City of Clovis
Comprehensive Plan

Prepared by:
Consensus Planning
Engineers, Inc.
Schlegel Lewis Architects

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City of Clovis Comprehensive Plan

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City of Clovis Comprehensive Plan

A. EXECUTIVE SUMMARY

1. Background

This Comprehensive Plan (the Plan) identifies policies that implement City of Clovis residents' vision for the City over the course of the next five to twenty years. The Plan addresses and responds to several key issues that impact the City including those encompassed in the following planning areas:

- Land Use
- Economic Development
- Housing
- Hazard Mitigation
- Infrastructure, including Transportation and Water Resources

For each of these elements, the Plan describes existing conditions and issues, identifies the desires of City residents, and provides goals/objectives/strategies designed to bring about the desired outcome of City residents.

a. Purpose
The primary purpose of the Comprehensive Plan is to:

- Protect and enhance the desired way of life, custom, and culture in the City as identified by its residents.
- Protect the existing businesses in the community, while expanding and diversifying the economic base.
- Identify capital projects necessary to serve the City.
- Ensure that an adequate and safe water supply is available to serve existing and future residents and businesses.
- Plan for a safe and efficient transportation system to move people and goods throughout the City.
- Ensure that all segments of the population have access to affordable, quality housing.
- Ensure that community services are available to serve the public.
- Plan for recreational facilities that provide opportunities for all age groups and considers environmental factors.
- Lead to intergovernmental policies that attract new residents and businesses into the City.
- Help City leadership prioritize decisions relating to growth, development, and public spending.

2. Key Issues

The residents expressed that the people and the friendly, wholesome atmosphere is what keeps people in Clovis. While the City has it challenges, the residents come together for common goals as was evident from the recent "Save Cannon" campaign. Now that the Cannon Air Force Base is safe for now, the community is looking to the future. The City identified a number of issues during the series of public meetings. The most prevalent issues are listed below.

- Currently, the City's economy is highly reliant on Cannon Air Force Base, and nearby ranching and agriculture. The City needs to identify and attract new businesses into the community that are compatible with the existing economic base and will diversify the economy.
- Water supplies are crucial to the continued well being of the City's residents and economy. New sources and/or conservation of existing water resources must be identified and acquired.
- Potential conflicts between agricultural uses located in the County and residential uses located within the City were a major concern of many citizens that attended the public meetings. The recent opening of the cheese plant south of town has resulted in a demand for local dairy products and subsequently the opening of new dairies in the vicinity of Clovis. While the dairies are creating new jobs, they are also creating impacts on nearby urban residential uses.

- The character of the major entry ways into the City were seen as in need of improvement. The major highways into the City include many properties, primarily in the County, that have abandoned vehicles and structures, and are in need of general upkeep. These properties were seen as negatively impacting potential economic development and of giving a bad impression to visitors.
- While the health care facilities in Clovis are top quality, many residents must travel to other nearby cities to receive certain health care procedures.
- Residents, including youth, feel that additional activities are needed.
- High quality affordable housing was identified as a need in Clovis. The existing supply of affordable housing was seen as tight, and the quality of the affordable housing that is available is felt to be of low quality.

3. Summary of Implementation Measures

The following tables summarize the City of Clovis Comprehensive Plan Implementation Actions per comprehensive plan elements. The tables include both the specific strategy for implementing the goals and objectives, found within each planning element section. It also includes a time table for when each action should be carried out based upon the City's priorities. It is important to note that full implementation is dependant on available resources such as grants and funding as well as staff resources and available partnerships.

Land Use Implementation Measures	2007 - 2012	2013 - 2018	2019 - 2026
Annually review and update the Zoning Ordinance	X	X	X
Review allowable uses in zone districts	X		
Establish a 5-mile sphere of influence with the County	X		
Enter negotiations with the County to extend the extra-territorial zone	X		
Establish a joint powers agreement with the County for review of development within the sphere of influence	X		
Standardize subdivision regulations between the City and County	X		
Standardize zoning and related regulations between the City and County		X	
Annex the Clovis Municipal Airport	X		
Establish contacts at Cannon AFB for land use review	X	X	X
Establish and bi-annually review annexation priorities	X	X	X
Strengthen nuisance ordinances	X		
Establish a nuisance abatement task force	X		
Develop and sponsor programs that improve the appearance of the community	X	X	X
Develop a City-wide trail plan		X	
Consider requiring landscaped set backs along arterial and collector streets	X		

Economic Development Implementation Measures	2007 - 2012	2013 - 2018	2019 - 2026
Continue existing economic/redevelopment programs	X	X	X
Host economic vision workshops	X		X
Continue to assist businesses with expansion efforts	X	X	X
Continue businesses retention efforts	X	X	X
Work with Cannon AFB to identify and recruit supporting businesses	X	X	X
Support clean up of City gateways	X	X	X

Economic Development Implementation Measures	2007 - 2012	2013 - 2018	2019 - 2026
Work with the Rural Economic Development Through Tourism program		X	X
Work with the State and Federal governments, and the Home builder's Association to ensure that an adequate number of dwellings units is available	X	X	X
Pursue renewable/clean energy technology companies	X	X	X

Housing Implementation Measures	2007 - 2012	2013 - 2018	2019 - 2026
Continue relationship with the New Mexico Mortgage Finance Authority	X	X	X
Develop and implement volunteer programs for routine maintenance of housing units for elderly and/or disabled home owners	X	X	X
Develop and implement programs that target the appearance of housing along primary entrances to the City	X	X	X
Examine feasibility of a point-of-sale inspection program	X		

Marshall Junior High School
Project Citizen, Youth Input

Infrastructure Implementation Measures	2007 - 2012	2013 - 2018	2019 - 2026
Adopt an Ordinance requiring sanitary sewer connections	X		
Require sanitary sewer connection as part of annexation agreements	X	X	X
Develop a Waste Water Master Plan		X	
Adopt regulation that facilitate wireless internet	X		
Update the Master Drainage Plan	X		
Prepare a 40-year Water Plan		X	
Develop and implement a comprehensive water conservation and quality program	X	X	X
Require all new buildings to connect to the City water system	X	X	X
Update the Pavement Management Plan		X	
Review City street construction standards	X		X
Periodically review street hierarchy and LOS	X	X	X
Study the feasibility of transportation impact fees	X		
Study the feasibility of a northern loop road			X
Study the feasibility of providing scheduled transit to Cannon AFB	X		
Study the feasibility of providing scheduled transit to the Clovis Municipal Airport		X	
Study the feasibility of providing scheduled transit to other County communities			X

Community Services Implementation Measures	2007 - 2012	2013 - 2018	2019 - 2026
Support the Plains Regional Medical Center	X	X	X
Review adequacy of helipad facilities	X		
Create a referral system for licensed day care		X	

Community Services Implementation Measures	2007 - 2012	2013 - 2018	2019 - 2026
Create a referral system for licensed senior care		X	
Work with the school district on after school programs	X	X	X
Develop 20-year capital equipment and replacement plan for Police and Fire	X		
Continue to seek funding for emergency services equipment and training	X	X	X
Study feasibility of emergency services impact fees	X		
Develop a comprehensive trail and park plan		X	
Maintain and upgrade City vehicle fleets	X	X	X
Aggressively seek homeland security funding	X	X	X

4. Summary of Planning Process

a. Public Input

The public input phase of the City of Clovis Comprehensive Plan consisted of a series of public meetings. The first meeting was held on July 31, 2006 at the main Clovis Library and included approximately 80 stakeholders invited by the City of Clovis and Curry County. The primary purpose of the first meeting was to identify issues. The second meeting was held on August 16, 2006 and was open to the general public. At the second meeting, the participants were asked to break into groups and verify the issues identified at the first meeting, pick the issues most important to them, and finally develop vision statements. A third meeting was held on October 16, 2006. The participants at the third meeting were asked to review maps and graphics that showed generalized existing land use, roads, and other infrastructure, and comment on what they would like to see in the County and City.

In addition to the public meetings, input was solicited from the Project Citizen class at Marshall Junior High School. The students were asked to respond to three questions: What would you change about Clovis; what does Clovis need to change; and what would encourage you to stay in Clovis. The students generated responses that often closely matched what was brought up in earlier public meetings.

b. Approval Process

The final draft plan was made available to the City in electronic format to post on the County website and/or make copies for distribution to interested members of the public. Legal notice was given in accordance with City standards and individuals who gave an e-mail address at the public meetings were also contacted. A public hearing by the Planning Commission on June 13, 2007 an a City Council hearing was held on xxxxxx xx, 2007 and the plan was adopted.

First public input meeting

B. CITY PROFILE

1. County Background

a. Location
Clovis is located in east-central New Mexico, approximately 10 miles from the Texas border. The City encompasses approximately 21 square miles.

Clovis is the County seat and also the largest community in the County. Clovis is one of four incorporated communities in Curry County. The other incorporated communities in the County are: Grady, Melrose, and Texico. Cannon Air Force Base is one of the most important employers for the community and is located approximately three miles west of Clovis. Clovis has a wide variety of services available. Higher level services that can not be found within the County are generally provided by Lubbock, Texas and Albuquerque, New Mexico, which are approximately 94 miles and 220 miles from Clovis respectively.

The City is not directly served by any interstate highways. US Highway 60/84 traverses east-west through Clovis and US Highway 70 enters Clovis from the south. These highways serve as the primary automobile transportation routes into and out of the City. US Highway 60/84 continues to Lubbock to the east. Traveling westward, the highway splits in Fort Sumner (approximately 60 miles east of Clovis), with US Highway 84 connecting to US Interstate 40, and east-west highway, and US Highway 60 continuing on to connect to US Interstate 25, a north-south highway. A major railway line approximately parallels the US Highway and carries an average of 75-80 trains per day. The City has a municipal airport located five miles east of City. Currently, no major passenger carriers fly into the Clovis Municipal Airport, however, current expansion plans may make regular commercial flights more attractive. Cannon Air Force Base is located west of the City, but no civilian traffic operates from the Air Force Base.

b. Brief History of the City
The Clovis area has a long history of settlement by native peoples. The Clovis man found to the southwest of Clovis, is the oldest tribe in North America to have been found. Carbon dating shows that the Clovis man roamed the area approximately 11,000 years ago. Settlement by European descendants occurred primarily after the railroad came to the area around 1900. The railroad spurred development of Clovis and many of the small communities located in the County as it provided a means of getting cattle, and later agricultural products, to the markets to the east. A major switching yard was constructed in Clovis that is still in use today. During World War II, the City again experienced a period of rapid growth with the establishment of Clovis Army Air Field, later to become Cannon Air Force Base. After the war, the air field was closed, but reopened several years later and has been in continuous operation since. Clovis has grown steadily over the years and contains a majority of the County's population and is the County seat.

The City was incorporated in 1909. It is not reliably documented, but it is commonly held that Clovis was named by the daughter of a railroad official for the first Christian king of what has become France. For a brief period before, the area was known as Riley's Switch.

d. Government
The City currently employs approximately 400 persons to provide a range of services, including, but not limited to: administration, emergency services, solid waste disposal, vector control, transit services, senior citizen services, library services, parks and recreation, airport services, and infrastructure maintenance. The day to day operations of the City are managed by the City Manager. The governing body of the City consists of eight City Commissioners, two elected from each of four districts, and a Mayor. The Mayor only votes in the event of a tie of the City Commissioners. The governing body meets twice per month, currently the 1st and 3rd Thursdays. The City also utilizes a Planning-Zoning Commission that makes decisions and/or recommendations on land use within the City.

The fiscal year 2006-2007 budget anticipates general fund revenues of $16,235,750 and expenditures of $19,627,446. The City generated $155,325,857 of taxable gross receipts in the 3rd Quarter of 2006. The top three highest generators

of taxable gross receipts for the period were retail trade, construction, and accommodations and food services. The following table shows the taxable gross receipts as reported by the State. The Clovis Municipal Airport, which is owned by, but not within the City, generated $374,612.

Table 1: Gross Taxable Receipts

Industry	Taxable Gross Receipts
Agriculture, Forestry, Fishing and Hunting	$333,522
Mining and Oil and Gas Extraction	*
Utilities	$10,027,897
Construction	$21,036,075
Manufacturing	$712,238
Wholesale Trade	$10,859,214
Retail Trade	$51,464,582
Transportation and Warehousing	$582,275
Information and Cultural Industries	$5,082,039
Finance and Insurance	$1,134,492
Real Estate and Rental and Leasing	$1,796,024
Professional, Scientific and Technical Services	$12,336,950
Management of Companies and Enterprises	*
Admin and Support, Waste Mgt and Remediation	$93,657
Educational Services	$144,991
Health Care and Social Assistance	$9,462,744
Arts, Entertainment and Recreation	$115,522
Accommodation and Food Services	$15,371,611
Other Services (except Public Admin)	$14,287,126
Unclassified Establishments	$37,627

**Industries with less than three reporting units are not listed*

Source: State of New Mexico

2. Demographics

a. Population Age

The following table shows the age of the population as it was recorded for the 2000 U.S. Census. The table does not show any unusual distribution of population, except that the working age groups are fairly uniform. This slight irregularity can be attributed to the impact of the Cannon Air Force Base on the City's population.

Table 2: Population Age

Age	Population	%
Under 5	2,697	8.3%
5 to 14	2,702	8.3%
15 to 24	4,769	14.6%
25 to 34	4,282	13.1%
35 to 44	4,882	14.9%
45 to 54	3,761	11.5%
55 to 64	2,612	8.0%
65 to 74	2,201	6.7%
75 to 84	1,471	4.5%
85 or older	586	1.8%

Source: 2000 US Census

b. Population Race

Clovis reported for the 2000 U.S. Census that 71.3% of the population is white and 33.4% of any race considers themselves Hispanic or Latino. The racial diversity has remained relatively constant since the 1990 U.S. Census.

c. Population Estimates

Since 1970 Clovis has been growing steadily. The fastest period occurred between 1970 and 1980 when the City grew approximately 9.4%. This rapid growth was followed by a period of almost no increase, 1980-1990, 0.5%. Lately the City appears to have steadied at a growth rate of just over 4% per decade.

The following table (Table 3) shows the populations estimates using the growth rate that has occurred over the last 15 years. The Bureau of Business and Economic Research of the University of New Mexico (BBER) predicts that the growth rate for Curry County will be slightly over 1% per decade and decline in the last decade. However, the methodology used by BBER does not consider in-migration and the potential impact of the new mission of Cannon AFB.

Table 3: Population Estimate

2000	2010	2020	2030
32,667	34,039	35,469	36,959

At this time it appears that the new mission will increase the number of personnel at the base by a significant number. It is thought that because of the new mission, many of these personnel will be slightly older and have families.

Unlike the City's recent steady growth, Curry County has experienced a growth rate of approximately 8.6% per decade recently. It is not unreasonable to expect the City to grow at a similar rate as employment opportunities expand to service the new County population. In addition to the County grown, as mentioned earlier, Cannon AFB's new mission is expected to add new families into the population. The following table takes into account the high growth scenario in the County and the anticipated increase due to the addition of new personnel at Cannon AFB. The table below assumes that the City will grow at a rate of approximately 6.2% per decade and that approximately 2,700 new persons will move to Clovis as a result of the new Cannon AFB mission.

Table 4: High Growth Population Estimate

2000	2010	2020	2030
32,667	36,392	39,542	41,827

While over a long period of time the growth of the City appears great, even the high growth rate scenario is sustainable. The greatest challenge that Clovis faces in regards to population increase is from sudden changes in population at Cannon AFB. Unless new industries or discovery of natural resources cause a boom in population, it is anticipated that population growth will likely be between the estimates shown in Table 3 and 4.

3. Socioeconomic Statistics

a. Unemployment

The unemployment rate for Curry County in December 2006 was 2.8%. This rate was lower than both the State average of 3.3% and the national average of 4.3% for the same period. Curry County had the fourth lowest unemployment rate in the State in December 2006. Unemployment information specific to the City is not available, but should be nearly identical to the County.

b. Income

The previous table shows the income per household that was reported for the 2000 U.S. Census (1999 income). The average household income in Clovis $38,482, while the average household income for New Mexico for the same reporting period was $34,133. The average income for the City has consistently edged upward.

Table 5: Population Income

Income	Number of Households	Percentage of Total
Less than $10,000	1,929	15.5%
$10,000 to $14,999	1,306	10.5%
$15,000 to $24,999	2,124	17.0%
$25,000 to $34,999	2,052	16.5%
$35,000 to $49,999	2,064	16.6%
$50,000 to $74,999	1,722	13.8%
$75,000 to $99,999	633	5.1%
$100,000 to $149,999	399	3.2%
$150,000 to $199,999	98	0.8%
$200,000 or more	141	1.1%

Source: 2000 US Census

C. LAND USE

1. Introduction

The purpose of the Land Use Section is to examine the existing land use issues within the City. Generally, the City has developed with commercial corridors along major arterials and near the U.S. Highways. An older commercial core exists in approximately the center of the City, with newer strip center commercial and an enclosed mall located in the northern area of the City. Some industrial development has occurred near the railroad tracks and in the eastern part of the City. However, the majority of the City consists of detached, single-family dwellings in neighborhoods of varying density. Generally, the older neighborhoods are more dense than the newer neighborhoods. This plan illustrates that pattern of development on the land use plan and does not seek to make significant changes to that pattern within the City limits.

This section is organized into subsections that discuss land use issues, the existing land use in the City, the land use plan, and goals, objectives and implementation measures that address the land use issues.

2. Land Use Issues

Meetings with the citizens and officials of the City were the primary method of determining what land use issues should be addressed in this plan. Four primary land use issues were identified during the public meetings:

City-County Interface. The opening of the new cheese plant south of Clovis has created many new jobs in the Clovis-Portales Microplex. The plant has also had a secondary impact on the local economy by spurring development of new dairies to provide milk for processing at the plant, creating yet more jobs. However, many of the new dairies have been established relatively close to the City. Some of the dairies that are located closer to the City are creating noise, odor, and vector nuisances for nearby residential neighborhoods.

Dairy in Curry County

Other City-County interface issues relate to development itself. Specifically, the standards and processes for new development are different in the City and in the County. These differences make it more difficult for developers to process applications, and creates potential issues with roads, utilities and similar infrastructure related improvements.

Property Maintenance. Residents of the City are very proud of their City and the image it presents to others. Property maintenance issues primarily fell into two categories, City gateways and distressed neighborhoods. The City gateways along the major highways were seen as presenting a negative image of the City. Many properties adjacent and visible from highways entering the City had abandoned vehicles, dilapidated structures, overgrown vegetation, debris, and other similar indications of neglect or abandonment. The majority of the properties are within the County, however, since a majority of the citizens of the County live in Clovis, the County has a significant stake in the well-being of the City. The citizens expressed that there should be some action to either "clean it or screen it" for these properties.

Abandon, burned structure at western gateway of Clovis

The other property maintenance issue concerns distressed neighborhoods. These neighborhoods often contain older housing stock that may be near the end of their useful life. The housing built in these neighborhoods was built to different standards then today and often have smaller lots, less interior living and storage space, and generally either no garage or a small one car garage. These homes are usually less expensive than new homes and often the families living in the homes do not have sufficient disposable income to properly maintain and/or upgrade the home. While many homes in these distressed neighborhoods are well maintained, there are examples of homes that have become nuisances that should be abated.

Redevelopment. Redevelopment issues also fall into two categories. The first is related to distressed neighborhoods. The fact that many of these homes may be reaching the end of their useful life means that these homes will need to be replaced and/or under go significant upgrades and repairs to remain a viable part of the housing market. Since many of these homes would be considered affordable, this makes the replacement of these homes even more critical.

The other major issue is related to redevelopment is the old Clovis commercial core. The commercial core has been established as a Metropolitan Redevelopment Area (MRA) and efforts to revitalize the MRA are under way.

Pedestrian Mobility. Several residents also indicated that pedestrian mobility, including biking, was an issue within the City. It was stated that some streets do not have sidewalks and that individuals must often walk in the street and around parked cars in these areas making it particularly unsafe. Some residents also indicated that roads were not safe for bicyclists.

3. Existing Land Use

Like most mature western cities, the majority of land within the City is used for single-family residential dwellings. Multiple-family dwellings are scattered throughout the City. The older residential neighborhoods are located primarily parallel to the railroad line. Over half of the housing in Clovis was constructed before 1969.

The City has a mix of commercial and industrial uses that provide employment opportunities. The City has an older commercial core located at approximately the center of the City and north of the railroad tracks. The most prominent landmark of the commercial core is the Clovis Hotel building. The commercial core also has most of the main offices for various public institutions, such as the City, school district offices, main City library, and Curry County offices. New commercial development is located generally along the major arterial streets and highways of the City. The City has an enclosed mall and a number of strip centers of different sizes. Heavier commercial uses are generally located along the main east-west highway.

Clovis Hotel

Most of the industrial uses are located adjacent to or near the railroad yards. A significant portion of the industrial uses occur south of the railroad tracks, including the Clovis Industrial Park. Much of the industrial development is related to agriculture.

County areas adjacent to the City are used primarily for agriculture, but there are also several single-family subdivisions, as well as, individual homes, commercial, and industrial businesses. Recently, there have been several dairies established in close proximity to the City.

4. Land Use Plan

The current zoning within the City allows for a wide variety of uses within a limited number of stratum. The land use plan strives to provide a framework for a finer division of land uses based on the actual uses taking place within the City and establishes a foundation for potential future updating of the zoning regulations. However, because the current zoning regulations allow many different, and sometimes incompatible, uses to occur within the same zone, there will be examples in nearly all of the land use designations where uses do not conform to the land use explanation.

Land Uses

Very Low Density Residential (VLDR). The Very Low Density Residential land use is meant to accommodate single-family dwellings at rural development densities. The areas shown as VLDR are located generally along the urban edge of the City. Development in these areas will likely not have reasonable access to City water and sewer service and will have to rely on individual or community wells and wastewater treatment systems. The City may approve alternative street cross-sections provided that urban street improvements can be accommodated in the future. In areas immediately adjacent to development that is constructed to urban standards, new improvements and utility connections should also conform to urban standards. Dwellings developed within this land use designation should be at an average of one (1) dwelling unit per acre.

Low Density Residential (LDR). The majority of residential development within the City will be within the Low Density Residential District. Dwellings within the LDR district should be required to connect to existing City water and sewer lines and/or to extend lines to serve the project. Street improvements should be constructed to urban standards and include sidewalks, conventional curbs, and parkways. The density of LDR areas should not exceed an average of three (3) dwelling units per acre.

Medium Density Residential (MDR). Medium Density Residential areas are anticipated to include areas where smaller lot and attached single-family housing occurs. It can also include older areas of the City where earlier development occurred at higher densities and preservation of these areas is desired. Because of the higher density, these areas should always be serviced by City utilities and have streets built to urban standards. MDR areas should have access to nearby parks to off-set the more dense development. Development in the MDR district should not exceed five (5) dwellings units per acre.

High Density Residential (HDR). Multiple-family dwellings and other higher density residential development is desired. Adequate parking, open space within the development, and access to transportation routes should be provided in new HDR development. HDR represents the highest density of residential development found in the City. HDR development should always be required to connect to City utilities and provide urban infrastructure. The density within HDR dis-

Parkside Apartments, across from City zoo

tricts should not exceed a density of eighteen (18) dwelling unites per acre.

Commercial (C). The commercial designation encompasses a wide range of retail and service uses. Heavier commercial uses such as one may find near highways and industrial areas, and warehousing should be avoided. In addition to the retail and service uses, the Commercial areas may contain offices, medical uses, and other similar uses.

Central Business District/MRA (CBD). The Central Business District is located in the heart of Clovis. It includes the older business core that developed up until approximately the 1960's. Many of the buildings are multi-story and have unique character that is not found in most modern commercial construction. The CBD boundary is shown as coterminous with the Metropolitan Redevelopment Area.

