



INTRODUCTION

Purpose of the Plan

The Village of Milan Comprehensive Plan is an official public document adopted by the Village government as a policy guide to making decisions about the physical development of the community. It indicates in a general way how the leaders of Grants want the community to develop in the ensuing 20 to 30 years.

A comprehensive plan is an official public document adopted by a local government as a policy guide to decision-making about the physical development of the community. It describes in a general way how the leaders of the government want the community to develop in the ensuing 20 to 30 years.

A comprehensive plan helps a municipality to prepare for the future by anticipating change, maximizing strengths and minimizing weaknesses. The plan sets policies that help guide how to address critical issues facing the community, achieving goals according to priority, and coordinating both public and private efforts.

The Village of Milan Comprehensive Plan encompasses the functional elements that bear on physical development in an internally consistent manner, including land use, transportation, economic development, infrastructure, and housing. The data, goals and policies of these elements should support each other.

The plan lays out the City's general, long-range approach to be considered when making decisions about any new development, infrastructure or improvement programs. As a general document, the plan does not carry regulatory authority, unlike zoning and subdivision regulations.

The 2017 Comprehensive Plan is an update to the 2009 Village of Milan Comprehensive Plan. It should be noted that a number of the

recommendations in the 2009 plan have been accomplished, including but not limited to the construction and opening of a community multi-purpose center and redevelopment of the Municipal Courthouse.

While the current plans relied on much of the information and policies in the prior plan, this document is a complete new version. The plan encompasses all functional elements that bear on physical development in an internally consistent manner, including: land use, economic development, facilities, recreation, trails and open space, transportation, economic development, trails, water, hazards mitigation, transportation and housing. The current plan contains new elements for facilities, water, and hazards mitigation which were not included in the 2009 plan.

This plan was prepared in part through a grant provided through the State of New Mexico Local Governments Division using Community Development Block Grant funding. With the added elements of water and hazards mitigation, the Village of Milan has a comprehensive plan that is compliant with State of New Mexico NMAC CDBG Rule 2.110.2.H.1 Planning Elements, which should allow the Village to take full credit for its planning in CDBG applications.

Process

Community Involvement

In developing the update the Village sought public involvement to assure that the plan would be properly considered and have broad support through the following means:

- Community survey distributed vial Village Hall and posted on line
- Steering Committee meetings held April, 2017 through December, 2017 (6 meetings)

- Public Meeting (dates to be determined)
- Village Council meetings (dates to be determined)
- Interviews conducted throughout the planning process

The dedicated participation of the Steering Committee in this process were invaluable.

Legal Framework: State Statutes Overview

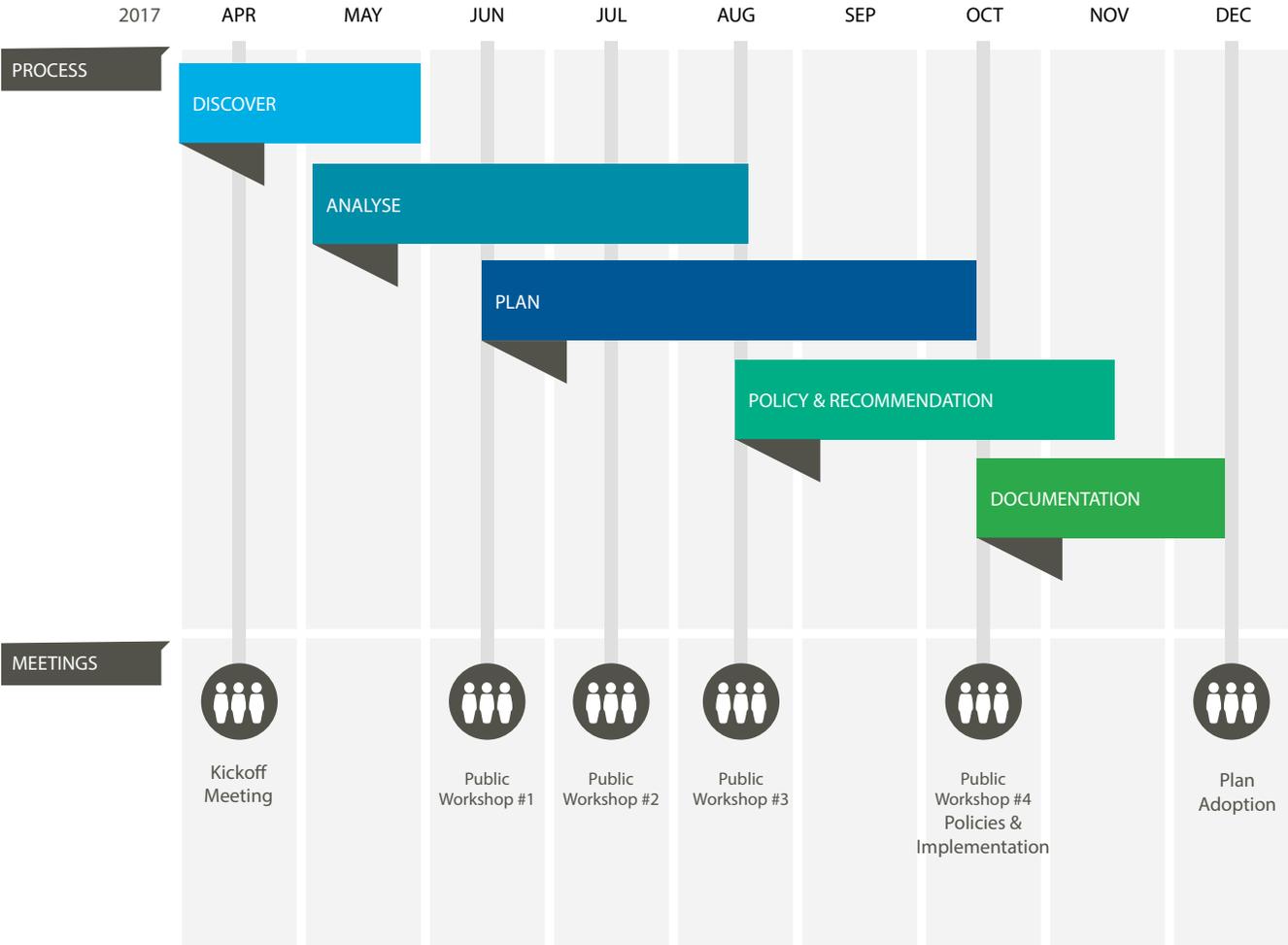
The authority of a municipality to prepare a comprehensive plan is established in the New Mexico statutes. The following discussion presents an overview of the legal framework for

“comprehensive” or “master” planning (these terms appear to be used synonymously in the statutes). Selected relevant statutory provisions and state regulations are quoted and discussed. The full statutes and state regulations should be consulted when researching specific questions.

General powers of counties and municipalities: The statutes of New Mexico enable the preparation of a comprehensive plan by local governments, including both municipalities and counties. Most of the statutory provisions regarding comprehensive plans are written specifically for municipalities.

Purpose of a plan: Section 3-19-9 NMSA 1978 addresses the general purpose of a master plan. Subsection (A) states:

Exhibit 4-1 Project Schedule



... a municipal planning commission shall prepare and adopt a master plan for the physical development of the municipality and the area within the planning and platting jurisdiction of the municipality which in the planning commission's judgment bears a relationship to the planning of the municipality.

Subjects the plan may recommend on: Section 3-19-9(B) allows that, in addition to recommendations for the physical development of the municipality and its planning jurisdiction, the master plan may also address:

... streets, bridges, viaducts and parkways; parks and playgrounds; floodways, waterways and waterfront development, airports and other ways, grounds, places and space; public schools, public buildings, and other public property; public utilities and terminals, whether publicly owned or privately owned; community centers and neighborhood units and the replanning of blighted districts and slum areas; and public ways, grounds, places, spaces, building properties, utilities or terminals.

Zoning conformance to plan

The most specific statutory provision relating to land use regulations is Section 3-21-5 NMSA 1978, entitled "Zoning Conformance to Comprehensive Plan." Subsection (A) states:

"The regulations and restrictions of the county or municipal zoning authority are to be in accordance with a comprehensive plan...."

Approval of changes to public property and rights-of-way: Section 3-19-11 NMSA 1978 addresses the legal status of a municipality's master plan, including:

(A) After a master plan... has been approved and within the area of the master plan... the approval of the planning commission is necessary to construct, widen, narrow, remove, extend, relocate, vacate, abandon, acquire or change the use of any

(1) *park, street or their public way, ground, place or space;*

- (2) *public building or structure; or*
- (3) *utility, whether publicly or privately owned.*

(B) The failure of the planning commission to act within sixty-five days after submission of a proposal to it constitutes approval of the proposal unless the proponent agrees to an extension of time. If the planning commission disapproves a proposal, it must state its reasons to the governing body. The governing body may overrule the planning commission and approve the proposal by a two-thirds vote of all its members.

Community Survey

Planners developed and distributed a community survey to identify community priorities. The survey was printed and made available at Village Hall as well as online and notice of the survey was published in local papers. In total, twenty-five surveys were completed and analyzed.

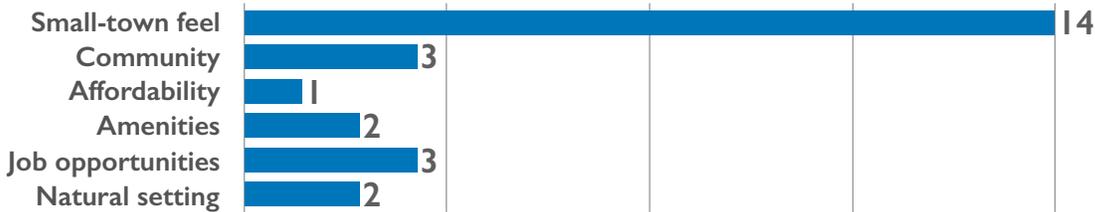
Survey results are detailed on the following page. Several notable and definite results emerged, including a prioritization of Milan's small-town feel, a desire to see improved and expanded job opportunities in Milan. Josephine Elkins park was identified as the most-used public recreation facility, just above the Milan aquatic center. Respondents voiced strong support for the Carrot Express and overall support for the development of a community garden, with 68% reporting that they would or might use a community garden if it were built. Respondents also strongly support developing a "Village Core" around Village Hall.

96% of respondents reported that they live in the Village.

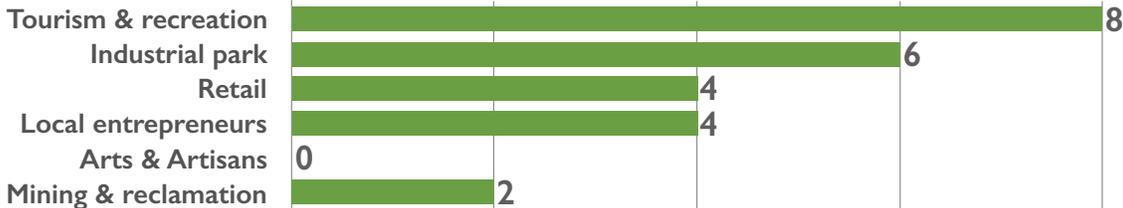
Do you live in the village limits of Milan?



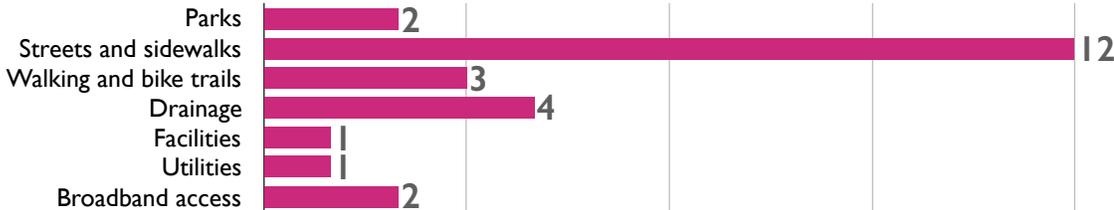
What aspect of Milan’s character is most important to you?



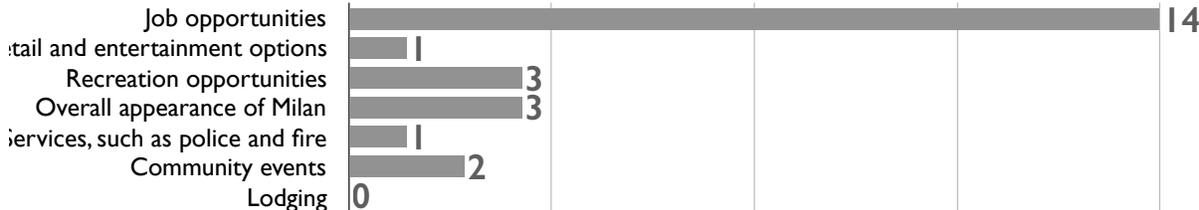
Where should the Village of Milan focus economic development efforts?



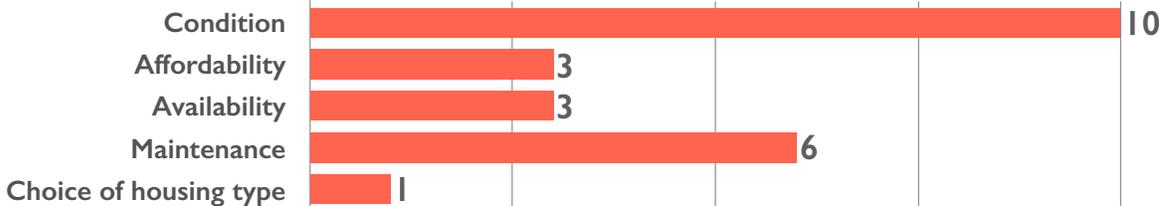
Where should the Village of Milan focus improvements?



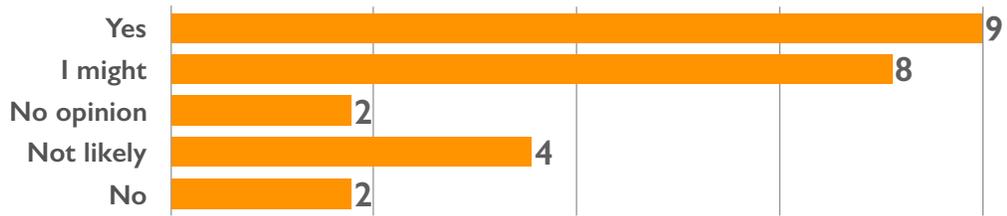
What would you like to see improve/ expand in Milan?



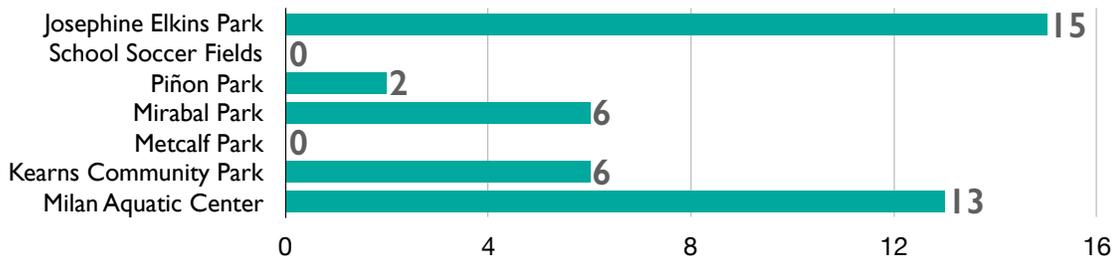
How can housing in the Village be improved?



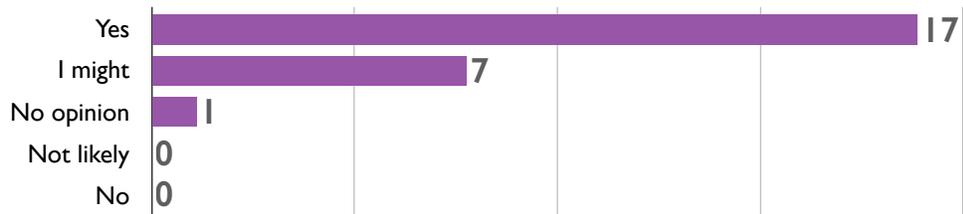
Would you use a community garden if the Village made land and water available?



