments or apartments with four or more bedrooms.

Based on 2024 U.S. Census data, the median monthly rent in Farmington was $856. Nearly all rental units in the City were priced below $1,500 a month, with nearly 60% priced between $500 and $999. In 2024, the average rent for a one-bedroom unit in Farmington was $667. Two-bedroom units averaged $890, and three-bedroom units averaged $1,327. Rents per square foot ranged from $0.90 to $1.03, depending on the number of bedrooms, and averaged $0.95 per square foot across all units. Over the last 10 years, rents have increased at a rate of approximately 3% annually for two- and three-bedroom units and 4% annually for four-bedroom units. Additionally, several subsidized and rent-restricted affordable housing properties are located within Farmington. Combined, these properties lease just under 500 rental units at rents below market rate.

Market Rent Per Square Foot (PSF) by Number of Bedrooms for Multifamily Buildings with 5+ Units

(Source: CoStar, 2025)

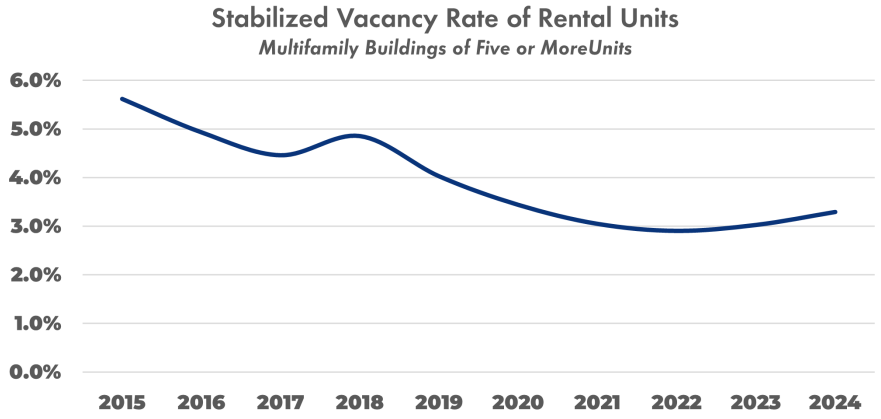


Farmington has a relatively low stabilized vacancy rate at just 3.3% in 2024, indicating a strong rental housing market. Stabilized vacancy rates are considered to be more representative of the housing market than the true vacancy rate since they account for the fact that new developments often have lease-up periods in the first few years of operations, where they will have higher rates of vacancy.

Though the stabilized vacancy rate increased slightly between 2022 and 2024, it remains far below the stabilized vacancy rate in 2015 of 5.6%. Together, these trends indicate that there may be growing demand for rental housing in Farmington geared toward providing diverse housing types (duplexes, townhouses, apartments, etc.) and addressing changing housing preferences.

Stabilized Vacancy Rate of Rental Units for Multifamily Buildings with 5+ Units

(Source: CoStar, 2025)



Housing Affordability

Housing Affordability Index

ESRI's Housing Affordability Index (HAI) is a measure of relative housing affordability. The HAI is a measure of the financial ability of a typical household to purchase an existing home in a specific geography, benchmarked to a national baseline of 100. An HAI of 100 represents an area in which households at the median income level have sufficient income to qualify for a loan on a home valued at the median home price. An index greater than or less than 100 indicates that homes are more or less easily afforded by the households at the median house income level.

In 2024, Farmington had an HAI of 97, slightly lower than the national average. Farmington's HAI aligns with the housing cost-to-income data discussed in the previous section, indicating that while some housing stress exists, housing in Farmington can generally be considered affordable. In comparison, St. Francois County and Missouri the HAI was 108, meaning that housing in these two geographies was slightly more affordable than housing in Farmington and, on average, 8% more affordable than in these two geographies than the national average.

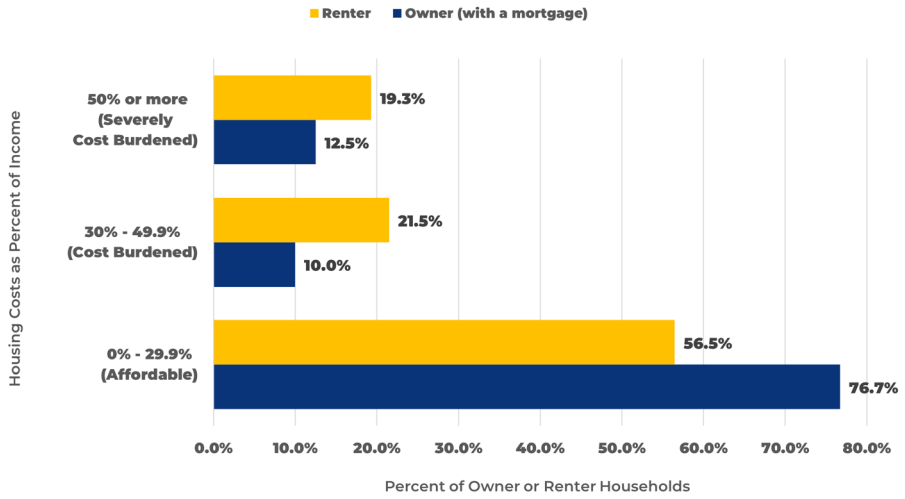
Monthly Housing Costs as a Percentage of Household Income

Housing affordability is most often measured based on the percentage of a household's income that is being put toward housing costs. Housing is considered affordable if households are spending no more than 30% of their income on housing-related expenses. Households that spend more than 30% of their income on housing are considered cost burdened, and those that spend more than 50% are severely cost burdened. When households have to spend more than 30% of their income on housing, this leaves less household income available to cover other necessities like food, healthcare, education, childcare, and/or transportation. These sacrifices make households more vulnerable to health/general welfare risks, displacement, and limit their economic mobility.

The relationship between monthly housing costs and household income is a standardized measure used to provide insights into the state of housing affordability within a defined geography. The table below shows monthly housing costs as a percentage of household income in Farmington based on U.S. Census ACS 5-year estimates from 2019-2023.

Housing Affordability by Household Type

(Source: U.S. Census, ACS 5-year, 2019-2023)



This data shows that the majority of households in Farmington enjoy affordably priced housing. Among households with affordable housing, 56.5% of renter households and 76.7% of owner households with a mortgage spend less than 30% of their median income on housing costs. In contrast, 41% of renter households and 22.5% of owner households with a mortgage experience a housing cost burden, spending 30% or more of their income on housing costs. Overall, renters in Farmington experience a greater housing cost burden than homeowners.

A review of monthly housing costs relative to annual household income can provide additional context about what is considered an affordable home in Farmington. The table below shows the annual household income needed to afford monthly housing costs (rent or a mortgage) at different levels.

Monthly Housing Cost as a Percentage of Annual Household Income

(Source: U.S. Census, ACS 5-year, 2019-2023, Realtor.com)

Cost Burdened Severely Cost Burdened

Monthly Housing Cost	Annual Household Income										
	$10,000	$ 15,000	$25,000	$35,000	$50,000	$75,000	$100,000	$150,000	$200,000	$250,000	$300,000
$ 250	30%	20%	12%	9%	6%	4%	3%	2%	2%	1%	1%
$ 500	60%	40%	24%	17%	12%	8%	6%	4%	3%	2%	2%
$ 750	90%	60%	36%	26%	18%	12%	9%	6%	5%	4%	3%
$ 1,000	120%	80%	48%	34%	24%	16%	12%	8%	6%	5%	4%
$ 1,250	150%	100%	60%	43%	30%	20%	15%	10%	8%	6%	5%
$ 1,500	180%	120%	72%	51%	36%	24%	18%	12%	9%	7%	6%
$ 1,750	210%	140%	84%	60%	42%	28%	21%	14%	11%	8%	7%
$ 2,000	240%	160%	96%	69%	48%	32%	24%	16%	12%	10%	8%
$ 2,250	270%	180%	108%	77%	54%	36%	27%	18%	14%	11%	9%
$ 2,500	300%	200%	120%	86%	60%	40%	30%	20%	15%	12%	10%
$ 2,750	330%	220%	132%	94%	66%	44%	33%	22%	17%	13%	11%
$ 3,000	360%	240%	144%	103%		48%	36%	24%	18%	14%	12%
$ 3,250	390%	260%	156%	111%	78%	52%	39%	26%	20%	16%	13%
$ 3,500	420%	280%	168%	120%	84%	56%	42%	28%	21%	17%	14%
$ 3,750	450%	300%	180%	129%	90%	60%	45%	30%	23%	18%	15%
$4,000	480%	320%	192%	137%	96%	64%	48%	32%	24%	19%	16%
$ 4,250	510%	340%	204%	146%	102%	68%	51%	34%	26%	20%	17%
$ 4,500	540%	360%	216%	154%	108%	72%	54%	36%	27%	22%	18%
$ 4,750	570%	380%	228%	163%	114%	76%	57%	38%	29%	23%	19%
$ 5,000	600%	400%	240%	171%	120%	80%	60%	40%	30%	24%	20%

The minimum income needed to afford the median rent ($856) in Farmington is $34,000 or more. A traditional, 30-year, fixed-rate mortgage with an interest rate at 7% on a home priced at the median sale price ($213,317) would generate a monthly mortgage payment of $1,400. The minimum annual household income needed to afford this payment is $57,000 or more.

HOUSING OBJECTIVES

1. *Amend the Zoning Code to promote the development of a diverse housing stock.*
2. *Adopt housing incentive strategies to attract desired development.*
3. *Adopt housing policies to support local housing challenges.*

Vision

Farmington has a diverse mix of housing options with neighborhoods that are safe, connected, walkable, and long lasting.

Objective 1: Amend the Zoning Code to promote the development of a diverse housing stock.

Key Result 1.1: Amend the Zoning Regulations to allow for the development of compact, high density, single-family housing types.

Background:

Building compact, high-density residential developments, smaller homes on smaller lots, can support housing affordability by benefiting both builders and home buyers. Potential benefits for builders include reduced land, construction, and infrastructure costs, especially when these developments can be built at scale. Potential benefits to home buyers include more affordable home prices, lower property taxes, less property maintenance, and lower utility bills. For the City of Farmington, the benefit is an increased supply of quality, affordably-priced homes.

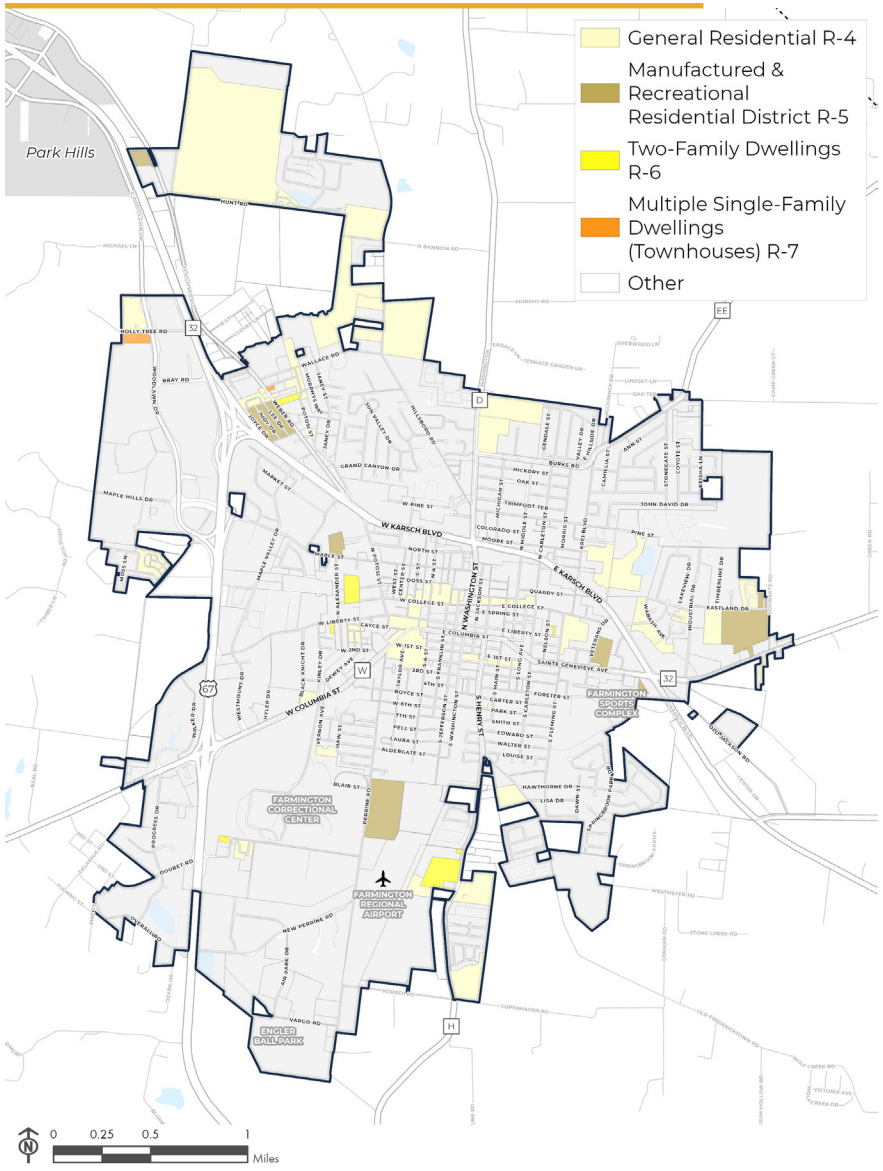
The map to the right highlights parcels in the City that are zoned R-5 Manufactured and Recreational Residential, R-4 General Residential, or R-VII Multiple Single Family Dwellings. These zoning districts have been identified as suitable opportunities to introduce compact, high-density, single-family homes.

Action:

Allow tiny home subdivisions within the R-5 Manufactured and Recreational Residential zoning district.

The International Code Council's (ICC) 2024 International Residential Code (IRC) - Appendix BB defines tiny houses as a dwelling that is 400 square feet or less in floor area, excluding lofts. While there is no completely universal definition for a tiny home, the ICC definition provides a good foundation for standardization. The R-5 Manufactured and Recreational Residential zoning district is suitable for the development of tiny home subdivisions, primarily because of the similarities in density and space requirements. Tiny homes can be plotted on a single parcel of land in the same way that mobile home parks are plotted, or a larger tract of land can be subdivided to create small parcels appropriately sized for tiny homes.
Key elements of the City's zoning regulations for tiny homes should include:

Target Zoning Districts for Supporting Housing Diversity



- **Terminology:** In amending the Zoning Regulations to allow tiny homes, the first step should be defining the term with a bit of specificity. The following is a sample definition for Tiny Home: A dwelling that is no more than 400 square feet in size and is built on a permanent foundation. This definition establishes a maximum floor area size, which can be adjusted to Farmington's preference, and provides that tiny homes must be constructed upon a permanent foundation like a traditional home. This means that a tiny home cannot be equipped with a chassis, permanent hitch, tie downs, or other devices allowing the structure to be mobile.
- **Foundations:** Should tiny homes be built on a permanent foundation, or will mobile trailers be allowed?
- **Construction Method**: Whether or not tiny homes have to be stick-built or if they can be modular structures that are prefabricated or transportable structures that are assembled on site.
- **Other Design Criteria:** Designing for climatic and geographic events, like high winds and seismic activity, which is typically covered in the Building Code, can ensure the tiny homes are generally built to weather the environment as traditional homes do.



CASE STUDY:
Tiny Home Zoning Regulations
Morehouse, MO

The City of Morehouse, Missouri, is a town of less than 1,000 residents located a few miles west of Sikeston, Missouri. Article IV - Tiny Houses of the City's Building Code establishes some fairly standard requirements for the development of tiny homes. The Building Code standards address method of construction, structural standards, floor area, utilities, placement, building setbacks, and approval procedures.

Allow pocket neighborhoods within the R-4 General Residential and R-VII Multiple Single Family Dwellings zoning districts.

Pocket neighborhoods are compact, clustered groups of homes developed around a shared green space or courtyard. The close-knit nature of this type of development is intended to encourage social interaction and gently increase residential density while respecting neighborhood character. Pocket neighborhoods can have broad appeal to different demographics in the community for people interested in smaller-scale homes and minimal property maintenance--including seniors, empty nesters, single individuals, young couples, or families.

The R-4 General Residential and R-VII Multiple Single Family Dwellings zoning districts are suitable for this type of development, because they are the only zoning districts where single-family, duplexes, townhouses, and multifamily residential uses are each permitted by right. This creates an opportunity to introduce a mix of housing types with increased densities.



CASE STUDY:
Pocket Neighborhood Development Standards
Smithville, MO

Missouri cities are beginning to create clear pathways for the development of pocket neighborhoods.

In November 2025, the City of Smithville, MO, adopted Ordinance 3282-25 amending their zoning regulations to diversify permitted housing types for facilitation of affordable housing options and to encourage aging in place living. This amendment represented implementation of a recommendation from the city's 2020 Comprehensive Plan. The amendments included permitting Pocket Neighborhood Developments (PND) within the Single-Family Code. Smithville's PND regulations include standards for permitted uses, density, open space, parking, access, lot and building design, and dwelling unit size.

This style of residential development has been around since the late 1990s, but has seen a resurgence of interest as communities see diversification and smaller footprint homes as a way to address housing affordability, sustainable use of land, and spark infill development. However, pocket neighborhoods do not typically fit neatly within the traditional zoning regulations.

Planned Unit Development (PUD) or Planned Development District (PDD) regulations are intended to facilitate creative development designs that a community supports but do not meet minimum zoning requirements. Municipalities might find this process convenient for considering pocket neighborhood developments on a case-by-case basis; however, providing a baseline for design guidelines can set clear expectations for prospective developers and residents who live in neighborhoods where pocket neighborhoods are likely to be developed.

Key elements of pocket neighborhood zoning regulations for Farmington include:

- **Permitted Use:** Pocket neighborhoods do not have to be limited to traditional Detached Single-Family Residential structures. Attached Single-Family Residential types, including duplexes and townhouses, are not uncommon.
- **Density:** Establishing density requirements can minimize the visual difference from surrounding properties when a pocket neighborhood is developed as an infill project in an existing neighborhood.

- **Open Space:** The central, common green space is integral to the definition of pocket neighborhoods. Establishing size and use criteria can ensure that open space is not an afterthought and provides functional space.

- **Parking:** The location and design of parking, as well as the required number of spaces, can require some creativity depending on parcel size and dimensions. Typically, communities encourage parking to be contained on-site and with minimal visibility from the street.
- **Lot and Building:** The standard lot and building regulations, like lot size, lot coverage, height, etc. are also important to consider.

Key Result 1.2: Modernize lot and building standards to enhance the regulatory environment.

Background:

While the City regularly updates zoning regulations to respond to changes in the market, it has been more than two decades since the City's zoning regulations have had a complete update. Maintaining updated zoning regulations can enhance the regulatory environment by having standards that align with market needs and development practices.

Action:

Evaluate lot, building, and land use regulations across zoning districts.

Alongside creating this Comprehensive Plan, the City of Farmington also began the process of a complete update to its Zoning Regulations. This evaluation should include reviewing similar regulations in peer communities in Southeast Missouri to identify changes that can make Farmington's regulatory environment more comparable and competitive for attracting development. Two notable categories of regulations for Farmington to evaluate include:

- **Minimum Lot Size:** Farmington has seven residential zoning districts. Typically, the density and intensity of use for residential zoning districts increase as you move further away from the standard R-1 Single-Family zoning district. This is noticeable in variations, usually decreasing, minimum lot size requirements. Farmington's R-1 Single-Family district requires a minimum lot size of 1/2 acre for a single-family home. In the R-2 Single-Family district, the requirement is 10,000 square feet. The four remaining residential zoning districts where single-family homes are allowed all require a minimum lot size of 7,500 square feet. A quick look at similar zoning districts in Cape Girardeau, Jackson, Perryville, and Poplar Bluff indicates that a good minimum lot size for residential districts intended for more compact, higher-density single-family homes may be in the range of 5,000 - 6,000 square feet. In making such an adjustment to minimum lot size, the City should also evaluate commensurate adjustments to setback requirements.
- **Height-dependent Building Setbacks rather than Step-backs:** Building "setbacks" determine the distance a building must set back from property lines. Building "step-backs" are required horizontal recesses in building floors, typically required for buildings with higher floors. In Farmington's R-4 General Residential District, C-2 General Commercial District, and OA-1 Office/Apartments, and OP-1 Office/Professional zoning districts building setbacks are required to increase by ten (10) feet for every additional story in height above the at grade floor.
- The widespread use of this development standard across zoning districts , rather than having an emphasis on geography, can lead to an inefficient use of land by reducing buildable area and increasing development costs due to specialized design and construction. Building "step-backs" are typically applied in urban areas like downtowns and along major commercial corridors to protect and maintain a human-scale, pedestrian experience; ensure streets get adequate sunlight and air; create visual interest and breaks in facades; and create smoother transitions between buildings of different heights.

  Overall, setbacks coupled with transition buffer requirements can work together to create reasonably desired transitions between land uses, levels of density, building heights, etc. Utilizing traditional building setback standards across zoning districts and implementing building step-back standards in key areas like Downtown Farmington should be considered. Similar setback and height regulations in Jackson, Perryville, and Poplar Bluff do not address building step-backs or provide height-adjusted building setbacks, even in central business districts. Cape Girardeau, however, does have some vague provisions for ensuring that the design of new buildings in its central business district is compatible in height, scale, and massing relative to the existing buildings.

Objective 2: Adopt housing incentive strategies to attract desired development.

Key Result 2.1: Create a residential infill development program to spur reinvestment in existing neighborhoods and support smart growth.

Background:

Housing affordability is a concern in Farmington, much like throughout the rest of the nation. Preserving existing neighborhoods is a key part of maintaining affordability. During stakeholder interviews with local real estate developers, there was discussion about how quickly older homes sell versus new-build homes because of how wide the gap is in home prices in existing neighborhoods compared to homes with the same square footage in a new subdivision. Anecdotally, the cost of expanding infrastructure, such as streets and sewer lines, was attributed as the primary factor in the price gap, adding increased costs for homes in new subdivisions.

Action:

Address common barriers to infill development.

There are several ways the City can address common barriers and even possibly consider offering incentives to ensure infill development is a worthwhile endeavor.

- **Infrastructure Costs:** While infill development does not require new infrastructure, it may require addressing outdated or over-capacity infrastructure, which can significantly raise the price of the development. The City should survey areas that are ripe for infill and ensure that infrastructure is adequate or planned for updates, so future infill developments can simply tap in.
- **Public Opinion:** Increased density can potentially trigger backlash from surrounding properties and stop a project before it even starts. The City should engage the public to understand where they are most comfortable with increased density. Including residents in this process ensures that they feel more ownership and reduces the likelihood of pushback.
- **Zoning Requirements:** Development standards like lot size and setbacks set in the zoning code can make infill development impractical. The City should offer reduced or contextual zoning requirements in areas targeted for infill development.
- **Entitlement Process:** The approval process is often cited as a main factor in deciding which cities to develop in. Having a streamlined process for infill development ensures that time spent gaining approvals is as short as possible and additional permit reviews are unlikely, saving developers time and money.
- **Incentives:** The more intricate process of infill can be potentially offset by offering incentives for development.

Create clear guides for infill development.

A residential infill development program would be an effort to encourage housing development where the infrastructure already exists and incentivize developers by creating a clear pathway for development. Clear guidelines for infill development not only signify the City's dedication to preservation of neighborhoods but also makes the infill development process less intimidating for people who may have no history in home building but love a specific neighborhood and are willing to renovate or rebuild. Even for developers, a clear guide signals that the City will be a partner in development, and there is an opportunity to infill multiple parcels even if they're not congruent.

Key Result 2.2: Consider programs to incentivize home repair and increase access to homeownership.

Background:

There are a number of incentives and programs that cities can utilize to increase access to homeownership. These are typically funds that help individuals buy existing homes. Another key part of ensuring that homeownership is possible and accessible is maintaining a healthy stock of homes. Getting people into homes and ensuring that they can maintain them creates a cycle of effective housing.

Action:

Consider Programs to Increase Access to Homeownership.

- **First-time Home Buyer Grant:** One large barrier to homeownership is the cost of a down payment, especially for first-time buyers who do not have the equity of an existing home to leverage. A first-time home buyer grant can remove that barrier and get people who currently pay the same or more to rent single-family homes to the position where they can turn that rent into mortgage payments.
- **Employer-assisted Housing Program:** An Employer-Assisted Housing Program would incentivize employers to either help fund grants for their employees to buy homes or for employers to build housing themselves that better meets the needs of their employees. Cities can incentivize employers to provide these programs by offering matching funds or development incentives such as waived permit fees or tax abatement for the employer.

Consider Programs to Encourage Home Repair.

- **Revolving Loan Fund:** A revolving loan fund is a program that offers low-interest loans to homeowners to complete necessary home repair projects that they wouldn't typically be able to afford with a loan at market-rate interest rates or may not have the credit to be approved for. This program requires an initial investment to create a pool of funds that will then be awarded to applicants who will eventually pay back their loan into the pool of funds that can then be awarded to new applicants. Funding considerations for this program include City general fund allocations or other local, state, or federal housing grant opportunities. A revolving loan program typically requires a large initial funding allocation. From there, funds are recycled for additional investment as homeowners make their loan repayments. This program would not only help homeowners live more comfortably, but would support preservation of housing in older neighborhoods such as Trimfoot and of historic properties that carry the story of Farmington.
- **Residential Rehab Grant Program:** While a revolving loan fund is ideal for programs targeting major home improvements, a residential rehab fund can be an effective way to fund smaller projects that keep homes stable and attractive while adding value. A residential rehab grant program can be funded annually through a smaller allocation than a revolving loan program. Grants should target exterior home repairs or improvements such as windows, siding, porches, driveways, roofing, and garages. These funds are granted rather than loaned to incentivize proactive work on homes rather than reactive repairs, which may end up being much more expensive.

Objective 3: Adopt housing policies to support local housing challenges.

Key Result 3.1: Create a Rental Registration, Occupancy, and Inspection Program to ensure that housing in the City meets minimum requirements for life, health, safety, and property maintenance.

Background:

When asked about concerns related to rental housing in Farmington as part of a community survey done during this process, affordability was people's number one concern. After that, respondents were most concerned about the maintenance of rental properties. The Trimfoot neighborhood was most commonly mentioned as an area where increased code enforcement is desired to stabilize and enhance neighborhood character. However, applying good preventive and enforcement measures is important to ensuring that all neighborhoods in the City are held to the standard of quality.

Action:

Adopt a Rental Registration, Occupancy, and Inspection Program Ordinance.

A Rental Registration, Occupancy, and Inspection Program is meant to create more accountability for landlords by requiring them to register each property with the City, including management information, receive a new occupancy permit for each new tenant, and require an inspection by the City whenever a unit turns over. This kind of program protects renters from unsafe or unsanitary conditions in their units while also holding property owners more accountable for upkeep of their property, both inside units and outside. This program ensures that rental properties are suitable for inhabitants as well as for the surrounding neighborhood.

In developing an ordinance for this program, three key elements should be given special consideration: registration requirements, costs, and inspection frequency.

Registration:

- What information will be required from property owners?
- Is a local contact person a requirement?

Costs:

- Will there be a fee for registration?
- Is the registration fee one-time or annual?
- Is the fee based on the number of units?
- Will there be a fee for inspections?

Inspection Frequency:

- Will inspections be only when there is turnover or another more regular inspection schedule?

Answering important questions related to these topics can help ensure that the program meets the local needs while not being overly burdensome. Engaging rental property owners/managers on these topics and questions can also help create a program that is best suited for Farmington.



CASE STUDY:
Rental Registration, Occupancy, and Inspection Program
Ste. Genevieve, MO

Ste. Genevieve, MO, currently has a rental registration, occupancy, and inspection program that it adopted in 2006. All owners, agents, and/or landlords owning rental housing within the city limits are required to register annually and can only receive occupancy permits once the Building Commissioner has inspected the property, including any turnover of individual units. The fee for registration is $25, and there is no additional fee for inspections.

Key Result 3.2: Partner with local, regional, and state agencies to develop a coordinated, comprehensive Continuum of Care action plan that identifies strategies to provide housing, services, and resources to people in Farmington experiencing or in danger of experiencing homelessness or a mental health crisis.

Background:

A clear message throughout the planning process was a concern for the growing homeless population in the area. On top of mounting economic pressures being felt nationwide, Farmington is home to the Farmington Correctional Center and the Southeast Missouri Mental Health Center, which each draw a vulnerable population to the area. There are several organizations that offer services to this population to ensure that people are fed and housed, but there is no centralized effort to provide these services. This can make it hard to find for those who need it, and each organization may be duplicating efforts and spreading resources that are already thin.

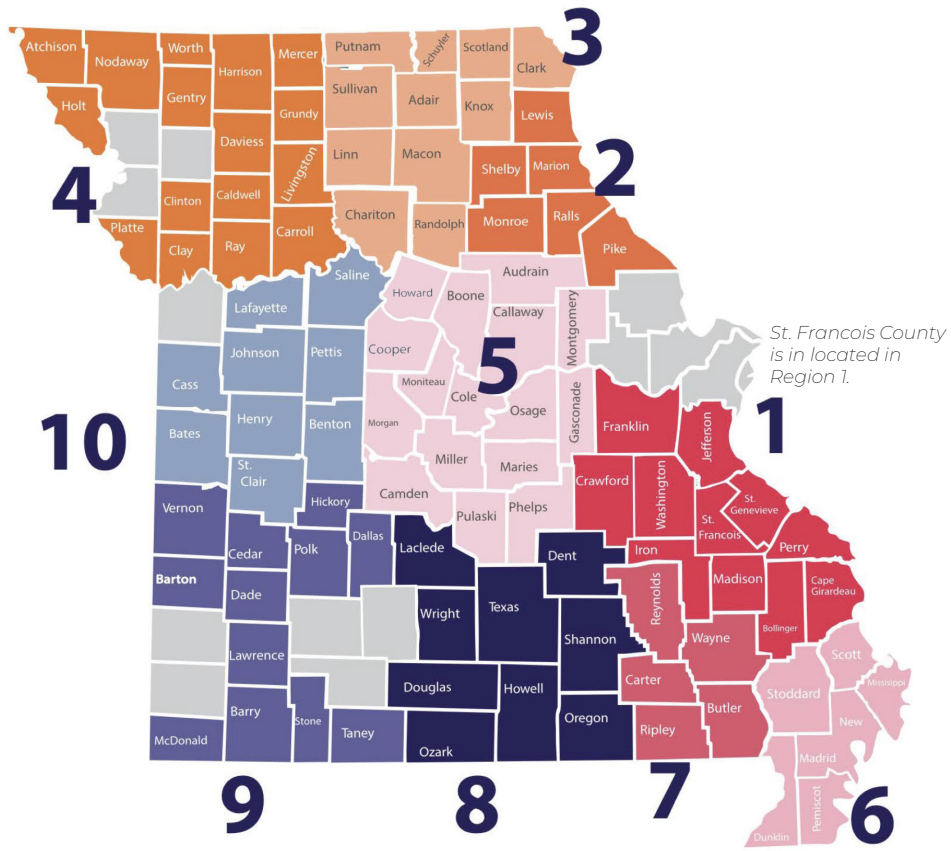
Farmington is currently served by the Missouri Balance of State Continuum of Care in region one, of ten, as the population is not large enough to warrant a separate Continuum of Care. Joplin, Kansas City, Springfield, St. Charles, St. Joseph, and St. Louis regions all have their own CoCs, while the rest of the State falls in the Missouri Balance of State Continuum of Care (MOBoSCoC). While Farmington is not large enough to earn status as a singular CoC through the federal government, the City should use the network this resource provides and the established structure to create a Continuum of Care plan for the City and the county-at-large. This CoC would not receive funds straight from federal sources, but could apply for those funds from the state and county.

Action:

Advocate for the creation of a comprehensive, regional Continuum of Care Plan to centralize efforts to provide services for homeless individuals.

A Continuum of Care (CoC) action plan is composed of measurable goals and strategies related to the coordination of housing and support services for individuals and families facing homelessness.

Missouri Continuum of Care (CoC) Regions



St. Francois County is in located in Region 1.

CASE STUDY:
Access to Treatment and Mental Health Programming
BJC HealthCare

In 2024, St. Louis Children's Hospital and KVC Missouri, two of Missouri's leading children's healthcare providers worked together to on an initiative to address the St. Louis region's urgent pediatric mental health crisis. Their plan is intended to expand access to treatment and mental health programming. Under this plan, a new children's behavioral health hospital and residential program, and an outpatient treatment center would be added to KVC Missouri's existing Webster Groves campus to provide continuous care for children by specially trained pediatric behavioral health experts.

This initiative offers a beacon of hope and example of possibility for Farmington's Parkland Health Center where BJC is the primary healthcare provider.

A successful CoC Plan should include the following:

- ***E*ncourage enhanced engagement and communication among CoC partners serving Farmington and St. Francois County.** Encourage enhanced engagement and communication among CoC partners serving Farmington and St. Francois County. Existing CoC efforts in Farmington are widespread across organizations, so establishing a coalition that is representative of existing organizations is important. The new CoC coalition should be responsible for maintaining an inventory capacity and resources each organization offers, any criteria for accessing resources, marketing, and increasing awareness about available resources, identifying collaborative initiatives to address homelessness, identifying key metrics to measure success, and regularly applying for local, state, and federal funds. The coalition leaders should work directly with the MOBoSCoC Region 1 representative for guidance on opportunities to draw down regional services, funding, and other resources to support local initiatives. This group should also look to examples from other communities where local governments and community groups have organized around clear strategies to address homelessness.

  Currently, the only organizations listed on the MOBoSCoC member list that directly serve Farmington are organizations like East Missouri Action Agency and Catholic Charities of Southern Missouri, which serve the whole county. Many of the organizations on the member list representing region 1 are based in Cape Girardeau. Farmington should encourage local non-profits currently doing the work to provide services for homeless individuals to get involved in the MOBoSCoC and subsequent CoC Region 1 coalition to take advantage of the network and resources provided.

- **Collect and Analyze Local Data.** The regional coalition should create and maintain a Homeless Management Information System (HMIS) to collect and track local data on populations at-risk risk of homelessness and measure the success of the local initiatives.
- **Create a Local Action Plan.** Collect and Analyze Local Data. The regional coalition should create and maintain a Homeless Management Information System (HMIS) to collect and track local data on populations at-risk of homelessness and measure the success of the local initiatives. Create a Local Action Plan. HUD's CoC programs are divided into four components: Outreach, intake, assessment, and emergency shelter, transitional housing, and permanent housing. Farmington's CoC coalition can reference this structure to organize and establish measurable goals and local initiatives based on local capacity and resources. The City of Farmington should play a direct role by identifying CoC initiatives that the City can implement and monitoring key metrics that support regional data collection and analysis.



CASE STUDY:
2024 Community Plan to Address Homelessness
Joplin, MO

In March 2024, the City of Joplin adopted the Community Plan to Address Homelessness. In partnership with Joplin's CoC, The Homeless Coalition of Jasper and Newton Counties, as the Continuum of Care (CoC), the plan calls for leadership and organizational restructuring to improve homelessness response in the city by creating a community-led leadership group.

In addition to leadership, the City's plan provides recommendations related to data collection and analysis; community outreach, education, and awareness; goals and best practices; and resource needs for addressing homelessness in Joplin.



Growth and Development



COMMERCIAL MARKET IN FARMINGTON

Retail Market Trends

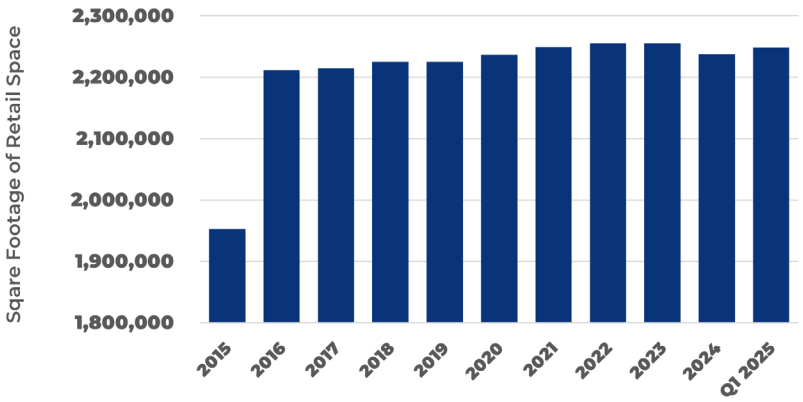
This section provides an overview of retail market trends from 2015 to 2025, and projected trends through 2030.