Heavy Commercial (HC). The Heavy Commercial areas are primarily along US Highway 60/84 and near the railroad tracks. The HC areas contain many of the uses found in the Commercial and CBD districts, but also contain many uses that are more intensive in nature. More intense HC uses include such uses as automobile repair, truck stops, tractor sales and service, propane storage and sales, and similar uses that often require outdoor storage and/or screening.

Main Street and Grand Avenue

Industrial (I). The industrial land use district is meant to accommodate all of the manufacturing, warehousing, and similar uses that form a city's base employment sector. In Clovis, these uses are often associated with agriculture, such as the stockyards, and the railroad. Except for the lightest assembly uses, industrial uses are generally not compatible with residential uses. There are, however, many areas where industrial and residential uses have encroached on one another. Where possible, buffers, walls, and other measures should be used to separate the uses. Industrial development in Clovis is anticipated to continue south of the railroad tracks. However, since there are a limited number of railroad crossings, the City may wish to explore the feasibility of developing business parks with light manufacturing components north of the railroad tracks.

Landfill (LF). The landfill encompasses the existing landfill located in the southeast quadrant of the planning area. Due to its nature, landfills are not compatible with many adjacent uses and efforts to screen and/or buffer the land use should be taken.

Master Plan (MP). The Master Plan designation is meant to show areas where master planning has been completed or is taking place. The master plan designation allows the City flexibility to work with the developer of a master plan to determine the best land use for the area. Master Plans should not occur on less than 320 acres. Master Plans should include detailed utility and infrastructure plans that complement the land uses proposed within the Master Plan. Currently only one area is designated Master Plan on the Land Use Map. Additional areas may be designated in the future.

Agriculture (A). The Agriculture district serves two purposes. First the Agriculture district provides for continued historic use of the land within the City's planning area. Secondly, the Agriculture district provides a "holding" land use designation for areas that may develop within the time frame of this plan, but are not currently anticipated to develop, such as much of the area on the south side of the City.

Public Facilities (PF). Public Facilities areas represent larger parcels that are used by Federal, State, or local government, and utilities for public uses. The PF designation excludes the airport and Cannon Air Force Base, as these have been given a separate designation. The facilities in this designation vary widely and may contain, but are not limited to, offices, maintenance yards, National Guard Armories, and utility substations.

School (S). The Schools designation is meant to distinguish primary and secondary educational facilities, and accessory uses. It is not intended to show private schools that are accessory to another use.

Open Space/Park (OS). The Open Space/Park designation identifies open space and parks. The largest open space that is identified on the Land Use Plan is the Ned Houk Memorial Park, which is located approximately four miles north of the urbanized area of the City. Facilities within the OS designation may include, but not be limited to, ball fields, zoos, golf courses, storm water facilities, playgrounds, lakes, community centers, and similar recreational features.

Hillcrest Park

Airport/Air Force Base. Clovis Municipal Airport and Cannon Air Force Base have been shown on the Land Use Plan as Airport/Air Force Base. These two uses were given a separate designation to emphasize the potential land use conflicts that can occur near them. Both uses create noise, light, and vibration that is not compatible with some uses. Even with uses that are compatible, certain considerations for clear spaces and other safety precautions should be incorporated into the design of new development.

Accident Potential Zone Overlay. The United States Air Force regularly analyzes its operations in relation to the local land uses and prepares a report, the Air Installation Compatible Use Zone (AICUZ) report. Cannon Air Force Base prepared the latest report in 2005, however, since then, the mission of the base has changed. The new mission will utilize different aircraft which will have different operational characteristics. In any case, the AICUZ report designates three zones from the end of the runway that have varying degrees of potential impact. The zone nearest the runway is the Clear Zone (CZ). After the CZ is Accident Potential Zone I, and furthest from the runway's end is Accident Potential Zone II. The Air Force has made recommendations as to what uses may be compatible in the three different zones. The table of compatible uses from the 2005 AICUZ report has been included as Appendix 1. The City should work with Air Force officials to ensure that incompatible land uses are not developed where they would impact the operations of the base or create potentially harmful impacts to the development. The overlay is meant to alert developers and City officials of potential conflicts with the operation of Cannon Air Force Base.

5. Goals, Objectives, and Implementation

a. Goals and Objectives

The following goals and objectives are based on community input received at the public meetings, individual communication with citizens, and previously developed County plans.

Land Use Goal 1. Ensure that development in the City occurs in a logical, well-planned manner.

Objective 1a. Work with the County to establish a sphere of influence. The sphere may coincide with extra-territorial zones or extend beyond the extraterritorial zone to ensure that the City has input into territory that may in the future be integrated into the City.

Objective 1b. Update subdivision ordinances to ensure that streets, drainage, water, and sewer improvements occur to urban standards.

Objective 1c. Adopt land use regulations in the vicinity of the Municipal airport that will ensure that the airport remains viable and that there are minimal land use conflicts.

Objective 1d. Explore with the County expansion of the extra-territorial zone surrounding the City, or prepare a joint powers agreement establishing joint review of plans for the area around the edges of the City.

Objective 1e. Establish and periodically review annexation priorities that coincide with the availability of infrastructure.

Land Use Goal 2. Improve the physical appearance of the City.

Objective 2a. Establish property maintenance standards for property within the City.

Objective 2b. Establish procedures for elimination of dangerous and/or blighted conditions within the City.

Objective 2c. Examine potential for policies for blighted properties and their access to utilities, time frames for correction of problems, and similar issues.

Objective 2d. Establish minimum property maintenance standards that must be complied with prior to annexation.

Objective 2e. Promote City/County sponsored clean up, weed and litter, and hazardous waste disposal events to encourage the community to work together to improve the appearance of the City.

Objective 2f. Establish a graffiti removal program.

Land Use Goal 3. Create well-planned, pedestrian friendly subdivisions.

Objective 3a. Modify the subdivision ordinances of the City to ensure provision of streets, curb/gutters, sidewalks, drainage, water, and sewer improvements.

Objective 3b. Develop a City-wide trail network that integrates with any system the County may develop.

Objective 3c. Adopt landscape requirements for major streets within and adjacent to subdivisions.

Land Use Goal 4. Ensure that City development regulations and procedures are efficient and consistent with their intent.

Objective 4a. Create a committee that regularly reviews and makes recommendations on updates to City development codes.

Objective 4b. Establish a staff level committee with Curry County that reviews adopted regulations for consistency between the two jurisdictions.

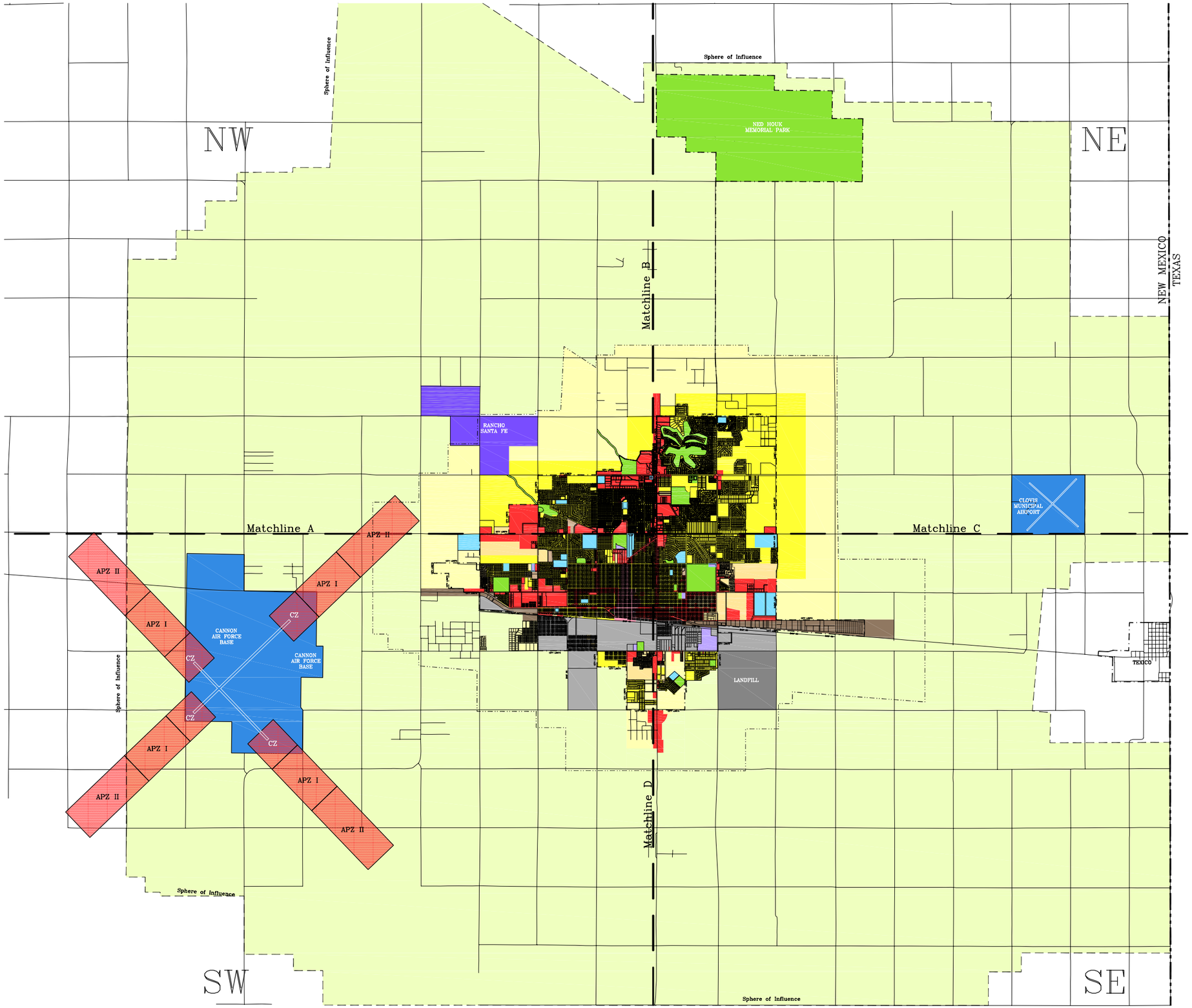
b. Implementation

The following implementation measures are a starting point for realizing these goals and objectives. During actual implementation, additional or better methods of implementation may be discovered and should be encouraged.

Land Use Implementation Measure 1. Annually review and update the Zoning Ordinance and related regulations to be consistent with new State and local laws.

Land Use Implementation Measure 2. Review allowable uses in existing zone districts, and consider adding more zones to better separate potentially incompatible uses.

Land Use Implementation Measure 3. Work with the County to establish a sphere of influence that extends five miles from the City limits.



AREA PLAN

- Very Low Density Residential 1 du/ac average
- Low Density Residential 3 du/ac average
- Medium Density Residential 5 du/ac average
- High Density up to 18 du/ac
- Commercial
- Central Business District / MRA
- Heavy Commercial
- Industrial
- Landfill
- Master Plan
- Agrilcultural
- Public Facilities
- School
- Airport/Air Force Base
- Open Space / Park
- City Limits
- Sphere of Influence
- City Subdivision Regs

ACCIDENT POTENTIAL ZONE

- APZ I / APZ II / CZ

CITY of CLOVIS

Clovis, New Mexico

DRAFT LAND USE PLAN

CONSENSUS PLANNING, INC.
Planning / Landscape Architecture
302 Eighth Street NW
Albuquerque, NM 87102
(505) 764-9801 Fax 842-5495
e-mail: cp@consensusplanning.com

NORTH 1,500 0 3,000 6,000

February 23, 2007

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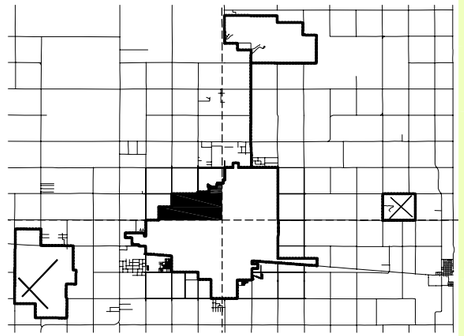

Keyed Map

AREA PLAN

- Very Low Density Residential 1 du/ac average
- Low Density Residential 3 du/ac average
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Matchline A

Matchline B

RANCHO SANTA FE

APZ II

CITY LIMITS

CITY of CLOVIS

Clovis, New Mexico

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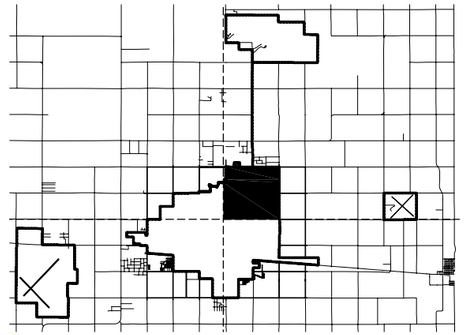

Keyed Map

Matchline B

To Ned Houk Memorial Park

CITY LIMITS

CITY LIMITS

CITY LIMITS

CITY LIMITS

CITY LIMITS

CITY LIMITS

CITY LIMITS

AREA PLAN

- Very Low Density Residential 1 du/ac average
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- City Subdivision Regs

CLOVIS MUNICIPAL AIRPORT

Matchline C

Matchline A

APZ II

APZ I

CZ

CANNON AIR FORCE BASE

CITY LIMITS

BNSF RR

AREA PLAN

- Very Low Density Residential — 1 du/ac average
- Low Density Residential — 3 du/ac average
- Medium Density Residential — 5 du/ac average
- High Density — up to 18 du/ac
- Commercial
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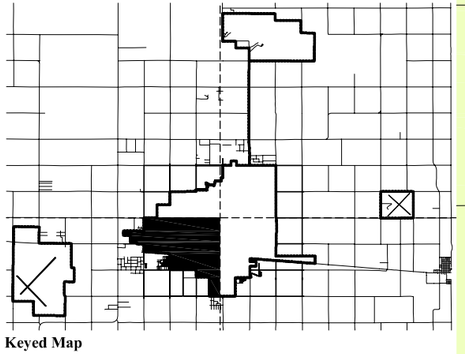

Keyed Map

Matchline C

CITY LIMITS

CITY LIMITS

CITY LIMITS

BNSF RR

BNSF RR

BNSF RR

BNSF RR

BNSF RR

CITY LIMITS

CITY LIMITS

LANDFILL

CITY LIMITS

CITY LIMITS

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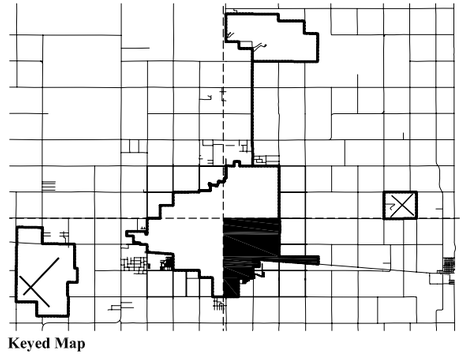


Keyed Map

Land Use Implementation Measure 4. Enter negotiations with the County to extend the extra-territorial zone surrounding the City.

Land Use Implementation Measure 5. Develop a joint powers agreement that ensures that the City and County work together on development that occurs within a jointly established sphere of influence.

Land Use Implementation Measure 6. Establish a joint City-County team to standardize subdivision regulations used by the City and County. In particular, the regulations should ensure that adequate services to new subdivisions will be provided. The regulations should be evaluated annually to ensure that the regulations are consistent with the State Subdivision Act and that minimum compliance with the regulations is not resulting in subdivisions that are inadequately served or protected.

Land Use Implementation Measure 7. Establish a joint City-County team to standardize zoning/ land use regulations used by the City and County. (Note that currently the County does not have zoning regulations)

Land Use Implementation Measure 7. Annex the Clovis Municipal Airport and establish the one-mile extra-territorial zone around the airport.

Land Use Implementation Measure 8. Establish and maintain contacts at Cannon Air Force Base for review of land use proposals that could impact operations of the base.

Land Use Implementation Measure 9. Establish and bi-annually review annexation priorities that coincide with the availability of infrastructure.

Land Use Implementation Measure 10. Strengthen nuisance ordinances in the City, including the establishment of objective standards for property maintenance and procedures for abatement.

Land Use Implementation Measure 11. Establish a nuisance abatement task force, at a minimum consisting of planning, building inspection, police, fire, and health representatives.

Land Use Implementation Measure 12. Develop and sponsor programs that facilitate improvement of the physical appearance of the community, including but not limited to trash and graffiti removal, weed control, and disposal of hazardous materials. In areas adjacent to the City, the programs should be co-sponsored or coordinated with the County.

Land Use Implementation Measure 13. Plan and develop a City-wide trail network using existing City controlled streets, open spaces, and other lands. The plans should include connections to potential County trails.

Land Use Implementation Measure 14. Consider including requirements for landscaped setbacks along arterial and collector streets.

D. ECONOMIC DEVELOPMENT

Introduction

The economy of Clovis has experienced robust growth since 2002, spurred primarily by growth of the retail and services sector, including many national chain retail and restaurant businesses. The local economy has seen some diversification over the past seven years, including the construction of a large cheese manufacturing facility near the City and expanded health care facilities and services. Historically, agriculture has been a significant part of the economy of Curry County, and Clovis has been the center of the agriculture-related businesses and agricultural product shipping activities for the region. Agricultural output is primarily from irrigated farmland – producing wheat, cotton, peanuts, potatoes and alfalfa for market. More recently dairy farms have figured prominently in the Clovis/Curry County economy. There are over 60 dairies in surrounding unincorporated areas, with a large portion of their output going to providing milk to the cheese manufacturing facility. The processing and shipping of agricultural products is reinforced by the close association Clovis has with the Burlington Northern Santa Fe (BNSF) railroad. More than 100 BNSF trains are routed through the Clovis rail yard each day, and the railroad employs an estimated 550 people locally. Clovis has also had a long and close association with Cannon Air Force Base. The base has been in existence since World War II, and recently boasted over 2,500 active military personnel and their dependents, and nearly 1,000 civilian employees. Recent efforts by a federal commission to close Cannon caused concern that a critical part of the local economy would disappear, with devastating consequences to the economy of Clovis.

BNSF freight train near Clovis

Microplex

In 2003 the Clovis-Portales area was designated a Microplex (the Clovis-Portales Micropolitan Combined Statistical Area) by the U.S. Census Bureau. The two cities are only 20 miles apart, and together form a customer base of 50,000 people. The Microplex is considered the shopping hub for residents within a 60-mile radius area. Beyond simply recognizing that the two communities are linked economically, the Microplex designation offers opportunities for improved economic forecasting and analysis, regional planning initiatives, and expanded funding resources. The following are major employers in the Microplex, most of which are located in Clovis:

Cannon AFB (Active Duty)	3,281
Clovis Municipal Schools	1,050
Cannon AFB Civilian Personnel	900
Plains Regional Medical Center	592
Burlington Northern Santa Fe	525
Walmart Store #821	412
City of Clovis Government	360
Eastern NM Rehabilitation Service,	319
Southwest Cheese, LLC	220
State of New Mexico Government	215
ENMR-Plateau Telecommunications	215
Allsup's Convenience Stores, Inc.	200
Coca Cola Bottling	200
Clovis Community College	170
McDonald's Restaurants	150
NM Workers' Compensation Admin.	133
Lowe's Home Improvement	130
La Casa de Buena Salud, Inc.	125
Hamilton Big Country Ford	125
Curry County Government	120
Leal's Mexican Food	120
Retirement Ranches, Inc.	108
Bender Autoplex	102
Nick Griego & Sons Construction	92
Dillard's Department Store	90
Albertsons Supermarket	85
K. Barnett & Sons, Inc.	85
United States Postal Service	85

Rib Crib-Red River Restaurants, Inc.	85
Chili's Bar & Grill	70
Laurel Plains Health care of Clovis,	70
Red Lobster	70
Clovis News Journal	69
Clovis School Food Service	67
Mental Health Resources	67
WT Denton Mechanical Inc.	65
Citizens Bank of Clovis	61
L.C.I. 2, Inc.	58
First Community Bank	54
Cotton Patch Restaurant	50
Taco Box Restaurant	50

Non-farm employment in the Microplex is dominated by retail jobs, accounting for approximately 24 percent of the business establishments and 26 percent of the employment. Health care and related businesses account for 11 percent of the business establishments and 25 percent of the jobs. Combined, health care and retail jobs account for half of all the jobs available in Clovis. The other major employment sector in the Microplex is Food Service and Hospitality, accounting for 9 percent of the business establishments and 16 percent of the jobs. Total retail sales in the Microplex is over three-quarters of a Billion dollars per year. Motor vehicle dealerships accounted for approximately 30 percent of that figure.

2. Overview of the Clovis Economy

a. Economic Indicators

The following table provides an overview of key economic statistics for both Clovis and the State of New Mexico.

Table 6: Microplex and State Economic Indicators

Economic Indicator	Microplex	New Mexico
Persons in Labor Force (2006)	21,427	959,712
Unemployment Rate (May 2006)	2.8%	3.3%

Source: State of New Mexico & Economagic

b. Clovis Economic Base

The following table shows a breakdown of industries that employ Curry County residents, which is different from the employment figures noted earlier that represent employment levels in the Microplex.

Table 7: Curry County Employment by Industry

Industry	Number of Employees*	Percentage of Labor Force
Agriculture, Forestry, Fishing/Hunting	1,452	10.0%
Education, Health, Social Services	3,788	19.0%
Utilities	107	1.0%
Construction	1,052	1.0%
Wholesale	455	3.0%
Retail Trade	2,406	17.0%
Arts, Entertainment, Recreation,	234	2.0%
Accomodation, Food Services	1,822	13.0%
Real Estate	149	1.0%
Public Administration	1,009	7.0%
Information	236	2.0%
Other Services	450	3.0%
Manufacturing	606	5.0%
Professional, Scientific	311	2.0%
Administrative Support	458	3.0%
Transportation, Warehousing, Utilities	456	3.0%
Finance, Real Estate, and Rental	549	4.0%

*Fluctuations in employment may yield a number slightly different from the total persons in the labor force.

Source: US Census Bureau; Many employees of the Forest Service classify their positions under Forestry rather than public administration.

Consumer base (2004 estimate) --	
Microplex	63,711
25-Mile Trade Area	80,251
60-Mile Trade Area	125,011

c. Specific Businesses & Sectors

Retail

Retail businesses have become a dominant force in the Clovis economy. As noted above, one in every four business establishments is in the retail sector in Clovis, and collectively they employ over a quarter of the population. Clovis has become the regional retail hub serving an area within a 60 mile radius or greater. However, local retail businesses are still heavily dependent on the patronage of Cannon personnel. A recent New Mexico State study estimated that the economic benefit to local businesses of goods and services purchased by Cannon personnel and those supporting the Cannon mission is estimated to be almost $300 million per year. Clearly, the closure of the Base would have devastated retail businesses in Clovis.

The five-year Projected Effective Buying Income of the Microplex, that is the disposable income of area residents, is over $1 Billion and for a 60-mile trade area around Clovis, that figure is nearly $2.1 Billion. For this reason Clovis has attracted major national retail chain stores and restaurants, including:

- Walmart
- Lowe's
- Bealls
- Dillard's
- Albertsons
- JC Penny
- Sears
- Bath & Body
- The Buckle
- Footlocker
- Radio Shack
- Red Lobster
- Taco Bell
- Chili's Bar & Grill
- Big Lots
- Arby's
- Hobby Lobby
- Hastings

Southwest Cheese Plant

One of the most recent non-retail additions to the Clovis area economy is the Southwest Cheese Company (SCC). The business is a joint venture between Glanbia, an international dairy processing company based in Ireland, the Dairy Farmers of America, Inc., Select Milk Producers Inc., and dairy cooperative members of the Greater Southwest Agency, Inc.