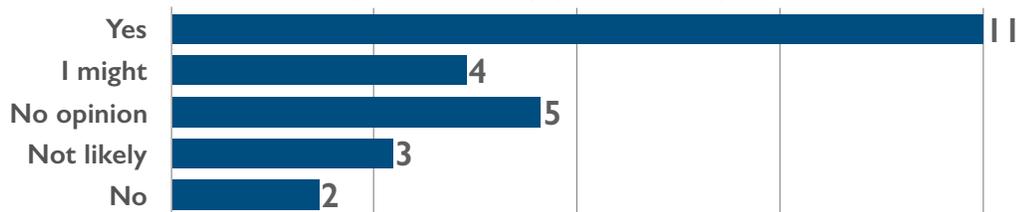
What park facilities do you and your family use the most? Select all that apply.



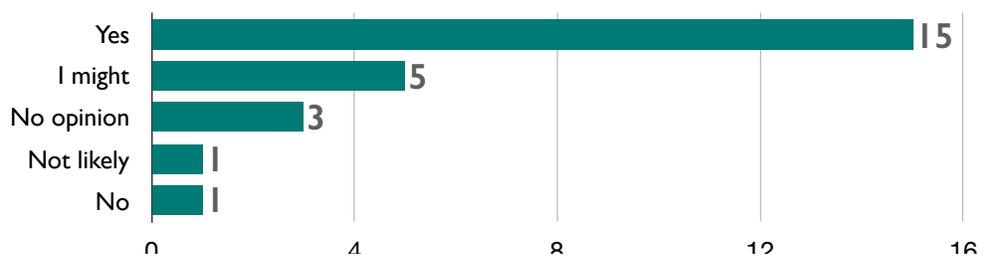
Would you support continued funding of Carrot Express?



Would you support developing welcoming gateway signs/ art at I-40 exit?



Would you support developing a “Village Core” with retail, housing & municipal services around the Village Hall?



Implementation Plan

Time Frame				Action
Short Term (1-2 Years)	Intermediate (3-5 Years)	Long Term (>5 Years)	Ongoing	
Land Use				
■				Evaluate residential zone's allowed uses (e.g.,single family, mobile home and multi-family) and zoning district boundaries on the official zoning map pursuant to the (recommended) housing inventory and analysis
	■			Develop subdivision regulations
			■	Continue to support code administration and enforcement staff
			■	Promote infill and mixed use development in the Village core
	■			Conduct study and outreach to land-owners and motel chains to work to attract the development of a new hotel near the interstate
	■			Develop a Village GIS system.
■				Establish a master plan, zoning and standards for the industrial park that encourage development while protecting village interests
■				Update the zoning code to incorporate new use definitions, zoning of all parcels in the village, clarifying and simplifying language, and possible amendments to the M-1zone related to the industrial park
	■			Conduct a design charrette for the village core area/cultural district and consider adding design and development standards to zoning for the village core/cultural district
		■		Conduct a study to determine the desired mix of uses for golf course property and rezone the property accordingly
	■			Develop a guide to offer options to property owners for removal, disposal and recycling of derelict mobile homes and replacement with new housing
Economic Development				
■				Develop marketing material and promote the Milan Industrial Park to attract tenants
			■	Continue to develop the Village Core around the Village Hall
			■	Seek out opportunities to develop arts and cultural attractions to central Milan
■				Develop wayfinding plan and identify funding sources
	■			Promote local events and businesses through welcoming signage and collaboration on possible future village events

Time Frame				Action
Short Term (1-2 Years)	Intermediate (3-5 Years)	Long Term (>5 Years)	Ongoing	
Economic Development (ctd.)				
			■	Work collaboratively with local and regional governments and groups to promote and develop tourism in the area
■				Update LEDA ordinance and identify potential incentive opportunities
■				Promote the expansion of fiber optic broadband internet access in Milan
Housing				
		■		Apply for funding to develop an Affordable Housing Plan
■				Conduct a comprehensive housing inventory including geolocated data on housing type, condition and vacancy and periodically update
	■			Identify areas and properties of concern to focus rehabilitation efforts
	■			Identify rehabilitation/ demolition funding sources
		■		Work to develop tools for assisting residents dispose of dilapidated mobile homes
■				Identify funding and establish policy tools for dealing with nuisance properties
Transportation				
			■	Maintain and improve Village streets in a phased approach that incorporates green and complete street design
			■	Work with the NM DOT to improve walkability and multi-modal transportation in Milan
	■			Conduct a study to identify streets for functional classification
			■	Continue to support transit services in Milan
Facilities				
■				Develop an asset management plan and facilities maintenance plan for Village facilities
■				Develop a database and training for appropriate handling of warranty deeds and records of repairs
■				Conduct structures conditions assessment of Village facilities
			■	Continue to conduct on-going maintenance, repair and replacement of Village facilities
			■	Develop budget and update ICIP on a regular basis
■				Conduct a survey of Village-owned land and properties to determine best-use
		■		Conduct a study to evaluate potential trail networks including connections with regional trail networks
	■			Develop Mirabal Park for storm retention, include trails improvements

Time Frame				Action
Short Term (1-2 Years)	Intermediate (3-5 Years)	Long Term (>5 Years)	Ongoing	
Water				
■				Develop a management plan for the Rio San Jose for maintenance and debris removal
			■	Maintain and regularly improve village water infrastructure
			■	Regularly update the regional water plan
■				Conduct an assessment of the Village water and wastewater systems
■				Support the construction of a new Village wastewater facility
■				Update regional water plan to include industrial park
	■			Develop Plans for the future use of effluent from the planned Village wastewater facility

Hazards Mitigation				
			■	Conduct a study to determine hazards risk and establish an emergency response management procedure for village facilities and equipment
	■			Evaluate the security of village water facilities to determine the need to improve the security of the village water supply
			■	Continue to advocate for funding and identification of flood mitigation projects
			■	Continue to support participation in and update of the Community Wildfire Protection Plan covering the Milan area, and implement resulting recommendations
	■			Conduct study of local capacity to accommodate stranded residents and travelers
			■	Continue to support local emergency responders and emergency managers
			■	Support updating the Cibola County Multi-Hazard Mitigation Plan every five years and implement recommendations

Plan Maintenance				
			■	Update Village Comprehensive Plan every 3 to 5 years



1. EXISTING CONDITIONS

Introduction

This section presents background information about the Village of Milan, including a brief description of natural conditions, an analysis of demographic trends and a discussion of the historic context and resources of the community. Portions of this chapter are adapted from the 2009 Village of Milan Comprehensive Plan.

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Existing Conditions

Historic Population

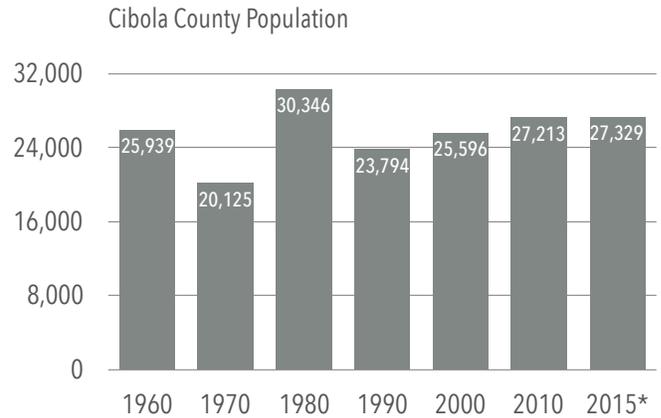
Cibola County

Cibola County population fluctuated considerably between 1960 (before it split from Valencia County) and 1990. Since 1990, the county has grown at a slow rate of 0.56% per year on average, slightly faster than Grants.

Village of Milan

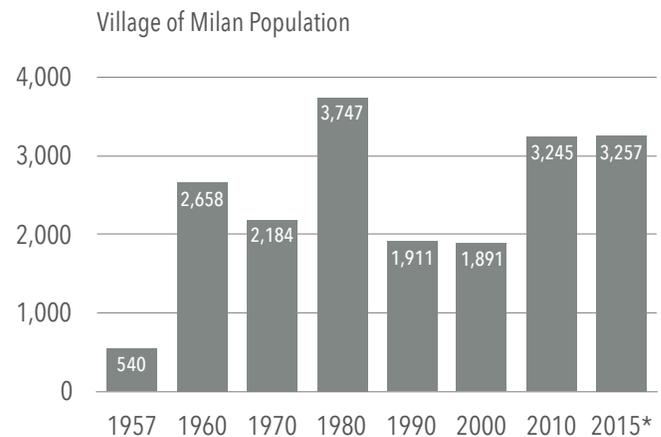
After a significant dip in village population from 1980 through 1990, the population in Milan grew again in 2010. This growth does not represent resident growth, but rather growth in the prison population in Milan. Discounting the prison population, Milan's population remained relatively constant from 1990 through 2010 at around 1,900.

Exhibit 4-1 Cibola County Population



Sources: U.S. Census Bureau 1990, 2000 and 2010 counts and 2015 estimate. Cibola County was created in 1981. The Mid-Region Council of Governments computed the Valencia County and Cibola County populations in 1960, 1970 and 1980.

Exhibit 4-1 Village of Milan Population



Sources: U.S. Census Bureau 1990, 2000 and 2010 counts and 2015 estimate. Cibola County was created in 1981. The Mid-Region Council of Governments computed the Valencia County and Cibola County populations in 1960, 1970 and 1980.

Exhibit 4-1 Population in Households and Group Quarters

Population Living in Households					
	1990	2000	2010	Change 1990-2000	Change 2000 - 2010
Cibola County	23,240	24,529	23,922	1,289	-607
Grants	8,432	8,353	8,451	-79	98
Milan	1,911	1,891	1,960	-20	69
Acoma Pueblo	2,590	2,774	3,011	184	237
Laguna Pueblo	3,731	3,769	3,949	38	180

Population Living in Group Quarters					
	1990	2000	2010	Change 1990-2000	Change 2000 - 2010
Cibola County	554	1,066	3,291	512	2,225
Grants	194	453	731	259	278
Milan	0	0	1,285	0	1,285
Acoma Pueblo	0	0	0	0	0
Laguna Pueblo	0	0	94	0	94

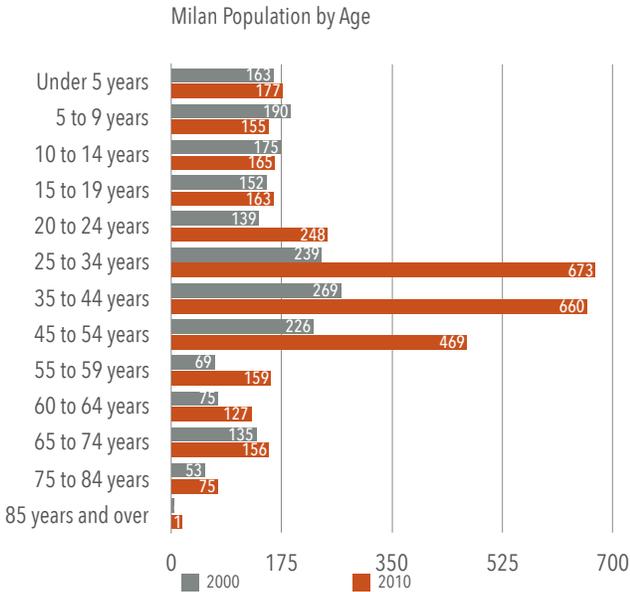
Sources: U.S. Census 1990, 2000 and 2010 Counts.

Milan Population Age

Population Distribution by Age

From 2000 to 2010, Milan had a significant increase in population in age groups between 25 and 54 years. During that time, its population added 1,285 living in prison group quarters (prison population), accounting for most, if not all of the dramatic increase.

Increases in population over age 55 and decreases, especially under the age of 14, are likely less related to the added population in group quarters, but instead relate to national trends of aging populations and falling birth rates.



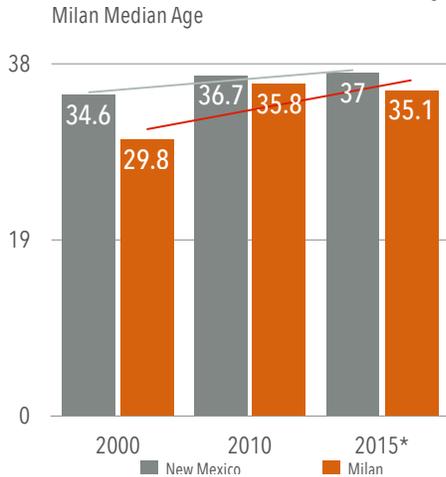
Source: U.S. Census, 2000 and 2010

Median Age

Like most areas in the U.S., Milan's median age is increasing as "baby boomers" age. This increase has implications for housing, health care, school enrollment and economic development. Projections indicate that by 2040, 20% of Cibola's population will over 65 years of age by 2040. (Source: UNM GPS, 2017)

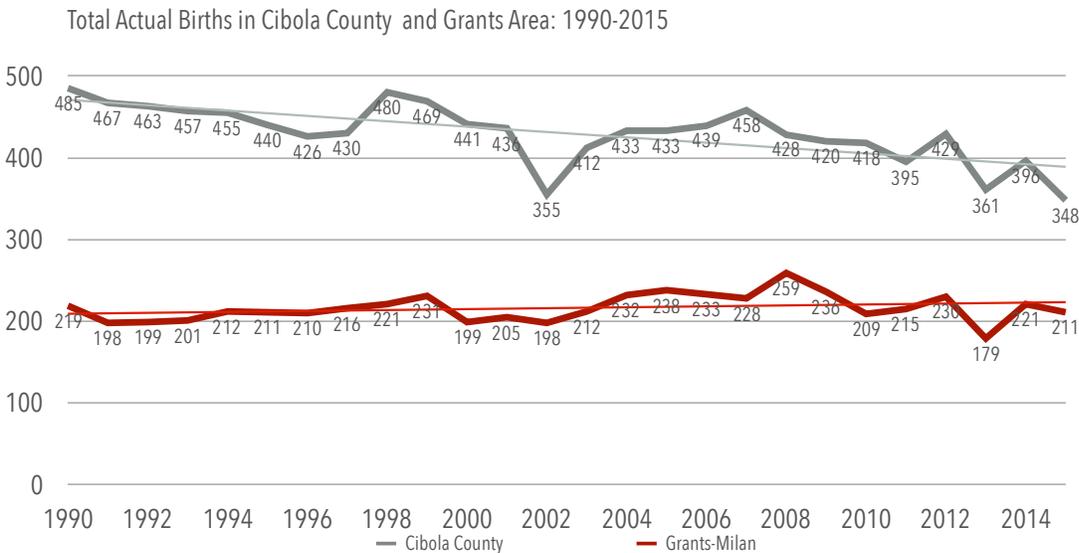
Milan's median age includes its prison population, which artificially inflates the representation of ages 25 to 54.

Exhibit 4-1 Milan Median Age



Source: U.S. Census, 2000 and 2010

Exhibit 4-1 Cibola County: Actual Births, 1990 to 2014



Source: New Mexico Department of Health 12.21.2017 DRAFT

Births

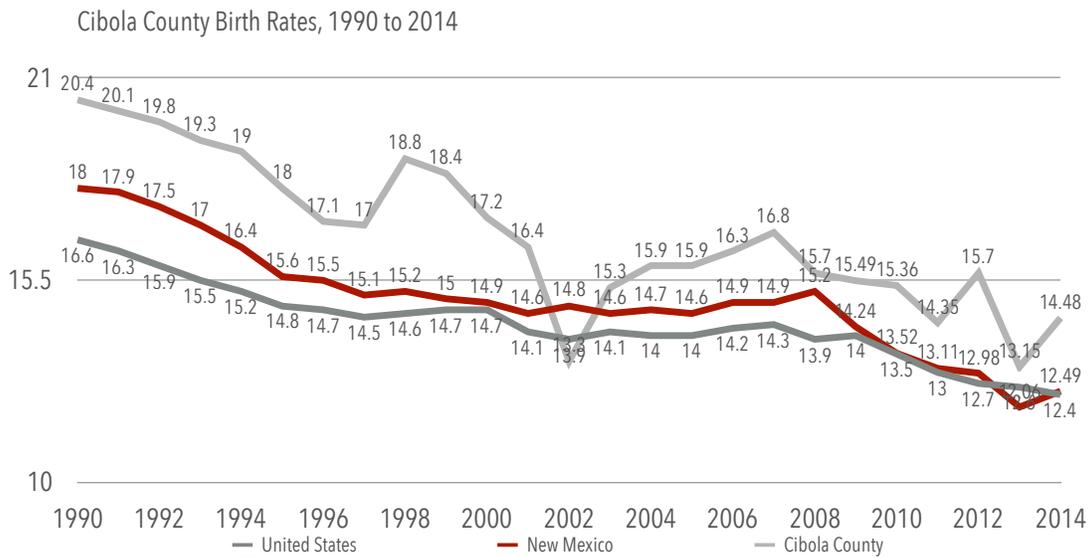
Actual Births

The number of births in Cibola County and the Grants-Milan area have been falling steadily since 1990. Although the area experienced a resurgence from 2002 to 2008, the trend has been sharply downward since 2008.