Retail Inventory

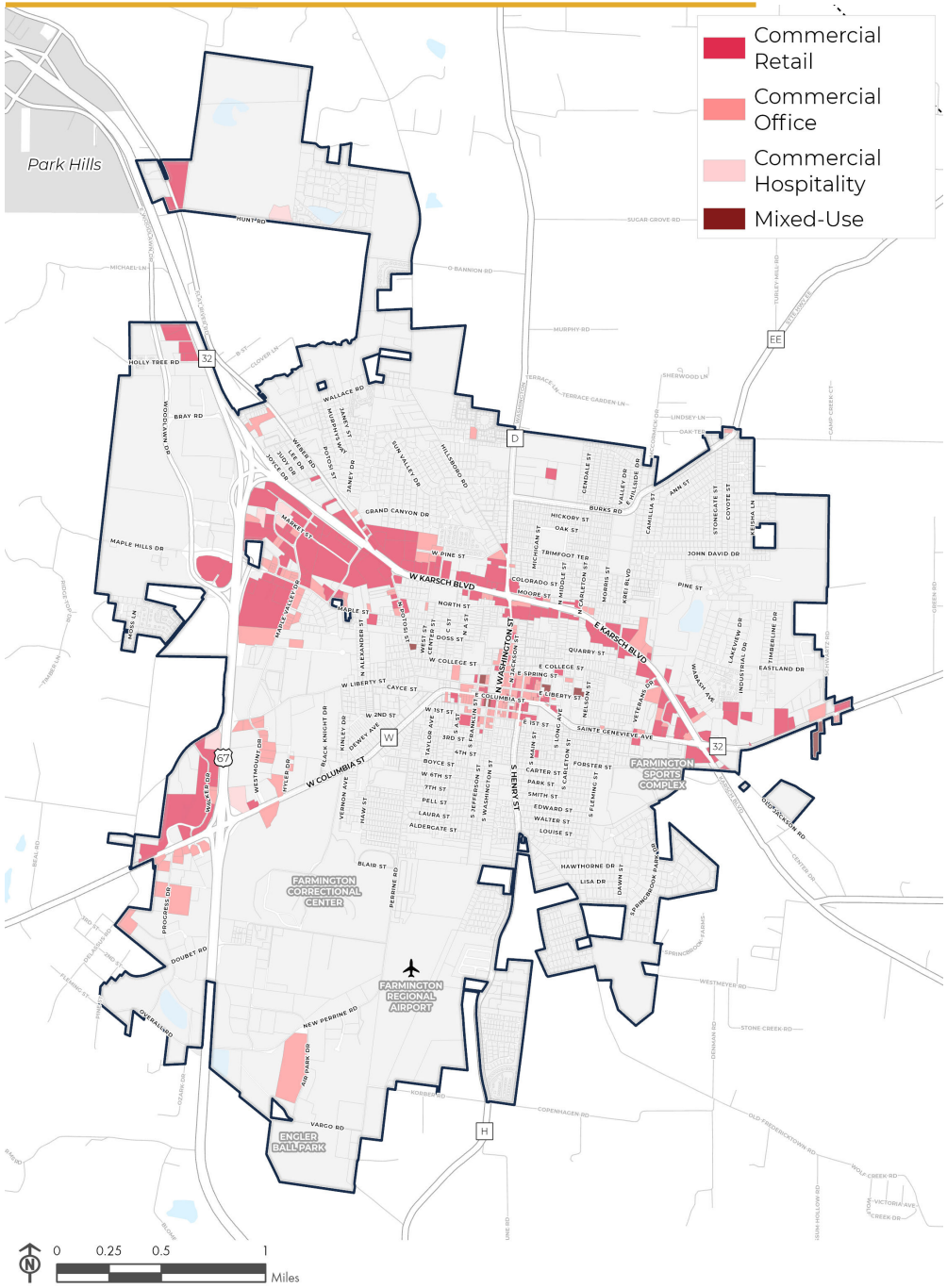
Farmington is home to 165 retail buildings totaling 2.2 million square feet, representing 62.1% of the 3.6 million square feet of retail space in St. Francois County. Retail buildings are as small as 703 square feet and as large as 207,851 square feet, with 17 strip centers and the rest as individual businesses. The square footage of retail space in Farmington has either grown or stayed the same since 2007, except in 2024, when the demolition of the 23,490 square foot retail building previously home to Office Max contributed to a net loss of 17,717 square feet that year. As of March 2025, Farmington had already seen over 11,000 square feet of retail space added to the market. Overall, retail inventory has grown at an annual average rate of 1.4% in Farmington, faster than growth in the rest of St. Francois County (1%) from 2015 to 2025.

Farmington's Retail Inventory by Year of Construction

(Source: CoStar, 2025)



Existing Commercial Land Uses in Farmington (2025)

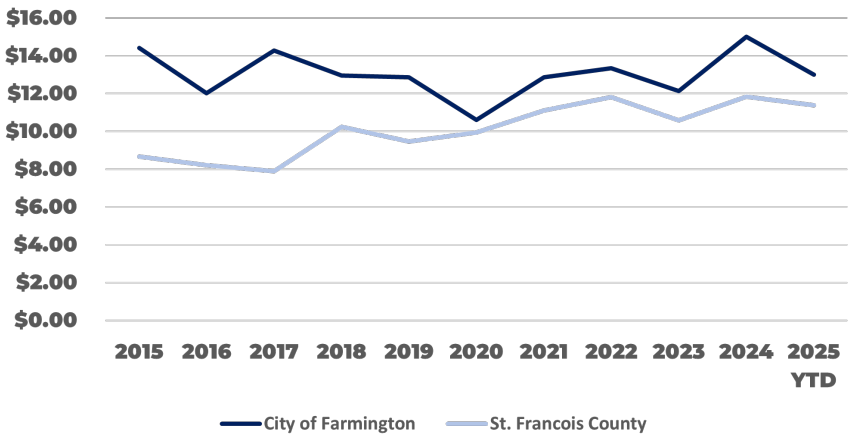


Retail Demand Indicators

The graphs below show demand indicators for the Farmington retail market compared to St. Francois County. Farmington has historically enjoyed a higher average retail lease rate per square foot, in the range of $12 - $15 PSF, except in 2020, compared to St. Francois County ($7 - $11 PSF) during the same period. Both Farmington and St. Francois County experienced relatively little vacancy from 2015 to 2025, with an average occupancy rate of 99% and 98%, respectively. With very low vacancy rates and average lease rates being nearly $3 per square foot higher than in the County during this ten-year period, these trends suggest that there is strong demand for new retail construction in Farmington relative to St. Francois County.

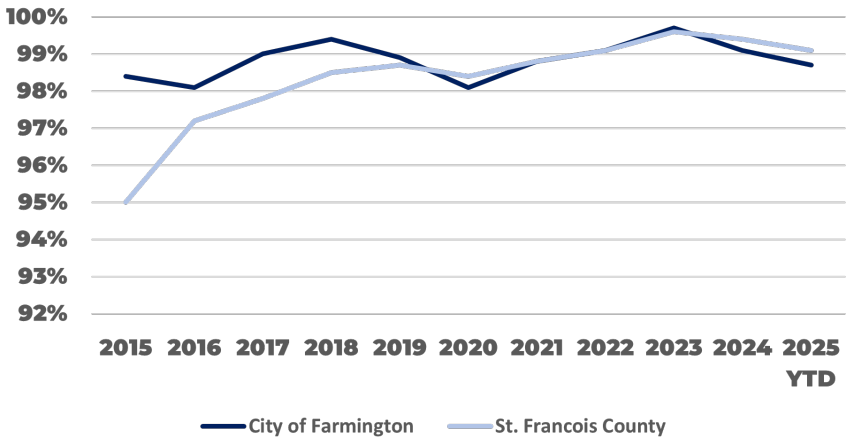
Average Retail Lease Rate PSF Trends

(Source: CoStar, 2025)



Average Retail Occupancy Rate Trends

(Source: CoStar, 2025)



Projected Retail Demand

Farmington's retail market is currently healthy, and the City's population is projected to experience additional growth over the next few years, suggesting the potential for further retail demand. Based on historically low vacancy rates, strong lease rates, and anticipated population growth, future demand was conservatively projected to be roughly 115,000 square feet of retail space in Farmington from 2025 to 2030. This represents a projected annual average growth rate of 1% in Farmington, compared to 0.5% projected annual average growth in St. Francois County during the same period. This projected demand is anticipated to primarily be absorbed by Farmington Crossings, a new power center development near the intersection of Highway 67 and Woodlawn Drive, proposing roughly 310,000 square feet of commercial retail space. Farmington Crossing began in 2026; the full build-out of the development will be dependent on actual demand, which means absorption may stretch out over multiple years. While the potential for growth exists, it is important to note that nationwide, the market for retail stores is trending towards smaller spaces or fewer square feet per capita (persons or households), which may slow the growth rate compared to the previous decade.

Projected Retail Demand in Farmington (2025-2030)

(Source: CoStar, PGAV, 2025)

	City of Farmington	St. Francois County	Farmington Percent of County
Historic Square Footage			
2015	1,952,316	3,287,339	59.4%
2025 Year to Date	2,248,776	3,621,491	62.1%
Historic Absorption & Growth Rate			
Avg Annual Absorption 2015 - 2025 Year to Date	29,600	33,400	88.6%
Avg. Annual Growth Rate 2015 - 2025	1.4%	1.0%	
Population Change			
2010 Population	16,400	65,400	25.1%
2024 Population	18,500	67,800	27.3%
2029 Estimated Population	19,000	69,000	27.5%
Annual Population Growth 2010 - 2024	0.8%	0.2%	
Occupancy Rates			
2022	99.1%	99.1%	
2023	99.7%	99.6%	
2024	99.1%	99.4%	
2025 Year to Date	98.7%	99.1%	
Average Lease Rate per Square Foot			
2015	$14.42	$8.66	
2025 Year to Date	$13.00	$11.38	
Avg. Annual Change 2015 - 2025	-1.0%	2.8%	
Projected Annual Demand & Growth Rate			
Proj. Annual Growth Rate 2025 - 2030	1.0%	0.5%	
Est Total Development in 2030	2,363,500	3,712,900	63.7%
Total Five-Year Demand	114,724	91,409	125.5%
Annual Demand at Estimated Growth Rate	**22,945**	**18,282**	125.5%
Retail Square Feet per Resident			
2010	106	47	
2024	122	53	
2030	124	54	

Retail Trade Area Assessment

Retail stores like Walmart, Target, Home Depot, Lowe's, or similar stores that provide a wide range of goods to meet consumers' daily and specialized needs are typically good use cases for determining a city's retail trade area. In this case study example, the Farmington Walmart is used to estimate Farmington's retail trade area or the distance within which the City's retail-driven visitors are likely to travel.

Retail Trade Area

Based on the retail visits to the Farmington Walmart from January 2024 - December 2024, it is estimated that Farmington's regional retail trade area stretches a distance of 30 miles which is equivalent to a 30- to 45-minute drive-time. As shown by the map in the top right corner, the bulk of visits to the Farmington Walmart are generated by visitors who live in Farmington, Doe Run, Park Hills, Desloge, Bonne Terre, Potosi, Ste. Genevieve, Bismarck, Pilot Knob, Ironton, and Fredericktown. While this is just one representative example, this visitor activity is an indication of the relative distance that visitors are willing to travel to meet their retail needs. Retail-driven trips to Farmington may occur based on proximity (being the nearest retail hub) or convenience (where workers or other visitors to the City find convenience completing their shopping while already in Farmington for other reasons). Farmington's position as a retail hub for an array of national stores also factors into this relatively large retail trade area, as nearest city with a similar retail concentration is Festus, MO, a 40- to 50-minute drive from Farmington.

Retail Trade Area Comparison

A comparison of the trade areas for the Walmarts in Farmington and Desloge, the nearest Walmart to Farmington, shows that while there is some overlap in the trade areas of these two stores, the Farmington Walmart's trade area is more than twice the size of the Desloge Walmart. Based on total visits in 2024, the Farmington Walmart ranked #15 out of 121 Walmarts in Missouri, compared to the Desloge Walmart which ranked #41. In southeast Missouri, only the Walmarts in Festus (#2) and Cape Girardeau (#5) rank higher. Similar to the trade areas in this representative example, Farmington has a deeper reach to the west, south, and east, compared to Desloge. Communities within the 30- to 45-minute drive-time west, south, and east of Farmington are further away from other cities with retail centers than those communities north of Farmington that are within close proximity to Festus.

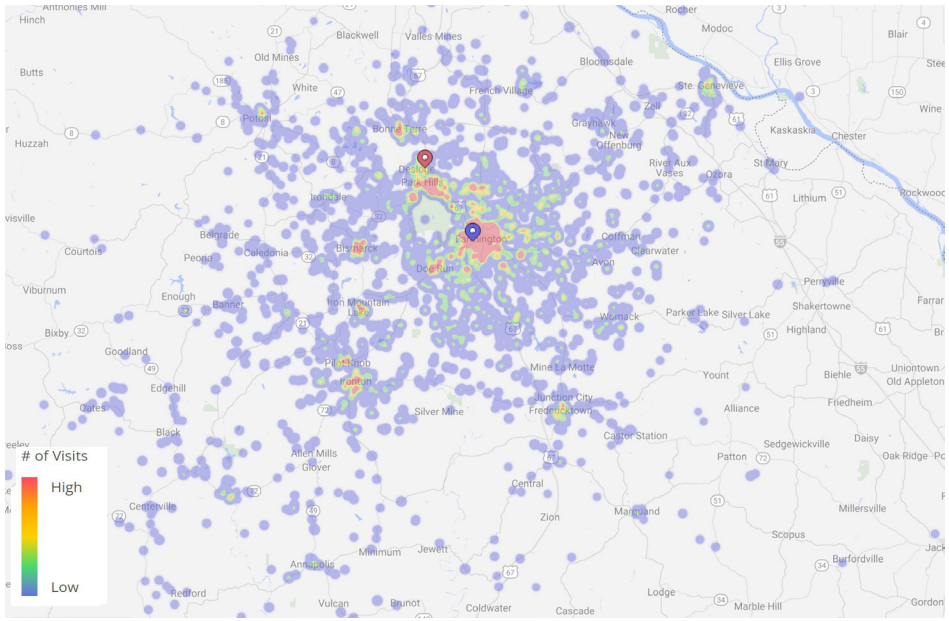
Retail Trade Area Overlap Summary:
Farmington Walmart vs. Desloge Walmart in 2024

(Source: Placer.ai, 2025)



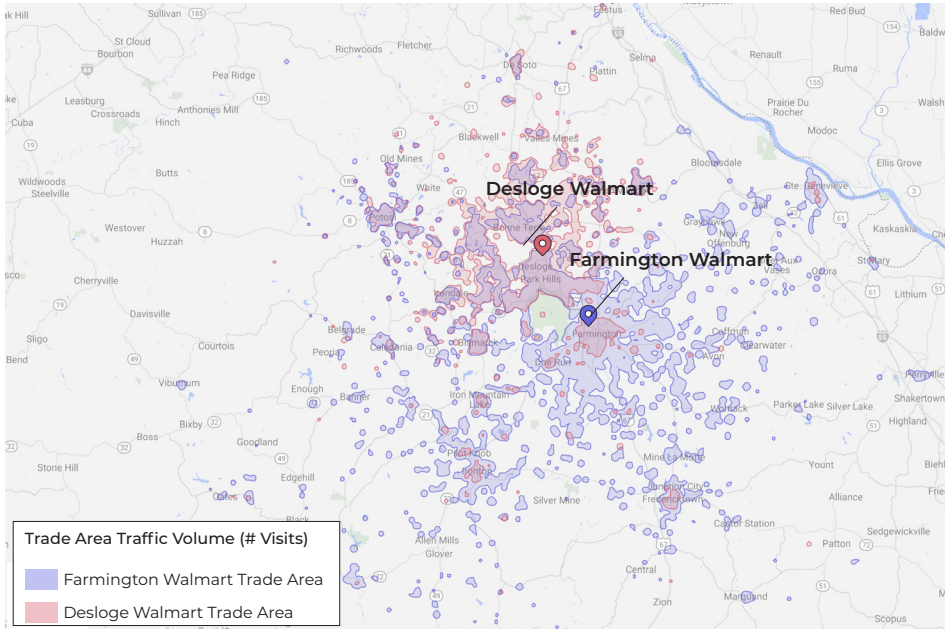
Retail Trade Area: Farmington Walmart in 2024

(Source: Placer.ai, 2025)



Retail Trade Area Comparison:
Farmington Walmart vs. Desloge Walmart in 2024

(Source: Placer.ai, 2025)



Office

This section provides an overview of office market trends from 2015 to 2025, and project trends through 2030.

Office Inventory

Farmington is home to 51 office buildings totaling 430,078 square feet. This reflects 73% of the 589,294 square feet of office space in St. Francois County. Office spaces in Farmington are as large as 42,688 square feet and as small as 880 square feet, and 14 of the 51 properties are medical offices. From 2015 to 2025, Farmington saw an annual average growth rate of 0.8% in office space, compared 0.6% growth in St. Francois County. While there was a net growth in office square footage over the last decade, employment data from 2011 to 2022 show that office-based employment has declined in both Farmington (-1.5% average annual change) and St. Francois County (-1% annual average change). This is consistent with national office trends post-COVID, as hybrid and completely remote office work environments have become more common.

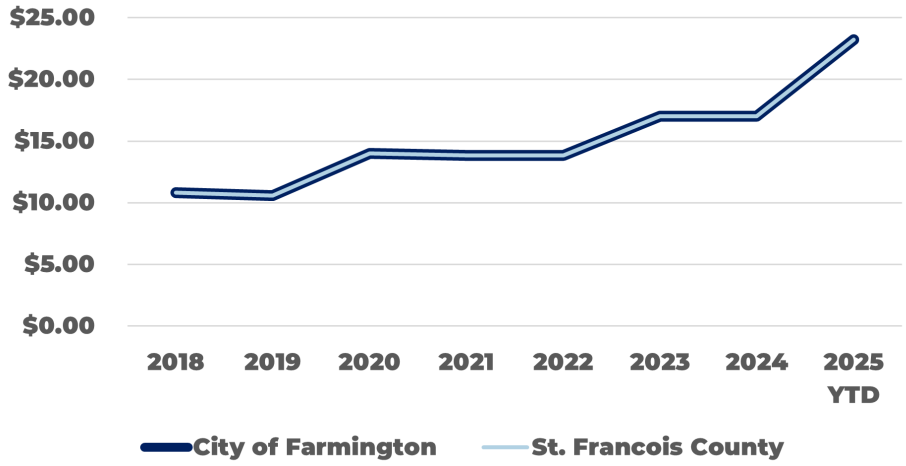
Office Demand Indicators

The graphs below show office demand trends in Farmington relative to St. Francois County. Similar to retail occupancy trends, office space in Farmington and St. Francois County has historically enjoyed strong occupancy rates. While national trends related to the pandemic impacted employment, office occupancy increased in the years following the pandemic in 2020. Declines in office occupancy in Farmington and the County in recent years were most impacted by office vacancies in 2019 and 2023 as a result of business reductions in space and/or workforce. Occupancy rates in both geographies have recovered nicely since the pandemic. Both were around 99% as of March 2025.

Data for average lease rates per square foot in Farmington and St. Francois County were available from CoStar from 2018 to 2025. This data shows that lease rates have been the same between the City and the County. As of March 2025, the average annual lease rate was $23.22 per square foot.

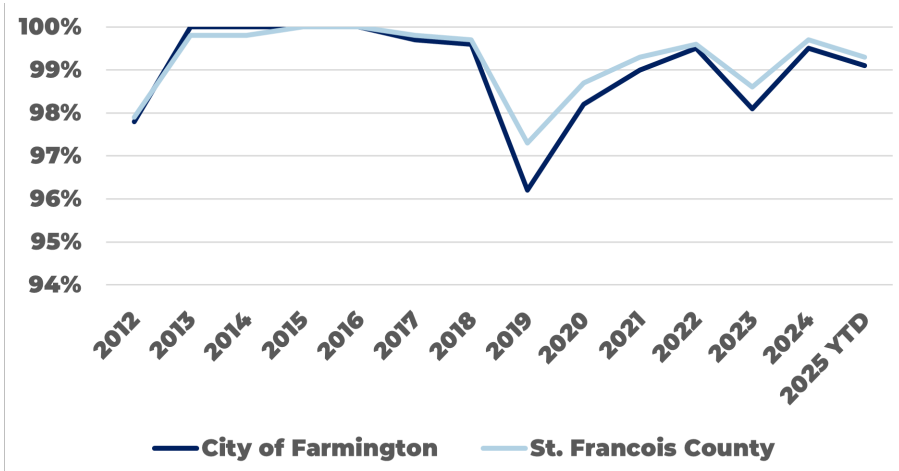
Office Lease Rates PSF Trends

(Source: CoStar, 2025)



Office Occupancy Rate Trends

(Source: CoStar, 2025)



Projected Office Demand

Demand for office space in Farmington has been relatively stable in recent years. However, the declining trend in office-based employment driven by national trends related to remote and hybrid work environments is likely to begin catching up to the local market. This is likely to lead to a slowing down in the growth rate for office space, driven by individual business decisions related to work location options. However, given very high occupancy rates, stable lease rates, and a change in employment workplace trends, there is expected to be a small amount of demand for new office space within the Farmington market, equal to about 8,600 square feet being absorbed from 2025 to 2030. This demand for office space is likely to be driven by a need for smaller footprint workspaces, which may include spaces for hybrid work opportunities (i.e., co-working).

Projected Office Demand in Farmington (2025-2030)

(Source: CoStar, PGAV, 2025)

	City of Farmington	St. Francois County	Farmington Percent of County
Historic Square Footage			
2015	397,802	557,018	71.4%
2025 Year to Date	430,078	589,294	73.0%
Historic Absorption & Growth Rate			
Avg Annual Absorption 2015- 2025 Year to Date	3,200	3,200	100.0%
Avg. Annual Growth Rate 2015 - 2025	0.8%	0.6%	
Office-Based Employment			
2011	2,242	2,952	75.9%
2022	1,892	2,641	71.6%
Avg. Annual Change 2011 - 2022	-1.5%	-1.0%	
Occupancy Rates			
2022	99.5%	99.6%	
2023	98.1%	98.6%	
2024	99.5%	99.7%	
2025 Year to Date	99.1%	99.3%	
Average Lease Rate per Square Foot			
2022	$13.85	$13.85	
2023	$17.00	$17.00	
2024	$17.00	$17.00	
2025 Year to Date	$23.22	$23.22	
Projected Annual Demand & Growth Rate			
Proj. Annual Growth Rate 2025 - 2030	0.4%	0.3%	
Est Total Development in 2030	438,700	598,200	73.3%
Total Five-Year Demand	8,600	8,900	
Annual Demand at Estimated Growth Rate	**1,720**	**1,780**	
Office Square Feet per Office Sector Employee			
2011	183	193	
2022	209	210	

INDUSTRIAL MARKET IN FARMINGTON

Industrial Market Trends

This section provides an overview of industrial market trends from 2018 to 2025 based on available data from CoStar and projected trends through 2030.

Industrial Inventory

Farmington is home to 19 industrial buildings totaling 818,754 square feet, representing 40.1% of the 975,278 square feet of industrial space in St. Francois County. Farmington has the second largest share of the County's industrial square footage after Park Hills where 47.7% of the industrial space in St. Francois County is located. Industrial uses in Farmington are typically manufacturing, warehousing, or trucking/distribution. Industrial buildings in Farmington start as small as 2,400 square feet and are as large as 255,000 square feet.

Over the last decade, there have few new deliveries of industrial square footage in Farmington. From 2021 to 2023, new deliveries of industrial space in Farmington included two new buildings and one expansion of an existing building, all within the Farmington Industrial Park:

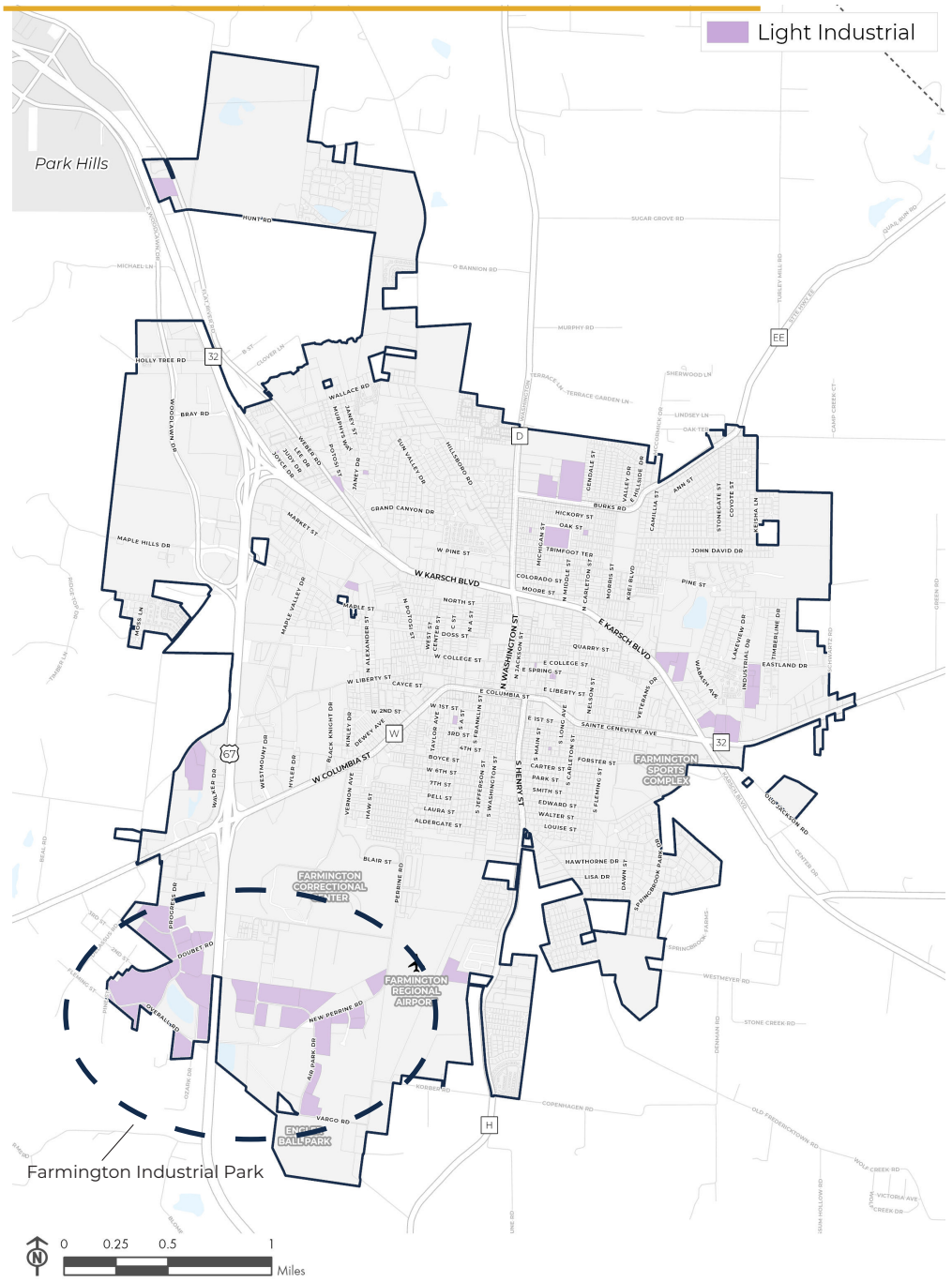
- 2021: 1436 Perrine Rd (an 8,000 SF airplane hangar and storage)
- 2021: 1615 Airpark Dr (Crown Valley)
- 2023: 1520 New Perrine Rd (Innovative Warehousing)

Industrial Demand Indicators and Projections in Farmington Compared to St. Francois County

Based on 2022 LEHD employment data, Farmington experienced an average growth in industrial jobs of 1.9% from 2011 to 2022. The 472 jobs impacted by Startek layoffs in 2022, followed by the 300 jobs estimated for a new call center operated by CS LLC at the same location, are not reflected in the LEHD. However, the density of industrial jobs relative to industrial square footage in Farmington had already experienced some decline from 763 square feet of industrial space for every industrial worker in 2011 to 621 square feet of industrial space for every industrial worker in 2022. Yet, across St. Francois County, the density of industrials relative to industrial square footage increased during the same period.

From 2018 to 2025, industrial occupancy rates in Farmington averaged near 100%, compared to 89% in St. Francois County. Occupancy rates in both Farmington and the County experienced some decline during this period.

Existing Industrial Land Uses in Farmington (2025)



As of March 2025, the industrial occupancy rate in Farmington was 97.6% compared to 81.5% in St. Francois County.

Available data for average lease rate per square foot for industrial space shows that in recent years, lease rates in Farmington have trended lower than lease rates in St. Francois County. Overall, industrial lease rates in Farmington and the County have declined at annual average rates of -1.9% and -3.6%, respectively. As of March 2025, the lease rate in Farmington and the County was $5.25 and $5.80, respectively. Lease rates may be depressed due to the lack of new industrial space deliveries, particularly speculative industrial developments.

Based on changes in employment in recent years, strong occupancy rates, and declining lease rates, these trends suggest that industrial development in Farmington is largely need-based, where existing users expand to meet operating needs and new developments are single-user sites built-to-suit their operating needs. Projected demand was anticipated to be minimal (0.5% projected annual average growth rate or just over 20,000 square feet) for this type of industrial growth in Farmington over the next few years.

Projected Industrial Demand in Farmington Compared to St. Francois County (2025-2030)

(Source: CoStar, PGAV, 2025)

	City of Farmington	St. Francois County	Farmington Percent of County
Industrial Sector Employment			
2011	1,073	3,031	35.4%
2022	1,319	2,916	45.2%
Avg. Annual Change 2011 - 2022	1.9%	-0.4%	
Occupancy Rates			
2018	100.0%	100.0%	
2025 Year to Date	97.6%	81.5%	
Avg. Annual Change 2018 - 2025	-0.3%	-2.9%	
Average Lease Rate per Square Foot			
2018	$6.00	$7.51	
2025 Year to Date	$5.25	$5.80	
Avg. Annual Change 2018 - 2025	-1.9%	-3.6%	
Projected Annual Demand & Growth Rate			
Proj. Annual Growth Rate 2025 - 2030	0.5%	0.5%	
Est Total Development in 2030	839,400	2,095,900	40.0%
Total Five-Year Demand	20,600	51,600	39.9%
Annual Demand at Estimated Growth Rate	**4,120**	**10,320**	39.9%
Industrial Square Feet per Industrial Sector Employees			
2011	763	675	
2022	621	701	

Future industrial opportunities may need to consider balancing strategies that support the development and expansion of existing industrial users with attracting new users to the available site in the Farmington Industrial Park. This might include strategies to attract multi-tenant industrial developments, which are typically speculative builds.

Industrial Demand Indicators and Projections in Farmington Compared to Park Hills

2022 LEHD employment data shows that neighboring Parks Hills experienced a significant decline (-6.8% annual average rate) in industrial employment from 2011 to 2022. This included the closure of the City's largest industrial user, Piramal Glass, which closed in 2022, leaving more than 200 workers unemployed and putting more than 500,000 square feet of industrial space on the market. This closure is reflected in occupancy rate trends from 2018 to 2025.

Projected Industrial Demand in Farmington Compared to Park Hills (2025-2030)

(Source: CoStar, PGAV, 2025)

	City of Farmington	Park Hills
Historic Square Footage		
2015	818,754	975,278
2025 Year to Date	818,754	975,278
Vacant Inventory in 2025	20,000	358,519
Historic Absorption & Growth Rate		
Avg Annual Absorption 2015 - 2025 Year to Date	-	-
Avg. Annual Growth Rate 2015 - 2025	0.0%	0.0%
Industrial Sector Employment		
2011	1,073	906
2022	1,319	420
Avg. Annual Change 2011 - 2022	1.9%	-6.8%
Occupancy Rates		
2018	100.0%	100.0%
2025 Year to Date	97.6%	63.2%
Avg. Annual Change 2018 - 2025	-0.3%	-6.3%
Average Lease Rate per Square Foot		
2018	$6.00	$9.12
2025 Year to Date	$5.25	$9.00
Avg. Annual Change 2018 - 2025	-1.9%	-0.2%
Projected Annual Demand & Growth Rate		
Proj. Annual Growth Rate 2025 - 2030	0.5%	0.5%
Est Total Development in 2030	839,400	999,900
Total Five-Year Demand	20,600	24,600
Annual Demand at Estimated Growth Rate	**4,120**	**4,920**
Industrial Square Feet per Industrial Sector Employee		
2011	763	1,082
2022	621	2,322

From 2018 to 2021, both Farmington and Park Hills enjoyed 100% occupancy rates. In 2022, the occupancy rate in Park Hills fell to 47.5%. In 2023, the Piramal Glass property was purchased by Phoenix Investors, and as of March 2025, just over 350,000 square feet of the property, which has been converted from a single-user site to a multi-tenant site, remains on the market for lease. This brought the industrial occupancy rate in Park Hills up to 63.2%.

The quick pivot by Phoenix Investors to convert the single-user Piramal Glass property to a multi-tenant development with modern features desired by industrial users is reflected in the stabilization of lease rates in Park Hills following the exit of Piramal Glass. The average lease rate per square foot for industrial space in Park Hills is $9.00 per square foot compared to just $5.25 per square foot in Farmington.

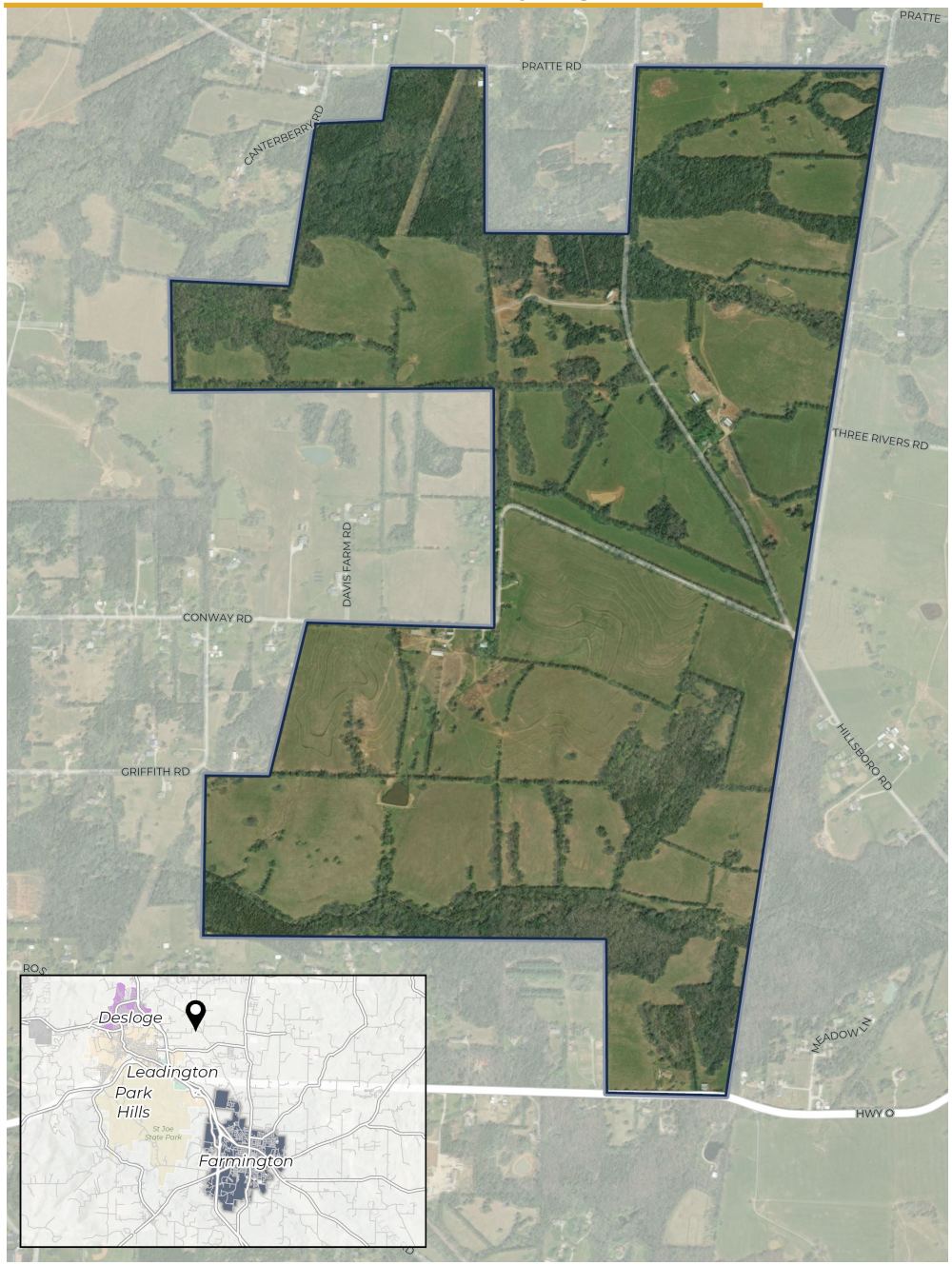
Given that the Park Hills market is still working to move more than 350,000 square feet of space, there is minimal demand (0.5% projected annual average growth rate) for new industrial development in the city over the next few years. It will be important for Farmington to follow occupancy and lease rate trends for the former Piramal Glass property over the next few years to develop an understanding of specific market needs by industrial users and what opportunities for speculative, multi-tenant industrial development may exist for Farmington.

St. Francois County Industrial Park Master Plan

In 2024, the industrial development authorities for the City of Farmington, the City of Park Hills, and St. Francois County came together to develop a plan for a new regional industrial park. The site for the park is approximately 706 acres of land located on Hillsboro Road just east of Park Hills. The plan consisted of site planning analysis to examine factors like flood plain, topography, transportation access, and utility access, as well as concept plans for a large lot configuration version and a small lot configuration version, and finally a cost estimation and recommendation. The plan developed two conceptual site layouts for the industrial park. Concept A - Large Lot Configuration, envisions the park being geared towards larger-scale industrial users like warehousing, distribution, or data centers. Concept B - Small Lot Configuration envisioned the park being able to accommodate a broad mix of industrial users like warehousing, distribution, research & development (R&D), or offices.

As Farmington plans for the future, it will be important to balance priorities and strategies focused on local industrial growth with its role in the overall growth of industrial uses in the broader region.

Planned Site for St. Francois County Regional Industrial Park



GROWTH AND DEVELOPMENT OBJECTIVES

1. *Establish development strategies that target the City's development priorities.*

2. *Plan for the Future Growth of the City's Corporate Boundary.*



Farmington

Vision

Farmington is a regional center for commercial and industrial development for its residents, workers, and visitors.

Objective 1: Establish development strategies that target the City's development priorities.

Key Result 1.1: Establish development design guidelines or standards to ensure that new developments and redevelopment of existing properties are consistent with the community's existing image and preferred character.

Background:

With positive demand for retail and industrial space in Farmington over the next few years, the City can expect to see more development and redevelopment proposals. Without development design standards or guidelines to inform the design of developments, the City limits its own ability to control the community's physical character.

Action:

Create development guidelines or standards for buildings and landscaping.

Development design guidelines and standards are intended to enhance a community's visual character by encouraging visually interesting architecture. Development design guidelines offer preferred design solutions that can be interpreted by developers with some flexibility. Design guidelines give the City more discretion in the development review process. Design standards are prescriptive and dictate preferred design solutions. Design standards provide clear criteria for approval in the design review process, which means there is usually no need for a discretionary development review process. Having clear and consistent requirements for development can help streamline administrative procedures, reduce development risk, and make the City more "development-friendly." Building and landscape design are two important categories that contribute to a development's overall architectural design. Farmington should adopt a policy guide or zoning regulations to control them.