The SCC manufacturing plant was constructed in 2004, and began operating in the last quarter of 2005. The plant is expected to generate sales of $340 million per year in revenue and employ over 225 staff when it is operating at full capacity. The 300,000 square foot plant operates 24 hours a day, 7 days a week and has the capability of processing over 2.4 billion pounds of milk, and produce in excess of 250 million pounds of cheese and 16.5 million pounds of whey proteins per year. It is one of the largest plants of its type in the world.

In addition to making an exportable value-added product from a local raw resource and employing a significant number of people in the local workforce, there are secondary economic benefits from the cheese plant operations. These include driving the need for local goods and services in support of operations and stimulating auxiliary industries that use the by-products of the cheese manufacturing process. A significant part of the economic benefit of the plant is derived from those businesses that supply the raw materials (milk) for making cheese. When the facility opened south of Clovis in 2005, the prominence of dairy farming in the area rose significantly.

The dairy industry generates "direct economic impacts" through direct purchase of feedstuffs, labor and other inputs and from the direct sales of milk, animals and other outputs. The industry also generates "indirect economic impacts" through the industries that provide associated goods and services to dairy farms, as well as "induced economic impacts" due to the expenditure of income earned in the "direct" and "indirect" activities, and "value added" impacts coming from the economic returns to the primary factors of production as land, labor, and capital. The overall impact to Curry County is summarized in the tables that follow. The economic impact to the City of Clovis is a significant but undetermined portion of this overall impact.

Curry County Economic Impact of dairy industry 2005/2006 (million $/year)

Direct Impact*	Indirect Impact	Induced Impact	Value-Added	Total Impact
$211.1	$90.5	$109.6	$91.6	$502.9

*It is estimated that the dairy industry generates 14.9 jobs (FTE) for each $1 million of sales in dairy products. This is, for every $1 million in sales, 2.5 jobs are generated directly, 4.9 indirectly, and 7.45 induced.

The estimated 2006 employment generated by the dairy industry in Curry County is:

Direct	Indirect	Induced	Total Jobs (FTE)
530	1,050	1,573	3,154

The figures above show the employment and economic impact generated in Curry County only. The impacts of the dairy industry in nearby counties are similar and also have some "spill-over" impact on the economy of Clovis.

Cannon Air Force Base

Cannon Air Force Base, located six miles west of downtown Clovis, is a major Air Combat Command installation. Originally called Clovis Army Air Field when it opened in 1943, Cannon quickly became an important part of the local economy and a major employer in Clovis from its early days training B-17, B-24 and B-29 heavy bomber crews in World War II.

A wide variety of military units have called Cannon home since that time. Most recently Cannon was home to the 27th Fighter Wing. In 2005, the Department of Defense Base Realignment And Closure (BRAC) Commission recommendations called for deactivating the 27th Fighter Wing, reassigning its F-16 aircraft to other bases, and recommended closing Cannon AFB.

At the peak of the 27th's mission, the Clovis/Curry County Chamber of Commerce estimated there were 3,846 active duty Cannon personnel and another 1,039 civilian personnel employed at the Base. It is estimated that approximately 86 percent of all those associated with the Base lived in Curry County. In 2006 a study projected that 26 percent of all the available jobs in Curry County would be lost if the Base closed.

The goods and services purchased by Cannon personnel and the economic benefit to local businesses supporting the Cannon mission and personnel are estimated to have a cumulative economic impact on the regional economy of almost $300 million per year. Those figures, based on a study done by New Mexico State University, assume $173 million per year in gross receipts for Curry County and an additional $100 million in valued added income.

In June of 2006 Air Force officials announced Cannon Air Force Base will be the new home for an Air Force special operations wing. Air Force Special Operations Command (AFSOC) will accept ownership of Cannon AFB and the Melrose Bombing Range in October of 2007. During the next few years, AFSOC will experience some growth as the result of the increased special operations mission outlined in the Quadrennial Defense Review released this year. New aircraft will be assigned to the Base, including a wing of CV-22 Ospreys. Other potential aircraft for Cannon are AC-130U gunships and the MC-130H Combat Talon II. Mission support airmen currently with the 27th Fighter Wing will remain at Cannon and support the incoming Air Force Special Operations Command unit.

The exact number of active duty personnel and civilian employees that will be employed at Cannon in support of the new mission is not known at this time. However, it has been indicated that there will be an increase of active duty personnel over what existed with the 27th Wing. During transition from the old mission to the new mission, there is expected to be a reduction of personnel that will have short-term implications to the economy of Clovis, experienced predominantly in the retail and service sector, resulting in reduced gross receipts.

Plains Regional Medical Center

The 106-bed Plains Regional Medical Center (PRMC) provides state-of-the-art health care to more than 110,000 people living within a 100-mile radius of the City of Clovis. The Center employs nearly 600 people.

Plains Medical Center

The PRMC is important to the economy of Clovis because it represents economic diversification, complementing the agricultural and industrial transportation industries that have traditionally been a large part of the Clovis economy. It is also an asset in attracting new businesses and residents to the community.

PRMC's owners, Presbyterian Hospitals based in Albuquerque, recently completed $40 million in renovations and upgrades to the facility. The new "Healthplex" added 15,000 square feet to PRMC, giving it a new physicians' office complex, a physical therapy center, a new emergency room, and a cancer treatment facility. The focus was to increase capacity as well as provide the most up-to-date facilities for patients.

The upgrades represent an investment that will ensure PRMC will continue to be an important asset in attracting new businesses. In addition, it will bolster the effort to further diversify the local economy in the health care sector by offering state-of-the-art facilities, and it will ensure that it remains one of the major employers in the community.

d. Economic Development Incentives

The City of Clovis has already established and utilizes many economic development tools, including a lodgers' tax, passing a Local Economic Development Act ordinance, becoming a certified Economic Community by the New Mexico Economic Development Department (NMEDD), establishing a Main Street Program, and participating in the NMEDD's Co-op Advertising program. In FY07 the Co-op Advertising program awarded $6,000 to the Clovis Chamber of Commerce, $7,000 to the Clovis Industrial Development Corporation, and $7,000 to the Clovis Main Street Program.

In addition to those programs and incentives, Clovis citizens voted to create a tax to generate a revenue stream for the purpose of funding economic development initiatives. That tax revenue was invested in incentives to secure the cheese plant and has since been used to attract other industrial projects to Clovis. The tax is in addition to the many and varied local, State, and Federal incentives and programs used to attract companies involved in manufacturing, distribution or value-added processing. According to the Clovis Industrial Development Corporation, the following local incentives and resources are available:

Land & the Clovis Industrial Park

The City of Clovis acquired 240 acres for an Industrial Development Park. Lots are offered in the park as an incentive for businesses to locate in Clovis. In addition, Clovis and Curry County can offer land in other areas of the community.

Buildings

Clovis and Curry County can offer buildings as an incentive for qualified economic development projects. The Clovis Industrial Development Corporation also has a comprehensive build-to-suit program.

Clovis Industrial Development Corporation (CIDC)

The Clovis Industrial Development Corporation is a private, nonprofit organization that works with qualified businesses on an individual basis to provide land, buildings and financial incentives for industrial development.

Industrial Revenue Bonds

The City of Clovis and Curry County can issue Industrial Revenue Bonds (IRB) for the expansion and relocation of commercial and industrial projects. IRB financing is available for land, buildings, and equipment for headquarter office buildings, warehouses, manufacturing facilities and service-oriented facilities not primarily engaged in the sale of goods and commodities at retail. IRB-financed projects are exempt from ad valorem tax for as long as the bonds are outstanding and title to the project is held by the issuing agency. Bonds may be issued in different series with variable principal amounts, interest rates and maturities to accommodate the acquisition of assets with different useful lives.

Property Tax Abatement

New Mexico communities can choose to abate all property taxes on a plant location or expansion up to 30 years, subject to the discretion of the local community. This is not a tax freeze but a true abatement on building, land and equipment. While state law allows this incentive, each city or county government controls this tool. At the end of the abatement period, the company will be faced with paying New Mexico's relatively low property taxes - the 49th lowest in the nation.

Gross Receipts Tax Incentive

Clovis has a 1/8% gross receipt tax for economic development incentives, including infrastructure development.

The Clovis City government and the state of New Mexico also provide aggressive incentives to reduce the overall cost of business. The most significant of these programs include:

Double Weighted Sales Option

Companies can elect to double weight the sales, in which a corporation takes the New Mexico portion of plant, payroll, sales and sales (counting the sales twice) and uses a divisor of four.

Technology Job Tax Credits

Qualified New Mexico facilities may take a credit equal to 4% (8% in rural areas) of expenditures related to qualified research for land, buildings, equipment, computer software and upgrades, consultants, technical books and manuals, test materials, costs associated with patents, payroll, and labor. The credit may be taken against gross receipts tax, compensating tax or state payroll tax, and may be carried forward.

An additional 4% (8% total urban, 16% total rural) may be applied against state income tax if base payroll expenses increase by at least $75,000 per $1,000,000 of expenditures claimed. The credit may be carried forward.

Manufacturing Investment Tax Credits

New Mexico tax law provides for a credit equal to five percent of the value of qualified equipment and other property used directly and exclusively in a manufacturing operation. The credit can be applied against compensating or gross receipts tax or withholding tax due. Gross receipts tax acts very much like a sales tax; the city rate is 6.0625 percent. Compensating, or use, tax applies to purchases made out of state and totals 5.0 percent.

The credit is limited to 85% of the sum of the taxpayer's gross receipts tax, compensating tax, and withholding tax due for the reporting period. Any remaining available credit may be claimed in subsequent operating periods.

Gross Receipts Tax Exemptions & Property Tax Abatements (IRB's)

Significant property tax and compensating tax exemptions can occur through the use of an Industrial Revenue Bond (IRB). An IRB is a loan from the bond purchaser to a company where the loan proceeds and repayment flows through a governmental issuer. Instead of purchasing a facility directly, companies can enter into a lease with the issuer, provided the company will lease the facility from the issuer and, at end of lease, purchase

the facility from the issuer for a nominal amount. In Albuquerque, the maximum life of an IRB is 20 years.

IRB's can also be used when a developer is involved. A separate series of bonds is issued to finance the developer's real estate and building costs, and the tax savings of the IRB can flow through to the ultimate user through a sublease.

The benefit of remaining property tax exemptions can be passed on to the new owner or flow though a lease in event of a sale or lease to a new user, under certain qualifying conditions. City council must vote to induce an IRB, and the community does not lend its credit to an IRB. The company must secure its own purchaser of IRBs or the company can purchase its own IRB.

High Wage Jobs Tax Credits

The High Wage Jobs Tax Credit provides businesses with a tax credit equal to ten percent of the combined value of salaries and benefits for each net new job paying a salary of at east $40,000 per year in the Albuquerque metropolitan area and other communities larger than 40,000 in population. The value of the credit cannot exceed $12,000 per job. Qualified employers can take the credit for four years. The credit can be applied against the modified combined tax liability of a taxpayer, including the state portion of gross receipts tax, compensating tax and withholding tax. Any excess credit will be refunded to the taxpayer.

Eligible jobs are those created by qualified employers after July 1, 2004 and prior to July 1, 2009.

In New Mexico, companies located in communities smaller than 40,000 persons, are eligible for a tax credit equal to ten percent of the wages and benefits paid for each new job created paying at least $28,000 annually.

Job Training Incentive Program

The New Mexico Job Training Incentive Program is a highly flexible state program to provide pre-employment (classroom) and on-the-job training. Customized training may be provided by post-secondary educational institutions, company trainers, or outside trainers.

3. Clovis Economic Development Strategy

The following economic development strategy represents a multi-pronged approach to achieving economic development within Clovis and seeks to focus on the City's strengths and opportunities, providing the infrastructure necessary for economic growth to occur, and seeking out partnerships to make economic development happen. This strategy will also provide economic priorities that provide the City and other stakeholders with a balanced action agenda based upon building up existing businesses, attracting new opportunities, tapping into existing resources, and making the City more competitive.

4. Goals, Objectives, and Implementation

a. Goals and Objectives

Economic Development Goal 1. Ensure the continued viability of existing businesses and industries.

Objective 1a. Protect the long-term operations of Cannon Air Force Base.

Objective 1b. Protect existing farms and ranches located near the City boundaries.

Objective 1c. Continue to implement the adopted Main Street program.

Objective 1d. Promote local businesses (in town and at Cannon AFB) with a "buy local" program.

Objective 1e. Participate in State funded programs for job recruitment and retention.

Economic Development Goal 2. Attract new business and industry into the City to diversify the economy.

Objective 2a. Ensure adequate workforce training, and keep current with State initiatives for training.

Objective 2b. Review zoning ordinances for business 'friendliness', i.e. known outcomes; streamlined process; and ease of understanding.

Objective 2c. Create data for use by industries seeking to relocate.

Objective 2d. Market hospital, cost of living, low crime rate and atmosphere in general for retirement communities/facilities.

Objective 2e. Complete the infrastructure for the industrial park.

Objective 2f. Establish close working relationships with the chamber of commerce.

Objective 2g. Encourage an active economic development advisory group.

Objective 2h. Study services that residents are leaving town to obtain and attempt to recruit those services if the City meets their minimum thresholds.

Economic Development Goal 3. Continue and expand redevelopment activities.

Objective 3a. Review redevelopment policies and plans annually and update as needed.

Objective 3b. Identify and prioritize new areas that are potential redevelopment project areas.

Objective 3c. Promote Main Street activities and local festivals to encourage local shoppers to stay in Clovis.

b. Implementation Actions

Economic Development Implementation Measure 1. Continue existing economic/redevelopment programs and periodically evaluate their effectiveness. Under performing programs should be either modified to achieve the desired result or eliminated if the cost-benefit is undesirable.

Economic Development Implementation Measure 2. The economic development entities in the City and County, specifically the Clovis/Curry Chamber of Commerce and the Clovis Industrial Development Corporation, should host economic vision workshops to get direct and on-going input from the community on the appropriate and desired direction economic development and business recruitment should take. This approach will help alleviate some of the concerns and points of contention when bringing in businesses such as ethanol plants.

Economic Development Implementation Measure 3. Continue to assist existing businesses and industries with expansion efforts.

Economic Development Implementation Measure 4. Continue efforts to retain existing businesses and industries.

Economic Development Implementation Measure 5. Work with Cannon AFB officials to identify and recruit businesses that provide services to the AFB personnel or support the mission of the base.

Economic Development Implementation Measure 6. The City should undertake a campaign to assist property owners in cleaning up blighted or problem properties in key areas of the City, including main thoroughfares and "gateways" to Clovis. A significant aspect of attracting and retaining businesses and residents is quality of life. The visual appeal of a community and the sense of residents' well-being is strongly associated with the perceived quality of the built environment.

Economic Development Implementation Measure 7. To increase opportunities for developing tourism, Clovis should work with the Rural Economic Development Through Tourism program at New Mexico State University. The goal of the program is to educate, train, and assist communities and counties in creating tourism growth. This is done through technical assistance and mini-grants. In order to qualify for the mini-grants, Clovis should encourage the establishment of a County Tourism Council, a requirement of the grants.

Economic Development Implementation Measure 8. The City should work with State and Federal agencies, including Cannon AFB, and the local chapter Home Builder's Association to ensure there is adequate quantity and quality of affordable workforce housing available.

Economic Development Implementation Measure 9. The City should pursue additional renewable or clean energy technology companies to continue to diversify the economy. Ample wind, sunny days and large amounts of farmland for biomass production in the surrounding County, and available land for manufacturing facilities, all position Clovis to potentially capitalize on both the development and manufacturing of green energy technologies or clean energy generation.

E. HOUSING

Typically, housing is the largest single expenditure of a household's income on a monthly basis. The condition, value and availability of housing all have a significant effect on the image of the county in the eyes of its residents and visitors. A city that has housing available that is well maintained and moderately increasing in value can be attractive to new residents, industries, and businesses. Conversely, if the housing does not meet these criteria, it may discourage new residents and employers.

This section of the Comprehensive Plan examines the existing housing in Clovis and recommends goals, objectives and implementation measures to assist the City in ensuring the City's housing is adequate for the current residents and future growth.

1. Housing Issues

The following is a description of the existing conditions of housing in Clovis. The most detailed information available for this analysis is from the 2000 U.S. Census. While some changes have occurred in the City, the changes do not significantly alter the information contained in the census.

a. Condition of Housing Stock

In 2000 the City had 14,295 housing units of various types. The most common type of housing is detached, single-family homes at 76.2%. The following table shows the break down of housing structures by type that existed in the county as shown in the 2000 Census.

Table 9: Units in Structure

Type of Housing	Number	Percent
1-unit, detached	10,890	76.2%
1-unit, attached	342	2.4%
2 units (duplex)	488	3.4%
3 or 4 units	620	4.3%
5 to 9 units	306	2.1%
10 to 19 units	298	2.1%
20 or more units	187	1.3%
Mobile homes	1,156	8.1%
Boat, RV, van, etc.	8	0.1%

Less than half of the City's housing stock is less than 35 years old. Rehabilitation of many of the older housing units is needed. The older housing may also need other upgrades and improvements to make the housing safer, such as, installation of smoke alarms, and replacement of older plumbing and electrical systems. The following table shows when the residential structures in Clovis were built. The table show that there has been a steady number of new housing built each decade.

Table 10: Year Structure Built

Year Structure Built	Number	Percent
1939 or earlier	965	6.8%
1940 – 1959	3,843	26.9%
1960 – 1969	3,089	21.6%
1970 – 1979	3,285	23.0%
1980 – 1989	1,468	10.3%
1990 – 1994	1,034	7.2%
1995 – 1998	561	3.9%
1999 – March 2000	50	0.3%

Older Clovis residential neighborhood

The median value of housing in 2000 in the City was $64,500. A review of the current MLS listing showed 63 dwellings for sale in the City at the time of the search. The dwellings for sale varied widely in price from a low of $13,000 to the high of $1,750,000. The highest price home was the exception, with the next highest priced dwelling at $350,000. Except for one condominium, all of the dwellings were single-family, detached dwellings. Most new housing was in the $160,000 to $200,000 range. There were a number of smaller older homes available for less than $100,000.

There has been a modest increase in housing prices since the 2000 Census. The value of housing for owner occupied units as shown in the 2000 Census is shown in the following table.

Table 11: Housing Value

Value	Number	Percent
Less than $50,000	2,201	31.3%
$50,000 - $99,999	3,731	53.1%
$100,000 - $149,999	767	10.9%
$150,000 - $199,999	163	2.3%
$200,000 - $299,999	128	1.8%
$300,000 - $499,999	19	0.3%
$500,000 - $999,999	17	0.2%
$1,000,000+	0	0.0%

An indicator of the condition of housing is the lack of certain features that are found in modern homes. Specifically homes that lack complete plumbing facilities and/or complete kitchen facilities are at a disadvantage to other more modern homes. While a home without one or more of these features may be immaculately maintained, the home should still be considered in need of rehabilitation to provide these facilities. The table below shows the number of units that do not have these facilities. The facilities listed in the table are not cumulative and there may be home missing one or all of the facilities. It should also be noted that a household may choose not to have a telephone, even though service is available. A small number of homes was found to have no source of heating.

Table 12: Facilities/Services

Missing Facility	Number	Percent
Lacking complete plumbing	58	0.5%
Lacking complete kitchen	70	0.6%
No telephone service	474	3.8%
No heating	29	0.2%

b. Housing Cost

The percentage of household income used to pay for housing expenses is a major indicator of the fiscal health of the household. Generally, banks will not lend money for a mortgage if the housing expenses are more than 28% of the household's gross income. Many affordable housing advocates suggest that any household paying more than 35 percent of their monthly income for housing is considered distressed and if over 50% is in danger of becoming homeless, particularly in the case of an unexpected calamity. The 2000 Census showed that 33.0 percent of owner occupied housing was not burdened by a mortgage. The majority of owners paid between $500 to $999 a month in mortgage payments. The majority of renters paid slightly less between $300 to $749 per month. The following two tables show the percentage of a household's income that was devoted to housing expenses in 1999.

Table 13: Owner Housing Cost as a Percentage of Income

Percentage of Income	Number	Percent
Less than 15%	2,939	41.8%
15% – 19.9%	1,198	17.1%
20% - 24.9%	792	11.3%
25% - 29.9%	519	7.4%
30% - 34.9%	305	4.3%
35%+	1,159	16.5%

(Not computed 1.6%)

Table 14: Renter Housing Cost as a Percentage of Income

Percentage of Income	Number	Percent
Less than 15%	841	17.8%
15% – 19.9%	542	11.5%
20% - 24.9%	698	14.8%
25% - 29.9%	501	10.6%
30% - 34.9%	318	6.7%
35%+	1,286	27.3%

(Not computed 11.2%)

c. Housing Demands or Needs in Clovis

The 2000 Census vacancy rates in Clovis were 12.2% for rental units and 5.1% for owner occupied units. The vacancy rates were slightly higher than the State for the same period. The following two tables show the projected population of the City through 2030. The table 15 shows a continuation of modest growth similar to that which has occurred recently within the City. Table 16 is calculated based on a high growth scenario that

assumes that the City will grow at a rate proportional to the high grow scenario calculated for Curry County. The tables show the net number of units that will be needed to house the projected population.

Table 15: Population and Housing Demand

Year	Estimated Population	Total # of Housing Units Needed*
2000	32,667 (base year)	12,710 (14,269 available, including seasonal and recreational units)
2010	34,039	13,244
2020	35,469	13,801
2030	36,957	14,380

*Based on 2000 Census Average Household size of 2.57 persons.

Table 16: High Growth Scenario

Year	Estimated Population	Total # of Housing Units Needed*
2000	32,667 (base year)	12,710 (14,269 available, including seasonal and recreational units)
2010	36,392	14,160
2020	39,542	15,386
2030	41,827	16,275

*Based on 2000 Census Average Household size of 2.57 persons.

Substandard housing units may need to be replaced to remain a viable part of the housing stock. The Facilities/Services table showed that at least 75 and potentially 136 dwellings are substandard and should be upgraded or replaced to meet modern standards. The significant percentage of older dwellings in the City suggests that there will be potentially many other dwellings that may need substantial upgrades or replacement due to structural instability (framing and/or foundation, faulty wiring, inadequate plumbing, presence of lead paint/pipes and/or asbestos, pest infestations (termites), and other potential threats to the life and safety of the occupants. In addition to inspections because of a sale of the property, some of these issues may be detected during construction of additions or remodels. In any case, when these deficiencies are found, they should be mitigated to ensure the viability of the dwelling. The size of many of the older dwellings also makes many of these home undesirable to current home buyers and could result in many homes being demolished to make space for new larger dwellings.

d. Rehabilitation

Besides the life and safety issues mentioned earlier that are a threat to the occupants and housing stock, the community expressed a desire to improve the appearance of housing in certain areas and neighborhoods. The appearance of dwellings, particularly those along major routes into the City, can have a significant impact on how the City is viewed by visitors and residents. The condition of housing and appearance directly impacts the value of the housing, which translates into impacts on the City's long-term property tax revenues, population growth, and economic development. The City should consider developing programs to assist the home owners in upgrading and/or improving their homes.

Various programs and grants are available for this purpose. If properly structured, the programs can become self-sustaining through the use of low interest rates, profit sharing, and similar mechanisms. The highest priority for rehabilitation should go to housing that is in danger of being lost.

2. Goals, Objectives, and Implementation

a. Goals and Objectives

Housing Goal 1. Develop new affordable housing within the City.

Objective 1a. Identify funding sources for construction of new housing

Objective 1b. Promote affordability covenants on any new affordable housing.

Objective 1c. Assist Cannon AFB in developing government housing on or near the base.

Housing Goal 2. Develop housing maintenance assistance programs.

Objective 2a. Develop self-funding City programs to upgrade/improve existing distressed housing.

Objective 2b. Develop community based programs for clean up/minor improvements to existing housing.

Objective 2c. Coordinate with regional and state housing assistance and low-interest loan providers to get resource information to local residents.

Housing Goal 3. Work with Community Housing Development Organizations (CHDOs) to construct affordable housing in the community.