Birth Rates

Birth rate is defined as the number of births per 1,000 population. Cibola County has followed state and national trends of falling birth rates since 1990, although it has, for the most part, remained above state and national averages.

Exhibit 4-1 Cibola County: Birth Rates, 1990 to 2014



Source: New Mexico Department of Health

Village Context

The village of Milan is a small village of approximately 2,000 people, located in Cibola County in northwestern New Mexico. Milan is 59 miles east of Gallup to the west and 80 miles west of Albuquerque.

Milan was incorporated in 1957 as a result of significant growth resulting from booming activity in the uranium mining industry. Prior to the 1950s, Milan was heavily associated with carrot farming in the Bluewater Valley. The current official seal of the Village of Milan incorporates a carrot and pays homage to Milan's once-thriving carrot industry.

A uranium-mining boom began in the mid-1950s, initiating a recurring boom-bust cycle that lasted until the "bust" of the early 1980s. In the past three decades, the Village of Milan and the neighboring City of Grants have been working to diversify their local economies, with some success.

Natural Setting

Milan is blessed with a significant geographical setting. Located at the base of Black Mesa, it is within driving distance of Mt. Taylor, the Zuni Mountains, and El Malpais National Monument. Area attractions include Acoma Sky City, Zuni Pueblo, El Morro National Monument, and Bluewater Lake State Park.

At an altitude of 6,464 feet, Milan is part of the transition zone on the southwestern boundary of the Colorado Desert, where it grades into the Chihuahuan Desert Grasslands and the Mogollon Grasslands and Woodlands further south. The Rio San Jose runs through Milan and Grants, draining mountainous areas of the Continental Divide to the west, and flowing into the Rio Grande.

Milan received a yearly average of 10.29" of precipitation from 1953 – 2012. (Source: Western Regional Climate Center) The climate is mild and semi-arid, characterized by light precipitation, abundant sunshine, and low relative humidity. Milan average high temperatures are in the 80s from June through September and average lows are in the teens from December through February. The Pacific Ocean and the Gulf of Mexico are the principal sources of atmospheric moisture.

Milan History

Archaeological evidence suggests that people were living in the northwest New Mexico area as early as 10,000 B.C. The discovery of a number of hunting camps includes a dense clustering of sites on the Cebolleta Mesa southeast of Milan.

Large mammalian populations were their main food source, and as these animals slowly disappeared due to the receding of glaciers and a drier climate, a new culture formed that depended on smaller animals, native plants, and limited horticultural activities.

The Anasazi people grew out of this culture, gaining in technological and horticultural expertise. After

building a culture composed of permanent villages and an extensive road system, they disappeared rather suddenly, possibly due to drought conditions, and were gone by 1300 A.D.

Ancestors of today's Puebloan cultures gathered along the banks of perennial streams and rivers in small villages (Leedshill-Herkenhoff Inc., 1994); the Pueblos of Acoma and Laguna presently lie about 15 miles east of Milan.

The Navajo people were a separate culture believed to have migrated from the north, and, according to archaeological evidence, settled in the Four Corners area in the late 1400s or early 1500s (Iverson, 1981). Spanish expeditions first visited the Milan area as far back as 1605, resulting in the introduction of European culture (SPD DFA, 1982).

The area near Milan was an important stopping place for stagecoach and wagon travelers in the 1880s. Ranching was the dominant livelihood in the 1870s and 1880s when the Zuni Mountain Cattle Company flourished. Timber production activities began in the early 1900s with the American Lumber Company and the Breese Lumber Company (SPD DFA, 1982).

After the wagon trails came the Santa Fe Railroad, which was instrumental in the development and growth of much of New Mexico. Under the Atlantic and Pacific charter, work westward was begun at Isleta, and preceded rapidly, with 80 miles of track in operation by February 1881.

With the farms of San Rafael offering a source of provisions, a work camp was set up a few miles away at Los Alamos, which came to be known as Grant's Camp after one of the railroad construction contractors. Grants was incorporated as a village in 1938 (Blueprint for Community Development 1963).

The State Highway Department was engaged in road building around Laguna as early as 1922, and construction was completed from Albuquerque through Grant's Camp to the Arizona state line by

the end of 1924. First designated in 1926 as U.S. Route 60, it was renumbered in 1930 as U.S. Route 66. The 1920s saw steady, small growth around Grants and the beginnings of service businesses for tourists along the highway. (Source: Blueprint for Community Development 1963)

Village of Milan Comprehensive Plan – Village Assessment II-6 In 1927, Bluewater Lake Reservoir was completed. By 1939, vegetable farming, especially carrots in the fertile Bluewater Valley, began on a major scale. In 1939, the first shipment of carrots from Cibola County reached the eastern markets. Until the early 1950s, vegetable farming, particularly carrots, was the main industry, along with some pumice and fluorspar mining. (Source: SPD DFA 1982)

At the beginning edge of the post-war atomic era and centered in the prodigious Grants Mineral Belt, a uranium-mining boom began in the mid-1950s, and by 1959 five large mills were operating and 29 companies had interests in the area. This boom initiated a recurring boom-bust cycle that lasted until the early 1980s. The first bust in the mid-1960s was followed by another decline in the early 1970s, and, although mining employment escalated in the mid-1970s, the industry entered another bust period by 1982 (Source: SPD DFA 1982), as the American nuclear industry almost shut down.

Currently, Milan is commonly associated with community events such as the Milan Pumpkin Patch Festival in October, Milan Easter Egg Hunt in April and the Burning of Lumas in May.

Exhibit 4-1 Milan Ranching, date unknown



Source: Villageofmilan.com

Exhibit 4-1 Carrot Fields / Milan Ranch, 1954



Source: Villageofmilan.com

Exhibit 4-1 Village of Milan City Hall, 1965



Source: Villageofmilan.com

Exhibit 4-1 Milan Mayor and Trustees, 1972



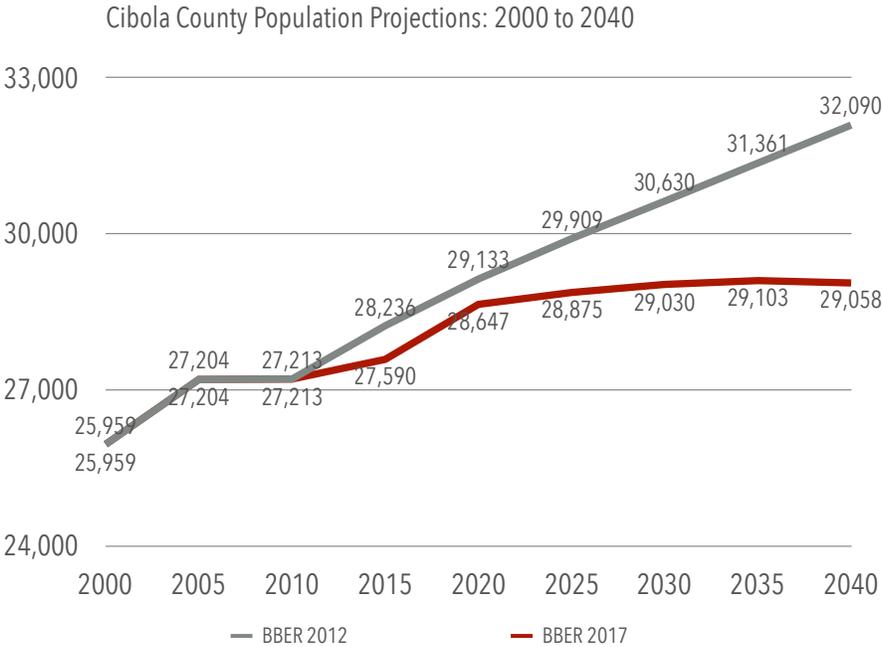
Source: Villageofmilan.com

Population Projections

BBER/GPS, 2017

In 2017, UNM BBER/GPS released updated population projections for New Mexico counties. Most projections were lower than the previous 2013 projections, including for Cibola County. The 2017 projections show the county gaining just under 2,000 in population by 2040, from 27,213 in 2010 to 29,058 in 2040.

Exhibit 4-1 Cibola County: Population Projections, UNM BBER/GPS



ARC Projections

The complexities of including the prison / correctional facility population in the overall village population count require that a description of expected population growth in Milan use several projection series.

Based on UNM BBER 2017 projections and historic population trends, planners developed three scenarios. Each scenario includes high, mid- and low projections.

Exhibit 4-1 Milan: Projected Capacity Prison Population

- Including prison population at prison capacity (1,290)
 - Assumes:
 - » Increased detainee population at the correctional facility back to capacity with associated workforce

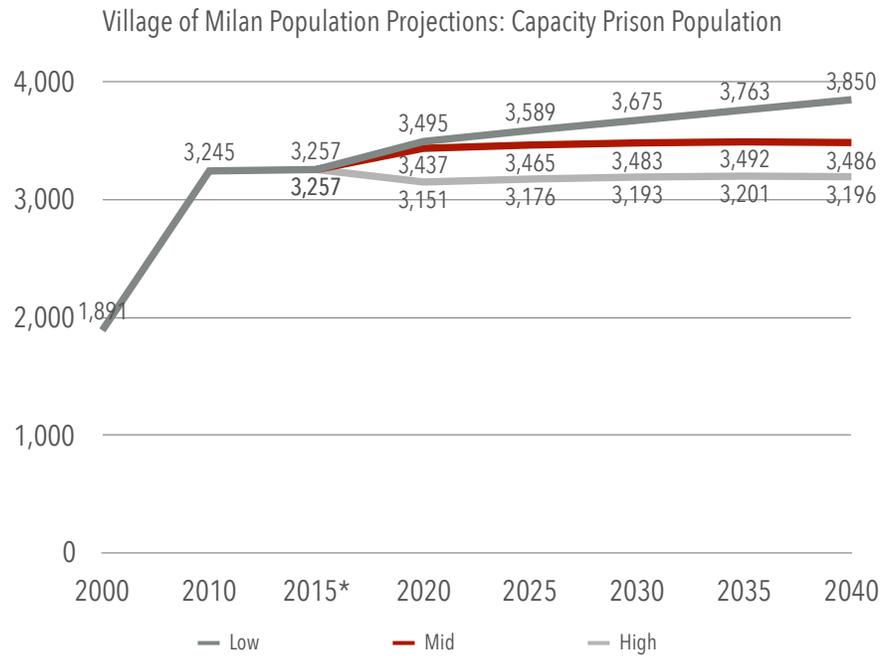


Exhibit 4-1 Milan: Projected Current Prison Population

- Including prison population at current numbers (650)
 - Assumes:
 - » Detention facility is unable to attract needed workforce to return to capacity holding
 - » Recent drop in prison population is evident in count and affects funding capacity for the Village

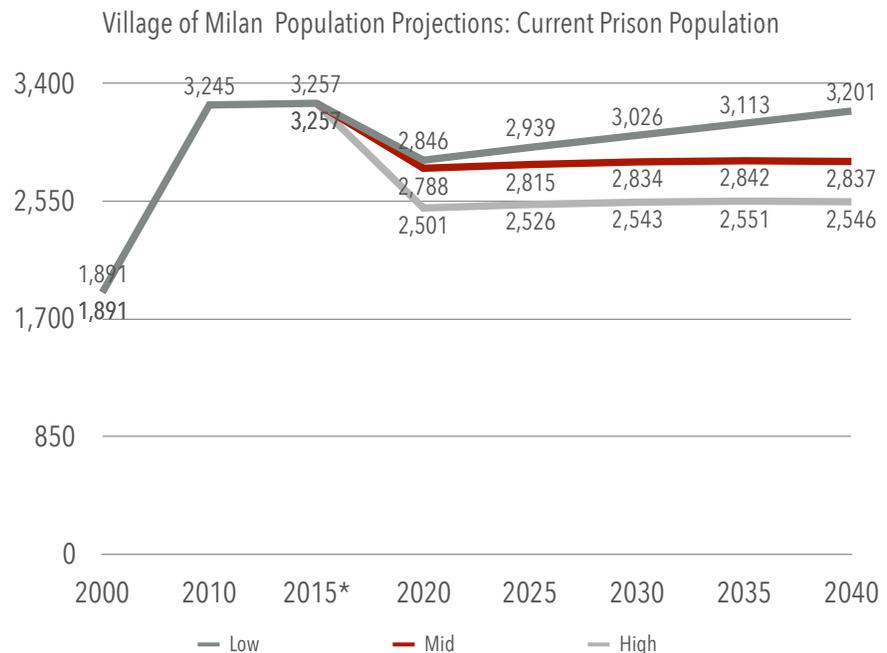
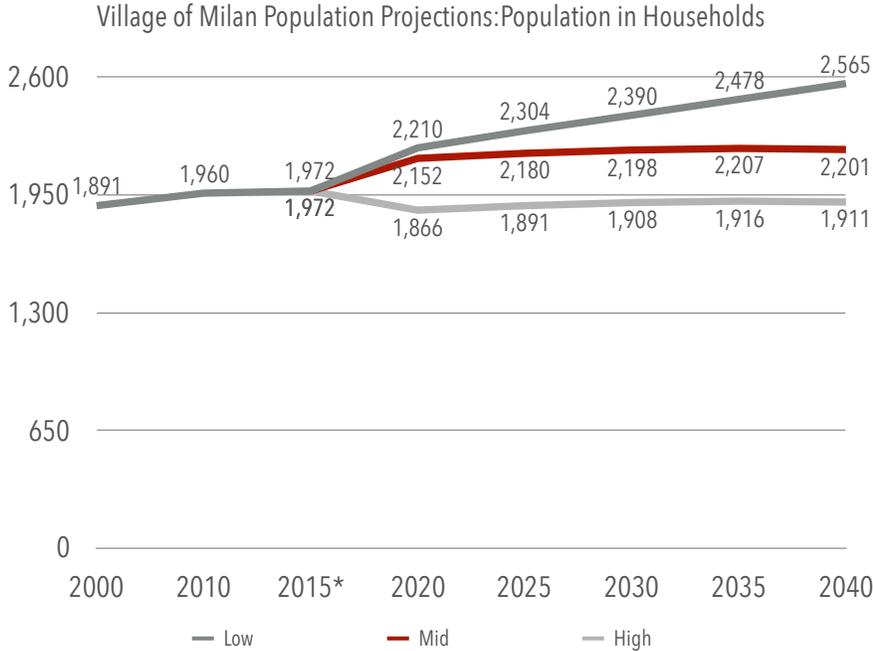


Exhibit 4-1 Milan: Projected Population in Households

- Population in households alone, not including prison population
 - Accounting only for residential population of the village, a baseline projection
 - » High, medium, and low series in this scenario reflect different correctional facility workforce needs



Projection Scenarios and Series Methodology

Projection Scenarios

The three projection scenarios illustrated above are based on potential different futures of the correctional facility in Milan.

The first scenario assumes that the facility regains its capacity population, which would require a favorable federal political climate and the ability of the facility to attract the required qualified staff.

The second assumes that the drop in population and associated staff will impact future population counts, and thus Village funding, and assumes that the facility will not return to capacity but will continue to serve as an important community driver.

The third scenario describes the residential population growth in the village, not counting the prisoner / detainee population. These projections are still affected by the future of the facility in its high, mid- and low series because staffing changes will affect Milan’s population.

