Farmington MPO LAND USE CONTEXT AREAS

Recommended Preliminary Approval by the Advisory Group on January 22, 2014
Recommended Preliminary Approval by the Technical Committee on February 27, 2014
Preliminary Approval by the Policy Committee on March 20, 2014

Title	Descriptions	Examples
Rural and Agricultural	Predominately low density residential on large lots. Farmland and pastures are common. Large land areas for regional recreational/ open space. Small commercial and retail are also found.	Kirtland Crouch Mesa Glade Area
Heavy Industrial	Primarily industrial parks and other places served by trucks such as coal mines, refineries, and mineral extraction sites. Truck size would be large and volume would be frequent.	CR 350 State highways outside the cities
Regional Commercial and Light Industrial	Commercial and retail that serves the region. Large sites include locations for malls, big box stores, chain restaurants, auto dealers, and strip malls. Large parking lots surround sites. Small industrial sites, such as warehouses and garages with storage yards, would be used for manufacturing and production but would be non-intrusive to nearby properties. Truck size would vary and volume would be moderate.	East Main St. US 64 near CR 6500 in Kirtland South of Pinon St in Farmington
City Commercial	Smaller-scaled buildings with smaller parking lots that serve city-wide and surrounding communities. Grocery stores, pharmacies, offices, and civic facilities are common. These destinations are often connected to residential collector streets.	20th Street San Juan Blvd
Suburban Neighborhood	Subdivisions within the three cities that have low density and larger lots. Minimal commercial and retail sites. Includes schools, churches, and parks.	Neighborhoods in the Foothills area and northeast Farmington
Traditional Neighborhood	Subdivisions with moderate density and smaller lots. Often use street grid networks. Commercial and retail sites, including schools, banks, parks, gas stations, and grocery stores, are either in close proximity or along perimeter of neighborhoods. There is good accessibility for all modes.	East side of Aztec, west side of Bloomfield, central Farmington
Local Neighborhood Commercial	More localized commercial and retail buildings that are integrated into neighborhoods and feature a mixed use of housing, office, and retail that are accessible by all modes. These areas may include studios for various artistic talents. Features small public spaces for recreation.	Area currently does not have
Central Business District/ Downtown	Higher density and mixed use of residential, commercial, and retail. Highly accessible by all modes. Uniform building aesthetics and setbacks. On street parking and wide sidewalks.	Downtown Farmington Downtown Aztec

Farmington MPO ROAD TYPOLOGIES

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Title	Descriptions	Examples
Bypass/ Limited Access	High volume, wider roads with the highest levels of mobility and vehicle speeds. They can serve as truck routes. Access to nearby properties is discouraged and intended to be handled by other intersecting roads in the network. Roads can have 2-4 lanes with non-traversable medians. Shoulders, buffered on-street facilities, and separated paths are encouraged for accommodating pedestrians, bicyclists, and equestrians.	Pinon Hills Blvd Murray Dr.
Principal Arterial	High volume, higher speed, and wider roads that serve regional travel between cities and through a city. Roads are typically 2-6 lanes with raised medians and turn lanes. Access to nearby properties should still be limited but this road allows for more frequent access than the Bypass/Limited Access. Shoulders, buffered on-street facilities, and separated paths are encouraged for accommodating pedestrians, bicyclists and equestrians. Transit stops may be found.	East Main St. NM 516 US 64
Community Arterial	Roads are 2-4 lanes with moderate volume and speeds and are primarily meant for travel through a city and to serve commercial areas. Travel lanes are smaller in width to accommodate the presence of medians, bike lanes, buffered sidewalks, on-street parking, and transit stops. Large trucks are still present. These streets support the higher road classifications and are connected with Collectors and fed by Service Ways. The frequency of access should still be restrained to minimize conflicts with bicyclists and pedestrians.	Butler north of 30th 20th Street between Dustin and Main St
Service Way	Roads that are intended to serve heavy industrial sites and industrial parks. They are used for internal circulation for the industrial sites and provide access to the higher road classifications. They are two lane roads with slower speeds and designed for heavy-weighted traffic. While bicycle and pedestrian use is secondary, accommodations should be focused on safety for these modes.	Industrial roads east of US 550 in Bloomfield Troy King north of US 64
Commercial Collector	Lower volume and lower speed roads with 2-3 lanes that primarily connect commercial areas, retail, and downtown districts. Bike lanes, wide sidewalks, and transit stops are more prevalent to enhance multi-modal travel. These roads distribute traffic between the higher classifications and local streets. Medians and two-way left turn lanes are common. Driveways directly accessing these roads are discouraged. These roads may also have on-street parking. Downtown areas include additional features and streetscaping that promote multi-modal travel.	Downtown Main St in Farmington & Aztec Chaco in Aztec

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Neighborhood Collector	Lower volume and lower speed roads with 2-3 lanes that primarily connect residential neighborhoods. Bike lanes, wide sidewalks, and transit stops are present. These roads distribute traffic between the higher classifications and local streets. Medians and two-way left turn lanes are common. Driveways directly accessing these roads are discouraged. These roads may also have on-street parking.	West Blanco & South 1st St in Bloomfield Fairview between Main St and 20th St Butler between Apache and 20th St
Neighborhood Local	Two lane roads with the lowest travel speeds that serve residential and commercial areas within the cities. Parking on the street is common but may be restricted in some places. More frequent driveway access occurs. Medians may be present but not recommended. Lower volumes and speeds allow for integrated bike use in the roadway and do not necessarily require separate facilities. Sidewalks should be buffered from the street.	Knudsen Mesa Verde in Aztec Church St in Bloomfield Streets typically found in subdivisions
Rural Local	Two lane roads with the lowest travel speeds that serve low density residential and commercial areas. Roads do not necessarily need to be paved. More frequent driveway access occurs. Lower volumes and speeds allow for integrated bike use in the roadway and do not necessarily require separate facilities. Sidewalks are encouraged but may not be necessary due to the surrounding density.	Rinconada in Farmington CR 6444 in Kirtland Streets typically found in subdivisions
Trail Way	Non-motorized pathways that provide travel options for pedestrians, bicyclists, and equestrians. They connect neighborhoods, schools, parks, and commercial nodes found along river systems and within city settings. These trail ways may be paved or unpaved and may or may not be connected to roadways.	River walks in Farmington, Aztec, and Bloomfield