Objective 3a. Identify potential City owned lands that could be used for affordable housing.

Objective 3b. Identify and contact CHDOs that may be interested in working in the community.

Objective 3c. Develop an incentive package for CHDOs that will reduce the cost of developing affordable housing.

Housing Goal 4. Ensure that the current housing stock is maintained in a safe and blight-free condition.

Objective 4a. Examine the feasibility of establishing a 'point of sale' home inspection program.

Objective 4b. Pro-actively identify housing that does not comply with City building, health, safety, and maintenance codes.

b. Implementation

Several of the objectives listed previously can be accomplished with available City staff and/or volunteers and at very minimal cost. However, the more ambitious objectives will typically require an outside source of funding, usually provided through a State or Federal program.

Housing Implementation Measure 1. The County should contact the New Mexico Mortgage Finance Authority at 344 4th Street SW, Albuquerque, New Mexico 87102 (505-843-6880) for more information regarding the programs that are available to the County. The MFA can also direct the County to CHDOs that are currently working in the area. The following programs may be available to the County to assist in developing housing maintenance assistance programs and/or affordable housing programs.

The primary source of Federal funding for housing is the New Mexico Mortgage Finance Authority (MFA), a quasi-public entity that has been designated to administer affordable housing. The MFA provides a variety of affordable housing programs. Since its establishment in 1975, the MFA has provided more than $3.2 billion in affordable housing in New Mexico. MFA relies on non-profits, housing authorities, and local governments to administer the homeowner rehabilitation program. Funds are awarded through an RFP/Application process and proposals are reviewed and evaluated by several committees, and approved by the MFA Board. MFA has also reserved funds for the Reservation Rehabilitation program to provide loans to homeowners on a house-by-house, first-come, first-served basis. The MFA administers the largest source of funding for rehabilitation, the Federal HOME program. The MFA also works with Community Housing Development Organizations (CHDOs). CHDOs are the conduit for many Federal programs for affordable housing. Most Federal housing money is managed by the U.S. Department of Housing and Urban Development. Several Federal programs that the City may consider or already be using are listed below.

HOME. The homeowner rehabilitation program provides assistance to low-income homeowners who lack the resources to make necessary repairs to their homes. Assistance can be used for reimbursement of costs for rehabilitation, which includes the following: applicable codes, standards or ordinances, rehabilitation

standards, essential improvements, energy-related improvements, lead-based paint hazard reduction, accessibility for disabled persons, repair or replacement of major housing systems, incipient repairs and general property improvements of a non-luxury nature, site improvements and utility connections.

Participating jurisdictions (PJs) may choose among a broad range of eligible activities, using HOME funds to provide home purchase or rehabilitation financing assistance to eligible homeowners and new home buyers; build or rehabilitate housing for rent or ownership; or for "other reasonable and necessary expenses related to the development of non-luxury housing," including site acquisition or improvement, demolition of dilapidated housing to make way for HOME-assisted development, and payment of relocation expenses. Up to 10 percent of the PJ's annual allocation may be used for program planning and administration.

Some special conditions apply to the use of HOME funds. PJs must match every dollar of HOME funds used (except for administrative costs) with 25 cents from non-federal sources, which may include donated materials or labor, the value of donated property, proceeds from bond financing, and other resources. The match requirement may be reduced if the PJ is distressed or has suffered a Presidentially declared disaster. In addition, PJs must reserve at least 15 percent of their allocations to fund housing to be owned, developed, or sponsored by experienced, community-driven nonprofit groups designated as CHDOs. PJs must ensure that HOME-funded housing units remain affordable in the long term (20 years for new construction of rental housing; 5-15 years for construction of home ownership housing and housing rehabilitation, depending on the amount of HOME subsidy). PJs have two years to commit funds (including reserving funds for CHDOs) and five years to spend funds.

WAP (Weatherization Assistance Program). WAP provides limited assistance to low income homeowners to improve the energy efficiency of their homes thus reducing their utility costs. To be eligible homeowners must have incomes relative to family size at or below 150% of federal poverty guidelines, but due to the scarcity of resources, priority is given to the lowest income households. WAP may be used for the following:
Leakage reduction including repair or replacement of broken glass or thresholds, packing cracks, caulking or weather-stripping, installation of door sweeps, fireplace dampers, water heater insulation blankets, thermostat controls, exterior doors, exterior windows; incidental repairs including lumber to frame or repair windows and doors, roofing materials to patch or repair leaks, protective materials (paint), or repair materials; health and safety including stove pipes, smoke and carbon monoxide detectors, space heaters, furnace repair/replacement, moisture related problems, wiring problems; ceiling, wall and floor insulation; measures for mobile homes; and electric base load measures like new refrigerators. The amount of assistance can not exceed an average of $2,744 per household with a maximum per house of $3,762.

SHOP. Shop provides funds for eligible national and regional non-profit organizations and consortia to purchase home sites and develop or improve the infrastructure needed to set the stage for sweat equity and volunteer-based home ownership programs for low-income persons and families. SHOP funds are used for eligible expenses to develop decent, safe and sanitary non-luxury housing for low-income persons and families who otherwise would not become homeowners. Home buyers must be willing to contribute significant amounts of their own sweat equity toward the construction of the housing units.

SECTION 108 LOAN GUARANTEES. Section 108 is the loan guarantee provision of the Community Development Block Grant (CDBG) program. Section 108 provides communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical

development projects. This makes it one of the most potent and important public investment tools that HUD offers to local governments. It allows them to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods. Such public investment is often needed to inspire private economic activity, providing the initial resources or simply the confidence that private firms and individuals may need to invest in distressed areas. Section 108 loans are not risk-free, however; local governments borrowing funds guaranteed by Section 108 must pledge their current and future CDBG allocations to cover the loan amount as security for the loan.

Activities eligible for Section 108 financing include: economic development activities eligible under CDBG; acquisition of real property; rehabilitation of publicly owned real property; housing rehabilitation eligible under CDBG; construction, reconstruction, or installation of public facilities (including street, sidewalk, and other site improvements); related relocation, clearance, and site improvements; payment of interest on the guaranteed loan and issuance costs of public offerings; debt service reserves; public works and site improvements in colonias; and in limited circumstances, housing construction as part of community economic development, Housing Development Grant, or Nehemiah Housing Opportunity Grant programs.

The following programs are available to private developers through the MFA:

Primero Loan Fund. The Primero Loan Fund provides short-term loans to help finance the development of affordable rental or special needs facilities throughout the state.

BUILD IT! Loan Guaranty Program. The Build It! program guaranties conventional bank interim loans for non-profit, public or tribal agency sponsored projects with set asides and local government commitments.

The City should contact the New Mexico Mortgage Finance Authority at 344 4th Street SW, Albuquerque, New Mexico 87102 (505-843-6880) for more information regarding the programs that are available to the town. The MFA can also direct the County to CHDOs that are currently working in the area.

Besides various grant programs that directly provide housing benefits, communities have used volunteer based programs though various community or civic organizations, or taken advantage of other programs to provide needed services. These programs are generally limited to cosmetic or light improvements to property. Some examples of programs that the City may consider are:

- Volunteer programs that help elderly or disabled citizens with routine maintenance and property care.
- Summer youth employment programs to provide routine maintenance and/or property maintenance.
- Partnerships with Habitat for Humanity and similar programs.
- Educational workshops to teach home owners basic maintenance techniques.
- Partnerships with military units to provide construction services for City owned affordable housing projects (such as the 'sea bees', and reserve engineer units).

Housing Implementation Measure 2. The City should contact and work with civic organizations to develop volunteer programs for minor clean up and repair work to homes, particularly for those households that are unable to physically do the work themselves.

Housing Implementation Measure 3. The City should develop and implement programs targeting the appearance of housing within the City, particularly along primary entrances to the City.

Housing Implementation Measure 4. Clovis should examine the feasibility of establishing a 'point of sale' home inspection program. The program would require inspection of homes for obvious health and safety issues, and compliance

with City regulations. The program should not prevent sales of homes, but be used to identify homes that are in need of rehabilitation or modernization to extend their life in the housing stock. These homes can then be tracked for inclusion in future housing programs. The inspection is not meant to replace home inspections commissioned by buyers to find faults with a home prior to purchase.

F. COMMUNITY SERVICES

1. Existing Conditions and Issues

Overall the participants of the public meetings appeared to be satisfied with the level of service provided in the various community services. The following briefly describes existing conditions and issues that were either discussed during the public meetings or were uncovered in other research.

a. Medical Services

The Plains Regional Medical Center is the primary provider of medical services to Clovis and the surrounding region. The medical center is part of the Presbyterian health care system headquartered in Albuquerque. The medical center provides primary care and the most commonly needed specialty care services. In 2004, the medical center completed a 31,000 square foot physician office building. The community also includes a number of smaller medical offices and facilities.

It was evident during the public meetings that the community is very proud of the medical facilities that are available in Clovis. However, the participants indicated that patients often have to travel outside the City to receive specialized care that is not available in Clovis, and attributed this to the difficulty in attracting doctors to the City.

b. Solid Waste Disposal

The City provides solid waste disposal services to the community. The waste is taken to a land fill located near the southeast quadrant of the City. Currently 17 employees are responsible for providing service. The City owns 14 trucks that run 11 routes. The oldest vehicle was acquired in 1993, while the two newest trucks were acquired in 2006. A description of the existing land fill can be found in the infrastructure section.

The City identified that additional and/or replacement trucks will be needed as the City grows. The cost of new refuse trucks is significant, and varies depending on chassis style, loading design, and other features.

c. Public Safety/Disaster Planning

Police

Clovis has 91 employees on staff for police and animal control services. The personnel break down as follows:

Position	Employed	Authorized
Police Officer	59	64
Dispatcher	13	15
Administrative	8	8
Animal Control	4	4

Currently the officers are divided into three patrol areas, North, East, and West, with a minimum of four officers and one supervisor assigned per shift. The City does not utilize reserve officers.

The Police Department is centrally located across from City Hall on North Connelly Street. It is not anticipated that another station will be needed to serve the population during the life of this plan, however, this does not preclude the Department from establishing substations in the community to better serve the population.

The Police Department responds to an average of 28,500 calls for service per year and writes approximately 10,000 offense/incident and crash reports per year. The average age of marked vehicles in the Department is five years.

The Department identified a need for emergency communications equipment and facility. The new facility would be constructed to withstand major storms or terrorist attack. The communications division dispatches all EMS, Fire and the majority of law enforcement in Curry County. All County 911 calls are answered and dispatched out of this center.

As the City grows, additional personnel will be required to handle the increased workload, and with added personnel, additional individual equipment will be needed. Vehicles will need to be regularly

replaced as they age. A mobile command post is currently on order for the Department and County for emergency operations. A new Computer Aided Dispatch program and Records Management program is greatly needed. The current program is not user friendly and does not adequately provide needed information. The Department estimates that these new programs and equipment would cost approximately $1,500,000. This program would also allow other City Departments to better share information.

The Department is in need of a new Animal Control facility. The current facility is in need of constant repair because of its age. A cost estimate for a new facility has not been prepared at this time.

Fire

Clovis has one main fire station and four substations with 77 full-time Fire Department employees. 69 of the employes work three 24-hour shifts. In addition to the engine companies, the Fire Department includes nine ambulances and three aerial units. The average age of vehicles in the Fire Department's fleet is 11 years, with ambulances averaging approximately four years old.

Clovis main fire station

The Fire Department responds to approximately 5,000 calls per year, the majority of which are for emergency medical services. The number of calls for service have been continually increasing with population growth.

In addition to typical urban fire fighting calls, the City faces the continual threat of wildfires on the urban fringe. Recent droughts have resulted in several large wildfires in the vicinity. The Clovis Fire Department has mutual protection agreements with other nearby Fire Departments, the closest of which are Curry County and Cannon Air Force Base.

As population continues to increase and equipment ages, the Fire Department will need to secure new equipment and continue to expand the number of personnel available. The cost of a new fire engine starts at $250,000 and depending on the equipment, can easily exceed $500,000 when fully outfitted. Because of the high cost, all except the largest communities generally purchase new engines with Federal or State grants. Additionally, the cost of new personnel to man the equipment must be factored into the ongoing maintenance costs.

The Fire Department has identified the following capital equipment needs:

Fiscal Year	Equipment
2008-2009	Fire Engine
2010-2012	Fire Engine
2013-2014	Tanker
2015-2017	Fire Engine and two Mini-Pumpers
2018-2019	Aerial Unit
2020-2021	Fire Engine
2022-2023	Tanker

In addition to the previous, the Department has identified a need for additional ambulances and to replace the existing vehicle fleet. Ideally, the Department would replace at least one vehicle per year.

The Fire Department has also identified a need for training facilities to be provided in four phases. The first phase has already been budgeted for and includes the initial ground work, utilities, and similar items. The remaining phases include, a training tower in phase 2, burn structures in phase 3, and training props in phase 4.

Clovis' existing fire stations are well situated to handle growth in the City. While expansion of the stations may be necessary in the future, it is not anticipated that any new fire stations will be needed

within the horizon of this plan unless growth occurs at a tremendously accelerated rate than is anticipated.

Disaster/Emergency Planning

The City has a separate department for disaster/emergency planning. The Department currently has two employees. The All Hazards Emergency Operations Plan was jointly prepared by the City and County. The Department has requested $1,000,000 for homeland security purposes that has not currently been funded.

d. Parks and Recreation

The City has over 3,400 acres of park acreage, of which the majority is in Ned Houk Park. Over 600 acres of the park acreage is developed and maintained by the City. The City owns the second largest public zoo in the State, behind only Albuquerque. The City also has a 9-hole golf course, a 9-hole par 3 golf course, 17 baseball/softball fields, 7 soccer fields, 8 tennis courts, 2 football fields and 4 volleyball courts.

The City has 54 parks and recreation employees. 31 are full-time and primarily engaged in park maintenance and operation of the municipal zoo. The Department also has 6 part-time and 17 seasonal employees.

Ned Houck Park

Future projects for the Parks and Recreation Department include:

- Gift shop for the Hillcrest Park Zoo
- Youth Wellness Center
- 18-Hole golf course
- Spray Park (at Hillcrest Park)
- Walking trails (at Greene Acres park)
- Renovation of trails (at Hillcrest Park and Ned Houk Park)
- Expansion of the Roy Walker Recreation Center
- Replacement of picnic shelters (throughout the City)
- Additional new picnic shelters (through out the City)
- Additional playground systems
- Recreational lake (at Ned Houk Park)
- Soccer complex and field expansion

The most common issue raised during the public meetings was that there should be more youth activities. The existing park infrastructure is adequate to support an increase in the number of youth programs, however, joint use of facilities with the School District may be desirable to further increase the number of facilities available.

e. Airport

The City owns and operates the Clovis Municipal Airport. It is located approximately six miles east of the City. The airport has not been annexed into the City. The City is in the process of expanding the airport facilities that would allow larger aircraft to use the airport. Since the airport was originally established it has been continuously improved and upgraded. Additional discussion of the airport can be found in the Infrastructure section.

Clovis Municipal Airport terminal

2. Goals, Objectives, and Implementation

a. Goals and Objectives

Community Services Goal 1. Assist the hospital and other health care providers (including Cannon AFB) in ensuring that quality health care is available in the community.

Objective 1a. Study potential locations for siting emergency helipads.

Community Service Goal 2. Ensure that adequate youth day care is available in the community.

Objective 2a. Work with State or regional agencies to set up a referral system for licensed day care providers.

Community Service Goal 3. Ensure that adequate senior care facilities (day, live-in, and assisted living) are available in the community.

Objectives 3a. Work with State or regional agencies to set up a referral system for licensed service providers.

Community Service Goal 4. Assist local educational institutions in ensuring that all levels of education are top quality.

Objective 4a. Work with school district officials to develop joint or coordinated after school programs.

Community Service Goal 5. Continue to ensure that adequate levels of emergency services and facilities are available to serve the City.

Objective 5a. Continue to maintain relationships with other area emergency service providers.

Objective 5b. Continue to train all emergency service providers and improve equipment.

Community Service Goal 6. Provide an integrated system of parks and trails to serve the community.

Objective 6a. Examine the feasibility of creating bike lanes in existing rights-of-way.

Objective 6b. Create dual use recreation/drainage facilities where feasible.

Objective 6c. Coordinate with Curry County to provide connectivity to County recreation facilities.

Objective 6d. Work with school district officials to develop new joint use facilities, such as swimming pools, sports courts, etc. that can be used by the district and the public in general.

Objective 6e. Work with area legislators to secure funding for regional recreational facilities to attract tournaments and provide daily use for local residents.

Objective 6f. Utilize placement of sidewalks to allow pedestrian traffic along city streets and within subdivisions.

Clovis Civic Center

Community Service Goal 7. Maintain and expand recreational opportunities at existing parks and recreational facilities.

Objective 7a. Annually review the condition of parks and recreational facilities, and prioritize maintenance.

Objective 7b. Examine the potential for expansion of existing facilities on adjacent lands.

Objective 7c. Examine the potential of creating new recreational amenities at existing parks.

b. Implementation Measures

Community Services Implementation Measure 1. Support efforts of the Plains Regional Medical Center and other health care providers in recruitment efforts to ensure that quality health care is available. Support should include, but not be limited to: inclusion of representatives from the medical center in economic development efforts; providing links to the medical center on City web sites; working with the Chamber of Commerce and medical center to provide information to medical professionals considering relocating to Clovis; work with Cannon AFB and federal officials to secure funding for the medical center; and working with education providers to ensure that trained professionals are available to work in the medical field.

Community Services Implementation Measure 2. The Fire Department and Disaster/Emergency Planning Departments should work with medical center officials to determine the adequacy of existing helipad facilities and if there is a need for new facilities.

Community Services Implementation Measure 3. The City should work with State or regional agencies to create a referral system for licensed day care providers.

Community Services Implementation Measure 4. The City should work with State or regional agencies to create a referral system for licensed senior care providers.

Community Services Implementation Measure 5. The City and school district officials should work together to plan, develop, and implement after school programs.

Community Services Implementation Measure 6. The City should develop 20-year capital equipment acquisition and replacement plans for the Police and Fire Departments.

Community Services Implementation Measure 7. The City should continue to seek funding for training and capital equipment expenses through federal, state, and private grants.

Community Services Implementation Measure 8. The City should study the feasibility of applying impact fees to fund capital equipment and facilities for emergency services that are needed due to growth in undeveloped areas.

Community Services Implementation Measure 9. The City should develop, adopt, and implement a comprehensive trail and park plan. The plan should include studying development of new bike paths within existing rights-of-way, use of drainage facilities during the dry season, dual use of school facilities, potential ties to economic development, and potential funding sources. The plan should also address potential links with or to County facilities.

Community Services Implementation Measure 10. The City should develop a program to annually review the condition of existing parks to prioritize maintenance and construction of new facilities.

Community Services Implementation Measure 11. Clovis should continue to maintain and upgrade the City's vehicle fleet. Where possible, grants and other alternative funding sources should be utilized.

Community Services Implementation Measure 12. The City should aggressively seek funding from federal sources for homeland security related programs. Due to the proximity of Cannon AFB, the City has the potential of being impacted by direct or indirect events that take place at the base.

G. INFRASTRUCTURE

The purpose of the Infrastructure section of the Comprehensive Plan is to provide guidance to the City on capital infrastructure projects. The City has completed several plans in the past covering various infrastructure, such as drainage and waste water. A regional water plan is also currently being prepared that includes the City of Clovis. This plan gives a general overview of the infrastructure and more detailed studies should be undertaken before programming many of the recommendations included in this plan.

1. Transportation

Motor Vehicle Transportation

Transportation in the City of Clovis focuses on the existing system of highways and roads, including Federal and State Highways, and the City streets. US 60/84 is a major arterial highway which runs east west through the City. The highway enters the City from the east (Texico) and proceeds through the City parallel to the railroad. It proceeds west out of the City to Cannon Air Force Base. It is a four lane highway from Cannon Air Force Base to the state line at Texico. It is in need of repairs in the center area of the City (approximately four miles). Improvement is planned to renovate this section of the highway as well as improve the drainage in this area (new underground drain and collection inlets) US Highway 70 is a major arterial highway from Roswell which enters the City from the southwest (Portales) and intersects US Highway 60/84 in Clovis. It is a four lane highway which is maintained in good condition. Several state highways are located in and around Clovis which provide access into and away from Clovis.

Several of the state highways which serve Clovis are:

- New Mexico Highway 209 is started in Clovis at US Highway 60/84 and proceeds north (Prince Street in Clovis) through Clovis. This highway serves the eastern side of Curry County from Clovis to Grady and continues on to Tucumcari. This is a main transportation corridor in the eastern part of New Mexico for the residents, farmers and ranchers to commute to/from Clovis.
- New Mexico Highway 523 proceeds east from Prince Street as 21st Street in Clovis. It continues from Clovis to NM 108 just north of Texico. It also is the main route to the Clovis Municipal Airport. It has a high traffic load. From the edge of Clovis east to the airport, it is narrow and does not have paved shoulders.
- New Mexico Highway 245 (Llano Estacado) runs from Prince Street on the north side of Clovis west to NM Highway 311. It provides a route for traffic from the northern part of Clovis to and from Cannon Air Force Base. It is a four lane highway from NM 209 (Prince Street) to Martin Luther King Blvd. at which point it narrows down to a two lane highway without paved shoulders.
- New Mexico Highway 467 starts in the southwest area of Clovis at the intersection with US Highway 60/84. It travels south and west into Roosevelt County.

The State has worked at maintaining the highways in good condition. The state just finished overlaying a portion of NM Highway 209 (Prince Street). The state is scheduled to continue improvements to the Highways in and around Clovis.

The City streets are overall in fair condition. The City streets are illustrated following this subsection. The Arterial Streets are in good condition. The streets in the older parts of the City have deteriorated and will need to be replaced or reworked. The City budgets $700,000 each year for residential improvements, overlays, and cold-mill and overlay with asphalt. MAP projects are applied for on a yearly basis and the projects are adjusted to utilize the total funding. The City is striving to maintain and improve the streets on a continuing basis. The budget limits the extent of the improvements. The City's street department has divided the City into four street districts. The City strives to balance the improvements in each district each year. The City is resurfacing deteriorated streets on a regular basis with asphalt to increase the life and serviceability of the streets. To get the maximum distance of improvements possible the street department does the milling and shaping of the

streets with a contractor doing the asphalt overlay. This process of improvements will extend the life of the streets while minimizing the maintenance on the streets. The City will utilize chip seal paving on an emergency basis and for only short distances. The City will replace the chip seal streets as the budget allows.

The City has traffic congestion at various locations in the community. The basic traffic flow has been adjusted over the years from the area of Seventh Street, Grand and Mabry to the north area of the City at Llano Estacado. The deterioration of Highway 60/84 has aggravated the local traffic movement to Llano Estacado. Improving 7th Street to 4-lanes would alleviate congestion in the southern part of Clovis. Providing a northern loop to accommodate traffic Cannon AFB to Llano Estacado would also alleviate congestion in Clovis. Some of the local intersections create traffic bottlenecks in the community:

- Thornton and Mañana – a new traffic light is being installed to assist traffic at this location.
- Prince and Llano Estacado – heavy traffic at an existing signalized intersection.
- Prince and Commerce/21st Street – heavy traffic with two adjacent signalized intersections, multiple business drives (distances between drives), and angle of intersecting streets.
- 14th Street and Mitchell – congestion from traffic and entrance/exit from McDonalds.

Intersection of Prince & 21st Street

Traffic patterns and volumes will need to be evaluated to resolve the congestion at these intersections. Several other intersections will need to be evaluated in the near future to avoid/correct future congestion in the City. A roundabout intersection has been installed to assess the functionality of this concept at minimizing traffic congestion. It appears the traffic flow is maintained while not impeding the safety. Some areas of the City experience traffic congestion at various times during the day/week which will need evaluation to resolve flow in an orderly fashion without creating additional problems. Some of the streets do not have sidewalks for access to pedestrian and bicycle traffic.