Projection Series

Each projection scenario includes a high, mid-, and low series. The series account for the following potential drivers:

- High
 - Correctional facility returns to capacity, including staffing
 - Economy continues to diversify
 - Milan remains an attractive, affordable place to live
 - Industrial park attracts clients who build Milan’s industrial economy
 - Regional outdoor recreational opportunities and tourism improve
- Mid
 - Correctional facility remains at half capacity, some former staff leave
 - Industrial park attracts clients at a steady pace
 - Milan remains an affordable, diverse housing community

- Low
 - Correctional facility remains at half capacity and staffing
 - Population begins to fall slightly as populations gravitate to urban areas
 - Industrial park attracts some clients, but no large job providers
 - Milan's housing stock continues to age and the community character is compromised

These projection series and scenarios are meant to guide the Village as it makes decisions in the coming years. As conditions change, Milan should adjust which projection it uses accordingly, in order to accurately allocate funding and resources and to appropriately plan for future village populations.



1. LAND USE

GUIDING THE PHYSICAL
DEVELOPMENT OF MILAN

A. Introduction

The purpose of this element is to guide the future pattern of land use in Milan over the next 20 years. It presents a broad vision of the current and future distribution of land use. This element provides general guidance for future studies and developing a unified development code for the Village.

The land use element presents a broad vision of current and future land use in and around Milan. It provides guidance on land use regulations. It also generally integrates all the elements of the plan

B. Existing Conditions

Land Area

The village of Milan consists of approximately 2,261 acres or 3.5 square miles of land area. (Source: ARC, 2017)

Land Status

All of the platted lots within the village are private property. Village and Milan Elementary School properties, and the New Mexico Department of Transportation (NMDOT) District 6 maintenance yards are public uses within the village.

The vicinity surrounding Milan has large public and tribal land holdings, including:

- Cibola National Forest, with Mount Taylor Ranger District to the east and the Zuni Mountains to the west
- National Park Service land consisting of El Malpais National Monument approximately 10 miles south of the village

- Bureau of Land Management (BLM) tracts, some within the city and in various scattered locations
 - The El Malpais National Conservation Area is an area south of Milan and Grants. Acoma Pueblo has recently acquired a considerable portion of the Conservation Area, while BLM and private land holdings create a checkerboard in the remaining part of the Conservation Area. The Conservation Area is designated to guide land use on public lands. The designation also indicates that the federal government may acquire private land if it becomes available for sale in the future.
- Acoma Pueblo tribal lands to the southeast of Milan
- New Mexico State Land Office lands in scattered locations, including a tract abutting the village on the west side and north of the NMDOT District 6 complex

The city of Grants abuts the village to the south following NM 122 and consists of mainly private land.

Parcels

The parcel map at right shows the relative lot sizes in the village. Lots vary considerably in size. Most residential and commercial lots in the townsite are approximately 7,700 square feet (s.f.), a fairly large urban lot size. Some property owners have combined two or more lots for their residential use. Standard townsite lot plats about the I-40 right-of-way to the west. Some lots on the hilly east side are large. For example along Haystack Place, lots are approximately 26,000 s.f., or 0.6 acre. Lots in older commercial/industrial areas of the community vary greatly in size, most from 14,000 s.f. to 60,000 s.f. The Petro Travel Center parcel is approximately 25 acres. The industrial park remains in large tracts, not yet subdivided for specific industrial or other uses.

Exhibit 1-1 Land Status Map

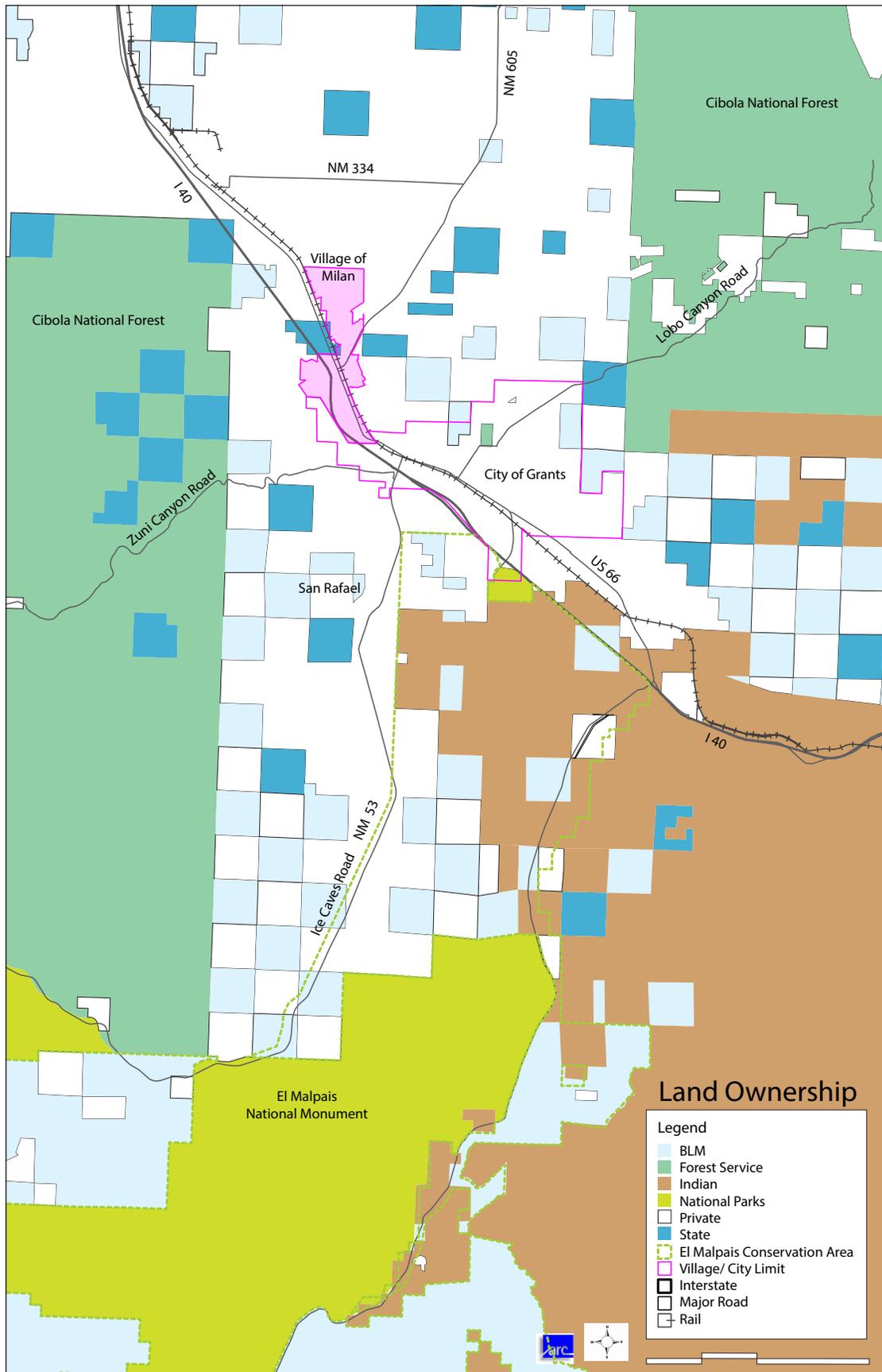
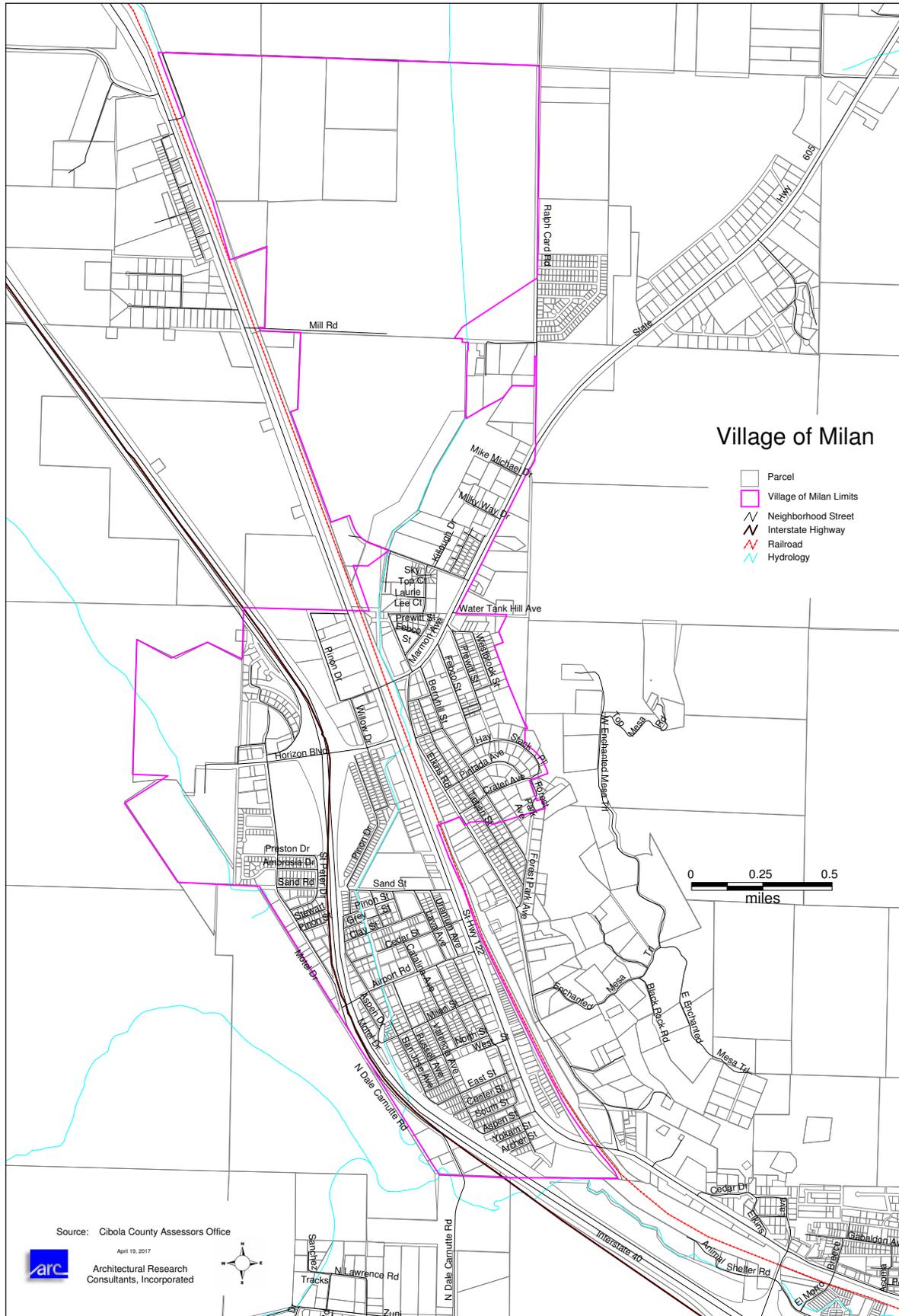


Exhibit 1-2 Parcel Map



Generalized Land Use Pattern

The following discussion is adapted from the 2009 Comprehensive Plan.

Milan's general land use pattern was initially characterized by linear development of the village along the western side of the BNSF railroad track and the development of a core area near the junctions of NM 122 (Old Route 66) with Sand and Aspen Streets. Residential neighborhoods and various village buildings and facilities are within this core area. Land constraints include Black Mountain to the east, both the BNSF and I-40 corridors running mostly north-south through the village, and city of Grants to the south. As a result of these constraints, most of the rest of Milan has grown in a northwestern direction, characterized by linear development along NM 605 including the recent acquisition of the 800-acre Mormon Farm, to become the Milan Industrial Park.

Distinct residential neighborhoods include:

- Original settlement area, which is predominantly used for mobile homes on individual lots
- North side of village, north of Sand St. and between the railroad tracks and I-40
- West side of the railroad tracks mainly on the hillside

Commercial and industrial areas include:

- Historic Highway 66 (now NM122), the commercial center of the village
- Exit 79 off of I-40, including land along Motel Drive to Sand Street and on Horizon Boulevard to Highway 66.
- An additional part of Motel Drive south of the highway commercial zone was zoned commercial, without the highway designation, to accommodate the development of retail establishments and existing mobile home parks.

- Linear industrial and heavy commercial development next to BNSF tracks and NM 122, including: Elkins subdivisions #2 and #3 adjacent to NM 605 and along Berry Hill Street, Prewitt Street from Westbrook to Emmons, and in Elkins subdivision #2.
- Motel Boulevard accesses the Pilot Travel Center, Cibola County Detention Center (CCA or CoreCivic), commercial areas fronting the airport and a residential area. The golf course, not currently in use, is north of Horizon Boulevard

Existing Land Use

The following table shows land use within the village of Milan as well as within the 1-mile radius of the village by category in acres. Exhibit 1-4 shows existing land use.

Inside the village, the four largest land use categories are vacant lands (1,247 acres), right-of-way (343 acres), residential (208 acres) and commercial (165 acres).

Use of most residential land is for single family houses, with 123 acres, followed by mobile homes with 78 acres, then multi-family with slightly less than 8 acres.

Commercial and industrial land uses include both occupied and vacant properties that show evidence of use for such purposes. Public land uses on 30 acres include village, school and NMDOT properties. Quasi-public use consists of the CCA detention center, now named CoreCivic. While the property is private, it is used for public purposes.

Vacant lands constitute 55% of the land area. Vacant properties are scattered through out the established areas of the community and in large tracts near I-40 and in the industrial park area.

Within the unincorporated area close to the village (shown on the map) are another 185 acres of residential, mostly low density, 36 acres of commercial, 136 acres of industrial and 178 acres of public land uses.

Exhibit 1-3 Existing Land Use Map

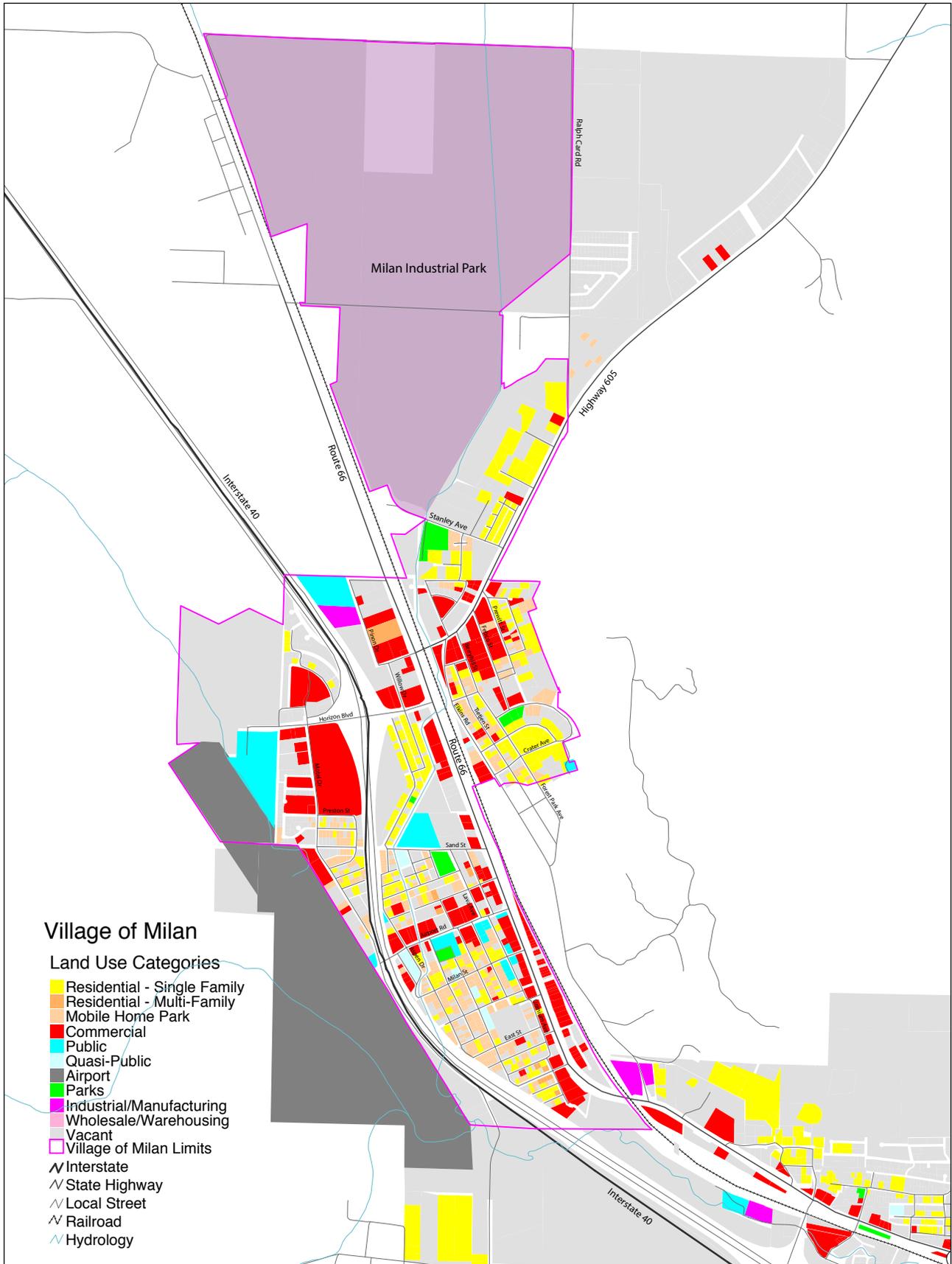


Exhibit 1-4 Existing Land Use Table

Existing Land Use in Village of Milan

Category	# of Parcels	Acreage	Portion of Total	Portion of Developed
Single Family Residential	384	123.3	5%	18%
Multi-Family Residential	15	7.8	0%	1%
Mobile Homes Residential	345	77.8	3%	12%
Commercial	200	165.0	7%	25%
Industrial/Manufacturing	2	53.9	2%	8%
Public	10	30.5	1%	5%
Quasi-Public	15	30.0	1%	4%
Airport*	1	50.3	2%	8%
Park	12	131.5	6%	20%
Vacant	476	1,247.4	55%	
Right-of-Way		343.4	15%	
Total Village Limits		2,261.0	100%	100%