- **Building Design:** Guidelines or standards can shape the look and feel of commercial and industrial development building materials, variations in massing, roof, building entrances, use of awnings or canopies, and even signage.
- **Landscaping Design:** Landscaping is also an important aspect of development design that the City should control. Landscaping can boost curb appeal, manage stormwater, support biodiversity, promote effective tree preservation, screen outdoor spaces like parking and storage areas, and create vegetative walls as transitional buffers between different land uses.

Key Result 1.2: Maintain a public-facing GIS map viewer application on the City's website.

Background:

The City of Farmington uses the Integrity GIS application to manage spatial data about properties, public utilities and infrastructure, land use, zoning, etc. The application is primarily used as an internal staff resource for storing and visualizing spatial data. From verifying existing zoning to determining if property is located in an incentive district, more and more communities are beginning to understand the value of public GIS map viewer applications by transforming spatial data into practical tools for making decisions. The Farmington community could benefit from having this resource.

Action:

Add a public-facing map viewer application to the City's Integrity GIS subscription.

With a few minor updates like making sensitive spatial data like public utilities private, the City's existing GIS application can be easily transitioned for public viewing. There are many ways the City and community can benefit from a public-facing GIS map viewer application including:

- Improved communication and transparency with the public by making information about properties, neighborhoods, and infrastructure readily accessible.
- Increased staff efficiency and saving resources by providing accurate and current information about property records, zoning, active and planned projects, etc., available online rather than fielding all inquiries through staff.
- Visualizing property, land use, zoning, trends, public and private project progress, and other development-related data can be an important business attraction tool by providing important information easily accessible to the real estate and developer community to help inform development and investment decisions.

Key Result 1.3: Create a Vacant Property Registration Program to ensure proper maintenance and deter conditions of blight.

Background:

Across Missouri, cities large and small enforce vacant or abandoned property registration regulations. The Missouri Revised Statutes (RSMo) 67.398-67.410 inform the development of vacant property registration ordinances created specifically in first class municipalities, municipalities with a charter form of government, Kansas City, and certain counties. However, some municipalities of the third and fourth classes have adopted local ordinances establishing vacant property registration programs. Some third class cities with existing vacant property registration regulations include Excelsior Springs, Gladstone, Poplar Bluff, and Rolla. Some fourth class cities like Cottleville and Pevely have also established these regulations. To ensure Farmington continues to be a thriving and vibrant community, blight must be thwarted before conditions deteriorate.

Action:

Create a Vacant and Foreclosed Properties Registration Program

Create a Vacant and Foreclosed Properties Registration Program
A vacant properties registration program is often utilized by municipalities in order to keep a record of vacant properties, collect contact information for owners of vacant properties, and disincentivize keeping property vacant. A vacant property registration program typically involves requiring property owners to register their property within a certain amount of time from the property becoming vacant, providing proof of insurance, and paying a registration fee. This registration fee can then be used towards maintenance, security, and monitoring of vacant structures. Excelsior Springs, Gladstone, Poplar Bluff, and Rolla follow the regulations applicable to vacant residential properties as established at the State level.



CASE STUDY:
Vacant Property Registration Regulations
Poplar, MO

Article VI - Registration of Vacant Residential Structures of the City of Rolla's Code of Ordinances gives the City the authority to monitor and inspect vacant buildings and structures devoted to residential uses that endanger the life, health, property, safety, or welfare of the general public due to violating local codes regulating the condition or maintenance of residential buildings. Rolla's regulations generally follow the same requirements related to applicability, registration, fees, etc., which are established at the State level.

A vacant properties registration program also frequently requires a plan of action for the property to incentivize either reoccupying the space or, if necessary, a plan for demolition. These actions require property owners to have a plan for their vacant property rather than allowing them to decay, and provide the City with the resources to get in contact with vacant property owners so any issues can be addressed before the conditions of the property deteriorate. This program is intended to prevent properties from becoming a burden visually and financially and return as much property to the property tax roll as possible.

Key elements of a Vacant and Foreclosed Properties Registration Ordinance should include:

- **Registration:** This is typically required on a semi-annual basis. Requiring property owners to register vacant buildings with the City keeps the City aware of vacancies, and provides a direct point of contact for addressing property maintenance issues.
- **Fees:** There are different approaches to consider regarding fees, including a flat fee per building or per unit fees for multi-tenant buildings.
- **Timing:** It is also important to define when a property is determined to be vacant, triggering initial registration. In many cities vacancy is triggered at six months.
- **Applicability:** The ordinance should determine whether registration applies to all vacant buildings (commercial, industrial, or residential) or targets a certain use type.
- **Owner Requirements:** Minimally, the ordinance should emphasis that during the term of vacancy, the property owner must maintain and secure the property in accordance with applicable City housing codes.
- **Penalties:** Failure to register a property or comply with the ordinance should result in fines and other penalty actions.

Engage property owners

A Vacant Properties Registration program can benefit everyone in the City by ensuring that properties are continually maintained. While the benefit is clear, creating this program will affect existing property owners and possibly if future property owners will be willing to locate in the City. Creating this program with property owners gives more authority to owners and creates a better relationship between owners and the City. Rather than this program seeming like a threat against property owners, it should be seen as a communal effort to preserve the quality of properties and neighborhoods.

Key Result 1.4: Identify a site and create a plan to develop a new industrial park to support industry and job growth.

Background:

The majority of Farmington's more than 800,000 square feet of industrial inventory is located in the Farmington Industrial Park. However, the industrial park is largely built out. The few vacant lots in the industrial park are slated for future expansions by existing industrial park businesses. To diversify the local economy and attract new jobs, the City has long-range plans to develop a second industrial park.

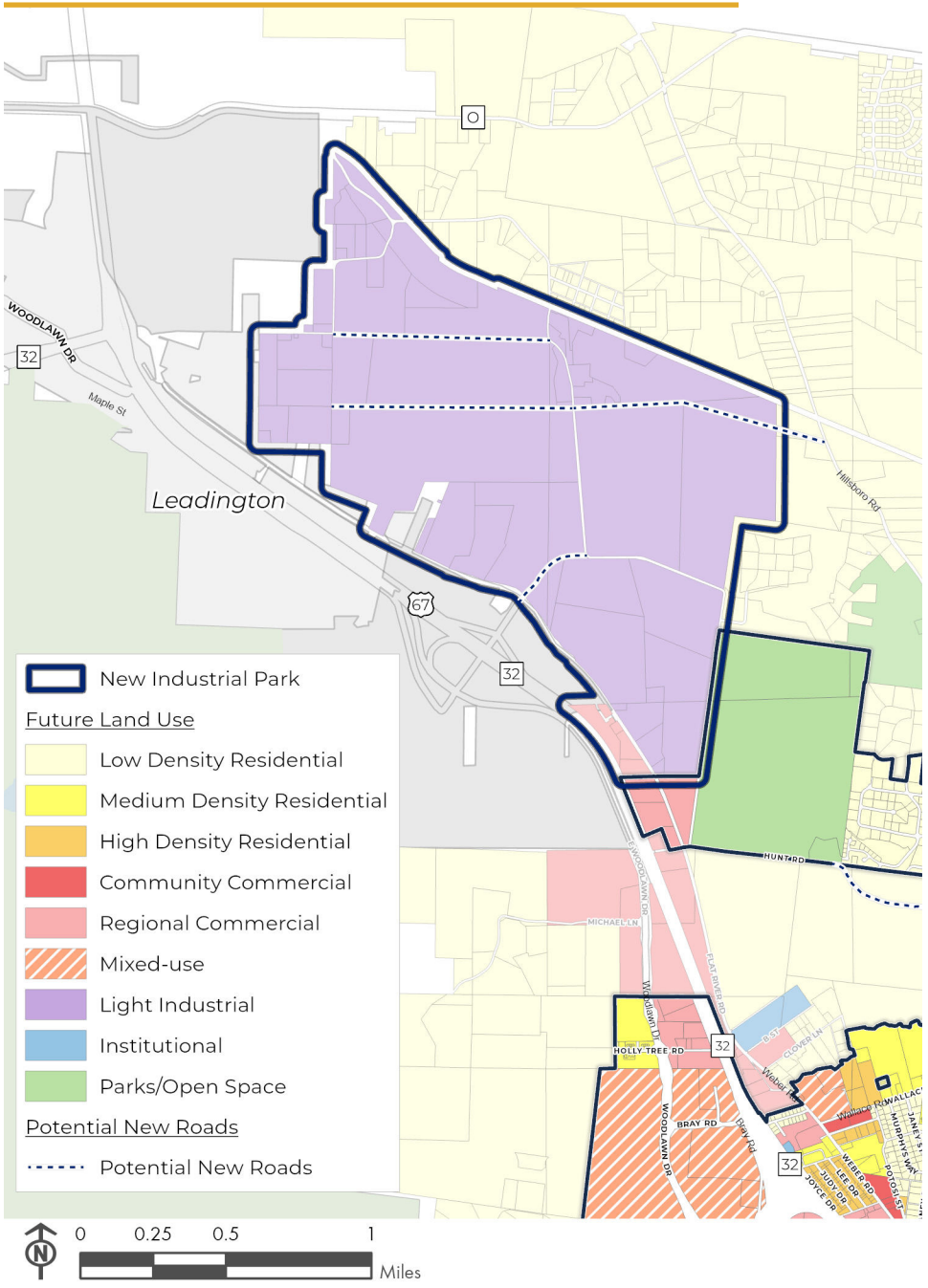
Action:

Create and implement an economic development marketing strategy to showcase Farmington's best features, communicate important information, and position the City as a great place to live, work, visit, and do business.

The City has identified more than 900 acres of land northwest of existing city limits that has the potential to attract a new industrial park development. Given the minimal demand for new industrial inventory over the next few years and the regional effort to develop a similarly sized industrial park just outside of Park Hills, Farmington should take advantage of the current lull in the market by strategically planning land use and economic development strategies to position the City as a preferred location for major industrial users. Key Strategies for Farmington to attract major industrial users include:

- **Site and Infrastructure Readiness:** The potential industrial park site would have access to US-67 and a rail line. Much of the area is vacant, creating a clean slate for site development. The City's plan for long-range major street improvements supports new roads being developed here in conjunction with the development of an industrial park. Land acquisition is the first step necessary to prepare the site for development.
- **Economic Incentives:** The City should maximize the use of statutory incentive tools to package incentives in a way that meets the needs of potential industrial users.
- **Workforce Development:** The City needs to be able to showcase a ready workforce trained in skill sets attractive to potential industrial users and/or demonstrate access to the training pipeline to ready and continue improving the skills of the workforce. This could look like a partnership with nearby Mineral Area College.
- **Business Attraction Marketing:** The City needs to be proactive in marketing the community to potential industrial users. This might include creating digital and/or collateral-based marketing campaigns, attending industrial trade shows, working with a site selection consultant, and corralling local leaders and existing industrial users to tell Farmington's "opportunity story."

Potential Site for a New Industrial Park



In the meantime, the City should continue to advance strategies to promote the expansion of existing industrial businesses that have purchase options on vacant sites in the Farmington Industrial Park and focus business retention efforts to better understand what, if any, local factors may contribute to decisions by industrial users to relocate to other markets or downsize employment.

Key Result 1.5: Create policy guides to assist businesses, property owners, and developers navigate local requirements and processes.

Background:

A development process guide is a helpful tool for navigating local development processes from starting a business to building a new subdivision. In line with modernizing development regulations, the City's policies and procedures that administer the development process can also be improved.

Action:

Create a Development Process Guide.

Navigating some City requirements and processes has been noted as challenging--particularly the Sign Code, Historic Preservation design standards and permits, and inspections. While challenges related to standards and codified procedures can only be changed by amending City codes, simply providing clarity related to general requirements and procedures can improve the development process.

Some important information that a development guide should provide includes:

- Outline of steps in the development process from the pre-application or development concept meeting to building occupancy;
- Overview of the types of Planning & Zoning Applications, and when they are required;Ways to streamline processes through concurrent reviews;
- Overview of permits, licenses, and inspections and when they are required;
- Application checklists;
- Application, permit, and license fees;
- Frequently asked questions and other community resources; and
- Contact information for relevant City staff or departments.

Create an Economic Development Policy to guide the use of economic incentive tools to support development and redevelopment projects.

The City of Farmington has strategically used statutory incentive tools, including Tax Increment Finance (TIF) and Community Improvement District (CID), to facilitate private development and public infrastructure improvements in the City. TIF incentives are responsible for the preservation and rehab of many historic building facades in Downtown Farmington, and CIDs support regional commercial developments in the Maple Valley/W. Karsch Blvd. area.

Creating an economic incentive policy guide can inform businesses, property owners, real estate agents, developers, and site selection professionals about the City's goals, expectations, eligibility criteria, and processes for the use of incentives. This policy guide can also establish the City's priorities for using certain economic tools to advance major investments, including:

- Developing a new industrial park;
- Workforce training programs and similar initiatives to prepare workers for advanced technologies and high skill jobs ;
- Extension of new streets, informed by the Major Streets Plan, to support development;
- Providing matching dollars for state or federal grants for major projects (i.e.,, cost-sharing transportation projects with MoDOT);
- Funding other local transportation and mobility capital projects; or
- Attracting private investment to blighted areas or sites.

There are a number of statutory incentive tools that the City can explore to advance its growth and development priorities. These tools have different purposes and funding mechanisms. The City's Economic Development Policy should also consider strategies for stacking different incentive tools to maximize economic impact. Incentive tools that Farmington may consider in the future include:

- **Chapter 100 Tax Abatement:** Chapter 100 Tax Abatement: Chapter 100 Tax Abatement refers to a Missouri Statute that permits any city, county, town, or village to issue bonds to finance industrial and commercial development. These bonds can finance land, buildings, fixtures, and machinery. The project land is owned by the City and leased to the company while improvements are being made, allowing the company to benefit from sales and property tax-exempt bond financing. Additionally, interest paid back to the bondholder from the company is exempt from state and federal taxation.

- **Tax Increment Financing (TIF) District:** The Missouri TIF law authorizes cities and counties to designate an area that is blighted as a TIF District and use funds generated by the District to enact a redevelopment plan for the designated area. When a TIF plan is adopted, the assessed value of all property within the TIF district is frozen before any redevelopment occurs. Once redevelopment happens, any taxes for increases in assessed value are still paid by the owner, the increment between the original frozen assessed value and the new assessed value is deposited into the special allocation fund and considered payments in lieu of taxes. The value for developers lies in their ability to use a portion of their property taxes to repay all or a portion of development costs, increasing the rate of return on the project.
- **Local Economic Development Sales Tax:** A Local Economic Development Sales Tax is a voter-approved addition of a 0.5% sales tax levied by the City to fund economic development endeavors. These funds can only be used for retail development in the redevelopment of downtown areas or historic districts. Otherwise, at least 20% of funds must be used for projects related to long-term economic development preparation, such as acquisition of land, installation of infrastructure for industrial or business parks, improvement of water and wastewater treatment capacity, extension of streets, and providing matching dollars for state or federal grants. The remaining funds can be used for short-term efforts such as marketing, providing grants or low-interest loans to companies for job training or site development, and administrative costs, though no more than 25% of funds should be used for administration.
- **Transportation Development District (TDD):** District by petition of at least fifty registered voters within the proposed TDD, or if there are no registered voters within the TDD, the owners of all the real property located within the proposed TDD. TDD projects can include any bridge, street, road, highway, access road, interchange, intersection, signing, signalization, parking lot, bus stop, station, garage, terminal, hangar, shelter, rest area, dock, wharf, lake or river port, airport, railroad, light rail, or public mass transportation system and any similar or related improvement or infrastructure. Funding methods available for TDDs include an additional sales tax up to one percent on all retail sales made in the TDD, special assessments, a property tax not to exceed the annual rate of ten cents on the hundred dollars assessed valuation, tolls, and bonds.

Objective 2: Plan for the Future Growth of the City's Corporate Boundary.

Key Result 2.1: Create an Annexation Plan to establish strategic policy guidelines to inform the City's decisions for annexing land into Farmington's boundary.

Background:

The City of Farmington currently requires a pre-annexation agreement for property owners outside of City limits to receive municipal water service. Once these properties become contiguous with Farmington's boundary, the City can proceed with annexation.

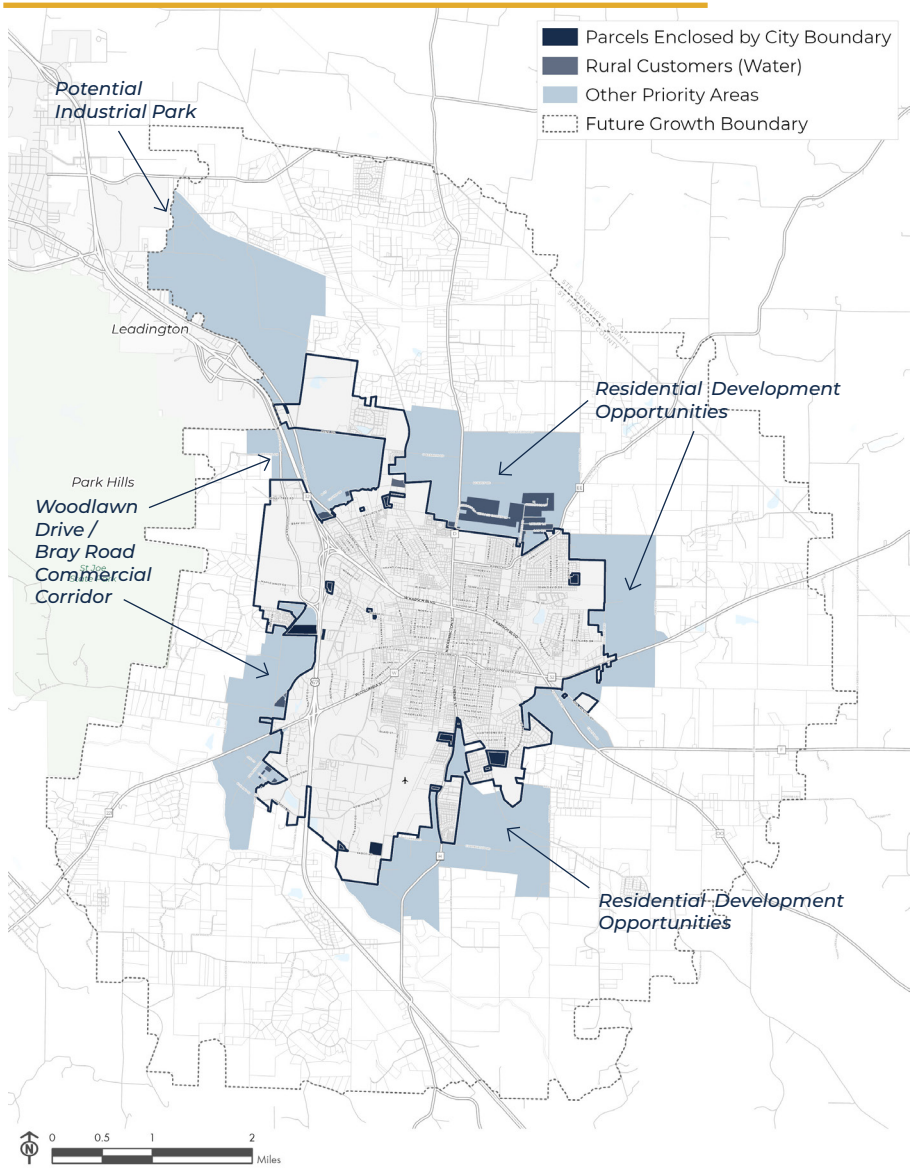
Action:

Pursue annexations based on priority growth factors.

The City should prioritize annexation in the following instances:

- **Parcels Enclosed by the City Boundary:** The City should prioritize annexing properties that are completely enclosed by the City's boundary, because these properties already rely on City infrastructure (i.e., roads to get to the property) and are more likely to be reliant on local services like fire and police than county services due to being encompassed by the City boundary. These properties should be brought into the City to ensure that they contribute to the cost of services and infrastructure by paying municipal property taxes.
- **Parcels on City Water Service:** The City should prioritize annexing properties it already services to ensure that properties that receive municipal services also contribute to the cost of those services by paying municipal property taxes.
- **Priority Areas Just Outside City Limits:** There are multiple areas just outside of Farmington's boundary with development potential, as shown on the map to the right. Prioritizing growth near the City's boundary represents a more logical growth pattern, curbs sprawl, and maximizes existing infrastructure by reducing the need for lengthy infrastructure extensions, all while enhancing the local tax base.

Future Growth Area Priorities



Prioritize voluntary annexations.

The City should prioritize voluntary annexations in collaboration with property owners. Being able to clearly demonstrate the City's value proposition to properties is important for voluntary annexations. This is typically done through intentional relationship building and regular communication. The need for local services is also an important driver for completing voluntary annexations. Involuntary annexations can be complex, time-consuming, and costly procedures and should be pursued only when warranted--such as there being a clear need to extend municipal services to serve the community or to facilitate a major development that will generate significant community, economic, and fiscal benefits.

Prepare a Plan of Services

The City should also have a plan of services in place that ensures that it is able to adequately provide all municipal services to annexed property in a timely manner. Aligning annexation priorities with the City's Capital Improvement Plan is a great way to ensure public infrastructure and services are being developed in a way that helps the City provide services to areas that it desires to annex.



CASE STUDY:
Annexation Plan
Cape Girardeau, MO

In 2012, the City of Cape Girardeau adopted the Annexation Plan, the city's formal policy on annexation, to facilitate proper annexation in accordance with these principles, policies, and the city's Comprehensive Plan. The city's annexation policy includes provisions for voluntary annexation, involuntary annexations, and plans for the provision of city services to annexed property.



CASE STUDY:
Fruitland Annexation Plan
Jackson, MO

In the 2012, the City of Jackson launched a plan to annex a Fruitland quarry owned by Heartland Materials into the city. While the annexation plan was defeated at the ballot box by a 56% to 43.8% vote, the city took a strategic approach to evaluating this opportunity to grow the city. The Fruitland Annexation Plan evaluated existing conditions in the area proposed for annexation; fiscal impacts to the city; and plans to provide necessary services and capital improvements to the area proposed for annexation, including timing.

Key Result 2.2: Establish Peripheral Zoning Regulations to guide development within the City's Future Growth Area.

Background:

As Farmington continues to grow in population and attract private development, the City must be proactive and look towards the future to consider opportunities beyond its immediate corporate limits. Proactive planning for growth via annexation allows cities to manage land use efficiently, curb sprawl, plan for future infrastructure needs, stabilize the local tax base, and ensure that development near City limits also aligns with the comprehensive plan. In Missouri, third class cities with a population of more than 25,000 residents are encouraged to do just that.

Action:

Peripheral Zoning Regulations

Farmington is a third class city, but it does not yet meet the population threshold to enact a peripheral zoning authority. However, based on historic population growth over the last decade and projected growth trends, the 25,000 population mark is within reach. So, it is important for Farmington to be proactive in preparing to establish peripheral zoning authority. The core elements of the State statute that authorizes a municipality to impose zoning regulations outside of its corporate limits are described as follows:

- **Authority:** RSMo Section 89.144 – Peripheral Zoning provides that any third class city with a population of more than 25,000 may, by ordinance, adopt and enforce regulations governing zoning, planning, subdivision and building within all or any portion of the unincorporated area extending 2 miles outward from the corporate limits of the city if the city has a zoning commission and a board of adjustment established pursuant to sections 89.010 to 89.140.
- **Powers:** When authorized by ordinance, the zoning commission and the board of adjustment of the city shall have the same powers within the unincorporated area as they have within the corporate limits of the city.
- **Approval:** The city must first get approval from the St. Francois County Commission to establish peripheral zoning and then pass an ordinance authorizing the same.
- **Limitations:** The regulations that the city imposes on properties in the peripheral zoning area cannot be more, but may be less, restrictive than zoning and development regulations governing properties within the corporate limits of the city. When building permits are required for development activities in the peripheral zoning area, the city is required to issue permits without a fee.

- **Termination of Authority:** If St. Francois County establishes a planning commission and that commission adopts a comprehensive plan for the County, then the city's peripheral zoning authority is terminated.

There are four key considerations that the City should explore now:

- **Outreach and Communication:** The City will need to invest in creative outreach and communication initiatives to inform residents, businesses, and property owners within Farmington's peripheral zoning areas about new requirements related to licensing, permits, development regulations, and procedures with which they must comply.
- **Equitable and Efficient Regulatory Environment:** The State statute already provides that the City cannot impose more restrictive regulations on properties within the peripheral zoning area. So, the City should consider a phased approach to imposing City regulations in order to slowly introduce what will be a major change for residents, businesses, and property owners outside the City.
- **Staff Capacity:** The City should also study existing staffing capacity to determine additional staffing needs to effectively administer and enforce peripheral zoning.
- **Cost/Benefit:** Ultimately, the City will need to consider the potential fiscal impacts of enacting peripheral zoning by analysis of data that helps answer a key question: Do the benefits (land use and development control, future tax base, etc.) outweigh the costs (labor, operations, etc.)?


Downtown Farmington
OLD No. 102
SOUTH JEFFERSON

HEART OF THE CITY

Downtown is home to many community events and festivals throughout the year. Downtown is also the center for City and County governments, local businesses, and some historic and tourism assets.

Historic Districts

There are four historic districts in Farmington, in and near the downtown area.

Courthouse Square District

The Courthouse Square Historic District is located in downtown Farmington and includes 26 contributing buildings, including the St. Francois County Jail Museum. These buildings were developed between 1871 and 1954 and are examples of Greek Revival, Gothic Revival, Late Victorian, Beaux Arts, and Bungalow / American Craftsman style architecture. The district was established on the National Register of Historic Places in 2004.

Downtown Core District

Farmington's Downtown Core District is the charming center for a mix of commercial uses, civic buildings, public spaces, local history, culture, and tourism, all centered around the Courthouse Square Historic District. The district holds the City's largest concentration of historic buildings featuring a variety of architectural styles from the late 1800s to early 1900s.

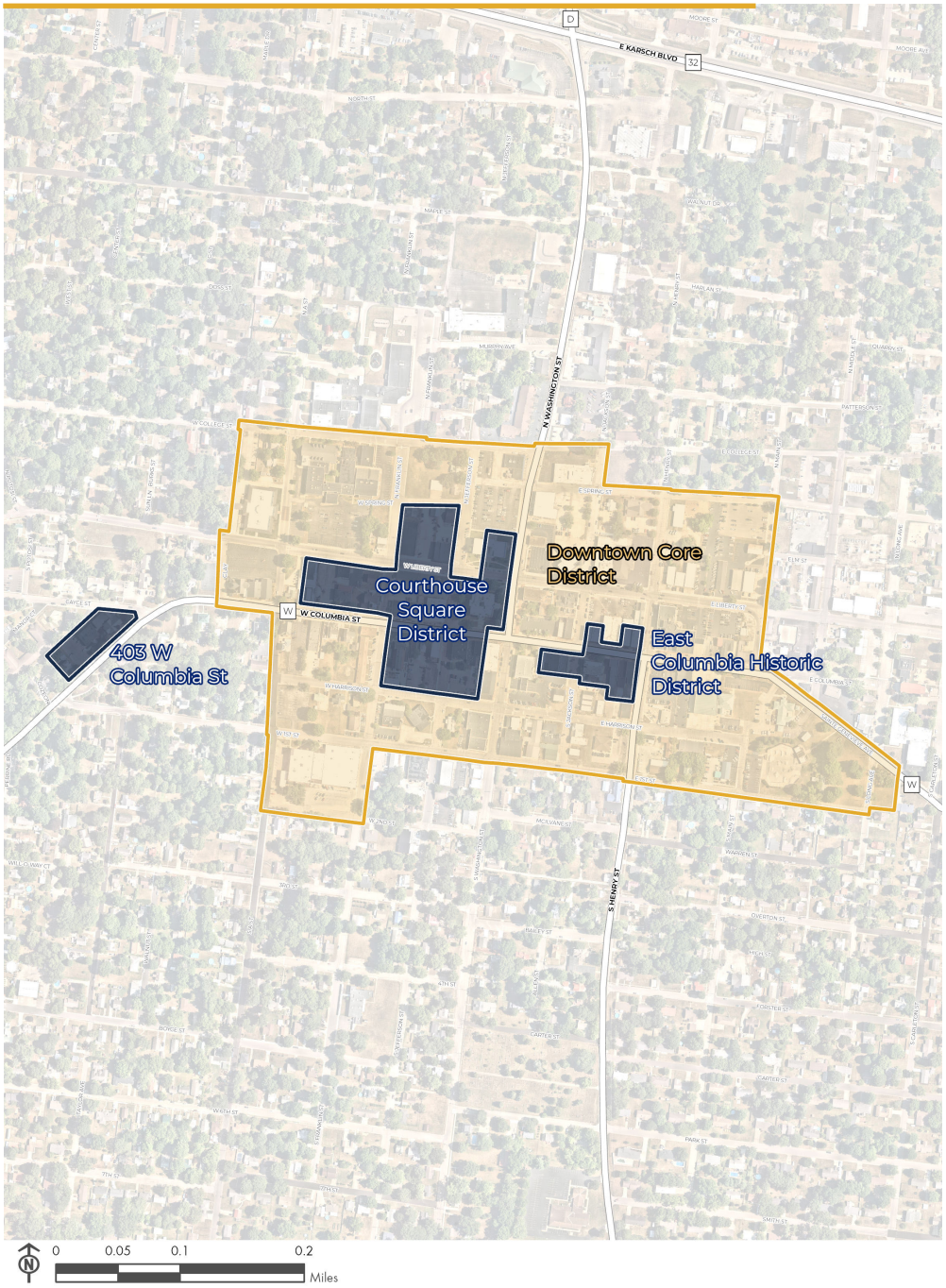
East Columbia Historic District

The East Columbia Historic District is located downtown Farmington and includes eleven contributing buildings. These buildings were developed between 1879 and 1954 and are examples of Late Victorian, Beaux Arts, and Bungalow/American Craftsman style architecture. The district was established on the National Register of Historic Places in 2004, and the boundary was increased in 2007.

The Presbyterian Church and Children's Home

Known locally as the Farmington Children's Home or the Presbyterian Children's Home, the property served as a thriving church and orphanage campus in the late 1800s through early 1900s. This historic site includes five notable brick structures: an administration building, dining hall, two dormitories, and a hospital. The site was added to the National Register of Historic Places in 2006. The associated Farmington Presbyterian Church itself is nationally recognized as one of the oldest congregations of its denomination located west of the Mississippi River. The Presbyterian Children's Home vacated the campus in 1999. Today, the orphanage is occupied by the Parkland Senior Apartments. Across the street is the historic General James R McCormick House.

Historic Districts in Farmington



DOWNTOWN FARMINGTON OBJECTIVES

1. *Consider economic incentive tools and other strategies needed to attract desired development or redevelopment, invest in public infrastructure.*

2. *Transform the downtown public realm into a vibrant and safe environment for all users.*

3. *Amend the Zoning Code to encourage desired commercial and residential development in Downtown.*

Farmington

Vision

Downtown Farmington is a vibrant, historic neighborhood that offers diverse housing options, and a mix of cultural, entertainment, and retail destinations and activities.

Objective 1: Consider economic incentive tools and other strategies needed to attract desired development or redevelopment, invest in public infrastructure.

Key Result 1.1: Create a Downtown Farmington Community Improvement District (CID).

Background:

Over the last two decades, reinvestment in downtown buildings and public infrastructure was driven by a Downtown TIF District. Now that the Downtown TIF has expired, the area lacks a dedicated economic tool and funding source to continue to spur private investment and attract more people to downtown. So, the City should look to other available economic incentive tools to advance the vision for downtown.

Action:

Create a Downtown CID to attract private investment, fund public improvements, and new businesses.

The City is familiar with using CIDs to support development and can help downtown property owners coalesce around the idea of creating a CID for downtown. CIDs are typically funded through a special assessment on properties within the district, a property tax levied on properties within the district, or sales tax collected by businesses within the district. Some common activities of a CID include:

- **Public Improvements:** A core function of a CID is creating a vibrant, urban environment through improvements like streetscape, sidewalks, parking facilities, pedestrian amenities, and other improvements that enhance the public realm.
- **Public Services:** Another core function of a CID is public services. Other typical services include supporting music events, childcare facilities, public transit, public safety, trash collection, and cleaning/maintenance.
- **Planning:** CIDs can also support necessary planning and analysis work that may be needed to advance big picture goals or projects.
- **Downtown Incentives:** If "blight" can be proven in the area, the CID can use funds for demolition, renovation, and rehab projects. This could be a way to help new businesses improve spaces for ground-floor retail, dining, and entertainment storefronts.

Based on community feedback gathered throughout the planning process, some projects that a Downtown CID could potentially take on include:

- Working with the City to transform The Factory into an incubator and co-working space. The Factory is seen as an underutilized asset that should be a greater attraction for Downtown.
- Marketing Downtown Farmington to out-of-town visitors as a cultural, entertainment, and retail destination.
- Promoting entertainment and nightlife in Downtown. This can include helping businesses expand, attracting new businesses, and initiatives to increase retail activity and foot traffic, like encouraging extended downtown business hours. Generally, the community is interested in a more diverse mix of programs and events, particularly those geared towards adults and college students.
- Creating new outdoor gathering spaces and pedestrian amenities. There is a public plaza in Downtown located just south of the intersection of N. Jefferson Street and W. Columbia Street. However, the community desires other outdoor spaces to enjoy Downtown. This can be done by allowing sidewalk dining and/or parklets, encouraging dining establishments to have rear or side yard patios, activating the front lawn or setback areas of properties with street furnishings, and creating pocket parks.

CASE STUDY:
Parklet Permits
Joplin, MO

Beginning in 2022, the city of Joplin passed an ordinance that allows for the installation and usage of parklets with inspections that are paid for by the city for the benefit of the community. Applicants are able to turn a parking space in the downtown into a public gathering space to encourage additional foot traffic and beautify the area.



Example of a parklet.

Objective 2: Transform the downtown public realm into a vibrant and safe environment for all users.

Key Result 2.1: Create and implement a Downtown Wayfinding Master Plan to create better awareness of Downtown for visitors in other parts of town, and guide visitors to destinations and available parking once they are in Downtown.

Background:

Downtown Farmington is a perfect example of the City's motto, "Tradition and Progress," featuring buildings originally constructed as early as the 19th century and upgrades like the Jefferson Street pedestrian plaza, completed in 2019. This historic district is a unique and important asset to the City. Wayfinding signage is a key tool to ensure visitors and residents alike are able to easily traverse to and within Downtown.

Wayfinding signage typically consists of signage in varying sizes and shapes to best fit the surrounding environment and purpose of the sign, but with a consistent branding style that both identifies and directs traffic to key locations. This tool can be used to promote the area and create a stronger sense of place while navigating. A Wayfinding Master Plan can help guide the implementation of a cohesive branding style, key features to highlight, and phasing of installation.

Action:

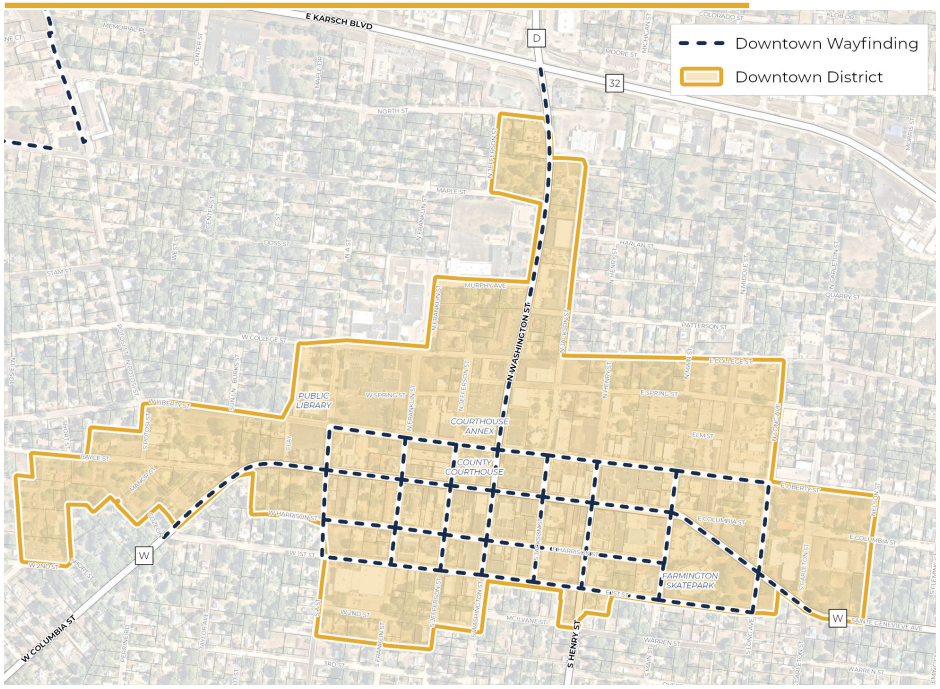
Identify key locations and infrastructure within Downtown to be marked with wayfinding signage.

Within Downtown, wayfinding signage is an efficient way to identify features such as historic sites or local businesses and direct traffic to those locations. Wayfinding can also help more practically by identifying public parking, public transit stops, and pedestrian infrastructure features. This type of signage makes the area easy to navigate and encourages people to stay longer and come back more often.

Coordinate with MoDOT officials to place signage along major routes under their jurisdiction.

Wayfinding signage can be used outside of Downtown to help passing traffic navigate to the area. Especially impactful locations are notated on the map below. The Average Annual Daily Traffic (AADT) count along Highway 67 just north of Farmington is over 20,000, meaning on average over 20,000 cars are traveling through the area on any given day. Along Highway 32/ Karsch Blvd, the AADT is between 10,000 and 20,000. Wayfinding signage along these routes can clue in thousands of travelers a day to the existence of Downtown and easily route them there without the traveler needing any prior knowledge of the area.

Proposed Downtown Wayfinding Network



Key Result 2.2: Install public art that identifies and shares the historical and cultural stories of Farmington places, buildings, or people.