Pedestrian and Bike Paths

The pedestrian and bicycle traffic flow are lacking along several arterial streets. 14th, 21st and Norris do not have separate areas for pedestrian/bicycle traffic. A trail should also be constructed from Cannon Air Force Base into the city along Llano Estacado. The Parks Department is working at improving trails/paths in the parks/community and should develop a bike route map. A long range trail system linking Bob Spencer to Hillcrest would improve the overall City plan. Right-of-way has already been acquired for this expansion. New subdivisions should be designed with pedestrian and bicycle friendly paths and landscaping. Renovations to existing roads in the city should also include the addition of paths.

Ned Houk Memorial Park has a recreational trail system to accommodate hikers, mountain bikers, equestrian, motorcycles, and ATV riders. The sports complex hosts the Clovis Bowhunters Club, an RV Club, and Model Airplane Society. The network of trails is accompanied by shelters, benches, and campsites and is handicap accessible.

Rail Transit

Rail transit through Clovis dates back 100 years to 1907 when the first depot was built and the township of Clovis was established by the then ATSF

railroad. Clovis is no longer serviced by passenger rail but does continue to be one BNSF's busiest lines with 75-80 trains per day on average through Clovis. Clovis is a crew change station with over 500 employees from the Clovis area. The BNSF and Southwest Railroad offer commodity hauling for local grain elevators, and the cheese factory. They also provide fuel hauling for area merchants. The BNSF carries bulk freight, tankers, grains, vehicles, and intermodal products to and from California, Dallas, Memphis, Atlanta, Birmingham, Phoenix, and El Paso.

Southwest Railroad has contracted with the BNSF to provide service from Clovis to Artesia, NM. The BNSF and Southwest Railroad offer commodity hauling for local grain elevators, and the cheese factory. BNSF prepares the trains going south for SWRR. SWRR moves an average of three trains per day to and from Clovis.

Regional Airport

The Clovis municipal airport is located six miles east of Clovis and Texico, on State Highway 523. The airport has a newly remodeled terminal building. The airport provides a wide range of services, including agriculture, air ambulance, commercial air line, overnight freight, and corporate transit. The airport is serviced by Great Lakes airlines with daily flights to Albuquerque, Amarillo, and Denver, as well as two full time fixed based operations. With the new Air Force Base mission, the airport will require 20 million dollars worth of improvements in the next five years as per the Clovis Municipal Airport 5-year plan. An increase of 10,000 passengers per year is expected from military members alone with an undetermined increase from family and contractors. The Capital Outlay Program has provided $700,000 to date. Additional funding sources include the State Aviation Board, bonding, and Federal and/or State legislation. Improvements will include an extension to the runway length and runway asphalt overtopping. Phase Two of the current runway project will lengthen the runway by 1,800' allowing the airport to serve 30 passenger regional jets. Should traffic patterns prove the airport could support a 100 passenger region jet service, the airport would need to expand the runway again to a total length 8,800' in additional Phases. The facility will also require additional water storage capacity, a small waste water treatment plant, and parking lot and access road improvements.

Clovis Municipal Airport

Bus and other Public Transportation

Clovis is serviced by Greyhound bus with daily schedules to and from Albuquerque, Amarillo, and Lubbock. There are also limited weekend schedules available.

The Clovis Area Transit System, CATS, is a low cost demand responsive public shuttle bus serving curb to curb within the city limits. The service could be expanded to better serve the Clovis residents by providing service to Cannon AFB. Fixed route service and/or fixed bus stops to major stops like the hospital, Walmart, Clovis Community College, Cannon AFB, Eastern New Mexico University or other area points of interest may greatly improve the system by avoiding the one day advance reservation requirement. The fleet consists of 11 vehicles, both 15 passenger vans and midsize transit buses. Annually CATS provides an average of 67,000 trips and travels 160,000 miles within the city of Clovis. Plans are underway to build a transit facility to house the system and room for future expansion.

There are two local Taxicab Services in Clovis. New Mexico Ride and/or Safe-ride provide non-emergency transportation throughout New Mexico to Medicaid recipients.

2. Water

Existing Conditions

The water for the City is obtained from the groundwater (Ogallala Aquifer). The aquifer has been a great groundwater source for the area but is experiencing declining water levels. The concerns for the City are how and where to obtain a good, reliable water supply for the long term.

The water to the City is provided by a private water company, New Mexico American Water Company (NMAWC). The New Mexico American Water Company works in conjunction with the City to provide the quality and quantity of water to the residents and businesses. The NMAWC has provided service to the community on a very reliable basis. Approximately 2.1 billion gallons (6,453.3 acre feet) of water were pumped, treated and distributed to the residents and business in the City in 2005. The water distribution system is illustrated following this subsection. The system is composed of the distribution system, forty-four wells, supply lines from the wells to the City, nine million gallons of water storage, two booster pump stations, and two large portable generators (for emergency power situations). NMAWC has been replacing/renovating deteriorated piping, wells, storage tanks and pump stations on a systematic basis. The North 40 Booster Station will be replaced in early 2007. Approximately 3,000 feet of water distribution line are replaced on a yearly basis (8 inch C-900 is the minimum replacement size). The industrial park pipeline was completed in 2006. Some of the older parts of Clovis have some cast iron piping and some small AC piping. Recent growth in the northern section of Clovis may require additional storage in this area as growth continues.

Water supply is a major concern with the decline in the aquifer. NMAWC has installed five new wells in 2006 and has five more scheduled for 2007 with an additional exploratory deep well also in 2007. Other avenues are being investigated for reliable water supplies. Given the projected population of Clovis to be 41,827 in 2030, the water demand assuming no change in consumption per capita will be 2.64 billion gallons in the year 2030.

Ute Water Project

In 2001, the City of Clovis in conjunction with Portales, Melrose, Grady, Texico, and Elida, formed the Eastern New Mexico Rural Water System Authority (ENMRWSA) for the purpose of planning and financing Ute Lake water acquisitions and operations. The project will collect and deliver water from the Ute Lake Reservoir to member communities through a pipe line, booster pump, and storage tank network. The current estimated cost of construction is $436 million dollars with ground breaking not expected to take place for several years. Design of the project is currently 10% complete.

Key Ute Water Project Assumptions

- Water delivery to ENMRWSA members is based on satisfying peak-day demand, and 24,000 ac-ft annual delivery.
- Water is centrally-treated and potable water is delivered to the members.
- Water will be delivered in bulk (wholesale) to members.
- County reservations will be available for future wholesale delivery to currently unincorporated areas—for fire protection, livestock taps and for redistribution as domestic water supply.
- The infrastructure has been sized, and associated costs developed, assuming that each participating member uses or pays for their reserved allocation of Ute water annually ("take or pay").
- Pipeline easements will be donated. Single payment damages could be reimbursed where warranted.
- The expanding development of wind energy resources in the region is potentially key to maintaining affordable operation and maintenance costs for the water project.

Key Ute Water Project Features

- A lakeside intake structure and raw water pump station.
- 1.7 Mgal raw water storage (equalization) tanks.
- 39 mgd central water treatment, administration and maintenance facility.
- Treated water pump station.
- Treated water elevated storage—Quay Co. pressure control.

- Approximately 87.5 miles of main transmission pipeline ranging in size from 30″ dia. to 54″ dia.
- A booster pump station at the base of the Caprock.
- 2.4 Mgal. ground storage at the top of the Caprock.
- Gravity flow from the top of the Caprock to all downstream members in Curry and Roosevelt Counties.
- Approximately 94.8 miles of lateral pipelines to serve individual communities and county demand, ranging in size from 8″ dia. to 36″ dia.
- Telemetry and control systems.
- Infrastructure security enhancements

The PER executive summary for the project has been attached in Appendix 2. The Eastern New Mexico Rural Water System or Ute Water Pipeline has been given a high priority by City of Clovis. Funding remains a primary factor in the construction time line.

State Water Planning

The Interstate Stream Commission recently completed a State Water Plan in 2003. The State of New Mexico has made it a policy to integrate its water goals through coordination with all levels of government. Section C.10. of the 2003 New Mexico State Water Plan states:

> "Promote strategies and mechanisms for achieving coordination with all levels of government." (page 46)

As part of its implementation strategies for this goal statement, the Office of the State Engineer and Interstate Stream Commission will promote cooperation and communication in order to ensure that state and county policies are consistent in achieving the aim of ensuring an adequate water supply for all New Mexicans. In order to promote this cooperation, the Office of the State Engineer/Interstate Stream Commission offers counties and municipalities technical assistance in implementing water conservation measures and funding resources for carrying out these programs. The Interstate Stream Commission can be reached at (505) 827-6103.

3. Wastewater

The City has a collection system and treatment plant for the residents and businesses in and around the community. The treatment plant is twenty years old and beginning to show its age. The treatment plant has a current capacity of 5 MGD, where current usage is around 3 MGD. The collection system has some pipelines which have deteriorated over the years and need replacement. One collection pipe from the west side of the City (16 inch line under railroad at Hull Street) is at capacity and limits the development on that side of the City. The collection system (12 inch lines and larger) are illustrated on Figures C-12 through C-16. 100% of the effluent is currently being reused by the local farmer with land adjoining the WWTP property. The operating budget limits the improvements on the collection system and treatment plant. Upgrades currently being looked at are computer systems, monitoring systems and electrical. It is estimated that the wastewater department will need approximately five million dollars for maintenance and improvements in the next five years.

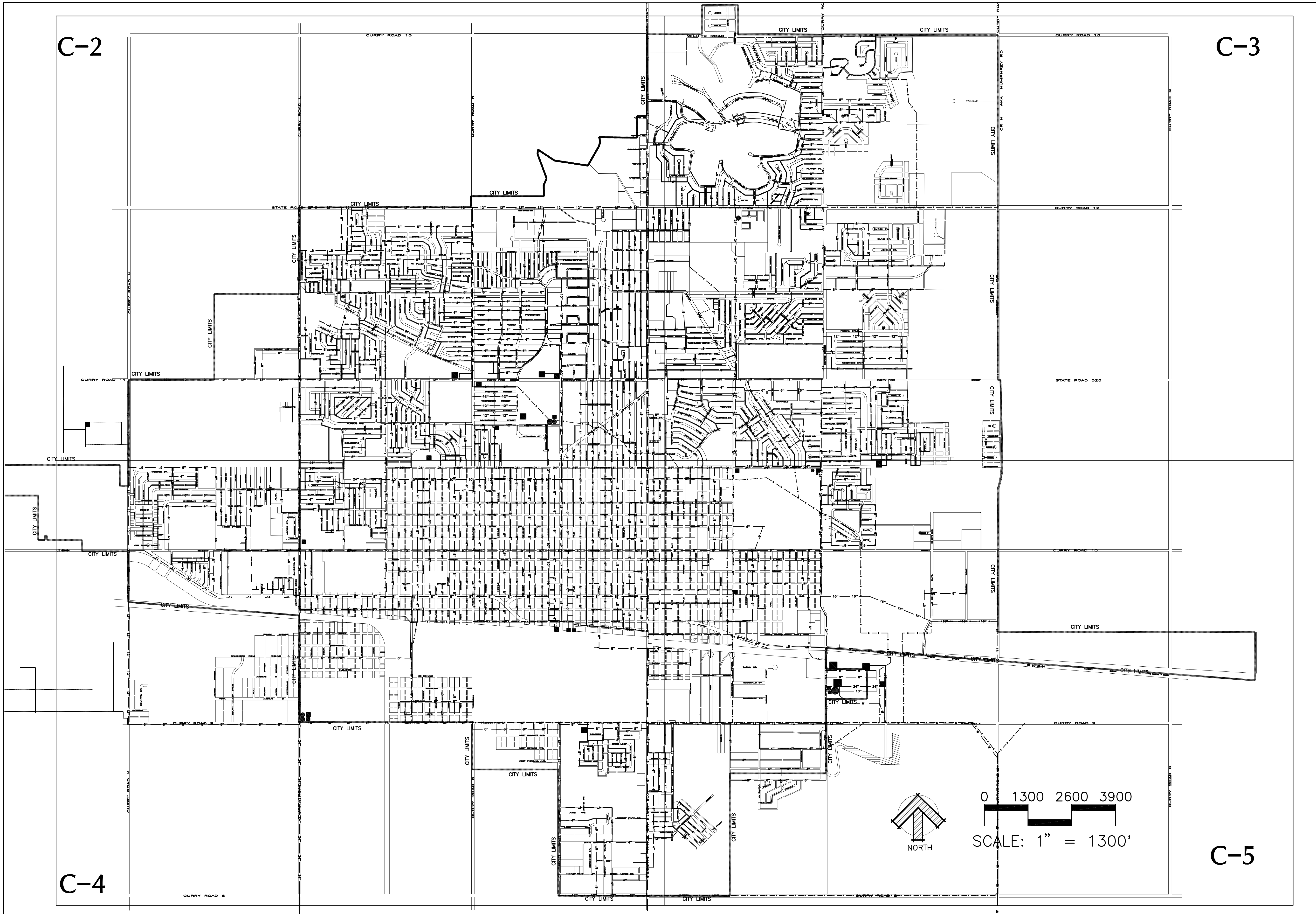
The City currently reuses 100% of the effluent stream for agricultural irrigation.

4. Communications Infrastructure

The City has typical communications infrastructure for a city of its size. Telephone service for local and long distance to the City of Clovis is provided by ENMR, Qwest, Sprint, and MCI.

Local cell phone providers in the area are Plateau, Alltell, and Sprint with extended coverage for Qwest mobile, T-Mobile, Cingular, and Verizon. All providers have good coverage for their cell phone networks.

High speed internet is available to the community through Cox, Plateau, ENMR, Quest, SunCom, US West, I-Net of NM, Yucca Internet, and Zia Net providers.



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REVISIONS

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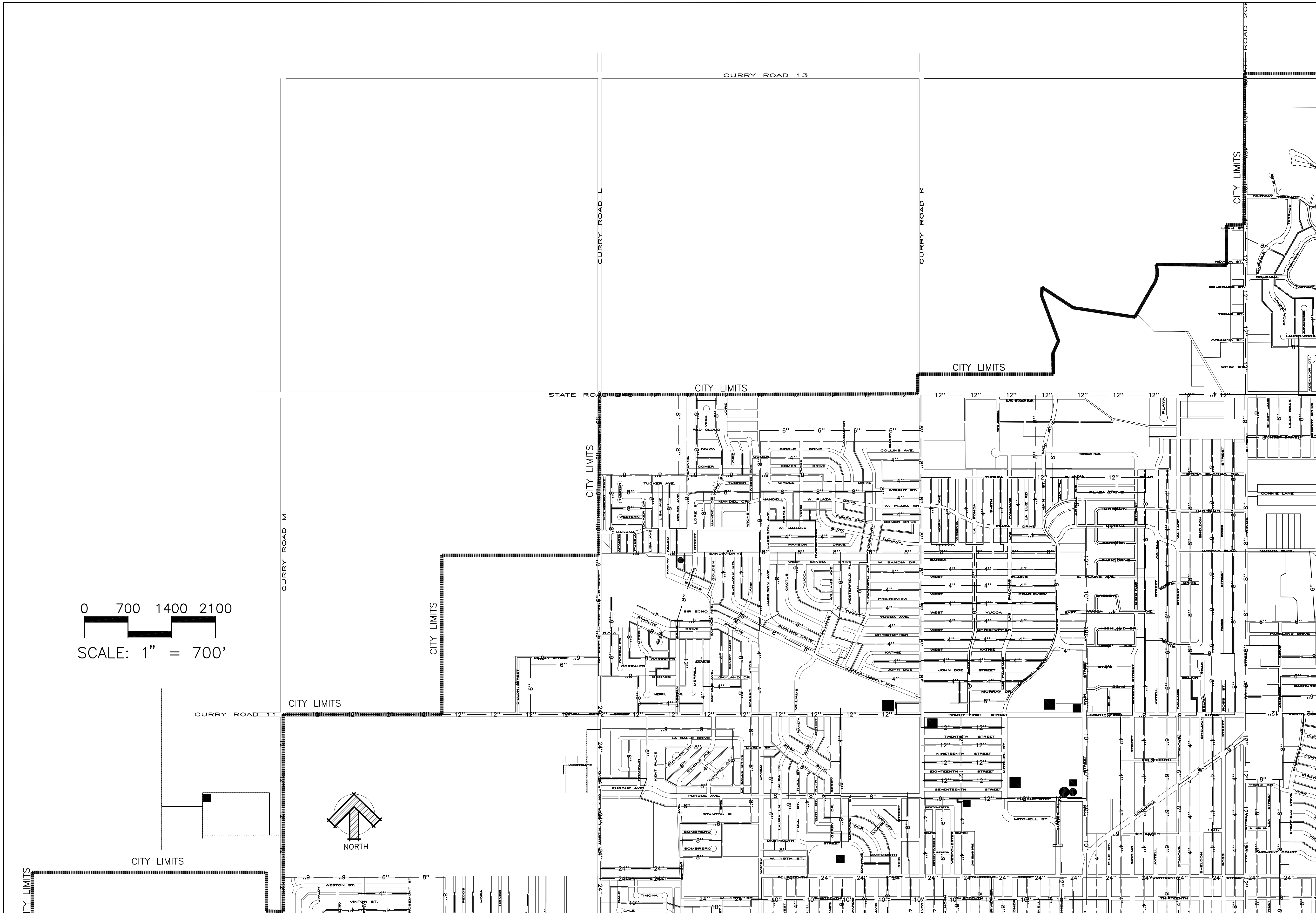
PROJECT
CLOVIS/CURRY COUNTY
COMPREHENSIVE PLAN

ENGINEERS INC
1601 S. CAMINO DEL CORONADO
TUCUMCARI, NEW MEXICO 88401
(505) 461-0181 (OFFICE)
(505) 461-0675 (FAX)

TITLE
CLOVIS
WATER SYSTEM

(SEAL)

SHEET
C-1



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CLOVIS/CURRY COUNTY COMPREHENSIVE PLAN

ENGINEERS INC
1601 S. CAMINO DEL CORONADO
TUCUMCARI, NEW MEXICO 88401
(505) 461-0181 (OFFICE)
(505) 461-0675 (FAX)

TITLE
CLOVIS WATER SYSTEM

(SEAL)

SHEET
C-2

CITY LIMITS

CITY LIMITS

CITY LIMITS

CITY LIMITS

CITY LIMITS

CITY LIMITS

CITY LIMITS

WILFITE ROAD

CURRY ROAD 209

CURRY ROAD

CURRY ROAD

CR H AKA HUMPHREY RD

CURRY ROAD 13

CURRY ROAD G

CURRY ROAD 12

STATE ROAD 523

LLANO ESTACADO BLVD

WADE BLVD

0 700 1400 2100

SCALE: 1" = 700'

NORTH

DATE 10/10/06
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PROJECT
CLOVIS/CURRY COUNTY COMPREHENSIVE PLAN
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ENGINEERS INC
1801 S. CAMINO DEL CORONADO
TUCUMCARI, NEW MEXICO 88401
(505) 461-0181 (OFFICE)
(505) 461-0675 (FAX)

TITLE
CLOVIS
WATER SYSTEM

(SEAL)

SHEET
C-3

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PROJECT
CLOVIS/CURRY COUNTY
COMPREHENSIVE PLAN

CITY LIMITS
US 60-84
CURRY ROAD 9
CURRY ROAD M
CURRY ROAD 12
CURRY ROAD K
CURRY ROAD 8
US 60-84

0 700 1400 2100
SCALE: 1" = 700'

NORTH

ENGINEERS INC
1601 S. CAMINO DEL CORONADO
TUCUMCARI, NEW MEXICO 88401
(505) 461-0181 (OFFICE)
(505) 461-0675 (FAX)

TITLE
CLOVIS
WATER SYSTEM

(SEAL)

SHEET
C-4

DATE 10/10/06
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PROJECT
CLOVIS/CURRY COUNTY COMPREHENSIVE PLAN
-

ENGINEERS INC
1601 S. CAMINO DEL CORONADO
TUCUMCARI, NEW MEXICO 88401
(505) 461-0181 (OFFICE)
(505) 461-0675 (FAX)

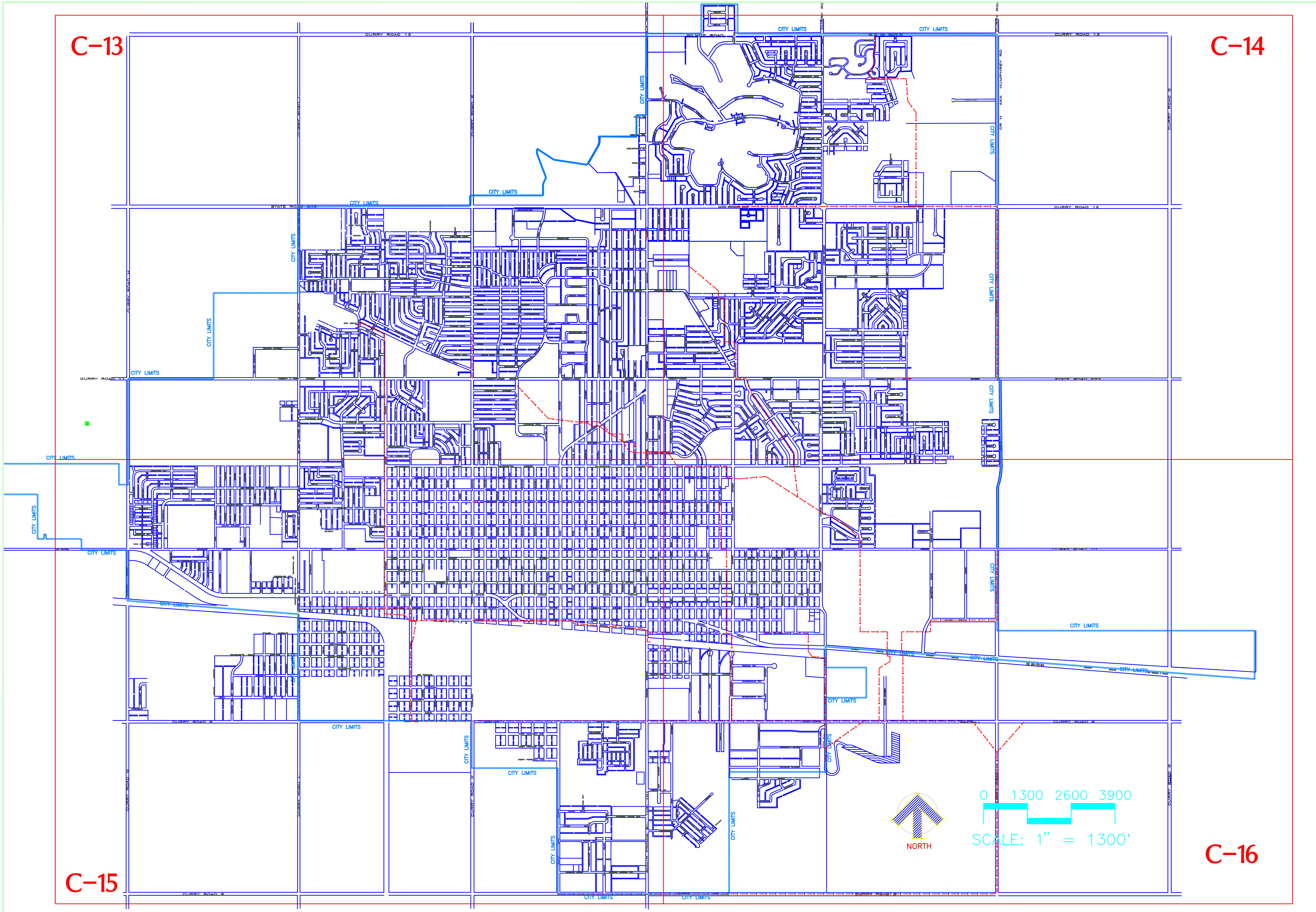
TITLE
CLOVIS WATER SYSTEM

(SEAL)