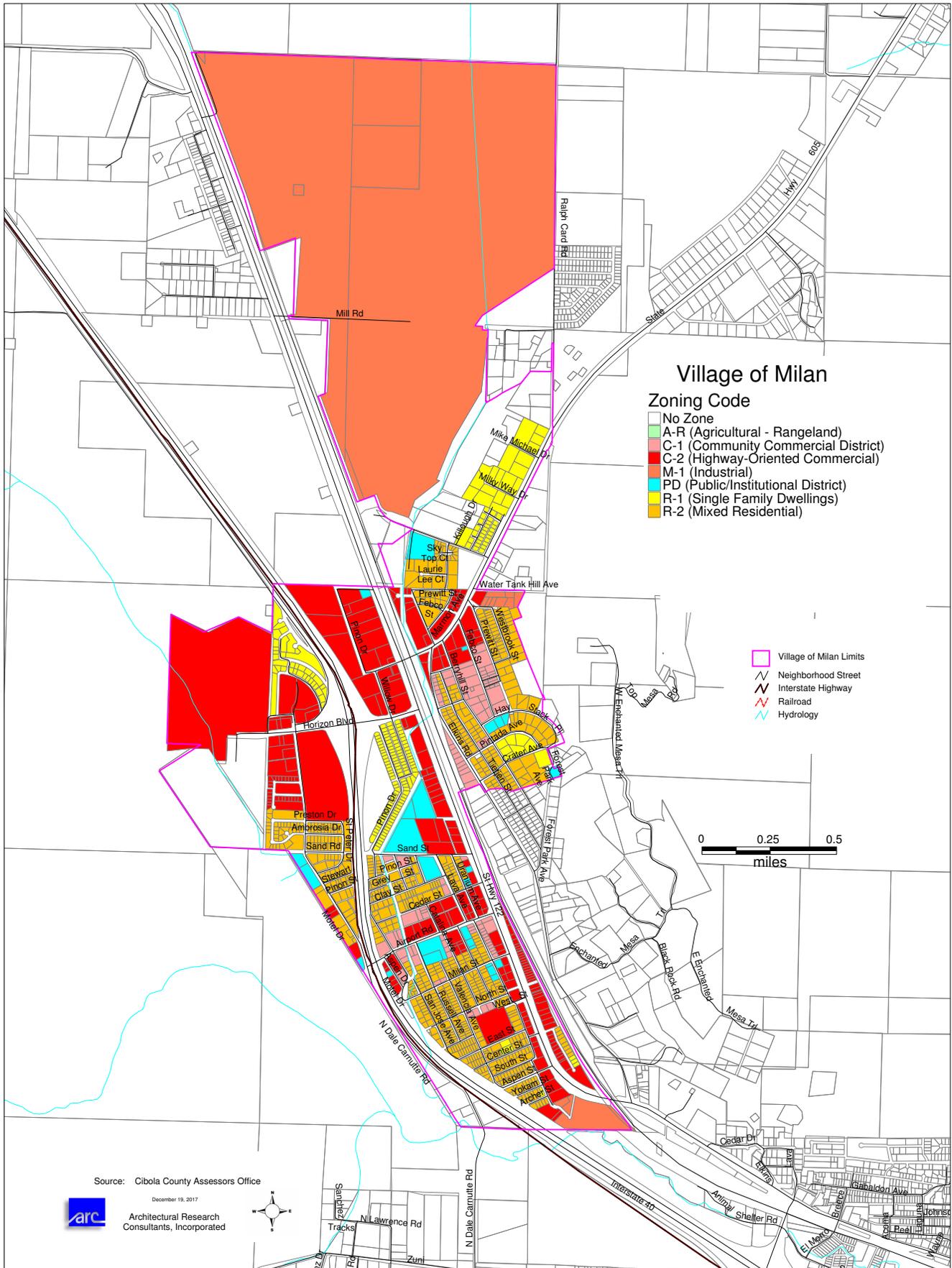
Source: ARC based on aerial imagery and parks map, October 11, 2017 draft

*Portion of Grants/Milan Airport that is inside the Village

Existing Zoning Map

Exhibit 1-5 shows village zoning based on information that ARC received from the Village. This map is not the official zoning map; users should verify with the village any changes or updates. The Issues and Opportunities section discusses zoning in more detail.

Exhibit 1-5 Current Zoning Map



C. Issues and Opportunities

Milan's Sense of Place

The village of Milan has a dramatic and beautiful setting in the Rio San Jose Valley, with the backdrop of Black Mesa and views of the Zuni Mountains, grasslands to the west and north, and the valley of El Malpais to the south. Mount Taylor, while not in view from the village, is another grand physical feature close to the village. The community's built environment has a village scale, with smaller scale commercial and residential architecture in most of the community, and organized in orderly blocks. Short blocks make the community readily walkable or accessible by bicycle.

Milan shows signs of its mining era 40 years ago, with its inventory of worker housing, metal-sided industrial buildings, and the mill and tailing ponds near to the northeast, outside the village.

The I-40 Exit 79 highway commercial area features a major truck stop and other highway-related gas stations, restaurants and services for travelers.

Village Activity Nodes

Milan has identified three major nodes in the community's current developed area:

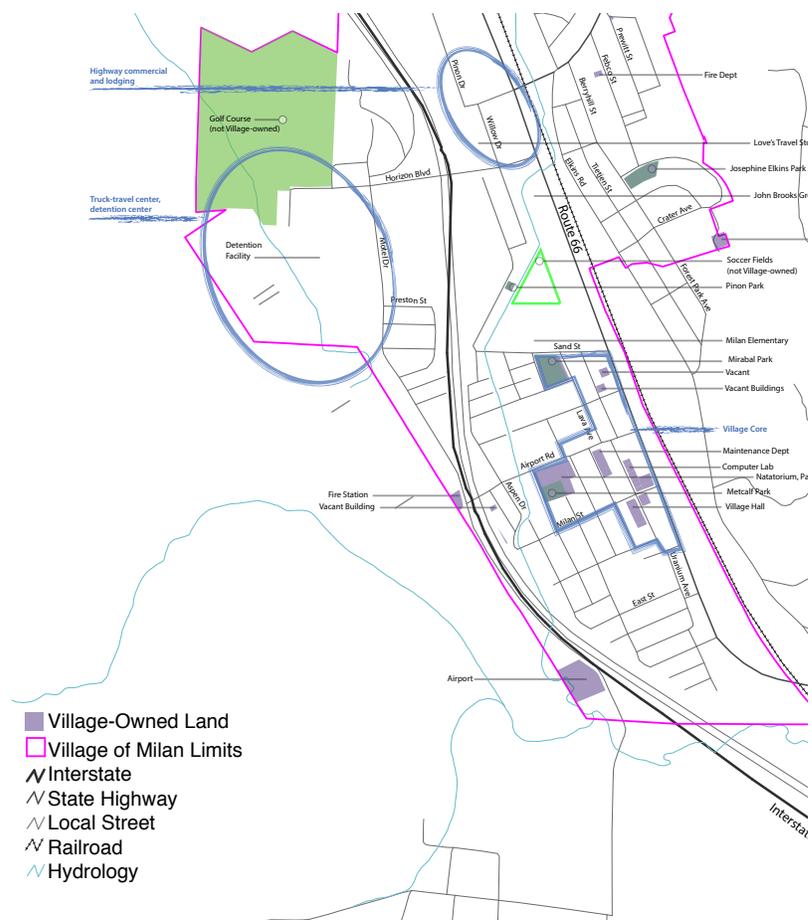
1. Village core
 2. Truck-travel center, detention center
 3. Highway commercial and lodging
- The village should focus attention on the distinct

functions, compatibility and complementary composition of uses, and the streetscapes in its activity nodes.

While the village also possesses undeveloped areas with excellent potential, building on existing community assets in these nodes will have far-reaching effects that improve the community. The village should be poised to take advantage of catalytic opportunities to retain existing successful uses, and promote redevelopment and infill in each of these nodes.

Village Core

Exhibit 1-6 Activity Nodes



The Village Core is a segment of old Route 66 and Airport Road. It is the heart of the community,

anchored by Village Hall (on Uranium Street and Milan) and several long-term commercial uses on NM 122 (Main Street). This area has the greatest accessibility to village residents, including for pedestrians.

Revitalizing the Core area is a major priority in this plan. Revitalization primarily relies on the current inventory of downtown buildings and selected replacement of buildings. Some buildings may have historic significance and could be restored. Other buildings may have been constructed in prior industrial eras with metal siding. Their construction may continue to be sound, but their facades could be redesigned to have a softer brick or stucco exterior and inviting entry doors and windows.

The vision for the Village Core includes

- Walkable retail that includes restaurants, along with small shops which a resident or visitor might walk to in a single trip, should be encouraged to grow or locate anew in the core area. Rehabilitation of existing buildings, historic preservation if the building is appropriate, and infill new construction are encouraged
- Public art, including historic wall signs, should attract visitors and residents to the area
- Anchor businesses are particularly important to establish the district. They may include one or more restaurants, grocery, or hotel. Some such businesses may already be in the district, relocate, or be built anew
- Wayfinding signage should guide visitors to attractions that may be in or outside the district, such as the aquatic center and the Western New Mexico Aviation Heritage Museum at the Grants/Milan Airport
- Streetscape should provide for all modes of transportation (complete streets – cars and trucks, pedestrians, including ADA accessibility, bicyclists and possibly public transit), shade, and visual interest. It should be inviting for people to park once and walk

- Residential uses in and close to the district should offer convenient proximity for residents to services, pedestrian use, and help businesses. Attached housing (multi-family apartments, townhouses, duplexes), senior housing, and some single family housing are appropriate housing types

Identifying an area that is 5 to 6 blocks is more manageable for beautification efforts than an entire corridor. Concentrating community-serving retail, village and service uses increases the likelihood of conveniently conducting business for several purposes in a single trip.

The Village should conduct a visualization process to consider the type of Core Area it would like to create. It could conduct a “charrette” to identify desired features and develop principles and guidelines to achieve its vision. Architectural features and streetscape improvements such as wide brick or patterned sidewalks, possibly outside dining areas, trees or shrubs planting schemes, street lighting, and benches could be considered in the core area. Landscaped highway medians are also important considerations.

Truck-Travel Center / Detention Center Node

The focus of this node is the continued efficiency of interstate traffic accessing the travel center from the I-40 exit, infill, accommodating pedestrians between uses, and modest landscaping beautification. Travel-oriented uses may also expand into the southern portion of the golf course property, as discussed further below.

Highway Commercial and Lodging

The East Horizon Boulevard area has emerged as an area that is somewhat smaller scale and more approachable from both I-40 and the rest of Milan, compared to West Horizon access to the travel center. This area resembles a hybrid between highway commercial and community-serving commercial.

The Village should encourage the development of one or more hotels in this area, adding an important function almost absent today from Milan. Chaco Canyon Trading Company in particular has a cut-stone facade that is appealing and could help anchor a mixed use tourist/traveler area. Lodging and possibly additional restaurants and other retail should be integrated by a continuity of sidewalks, street trees or other landscaping to make this area something of a destination. If lodging and related businesses grow in the area, the Village should consider adding a park or even trails that both locals and visitors can enjoy.

Major Opportunity Sites

Large vacant properties that present great opportunities for development are the golf course and the industrial park. Both of these areas provide space for major development that could result in commercial, industrial or residential growth.

Golf Course

While the golf course was a busy and successful operation for years, it is currently in disuse. The property, exceeding 80 acres, is close-in to the village, with easy access off of I-40 and Horizon Boulevard, and forms a western edge of the community towards the Zuni Mountains. The southern portion of the site is close to the Detention Center and may be impacted by the view, lights and noise of it.

While its owners may not be interested in redeveloping the property at this time, it could be beneficially developed at a future time. Possibly, it should be refurbished to function again as a golf course, adding a major recreational amenity for the area. However, utilities and groundwork expenses, water use, and competition from nearby golf courses may make this option less desirable.

Southern Portion of Property

Developers should consider making the property a mixed use area, with commercial or industrial uses to the south and residential to the north. Commercial or industrial uses on the south side of the golf course would better interface with the Detention Center than would residential, and could take advantage of excellent Interstate access. The area is especially suitable because of access off Horizon Blvd., proximity to the Petro Truckstop and other truck-related services, and the detention

Exhibit 1-7 Golf Course Property and Vicinity



center, which should not have residential uses too close due to lights and activity levels. Development should be phased from south to north sequentially

Northern Portion of Property

The northern portion of the golf course property should be designated for possible residential and recreational uses, or, alternately, additional travel center commercial services.

The Village finds should consider establishing a trailhead in the northern area for alternate non-motorized access directly from Milan to the Limekiln Trails west of Milan. A trailhead there would make this planned recreation system more accessible to Milan residents, compared to driving north on NM 122 then west on NM 568, approximately 5 miles from Milan. This trail could be significant not only for Milan residents to enjoy but also for visitors/tourists and truck drivers who may be staying overnight at local motels (East Horizon Blvd. node) or at the truck stop or auxiliary truck parking on the south side of the golf course proper

The former golf course is zoned C-2 Highway-Oriented Commercial. The Village should consider rezoning the northern portion at the time that there is interest in residential and recreational uses.

Industrial Park

The village has been focused on the industrial park site and making necessary northside infrastructure improvements for at least a decade. The 2009 plan recommended developing a preliminary engineering report in support of the Northside Infrastructure Master Plan and applying for a Community Development Block Grant and other funding to develop infrastructure in the area. The Village has made substantial progress in both of these implementation actions.