Background:

Farmington has a rich history, especially preserved in the downtown district. The City should aim to create more public-facing recognition of this history so that there is more context for both visitors and residents alike. The Historic Preservation Committee has installed plaques at a few key places downtown to share the historical significance, but that is not the only tool to celebrate the history and culture of Farmington. As a way to bring more attention to the history and culture in Farmington, public art should be utilized in Downtown to catch attention, beautify, and educate. Creative public art funding creates opportunities for tourism and for deeper connections to the area. Monuments, murals, sculptures, and other wall art scattered throughout the district, leveraged with Farmington's rich history, can bring new vibrancy to the downtown.

Action:

Encourage public art Downtown that expresses the history and culture of Farmington.

The City of Farmington can encourage public art in several ways. First, a new or previously existing committee with capacity should be identified to focus on the implementation of public art. Secondly, a map should be created of prime locations that have high visibility and under the control of the City. Once locations are settled and permitting is cleared, the City can release a Request for Proposals (RFP) for artists to submit their artwork.

CASE STUDY:
Public Art and Historic Preservation
St. Joseph, MO

Beginning in 2013, the City of St. Joseph, Missouri, commissioned seven murals from the artist Sam Welty to beautify buildings in their downtown and share the history of the city. This artist allowed the community to help create these murals so they felt ownership over the process as well. This series of murals not only makes the downtown more inviting but also offers a scavenger hunt for visitors to go through downtown to find each of them and learn about the historical story they are telling.







Key Result 2.3: Establish a Downtown Vibrancy Grant Program to encourage private investment in the beautification of the public realm through funding design, construction, and/or installation of public amenities, streetscape features, public art, and urban play elements.

Background:

In a Community Survey conducted as part of the planning process, respondents were asked what their top three priorities were for Downtown Farmington. Secondary only to a desire for more restaurants was a desire for better maintenance and more beautification of Downtown. This feedback reveals that Downtown vibrancy is easily recognizable as a benefit to the community. However, an empirical study done across three communities in Montana proves that investment into downtown beautification through facade grants specifically, results in supplementary investment by private parties, multiplying the effect of these programs. One specific economic benefit the study noted was an increase in property tax values. Between grantees, neighbors of grantees, and a control sample, grantees and neighbors of grantees saw an increase in property tax values of $0.16 per square foot compared to just $0.9 increase per square foot for control properties.

Action:

Establish a Downtown Vibrancy Grant Program.

A Downtown Vibrancy Grant Program would allow business owners to apply for funds to improve their own buildings like a typical facade improvement program but would also allow for larger scale projects such as marketing and advertising, pop-up shop programs, district-wide streetscaping, and other programs or projects that would help solidify and advance Downtown's sense of place. Applicants can be anyone from downtown business owners to non-profits, school groups, professional groups, or anyone else who has an innovative idea to activate Downtown whether it be a permanent installation or one-time event.

Identify consistent funding for the program.

Creating a Downtown CID, as proposed in Downtown Farmington Objective 1, Key Result 1 on page 71, is an opportunity to provide sustainable funding for this type of program. Consistent funding will support this program as a reliable incentive for attracting private investment in Downtown.

Key Result 2.4: Identify an underutilized site to create a public gathering space in Downtown.

Background:

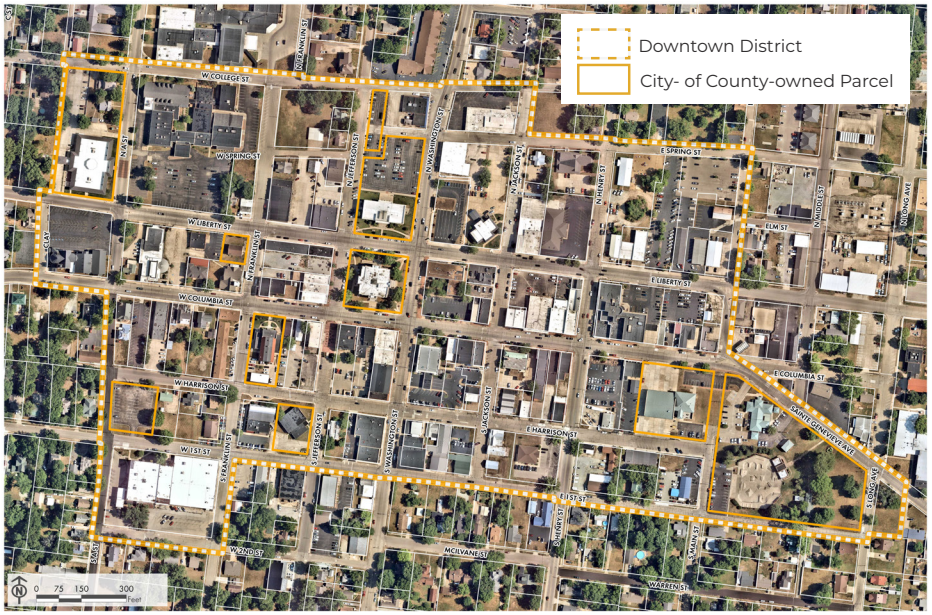
According to Placer.ai, in the years 2024 and 2025, there was an average of 2,564 visitors to Downtown Farmington daily. During an event hosted Downtown, such as Blues, Brews, and BBQ, the visitor count was over 12,000 in 2024 and 2025. This huge jump in visitors reveals a regional desire for events hosted Downtown. Creating a public central gathering space would allow for more regular programming of these types of events. A central public gathering space can also act as a permanent home to smaller, more regular events for residents, such as a farmer's market. Work towards this goal should include public input about the location and amenities of this public space so that it is not only unique to Farmington but best suited for how residents and visitors would be most willing to use it.

Action:

Identify eligible locations in Downtown.

The City owns a number of existing parcels. A first step should be to identify one or several parcels that are well-positioned and currently underutilized.

City and County Owned Properties to consider for Public Potential Gathering Spaces in Downtown



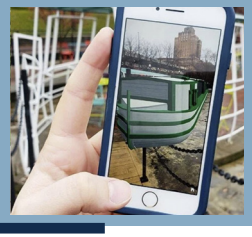
Engage the public.

A public gathering space is only useful if the public is willing to gather there. To garner interest and ensure that people feel ownership and are excited to utilize the space, the public needs to be involved in the planning and design.

CASE STUDY:
Public Art and Historic Preservation
St. Joseph, MO

In Akron, Ohio, the city partnered with Reimagining the Civic Commons, a group dedicated to creating effective public spaces. Starting in 2016, projects are still ongoing as they have been testing temporary improvements and activities in their Downtown and Parks, rotating through what doesn't work and creating permanent installments of what does. The dedication to ongoing improvement efforts and frequent collaboration with the public has allowed spaces that people want to use. At one of these parks, visitation has been on a steady incline since 2018. Flexibility and continuing efforts over a longer period of time allow for more effective results and builds more trust and community with the users of the space.





Key Result 2.5: Prioritize of public infrastructure projects and initiatives that enhance safety, access, and connectivity for pedestrians and bicyclists in Downtown.

Background:

In 2021, the City of Farmington passed a resolution approving and adopting an Americans with Disabilities Act (ADA) Transition Plan. Municipalities are required to maintain and update an ADA Transition Plan to ensure that physical and social infrastructure is accessible to all, and create a plan to update anything that may not be accessible. Continuing the implementation of this plan is especially important to creating a safe and welcoming pedestrian environment, a key element for successful downtown districts. The current plan identifies the Downtown Business District, Maple Valley Plaza, and connections between high-density residential areas to Farmington Community Civic Center, Farmington High School, and commercial districts as priority areas for planned accessibility improvement projects. Future accessibility improvements in Downtown Farmington should be planned with both pedestrians and bicyclists in mind.

Action:

Complete Downtown Farmington ADA Transition Plan Projects.

One project highlighted in the City's current ADA Transition Plan includes replacing deficient curb ramps or installing new curb ramps along all route access points and streets classified as arterial, minor arterial, and collector streets. A survey of sidewalk intersections along Columbia Street, a main thoroughfare of Downtown Farmington, between A Street and Veterans Drive, showed that nine of seventeen sidewalk ramps were either not ADA-accessible or did not exist at all. Downtown ADA improvements identified in the ADA Transition Plan should continue to be prioritized. Including these projects in the City's annual CIP will support phasing in improvements over time based on priority level and available funding.

Complete a Bicyclist & Pedestrian Safety Audit to evaluate physical conditions and identify safety barriers.

A Bicyclist & Pedestrian Safety Audit will help reveal local-level safety barriers impacting bicyclists and pedestrians so that real solutions can be identified and implemented. While this audit and subsequent solutions should be considered city-wide, prioritizing Downtown Farmington will help make this area a more bike- and pedestrian-friendly environment.

Implement other improvements and initiatives that support a more walkable and bikeable downtown.

Specific topics that a Bicyclist & Pedestrian Safety Audit should address include:

- **Traffic calming measures, both with no change in road design and with changes to the road design.** Traffic calming measures, both with no change in road design and with changes to the road design. This is especially important in Downtown due to the loop street design, limited stop sign intersections, and high traffic counts. This will also require collaboration with MoDOT because the road is under their jurisdiction. No Change Examples include high-visibility crosswalk markings, raised crosswalks, curb bump-outs, flashing beacon crosswalk signs, pavement markings, and signs identifying areas where roads are shared with bicyclists. A broader roadway redesign could re-imagine rights-of-way in Downtown to optimize the use of space for motorists, pedestrians, and bicyclists following recognized best practices such as those established by the National Association of City Transportation Officials (NACTO).
- **Narrow widths of existing sidewalks and lack of separated bicycle facilities in Downtown.** This should be further studied to identify potential design concepts that maximize existing ROW width for driving lanes, bicycle facilities, pedestrian paths, and streetscape improvements. The community will need to consider trade-offs associated with the use of the ROW to determine the best approach to creating a more bike and pedestrian-friendly downtown.
- **Community Education.** Use engaging educational materials and activities like guided, community bike rides help motorists, bicyclists, and pedestrians learn to navigate Downtown roads safely and together.

Objective 3: Amend the zoning code to encourage desired commercial and residential development in Downtown.

Key Result 3.1: Amend the Historic Preservation Ordinance to establish a tabular summary of the level of review required for undertakings as related to improvements to Farmington Historical Properties to create clarity and consistency in the process of improving historic properties.

Background:

Having a Historic Preservation Ordinance is key to ensuring the preservation of the historic nature of Downtown Farmington. However, uncertain review requirements can easily become a barrier to filling vacancies Downtown.

Whether an applicant is a seasoned developer or a first-time business owner, the steps required to rehabilitate or improve historic properties should be obvious, consistent, and easy to follow.

Action:

Create a tabular summary of the level of review required for any improvement to historical properties.

This type of codified review requirement ensures that anyone going in front of the Historic Preservation Commission receives the same information and can count on the process being the same for any future work on their building(s).

CASE STUDY:
Historic Preservation Ordinance
Collinsville, IL

The City of Collinsville, IL, recently adopted such a table in its Municipal Code. This table describes undertakings in building maintenance and improvement and then clearly marks whether that undertaking is exempt from requiring a certificate of appropriateness (COA) from the Historic Preservation Commission, or if it requires a COA, but can be reviewed administratively, or if it requires a COA and review from the Historic Preservation Commission.

TABLE 1: LEVEL OF REVIEW FOR LANDMARKS AND HISTORIC DISTRICTS

Description of Undertaking	Exempt Undertakings	COA Required	
		Minor Works (Administrative Review)	Major Works (HPC review)
***Building ordinary maintenance* made in kind and using like materials:**			
Architectural features, repair of existing	X		
Masonry repointing with compatible mortar		X	
Painting previously painted surfaces, regardless of paint colors	X		
Roof cladding, with like materials		X	
All other exterior building maintenance and repairs		X	

Key Result 3.2: Create Downtown Design Guidelines to protect and preserve the historic character of Downtown.

Background:

The Farmington community values the historic character and traditional main street of its downtown. While the community also desires to see more downtown development in the way of residential, retail, dining, and entertainment, it will be important that the City establishes clear rules related to the design of new buildings and changes to existing buildings that are not governed by the Historic Preservation Commission's design standards. While the Historic Preservation Commission's Design Standards in Section 425.090 of the Code of Ordinances only govern changes to designated Farmington Historic Properties, they provide a good framework for how Downtown's historic character should be preserved across all properties.

Action:

Adopt Downtown Design Standards

The City should adapt the Historic Preservation Commission's design standards into design guidelines. These design guidelines would live outside the Code of Ordinance, providing a user-friendly, graphics-forward resource that provides property owners and businesses in Downtown Farmington with clear expectations related to the City's goal of preserving the area's historic character.

Design guidelines in historic downtowns are used to protect unique architectural features and characteristics and ensure that renovations or improvements to existing buildings and new construction are compatible with the area's historic character while facilitating modern development.

CASE STUDIES:
Downtown Development Design Standards

St. Joseph, MO

The City of St. Joseph, Missouri, adopted the Downtown Precise Plan in 2018 to set Design Standards and Guidelines for Downtown Development. These guidelines lay out land use, building placement, parking, streetscape, service access, vehicular access, and sign regulations for all future downtown development. In St. Joseph, these guidelines are regulated by a board created for this purpose, the Downtown Review Board (DRB). The DRB issues Certificates of Appropriateness for downtown development based on its guidelines.

O'Fallon, IL

The City of O'Fallon, Illinois, has developed very functional and user-friendly Downtown Design Guidelines that are designed to offer architectural features and characteristics the City and the Historic Preservation Commission support. The guidelines are intended to be used by property owners and businesses as they plan for preservation, rehab, and other improvement projects in the downtown area.





Transportation, Infrastructure, and Facilities

THE TRANSPORTATION NETWORK IN FARMINGTON

The maps and narratives in this section describe Farmington's existing transportation networks by how motorists, pedestrians, and cyclists are getting to, from, and around the city.

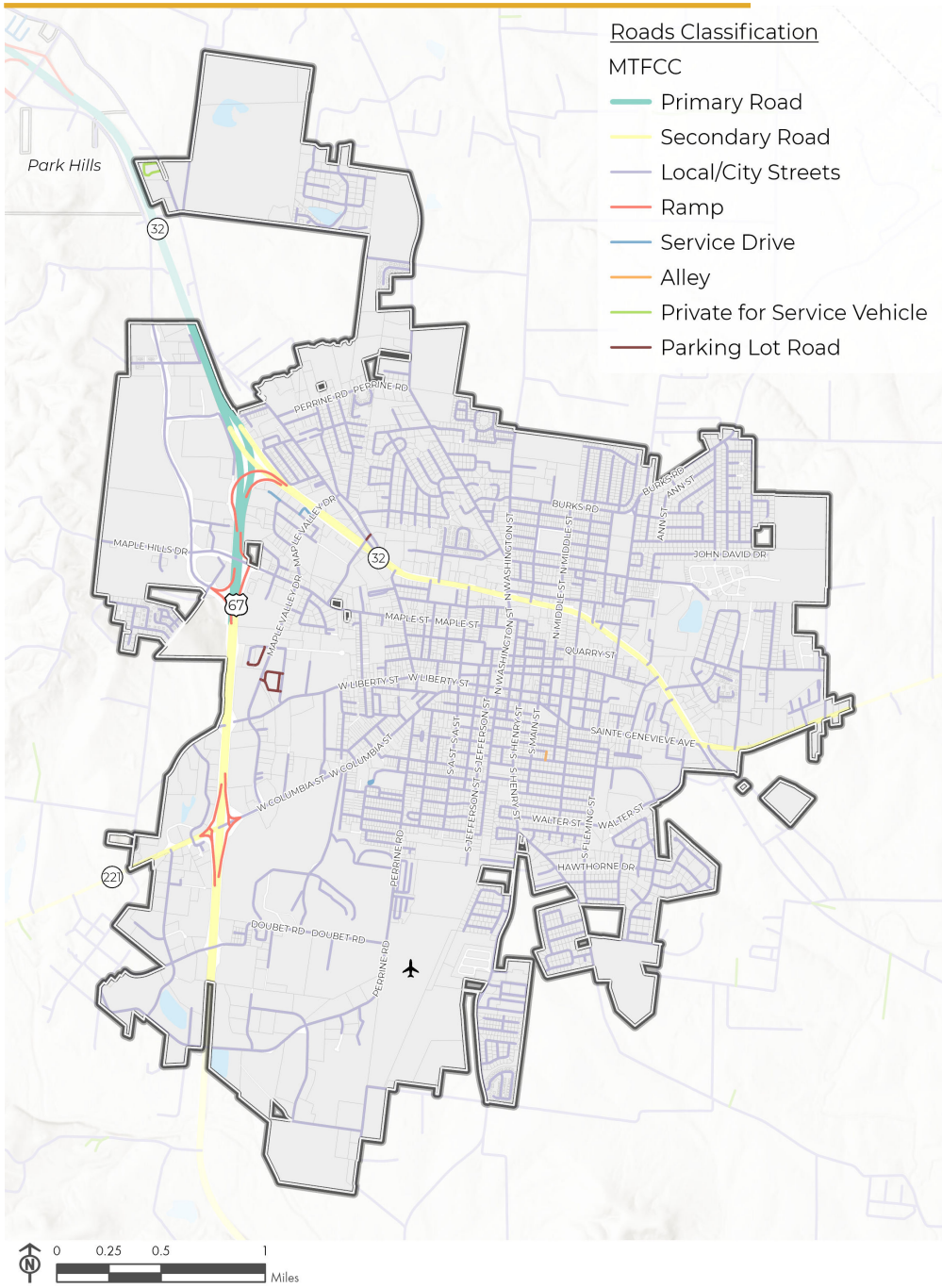
Street Network

Roadway Functional Classification

The U.S. Census Bureau has a feature class description that defines each roadway in Farmington using U.S. Road Classifications. Those classifications include primary roads (defined as limited-access highways that connect to other roads only at interchanges), secondary roads (defined as main arteries that are not limited access and typically have at-grade intersections with many other roads and driveways), local/city streets, ramps, service drives, alleys, private roads for service vehicles, and parking lot roads.

Portions of U.S. 67 north of Maple Street are considered a primary road. South of Maple Street, U.S. 67 is considered a secondary road. Other secondary roads include State Highway 32/Karsch Blvd., W. Columbia Street, and State Highway 221. U.S. 67 and State Highway 32. U.S. 67, State Highway 32/Karsch Blvd., and State Highway 221 fall under the jurisdiction and maintenance responsibility of the Missouri Department of Transportation (MoDOT). Almost all other roads in Farmington are local roads which are owned and maintained by the City of Farmington.

Roadways in Farmington by Functional Classification



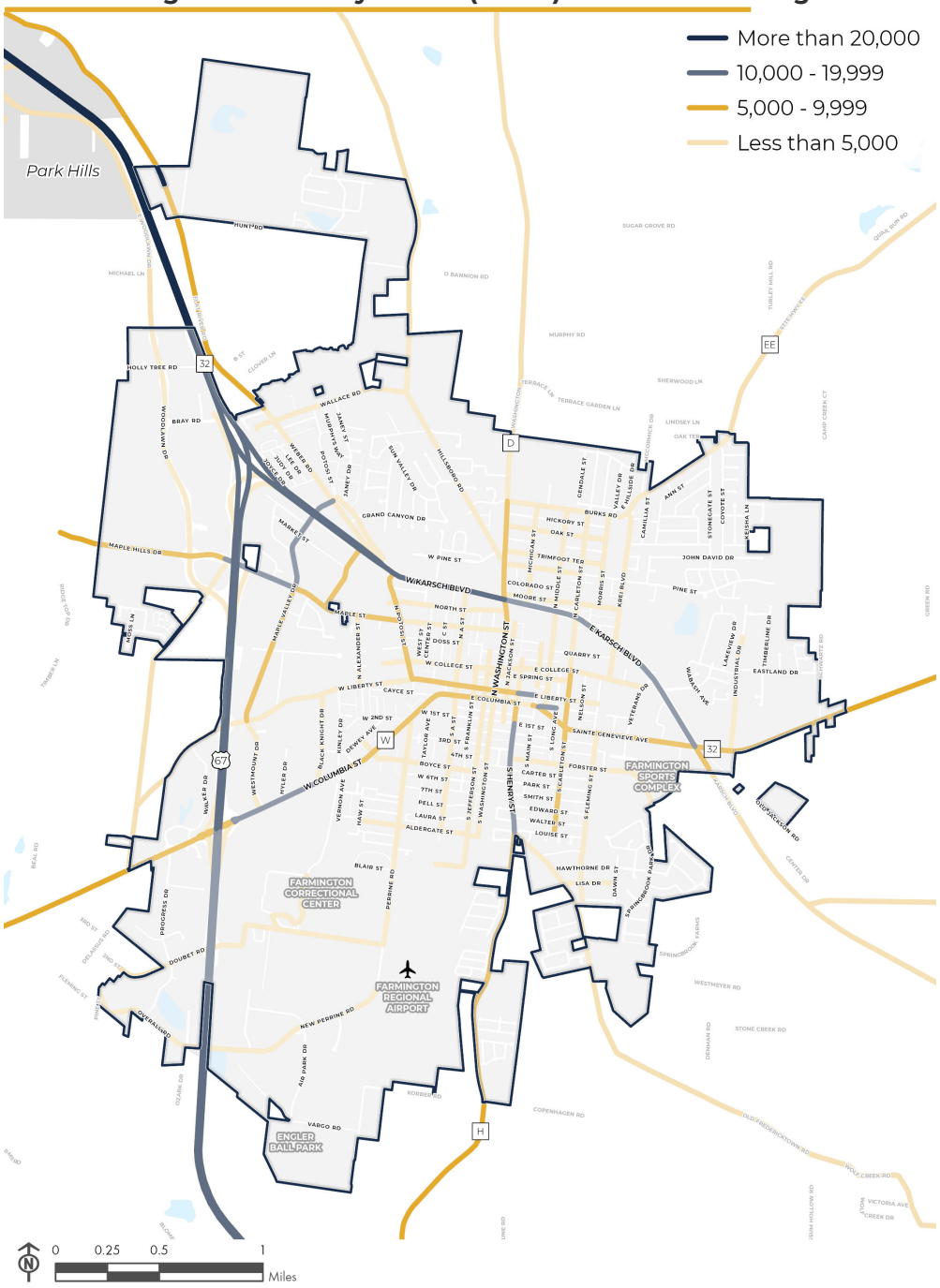
Traffic Volumes

Traffic volume collected by MoDOT in Farmington indicates a majority of traffic flows to, from, and through Farmington via the two primary roads, U.S. 67 and State Highway 32/Karsch Blvd. Both of these corridors carry an Average Annual Daily Traffic (AADT) count of 10,000 to 19,000 cars per day. The section of U.S. 67/State Highway 32 north of the interchange sees traffic counts as high as 20,000 or more cars per day.

Other major routes to, from, and through the City include N. Washington Street/Highway D from its intersection at W. Karsch Blvd. to unincorporated areas north of Farmington; and the Columbia Street/ Sainte Genevieve Avenue/Missouri W corridor which runs east-west through the City between its transition to Highway 221 to the west and intersection with State Highway 32 to the east. Traffic along these two routes reaches upwards of 9,999 cars per day. Both of these major routes serve as key connections to Downtown Farmington and as entrances to the City from unincorporated communities in the surrounding area.

Alternate routes that carry heavy local traffic not counted on the map include Shenandoah/Grand Canyon to get from Hillsboro to Weber Road, Alexander Street, Bray Road, and Walter Street.

Average Annual Daily Traffic (AADT) Counts in Farmington

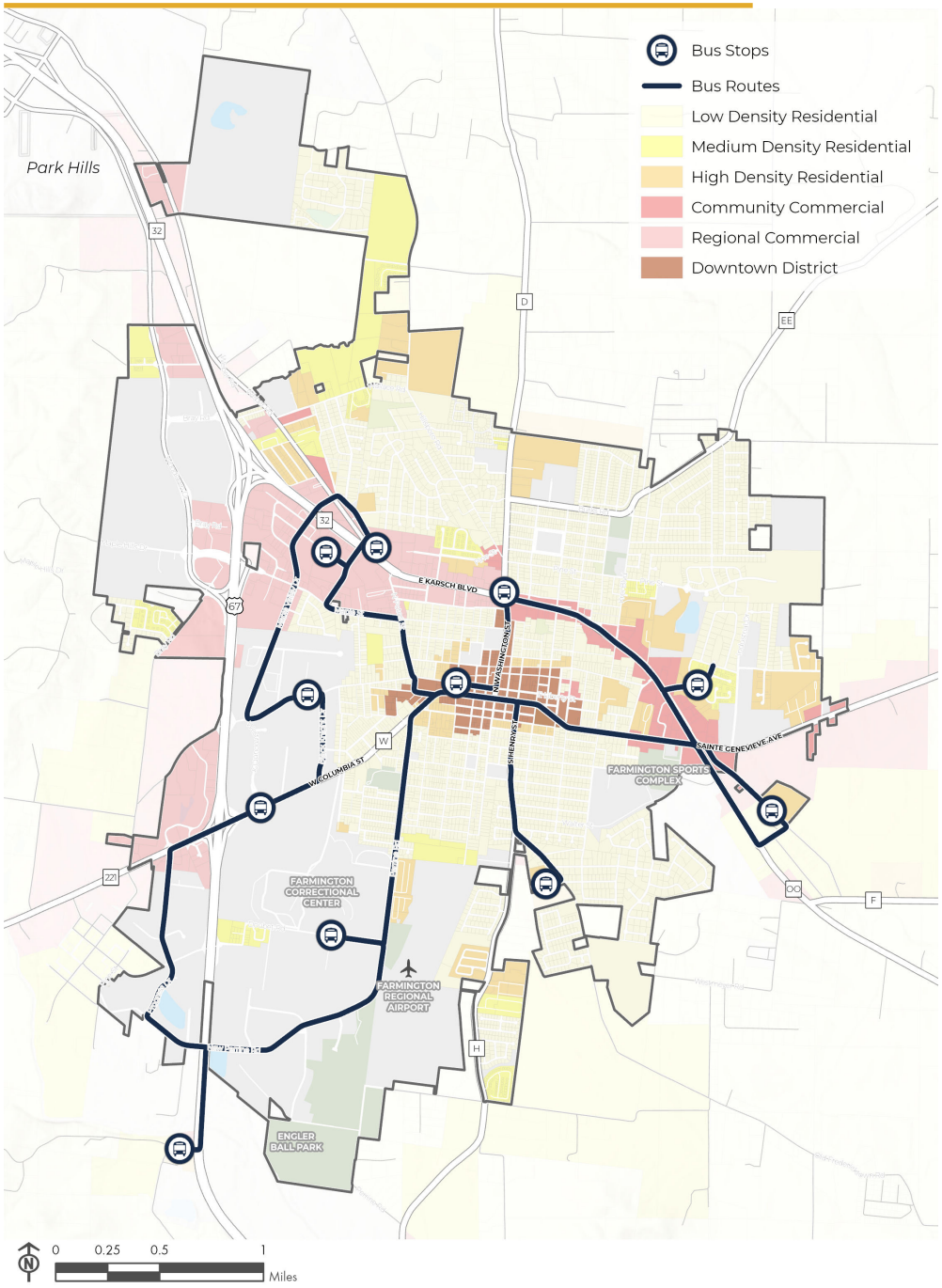


Public Transit

The Southeast Missouri Transportation Service (SMTS) is a non-profit corporation based out of Fredericktown, MO, that provides affordable fixed route and “call-a-ride” public transit services in Farmington and other parts of St. Francois County. SMTS provides what is referred to as a deviated fixed route service in Farmington. This means fixed route riders can request pick up or drop off within ¼ mile of a fixed route as long as the request is made at least one day before the service date.

The CONNECT - Farmington route has 12 bus stops located throughout the City. Bus services typically run regularly every hour Monday through Friday from 7:00 a.m. to 5:00 p.m. The bus routes and stops are well situated in and near high density areas and important destinations including multifamily developments, commercial districts, Parkland Health Center, Farmington High School, Downtown Farmington, the Farmington Industrial Park, and Farmington Regional Airport.

Public Transit Routes and Stops in Farmington



TRANSPORTATION, INFRASTRUCTURE, AND FACILITIES OBJECTIVES

1. *Increase the safety and connectivity of Farmington's Road network.*
2. *Create safe, accessible, and connected active transportation networks.*
3. *Ensure that vital public facilities and infrastructure are efficiently maintained and proactively planned to support current and future needs.*
4. *Develop and implement policies that prioritize environmental preservation and natural hazard resilience.*

Farmington

Vision

Farmington plans for and provides safe, well maintained multimodal transportation options that connect residents, workers, and visitors to destinations throughout the City.

Objective 1: Increase the safety and connectivity of Farmington's road network.

Key Result 1.1: Complete and implement a corridor master plan for Karsch Boulevard to enhance safety, traffic flow, and multimodal access.

Background:

The corridor has a high crash rate and safety improvements should focus on locations with the greatest concentration of incidents. The map to the right shows auto crashes throughout Farmington in 2024. Over these years, the crash patterns have remained consistent, with Maple Valley Drive having the highest density of crashes in the City. Other high-crash intersections at Washington Street, Walton Drive/Plaza Square, and Potosi Street.

Although the speed limit on Highway 32 is 40 MPH, the corridor's rural design, with wide shoulders for both the inside lane and outside lanes, wide lanes, and wide grassy medians and buffers from adjacent buildings, encourages higher traffic speeds despite the heavy traffic and frequent signaled intersections. Various traffic calming measures could be taken to increase safety such as narrowing lane widths, eliminating one or both shoulders, and adding horizontal deflection such as curbs and trees.

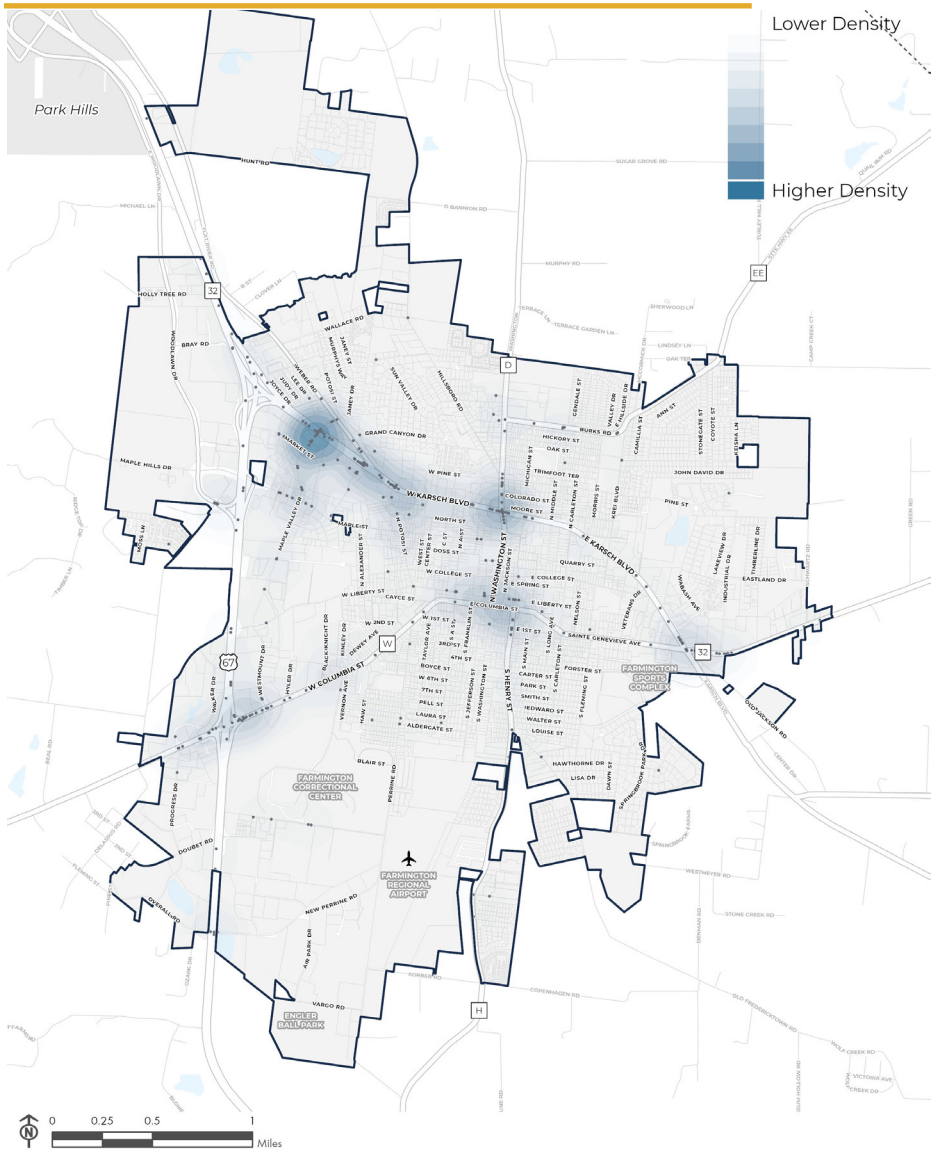
Action:

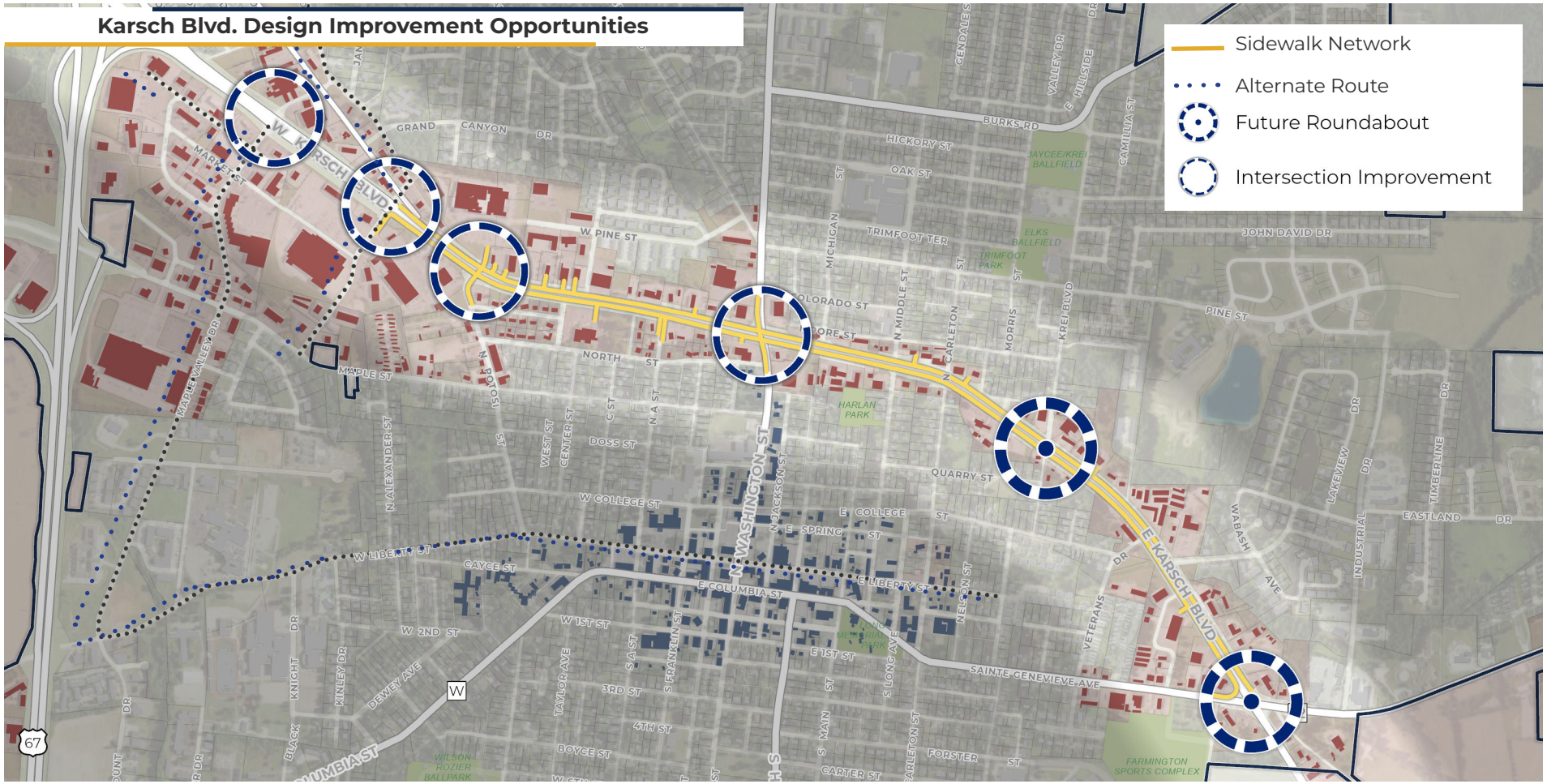
Implement upgrades along Karsch Boulevard to support safe traffic flow.

To maintain traffic flow while reducing vehicle speeds, Highway 32 should be redesigned to incorporate horizontal deflections, which are design elements that visually and physically slow drivers. The corridor currently functions as a rural highway, with wide lanes, broad shoulders, and a raised median, but lacks pedestrian and bicycle facilities. Converting it to a more urban arterial design with narrower lanes, curb and gutter, and strategically placed deflection features would naturally calm traffic and improve safety for all users. Examples include curbs, trees in medians or rights of-way, fencing, or other streetscape elements that make the roadway feel narrower. Maintaining existing intersection spacing should preserve overall traffic capacity if posted speeds remain similar.

The following pages delve into specific issues to be addressed by a Karsch Boulevard Corridor Master Plan. These issues include streetscape improvements, access management, and the KREI Boulevard intersection.