SHEET
C-5

0 700 1400 2100
SCALE: 1" = 700'

NORTH



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PROJECT
CLOVIS/CURRY COUNTY COMPREHENSIVE PLAN

ENGINEERS INC
1601 S. CAMINO DEL CORONADO
TUCUMCARI, NEW MEXICO 88401
(505) 461-0181 (OFFICE)
(505) 461-0675 (FAX)

TITLE
CLOVIS SEWER SYSTEM LINES OVER 12" OVERVIEW

(SEAL)

SHEET
C-12

NORTH

0 700 1400 2100

SCALE: 1" = 700'

CURRY ROAD 13

CURRY ROAD I

CURRY ROAD K

CURRY ROAD M

CURRY ROAD 11

STATE ROAD 248

CITY LIMITS

DATE 10/10/06
JOB # CON0602P
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CLOVIS/CURRY COUNTY COMPREHENSIVE PLAN

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ENGINEERS INC

1601 S. CAMINO DEL CORONADO
TUCUMCARI, NEW MEXICO 88401

(505) 461-0161 (OFFICE)
(505) 461-0675 (FAX)

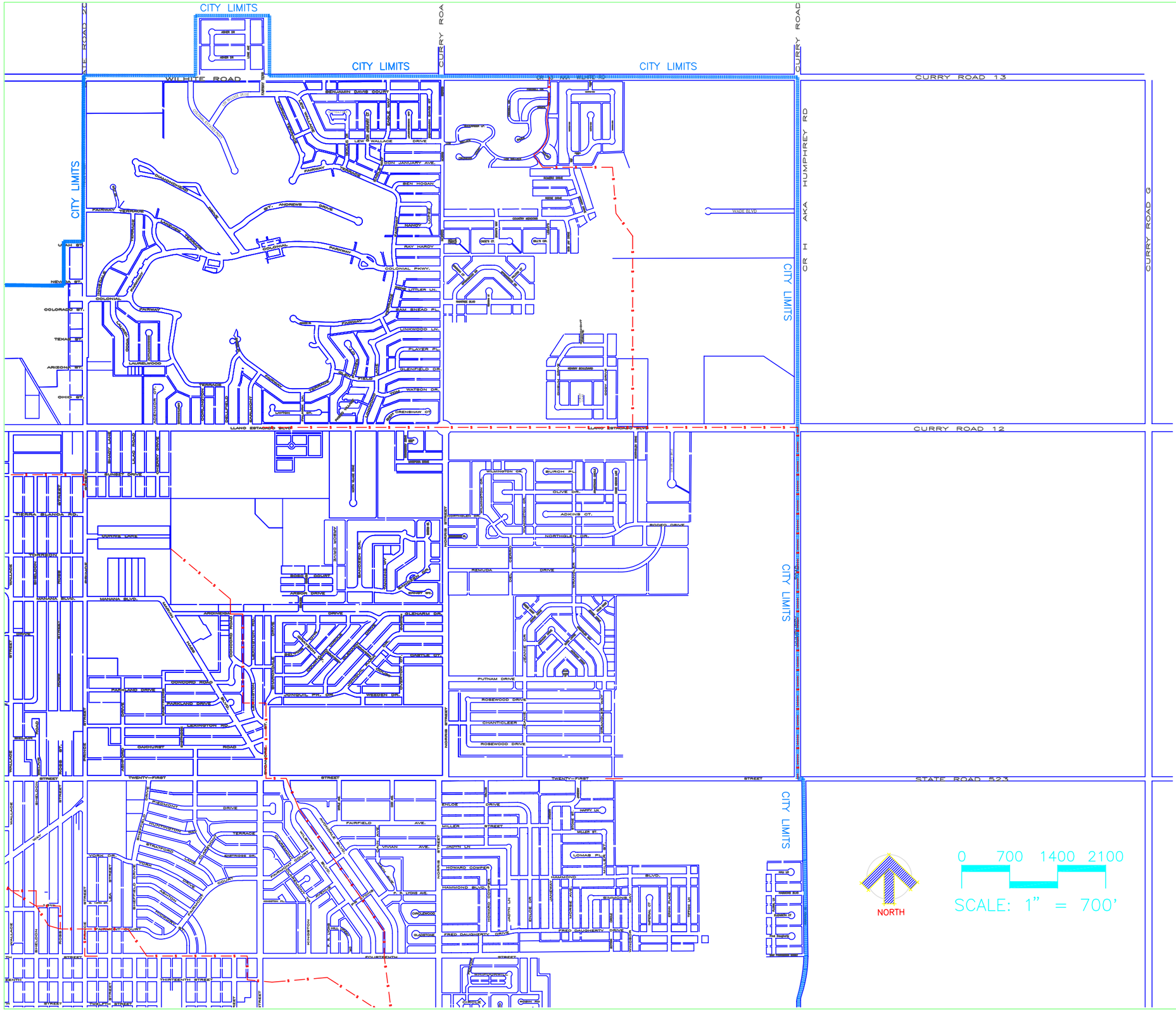
TITLE

CLOVIS SEWER SYSTEM LINES OVER 12"

(SEAL)

SHEET

C-13



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PROJECT
CLOVIS/CURRY COUNTY
COMPREHENSIVE PLAN
-

ENGINEERS INC
1601 S. CAMINO DEL CORONADO
HOBBS NEW MEXICO 88240
(505) 391-0181 (OFFICE)
(505) 391-0675 (FAX)

TITLE
CLOVIS
SEWER SYSTEM
LINES OVER 12"

(SEAL)

SHEET
C-14

DATE 10/10/06
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PROJECT
CLOVIS/CURRY COUNTY COMPREHENSIVE PLAN

ENGINEERS INC
1601 S. CAMINO DEL CORONADO
TUCUMCARI, NEW MEXICO 88401
(505) 461-0181 (OFFICE)
(505) 461-0675 (FAX)

TITLE
CLOVIS SEWER SYSTEM LINES OVER 12"

(SEAL)

SHEET
C-15

NORTH

0 700 1400 2100

SCALE: 1" = 700'

CURRY ROAD 13

CURRY ROAD I

CURRY ROAD K

CURRY ROAD M

CURRY ROAD 11

STATE ROAD 209

CITY LIMITS

WILHITE ROAD

DATE 10/10/06
JOB # CON0602P
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REVISIONS

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PROJECT

CLOVIS/CURRY COUNTY COMPREHENSIVE PLAN

ENGINEERS INC
1601 S. CAMINO DEL CORONADO TUCUMCARI, NEW MEXICO 88401
(505) 461-0181 (OFFICE)
(505) 461-0676 (FAX)

TITLE

CLOVIS SEWER SYSTEM LINES OVER 12"

(SEAL)

SHEET

C-16

5. Drainage

The city has a consolidated drainage plan which is being implemented as funding permits. The end results will result in be much better drainage for the community. The occurrence of associated projects in different areas over the years has resulted in some sections of the plan being completed out of the design sequence which allows water to collect and flow for a portion of the drainage channel but then to impact unimproved areas.

Drainage was installed in 2006 along a section of Prince to complement other improvements over the last eight years. The drainage will be improved along Highway 60/84 as mentioned above in the next two years. The drainage improvements along Grand were postponed for the time being. The City is striving to improve the drainage channels/avenues as funds are available. Drainage along Grand Street remains a problem from to Wallace Street down to the drainage canal.

6. Solid waste

The City of Clovis provides the permitted regional landfill for the City and surrounding communities/areas. The active cell is the third of four permitted cells. The current cell should provide an additional seven years of capacity with the last cell already being excavated to provide daily cover for the active waste. The City owns a total of 800 acres for future expansion with only 300 acres involved in the current permit. The City currently receives approximately 300,000 tons of general waste per month. The current overall lifespan is projected to exceed a 40 year design scenario.

The City currently recycles cardboard, plastic, and metal products. Cardboard and plastic products are currently baled an shipped to Master-fiber Recycling in Albuquerque, NM. Metal products are placed in a roll-off container and shipped to Ed's Recycling in Clovis, NM. Used tires are baled and stored at the landfill for use in erosion projects by the City of Clovis Transportation Department. A centralized recycling center should be considered as an alternative for portions of the solid waste stream to encourage recycling in the community. The rate schedule should be studied to ensure the landfill provides a sustainable income flow.

7. Clovis ICIP

Clovis is striving to prioritize capital improvements as illustrated from their Infrastructure Capital Improvement Plan (ICIP) FY 2008 -2012, see Appendix 4. The first five priorities for 2008 are:

- Ute Water Pipeline – Listed as first ranked 2008-1.
- Effluent Re-use System – priority #1
- Airport Improvements and Air Service Enhancement – priority #2
- Widen MLK Blvd from Riata to Llano Estacado – priority #3
- Widen Norris Street from Wilhite to Llano Estacado – priority #4

8. Goals, Objectives, and Implementation

a. Goals and Objectives

Infrastructure Goal 1. Work with the County to provide sanitary sewer service and improve service to development occurring in future annexation areas.

Objective 1a. Require all new homes in the City to connect to the sanitary sewer system.

Objective 1b. Require that homes with failing septic systems hook up to the sanitary sewer system rather than replace the septic system.

Objective 1c. Require that areas to be annexed have annexation agreements requiring future users to hook up to the sanitary sewer system.

Objective 1d. Program improvements for main capacity on west side of City. Create a master plan of infrastructure for future expansion/annexation.

Infrastructure Goal 2. Encourage development of new internet infrastructure.

Objective 2a. Review cable TV contract and promote high speed internet.

Objective 2b. Develop regulations that facilitate installation of wireless internet facilities.

Infrastructure Goal 3. Protect life and property from storm water run-off.

Objective 3a. Require terrain management plans addressing drainage at the time of new development.

Objective 3b. Work with the County to create a regional drainage and flood control plan.

Objective 3c. Require new development to fully mitigate any increase in run-off that is created by the development.

Water Infrastructure Goal 1. Increase the conservation of water in the City.

Objective 1a. Identify potential water use reduction through the upgrading of systems or implementation of newer technology.

Objective 1b. Establish regulations encouraging the re-use of water for certain land use applications.

Objective 1c. Establish and maintain water conservation education programs.

Objective 1d. Work cooperatively with the State Engineer's Office in promoting water resource education and water conservation programs in the City.

Water Infrastructure Goal 2. Reduce the drain on the aquifer.

Objective 2a. Promote ground water recharge programs and water harvesting techniques.

Objective 2b. Require connection to the City water system.

Objective 2c. Allow County residents to hook up to the City water system if nearby.

Water Infrastructure Goal 3. Identify new water sources for long-term supply.

Objective 3a. Work with state and federal agencies to identify new potential water sources.

Objective 3b. Examine new technologies for desalinization and water harvesting.

Objective 3c. Explore other ground water options for expansion of municipal supply.

Water Infrastructure Goal 4. Obtain grants for the construction of water improvements.

Objective 4a. Identify water infrastructure needs throughout the City in a water resources plan.

Water Infrastructure Goal 5. Protect the quality of existing water supplies.

Objective 5a. Require that obsolete, damaged, or failing septic systems be upgraded or repaired.

Objective 5b. Require that other potential contaminant sites be inspected and cleaned up if mitigation is needed.

Objective 5c. Identify and abate all abandoned underground fuel tanks.

Objective 5d. Require distance separation between wells and potential pollution sources, including wastewater drain fields.

Objective 5e. Establish an urban run-off program that provides for the removal/remediation of contaminants using active and passive systems.

Transportation Infrastructure Goal 1. Formalize and continue the comprehensive street maintenance program.

Objective 1a. Establish a street condition database (including signage and pavement markings).

Objective 1b. Establish a long-range maintenance and funding plan for street improvement. Coordinate State improvements to State highways in the plan.

Transportation Infrastructure Goal 2. Update standards for street construction.

Objective 2a. Review street standards for adequacy, as they pertain to capacity and construction (durability) and verify they are in compliance with state standards.

Transportation Infrastructure Goal 3. Develop new streets or upgrade existing streets to accommodate traffic at Level of Service C or better.

Objective 3a. Review and periodically update street hierarchy and Level of Service maps. Review traffic patterns and loading on streets.

Objective 3b. Adopt policies to ensure that streets are extended and/or upgraded as development occurs.

Objective 3c. Review the feasibility of developing a northern loop street (including funding, potential property acquisition, etc).

Objective 3d. Investigate cumulative street impact fees for development that has an incremental impact on the street system, but does not by itself warrant construction of street improvements.

Objective 3e. Review traffic patterns and Level of Service experienced at critical intersections to ensure remediation if needed.

Transportation Infrastructure Goal 4. Utilize Drainage Plan in conjunction with street improvements to facilitate drainage in the City.

Objective 4a. Coordinate street improvements in south east portion of the City to facilitate drainage of the area.

Objective 4b. Implement Drainage Plan in improving drainage structures incorporated in the streets.

Transportation Infrastructure Goal 5. Examine extension of the city of Clovis transit system to serve county areas.

Objective 5a. Provide scheduled transit service to Cannon AFB.

Objective 5b. Work with the County to provide scheduled transit services between communities within the County and the City.

Objective 5c. Provide transit service to the Clovis municipal airport.

Transportation Infrastructure Goal 6. Attract regional and national passenger and freight service to the Clovis Municipal Airport.

Objective 6a. Complete the expansion of the Clovis Municipal Airport.

Objective 6b. Gather data on the number of residents that travel outside the City to for airline service for negotiation with passenger carriers.

Objective 6c. Gather data on the number of parcels/wgt that are shipped in and out of the City/County for negotiation with freight carriers.

b. Implementation Measures

Infrastructure Implementation Measure 1. Adopt an ordinance requiring all new dwellings constructed within the City limits to connect to the sanitary sewer system. The ordinance should also require that all dwellings with failed or failing on-site waste water disposal (septic) systems to connect to the City's sanitary sewer system rather than replace or upgrade the existing system.

Infrastructure Implementation Measure 2. A requirement that all current and future land owners will be required to connect to City sewer should be included in all annexation agreements.

Infrastructure Implementation Measure 3. A Master Waste Water Plan should be developed to assess the condition, capacity, and life span of the current treatment plant and collection system.

Special consideration should be given to the current growth trend toward the north end of the City. A wastewater rates study should be conducted to examine system conditions, improvements, budget needs and operating capital for emergency relative to income in order to understand what rates are required to operate the Department.

Infrastructure Implementation Measure 4. The City of Clovis should consider adopting regulations that facilitate installation of wireless internet facilities within the City.

Infrastructure Implementation Measure 5. The Master Drainage plan should be updated to show unaddressed areas that have flood/catastrophe potential. Any existing drainage issues that have a potential to cause threat to safety or property should be addressed and solutions programed into the ICIP.

Infrastructure Implementation Measure 6. A 40-year Master Water Plan should be developed or updated in conjunction with the New Mexico American Water Company (NMAWC) to ensure that current development keeps pace with increased demand. Strategies for ensuring a sustainable high quality water supply should include ground water recharge programs, water harvesting techniques, utilization of available water systems, identifying new water supply sources, and ways to protect the quality of the ground water should be included. The plan should include plans for additional storage to sustain growth in the northern section of the City. Feasibility and construction of the Ute Water Pipeline Project should be a main goal of the plan.

Infrastructure Implementation Measure 7. The City, working with the New Mexico State Engineer, New Mexico State University Agriculture Station and NRCS, should develop and implement a comprehensive water conservation and quality program. At a minimum the program should include an education component and establish regulations for water conservation and re-use, removal of abandon fuel tanks, distance separation between wells and other uses, maximum percentages of turf in new commercial landscaping, and removal of contaminants from urban run-off. The program should also examine the feasibility of ground water recharge, water harvesting, and permitting County residents to hook up to the City water system.

Infrastructure Implementation Measure 8. All new buildings constructed within the City should be required to connect to the City water system. The City should also strive to eliminate all private wells within the City limits.

Infrastructure Implementation Measure 9. The Pavement Management Plan should be updated every other year to best utilize available money for the worst condition roads, including pavement markings and signage. The plan should include the prioritization of roads into a current conditions database.

Infrastructure Implementation Measure 10. City street construction standards should be reviewed for adequacy and compliance with State standards. Particular attention should be paid to road standards that are expected to convey large volumes and/or heavy truck traffic.

Infrastructure Implementation Measure 11. Periodically review the street hierarchy and level of service. Streets and intersections that are in danger of dropping below Level of Service C should be programmed for improvements in the ICIP to avert more than a temporary drop in Level of Service.

Infrastructure Implementation Measure 12. Study the feasibility of implementing transportation impact fees for projects that have an incremental impact on City streets, but by themselves do not warrant the construction of new improvements.

Infrastructure Implementation Measure 13. Study the feasibility of developing a northern loop road.

Infrastructure Implementation Measure 14. Study the feasibility of providing scheduled transit service to Cannon AFB, particularly during commute times and weekends.

Infrastructure Implementation Measure 15. Study the feasibility of providing scheduled transit service to the Clovis Municipal Airport.

Infrastructure Implementation Measure 16. With the County, study the feasibility of providing scheduled transit service between other communities with the County and Clovis.

Figure 4
LAND USE COMPATIBILITY

LAND USE		ACCIDENT POTENTIAL ZONES			NOISE ZONES			
SLUCM NO.	NAME	CLEAR ZONE	APZ I	APZ II	65-69 dB	70-74 dB	75-79 dB	80+ dB
10	Residential							
11	Household units							
11.11	Single units; detached	N	N	Y[1]	A[11]	B[11]	N	N
11.12	Single units; semidetached	N	N	N	A[11]	B[11]	N	N
11.13	Single units; attached row	N	N	N	A[11]	B[11]	N	N
11.21	Two units; side-by-side	N	N	N	A[11]	B[11]	N	N
11.22	Two units; one above the other	N	N	N	A[11]	B[11]	N	N
11.31	Apartments; walk up	N	N	N	A[11]	B[11]	N	N
11.32	Apartments; elevator	N	N	N	A[11]	B[11]	N	N
12	Group quarters	N	N	N	A[11]	B[11]	N	N
13	Residential hotels	N	N	N	A[11]	B[11]	N	N
14	Mobile home parks or courts	N	N	N	N	N	N	N
15	Transient lodgings	N	N	N	A[11]	B[11]	C[11]	N
16	Other residential	N	N	N[1]	A[11]	B[11]	N	N
20	Manufacturing							
21	Food and kindred products; manufacturing	N	N[2]	Y	Y	Y[12]	Y[13]	Y[14]
22	Textile mill products; manufacturing	N	N[2]	Y	Y	Y[12]	Y[13]	Y[14]
23	Apparel and other finished products made from fabrics, leather and similar materials; manufacturing	N	N	N[2]	Y	Y[12]	Y[13]	Y[14]
24	Lumber and wood products (except furniture); manufacturing	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
25	Furniture and fixtures; manufacturing	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
26	Paper & allied products; manufacturing	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
27	Printing, publishing, and allied industries	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
28	Chemicals and allied products; manufacturing	N	N	N[2]	Y	Y[12]	Y[13]	Y[14]
29	Petroleum refining and related industries	N	N	N	Y	Y[12]	Y[13]	Y[14]
30	Manufacturing							
31	Rubber and misc. plastic products, manufacturing	N	N[2]	N[2]	Y	Y[12]	Y[13]	Y[14]
32	Stone, clay and glass products manufacturing	N	N[2]	Y	Y	Y[12]	Y[13]	Y[14]
33	Primary metal industries	N	N[2]	Y	Y	Y[12]	Y[13]	Y[14]
34	Fabricated metal products; manufacturing	N	N[2]	Y	Y	Y[12]	Y[13]	Y[14]
35	Professional, scientific and controlling instruments; photographic and optical goods; watches and clocks manufacturing	N	N	N[2]	Y	A	B	N
39	Miscellaneous manufacturing	N	Y[2]	Y[2]	Y	Y[12]	Y[13]	Y[14]
40	Transportation, communications and utilities							
41	Railroad, rapid rail transit and street railroad transportation	N[3]	Y[4]	Y	Y	Y[12]	Y[13]	Y[14]

LAND USE		ACCIDENT POTENTIAL ZONES			NOISE ZONES			
SLUCM NO.	NAME	CLEAR ZONE	APZ I	APZ II	65-69 dB	70-74 dB	75-79 dB	80+ dB
42	Motor vehicle transportation	N[3]	Y	Y	Y	Y[12]	Y[13]	Y[14]
43	Aircraft transportation	N[3]	Y[4]	Y	Y	Y[12]	Y[13]	Y[14]
44	Marine craft transportation	N[3]	Y[4]	Y	Y	Y[12]	Y[13]	Y[14]
45	Highway & street right-of-way	N[3]	Y	Y	Y	Y[12]	Y[13]	Y[14]
46	Automobile parking	N[3]	Y[4]	Y	Y	Y[12]	Y[13]	Y[14]
47	Communications	N[3]	Y[4]	Y	Y	A[15]	B[15]	N
48	Utilities	N[3]	Y[4]	Y	Y	Y	Y[12]	Y[13]
49	Other transportation communications and utilities	N[3]	Y[4]	Y	Y	A[15]	B[15]	N
50	Trade							
51	Wholesale trade	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
52	Retail trade-building materials, hardware and farm equipment	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
53	Retail trade-general merchandise	N	N[2]	Y[2]	Y	A	B	N
54	Retail trade-food	N	N[2]	Y[2]	Y	A	B	N
55	Retail trade-automotive, marine craft, aircraft and accessories	N	Y[2]	Y[2]	Y	A	B	N
56	Retail trade-apparel and accessories	N	N[2]	Y[2]	Y	A	B	N
57	Retail trade-furniture, home furnishings and equipment	N	N[2]	Y[2]	Y	A	B	N
58	Retail trade-eating and drinking establishments	N	N	N[2]	Y	A	B	N
59	Other retail trade	N	N[2]	Y[2]	Y	A	B	N
60	Services							
61	Finance, insurance and real estate services	N	N	Y[6]	Y	A	B	N
62	Personal services	N	N	Y[6]	Y	A	B	N
62.4	Cemeteries	N	Y[7]	Y[7]	Y	Y[12]	Y[13]	Y[14,21]
63	Business services	N	Y[8]	Y[8]	Y	A	B	N
64	Repair services	N	Y[2]	Y	Y	Y[12]	Y[13]	Y[14]
65	Professional services	N	N	Y[6]	Y	A	B	N
65.1	Hospitals, nursing homes	N	N	N	A*	B*	N	N
65.1	Other medical facilities	N	N	N	Y	A	B	N
66	Contract construction services	N	Y[6]	Y	Y	A	B	N
67	Governmental services	N	N	Y[6]	Y*	A*	B*	N
68	Educational services	N	N	N	A*	B*	N	N
69	Miscellaneous services	N	N[2]	Y[2]	Y	A	B	N
70	Cultural, entertainment and recreational							
71	Cultural activities (including churches)	N	N	N[2]	A*	B*	N	N
71.2	Nature exhibits	N	Y[2]	Y	Y*	N	N	N
72	Public assembly	N	N	N	Y	N	N	N
72.1	Auditoriums, concert halls	N	N	N	A	B	N	N
72.11	Outdoor music shell, amphitheaters	N	N	N	N	N	N	N
72.2	Outdoor sports arenas, spectator sports	N	N	N	Y[17]	Y[17]	N	N
73	Amusements	N	N	Y[8]	Y	Y	N	N
74	Recreational activities (including golf courses, riding stables, water recreation)	N	Y[8,9,10]	Y	Y*	A*	B*	N
75	Resorts and group camps	N	N	N	Y*	Y*	N	N
76	Parks	N	Y[8]	Y[8]	Y*	Y*	N	N

LAND USE		ACCIDENT POTENTIAL ZONES			NOISE ZONES			
SLUCM NO.	NAME	CLEAR ZONE	APZ I	APZ II	65-69 dB	70-74 dB	75-79 dB	80+ dB
79	Other cultural, entertainment and recreation	N	Y[9]	Y[9]	Y*	Y*	N	N
80	Resources production and extraction							
81	Agriculture (except livestock)	Y[16]	Y	Y	Y[18]	Y[19]	Y[20]	Y[20,21]
81.5 to 81.7	Livestock farming and animal breeding	N	Y	Y	Y[18]	Y[19]	Y[20]	Y[20,21]
82	Agricultural related activities	N	Y[5]	Y	Y[18]	Y[19]	N	N
83	Forestry activities and related services	N[5]	Y	Y	Y[18]	Y[19]	Y[20]	Y[20,21]
84	Fishing activities and related services	N[5]	Y[5]	Y	Y	Y	Y	Y
85	Mining activities and related services	N	Y[5]	Y	Y	Y	Y	Y
89	Other resources production and extraction	N	Y[5]	Y	Y	Y	Y	Y

LEGEND

SLUCM - Standard Land Use Coding Manual, US Department of Transportation.