The industrial park property is approximately 1,500 acres. Development of this site could accommodate major industrial operations, bringing base jobs (with significant multipliers creating other jobs in

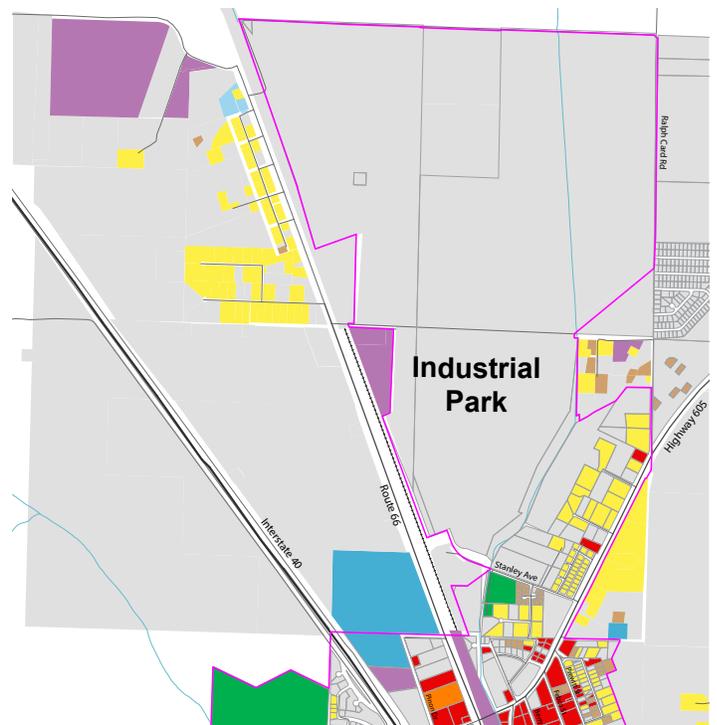
the community), tax and user revenues for the village, and resident growth.

Following are goals for new large-scale development at the industrial park:

- Economic diversification that increases the economic stability and prosperity of the community
- Efficient use of community infrastructure and natural resources to create economic development
- Creation of well-paying jobs
- Creation of development that provides community benefits:
 - Expands tax base
 - Enhances community capacity
 - Develops workforce
 - Retains local families
 - Increases housing stock and choice
 - Increases population

Village Industrial Park Master Plan

Exhibit 1-8 Industrial Park Area



The Village should develop a subarea master plan for the industrial park that addresses the following subjects:

- Land uses
- Use standards
- Road access (including route from I-40 avoiding or minimizing use of local streets)
- Railroad spur
- Phasing
- Subdividing into parcels
- Wellhead protection
- Fiscal impact analysis to assure “no net expense” to Village

The village may need to create new zone districts or amend the current M-1 for particular types of uses identified. It may wish to revamp the village’s planned development zone district, which better suits some mixed-use developments. In addition the Village should adopt subdivision regulations while taking into account industrial park subdivision concerns.

Individual Applicant Industrial Park Master Plan

The Village should include in its subdivision regulations a provision for property owners to submit individual master plans applications for large-scale developments. Applicants should refer to this list of goals to guide their individual master plans.

- Create a “big picture” of planned land uses and build-out of a project, rather than piecemeal and incremental development
- Use phasing to create an orderly land-use pattern and extension of utilities and roads
- Ensure compatibility with surrounding existing uses and other planned future uses
- Integrate transportation systems with road network, transit, bicycling and pedestrian connectivity
- Make efficient extensions of utilities

- Avoid or mitigate flooding, erosion, rock or land slides, wildfires and structural fires
- Protect air quality, water quality, natural drainage features, riparian areas and wetlands, major vegetation, wildlife, scenic rock outcrops, archaeological resources, and outstanding views
- Minimize water and energy use
- Develop at no net expense to the Village

Review Steps for Large Scale Developments

The master plan should establish substantive aspects of a development scheme when a developer applies for approval of a large-scale development preceding annexation. The Village should establish the application process, directing joint review and approval.

The Village shall require master plan applications to include the following sections:

- General information
- Land suitability analysis
- Uses and use standards
- Utilities plan
- Water use and water conservation plan
- Transportation plan
- Parks and open space plan
- Fiscal impact analysis
- Public safety
- Designation of properties for public uses

- Referrals to other agencies for review
- Building permit processing
- Economic incentives

Residential Neighborhoods

Protection of neighborhood character is one of the most important functions of land use planning and regulations. Zoning and subdivision regulations should encourage healthful living conditions, and support maintenance of neighborhood property values, while minimizing intrusion into property rights to the extent possible.

As discussed under existing land use, residential is the largest land use of the developed portion of the village, most of which is single family. Most single family neighborhoods in the village are mixed stick-built and mobile homes. A few areas have only stick-built houses. Typical lot sizes of 110'x70' (7,700 s.f.) are often considered mid-size rather than small single family lots in urban areas. The central neighborhoods are in walking distance of parks, recreation, school, and community retail. Interspersed vacant lots could be infilled.

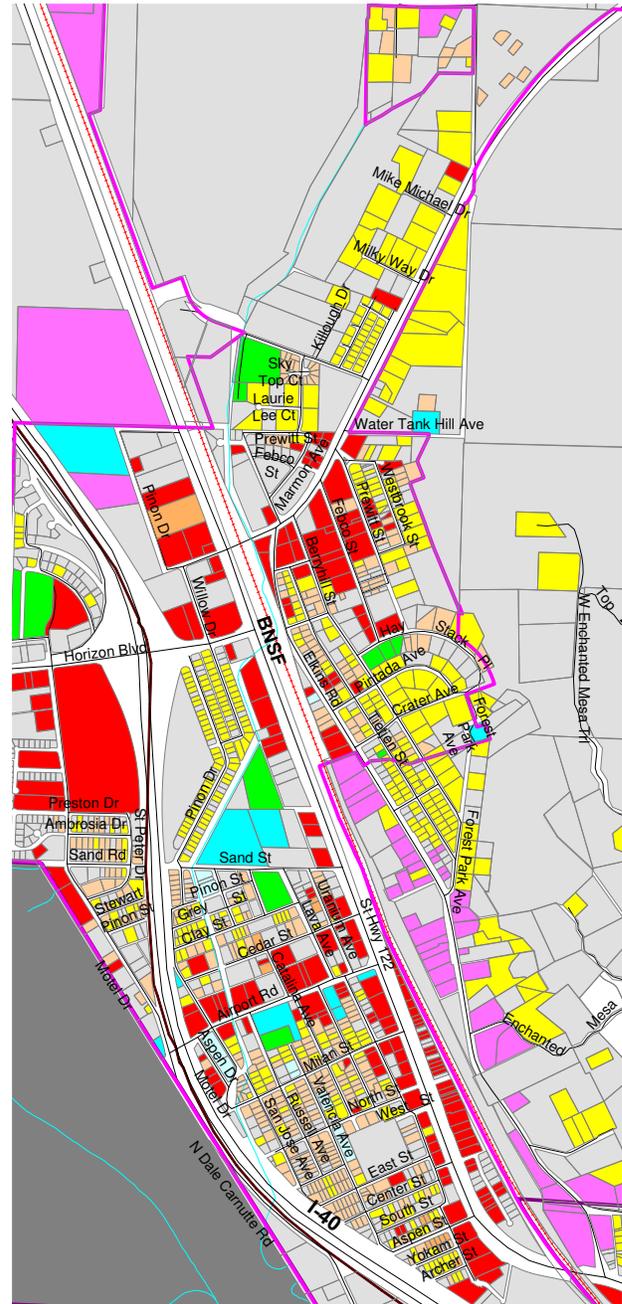
One of the goals of the Village is to encourage property owners to maintain their property and preventing dilapidated mobile homes and houses from creating a public nuisance.

Compliance with codes and enforcement that may require taking citations to the municipal judge are important missions of the Village. The zoning code confers on the village attorney the duty of "... initiating legal proceedings against violators of this ordinance as directed by the Board (of Trustees)."

While the Village may not need legal representation by the Village attorney for each citation, this support may be required if cases are dropped by the judge or if fines are routinely waived.

Home occupations are a conditional use in A-R, R-1,

Exhibit 1-9 Residential Neighborhoods



and R-2. Section 33 of the zoning code guides the types of uses and development standards for such uses that may be home occupations. The regulations lack clarity about specific uses that are allowed, so that some fairly intense uses could be allowed. The definitions section and/or use table of the zoning code should provide more specific regulations of home occupations to assure that this provision is not misused to the detriment of residential neighbors.

Specific Residential Areas

Downtown Residential Area North of Airport Road

On the northern side of Airport Road, between Airport Road and Cedar Street, are several vacant properties that have infill potential for mixed use commercial and residential. This area should be considered for new zoning that emphasizes lighter commercial uses discussed in Village Core, and site-built single family and multi-family residential.

Neighborhoods Near Industrial Uses, Heavy Commercial Uses and I-40

Several residential areas are close to industrial and heavy commercial uses. Section 35 of the zoning code requires commercial and industrial uses abutting residential zones to install a wall fence 6' high to reduce impacts. As a clarification, perhaps this provision should state "wall" rather than "wall fence."

The western edge of Milan's residential area is very close to I-40. The Village should urge NMDOT to construct a sound wall to reduce noise and visual impacts of the Interstate on residential neighborhoods, as further addressed in the transportation element of this plan. Approximately 12 years ago, Milan asked the NM Department of Transportation for a sound wall and was denied. The Village should resubmit this request.

Land Use Regulations

Zoning Code Administration and Enforcement

The Village should periodically review the zoning code for clarification and necessary updates. As discussed in the Residential Neighborhood section above, several clarifications about home businesses

should be made. Uses change from time to time, and the definitions section of the zoning code should be reviewed for updates.

Minor code and map changes that may be in the realm of "code maintenance" are often beneficial to local governments as they focus on land use compatibility concerns and support the Village's responsibilities in code administration and code enforcement.

Subdivision Regulations

The village should adopt subdivision regulations. Section 3-20-5 NMSA 1978 governs subdivision regulations in municipalities. Each municipality has jurisdiction to approve plats within their boundaries, according to Section 3-20-5. According to Section 3-20.7, no plats may be created inside a municipality without approval of the planning authority of the municipality and filing with the country clerk. Arguably, this requires the development of subdivision regulations to provide the rules and regulations.

The Village should consider using a model ordinance for municipalities as the basis for its subdivision regulations.

As discussed under industrial park subdivision regulations above, subdivision regulations should establish master planning requirements for large-scale industrial uses.

House and Business Addressing

The village and adjacent areas have some issues with rural addressing, with some duplicate addresses. Homeowners have been unwilling to change their address, creating confusion. Cibola County Rural Addressing has the lead responsibility, and the Village should contact the County to make corrections.

Annexation

The Village should consider its interest in annexing adjacent undeveloped and developed properties. Some industrial, commercial and residential developments are partially contiguous to the village, and may present compelling reasons for annexing some of these areas in the future. If the Village currently provides water and/or sewer service to land uses just outside the village boundaries, then annexation may be in the Village and property owners best interest.

Mount Taylor Sawmill is adjacent to the village. Along Elkins Road south of village limits are several businesses, vacant buildings and residences that may be served by village utilities and are closely associated to the community. One advantage of annexation is the development of a coherent set of land use standards and regulations for already interrelated community areas. The Village may also benefit from additional tax revenues from property tax or gross receipts tax, while it typically will also have additional responsibilities.

The Village should conduct an economic and policy analysis for particular proposed annexations to determine whether they are fiscally prudent and in the Village's best interest.

Annexation Methods Allowed by State Statute

New Mexico Statutes enable three methods of annexing territory:

1. Arbitration
2. Boundary commission
3. Petition

Arbitration Method

Described in Sections 3-7-5 through 3-7-10 NMSA 1978, this method requires creation of a seven-member board of arbitration. Three members are property owners who live within the territory to be annexed, as voted on by qualified electors residing

in the territory. Three members are qualified electors and owners of real property within the municipality, and are appointed by the governing body of the municipality. The other six board of arbitration members select the seventh member as a neutral member. This member owns property within the county, and lives outside the municipality and the territory proposed to be annexed. The board of arbitration determines whether the benefits of the municipality are or can be available to a property petitioned to be annexed within a reasonable period of time. The determination of whether the annexation should proceed is final.

Municipal Boundary Commission Method

The municipal boundary commission method, described in Sections 3-7-11 through 3-7-16 NMSA 1978, is a method by which a municipality can petition to annex territory. The commission consists of three members appointed by the governor. It holds a public hearing within the municipality regarding the annexation of the petitioned territory. The commission must determine whether the territory proposed to be annexed is contiguous to the municipality and may be provided with municipal services by the municipality. If the municipal boundary commission determines that only a portion of the territory petitioned to be annexed meets these conditions, the commission may order annexed to the municipality that portion of the territory which meets the conditions.

Petition Method

The petition method, described in Sections 3-7-17 NMSA 1978, allows petitions for annexation of territory contiguous to the municipality, signed by the owners, of a majority of the number of acres in the territory proposed for annexation. The petitioners must present their petition to the governing body of the municipality for consent or rejection.

Annexation Policies

Following are policies to guide annexations:

- Contiguity of the annexed area shall be required to meet statutory requirements
- Applications for annexation must include: boundary lines, total acreages, existing easements, streets and utilities rights-of-way and easements dedicated at time of annexation, phasing of development if an annexation area is over 50 acres (*or another land area to be specified*), floodplain areas for all drainageways, other natural conditions such as prominent land forms or vegetation, and the names of property owners of record within 100 feet of the subject property
- Findings shall be made to the satisfaction of the Village regarding the following:
 - The annexation does not adversely affect the Village fiscally.
 - The Village has water and sewer capacity to serve the area.
 - Properties annexed shall bring water rights sufficient to serve such properties.
 - Streets in the annexation shall be laid out to be integrated with existing streets, built to Village standards, and dedicated to the Village upon the Village's approval of the streets.

Cibola County on an agreement to review proposed subdivisions according to a set of basic standards. Those subdivision standards should address road construction, right-of-way, drainage, and any other subdivision matters of interest to the Village. Any subdivision to be served by village utilities or in close enough proximity to the village that it may practically be annexed should follow village street and utilities standards.

Section 3-21-2(B)(3) NMSA 1978 allows municipalities with a population of over 1,500 persons and under 20,000 persons to establish a 1-mile extraterritorial zoning outside the boundaries of the municipality. Since Cibola County does not have zoning, village exercise of extraterritorial zoning is an important consideration that could avoid inappropriate development within proximity of the village.

The Village may conclude that even though it is authorized to exercise extraterritorial planning, platting and zoning, it is not interested in pursuing those added responsibilities at this time.

Extraterritorial Planning, Platting and Zoning

Statutes give Milan an extraterritorial planning and platting jurisdiction over territory within 3 miles of the village limits, excepting areas within another municipality. Section 3-19-5(A)(2) NMSA 1978 establishes 3 miles for municipalities having a population of less than 25,000 persons.

The Village should consider reviewing subdivisions within its allowed 3-mile radius or probably more appropriately, within a 1-mile radius. If the Village is concerned with development standards in case of future annexation, then it ought to work with

D. Goals and Policies

Goal 1. Protect the village's environment

- a. Periodically review and update zoning code regulations to assure that they are appropriate for the village
 - i. Maintain a list of changes needed to the zoning code, keeping track of issues as they arise and how they may be addressed
 - ii. Consider any new zone districts or amendments to the current M-1 for particular types of uses that may be located in the industrial park
 - iii. Develop clear language in all amendments to the code that minimizes interpretation while generally retaining flexibility in the uses and types of development allowed
 - iv. Respect private property rights and to the extent possible while protecting public health, safety and welfare, minimize interference with property use
- b. Amend the official zoning map to show zoning designation for all parcels in the municipal boundaries of the village
- c. Develop subdivision regulations
 - i. Consider using a model ordinance for municipalities as the basis for its subdivision regulations
 - ii. Include in industrial park subdivision regulations master planning requirements for large-scale industrial uses
- d. Support Village code administration and enforcement staff, provide Village attorney expertise as needed, and improve Village and planning and zoning commission capabilities through periodic training
- e. Continue to conduct voluntary clean-up days for trash, junk and weeds on private and public property in the village

Goal 2. Maintain the compact village form of the community

- a. Promote in-fill development on vacant lots
- b. Encourage redevelopment within the existing developed areas of the village

Goal 3. Enhance the Village Core to retain existing businesses and encourage new infill development

- a. Promote continuing mixed use development in the area
- b. Conduct a design "charrette" to identify desired features and develop principles and guidelines for the Village Core
- c. Encourage walkable retail that includes restaurants, along with small shops which residents or visitors might visit in a single trip

- d. Consider economic development incentives for new businesses or face-lifts of existing businesses in the Main Street core area.
- e. Work with NMDOT to create streetscape improvements

Goal 4. Encourage the development of one or more hotels in the highway commercial and lodging node on East Horizon Boulevard

- a. Work with property owners with possible interest in development in this area
- b. Offer to prepare visualizations of desired design and development characteristics of one or more future hotels and retail shops for use by property owners

Goal 5. Encourage development of the industrial park

- a. Develop a subarea master plan for the industrial park area
- b. Zone the industrial park land
- c. Establish standards for applicants' master plans for subdividing and developing in the industrial park

Goal 4. Promote a range of housing types to meet the needs of all economic sectors of the community

- a. Allow for a range of lot sizes and housing types in the village
- b. Encourage demolition of derelict buildings that pose a threat to health and safety, may be an impediment to redevelopment of the property upon which such buildings are sited, and may diminish the value of nearby properties

Goal 5. Protect and restore the historic architectural qualities of the village

- a. Conduct an inventory of significant and contributing historic buildings and wall signs in Milan, particularly of Route 66 vintage
- b. Promote historic restoration of identified historic commercial and residential buildings by encouraging owners and providing information about the advantages of listing on the National Register of Historic Places or the State Register of Cultural Properties
- c. Discourage demolition of identified significant historic structures

Goal 6. Minimize disturbance of sensitive lands

- a. Retain land forms and minimize road cuts and fills on hillsides
- b. Avoid development in floodplains and on steep hillsides



2. ECONOMIC DEVELOPMENT

BUILDING A STRONG,
DIVERSE ECONOMY IN THE
VILLAGE OF MILAN

Introduction

The economic development element of this plan describes existing economic conditions in the village of Milan and identifies potential economic development opportunities, challenges, and issues. Public discussion and interviews were essential to the development of the economic development recommendations. They will inform and guide economic development policies for the Village of Milan.