Automobile Crashes in 2024

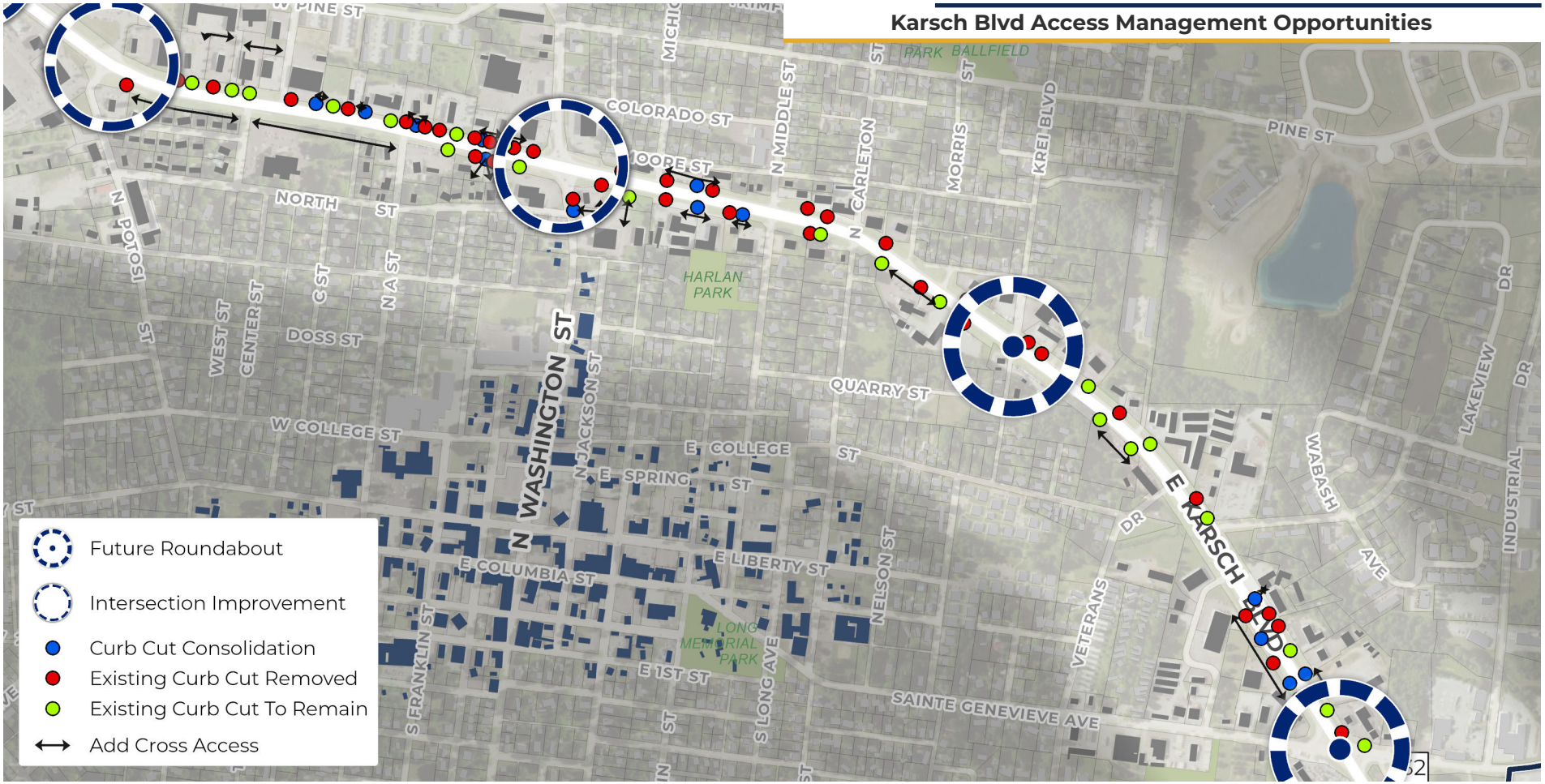




Intersection Improvement: Many intersections along Highway 32 include channelized right-turn lanes with raised "pork chop" islands designed to accommodate large trucks. Instead, they should be replaced by modified right-turns. Eliminating the channelizing "pork chop" islands at intersections can help to improve traffic flow. Drivers making right turns must frequently look over their shoulder to merge with oncoming traffic, which increases the risk of rear-end and turning crashes. Research by the Illinois Department of Transportation (IDOT) found that narrowing the right-turn roadway width and adjusting pavement markings to make the turning angle more perpendicular reduced total crashes by 44% and right-turn crashes by 60%.

Alternative Routes: The planning process highlighted interest in a potential bypass route to relieve congestion on Highway 32. However, this would involve significant challenges related to cost, right-of-way, funding, and long-term maintenance. Instead, opportunities should focus on optimizing the use of existing streets that already function as informal bypasses or alternate routes by performing intersection upgrades and access management measures.

Future Roundabout: NCHRP guidance has suggested that if conservatively estimating 40% of traffic movements at any given intersection are turning left and the intersection is four-legs, a two-lane roundabout can be effective in accommodating an AADT up to about 37,000 vehicles and additional traffic analysis has been conducted. According to MoDOT's most recent traffic counts (2024), the intersections of Walton Drive and Potosi Street reach about 38,700 and 36,300 respectively, therefore a roundabout would not be effective. However, east of KREI Boulevard, traffic volumes decline to just under 20,000 where a two-lane roundabout could operate effectively.

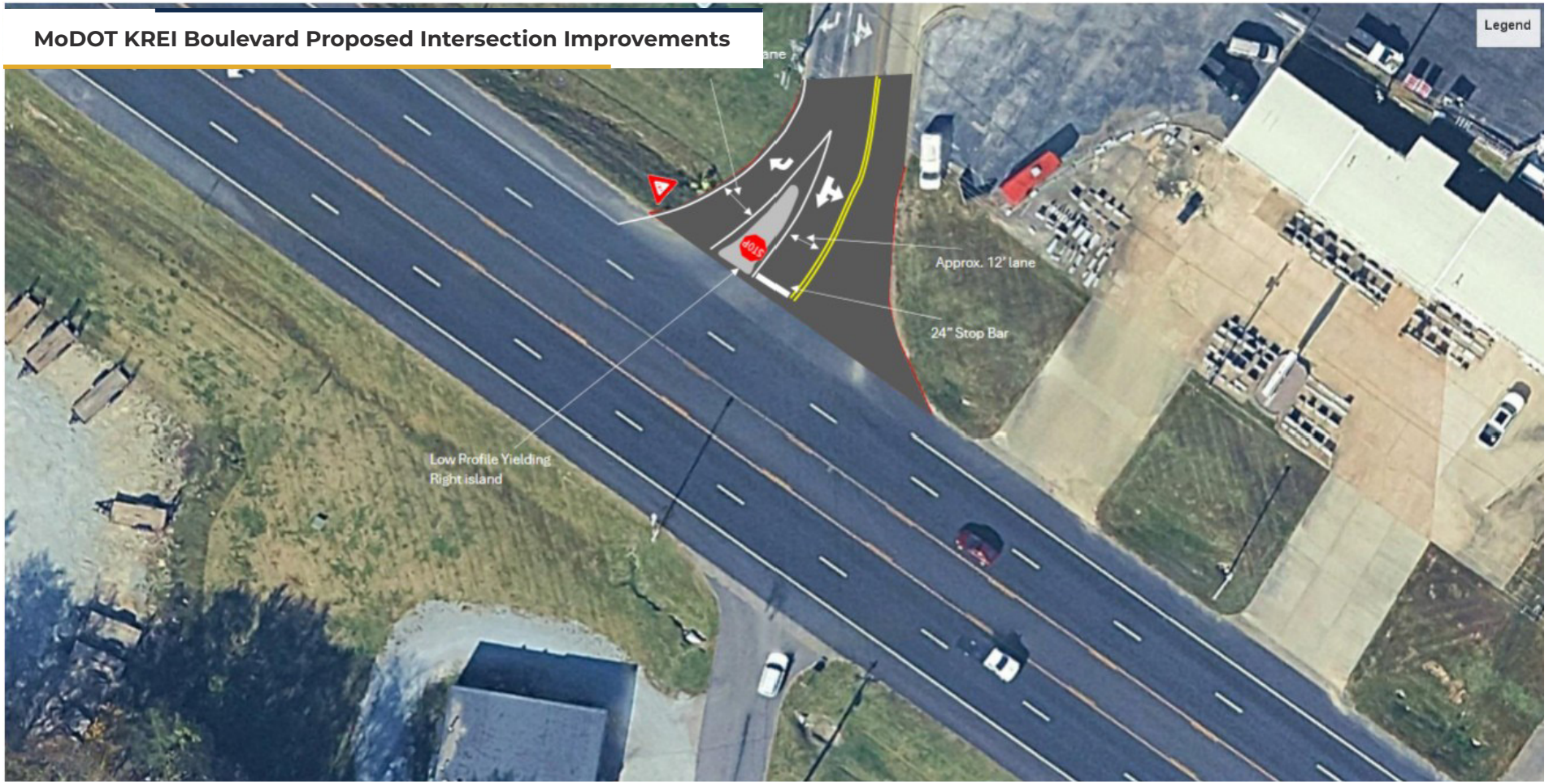


Sidewalk Network: Farmington does not currently have an extensive sidewalk network. There are also no designated bicycle facilities. Given the current and likely long-term development present along the corridor, sidewalks would work best between Walton Drive and Sainte Genevieve Avenue. A 10-foot wide path along at least one side would be ideal to accommodate both bicyclists and pedestrians.

Access Management

Highway 32 has the highest concentration of crashes in the City, and one of the main reasons is the large number of driveways that connect directly to the highway. Nearly every business has its own driveway, and some have more than one. Each driveway creates potential conflict points—places where vehicles entering or exiting the highway can interfere with through traffic. When driveways are closely spaced, drivers have less time to react, and it becomes harder to tell when another vehicle is turning, increasing the risk of rear-end and side-impact crashes.

To improve safety and traffic flow, the number of driveways along Highway 32 should be reduced through access management strategies. After reviewing the corridor between North Potosi Street and Sainte Genevieve Avenue, the number of driveways could reasonably be reduced from 67 to 31 by consolidating driveways, using shared entrances, adding frontage roads, and relocating some driveways to side streets. These changes would cut the number of conflict points nearly in half, making the corridor safer and easier to navigate without significantly limiting access to businesses. This work will need to be done in close coordination with MoDOT as the road is under their jurisdiction.



KREI Boulevard Intersection

KREI Boulevard was identified as a problem intersection early on. The City previously sought to have MoDOT make KREI Blvd / Karsch a signalized intersection, but the City was not willing to pay for the study and improvements which MoDOT required. However, MoDOT has since completed a signal warrants study and proposed improvements. Their study does not show that a signal is warranted, however it does propose to alter the geometry so that KREI is more squared-up with Karsch. Right turns shift from stop-sign control to yield-sign control, which may not be the safest alternative.

As mentioned previously, a roundabout may be effective here, but the cost of a roundabout is likely to be higher than the proposed MoDOT improvements.

Key Result 1.2: Adopt and implement access management strategies along major corridors to enhance safety for all modes, facilitate walking and biking, and reduce traffic congestion.

Background:

To reduce safety risks and improve corridor performance on major corridors, Farmington should adopt formal access management policies and design standards into the City's development regulations and transportation policies. Access management is a proactive approach to controlling vehicle access to the roadway system by managing the location, design, and spacing of driveways, public street intersections, median openings, and signals. Good application of these techniques has been shown to reduce conflict points, improve traffic flow, and enhance multimodal safety along arterials and major collectors.

Action:

Establish access management regulations

Farmington's access management regulations should establish minimum spacing standards for driveways and intersections, provide criteria for median treatments (such as raised medians and restricted crossing U-turns), and outline design requirements for auxiliary lanes and turning facilities. These standards can be modeled on MoDOT's Engineering Policy Guide – Access Management guidelines when dealing with MoDOT routes which balance safe and efficient through-traffic movement with reasonable access to businesses and adjacent properties.

Incorporate access management standards into the City's code Regulations

By incorporating access management into the City's subdivision and zoning regulations, Farmington will ensure that new development and redevelopment support long-term corridor safety and connectivity. Coordinated application of these standards will reduce turning conflicts, support continuous pedestrian and bicycle facilities, preserve roadway capacity, and help prevent future congestion and safety issues as the community grows.

Engage with property owners

Access management measures can be unpopular with adjacent property owners who may view them as restricting access. Effective communication and engagement is important. Some approaches for how to communicate these ideas can include:

- Before-and-after visualizations showing how similar projects improved safety and business visibility elsewhere.
- Access management toolkits or design guides that explain how shared access and medians improve traffic flow, reduce crashes, and often make it easier for customers to enter and exit safely.
- One-on-one meetings with business owners early in the process to identify key access needs and explore shared solutions. The business owners need to know that they are being heard and their thoughts and concerns considered.
- Pilot projects or phased implementations that demonstrate benefits before full build-out will allow business owners to see the impacts of the results as well as allow the City to test different solutions.

Key Result 1.3: Complete a Long-range Transportation Plan (LRTP) to guide improvements to existing roads and construction of new roads to support future growth and enhance multimodal transportation.

Background:

An LRTP would provide Farmington with a coordinated vision for how the City's street network evolves as the community grows. It should evaluate current system performance, identify priority improvements, and map out future roadway extensions and connections to support anticipated development. This effort should also establish a Major Street Layout Map to guide the alignment of future collector and arterial roads, ensuring new subdivisions and commercial areas connect seamlessly into the broader network rather than developing in isolation.

Action:

Establish priorities for the road network

A priority of the LRTP should be maintaining, expanding, and reconnecting Farmington's traditional grid street network. A connected grid distributes traffic efficiently, reduces congestion on major corridors like Karsch Boulevard, and supports safe, direct travel for walking, bicycling, and emergency services. Grid-based design also helps lower long-term maintenance and utility costs by avoiding the inefficiencies of disconnected street patterns.

Update subdivision regulations to enforce priorities

Future subdivision regulations should reflect the above principles by encouraging multiple points of connection to existing streets and discouraging cul-de-sac only layouts.

Address Highway 67

The LRTP should examine the future of U.S. 67, which both serves as a critical regional link and presents a physical barrier between the west side of Farmington and the rest of the City. Currently, crossings are limited to Maple Street, Columbia Street, and an indirect route via Overall Road/New Perrine Road, creating congestion and limiting multimodal access. The plan should explore options to improve east-west connectivity, such as new grade-separated crossings between Fairgrounds Drive and Highway 32, and potential bypass or parallel routes to relieve pressure on Karsch Boulevard. These projects would require close coordination with MoDOT and could involve local cost-sharing if new bridges are pursued.

Feature	Gridded Street Network Outcome
More Ways to Get Around	The shorter, more direct routes make walking and cycling viable, convenient, and safe options for short trips, reducing reliance on personal vehicles. Connected routes without high circuity allow public transit to operate more directly and productively, increasing ridership appeal and decreasing unnecessary vehicle miles traveled.
Efficiency, Connectivity, and Route Options	Connected streets provide more direct routes between origins and destinations, minimizing circuitous travel. Through redundancy, the system is less impacted by temporary closures (e.g., construction, accidents, utility work) or high-volume congestion, as drivers and emergency services have multiple parallel or alternative paths. This is important for city services like police, fire, trash collection, snow plowing, etc.
No Traffic Funneling	Cul-de-sacs and non-through streets go nowhere, forcing virtually all drivers and pedestrians onto high-traffic arterials, creating severe congestion and conflict points. Gridded networks distribute traffic across multiple paths, preventing the burden of moving traffic from being funneled onto a few large arterial roads. This keeps traffic levels at a desired, manageable level across the network.
Emergency Response	Less time is taken for emergency services to navigate and access neighborhoods, often leading to faster response times.
Fewer Vehicle Miles Traveled (VMT)	Direct paths don't force vehicles to drive circuitous, longer distances that increase overall VMT and related fuel consumption and emissions.
No Arterial Burden	Arterials are less likely to become over-congested, requiring expensive, remedies like widening projects, more maintenance, and more complicated infrastructure.
Lower Maintenance Costs	Costs of salting, plowing, and paving are not distributed over semi-private roads used by very few homes or businesses, leading to a higher cost per user.
Lower Utility Costs	There are fewer linear feet required for utility lines (water, sewer, electric) and accordingly the maintenance/replacement costs associated with them are also lower.

Key Result 1.4: Position Farmington's transportation priorities for state and federal funding opportunities.

Background:

To advance major transportation improvements, Farmington must actively position its priority projects within regional and state transportation programs. Regular participation in Southeast Missouri Regional Planning Commission (SEMO RPC) meetings and project prioritization discussions will strengthen Farmington's ability to compete for MoDOT-administered and federally funded programs. By maintaining clear project concepts, preliminary cost estimates, and demonstrated community support, the City can better align its needs with available funding opportunities like the Surface Transportation Block Grant (STBG), Transportation Alternatives (TA) Set-Aside, and safety improvement programs.

Action:

Strengthen regional transportation coordination.

The City should coordinate closely with the SEMO RPC to ensure that regionally significant projects, like improvements along Highway 67, corridor enhancements, and new roadway connections identified in the LRTP, are included in the State Transportation Improvement Program (STIP) for the SEMO Region.

Monitor the progress of plans to construct the I-66 Trans-America Corridor.

There has been renewed interest in reviving the plans for I-66 Trans-America Corridor connecting the West Coast to the East Coast of the United States. This would greatly affect the Southeast Missouri area, creating new connectivity that could increase motorist and truck through the region. Discussions are currently centered around a connection of the future I-66, the extended I-57, and a future I-56 that would come close to Farmington. While the development of I-66 corridor seems like a lofty endeavor today, the recent upgrade of U.S. 67 through Poplar Bluff to an interstate extension of I-57 makes monitoring traction from MoDOT on this topic an important long-term policy effort. The City of Farmington should actively participate in any future planning initiative related to this project to be prepared for potential community and economic impacts.

Objective 2: CREATE SAFE, ACCESSIBLE, AND CONNECTED ACTIVE TRANSPORTATION NETWORKS.

Key Result 2.1: Create an Active Transportation Plan to create a safe, well-connected network for walking, biking, and rolling that prioritizes connections to public spaces, jobs, and commercial areas.

Background:

Farmington should prepare a comprehensive Active Transportation Plan to guide investments in pedestrian, bicycle, and micro-mobility infrastructure throughout the community. This plan should identify a connected network of sidewalks, shared-use paths, and on-street facilities that link neighborhoods to schools, parks, employment centers, downtown, and key destinations. The network should be designed to provide safe and comfortable travel options for people of all ages and abilities, reducing dependence on personal vehicles and supporting a healthier, more sustainable community.

Action:

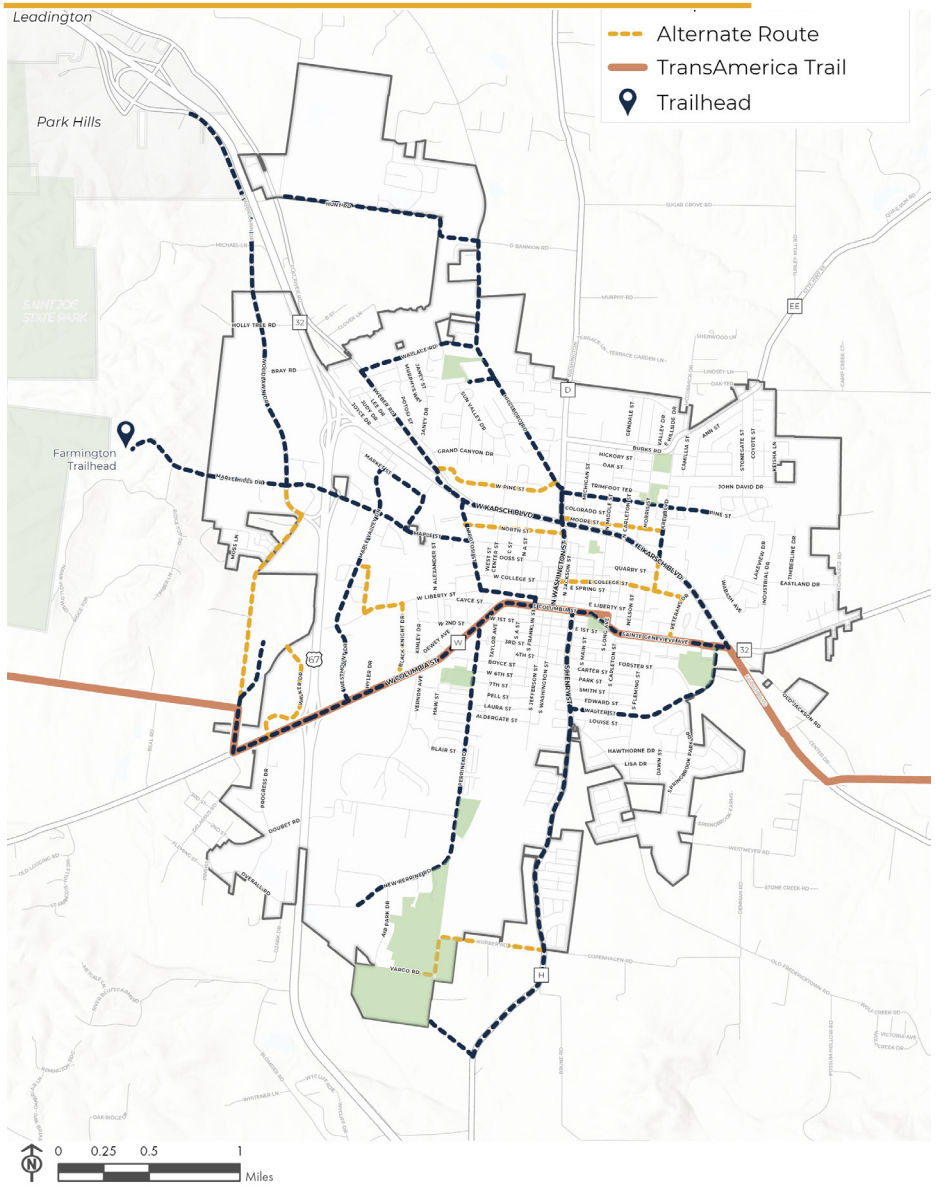
Identify Active Transportation Routes

Potential routes should be prioritized based on their ability to close gaps in the existing system, improve access to public spaces, and enhance connectivity to businesses. The plan should incorporate best practices from the NACTO Urban Street Design Guide and the Small Town and Rural Design Guide (STAR) to ensure that facility types—such as sidewalks, buffered bike lanes, or shared-use paths—are matched appropriately to roadway context, traffic volume, and available right-of-way.

Consider changes to the City Code to support active transportation

As part of this effort, Farmington should also evaluate design standards and local ordinances to identify opportunities to require or incentivize active transportation connections within new developments and redevelopment projects. The resulting Active Transportation Plan should serve as both a policy framework and an implementation tool, providing project concepts, design guidance, and funding strategies to pursue over time.

Proposed Future Active Transportation Network



Key Result 2.2: Maintain a GIS map-based, comprehensive inventory of the location and conditions of City sidewalks and trails to enhance public safety and walkability.

Background:

An inventory of sidewalks and trails is important for managing Farmington's active transportation system. Currently, the City does not have these facilities mapped in GIS, which limits the ability to assess network gaps, prioritize repairs, and plan new connections. Developing a GIS-based sidewalk and trail inventory will provide a tool for identifying missing links, evaluating ADA accessibility, and monitoring overall system condition.

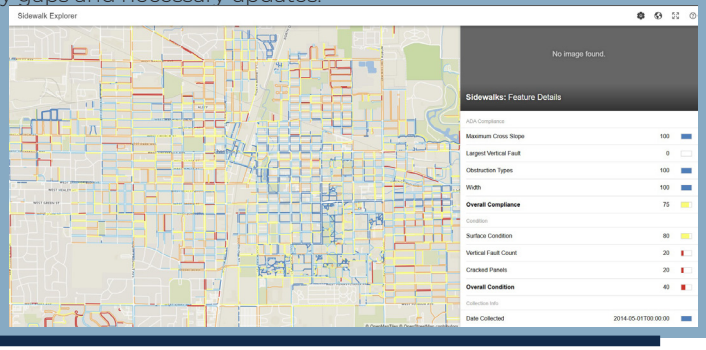
Action:

Create and utilize a sidewalk inventory using GIS.

This database would allow City staff to coordinate maintenance activities, track improvements over time, and communicate network information more effectively with residents, developers, and regional partners. The inventory will also support grant applications and project prioritization by providing the data needed to demonstrate safety needs and connectivity benefits. Farmington should be able to use its existing GIS contractor to help with the process of collecting data and hosting it.

CASE STUDY:
GIS Sidewalk Inventory
Champaign, IL

In Champaign, Illinois, the Champaign County Regional Planning Commission completed a sidewalk network inventory and assessment in 2016. The results were a report with recommendations as well as an interactive GIS map that allows viewers to click on stretches of sidewalk and find survey data about the condition and ADA compliance. This tool is called Sidewalk Explorer and allows the City of Champaign to visualize their sidewalk network and identify gaps and necessary updates.



Key Result 2.3: Maintain an updated ADA Transition and Sidewalks Plan.

Background:

The City adopted an ADA Transition Plan in 2021. During the planning process, the project team identified 959 intersection curb ramps—or locations where curb ramps should exist. Of these, 376 (39.2%) are ADA compliant, 351 (36.6%) are not compliant, and 232 (24.2%) locations have no ramp where one is needed. In total, 583 (60.8%) of all potential ramp locations are not ADA compliant. The estimated cost to bring these locations into compliance is approximately $349,800.

The Transition Plan also evaluated sidewalk conditions, rating sidewalks on a scale from 1 to 5, ranging from Very Poor to Very Good. In total, about 155,000 linear feet of sidewalk were assessed. Approximately 23,421 linear feet (15.1%) were rated Very Poor or Poor. The estimated cost to improve these sections to a Very Good condition is approximately $655,800.

Action:

Update ADA Transition and Sidewalks Plan as progress occurs.

Maintaining an updated ADA Transition and Sidewalks Plan is important for civic accessibility and fiscal responsibility. Without a living document to track progress, these gaps in the City's infrastructure become permanent barriers for residents with disabilities, the elderly, and parents with strollers, effectively cordoning off sections of the community.

Furthermore, an updated plan allows the City to transition from reactive repairs to proactive asset management. By regularly updating the plan's data, the City can identify deteriorating areas before they become safety hazards or require total reconstruction. An active plan ensures that every dollar spent is prioritized toward the areas of greatest need, protecting the City from liability while ensuring that Farmington remains a walkable, inclusive, and modern community for everyone.

Key Result 2.4: Create a City-wide wayfinding program.

Background:

Farmington should develop a coordinated City-wide wayfinding program to improve navigation, assist with community identity, and enhance the visitor experience. A consistent family of signs and features will help residents and visitors easily locate key destinations such as Downtown, parks, schools, the hospital and medical district, the industrial park, the airport, and the Maple Valley commercial area. Wayfinding elements will also announce arrival into Farmington and its major districts, helping create a stronger sense of place.

Action:

Determine types of signs needed

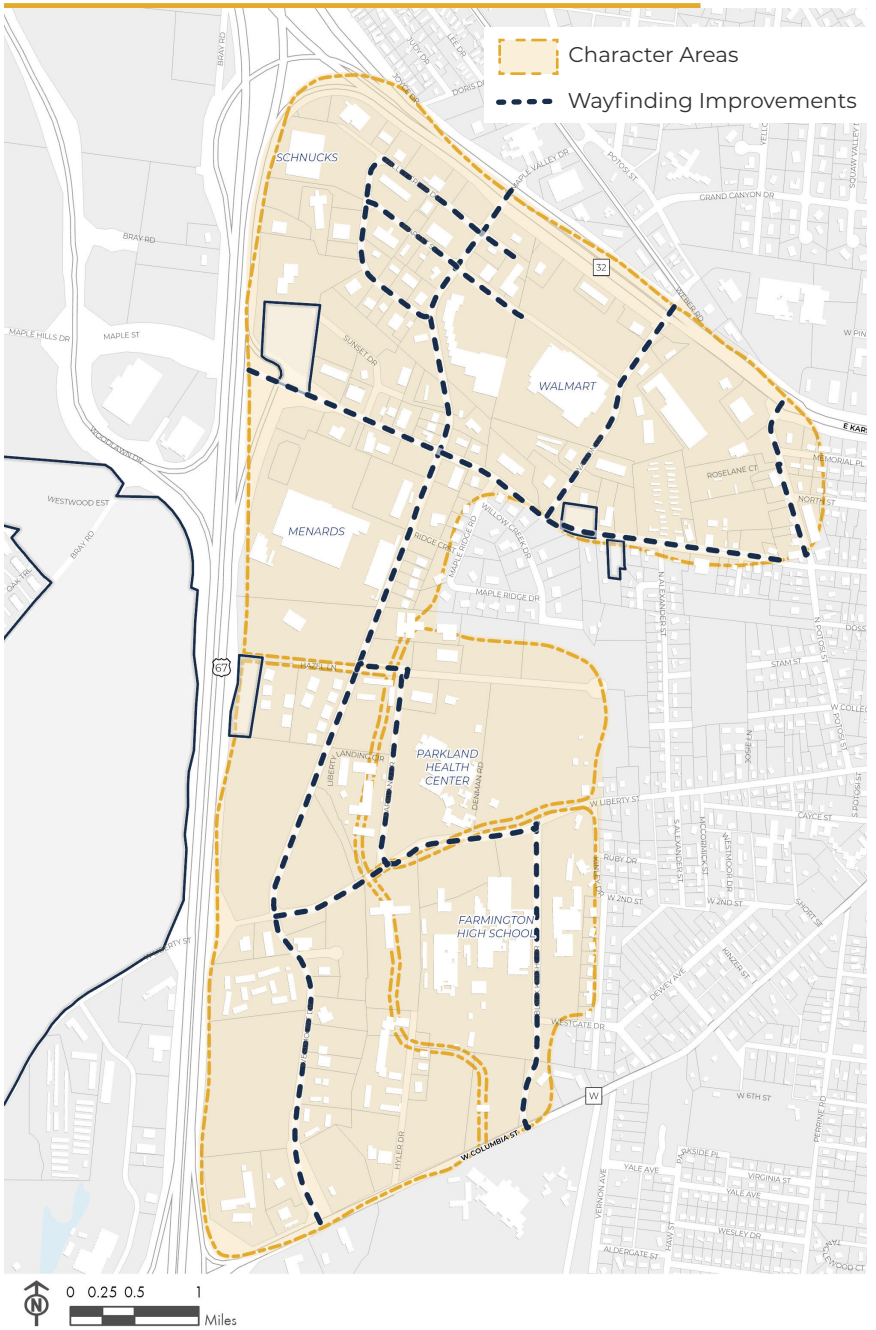
The program should establish a "family" of signs designed with cohesive materials, colors, and typography that reflect Farmington's character. This system may include:

- Gateway signs at major entrances to the city, such as along U.S. 67 and other key corridors, welcoming visitors and reinforcing Farmington's brand identity.
- District or neighborhood signs that define areas like Downtown, the hospital district, and major commercial centers, etc.
- Directional signs guiding motorists, cyclists, and pedestrians to major destinations as well as parking areas.
- Trail and pedestrian wayfinding signs that connect seamlessly with the active transportation network, helping users navigate between parks, schools, and civic spaces.

Strategically placed gateway features, particularly at City entrances and key intersections, will create clear visual cues of where one is, while smaller-scale directional and pedestrian signs will improve mobility and connectivity within the community. Gateway opportunities exist along major entry corridors, including U.S. 67, where additional signage can welcome travelers and direct them toward Farmington's historic downtown and other activity centers. Within downtown, wayfinding features can guide pedestrians and cyclists to parks, civic spaces, and local businesses, strengthening both visitor experience and economic vitality. Design elements may include:

- Materials and finishes that reflect Farmington's downtown architecture, such as brick, stone, or metal accents that echo its traditional storefronts and civic buildings.
- Typography and iconography consistent across all sign types.
- Integration of the City's logo to create a recognizable identity throughout the network.
- A color palette that matches the branding and logos used by the City.

Proposed Wayfinding Network



Determine locations for wayfinding signage

The map on the previous page shows a proposed wayfinding network for the City at large. A proposed network for Downtown can be found in the Downtown OKRs.

Key Result 2.5: Partner with Southeast Missouri Transit Service to conduct a Micro Transit Feasibility and Fixed Route Transit Service Plan to better understand demand and identify strategies for improving public transportation locally and throughout the region.

Background:

Farmington should partner with Southeast Missouri Transit Service (SMTS) and the Southeast Missouri Regional Planning Commission (SEMO RPC) to evaluate opportunities for expanding and improving public transportation in and around the community with a Microtransit Feasibility and Fixed Route Transit Service Plan to analyze current service coverage, identify unmet demand, and develop strategies to enhance mobility for all residents, especially seniors, individuals with disabilities, and lower-income households who depend on transit.

SMTS currently operates pay-per-ride and daily-pass services that are essential to many residents yet demand for transportation continues to grow faster than available resources. As more Farmington residents choose to age in place and as regional populations increase, the need for reliable, accessible, and affordable transportation will expand. SMTS consistently reaches capacity and must turn away riders due to funding limitations, which restricts fleet size, driver availability, and service frequency.

The plan should assess both microtransit options, like flexible, on-demand services using smaller vehicles, and enhancements to fixed-route services that could improve efficiency and coverage. It should examine the feasibility of technology upgrades such as real-time vehicle tracking, mobile ticketing, and app-based trip scheduling, while also recognizing the long-term funding challenges of maintaining these systems under current match requirements as well as the capacity of its core ridership to adjust to this technology.

Action:

Strategize to establish a sustainable and predictable fixed-route network

While SMTS provides essential service through its CONNECT system, the current hybrid structure, partially fixed routes with request-based deviations, can be confusing for new users and less suitable for spontaneous travel. Riders must often schedule deviations a day in advance, and service variability reduces reliability for those who need consistent, commuter-style transit. The plan should assess how the system can evolve toward a simpler, more predictable network, potentially through a combination of microtransit zones and streamlined fixed routes that better serve employment areas, downtown, and major destinations.

Bolster connectivity to bus stops

In addition to evaluating service routes, the plan will identify first–last mile connectivity improvements that enable residents to safely and conveniently access transit stops. These projects may include sidewalk and trail extensions, crosswalk enhancements, bicycle facilities, and wayfinding elements that link neighborhoods, schools, and commercial areas to key SMTS stops. Strengthening these connections will make transit more usable for all residents, particularly those without access to a personal vehicle, and will complement the City's broader goals for walkability and active transportation.

Identify necessary transit infrastructure

The plan will also evaluate the need for transit stop amenities and recommend installation of bus stop infrastructure once a preferred transit loop is established. Branded signage, benches, and shelters could improve comfort, attractiveness, and visibility, making the system more recognizable and user-friendly for both residents and visitors.

Identify sustainable funding

A large part of the plan will be to identify sustainable funding and partnership strategies. SMTS currently relies on Section 5311 formula grants, Medicaid reimbursements, Department of Mental Health programs, and contributions from Aging Matters and local organizations. However, limited matching funds and the absence of dedicated local funding sources, like St. Francois County Senior Tax Funds, create barriers to expansion. The plan should explore ways for Farmington and regional partners to increase their financial participation and advocacy to secure a stronger state and federal funding match.

Key Result 2.6: Partner with the School District to Adopt an intergovernmental Safe Routes to Schools Plan and Policy Resolution to create safer connections to schools.

Background:

The Safe Routes to School program, supported nationally by the Federal Highway Administration, encourages children to walk and bike to school by improving infrastructure and fostering community engagement. For Farmington, this program would identify priority routes, crossing improvements, and traffic calming measures near schools, while also addressing driver speeds and circulation challenges that occur during peak times.

Farmington should collaborate with the Farmington R-VII School District to prepare and adopt a Safe Routes to School (SRTS) Plan and Policy Resolution that promotes safer, more accessible walking and biking connections between neighborhoods and local schools. This effort will build upon the City's Active Transportation Plan, focusing specifically on improving safety as well as reducing congestion in school zones during pick-up and drop-off periods.

Action:

Adopt a policy resolution in tandem with the School District

A formal SRTS Plan would include a jointly adopted policy resolution that defines shared responsibilities between the City and School District, like data collection, engineering improvements, enforcement coordination, and education initiatives. Implementation may involve enhanced crosswalks, curb extensions, speed feedback signs, and sidewalk gap closures to improve safety around campuses.

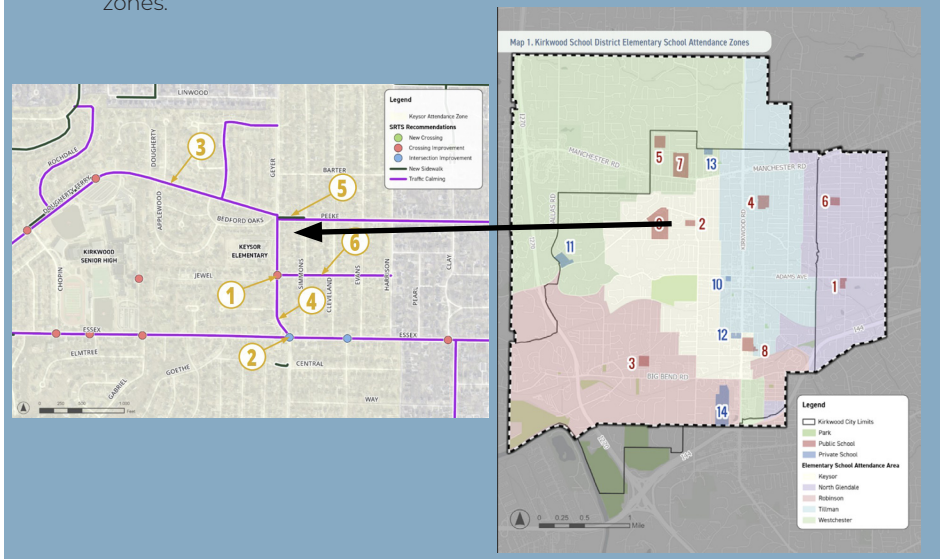
By coordinating efforts and aligning City and School District priorities, Farmington can create safer, more connected routes for students while alleviating congestion and improving neighborhood livability. The resulting Safe Routes to School Plan would make walking and biking to school safer and strengthen the community's overall active transportation network.

Explore non-infrastructure related programming

Beyond infrastructure, Farmington and the School District can explore creative programs that encourage safe and active travel, such as "Walking School Buses" or "Bike Buses," in which students travel together along designated routes with adult supervision. These programs build confidence, reduce traffic volumes at schools, and promote healthy habits for students and families.