Y - (Yes) - Land use and related structures are compatible without restriction.

N - (No) - Land use and related structures are not compatible and should be prohibited.

Y^X - (Yes with restrictions) - Land use and related structures generally compatible; see notes indicated by the superscript.

N^X - (No with exceptions) - See notes indicated by the superscript.

NLR - (Noise Level Reduction) - NLR (outdoor to indoor) to be achieved through incorporation of noise attenuation measures into the design and construction of the structures.

A, B, or C - Land use and related structures generally compatible; measures to achieve NLR for A (DNL/CNEL 65-69), B (DNL/CNEL 70-74), C (DNL/CNEL 75-79), need to be incorporated into the design and construction of structures.

A^*, B^*, and C^* - Land use generally compatible with NLR. However, measures to achieve an overall noise level reduction do not necessarily solve noise difficulties and additional evaluation is warranted. See appropriate footnotes.

* - The designation of these uses as "compatible" in this zone reflects individual federal agencies' and program considerations of general cost and feasibility factors, as well as past community experiences and program objectives. Localities, when evaluating the application of these guidelines to specific situations, may have different concerns or goals to consider.

NOTES

1. Suggested maximum density of 1-2 dwelling units per acre, possibly increased under a Planned Unit Development (PUD) where maximum lot coverage is less than 20 percent.
2. Within each land use category, uses exist where further deliberating by local authorities may be needed due to the variation of densities in people and structures. Shopping malls and shopping centers are considered incompatible use in any Accident Potential Zone (CLEAR ZONE, APZ I, or APZ II).
3. The placing of structures, buildings, or above-ground utility lines in the clear zone is subject to severe restrictions. In a majority of the Clear Zones, these items are prohibited. See AFI 32-7060 (formerly AFR 19-9) and AFJAM 32-8008 v1 (formerly AFM 86-14) for specific guidance.
4. No passenger terminals and no major above-ground transmission lines in APZ I.
5. Factors to be considered: labor intensity, structural coverage, explosive characteristics and air pollution.
6. Low-intensity office uses only. Meeting places, auditoriums, etc., are not recommended.
7. Excludes chapels.
8. Facilities must be low intensity.

9. Clubhouse not recommended.
10. Areas for gatherings of people are not recommended.
11. Residential Development
    a) Although local conditions may require residential use, it is discouraged in DNL/CNEL 65-69 dB and strongly discouraged in DNL/CNEL 70-74 dB. The absence of viable alternative development options should be determined and an evaluation indicating a demonstrated community need for residential use would not be met if development were prohibited in these zones should be conducted prior to approvals.
    b) Where the community determines the residential uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) for DNL/CNEL 65-69 dB and DNL/CNEL 70-74 dB should be incorporated into building codes and considered in individual approvals.
    c) NLR criteria will not eliminate outdoor noise problems. However, building location and site planning and design and use of berms and barriers can help mitigate outdoor exposure, particularly from near ground level sources. Measures that reduce outdoor noise should be used whenever practical in preference to measures which only protect interior spaces.
12. Measures to achieve the same NLR as required for facilities in DNL/CNEL 65-69 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
13. Measures to achieve the same NLR as required for facilities in DNL/CNEL 70-74 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
14. Measures to achieve the same NLR as required for facilities in DNL/CNEL 75-79 dB range must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.
15. If noise sensitive, use indicated NLR; if not, the use is compatible.
16. No buildings.
17. Land use is compatible provided special sound reinforcement systems are installed.
18. Residential buildings require the same NLR as required for facilities in DNL/CNEL 65-69 dB range.
19. Residential buildings require the same NLR as required for facilities in DNL/CNEL 70-74 dB range.
20. Residential buildings are not permitted.
21. Land use is not recommended. If the community decides the use is necessary, hearing protection devices should be worn by personnel.

Contents

Contents, continued

Abbreviations and Acronyms

ac-ft	acre-feet
ac-ft/yr	acre-feet per year
AFB	Air Force Base (Cannon)
ASR	aquifer storage and recovery
BTA	Best Technical Alternative
CPES	Parametric Cost Estimating System
ENMRWA	Eastern New Mexico Rural Water Authority
ENMRWS	Eastern New Mexico Rural Water System
ENMU	Eastern New Mexico University
GAM	Groundwater Availability Model
GIS	geographic information system
gpm	gallons per minute
HVAC	heating, ventilating, and air conditioning
I&C	instrumentation and control
ISC	Interstate Stream Commission
MG	million gallons
mgd	million gallons per day
mg/L	milligrams per liter
M&I	municipal and industrial
O&M	operations and maintenance
PER	Preliminary Engineering Report
TDS	total dissolved solids
TM	Technical Memorandum
TWDB	Texas Water Development Board
USBR	U.S. Bureau of Reclamation
WTP	water treatment plant

Background

Under contract to the Eastern New Mexico Rural Water Authority (ENMRWA), CH2M HILL has produced a series of engineering planning and design documents for the proposed Eastern New Mexico Rural Water System project (ENMRWS). This project, often referred to as the Ute pipeline project, is presently under consideration for federal authorization. This Executive Summary provides an overview of a proposed Best Technical Alternative (BTA) for the proposed ENMRWS project. The BTA includes the infrastructure for diversion, treatment, and conveyance of 16,400 acre-feet/year (ac-ft/yr) of water from Ute Reservoir to Clovis, Portales, Cannon Air Force Base (AFB), and other communities in Curry and Roosevelt Counties, New Mexico.

The engineering planning and design documents produced for the ENMRWS include this Executive Summary (Volume 1) and more than 20 technical memoranda (TMs), a geographic information system (GIS) basemap, and more than 100 design drawings in three volumes – Volumes 2, 3, and 4. In aggregate, these documents make up a Preliminary Engineering Report (PER), which is, in effect, a 10 percent design of the BTAs. The last section of this Executive Summary lists and briefly describes each of the documents, which are referred to in "shorthand" form (e.g., Groundwater TM, Member Needs TM, etc.) in this Executive Summary.

Overview of Project Area

The ENMRWS study area includes a large region of east-central New Mexico encompassing the Logan area of Quay County on the north and the Clovis-Portales-Elida area on the south in Curry and Roosevelt Counties (Figure ES-1). Since the late 1800s, the primary economic activity in the area has been agriculture, including irrigated peanuts, cotton, wheat, corn, milo, and alfalfa and considerable dryland farming and cattle grazing. Besides irrigated agriculture and related industries, such as peanut processing, livestock production, cheese and dairy, other important economic development includes visitation and recreation at Ute Reservoir and the Interstate 40 (I-40) corridor near Tucumcari and Logan, defense activity at Cannon AFB at Clovis, ethanol production, railroad and shipping, and the commerce created by Eastern New Mexico University (ENMU) at Portales.

Irrigation water in the Clovis-Portales, Texico, and Melrose areas is provided almost exclusively by the Ogallala aquifer (Ogallala). As described in the Groundwater TM, the Ogallala aquifer in New Mexico is at the western edge of the vast aquifer and has limited saturated thickness. The areas east and southeast of Clovis and Portales extending into Texas have considerably more saturated thickness, but these areas also are being heavily pumped for agriculture. Several recent studies and results of groundwater modeling indicate that the useful life of the Ogallala is on the order of only 3 to 4 decades under present levels of pumping.

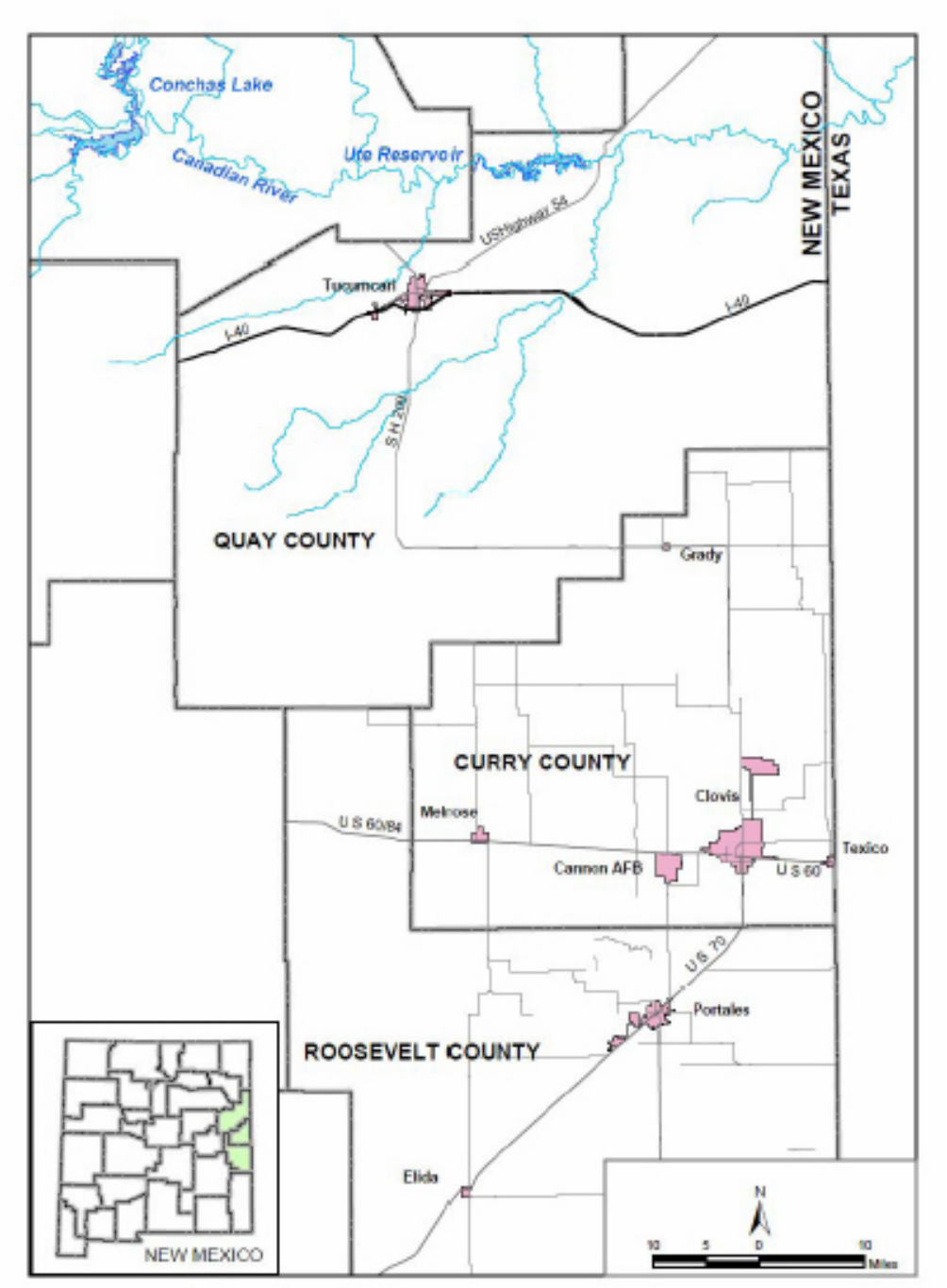

FIGURE ES-1. STUDY AREA MAP

Purpose and History of ENMRWS Project

The ENMRWS project is intended to address the water shortage resulting from the declining Ogalalla groundwater resource by providing a sustainable surface water supply. The project has a long history of federal and state planning that began in the 1950s. In 1959, the New Mexico Legislature passed an Act authorizing the State Engineer to construct a dam on the Canadian River near Logan. In 1964, a feasibility study was completed based on a diversion and pipeline from the Ute Reservoir to communities in eastern New Mexico as a supplemental source of water. In 1975, 1978 and 1981, the New Mexico legislature authorized and funded improvements to the spillway to increase storage at Ute Reservoir.

A 1994 study by the New Mexico Interstate Stream Commission (ISC) estimated the *firm yield of Ute Reservoir* to be 24,000 ac-ft/yr in all but extreme drought years. The 24,000 ac-ft/yr allocation from Ute Reservoir is, in effect, a water right granted to New Mexico within the Canadian River Compact agreement with Texas and Oklahoma. As 'owner' of the water, the ISC has worked for years with the U.S. Bureau of Reclamation (USBR), the Ute Water Commission, and the ENMRWA to develop a project to use the Compact allocation to relieve the critical municipal water shortage situation in eastern New Mexico. More recently, Tucumcari, Logan, and other Quay County members of the ENMRWA have withdrawn from the ENMRWS project under a plan to use and develop their portion of the Ute Reservoir allocation means other than a Ute pipeline project.

Federal support for the ENMRWS has been ongoing since the completion of the dam. The USBR has participated with a number of studies since the 1970s and has served as the federal sponsor for funding of ongoing project development activities. The project has recently received the support of New Mexico Governor Richardson and bi-partisan support from the New Mexico legislature, including more than $7 million for planning and engineering services.

Selection of ENMRWS Best Technical Alternative (BTA)

A formal decision support process was used to evaluate alternatives for a future water supply for ENMRWA members, including four alternatives involving Ute Reservoir water, one relying on fresh groundwater from the Ogallala aquifer and one involving development of the deeper brackish groundwater resource (see Alternatives Evaluation TM).

The decision support process involved the following steps:

1. Develop and gain consensus on nonmonetary criteria to evaluate water supply alternatives. The selected criteria included sustainability, water quality, environmental issues, and water delivery efficiency.
2. Identify alternatives that meet the project need (approximately 16,400 ac-ft/yr). Six alternatives, four involving Ute Reservoir and two involving groundwater, were identified.
3. Application of "nonmonetary benefit scores" to the criteria in order to rank and compare the alternatives. This involved quantitative measures of each of the nonmonetary criteria applied to each of the six alternatives.

4. Develop cost estimates for each alternative, calculate overall benefit-cost scores, and select a "best technical alternative."

The decision process featured four workshops involving CH2M HILL, the ENMRWA Program Manager, and various stakeholders including local citizens and governmental officials, water utility personnel, and state and federal agency participants. Hydrologic, engineering, and financial information was provided in advance of workshops as a basis for comparing the pros and cons of each alternative under consideration.

The six alternatives evaluated included the following:

1. **Regional Water Treatment Plant (WTP) in Quay County** with raw water delivery through more than 100 miles of pipelines at *peak day flow* – delivers 30 million gallons per day (mgd) raw to treatment plant, and to existing member storage. Existing or upsized member storage facilities would handle peak hour flows.
2. **Regional WTP in Curry County** with raw water delivery at *peak day flow* – delivers 30 mgd raw to treatment plant and to existing member storage.
3. **Aquifer Storage and Recovery (ASR) with Regional WTP in Curry County** with raw water delivery at *average day flow* -- delivers 15 mgd of raw water to recharge via infiltration ponds and aquifer storage in an area north of Clovis. Withdrawals are made from aquifer storage via numerous new wells at a rate of up to 30 mgd to a new treatment plant, and then conveyed to existing member storage.
4. **Surface Impoundment with Regional WTP in Curry County** with raw water delivery at *average day flow* – delivers 15 mgd raw water to a new 6,500-ac-ft surface water reservoir located south of Grady. Withdrawals are made from the new reservoir at 30 mgd to treatment plant, and to existing member storage.

Alternatives Involving Groundwater

5. **Brackish Groundwater in Curry County** with water delivery at *peak day flow* – delivers 30 mgd to existing member storage facilities from numerous new wells (up to 187 over the 50-year planning period) drilled and developed in the brackish aquifers underlying the Ogallala formation. Based on the hydrogeologic information available, these wells would be generally low-yielding (~250 gallons per minute [gpm]) with total dissolved solids (TDS) levels of about 5,000 milligrams per liter (mg/L). Desalination treatment via reverse osmosis and brine disposal using evaporation ponds also would be required.
6. **Local "No Project" Alternative** with water delivery at *peak day flow* – delivers 30 mgd to existing member storage from numerous new wells (up to 419 over the 50-year planning period) drilled and developed in the Ogallala formation based on a "spread the pumping" plan similar to that underway at Clovis and Portales. This alternative also would involve some treatment to control increases in salinity resulting from pumping poorer quality water sustainable alternative. This was not judged to be a sustainable alternative.

Final results, summarized graphically in Figure ES-2 below, indicate that Alternative 2 Regional WTP in Curry County would have the least overall cost and best benefit vs. cost ranking.

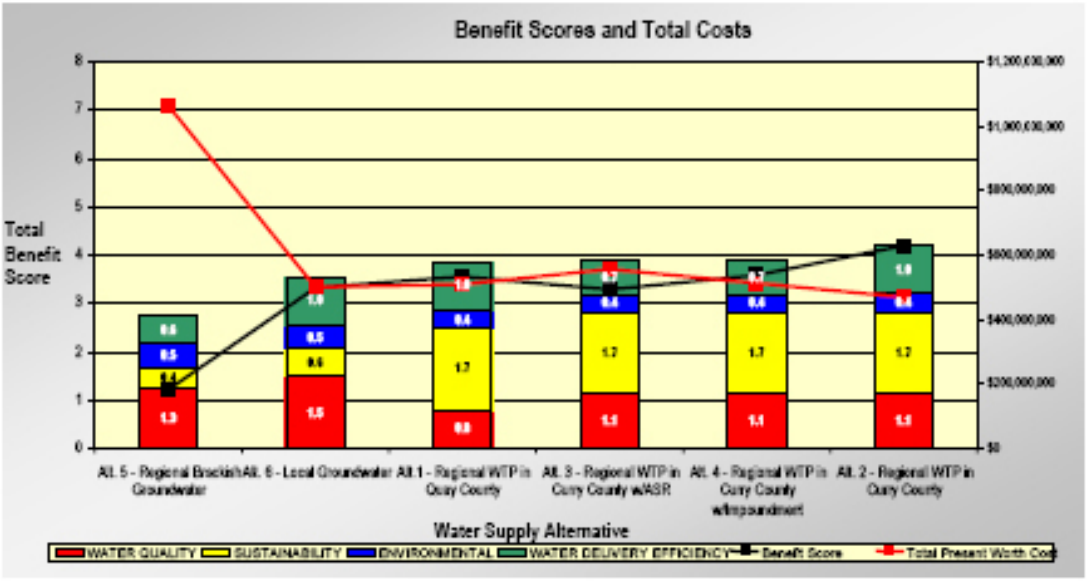

FIGURE ES-2. GRAPHICAL SUMMARY OF BENEFIT-COST SCORES FOR SIX ENMRWS ALTERNATIVES

As shown in Figure ES-3, the BTA configuration includes the following major system components:

- 30-mgd raw water intake and pump station on the south shore of Ute Reservoir
- 30-mgd raw water booster pump station and forebay at the base of the Caprocck off New Mexico Highway 39
- 1.25-million-gallon (MG) raw water storage tank at the top of the Caprock
- 30-mgd water treatment plant in Curry County north of Grady
- 151 miles raw and finished water conveyance pipe to Clovis, Cannon AFB, and Portales with smaller laterals to Melrose, Texico, Grady, and Elida; rights-of-way follow County and State roads wherever possible
- Pressure control facilities and booster pumps for Grady, Melrose and Elida

The BTA would deliver raw and treated water at peak day demand by diverting, treating and conveying up to 30 mgd to ENMRWA communities. Existing storage would handle peak hour flows to each community. An optimization model was used to examine the most efficient sizing and layout of the BTA to develop the best hydraulic and least costly configuration of facilities.

Comparison of BTA to Sustainable Groundwater Alternative

Subsequent to the decision process described above, comments by USBR indicated a desire to compare the BTA to a third alternative based on groundwater. Neither of the two groundwater alternatives previously considered were sustainable. USBR suggested examining a hypothetical alternative involving large-scale retirement of agricultural water rights and lands sufficient to make the Ogallala sustainable for municipal purposes in the study area (i.e., wherein natural recharge and pumping of up to 16,400 ac-ft/yr could be brought into balance over the long term). While such a project is considered to be highly problematic both politically and socioeconomically, it was reasoned that a comparison of benefits and costs of the BTA (Ute pipeline) and a groundwater alternative should be completed wherein both projects are sustainable.

To balance a groundwater production rate of 16,400 ac-ft/yr, an area that can provide an equivalent annual recharge (through precipitation and infiltration) to the Ogallala must be permanently removed from groundwater production. In the Clovis-Portales area, this area corresponds to approximately 300,000 acres, approximately 78,000 acres of which is currently irrigated by groundwater pumping.

To maintain current production rates from wells (about 250 gpm in new wells in the Clovis-Portales area), aquifer water levels must not be allowed to decline further. This could be accomplished by immediately removing all production in excess of recharge in the area noted above. If production and recharge are brought into balance, there will be no net change in aquifer storage resulting in stable water levels.

Thus, for the purposes of this analysis the following assumptions were made:

1. An area of 300,000 acres (78,000 irrigated acres) was "removed from groundwater production" in the vicinity of Clovis and Portales.
2. Based on the Texas Water Development Board (TWDB) Groundwater Availability Model (GAM) of the area, the average annual recharge to this area is approximately 16,400 ac-ft.
3. Irrigation water rights were purchased at current prevailing rates of about $3,000 per ac-ft.
4. Irrigation water rights are transferred at 1.29 ac-ft per acre for municipal and industrial (M&I) use as per State Engineer requirements.
5. An ENMRWA community wellfield is developed in the Clovis-Portales area and water is piped to the smaller communities outside of the 300,000-acre area.