The economic development element establishes long-range priorities, goals and policies to guide investment in and improvements to the economy.

The U.S. Census Bureau’s American Communities Survey (ACS) estimates that in 2015, the village of Milan had a population of 2,593 over the age of 16 (including an estimated 666 institutionalized population), 987 of whom were employed.

Unemployment

Cibola County’s unemployment rate jumped after the 2008 recession and, like state and U.S. averages, has been falling since. However, it has not recovered fully and remained higher than for the U.S. and the state at 7.9% in 2015. The U.S. Census estimates that in 2015, the unemployment rate in the village of Milan was 9.6%.

Cibola County employment-to-population ratios improved slightly from 41.7% to 45.3% between 2005-2009 and 2010-2014, according to ACS estimates. During the same periods, ratios dropped in the U.S. and New Mexico; the employment-to-population ratio in New Mexico fell by 3.8% from 57.7% to 53.9%. However, in 2010-2014, Cibola County had the tenth lowest employment-to-population ratio and the fifth highest portion of the workforce in government employment of the 33 counties in the state.

Existing Conditions

Employment

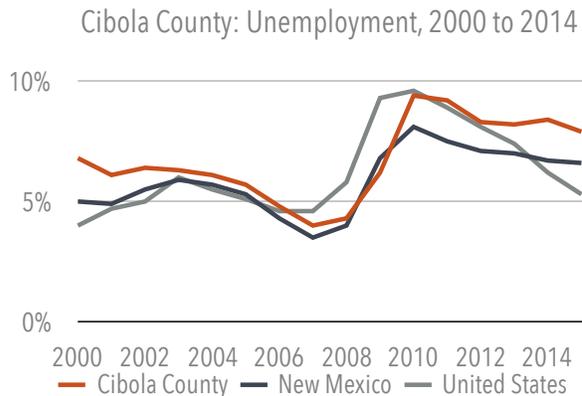
Cibola County had a civilian labor force of 9,124 in 2016, down from a peak of 12,357 in 2008. Total employment peaked in 2007 at 10,784 and remained relatively steady, falling slightly to 10,022 in 2010, but rising again to 10,444 by 2015.

Exhibit 2-1 Cibola County Employment



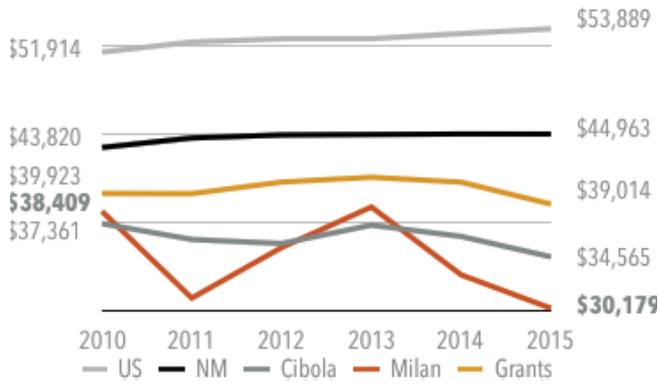
Source: Bureau of Economic Analysis, 2017

Exhibit 2-2 Cibola County Unemployment



Source: Economic Research and Analysis, New Mexico Department of Labor, Table C - Civilian Labor Force

Exhibit 2-3 Milan Median Household Income



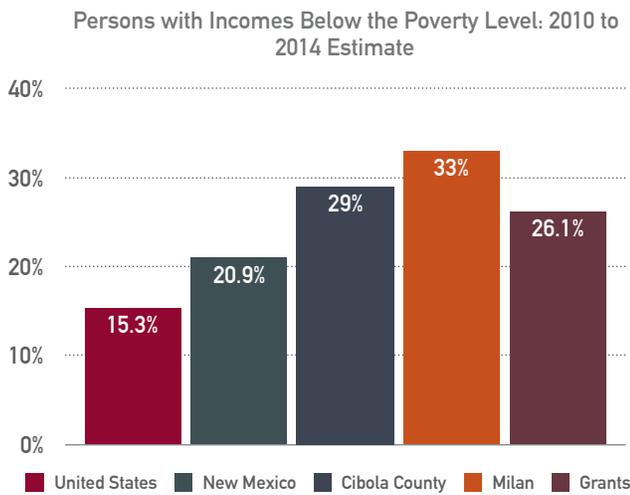
Source: U.S. Census 2006-2010 and 2009-2015 ACS Estimates

Household Income

Average household income in the village of Milan was estimated at \$30,179 in 2015, down from \$38,409 in 2010. Like the City of Grants and Cibola County, income in Milan has decreased since 2010, while the state average has remained flat and the national average has increased.

Average household income is lower than county, state and national averages. The average household income in Milan is over \$14,000 below the state average.

Exhibit 2-4 Milan Poverty Level



Source: U.S. Census, ACS 5-Year Estimate, 2010 to 2014

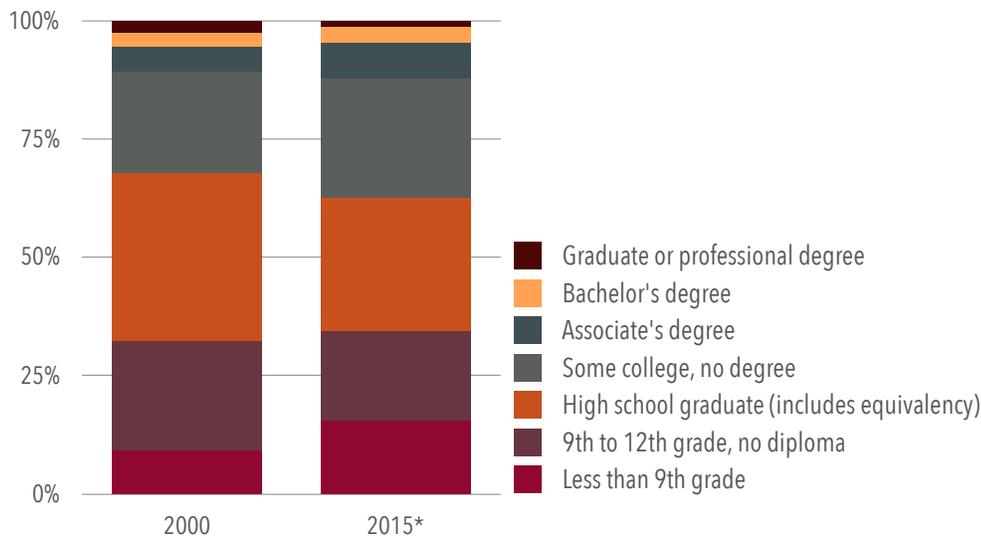
Poverty

The ACS estimated in 2015 that 33% of persons in Milan had incomes below the poverty level, compared to 29% in the county as a whole, 26.1% in the city of Grants and 20.9% on average in the state of New Mexico.

Educational Attainment

Just over 12% of persons over the age of 25 in Milan have an associate degree or higher, while 34% have less than a complete high school education. Still, over half (54%) have a high school diploma (or equivalent) or some college, but no degree. The number of degreed persons grew from 2000 to 2015 from just under 11% to just over 12%.

Exhibit 2-5 Milan Educational Level



Source: U.S. Census, 2000 and *ACS 5-Year Estimate, 2010 to 2014

Employment by Sector

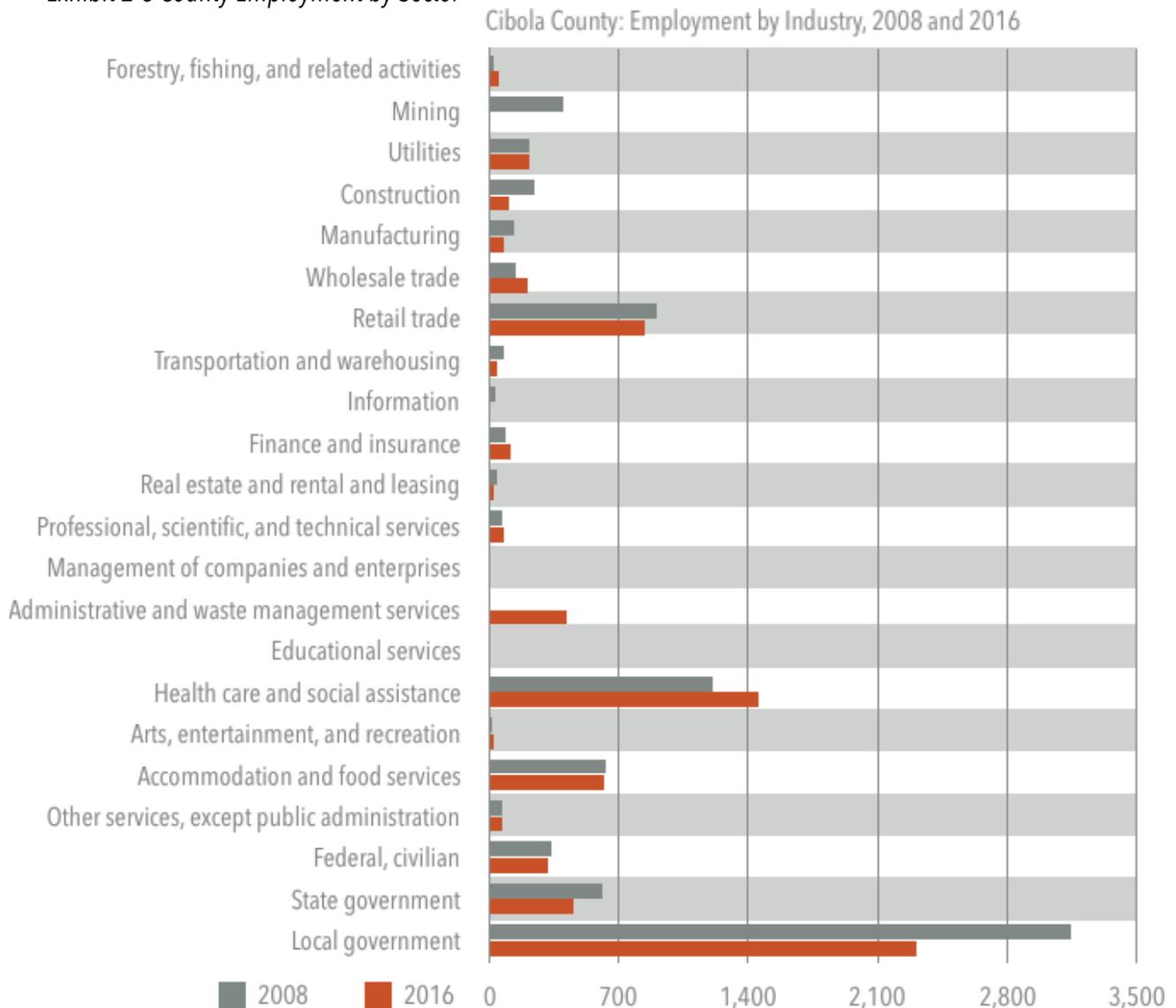
Covered employment counts employment that is covered by unemployment insurance, but does not include most private contractors and business owners. The total is therefore smaller than total employment, but it is still a valid indicator of sector strength and changes in employment by sector over time.

Cibola County had 7,861 covered jobs in all sectors in 2016, down by 973, or a full 12%, since 2008. The most impacted sectors were construction, transportation and warehousing and manufacturing, all down by about half. Real estate

and rental and leasing also suffered, but that sector had never been very significant for the county. The greatest number of jobs lost by far was in state and local government, with a total loss of 1,000 jobs from 2008 to 2016.

Retail trade remained strong, providing 840 jobs, down by only 5% from 2008. Accommodation and food services is also strong with 620 jobs, and has remained virtually unchanged from 2008 (625). Health care and social services is the strongest non-government sector with 1,454 jobs in 2016, up from 1,206 in 2008.

Exhibit 2-6 County Employment by Sector



Source: U.S. Department of Labor, Bureau of Labor Statistics, Quarterly Census of Employment and Wages

Cibola County Industries and Major Employers

The top three industries in Cibola County in 2017 (1st quarter) were health care and social assistance, public administration and retail trade which together employ 4,055 and account for 212 establishments in Cibola County. (New Mexico Department of Workforce Solutions [NMDWS])

The New Mexico Workforce Connection also lists the major employers in Cibola County: Government, schools, health care, corrections, casinos and mining are prominent features. In all, 14 companies in Cibola County employ between 100 and 499

people. The top five employ between 250 and 499 people. Two of those, Cibola County Correctional Center and the New Mexico Department of Transportation (District 6 Headquarters) are located in Milan. Three other Milan-based companies employ 50 to 99 people: Stewart Brothers Drilling Company, UPS Customer Center, and Milan Supermarket.

Other important employers in Milan include Grants/Cibola County Schools, Mt. Taylor Millwork, and the Village itself.

Exhibit 2-7 Major Employers

Cibola: Major Employers	City	Employees (estimated)
Basin Coordinated Health Care	Grants	250 to 499
Cibola Cnty Correctional Ctr	Milan	250 to 499
New Mexico Transportation Dept	Milan	250 to 499
Ramah Navajo School Board Inc	Pinehill	250 to 499
Walmart Supercenter	Grants	250 to 499
Peabody Lee Ranch Coal Co		100 to 249
Acoma Hospital	Pueblo of Acoma	100 to 249
Cibola General Hospital	Grants	100 to 249
Corrections Dept Facility	Grants	100 to 249
Dancing Eagle Casino	Casa Blanca	100 to 249
Grants High School	Grants	100 to 249
New Mexico State Univ-Grants	Grants	100 to 249
New Mexico Womens Correctional	Grants	100 to 249
Peabody Energy Corp	Grants	100 to 249
Sky City Casino & Hotel	Pueblo of Acoma	100 to 249

Source: NMDWS, Laser. Major Employers data provided to NMDWS by Infogroup. 2017

Regional Economic Development Tools

Economic Development Plans

(SET) Plan, Trail of the Ancients Region, 2015

The Northwest New Mexico Trail of the Ancients SET initiative application, which was submitted by the Zuni Tourism Department, includes the rural communities and areas of San Juan, McKinley and Cibola Counties. It is the result of a collaborative effort between USDA Rural Development national and state offices, New Mexico State University (NMSU) Cooperative Extension Service and the Northwest New Mexico Council of Governments (NWNMCOG), which played a key role in developing the plan. The plan identifies the following as key areas for growth potential:

- Agriculture and food systems
- Tourism and artisan enterprises
- Manufacturing
- Workforce development and entrepreneurship

The plan laid out detailed strategies and set up dedicated committees to implement them. It listed resources and strategy status and identified measurable target outcomes for each of the four potential growth areas.