CASE STUDY:
Safe Routes to School
Kirkwood, MO

In Kirkwood, Missouri, the city created a Safe Routes to School Program as part of their Streets are for Everyone initiative. This initiative includes other efforts such as their ADA Transition Plan, Vision Zero Plan, and Pedestrian and Bicycle Master Plan. For their Safe Routes to School Program, recommendations were focused closely around the nationally recognized Six E's Framework—Education, Encouragement, Engineering, Enforcement, Evaluation, and Equity. Infrastructure upgrades were recommended based on elementary school attendance zones.



Objective 3: Ensure that vital public facilities and infrastructure are efficiently maintained and proactively planned to support current and future needs.

Key Result 3.1: Complete a Fire Master Plan to plan and budget for public safety facilities, infrastructure, equipment, and staffing to support future growth.

Background:

Farmington currently has one fire station serving the entire City. It is centrally located to maximize coverage. However, the edges of the City do not fall within the National Fire Protection Association (NFPA) standards of coverage within 4 minutes or 1.5 miles. Farmington currently has an Insurance Services Office (ISO) score of 3 out of 10, one being the most superior fire protection while ten indicates no recognized protection. These metrics indicate a need for a comprehensive study of Farmington's fire safety facilities, infrastructure, equipment, and staffing to determine current and future needs.

Action:

Complete a Fire Master Plan.

The City's Fire Chief is actively working on a preliminary network analysis to evaluate the long-range potential for adding new fire house locations. This was also recommended in the 2011 Comprehensive Plan and continues to be a priority today. Completing a Fire Master Plan for a new fire house locations and associated infrastructure, equipment, and staffing needs would allow the City to proactively manage demand for fire safety services as the City continues to grow rather than retroactively responding to growth. This plan should determine short- and long-term level of service and capital investment needs based on anticipated growth and demand. These capital projects should be included in the City's capital improvement plan to determine how and when projects will be funded.

Key Result 3.2: Assess the capacity of City utilities and infrastructure to support resource demand from future growth and development.

Background:

Farmington's City-owned public utility services (water, sewer, and electric) and utility and transportation infrastructure are major assets supporting both quality of life and economic opportunity. As Farmington continues to grow, maintaining sufficient utility and infrastructure capacity will be important to supporting new development while preserving high-quality services for existing residents and businesses. For example, Farmington Crossings, a planned 316,000 square foot retail development on Bray Road, will be the first major commercial development west of Highway 67. As indicated on the Future Land Use Map, the Woodlawn Drive/Bray Road corridor is anticipated to be a primary growth area new commercial, mixed-used (which may include multifamily residential), and single family residential development over the next 10-20 years.

Action:

Complete a Municipal Utility and Infrastructure Capacity Study followed by ongoing utility and capacity assessments.

A municipal utility and infrastructure capacity study assesses the current condition and limitations of utilities and infrastructure including water, sewer, electric, and roads. The purpose of this type of study is to estimate maximum development capacity of existing utility and infrastructure systems based on current resource demand; forecast future demand along with community and economic impacts; identify utility and infrastructure gaps; align public funding with short-term and long-term capital improvement priorities; guide the responsible use and development of land; and prevent utility service disruptions or infrastructure hurdles. This study should include systems mapping, capacity modeling, and close coordination between City departments (Public Works, Planning and Zoning, Development Services) and regional partners like MoDOT.

The study should also drill down into specifics such modeling potential growth scenarios for key growth areas like the Woodlawn Drive/Bray Road corridor, where a proactive evaluation of traffic demand and impacts is needed to inform what overall corridor roadway design should look like. This can also be done through an independent Traffic Impact Assessment (TIS) for the corridor. Another priority for the study should be anticipated impacts on and capacity of the City's west treatment plant as more development occurs west of Highway 67.

This type of scenario modeling can estimate future demand on public utility and infrastructure systems (electricity, water, sewer, traffic, etc.) based on projected development capacity indicators (land area, development square foot or number of units, project number of vehicles per day, etc.). Ultimately, a Municipal Utilities and Infrastructure Capacity Study should provide a system for monitoring demand and capacity indicators over time, guide implementation of the Future Land Use Plan, and inform the City's utility and infrastructure investment decisions.

After completing the Municipal Utilities and Infrastructure Capacity Study, the City of Farmington should periodically assess the demand and capacity of public utilities and infrastructure relative to growth and development in the city. Ongoing assessments is a proactive approach promoting data-driven decisions, early constraint detection, optimizing fiscal spending, and transparent public communication about community, economic, and fiscal impacts of the City's capital investments and maintenance improvements supporting long-term resource management.

Amend the Zoning Regulations and Subdivision Regulations to provide for the submission of technical studies or reports, as may be necessary, for the City to sufficiently evaluate new development or major redevelopment projects.

A fundamental purpose of a municipality is to promote the continued health, safety, and general welfare of the community. This includes providing essential public services (including utilities and infrastructure), enforcing local laws, and regulating the development and improvement of land.

As such, certain development proposals may necessitate the analysis of additional data and information for the City to make sound decisions. To ensure that the City has the ability to do this, as needed, the Zoning Regulations and Subdivision regulations should be amended to include language providing that, in addition to other requirements, the City may also require the submission of technical studies or reports to further analyze a proposed development within the context of the City's design requirements and capacity related to public utilities and infrastructure.

Such technical studies or reports might include, but are not limited to, a Public Utilities Evaluation to determine whether existing systems have sufficient unreserved capacity to serve a proposed development, or a Traffic Impact Analysis when a proposed development is anticipated to generate a substantial increase in daily trip generation.

Key Result 3.3: Formalize development standards related to development and improvements in close proximity to airport hazard areas to promote safe airport operations and protect the public health, safety, and welfare.

Background:

Under Missouri law, only certain types of airports, like military or major regional airports, can adopt formal airport hazard zoning. However, Farmington can still include development review guidelines in its local code or design standards. These guidelines could outline how the City reviews projects near the airport and what developers should consider, such as building height limits, setbacks, lighting, and land use compatibility.

Action:

Develop formal standards for development near the airport.

Farmington should create clear, written standards for how development near the Farmington Regional Airport should be reviewed and designed to protect both public safety and airport operations. These standards should help make sure that new buildings, lights, and land uses near the airport do not interfere with flight paths or create safety hazards.

The City already works informally with developers in these areas, but putting those practices in writing will make the process more consistent and transparent. It will also help prevent misunderstandings and ensure that future development continues to support safe airport operations.

Key Result 3.4: Create an engaging, user-friendly Capital Improvement Plan (CIP).

Background:

A CIP is a record of all capital improvements the City intends to make, usually over the next 5 years, however the document is updated annually to account for needed changes in prioritization. This document serves as the central planning and budgeting tool, helping City leaders make informed decisions about when and how to fund major projects. It outlines anticipated costs, potential funding sources, and projected timelines for implementation.
These documents are long and can be challenging for a layperson to understand. To foster transparency and dedication to planning for a fiscally sound city, Farmington should adopt an engaging and user-friendly CIP that is easily accessible to interested parties.

To make the document engaging and user-friendly, the CIP should use graphics, maps, and project summaries that make it easy for both staff and residents to understand what's planned, where improvements will occur, and how projects are funded. An online, interactive version would allow for greater transparency and for the public to track progress over time.

Action:

Ensure that the CIP is comprehensive and aligns with other City Plans.

The City CIP should to be comprehensive and include capital needs from all City departments and integrate project recommendations from adopted plans like the recommended Comprehensive Plan, the Fire Master Plan, and the Active Transportation Plan. By consolidating these priorities into a single, organized document, the CIP will help the City balance day-to-day maintenance with major capital investments.

Create an interactive CIP dashboard.

Create a CIP dashboard that provides community with access to information about ongoing and planned CIP projects. In most communities interactive CIP dashboards are powered by ArcGIS, ESRI, or similar platforms. The City should work with its GIS consultant to create a public facing Integrity GIS dashboard that shows the status of current capital project including description of improvements, location, project timeline, cost, and community impacts like temporary road closures.



CASE STUDY:
CIP Project Dashboard
Lee's Summit, MO

In Lee's Summit, MO, the city provides a CIP Project Dashboard that allows users to visually see various capital improvement projects at large or filter by category (e.g. Bridges, Streets & Signals, Facilities, Parks, Storm Water, etc.), phase (Planning, Design, Construction Complete), and year construction began. By clicking on a project, users can also see a project description with information such as budget, city contact, and any pertinent web links.

Objective 4: Develop and implement policies that prioritize environmental preservation and natural hazard resilience.

Key Result 4.1: Update the City's Emergency Management Plan to guide operational response to disaster and inform the community of their role in ensuring safe and efficient disaster relief efforts.

Background:

Farmington should update its Emergency Management Plan to strengthen preparedness, improve coordination, and ensure an effective response to both natural and man-made disasters. The updated plan would continue to serve as a guide for City operations during disasters and as a communication tool for residents, helping the community understand how to prepare for emergencies and what to expect when one occurs.

Action:

Align local strategies with the St. Francois County Emergency Operations Plan.

Updates to Farmington's Emergency Management Plan should align with and help implement strategies from the St. Francois County Emergency Operations Plan by establishing short-term and long-term local actions that the City of Farmington plan's to implement. The most significant natural disasters affecting the region that should be discussed in the plan include tornadoes, flooding, and earthquakes with specific examination into local planning and training to reduce potential impacts, improve response times, and qualify for federal and state funding opportunities to mitigate the loss of life and property and recovery efforts.

Provide detailed procedures.

The City's plan should clarify responsibilities across departments, outline coordination procedures with the County and state emergency agencies, and identify critical infrastructure and facilities that must remain operational during emergencies. It should also emphasize public outreach and education, encouraging residents and businesses to take an active role in preparedness and response, like knowing evacuation routes, assembling emergency kits, and staying informed during severe weather.


FARMINGTON PUBLIC LIBRARY
101 North A Street

Parks, Recreation, and Tourism



PARKS & RECREATION IN AND NEAR FARMINGTON

Farmington has 15 parks, two aquatic facilities, and a community Civic Center, not to mention the acres of beautiful state parks within miles of Farmington. The Farmington Parks and Recreation Department maintains the City parks and civic center.

Missouri's Parkland



While not owned or operated by Farmington, the proximity to the St. Francois Mountain Range creates endless recreation opportunities for Farmington Residents. There are several state parks along with the Arcadia Valley and premier vineyards and wineries all within a short drive.

Farmington Parks and Recreation Facilities

Al's Place Bicycle Hostel

Al's Place Bicycle Hostel resides in the previous County Jail and offers a resting place for bicyclists as they ride along the Trans America Trail.

Bicentennial Park

Bicentennial Park lies just outside historic downtown on the wedge lot where W Columbia Street and W 1st Street meet. The 0.54-acre park offers a community flower garden and fountain with a walking path and benches.

Bud Norman Memorial Sports Complex

The Bud Norman Memorial Sports Complex offers four baseball or softball fields, a concession stand, a playground, and a batting cage. This approximately 20-acre sports complex is located directly behind the elementary and middle schools in eastern Farmington.

Civic Center



The Civic Center is located across the street from Farmington High School and offers residents access to several recreation opportunities. The Civic Center has two indoor swimming pools, a 1/8th mile indoor track, three full sized courts for volleyball, basketball, or tennis, and a fitness center with exercise equipment as well as offering childcare services for parents to utilize while using the Civic Center.

Dr. Crouch Nature Sanctuary

This 15-acre park is located just south of the airport adjacent to Engler Park. Dr. Crouch Nature Sanctuary offers trails through a wooded area with 11 education stations and bird watching opportunities.

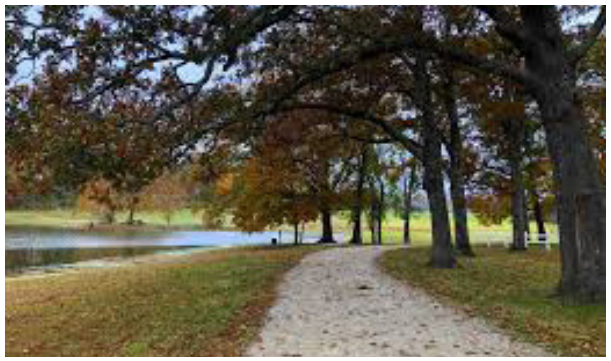
Dean Danieley Park

This approximately 2.8-acre park is located in north Farmington off of Hollyhock Lane. Dean Danieley Park offers a pavilion, a restroom, BBQ pits, a playground, and a basketball court.

Elks Ball Field

Elks Ball Field offers a dirt field for baseball or softball and restrooms. The field is located across the street from Trimfoot Park and on the northern side of Farmington.

Engler Park



Engler Park is Farmington's largest park at more than 75 acres and offers two lakes, two playgrounds, four pavilions, six soccer fields, six tennis courts, an 18-hole disc golf course, a baseball field, trails, and even a wedding ceremony venue. Engler Park is located along the southern most edge of Farmington, just south of the airport and adjacent to the Dr. Crouch Nature Sanctuary.

Engler Park Soccer Complex

The Engler Park Soccer Complex located just north of Engler Park offers 6 soccer fields, one lighted soccer field, ultimate frisbee, restrooms, concessions, and two pavilions.

Farmington Archery Park
The Farmington Archery Park opened in 2018 as a collaboration between the City of Farmington and the Missouri Department of Conservation. This park is located just west of the western Farmington Boundary and offers a ¾ mile natural surface trail loop with 15 stations of varying distances and obstacles and one broad-head target located just north of the trail.

Farmington Community Garden
The Farmington Community Garden, located at the corner of Boyce and Perrine, offers community space where citizens can reserve a 4' x 8' plot to garden. This 0.16-acre plot allows the community to come together and grow their own fruits, vegetables, and herbs for their families.

Farmington Dog Park
The Farmington Dog Park offers two separate areas, one for small dogs and one for large dogs, both with dog play features and seating, for dog owners to have a worry-free place to let their dogs play and socialize. This 2.6-acre park is located directly west of the airport off of Perrine Road.

Farmington Skate Park


The Farmington Skate Park is the largest outdoor concrete skate park in southeast Missouri featuring 30,000 square feet of skating activities. Centrally located downtown Farmington, this park pulls skaters from the whole region.

Hager Lake
Hager Lake offers a 9-acre stocked fishing lake on a 20-acre lot just off of U.S. Highway 67 along the southern edge of Farmington. Along with the fishing lake, Hager Lake offers a fishing jetty, a pavilion, restrooms, and multi-purpose athletic fields.

Harlan Park
This neighborhood park is located north of downtown and south of E. Karsch Boulevard. Harlan Park offers picnic tables and BBQ grills.

Jaycee/KREI Ball Field


The Jaycee/KREI Ball Field is immediately adjacent to the Elks Ball Field to the north. This field offers a dirt softball or baseball diamond with field lights, dugouts, bleachers, and restrooms.

John R. Crouch Memorial Park
John R. Crouch Memorial Park is located along Pine Street, close to the most eastern edge of Farmington. This park offers almost 10 acres of land with an 8.5-acre lake stocked by the Missouri Department of Conservation, a 3,000 foot paved walking trail, a pavilion, and picnic tables.

Long Park


Long Park is home to the historic Long House originally built in 1833 and is located in the heart of Farmington, downtown. The approximately 3-acre park includes the skate park as well as the historic structure open for tours. There are also a Gazebo and a restroom.

Trimfoot Park
This neighborhood park offers a playground, a basketball hoop, a restroom, a BBQ grill, and a picnic table. This 0.7-acre park is located in North Farmington.

Veterans Jaycee Park
Veterans Jaycee Park is located just west of the airport and includes the Farmington Dog Park. The over 10-acre park also offers a pavilion and a restroom.

Wilson Rozier Park
Wilson Rozier Park is located fairly centrally in Farmington, covering almost 10 acres southwest of downtown. This park offers a restroom, two pavilions, a ballpark, two playgrounds, BBQ pits, two tennis courts and one multi-use court for basketball, futsal, or pickle ball.

Mayor Hager Tennis Complex
The Mayor Hager Tennis Complex is located within Engler Park and offers six tennis courts with wind screens and lighted courts.

Access to Parks and Recreation Facilities

The National Recreation and Park Association (NRPA) is a nationally recognized not-for-profit organization dedicated to building strong communities by creating quality parks and recreation through research, education, and professional development in the operation and management of the parks and recreation industry. NRPA Park Metrics offer industry standards of benchmarks and insights for park and recreation assets.

1.6 ***parks per 1,001 residents.***
(Higher than national standard for parks in communities with <20,000 population.)

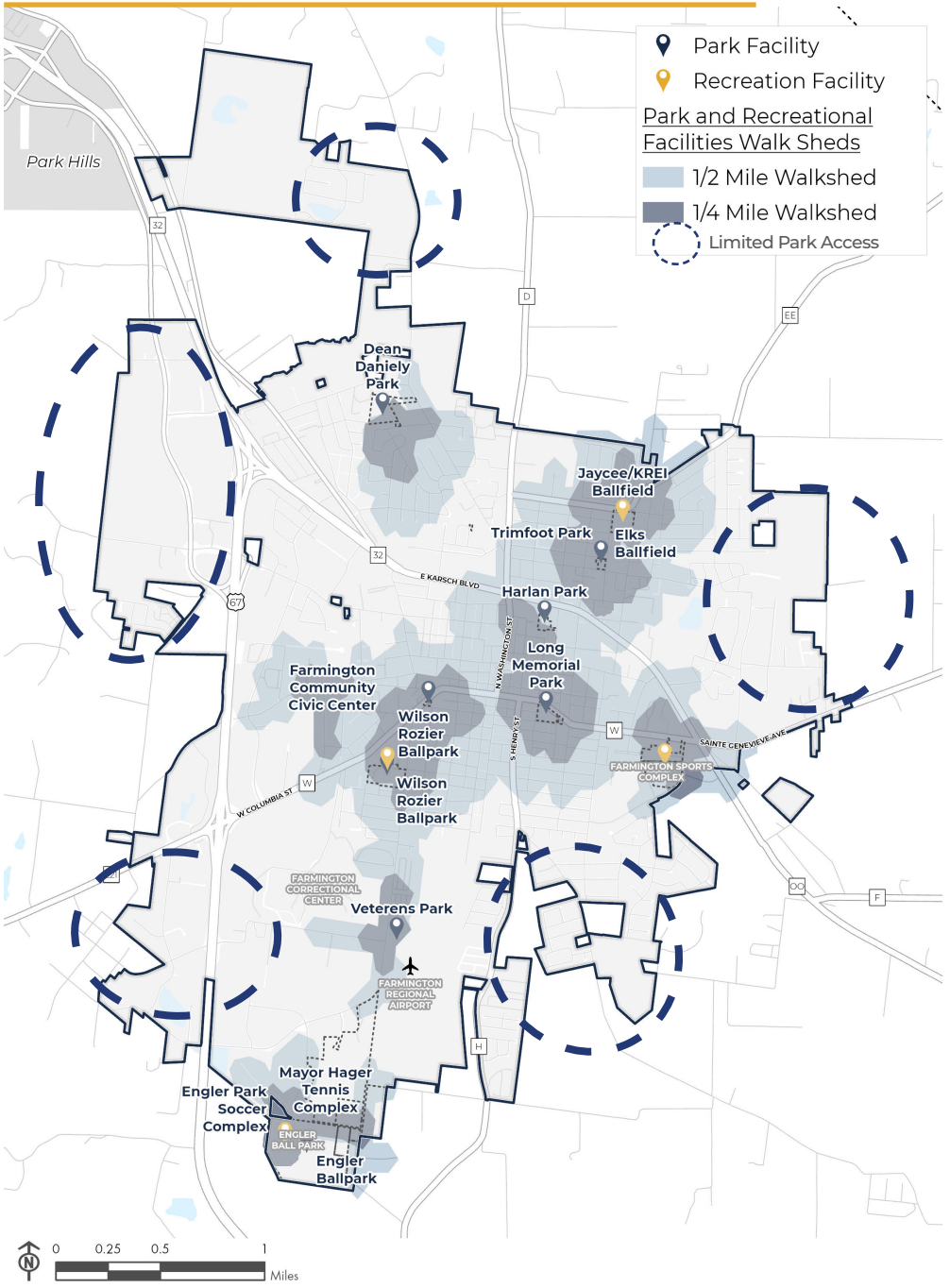
Based on NRPA Park Metrics, for jurisdictions with less than 20,000 residents, the typical parks and recreation agency offers one park for every 1,001 residents served (park density), with 10.9 acres of parkland per 1,000 residents (parkland per capita/level of service) The City of Farmington owns 16 parks (outdoor green spaces) covering roughly 150 acres of parkland. With a population of 18,500 residents, this equates to about 1.6 parks per 1,001 residents and 8.2 acres of parkland per 1,000 residents.

These measures indicate that Farmington has a higher-than-average park density, but lower-than-average level of service. This is an indication that the quality of park amenities (utility) and walkability and proximity of parks for residents(connectivity) are important aspects of park access. While these metrics are great for benchmarking parks and recreation standards, local insights are needed to identify the best practices to optimally address park access in the community.

The map to right helps to understand access to parks and recreation facilities for Farmington residents. The map uses 10-minute and 20-minute walksheds around parks and recreation spaces--considered a reasonable distance in which a person is typically willing to walk to a destination--to measure access. The walkshed buffers were created by following existing roadways to locate paths of travel that extend 10-20 minutes from each park or recreation facility.

The map shows that access to existing parks and recreation spaces is greatest for neighborhoods in the City core. Residents in this area have enhanced access to parks and recreation facilities and are more likely to walk or bike to these places rather than travel by car. Residents who are in areas with limited access to parks likely limited to traveling to the City's parks and recreation facilities via a car or the bus.

Access to Parks and Recreation in Farmington



PARKS, RECREATION, AND TOURISM OBJECTIVES

1. *Create and maintain a system of high-quality, safe, and accessible parks, open spaces, and recreation amenities.*
2. *Provide programming for residents of all ages and interests at park facilities.*
3. *Promote and build on Farmington's strengths as a tourism destination.*

Vision

Farmington Parks are accessible, well maintained, clean, safe, and offer programs geared towards diverse age groups and interests.

Objective 1: Create and maintain a system of high-quality, safe, and accessible parks, open spaces, and recreation facilities.

Key Result 1: Create a Parks Master Plan to guide long range plans for the improvement and maintenance of current and future parks and recreation facilities.

Background:

Farmington is home to 22 City-owned parks, green spaces, and recreation facilities. Local parks are often cited as a reason many existing residents choose to call Farmington home. Currently, the maintenance and investment in these places are outlined in the City's Capital Improvement Program, a five-year budget of capital improvement projects the City plans to take on. As Farmington continues to grow, the City will need to plan and budget to meet the long-range parks and recreation needs and maintain the quality parks system that many in the community enjoy.

Action:

Parks and Recreation Master Plan

A Parks and Recreation Master Plan is a very similar document to this Comprehensive Plan, the difference is its focus on strategic planning solely for the development, maintenance, and operation of parks and recreation facilities. A Parks Master Plan would include an inventory and record the conditions of existing parks and recreation facilities to identify the need for improvements to existing or the construction of new facilities and improvements; clear priorities developed through public input; and a long-range implementation plan. Using this format, it is clearer what changes are coming and why they have been selected with an emphasis on public engagement so that the people who are using the parks system feel ownership over the process and their parks and recreation system.

Creating a Parks Master Plan would allow for a more transparent schedule of work for park infrastructure updates and can look out further than five years. Having a Parks and Recreation Master Plan also strengthen City applications for state and federal grants for parks and recreation projects.

While local parks are generally well-maintained and highly rated by residents, community input generated through the planning process identified priorities associated with improving local parks. An effective Parks and Recreation Plan in Farmington should address the following:

- **Programming:** A lack of things to do for youth and families was often cited in community feedback. Add new and unique programming geared towards the community's diverse audiences. (See Parks, Recreation, and Tourism OKR 2.1 related to creating a Youth Advisory Council.)
- **Equipment and Facilities Improvements and Maintenance:** The need to better manage existing sports fields to support both local recreational sports and sports tourism was a clear priority identified by residents and stakeholders. Ensuring that existing sports fields and equipment are well-maintained and upgraded on a regular schedule is important to retaining existing sports tournaments that are attracted to Farmington.
- **Cleanliness and Safety:** Cleanliness and safety contribute to a comfortable environment. When there is a decline in these elements, use of parks and recreation facilities can decline. Many residents attributed a decline in cleanliness to irregular maintenance and the community's growing challenges with homelessness. A creative solution to address this priority might include organizing community clean up days encouraging residents to volunteer for park clean-ups.
- **Access and Connectivity:** Residents enjoy the access to nature that existing walking and biking paths provide. However, there is an expressed desire for better access to parks and recreation facilities from neighborhoods and connectivity between existing parks and recreation facilities.

Key Result 2: Enhance the safety of parks through a combination of physical, operational, and programmatic upgrades that create a comfortable and secure environment.

Background:

As discussed in OKR 1.2 on the previous page, maintaining safety in the City's parks and recreation facilities is a top priority for the community. The community survey asked respondents to identify their top three priorities for enhancing Farmington's parks. The most frequent answer was safety.

The fencing enclosing the all-inclusive playground at Engler Park was frequently mentioned by survey respondents as a good park safety feature. The fence enclosure gives peace of mind to parents who can be sure anyone entering or exiting the playground is doing so only at specific locations. This keeps young children from wandering off without realizing as well as adding a barrier between children and any threat from outside of the playground.

Wilson Rozier Park and Farmington Skate Park were specifically cited by survey respondents as parks where additional safety measures are needed. Many respondents suggested the installation of lighting and security cameras in parks. Others suggested an increased police presence.

CASE STUDY:
Increasing Park Safety through Usership
Los Angeles, CA

Usership is one of the most effective ways to deter crime by ensuring there is always a community of people to self-police the area. The City of Los Angeles, California addressed crime and safety concerns at their neighborhood parks by creating the Summer Night Lights (SNL) program. This program extended nighttime hours in eight parks, keeping lights on until midnight and sponsoring programming events like movies in the park four times a week. By activating these spaces, the crime rates around the designated parks fell significantly. The year the program started, there was only one reported incident occurred in the areas surrounding the parks as compared to up to eight reported incidents in years prior.

Action:

Identify actionable park improvements, operational changes, and programming geared toward improving safety.

While studies are split on whether safety features like lighting at parks actually make areas measurably safer, these features go a long way in influencing a community's perception and feeling of safety. Creating a safe environment for visitors to the City's parks and recreation facilities can also increase usership by extending the time that parks and recreation facilitations are useful during winter months when days are short, and the sun sets early. The success of these changes can be measured by tracking park safety metrics including:

- Number of incidents reported;
- Parks and recreation facilities usage rates (time of day and areas/equipment used); and
- Ongoing community engagement about the perception of safety in the City's parks and recreation facilities.

The images below illustrate potential park improvements, operational changes, and programming that can help increase safety: (1) Lighting, (2) Increase Police Presence, (3) Wayfinding Signage, and (4) Evening Programs and Events.

Park Safety Measures



Key Result 3: Complete an ADA compliance evaluation of existing parks to identify priority improvements to include in the City's ADA Transition Plan.

Background:

The existing ADA transition plan, adopted in 2021, includes evaluations of all City facility buildings, but parks and recreation facilities were not included in this evaluation. It is equally important to ensure that all residents have safe access to parks and recreation facilities. In 2022, Farmington, in collaboration with Play It Forward, opened an inclusive playground in Engler Park. This playground offers accessibility to children of all abilities, including children who use wheelchairs. The accessible features of this playground were frequently mentioned in the community survey as a reason people love to go to Engler Park.

Action:

ADA Compliance Evaluation for Parks and Recreation Facilities

Complete a compliance evaluation of the existing parks to identify priority improvements to inform the next update to the City's ADA Transition Plan.

In evaluating the City's parks and recreation facilities, important elements of the parks and recreation environment to consider include:

- Parking and Arrival Areas: This not only includes providing designated accessible parking spaces but ensuring things like adjoining curb access points or sidewalks, approaches, doorways, and other entryways to play areas, buildings, and other facilities are accessible. (Examples of Accessible Park Features, Image 1)
- Signage: Signs can be used to share information about a park's or recreation facility's accessible characteristics, such as directing visitors to accessible arrival areas, entrances, and any designated all-inclusive play areas. (Examples of Accessible Park Features, Image 2)
- Accessible Routes: Making repairs or improvements to create at least one designated accessible route or remove barriers from existing accessible routes.
- Seating and Rest Areas: Benches, picnic tables, viewing areas, etc. should have enough clear space for wheelchair access. (Examples of Accessible Park Features, Image 3)
- Restrooms and Other Utility Facilities: A need for accessible restrooms, toilet stalls, sinks, soap dispensers, hand drying stations, drinking fountains, trash receptacles, etc. (Examples of Accessible Park Features, Image 4)

Examples of Accessible Park Features



While it is not feasible to update all parks and recreation facilities at once, one of the main purposes of completing an ADA transition plan is to take inventory of existing facilities and their level of compliance and then establish priorities based on factors such as number of users and level of existing compliance for remediation and updates. This evaluation is not only a critical component to the ADA Transition Plan, but the future Parks and Recreation Master Plan as well, as it will identify specific improvements for all parks and recreation facilities. It will be important that the link between these two plans be closely managed and monitored to track progress.

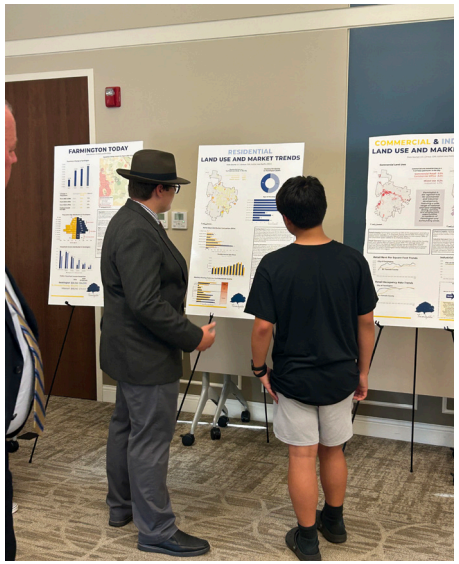
Objective 2: PROVIDE PROGRAMMING FOR RESIDENTS OF ALL AGES AND INTERESTS AT PARK FACILITIES.

Key Result 1: Create a youth advisory council to advise on the development of relevant youth-focused programs and activities reflective of community needs.

Background:

A common theme during engagement efforts for this planning process was that there is a lack of things to do in Farmington, especially for young people. Yet, a search of the City's calendar of parks and recreation programs, including those offered by the Library, and the community events hosted by Discover Farmington reveals a wealth of opportunities for the community. So, where are the wires crossed? Students from Farmington High School made a solid showing at open house events. Students expressed eagerness to participate and excitement about the opportunity to contribute to the development of long-range plans for their community's future.





Action:

Create a youth advisory council.

Creating a youth advisory council is a way to bring more attention to existing programs while also working with the youth to create new programs that may better meet their needs. Being involved in the process will help youth feel more ownership over their community and increase their willingness to participate in public life. Beyond parks and recreation, Farmington may find that youth participating in a local youth advisory council have interests and ideas that are worth while considerations for the City.

CASE STUDY:
Engaging in Community Planning
Clayton, MO

There are many organizations across the country dedicated to getting youth involved in the public sphere to help inform the decisions that will effect them and youth of future generations. A common way that municipalities are educating youth on the importance of local governance , helping them become actively engaged in public life, and providing them with a platform to have their ideas considered by their towns is through the creation of a Mayor's Youth Advisory Council (MYAC). In Missouri, communities like Clayton, Kansas City, Kirkwood, O'Fallon, and Webster Groves had done just that. High school juniors and seniors serve on these advisory councils and share responsibilities to meet, consider information, and act as traditional city boards and commissions.

The City of Clayton's MYAC Policy and Responsibilities provides a clear picture of how youth can serve and share their communities in this format.

Objective 3: Promote and build on Farmington's strengths as a tourism destination.

Key Result 1: Complete a Sports Tourism Market and Feasibility Study to evaluate supply/demand and cost/benefits related to investments in sports recreation facilities.

Background:

Small towns across the country are tapping into the growing economic power of sports tourism--traveling to participate in or watch sporting events--by investing in quality facilities, infrastructure, amenities, and experiences. Farmington has become a hub for youth sports tournaments, particularly for baseball/softball and soccer. Among southeast Missouri's growing portfolio of sports facilities attracting sports tourism, Farmington offers 5 baseball/softball parks which include a total of 8 ball fields and 3 batting cages. Of the City's five baseball/softball facilities, 4 support league play, a driver of sports tourism. The City's sole soccer complex offers 7 soccer fields.

Farmington Sports Fields			
Name	**# Ball Fields**	**# Batting Cages**	**# Soccer Fields**
Bud Norman Memorial Sports Complex*	4	1	0
Elks Ball Field	1	0	0
JC KREI Ball Field*	1	0	0
Randy Ragsdale Field*	1	1	0
Wilson Rozier Park*	1	1	0
Engler Park Soccer Complex*	0	0	7
Total Fields	**8**	**3**	**7**
**Sport fields supporting league play/sports tourism drivers.*			

From 2022 - 2025, post-COVID, Farmington's tournament-supporting baseball/softball and soccer facilities saw roughly 139,300 visitors, an average of 35,825 visitors annually. Roughly 40%-50% of these visitors lived outside of Farmington's 63640 ZIP Code.

While residents enjoy the City's outdoor sports facilities, stakeholder engagement indicated a need to better understand Farmington's sports tourism market and future opportunities. This was driven by two key concerns:

- **Capacity:** *Existing fields lack the capacity to accommodate growing demand for both local sports teams and private, competitive sporting events. It was specifically noted that due to the number of local teams needing space on the fields, teams often have to practice late into the evenings.*
- **Lodging Infrastructure:** *Future demand for sports tournaments may exceed existing hotel capacity. Likewise, investment in new sports facilities absent market understanding and planned development of supporting lodging facilities could negatively impact both the sports and lodging facilities.*

Developing new sports recreation facilities is no small undertaking. For the City of Farmington, having a clear understanding of the competitive market, potential demand to be captured, costs relative to the benefits, and funding opportunities are key to informing this investment decision.

CASE STUDY:
Pulaski County Regional Sport Complex Market Study
Pulaski County, MO

In February 2023, Meramec Regional Planning Commission received a grant from the Department of Commerce's Economic Development Administration (EDA) to complete a sports complex feasibility study for Pulaski County, MO. The study was intended to assess the region's youth sports market and determine the feasibility of a proposed youth sports complex. The study also included implications for the economic impacts of a new sports complex, including lodging and employment in the region.

In April 2024, the Pulaski County Sports/Event Complex Market Analysis Study was released. The results of the study highlighted the potential for the development of an outdoor and indoor complex near St. Robert, MO.

Action:

Complete a Sports Tourism Market and Feasibility Study.

Completing a Sports Tourism Market and Feasibility Study will provide the City with a clear understanding of market opportunities that may exist, how new sports facilities can be best positioned to capture demand and compete other facilities, and the role that supporting infrastructure and amenities like lodging, retail, and entertainment play in the sports tourism economy. In addition to identifying opportunities, the study should also provide a framework for funding both capital investments and long-term maintenance of any new facilities. Ultimately, the results of the study should inform a "go/no-go" by the City of Farmington regarding investing in new sports facilities.

The first steps in completing this action item are:

- Budgeting for the study, including seeking funding support from local tourism partners;
- Issuing a Request for Proposals (RFP); and
- Hiring a consultant to complete the study.



Future Land Use Plan



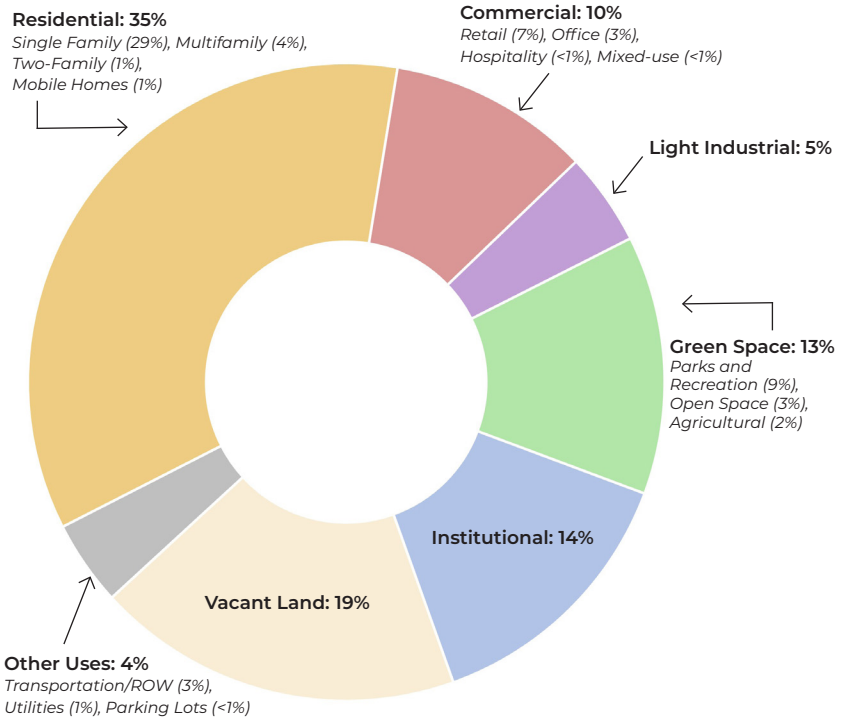
EXISTING LAND USE IN FARMINGTON

Existing parcels in the City were surveyed using a combination of field work, high resolution aerial imagery, and Google Street View to record existing land uses throughout the City of Farmington. Land within Farmington's corporate boundary is comprised of 5,482 parcels totaling just over 8 square miles or 5,260 acres.