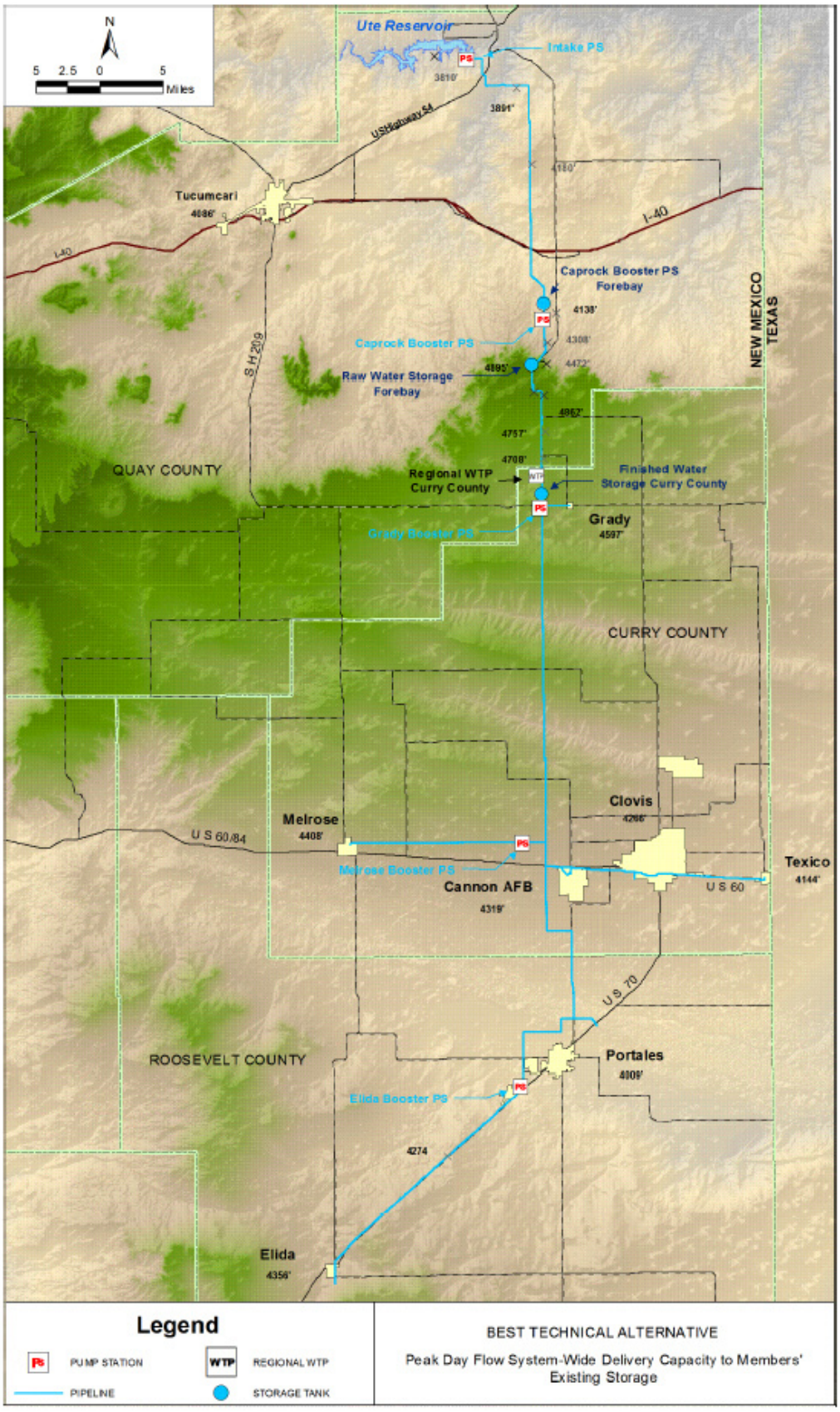

FIGURE ES-3. BEST TECHNICAL ALTERNATIVE

Note: page E-8 blank and not included

Future well replacements are based on a 20-year life cycle (rather than on reduction of capacity due to declining water levels).

6. No treatment is required.

Figure ES-4 shows the area that would be removed from groundwater production including the actively irrigated areas. Figure ES-5 presents a schematic of the proposed sustainable groundwater system, which would include the hypothetical ENMRWA community wellfield southeast of Clovis, booster pumps, and pipelines to serve ENMRWA member communities.

Using CH2M HILL's Parametric Cost Estimating System (CPES) cost estimating guide (see Conceptual Cost Estimating Guide TM) cost estimates were prepared for the BTA and the sustainable groundwater alternative. The sustainable groundwater alternative is approximately $570 million in total capital costs and a total present worth cost of about $635 million (2005 dollars). A significant portion of the total cost is in acquisition of water rights. As depicted in Figure ES-2 and detailed in the BTA Cost Opinion TM, the BTA has a total capital cost of approximately $384 million and a total present worth cost of $469 million (2005 dollars).

The Benefit-Cost ratio and comparison of the two alternative can then be taken as the total benefits divided by the total project costs. For this comparison, the benefits are assumed to be the avoided costs of the sustainable groundwater project divided by the cost of the BTA. In total present worth terms, the Benefit-Cost ratio is calculated as 1.4 (see cost summary in Benefit-Cost TM).

Summary of Technical Documents in the Preliminary Engineering Report (PER)

In aggregate, the technical documents developed for the ENMRWS are the basis for this PER for the proposed BTA layout, preliminary (10 percent) design, and cost estimates for a project to divert, treat, and convey 16,400 ac-ft/yr of water from Ute Reservoir near Logan to Clovis, Portales, Cannon AFB, and other communities in Curry and Roosevelt Counties, New Mexico. These documents were developed over the period March 2005 through October 2006. Extensive review comments were received from a USBR technical oversight committee under the direction of USBR Project Manager, Chris Gorbach of the Albuquerque Regional Office. The oversight committee held two workshops with ENMRWA, ISC representatives, and CH2M HILL in Denver in April and September 2006.

Summarized below is a list with brief descriptions of the various products developed by CH2M HILL and included in Volumes 2, 3, and 4 of the PER. Note that for those accessing the PER via a CD or computer file, links are provided to enable quick electronic reference between the Executive Summary and the various documents in Volumes 2, 3, and 4.

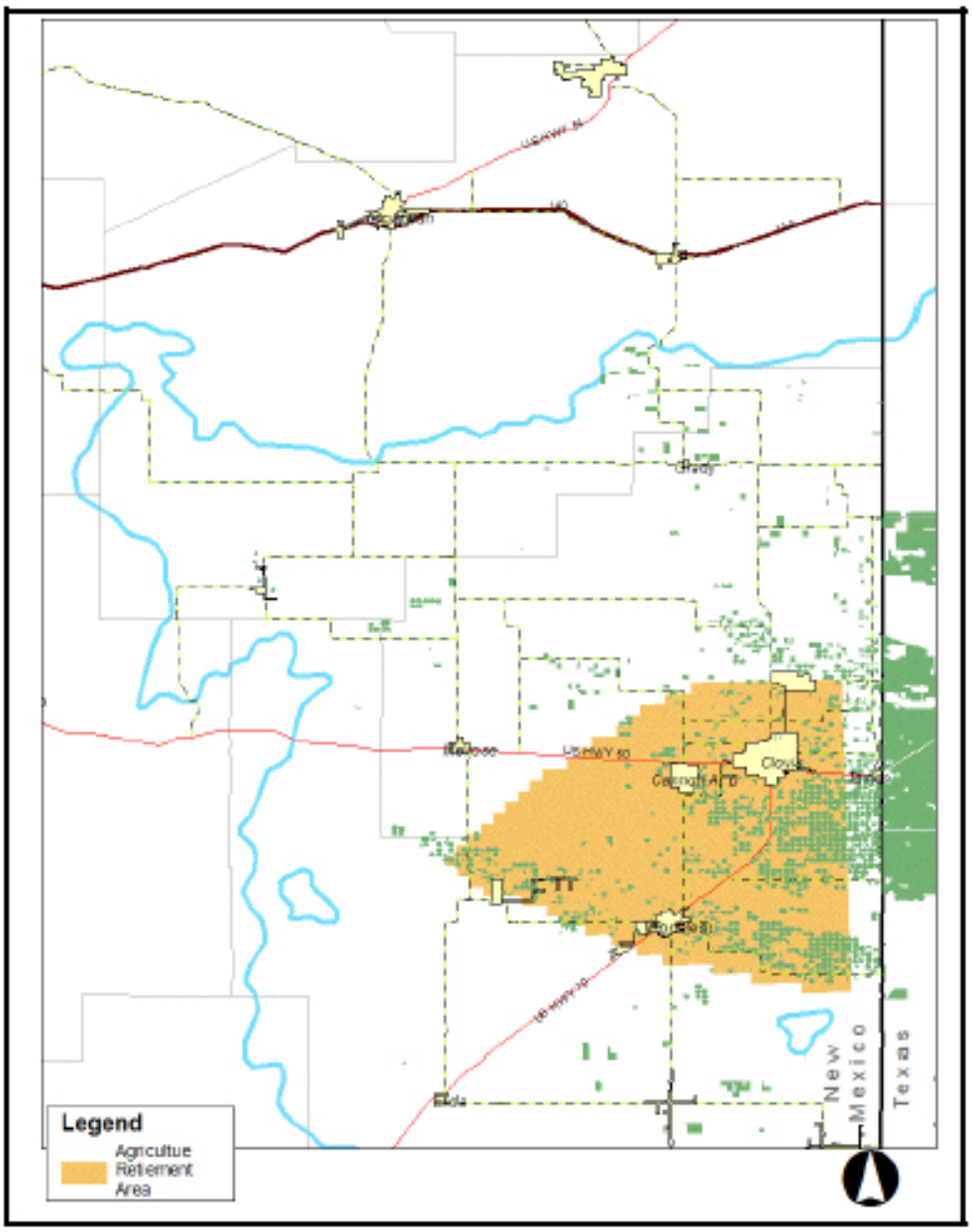

FIGURE ES-4. AREA OF GROUNDWATER PRODUCTION CONTROL FOR SUSTAINABLE GROUNDWATER ALTERNATIVE
Note: Green areas within the retirement area comprise approximately 78,000 acres of irrigated land.

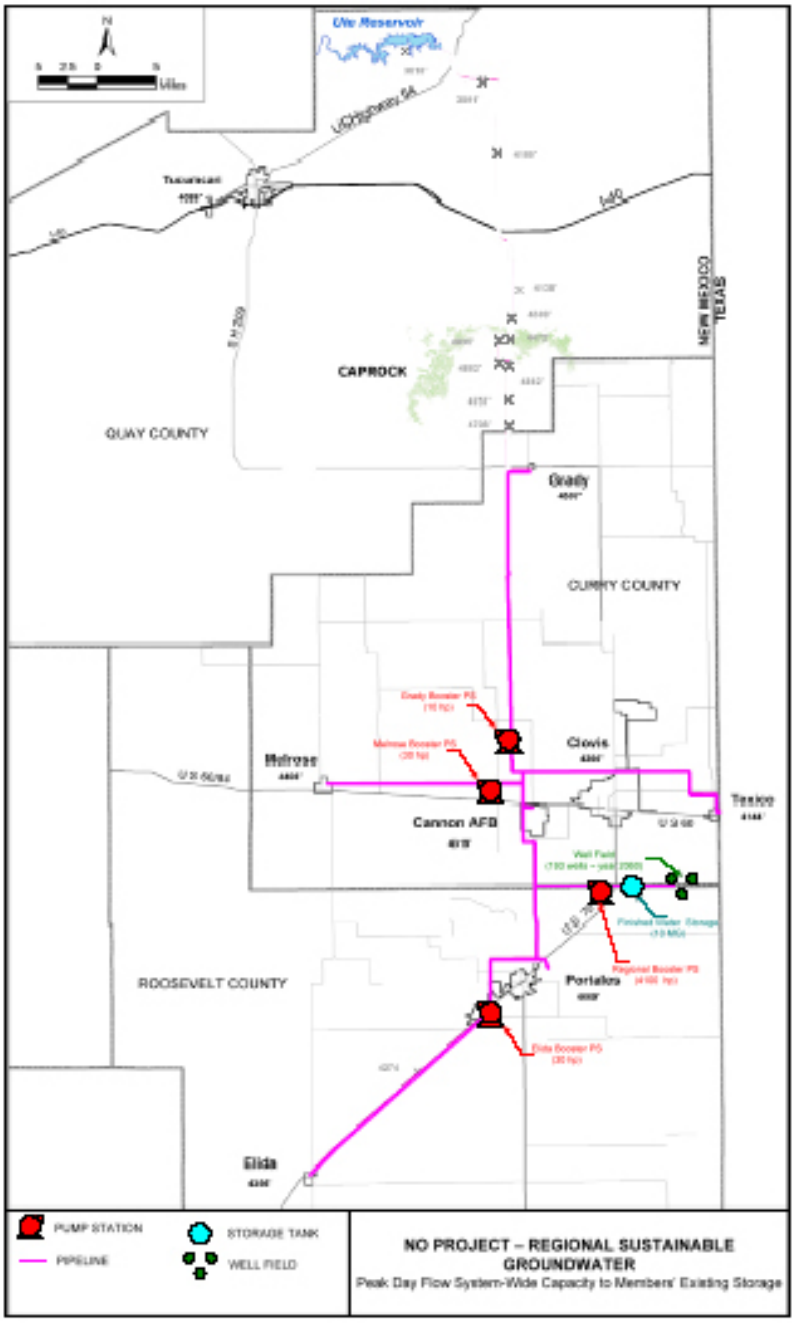

FIGURE ES-5. HYPOTHETICAL SUSTAINABLE GROUNDWATER ALTERNATIVE

Summary of Studies and Planning Documents (Volume 2)

Existing Water Facilities of ENMRWS Member Communities TM – summary of water use and water quality plus a description and maps of major facilities, capacity, and condition of existing individual water systems for Clovis, Portales, Melrose, Grady, Texico, Cannon AFB, and Elida.

Fresh and Brackish Groundwater Resources in the ENMRWS Project Area TM – overview of groundwater conditions in and supply provided by the Ogallala aquifer in eastern New Mexico. Also includes sections on hydrogeologic conditions around Ute Reservoir and in the Dokum formation, a brackish resource underlying the Ogallala.

Water Conservation and Reuse in the ENMRWS Project Area TM – description of existing and planned water conservation and water/wastewater reuse programs for participating ENMRWA member communities.

Member Needs for the Proposed ENMRWS Project TM – evaluation of population and water demands needed by participating ENMRWA members through 2060.

Conceptual Cost Estimating Guide TM – description and detailed outline of CH2M HILL's CPES cost estimating guide to be used in developing cost estimates for proposed ENMRWS alternatives.

Dynamic Simulation Modeling and Hydraulic Optimization of August 2003 Conceptual Design Report System TM – This document presented the results of a modeling study to optimize sizing of pumps, piping, and storage based on the scenario presented in the *Final Conceptual Design Report* (CDR), August 2003, Smith Engineering Company.

ENMRWA Ute Reservoir, Spring Runoff and Late Summer Treatability Testing and Water Treatment Plant Decision Evaluation TM – summary of water quality analyses and preliminary testing of Ute Reservoir water with respect to its treatability by various water treatment processes, including an evaluation of issues relative to the Safe Drinking Water Act.

Summary of Decision Process for Evaluation of Alternatives for the ENMRWS TM – summary of the workshop-decision process used and the results from its application to the evaluation of six alternatives for water supply for ENMRWA members. This evaluation included four projects involving diversion, treatment, and distribution of Ute Reservoir water and two involving groundwater. The process resulted in the identification of a Best Technical Alternative (BTA) based on a combination of nonmonetary benefits and overall life-cycle costs. Based on review comments received from USBR, this TM was expanded to include a discussion of other alternatives discussed but not formally considered in the workshop-decision process.

Analysis of Alternative Routes for ENMRWS Pipeline TM – evaluation of an alternative transmission line route in which a portion of the BTA alignment is moved approximately 1 mile east. This evaluation was undertaken at the recommendation of several ENMRWA board members as possibly being better for maintenance and rights-of-way acquisition.

Wind Energy Project Feasibility Study TM – preliminary investigation of the feasibility of utilizing wind power to provide electrical power to and/or reduce the costs for energy needed by the ENMRWS project.

Major Environmental Issues for Proposed ENMRWS Water Project TM – overview of known significant environmental issues involved with an ENMRWS project based on taking of water from Ute Reservoir.

Benefit-Cost Analysis ("Willingness to Pay") for Proposed ENMRWS Water Project TM – summarizes total life-cycle costs of the BTA and a modified "no project" alternative that involves large-scale retirement of agricultural lands and associated pumping. This TM was produced at the request of USBR to ensure that the BTA (a sustainable alternative) was compared to a sustainable groundwater alternative. The groundwater alternative evaluated in the alternatives decision analysis process was not sustainable.

Ute Reservoir – Summary of Available Information and Future Operations TM – presentation of a water balance analysis based on historic hydrologic data to simulate the effects on water availability and water levels in Ute Reservoir with and without the proposed ENMRWS project in place.

Project Area Base Map – satellite-based imagery of the ENMRWS project area with multiple data overlays for terrain, soils, geology, land ownership, roads, wells, drainage, etc. used as a basis for studies and the layout of 10 percent design drawings.

Summary of Preliminary Design Memoranda (Volume 3)

A 10 percent level design of the Best Technical Alternative (BTA) was prepared following the decision evaluation process. The products included technical memoranda in multiple discipline areas as described below.

Hydraulic Optimization and Raw and Finished Water Pipeline Process/Mechanical Preliminary Engineering – application of a hydraulic model to simulate and optimize, under many operational and configuration scenarios, the placement and sizing of major ENMRWS project components, including transmission lines, pumps, storage tanks, valving, and water treatment plant.

Raw and Finished Water Pump Stations Process and Mechanical Preliminary Engineering – summarizes process/mechanical design criteria and preliminary sizing and pump curve characteristics for ENMRWS BTA project, including: hydraulic evaluation, surge protection, raw water intake, and pump station layouts.

Water Treatment Plant Process and Mechanical Preliminary Engineering – summarizes preliminary engineering requirements and proposed process mechanical facilities for the ENMRWS WTP including, source water quality, finished water quality goals, treatment train unit processes and capacity, unit operations reliability and redundancy, unit operations housing requirements, process design criteria, liquid/solids mass balance, conceptual WTP site layout, and conceptual hydraulic profile.

Structural Preliminary Engineering – summarizes design criteria, materials of construction, and structural concepts for the major structural components of the ENMRWS system; includes reference to applicable building and design codes.

Preliminary Architecture – concepts and proposed treatments for buildings associated with the lake intake, pump stations, and WTP structures.

Civil Preliminary Engineering – specification of general approach and concepts for topographic mapping, site development and access, drainage, utility service, etc for major facilities.

Heating, Ventilating, and Air Conditioning (HVAC), Plumbing, and Fire Protection Preliminary Engineering – documents the major HVAC, plumbing, and fire protection components, materials of construction, and design criteria for pump station and water treatment facilities.

Electrical Preliminary Engineering – documents the major electrical components, materials of construction and electrical design criteria for the subject project pump stations and WTP. Includes likely source (Farmer's Electric), voltages, loads, and transmission requirements to serve proposed ENMRWS BTA facilities.

Instrumentation and Control (I&C) Preliminary Engineering – documents the major I&C components, materials of construction, and design criteria, including the interface of the WTP control system with offsite facilities – Ute Reservoir intake pump station, raw water pipeline booster pump station, Grady, Melrose, and Elida finished water booster pump stations.

Corrosion Protection Preliminary Engineering – provides recommendations for corrosion protection and materials recommendations for the ENMRWS WTP, and the raw and finished water conveyance systems. Recommendations are presented for protecting susceptible materials of construction and for specifying materials that will provide the optimum resistance to the anticipated environmental exposure.

Cost Opinion – engineer's preliminary cost opinion for the BTA based on application of the CH2M HILL cost estimating guide and pipe supplier budget quotes to the proposed BTA facilities and operation (updated July 2006).

10 Percent Design Drawings (Volume 4)

Preliminary design drawings were produced for all ENMRWS BTA system components including lake intake, pipelines, pump stations, storage reservoirs, and WTP, preliminary building plan and sections, and typical details for trenches, valve vaults, and facility appurtenances.

Preliminary Pipeline Alignment, 93 sheets.

Water Treatment Plan, Intake, and Booster Pump Stations, 34 sheets.

Airport Name: **Clovis Municipal Airport (CVN)** 5 YEAR PLAN

Phone Number: (505) 769-7890

Project Description	Year	Costs & Funding: Projected Cost	Funding Source (FAA AIP, State, Local or	Priority Ranking
Phase 2 Rwy 22 extension Site Prep & Earth Work for 1800' Extension	2008	$ 2,400,000.00	FAA, State, Local	1
Mill & Overly of existing 4/22 Runway/ Temporary Markings	2008	$ 3,600,000.00	FAA, State, Local	2
Phase 3 Rwy 4-22 paving, lighting, relocate NAVAIDS - Friction Course full length RW	2009	$ 4,500,000.00	FAA, State, Local	3
Perimeter Security Fencing/Terminal Improvements & Security	2009	$ 1,200,000.00	FAA, State, Local	4
Index B ARFF Unit and Building	2009	$ 800,000.00	FAA, State, Local	5
Air Service Enhancement Study	2009	$ 20,000.00	State, Local	6
Enhanced Air Service Sudsidy	2010	$ 600,000.00	FAA, State, Local	7
Reconstruct Taxiway A, Commercial Ramp with De-Icing basin	2010	$ 2,000,000.00	FAA, State, Local	8
Parking & Access Road Improvements	2010	$ 500,000.00	FAA, State, Local	9
Water System Improvements - Storage capacity and system loop	2010	$ 400,000.00	State, Local	10
Master Plan	2011	$ 250,000.00	FAA, State, Local	11
Reconstruct Runway 12/30	2011	$ 2,000,000.00	FAA, State, Local	12
Waste Water Treatment Plant	2011	$ 300,000.00	State, Local	13
Seal Coat and Stripping of Pavement	2012	$ 800,000.00	FAA, State, Local	14
T-Hangar Expansion Site work and paving	2012	$ 700,000.00	FAA, State, Local	15
		$ 20,070,000.00		

ESTIMATED COST BASED ON PRESENT DOLLAR VALUE

FUNDING DEPENDENT UPON AVAILABILITY OF FEDERAL AND STATE ALLOCATION AND
TIME LINE FOR NEED BASED UPON AIR FORCE BASE EXPANSION

OTHER FUNDING SOURCES: CAPITAL OUTLAY, BONDING, FEDERAL LEGISLATION

TERMINAL EXPANSION DEPENDENT UPON NUMBER OF ENPLANEMENTS WITH LEASED AREA IMPROVEMENTS THE SOLE RESPONSIBILITY OF THE CITY

SECURITY WILL BECOME A FACTOR WITH CHANGE IN DISTINATION

Infrastructure Capital Improvement Plan FY 2008-2012			
Clovis, NM			
PLAN YEAR	**RANK**	**PROJECT DESCRIPTION**	**ESTIMATED PROJECT COST**
2008		Ute Water	$202,700,000
2008	1	Effluent reuse	$2,800,000
2008	2	Airport	$20,070,000
2008	3	Widen MLK- Riata to Norris	$1,400,000
2008	4	Widen Norris-Wilhite to Llano	$2,000,000
2008	5	Emergency Operations Center	$2,750,000
2008		Storm Water Drain Improv.	$12,480,000
2008		Traffic Light - Llano Estacado	$48,000
2008		Main St Streetscape	$4,500,000
2008		Ind sites Development	$10,750,000
2008		MLK overpass	$6,700,000
2008		Restroom at Spencer Park	$50,000
2008		Road Improv. @ Ned Hook Prk	$100,000
2008		Sprinkler system @ Ned Hook	$250,000
2009		Jogging Trail Inprov.	$100,000
2009		Clovis Parks-shelter&bathrooms	$95,000
2009		Shade Awning @ Potter Park	$25,000
2009		Hwy 60/84 from Hull to Norris	$5,000,000
2010		irrigation of parks and ball fields	$150,000
2010		Spray Park	$500,000
2010		Hillcrest Parking lot	$100,000
2010		Ned Houk fence	$500,000
2011		Restrooms at Parks	$100,000
2011		Zoo Fence	$100,000
2011		Multi-Use Courts	$80,000
2011		14th and hickory Park Improv	$160,000
2012		Develop Area #3 - Ned Houk Park	$100,000
2012		Walking Trails	$100,000
2012		Picnic shelters @ parks	$40,000
2012		E Brady from Prince to Norris	$3,200,000
		Prince from 21st to Llano	$3,500,000
		Wilhite from Prince to	$2,000,000
		Dredge Green Acre Lakes	$1,700,000
		New Baseball field	$500,000
		New Softball field	$500,000
		Large Picnic Shelter- Hillcrest Park	$100,000
		Model Airplane Airport	$50,000
		Portable bleachers -parks	$25,000
		Shelters for Hillcrest and Spencer	$100,000
		Rehab parking lot - public parks	$30,000
		10th ST -Prince to Main	$1,000,000
		Replace Picnic shelter- Ned Houk	$100,000
		Amphitheater-Ned Houk	$150,000
		Campgrounds - Ned Houk	$250,000
		Lake Development- Ned Houk	$1,000,000
		14st - Prince to Main	$1,200,000