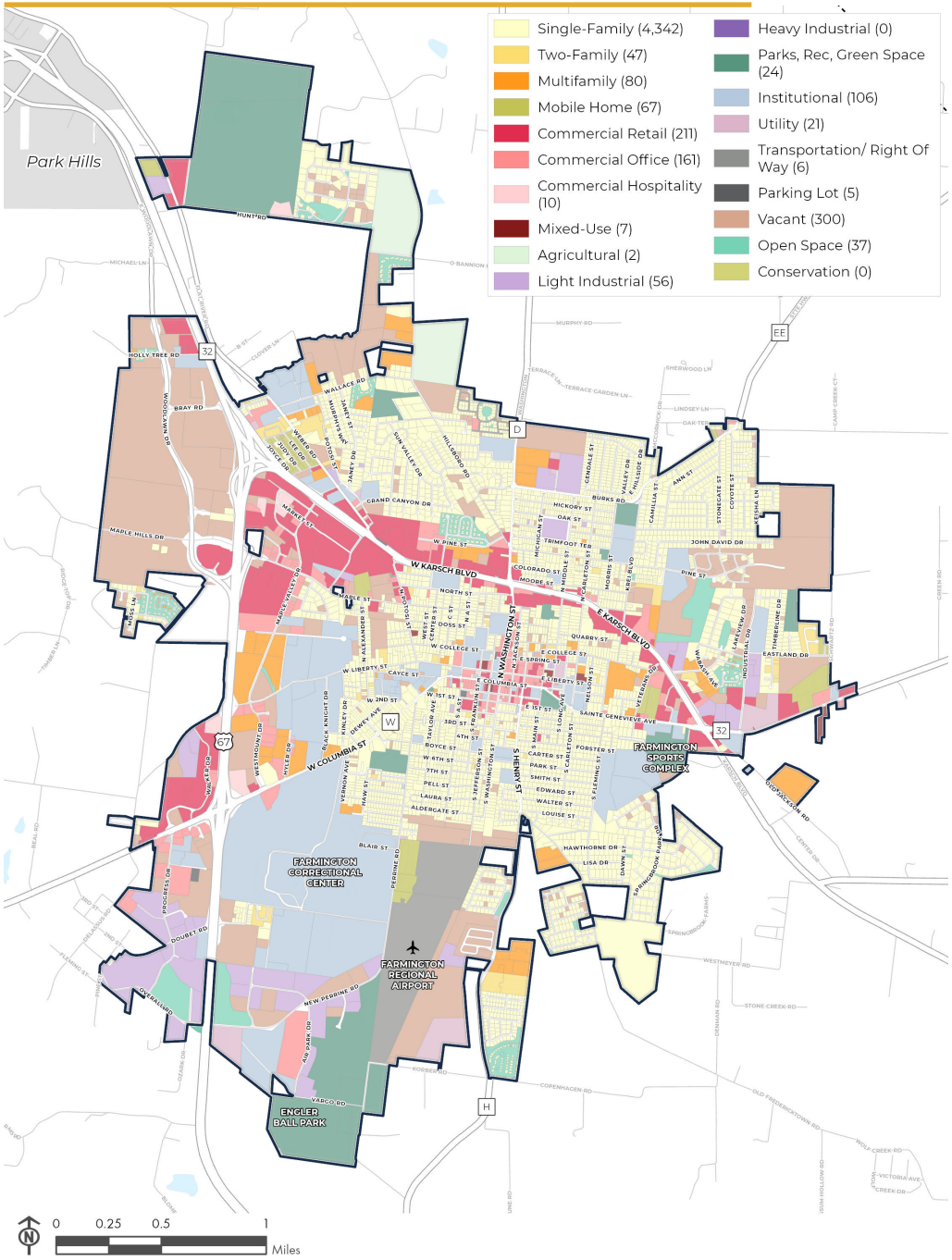
The chart below provides a breakdown of land uses as a percentage of the City's total acreage. Existing land uses as described in this section are current as of March 2025.

Existing Land Use in Farmington by % of Total Land Acres

(Source: PGAV, 2025)



Existing Land Use in Farmington



Residential

Single-Family

At 29.1% of total acreage, single-family residential accounts for the majority of land in Farmington. This includes parcels with either attached or detached single family residential dwellings.

Two-Family

Two-family dwellings or duplexes are individual parcels developed with two attached residential units. These parcels make up 1.1% of the land area of the City, making it the least prominent residential land use by land area.

Multifamily

Multifamily parcels make up 3.6% of the land area of the City and consist of parcels housing three or more housing units.

Mobile Home

Mobile homes or mobile parks make up 1.3% of the land area of the City.

Commercial

Commercial Retail

Commercial retail uses consisting of retail space makes up 6.5% of the City's land area.

Commercial Office

Commercial office uses make up 3.2% of the City's land area.

Commercial Hospitality

Commercial hospitality or hotels make up less than 1% of the City's land area.

Mixed-use

Mixed-use includes parcels with a mix of land uses whether vertically in historic downtown buildings or horizontally where different uses exist across multiple buildings on a single parcel. This land use category makes up less than 1% of the City's land area.

Light Industrial

Light Industrial parcels make up 4.7% of the City's land area, which is consistent with its history and current role as a manufacturing hub. These uses are primarily located in the local industrial park.

Institutional

Institutional land uses are typically publicly owned or non-profit uses such as schools, civic buildings, churches, and medical facilities. Institutional land uses are the third most common in Farmington, accounting for 14% of the total land area in the City. Much of the institutional land use is concentrated just east of the southern half of U.S. 67. These uses include the high school, the civic center, the Southeast Missouri Mental Health Center, and the Farmington Correctional Center. Another large concentration exists on the eastern boundary where the middle school and sports complex are located. As the county seat for St. Francois County, Downtown is also home to many county offices considered institutional uses.

Parks, Recreation, Green Space, or Open Space

There are over 450 acres dedicated to this land use which primarily includes public parks. Open space includes shared green space dedicated to a subdivision or development that is required to remain undeveloped. Together, these land uses account for 11.3% of the City's total land area.

Agriculture

Land dedicated to farming or other agricultural uses accounts for 1.9% of total land area in the city.

Utilities and Right-of-way

Utility and private right-of-way (namely railroad corridors) make up 4.3% of the land use of the City.

Parking Areas

Parcels that are entirely dedicated to surface parking lots make up less than 1% of the City's land area, although, since commercial and some multifamily parcels include on-site parking for patrons and residents, the actual land use dedicated to parking would be higher if calculated on a partial-parcel basis.

Vacant Land

The second largest land use, after all residential uses, is vacant land. In Farmington, 18.7% of the total land area is vacant or undeveloped land. There are several large concentrations of vacant land along the edges of the City including the northern section of the City west of Highway 67, land north and east of the airport, and land in the most northeastern section of the City.

EXISTING ZONING IN FARMINGTON

A city's zoning regulations are generally intended to promote the health, safety, quality of life, comfort and general welfare of a city, and the development and improvement of land, structures, and rights-of-way within the city's corporate boundary. A city's zoning ordinance is a key tool used in the implementation of the city's comprehensive plan. In 2025, the City of Farmington had 14 individual zoning districts regulating the use and development of land. A zoning map for land in Farmington is shown on the following page.

Residential Zoning Districts

There are seven residential zoning designations in Farmington.

- R-1 Single-Family Residential District
- R-2 Single-Family Residential District
- R-3 Single-Family Residential District
- R-4 General Residential District
- R-5 Manufactured and Recreational Residential District
- R-6 Two-Family Residential District
- R-VII Multiple Single-Family (Townhouse) Residential District

Three zoning districts are dedicated to single-family housing only, with R-1 requiring the largest lots and decreasing required lot sizes in R-2 and R-3. There is a 3-story and 50 foot maximum height for all single-family zoning districts. The other four residential zoning districts, R-4 through R-VII allow for other housing types including multifamily, townhouses, and manufactured homes.

Commercial Zoning Districts

Commercial zoning designations are broken into five districts:

- C-1 Central Business District
- C-2 General Commercial District
- C-3 Neighborhood Commercial District
- OA-1 Office and Apartment District
- OP-1 Office and Professional District

Districts C-1 and C-2 are similar in purpose, both aim to provide general commercial retail and services to the City and broader region, and have the same height restrictions. However, because C-1 is found only in the central business district, uses have more restrictions to protect the health, safety, and quality of life downtown. C-3 uses are smaller in scale and provide services and retail opportunities for surrounding residential rather than the entire City and broader region. OA-1 and OP-2 are similar in that they are both office-oriented districts. However, OA-1 differs by allowing residential uses, some permitted by right and other via a special use permit.

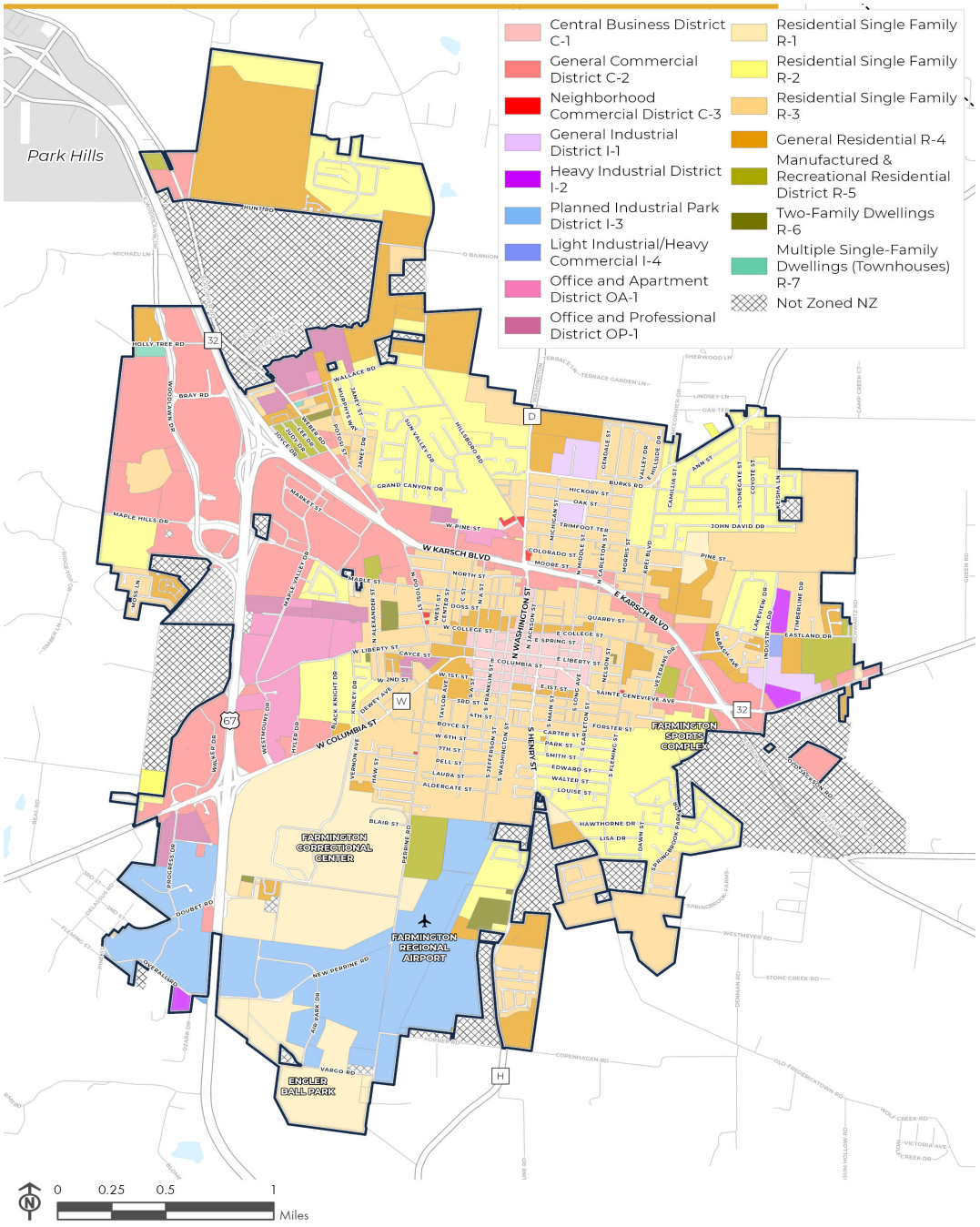
Industrial Zoning Districts

There are three industrial districts in Farmington:

- I-1 General Industrial District
- I-2 Heavy Industrial District
- I-3 Planned Industrial District

The I-1 and I-2 districts are scattered throughout the City and are distinguished by the intensity permitted with I-2 allowing for more intense industrial uses. Development in the Farmington Industrial Park and those associated with the regional airport are zoned I-3. The I-3 zoning district has additional regulations to ensure parcels are working together to create a cohesive and cooperative industrial park environment.

Existing Zoning in Farmington (2025)



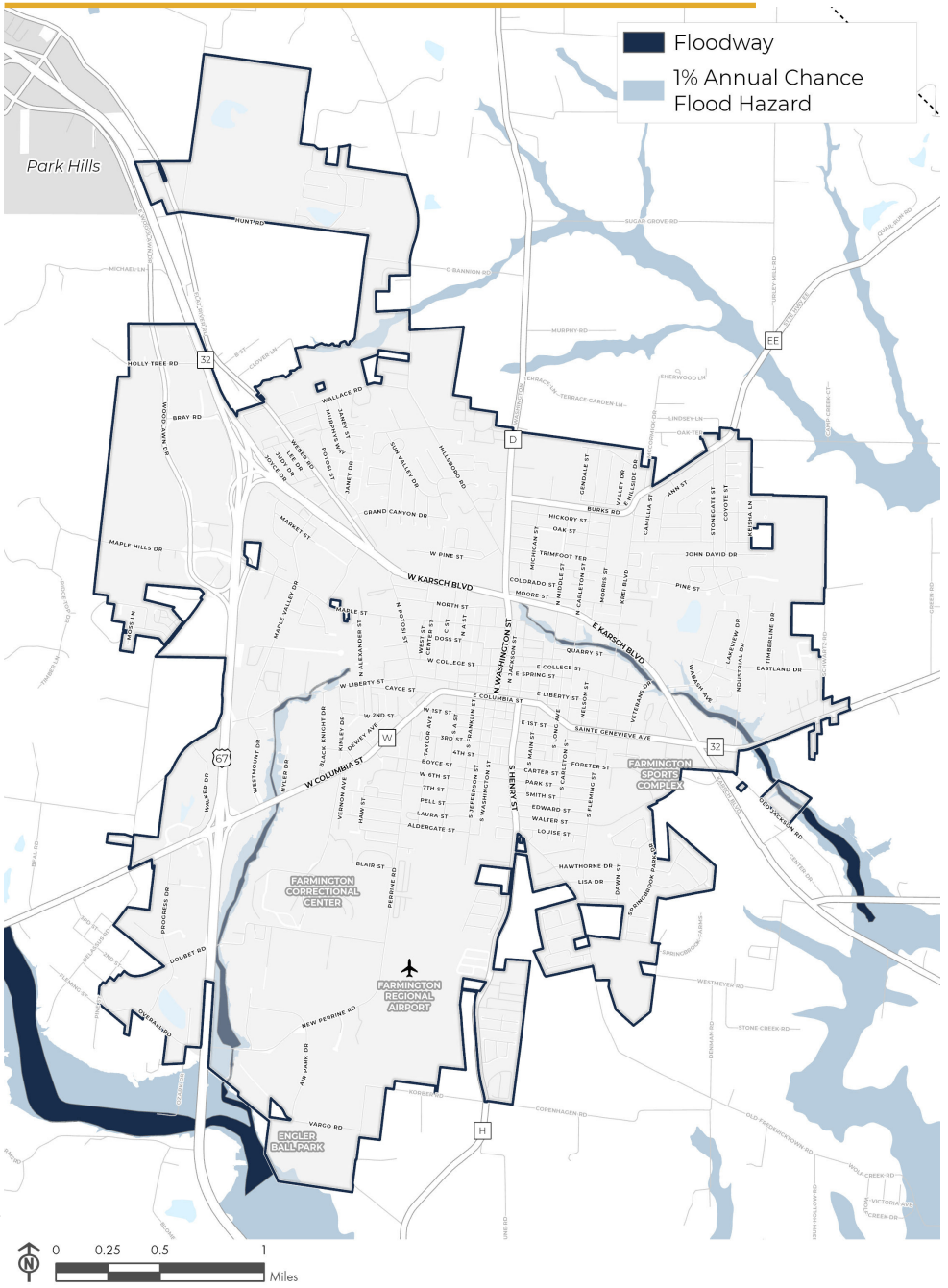
Flood Hazard Areas

The map to the right shows flood hazard areas in Farmington. The regulatory floodway identifies channels where creeks and other tributaries as well as runoff water from adjacent land flows to larger bodies of water. Regulatory floodways are an important element of floodplain management as they are reserved for allowing water to safely discharge from surrounding areas.

Areas with a 1% annual chance flood hazard, otherwise known as the 100-year floodplain, have a 1% or 1 in 100 chance of having a flood occur in any given year. These areas are considered Special Flood Hazard Areas (SFHA) by the Federal Emergency Management Agency (FEMA) and are subject to federal and, often local, floodplain management regulations and flood insurance requirements. Areas with a 0.2% annual chance of flood, otherwise known as the 500-year floodplain, have a 1 in 500 chance of having a flood occur in any given year.

There is a long history of flooding in St. Francois County which is affected by two major rivers, St. Francis River and Big River. Land in Farmington primarily drains south by the St. Francis River via a number creeks and other tributaries which have contributed to flooding in the area over the years. The City of Farmington participates in the National Flood Insurance Program and implements local floodplain management regulations in flood-prone areas to increase access to flood insurance for property owners and ensure that development in the City occurs in a way that respects flood hazard areas while creating quality developments.

Flood Hazard Areas in Farmington



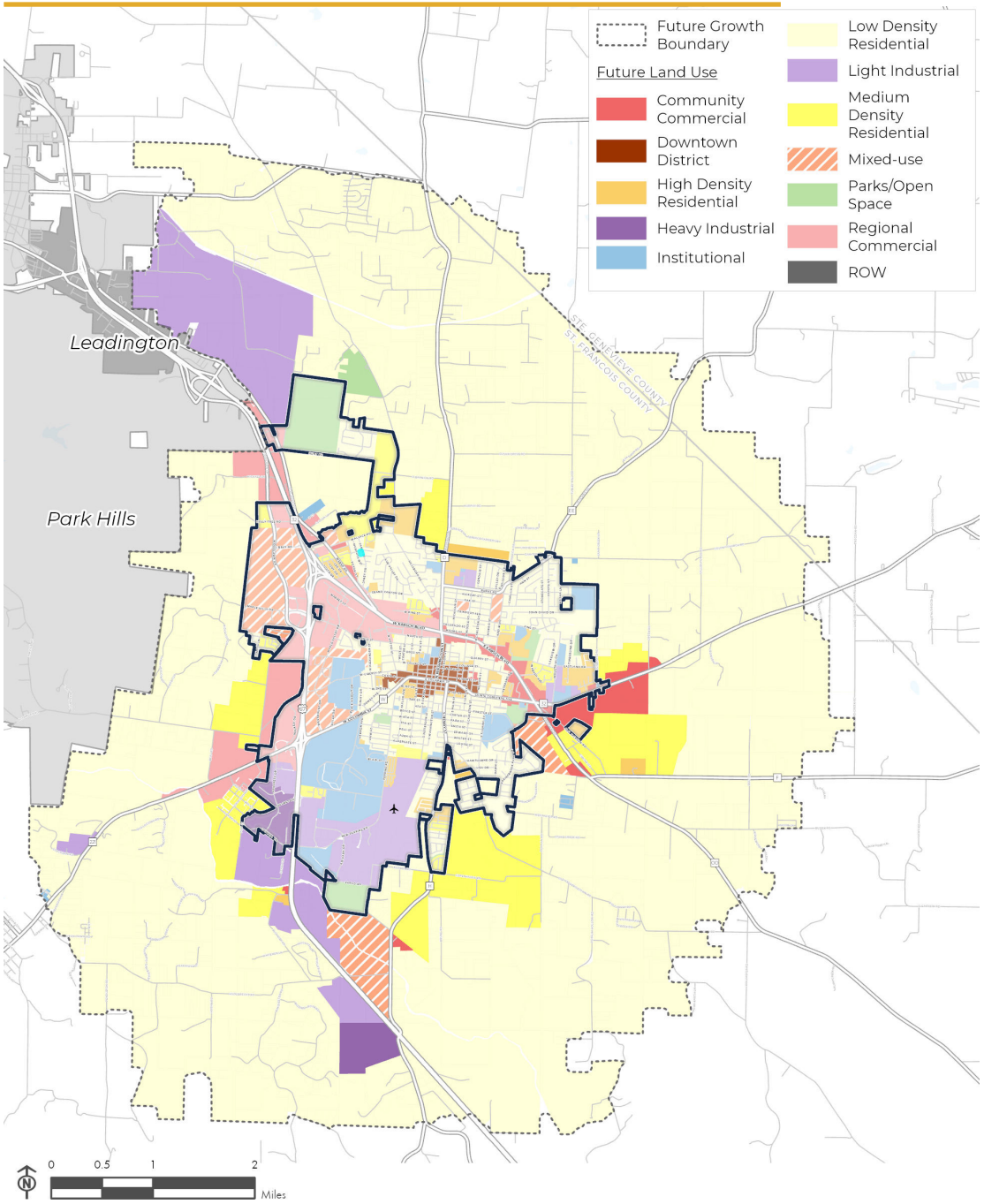
St.

FUTURE LAND USE MAP

The Future Land Use Map (FLUM) guides future land use and development changes by indicating the types of land uses that are desired for parcels within Farmington's corporate boundary and parcels within future growth areas beyond current City limits. The FLUM designated land uses to support the development of a more vibrant community and strategic approach to growth within and beyond the City's existing corporate boundary.

The FLUM is used by residents, businesses, property owners, and the real estate/development community to inform private investment decisions. For these groups, the FLUM provides transparency around the types of land uses and developments the City will support in different areas of town. City staff, Planning & Zoning Commission, and City Council use the FLUM to guide important decisions related to zoning applications, development and redevelopment plan reviews, as well as investments in public facilities and infrastructure.

City of Farmington Future Land Use Map



Future Land Use and Example Imagery: Residential Uses

The descriptions and example imagery below are intended to characterize residential land use designations depicted on the Future Land Use Map. This is not intended to represent an all-encompassing definition of land uses.



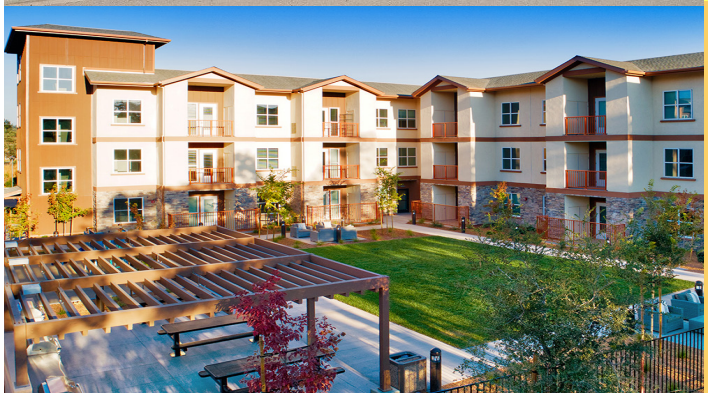
Low Density Residential

This use primarily supports the development of Single-Family, Detached dwellings. This also supports accessory dwelling units (ADUs) compatible with the residential character.



Medium Density Residential

This use encourages the development of a diverse mix of housing types in the middle of the housing spectrum--between single-family, detached and multifamily. Examples of Medium Density Residential uses include Single-Family, Attached (duplexes, townhouses, or condominiums). Single-Family, Attached housing can show up as units attached side-by-side like a duplex or units attached by stacking like traditional condominium buildings.



High Density Residential

This use encourages the development of multifamily residential. Examples include apartment complexes, large condominium buildings, senior living facilities, and manufactured home parks.

Future Land Use and Example Imagery: Commercial and Industrial Uses

The descriptions and example imagery below are intended to characterize commercial and industrial land use designations depicted on the Future Land Use Map. This is not intended to represent an all-encompassing definition of land uses.



Neighborhood Commercial

This use encourages the development of compact, pedestrian-oriented commercial buildings.



Regional Commercial

This use supports auto-oriented commercial developments which are typically characterized as serving a regional market area, requiring access to the regional transportation system, and needing substantial parking areas.



Mixed-Use

This use supports the compatible arrangement of land uses and buildings of different use types. This can look like a traditional mixed-use building with commercial on the ground floor and residential units on upper floors; or a subdivision of land that includes well-design sites, a compatible mix and transition of land uses, and supporting infrastructure.



Downtown District

This use is intended to preserve historic character of Farmington's downtown and promote the development of new, modern developments to strengthen the downtown neighborhood.



Light Industrial

This land use generally includes small-scale, low intensity manufacturing, warehousing and distribution, storage, construction-related uses, and flex industrial space.

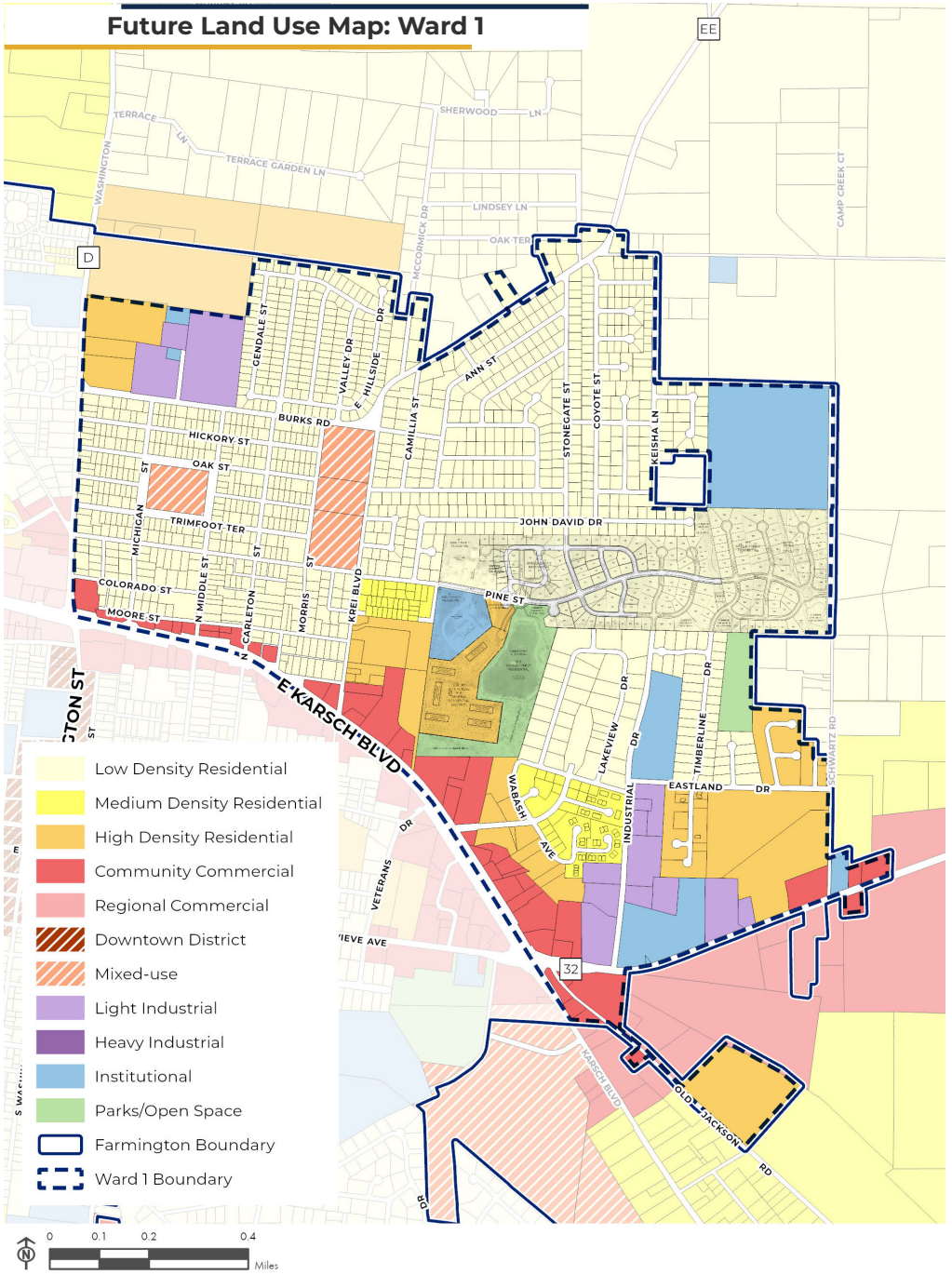


Heavy Industrial

This land use generally includes large-scale, high intensity manufacturing of goods and materials or private utilities.

Notable Land Use Considerations: Ward 1

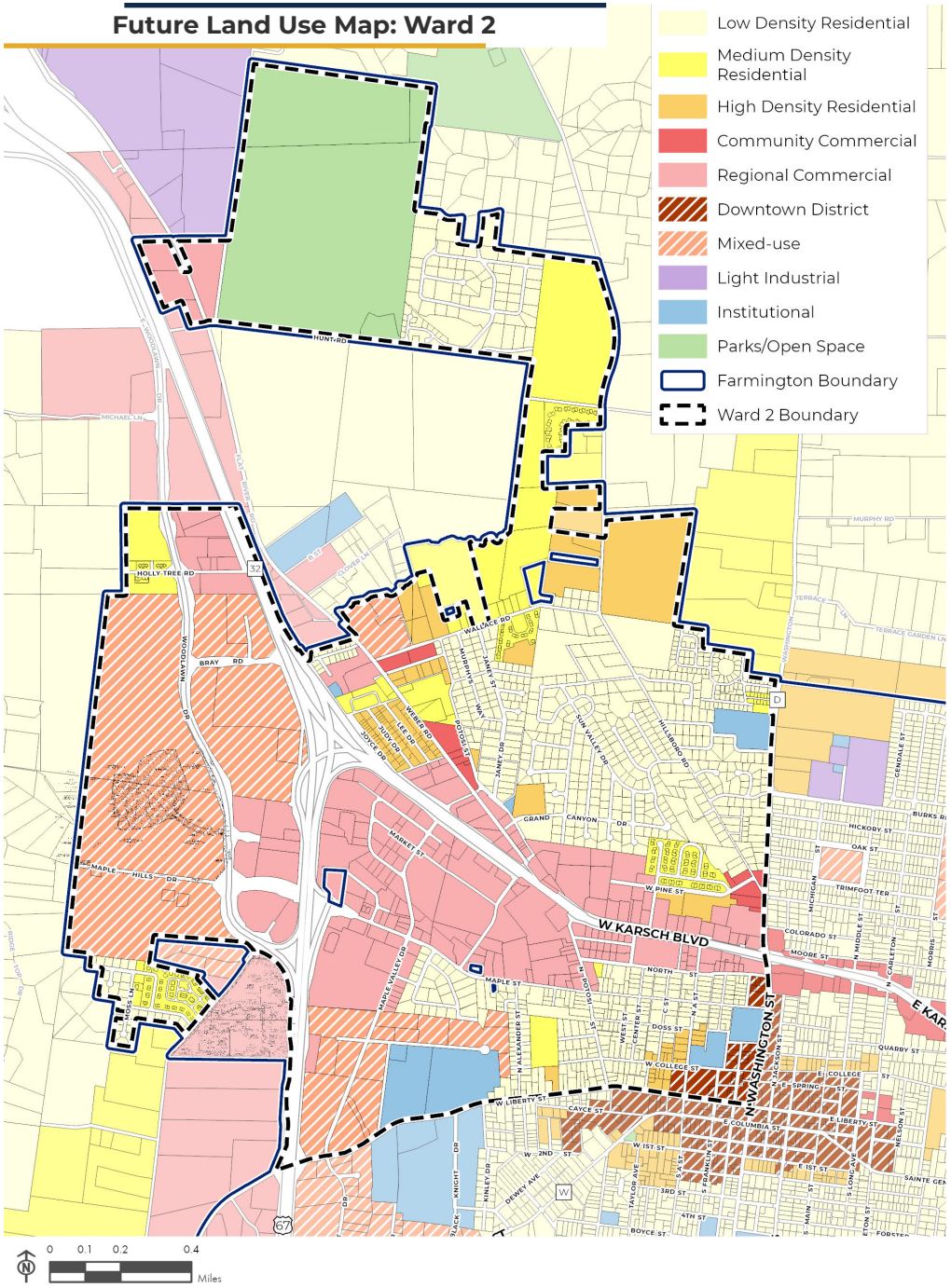
- The former home of Trimfoot Co., LLC, century-old footwear provider, was identified by the community as a mixed-use development opportunity. Redevelopment of this site could be a catalyst for much desired reinvestment in housing throughout the surrounding Trimfoot neighborhood. Specific use examples shared during community engagement included residential, recreation, and public gathering space serving the Trimfoot neighborhood.
- The ballfields on KREI Blvd, technically green space, were also identified by the community as an opportunity for mixed-use development should redevelopment ever occur.
- Parcels along the north side of E. Karsch Blvd. are designated as Community Commercial to emphasize that the eastern segment of this corridor should be developed with a lower intensity than the auto-oriented, "highway" commercial uses in the western segment of the corridor. Implementing access management strategies discussed in Transportation, Infrastructure, and Facilities Objective 1, Key Result 1 will be critical to ensuring that transportation improvements are prioritized to support this land use environment.



Notable Land Use Considerations: Ward 2

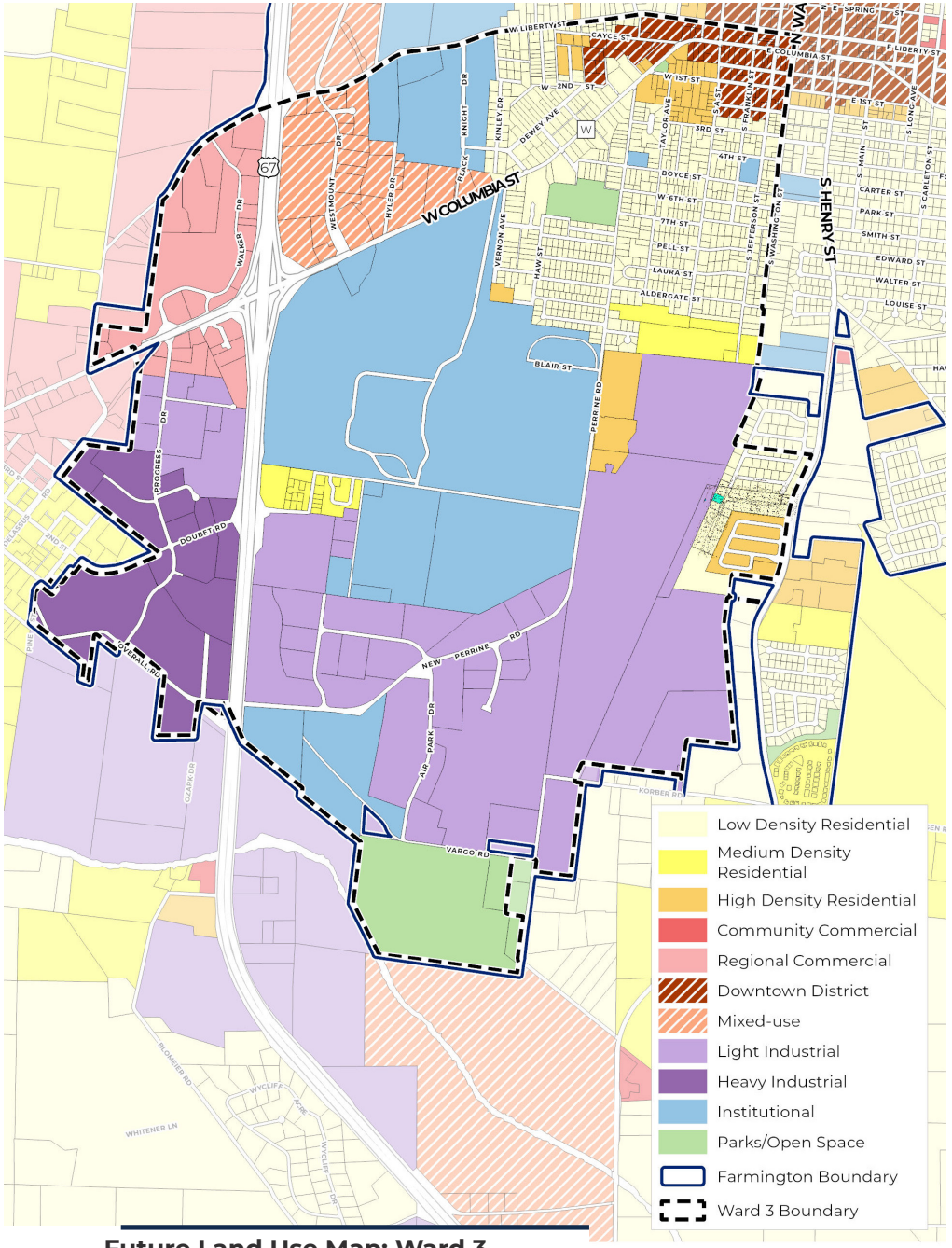
- Through intentional efforts to identify areas throughout the City where a mix of housing types could be developed, there is a mixture of parcels with Medium Density Residential and Higher Density Residential future land use designations along Wallace Road and Hillsboro Road.
- Sites along Woodlawn Drive, west of US-67 are envisioned for large-scale mixed-use development, which could include both vertical mixed-use buildings or planned, horizontal mixed-use districts.

Future Land Use Map: Ward 2



Notable Land Use Considerations: Ward 3

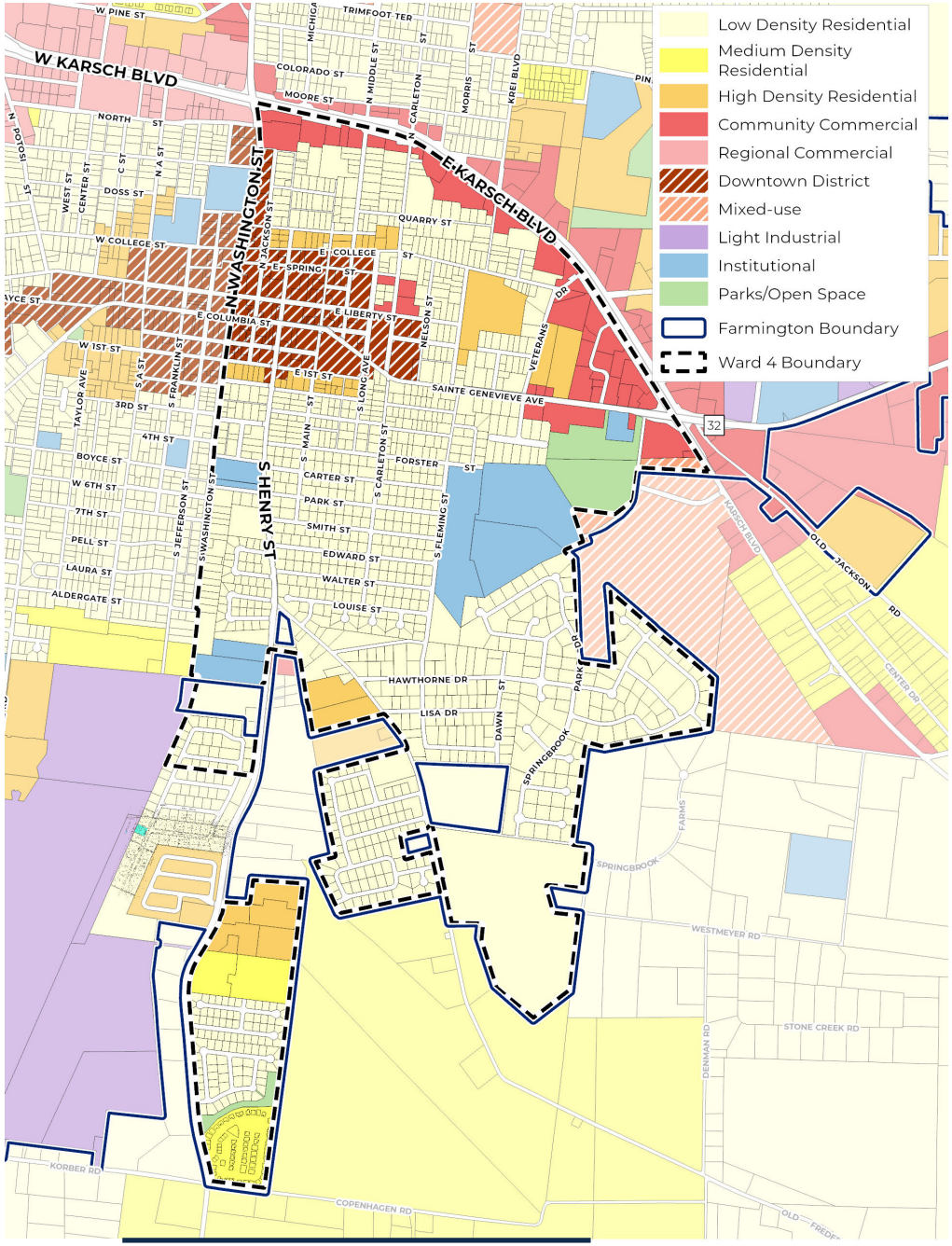
- Redefining the Downtown neighborhood emerged as priority for the community to expand opportunities for mixed-use, high density residential, retail, dining, and entertainment uses.
- The Downtown District boundary in Ward 3 now extends further west along W. Liberty Street and Cayce Street to encompass the historic Presbyterian Orphanage campus.
- Properties fronting two blocks of W. 2nd Street behind The Factory and the three blocks bounded by W. 1st Street, S. Franklin Street, W. 2nd Street/McllVane Street, and S. Henry Street have also been included in the official Downtown Boundary.



Future Land Use Map: Ward 3

Notable Land Use Considerations: Ward 4

- Similar to Ward 1, the south side of E. Karsch Blvd. has been designated Community Commercial. The intersection of Karsch Blvd. and Washington Street serves as the dividing line between higher intensity, Regional Commercial development along the western segment of the corridor, and lower intensity, Community Commercial development along the eastern segment of the corridor.
- The redefined Downtown boundary also expanded in Ward 4. Three blocks bound by N. Long Avenue, E. Liberty Street Nelson Street, and Sainte Genevieve Avenue are designated Downtown District. This area includes two historic sites: St. Joseph Catholic Church and St. Paul Lutheran School.



Future Land Use Map: Ward 4

MAJOR STREETS PLAN

The Major Streets Plan(MSP) identifies existing street network and guides the location and improvement of major streets to manage traffic flow and support development. Like the Comprehensive Plan itself, these maps should be reviewed and updated regularly to reflect the needs of future development and City priorities.

Complex Intersections

A complex intersection can be defined as a busy or unusually designed junction that can present challenges for drivers, pedestrians, and cyclists; and negatively impact traffic flow and safety. These intersections are typically categorized as complex due to high traffic/congestion and/or their design, such as those with skewed (acute or obtuse) angles or multiple roads meeting in a layout that departs from a standard street grid, which can create safety hazards and confusion. A skewed intersection is a road intersection where the intersecting roads do not meet at a 90-degree angle. These intersections are considered less safe and more challenging to navigate than right-angle intersections due to issues like reduced visibility, longer crossing distances for pedestrians, and higher potential for driver error.

A number of complex intersections have been identified throughout the City. The majority of these intersections are located along Karsch Blvd. and State Highway 221.

- State Highway EE at Colony Church Road: Skewed Intersection
- W. Karsch Blvd./State Highway 32 at Maple Valley Drive: High Traffic
- W. Karsch Blvd./State Highway 32 at N. Washington Street: High Traffic
- W. Karsch Blvd./State Highway 32 at Potosi Street: High Traffic
- E. Karsch Blvd./State Highway 32 at Krei Blvd.: High Traffic and Skewed Intersection
- E. Karsch Blvd./State Highway 32 at Sainte Genevieve Avenue: 5-way Intersection, Skewed Intersection (with both Obtuse and Acute Angles)
- E. Karsch Blvd./State Highway OO at Westmeyer Road/State Highway F: Skewed Intersection
- W. Liberty Street at US-67: Missing connection
- Bray Road at Pimville Road: Skewed Intersection
- W. Columbia Street/State Highway 221 at Walker Drive (west): Closely Spaced Intersection
- W. Columbia Street/State Highway 221 at Walker Drive (east): Closely Spaced Intersection
- W. Columbia Street/State Highway 221 at Bray Road: Closely Spaced Intersection, Skewed Intersection, and Street Jog
- Old Fredericktown Road at Denman Road: Street Jog
- N. Potosi Street and W. Liberty Street

As the City plans for major street projects, these intersections should be prioritized for further analysis and design safety improvements.

Major Streets Map

How is the Major Streets Map used?

Like the Future Land Use Map, the Major Street Map is also used by residents, businesses, property owners, and the real estate/development community to inform private investment decisions. Coupled with the FLUM, the MSP provides some indication of where the City anticipates future growth and development to occur by identifying potential new streets that will support development and traffic flow in the city.

The Major Street Map does not imply that all potential new roads will be developed through immediate or proactive investment by the City. In some cases, new roads will be constructed through private investment as development occurs. In these instances new roads are designed and constructed to City standards before the City dedicates the new improvements as public right-of-way. City staff, Planning & Zoning Commission, and City Council should use the MSP to guide important decisions related to development plan reviews, particularly new subdivisions of land, as well as long-range investments in public infrastructure.

Interpreting the Major Streets Map

The Major Streets Map describes major road projects including potential new roads and realignments of some existing roads. These improvements are organized by roadway functional classification.

Local Roads

Local Roads are intended for short-distance travel and provide direct access to access land.

Collector Roads

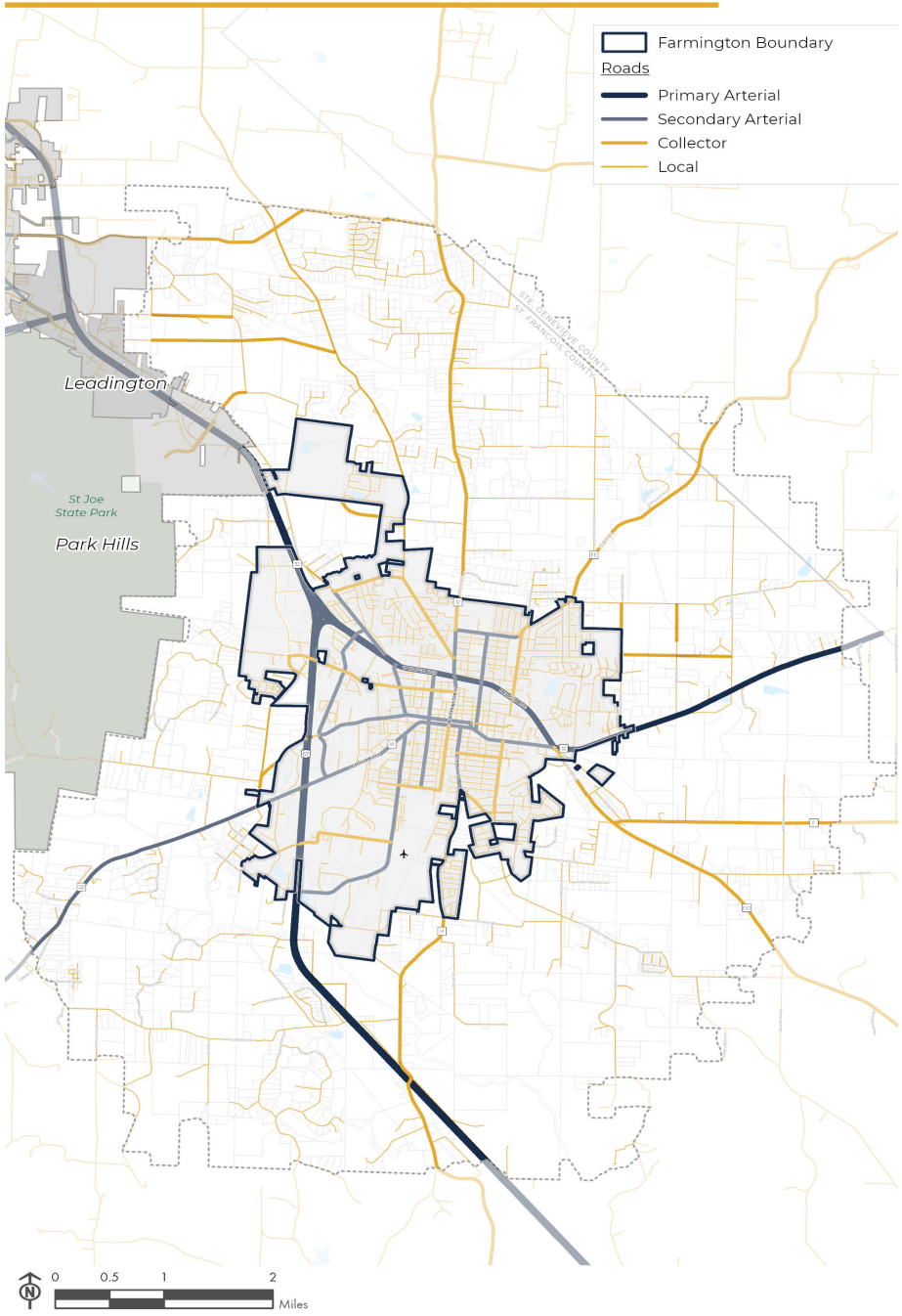
Collector Roads include Major Collectors and Minor Collectors. Generally, Collector Roads carry traffic between Local Roads and Arterial Roads. Existing Major Collector Roads in Farmington include parts of Washington Street/Highway D, north of the City's boundary, Highway H, and Highway EE. The nearest example of a Minor Collector Road is Highway HH, north of Farmington.

Minor Arterial Roads

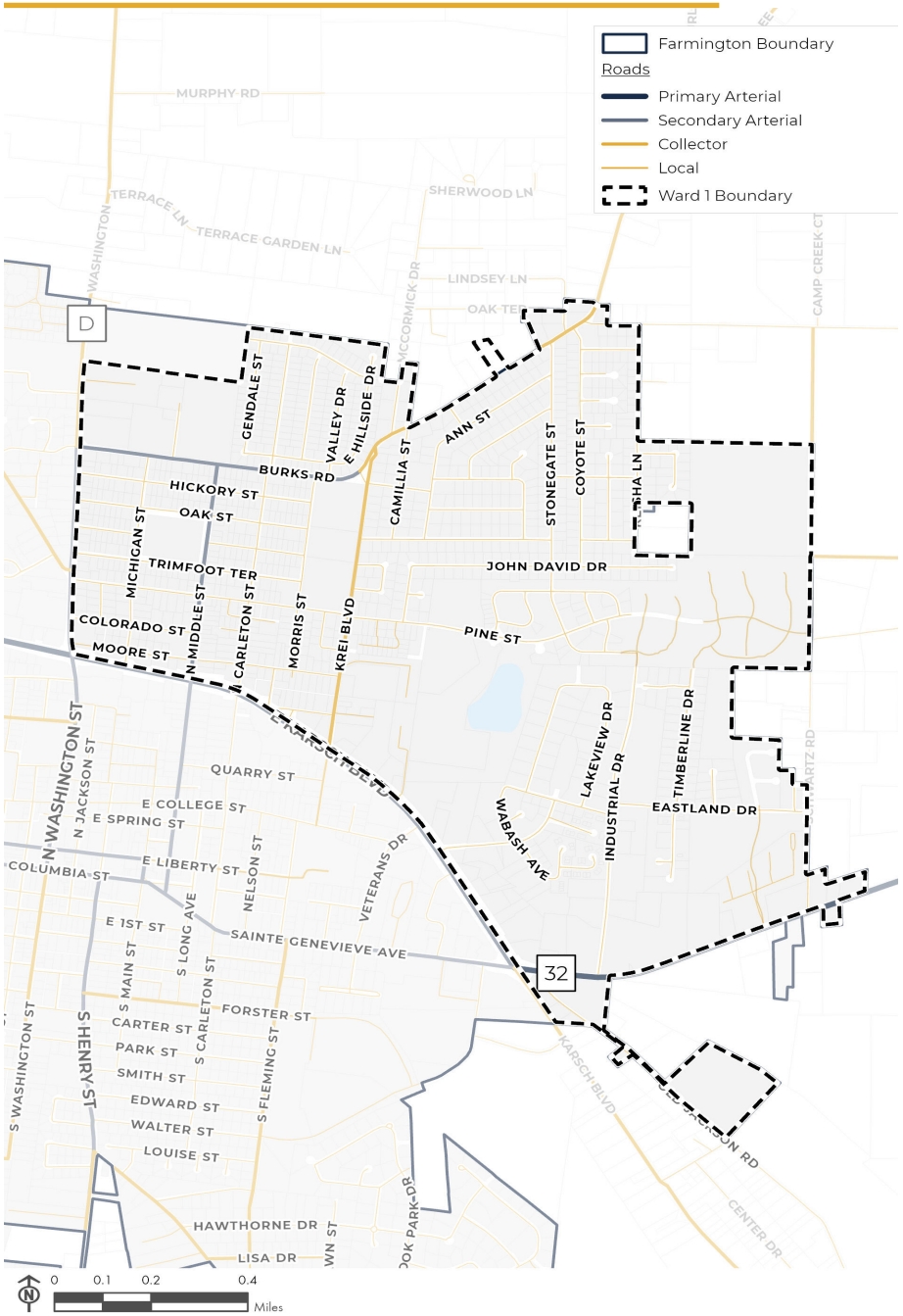
Arterial Roads include Primary Arterials and Secondary Arterials. Generally, Arterial Roads are designed for high-speed, long-distance travel between geographic areas. These roads have limited access to adjacent land due to their nature and purpose of providing a high level of mobility. In Farmington, existing Secondary Arterials include Columbia Street, Liberty Street, and Perrine Road. Primary Arterial Roads in Farmington are US-67 and Karsch Blvd.

Maps depicting the Major Streets Plan within each of Farmington's four wards are shown on the following pages.

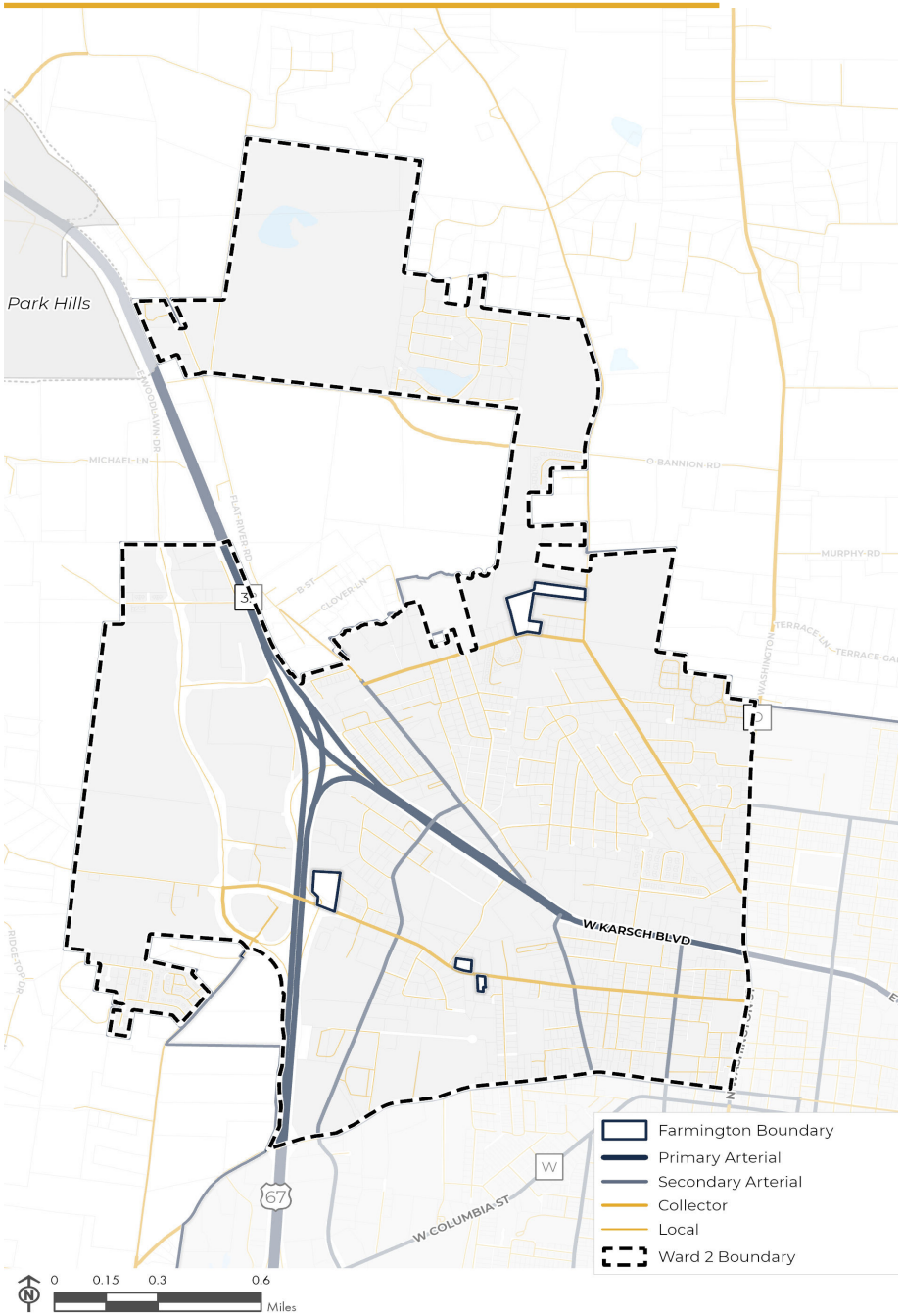
City of Farmington Major Streets Map



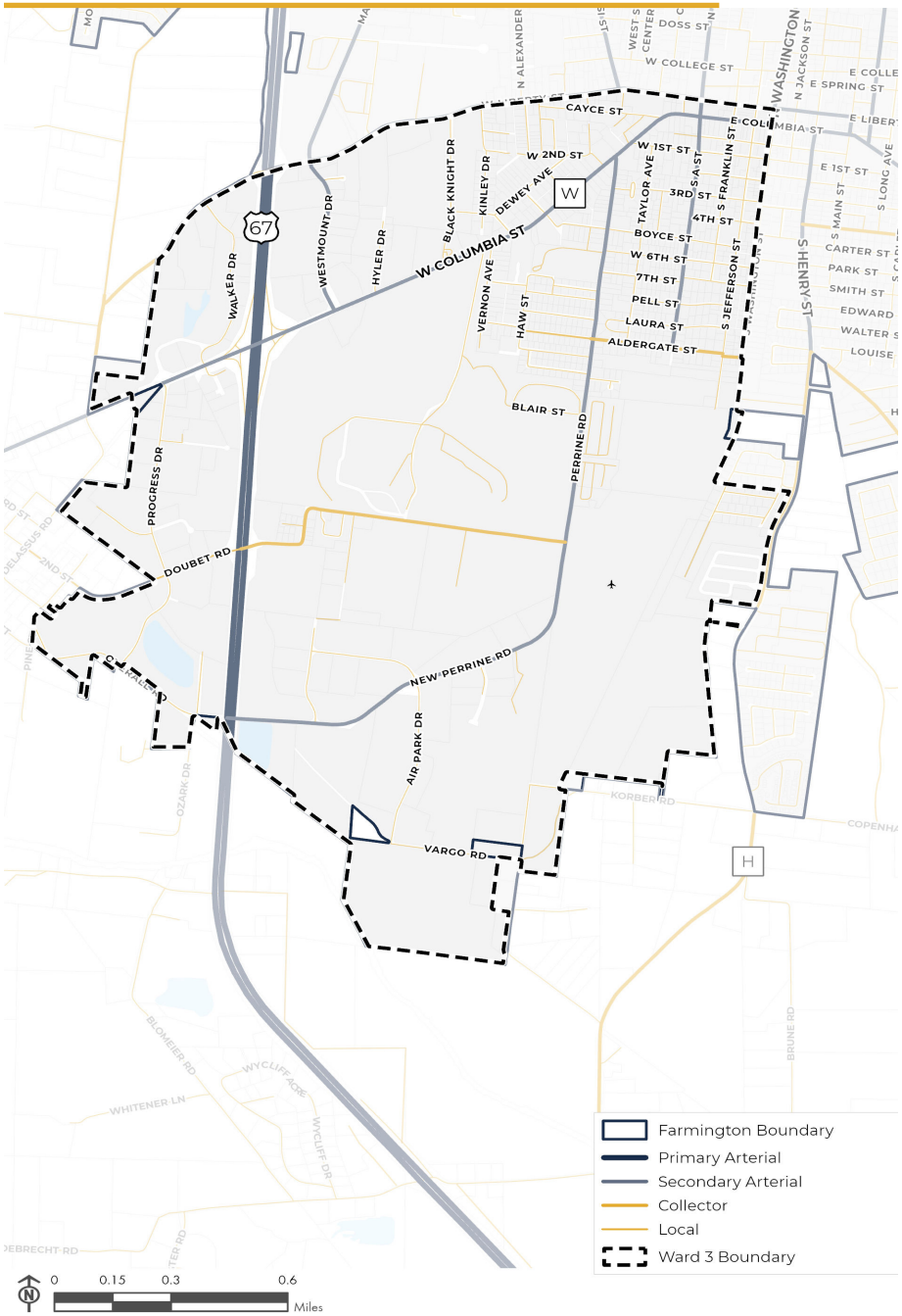
Major Streets Map: Ward 1



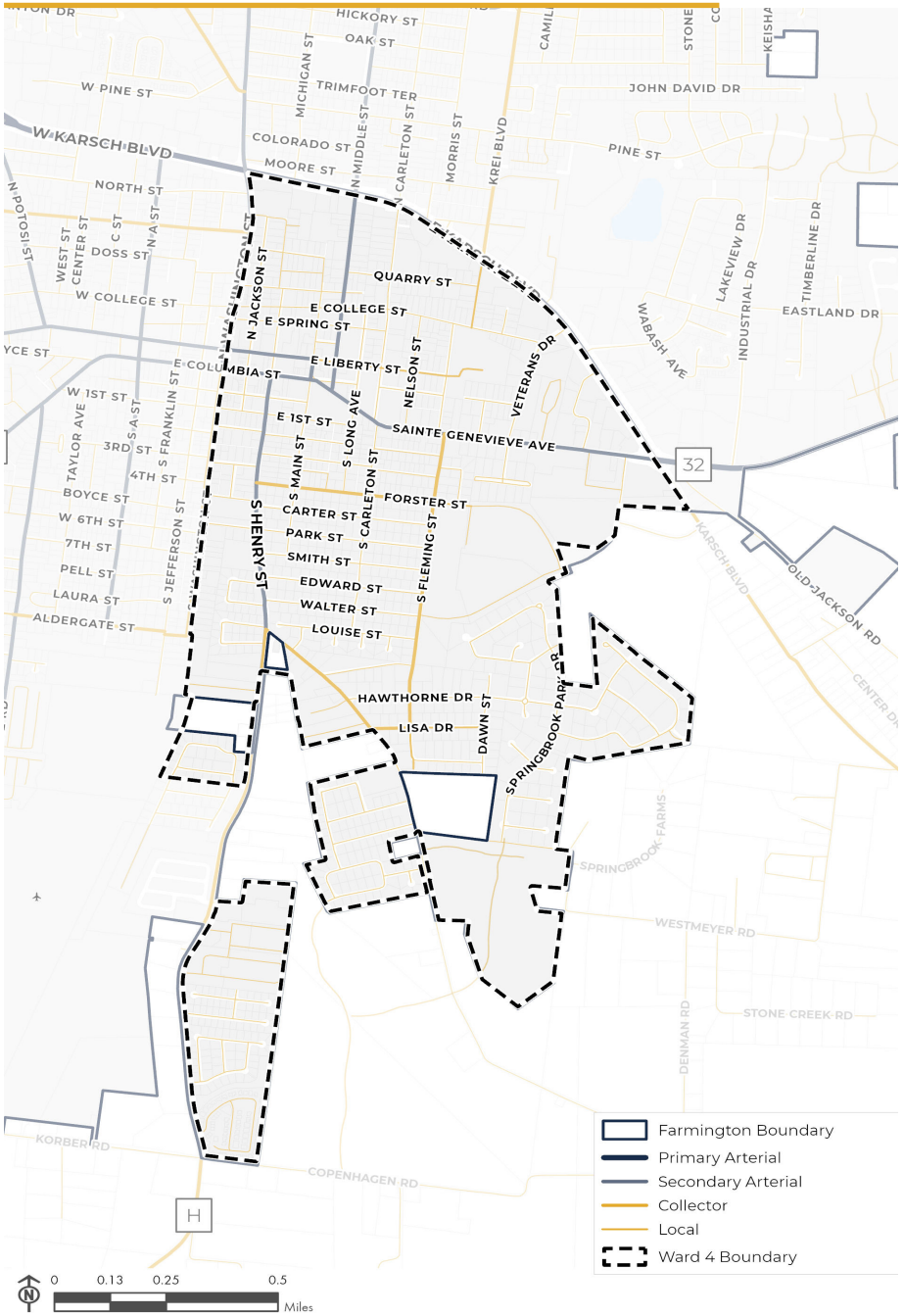
Major Streets Map: Ward 2



Major Streets Map: Ward 3



Major Streets Map: Ward 4





Appendix

Housing Objectives & Key Results

OBJECTIVE / KEY RESULTS	PRIORITY Short (1-5 years) Medium (6-10 years), Long (11-20 years)	RESPONSIBLE PARTY OR DEPARTMENT	POTENTIAL PARTNERS
Objective 1. Amend the Zoning Code to promote the development of a diverse housing stock.			
Key Result 1.1. Amend the Zoning Regulations to allow for the development of compact, high density, single family housing types.	Short	Development Services	Planning & Zoning Commission
Key Result 1.2. Modernize lot and building standards to enhance the regulatory environment.	Short	Development Services	Planning & Zoning Commission
Objective 2. Adopt housing incentive strategies to attract desired development.			
Key Result 2.1. Create a residential infill development program to spur reinvestment in existing neighborhoods and support smart growth.	Medium	Development Services	Planning & Zoning Commission
Key Result 2.2. Consider programs to incentivize home repair and increase access to homeownership.	Short	Development Services	Planning & Zoning Commission
Objective 3. Adopt housing policies to support local housing challenges.			
Key Result 3.1. Create a Rental Registration, Occupancy, and Inspection Program to ensure that housing in the City meets minimum requirements for life, health, safety, and property maintenance.	Short	Development Services	Planning & Zoning Commission
Key Result 3.2: Partner with local, regional, and state agencies to develop a coordinated, comprehensive Continuum of Care action plan that identifies strategies to provide housing, services, and resources to people in Farmington experiencing or in danger of experiencing homelessness or a mental health crisis.	Medium	Development Services	

Growth & Development Objectives & Key Results

OBJECTIVE / KEY RESULTS	PRIORITY Short (1-5 years) Medium (6-10 years), Long (11-20 years)	RESPONSIBLE PARTY OR DEPARTMENT	POTENTIAL PARTNERS
Objective 1. Establish development strategies that target the City's development priorities.			
Key Result 1.1. Establish commercial and industrial development design standards to ensure that new developments and redevelopment of existing properties are consistent with the community's existing image and preferred character.	Short	Development Services	
Key Result 1.2. Maintain a public-facing GIS map viewer application on the City's website.	Short	Development Services	Integrity GIS
Key Result 1.3. Create a Vacant Property Registration Program to ensure proper maintenance and deter conditions of blight.	Short	Development Services	
Key Result 1.4. Identify a site and create a plan to develop a new industrial park to support industry and job growth.	Long	City Administrator	Farmington Industrial Development Authority
Key Result 1.5. Create policy guides to assist businesses, property owners, and developers navigate with local requirements and processes.	Short	Development Services, City Administrator	
Objective 2. Plan for the Future Growth of the City's Corporate Boundary.			
Key Result 2.1. Create an Annexation Plan to establish strategic policy guidelines to inform the City's decisions for annexing land into Farmington's boundary.	Short	Development Services	
Key Result 2.2. Establish Peripheral Zoning Regulations to guide development within the City's Future Growth Area.	Medium	City Administrator	St. Francois County

Downtown Farmington Objectives & Key Results

OBJECTIVE / KEY RESULTS	PRIORITY Short (1-5 years) Medium (6-10 years), Long (11-20 years)	RESPONSIBLE PARTY OR DEPARTMENT	POTENTIAL PARTNERS
Objective 1. Consider economic incentive tools and other strategies needed to attract desired development or redevelopment, invest in public infrastructure.			
Key Result 1.1. Create a Downtown Farmington Community Improvement District (CID).	Short	City Administrator	Development Services
Objective 2. Transform the downtown public realm into a vibrant and safe environment for all users.			
Key Result 2.1. Create and implement a Downtown Wayfinding Master Plan to create better awareness of Downtown for visitors in other parts of town, and guide visitors to destinations and available parking once they are in Downtown.	Short	Development Service	Public Works
Key Result 2.2. Install public art that identifies and shares the historical and cultural stories of Farmington places, buildings, or people.	Short	Historic Preservation Commission	Development Services
Key Result 2.3. Establish a Downtown Vibrancy Grant Program to encourage private investment in the beautification of public realm thorough funding design, construction, and/or installation of public amenities, streetscape features, public art, and urban play elements.	Medium	Development Services	
Key Result 2.4. Identify an underutilized site to create a public gathering space in Downtown.	Medium	Development Services	Parks & Recreation
Key Result 2.5. Prioritize the completion of public infrastructure projects and initiatives that will enhance safety, access, and connectivity for pedestrians and bicyclists in Downtown.	Medium	Public Works	
Objective 3: Amend the zoning code to encourage desired commercial and residential development in downtown.			
Key Result 3.1. Amend the Historic Preservation Ordinance to establish a tabular summary of the level of review required for undertakings as related to improvements to Farmington Historical Properties to create clarity and consistency in the process of improving historic properties.	Short	Development Services	Historic Preservation Committee, Planning & Zoning Commission
Key Result 3.2. Create Downtown Design Guidelines to protect and preserve the historic character of Downtown.	Short	Development Services	Planning & Zoning Commission

Transportation, Infrastructure, & Connectivity Objectives & Key Results

OBJECTIVE / KEY RESULTS	PRIORITY Short (1-5 years) Medium (6-10 years), Long (11-20 years)	RESPONSIBLE PARTY OR DEPARTMENT	POTENTIAL PARTNERS
Objective 1. Increase the safety and connectivity of farmington's road network.			
Key Result 1.1. Complete and implement a corridor master plan for Karsch Boulevard to enhance safety, traffic flow, and multimodal access.	Medium	Development Services	Public Works, MoDOT
Key Result 1.2: Adopt and implement access management strategies along major corridors to enhance safety for all modes, facilitate walking and biking, and reduce traffic congestion.	Short	Public Works	Development Services
Key Result 1.3: Complete a Long-range Transportation Plan (LRTP) to guide improvements to existing roads and construction of new roads to support future growth and enhance multimodal transportation.	Short	Public Works	
Key Result 1.4: Position Farmington's transportation priorities for state and federal funding opportunities.	Short	Public Works	
Objective 2. Create safe, accessible, and connected active transportation networks.			
Key Result 2.1. Create Active Transportation Plan to create a safe, well-connected network for walking, biking, and rolling that prioritizes connecting to public spaces, jobs, and commercial areas.	Short	Development Services	Public Works
Key Result 2.2. Maintain a GIS map-based, comprehensive inventory of the location and conditions of City sidewalks and trails to enhance public safety and walkability.	Short	Public Works	SEMO RPC, GIS Consultant
Key Result 2.3. Maintain an updated ADA Transition and Sidewalks Plan.	Short	Public Works	SEMORPC
Key Result 2.4. Create a city-wide wayfinding program.	Short	Development Services	Public Works
Key Result 2.5: Partner with Southeast Missouri Transit Service to conduct a Micro Transit Feasibility and Fixed Route Transit Service Plan to better understand demand and identify strategies for improving public transportation locally and throughout the region.	Short	Development Services	SMTS
Key Result 2.6. Partner with the School District to Adopt an intergovernmental Safe Routes to Schools Plan and Policy Resolution to create safer connections to schools.	Short	Development Services	Farmington School District

Transportation, Infrastructure, & Connectivity Objectives & Key Results

OBJECTIVE / KEY RESULTS	PRIORITY Short (1-5 years) Medium (6-10 years), Long (11-20 years)	RESPONSIBLE PARTY OR DEPARTMENT	POTENTIAL PARTNERS
Objective 3. Ensure that vital public facilities and infrastructure are efficiently maintained and proactively planned to support current and future needs.			
Key Result 3.1. Complete a Fire Master Plan to plan and budget for public safety facilities, infrastructure, equipment, and staffing to support future growth.	Short	Fire Department	
Key Result 3.2: Assess the City's utility service capacity for future growth.	Long	City Light & Power	
Key Result 3.3. Formalize development standards related to development and improvements in close proximity to airport hazard areas to promote safe airport operations and protect the public health, safety, and welfare.	Short	City Administration	Development Services
Key Result 3.4. Create an engaging, user-friendly Capital Improvement Plan (CIP) to prioritize and forecast capital improvement needs, projected costs, external funding sources, and anticipated time frames.	Short	City Administrator	
Objective 4. Develop and implement policies that prioritize environmental preservation and natural hazard resilience.			
Key Result 4.1. Update the City's Emergency Management Plan to guide operational response to disaster and inform the community of their role in ensuring safe and efficient disaster relief efforts.	Short	Public Works	

Parks, Recreation, and Tourism Objectives & Key Results

OBJECTIVE / KEY RESULTS	PRIORITY Short (1-5 years) Medium (6-10 years), Long (11-20 years)	RESPONSIBLE PARTY OR DEPARTMENT	POTENTIAL PARTNERS
Objective 1. Create and maintain a system of high-quality, safe, and accessible parks, open spaces, and recreation facilities.			
Key Result 1.1. Create a Parks Master Plan to guide long range plans for the improvement and maintenance of current and future parks and recreation facilities.	Medium	Parks & Recreation	
Key Result 1.2: Enhance the safety of parks through a combination of physical, operational, and programmatic upgrades that create a comfortable and secure environment.	Short	Parks & Recreation	
Key Result 1.3: Complete an ADA compliance evaluation of existing parks to identify priority improvements to include in the City's ADA Transition Plan.	Short	Parks & Recreation	Public Works
Objective 2. Provide programming for residents of all ages and interests at park facilities.			
Key Result 2.1. Create a youth advisory council to advise on the development of relevant youth-focused programs and activities reflective of community needs.	Short	Mayor	Parks & Recreation Department, Development Services, Farmington School District
Objective 3: Promote and build on Farmington's strengths as a tourism destination.			
Key Result 3.1. Complete a Sports Tourism Market and Feasibility Study to evaluate supply/ demand and cost/benefits related to investments in sports recreation facilities.	Short	City Administrator	Development Services, Parks & Recreation, Tourism & Communications Director

Plan Implementation Objectives & Key Results

OBJECTIVE / KEY RESULTS	PRIORITY Short (1-5 years) Medium (6-10 years), Long (11-20 years)	RESPONSIBLE PARTY OR DEPARTMENT	POTENTIAL PARTNERS
Objective 1. Monitor the progress of Objectives and Key Results.			
Key Result 1.1. Create a system for each responsible party or department to track the progress of the Objectives and Key results they are primarily responsible for leading.	Short	Development Services	
Key Result 1.2: Each responsible party or department annually reports on the status of their respective Objectives and Key Results to the City Council.	Short	Development Services	
Objective 2. Incorporate recommended projects into the annual municipal budget and funding strategies.			
Key Result 2.1. Include major capital and infrastructure projects in the City's Capital Improvement Program (CIP).	Short	Finance Department	
Key Result 2.2. Annually evaluate grant opportunities to identify grants to pursue to support plan implementation.	Short	Development Services	
Objective 3: Update the city's code of ordinances to align with the comprehensive plan.			
Key Result 3.1. Update the Zoning Code to align with the Comprehensive Plan.	Short	Development Services	Planning & Zoning Commission
Key Result 3.2. Update the Subdivision Code to align with the Comprehensive Plan.	Short	Development Services	Planning & Zoning Commission
Key Result 3.3. Review other relevant sections of the Code of Ordinances for necessary updates.	Short	Development Services	City Administrator



City of Farmington
2026 Comprehensive Plan