The SET plan also contains general demographic and market data about the region. It that included studies of industry changes and economic leakage indicating that the biomedical industry may be on the rise and most industries are experiencing significant leakage.

Among the regional assets discussed was the Trail of the Ancients Scenic Byway through the village of Milan. Potential barriers listed are largely economic,

such as poverty and unemployment. They include the region’s heavy reliance on the energy economy, but also environmental issues and insufficient transportation financing. Strategies for improving these conditions are fairly high level but sound.

Northwest New Mexico Comprehensive Economic Development Strategy (CEDS), Five-Year Plan: 2009-2014

Another regional economic development effort from the NWNMCOG, the CEDS is a regional plan renewed every five years by the federally-designated economic development district group. Written in 2009, the plan’s strategic goals are to:

- Remain strong in our five key economic sectors (retail, health care and social assistance, energy, tourism and construction).
- Improve our competitive position by increasing diversification of the economy
- Increase our capacity for regional cooperative innovation

The plan contains a significant amount of detail about the region, covering topics from natural conditions and land ownership to demographics. However, its focus is on in-depth discussions of the region’s economic conditions and potential. A detailed list of regional projects and initiatives designed to implement the CEDS goals and objectives for each strategic goal is included with measurable, prioritized outcomes and a plan of action for achieving them.

The NWNMCOG is currently updating the CEDS and the updated plan will be a valuable resource providing background and strategic guidance for regional economic development.

Economic Partners

Cibola Communities Economic Development Foundation (CCED)

The Cibola Communities Economic Development Foundation works to develop economic opportunities in Cibola County by developing job creation programs, supporting existing and potential business endeavors and promoting the area to prospective business interests. The Foundation’s web site provides numerous data about demographics, available commercial properties, existing businesses, incentive programs and other resources. It also offers more in-depth services upon request.

CCED Target Industries:

- Value Added Goods
- Agriculture
- Tourism
- Transportation
- Manufacturing
- Retirement Community
- Forest Restoration

Target Industries

The CCED has identified eight target industries on which to focus economic development efforts. They are forest restoration, value-added goods, agriculture, tourism, transportation, manufacturing and retirement community.

Solo Works

The CCED currently oversees a base job creation effort called SoloWorks. A Rural Business Development Grant funded by the U.S. Department of Agriculture and awarded to the Northwest Regional Council of Governments initiated the project. The SoloWorks program creates economic base jobs by training local individuals to work remotely via the web for larger companies based outside the city. SoloWorks partners with Digital Works, a business that connects trainees to jobs. The cost per job is extremely low, between \$3,000 and \$5,000, and the program has a tiered structure that allows individuals to move along a career pathway.

Capacity and Potential

The pilot program was completed in July of 2017, and the full program is moving forward with a new group of five participants in January of 2018.

Northwest New Mexico Council of Governments (NWNMCOG)

The NWNMCOG has a dual designation as a quasi-governmental regional planning agency for the State of New Mexico and an economic development district for the U.S. government. NWNMCOG is a membership association that serves as a professional extension of its members, providing technical assistance to local entities across the many disciplines of governance. The Village of Milan is one of the organization’s ten members. NWNMCOG manages the following programs:

- Economic Development District
 - Collaborates to plan, develop, and track economic development strategies
 - Includes the development of the CEDS plan (see previous discussion)
- Regional Transportation Planning Organization (RTPO)
 - Coordinates with the New Mexico Department of Transportation to prioritize projects and promote an efficient transportation network
- Local Government Services
 - Serves as the regional planning agency for northwestern New Mexico to provide planning support and technical assistance
- Brownfields Program
 - Works to assess possible brownfields and return them to productive use
- Regional Water Planning
 - Works with the New Mexico Office of the State Engineer and others to conduct and implement regional water planning

- Energy Efficiency and Conservation Services
 - Partners with local and regional entities to develop and implement energy efficiency programs including the Energy & Community Outreach program in Milan which provided youth training and distributed power strips and compact fluorescent light bulbs to 100 residents and businesses in Milan

Grants-Cibola Chamber of Commerce

The Grants-Cibola Chamber of Commerce works to support and promote local businesses and tourism.

Potential Partners/ Programs

Team 66 Marketing Committee

Team 66 is comprised of members from various area organization directors which include the City of Grants, Grants Mainstreet, Cibola County Economic Development, Future Foundations, The Grants/ Cibola County Chamber of Commerce, Double Six Gallery (Cibola Arts Council), NMSU, Cibola County, and the National Park Service. It serves as the City of Grants marketing committee, and is working to promote Historic Route 66, make the community friendlier, and improve customer service in Grants. The committee meets at least once a month and is currently working to install brown Historic Route 66 signs on I-40 at the Grants exits to draw visitors from the Interstate into the city.

MainStreet and Frontier Programs

MainStreet

The New Mexico MainStreet Program assists communities in revitalizing their traditional commercial districts. A program of the New Mexico Economic Development Department, MainStreet works throughout New Mexico to help affiliated local organizations create an economically viable business environment while preserving cultural and historic resources.

The Program provides resources, education, training and technical services to stimulate local economies and celebrate local heritage and culture.

New Mexico MainStreet currently serves 27 affiliated MainStreet districts, eight state-authorized Arts and Cultural Districts, 14 Frontier Communities, and six Historic Theater Initiatives.

The Grants Mainstreet Project works with the state affiliate New Mexico MainStreet program to promote historic preservation and economic development in downtown Grants. The program works to improve walkability, attract businesses, and develop events downtown. Grants Mainstreet and the City of Grants recently completed the City of Grants' Downtown Metropolitan Redevelopment Area Master Plan to help guide downtown development into the future.

Frontier Communities

For communities under 7,500 residents, such as Milan, the New Mexico State Legislature established Frontier Community Initiatives in 2013. It is a community economic development public / private, partnership program of the New Mexico Economic Development Department with a local applicant community and coordinated through the New Mexico MainStreet Program.

Rural communities propose a project with positive impact on job creation or business development, or

that enhances the economic environment. Through a competitive application process, communities receive services rather than direct funding, for selected projects. The program is intended to expand local capacity by encouraging people to continue to work together after the project is completed to strengthen existing community development.

Services offered by the Frontier Communities program include:

The mission of Grants Mainstreet Project, Inc. is to build partnerships with diverse groups and individuals to revitalize Historic Route 66, educate visitors and citizens about the historic and economic wealth of Grants, enhance the quality of the environment, including buildings, signs and landscape improvements, and develop a positive image that will attract tourism through ongoing community involvement, growth and pride.

- Architectural design services
- Historic Preservation
- Planning and place making
- Marketing Analysis-based Branding
- Cultural facilities development
- Commercial building rehabilitation
- Wayfinding

The Village may consider identifying a potential project for which to submit a funding request, and working with the

Grants Mainstreet program to coordinate efforts and expand capacity. When the Village is in a position to plan the Village Hall replacement, the Frontier Communities Initiative may be a potential source for planning and design assistance.

Local Economic Development Act (LEDA)

Overview of New Mexico’s Local Economic Development Act (LEDA)

New Mexico’s Local Economic Development Act allows counties and municipalities to make public investments in certain economic development projects. In order to promote economic development, the State adopted LEDA in response to the anti-donation clause in the state constitution.

Since 2002, 83 New Mexico communities have now passed the Local Economic Development Act. Through passing LEDA, a community adopts an ordinance creating an economic development organization and a strategic plan. The enactment and utilization of LEDA allows public support of economic development to foster, promote, and enhance local economic development efforts while continuing to protect against the unauthorized use of public money and other public resources. The Village of Milan has enacted its LEDA ordinance but should update it to include recent state LEDA regulation updates.

The New Mexico Economic Development Department has a LEDA-Capital Outlay Program, a separate program. State funding for this program was \$50M in 2015. State (through NMEDD), county and local governments may make LEDA investments and local jurisdictions may enter joint powers agreements to develop regional plans.

Qualifying Entities

- Manufacturing / assembly of manufactured or agricultural goods
- Commercial storage, warehousing, distribution of agricultural, mining or industry; does not include goods to the public or most utilities

- Business supplying services to the public, government or specific industry or customer, except retail
- Indian nation, tribe or pueblo
- Telecom whose majority of customers are out of state
- Farmer’s markets
- MRA project developer*
- Cultural facility*
- Retail business (in municipalities with a population under 10,000, which includes Milan)

* The New Mexico LEDA Ordinance defines “Cultural facility” as an entity that is publicly owned or owned by qualifying entity, and that:

- *Preserves, educates and promotes local arts and culture*
- *Includes theaters, museums, libraries, galleries, cultural compounds, educational organizations, performing and fine arts venues and organizations, studio and media labs*
- *Includes live-work housing*

NM HBIC/HB 581, 2013 Amendment to Section 5-10-3 NMSA 1978, being Laws 1993, Chapter 297, Section 3

Funding for LEDA Projects

Economic development expenditure is limited to 10% of governing entity’s annual general fund expenditures with some exceptions. They include the value of land or buildings, local gross receipts tax option, and proceeds of revenue bonds and funds donated by private entities.

Project Participation Agreement

Local governing bodies enter into Project Participation Agreements (PPA) with qualified,

Capacity Building

approved projects. These agreements outline each party's respective contributions, security provisions for public investments, provisions for regular performance audits, goal benchmarks against which the project can be evaluated, and a schedule of project development and evaluation. The PPA outlines claw-back provisions.

LEDA Qualified Uses

- Purchase, lease, grant, construction, improvement or conveyance of land, buildings or other infrastructure
- Public works improvements
- Payments for professional services contracts
- Direct loans or grants for land, buildings or technical assistance to cultural facilities for infrastructure
- Loan guarantees

Incentives

A major local source of LEDA funding is local infrastructure gross receipts tax. The Village of Milan does not currently have a LEDA gross receipts tax in place, but should continue working with economic developers to identify additional incentives it can offer for economic development projects.

The Village may consider working with regional planning and economic development organizations to identify potential LEDA projects to submit for state LEDA funding.

Regulatory Safeguards

The Village strongly supports new business and development, and will work to find measures to promote business development in the community. The Village will also always work with potential developers to make the process simple, fair, transparent, and beneficial for both developers and the Village and its residents.

To ensure future development that benefits the community and contributes to the health and wealth of the public, the Village may consider revisiting an ordinance requiring development to cover its share of infrastructure development costs.

Additional assurances to protect public investment may include development agreements that ensure the completion of planned development, especially for projects with significant public infrastructure investment.

Please note: this discussion is an overview of the LEDA process and state statute. It is not a legal reference. Please refer to the State of New Mexico's Local Economic Development Act (NMSA 1978 §§5-10-1 et seq.) and subsequent updates.

Economic History

In the late 1800s, ranching in the Milan area was a viable enterprise, but by 1918, a drought caused a severe reduction in the number of livestock. While ranching continues to this day, it has never regained its economic importance.

Logging also played a role in the late 1800s and



early 1900s, but the Great Depression and resource depletion took their tolls and by 1941, large-scale logging had ended.

Agriculture became a key player in Milan's economy for a time. In 1925, Bluewater Dam was built and irrigation capacity became sufficient for growing crops. By the late 1930s, the Milan area had become the "carrot capitol of the world." At one time, the carrot crop had a market value of \$2,500,000. The Milan area carrot industry lasted about 20 years, until it declined because of market competition from California growers.

Mining

Uranium

In the 1950s, as the carrot industry was ending, uranium was discovered in the area. Uranium mining became the major economic enterprise and supported the Milan economy until the industry collapsed in the 1980s. Milan's economy experienced decline.

The Mount Taylor Uranium Mine began production under the Chevron Corporation in 1986 and

between that time and when the mine was placed on standby, in 1983, the mine produced eight million pounds of Triuranium octoxide, commonly known as U3O8, a stable form of yellow cake. Rio Grande Resources Corporation now owns the mine where it maintains a mothball crew of about 10 employees. According to Rio Grande Resources, the mine contains an "in-place resource of over 100 million pounds U3O8" and "presently, the deposit is being evaluated for development as an in situ leach operation."

The Gallup Energy Logistics Park, which broke ground in January, is planned to develop as a national transportation and logistics hub and is "designed for the development of all energy needs in the surrounding area." Developments on this project and potential changes in federal regulations and policies may spur future activity in the mining industry.

This potential extends to the recently developed and improved Milan Industrial Park, should such a facility be developed there.

Potential for Future Development: Uranium Mining Permits & Exploration

- Roca Honda Work Plan reviewed in 9/15 by NM Environment Department
- La Jara Mesa Mine, last news in 2013, pending completion of environmental impact study
- Ciboleta Exploration Project (Uranium Resources, Inc., northeastern Cibola County): exploration permit approval extended in 03/16
- Strathmore Minerals said to be nearing completion of design phase

Source: NM Environment Department, Local Interviews

Coal

Coal mining has also played an important role in the region's economy. Peabody Energy owned and operated two coal mines in the area, the El Segundo and Lee Ranch Mines. According to Peabody's director of public communications in June of 2016, "Peabody's New Mexico operations currently employ approximately 275 workers and [in 2015] injected more than \$600 million in direct and indirect economic benefits into the region." (*Cibola Beacon*, 06/15/2016)

The industry has had a rocky history, however. Statewide, mining contracted by 61%, losing 11,200 jobs between winter 2014 and fall of 2015. (*NM Labor Market Review*, Oct 2016, NM DoWS). In Cibola, Lee Ranch Mine closed, laying off 70 employees; it underwent reclamation. In the spring of 2016, Peabody Energy filed for chapter 11 bankruptcy protection and announced plans to lay off 65 workers at the Grants area mine. By 2017, however, the company was preparing for to emerge from bankruptcy and mine employment at El Segundo had stabilized.

Correctional Facilities

During the 1990s and 2000s, as mining began to decline, the development of two prisons bolstered the local economy. In 1989, the first private women's correctional facility opened in Grants with a capacity for 611 inmates. Originally called New Mexico Women's Facility, it was renamed Northwest New Mexico Correctional Center in August 2016 and the state announced plans to relocate female inmates, and instead house sex offenders there.

The Western New Mexico Correctional Facility (WNMCF) is also located north of the Grants city limits. The state-run facility was originally designed to house male and female inmates. After operating as a men's prison for years, as of October, 2016 the facility officially transitioned into an all-female facility. Along with the transition, WNMCF has gained multiple missions that include medical,

mental health, long-term care and behavior programs for female offenders. The facility currently houses 352 adult female inmates designated for two levels of custody: 3 ("medium") and 4 ("close").

In 1998, the Cibola County Correctional Center, a federally operated prison opened in nearby Milan with a capacity of 1,129. There was turmoil in the fall of 2016 when the federal government announced plans to close the facility, threatening its 300 jobs. Eventually CCA, the company that owns the facility, reached an agreement with the U.S. Department of Homeland Security Immigration and Customs Enforcement to continue operating the facility as an immigration detention facility and even slightly boost capacity, and thus total jobs. Unfortunately, early reports suggest that the facility is not close to capacity. In July 2017, the prison held just 579 detainees, which is 51% of capacity. This occupancy is reportedly because it is difficult to recruit healthcare workers to fill vacant positions at the facility, and guidelines require a specific healthcare personnel-to-detainee ratio. It may prove a long-term problem, given the small workforce population in the area and the nature of the work, which can deter potential recruits for the positions. Ultimately, the area may see a long-term decrease in jobs at the facility, rather than the slight increase previously hoped for.

Issues & Opportunities

Milan Industrial Park

Overview

The Village of Milan has designated a 900-acre industrial park on the north end of the village. It is located between Ralph Card Road and Route 66 on the east and west, Stanley Road to the south and Nursery Road (CR 23A) to the north. The site is bisected by Mill Road (unpaved) running east/west connecting Ralph Card to Route 66 across the railroad tracks via an at-grade, silent crossing. Stanley Road and Ralph Card both link to Highway 602, which connects to Route 66 then, almost immediately to Interstate 40. Neither route passes through residential areas or congested areas.

Infrastructure

The Burlington Northern Santa Fe (BNSF) transcontinental rail line, which runs along the western border of the site, is linked to the park via an east/west spur, although it needs an additional mile of siding and two additional switches.

The park has access to newly developed fiber-optic lines, and water lines have been constructed to the gate of the park, pending further development as needed.

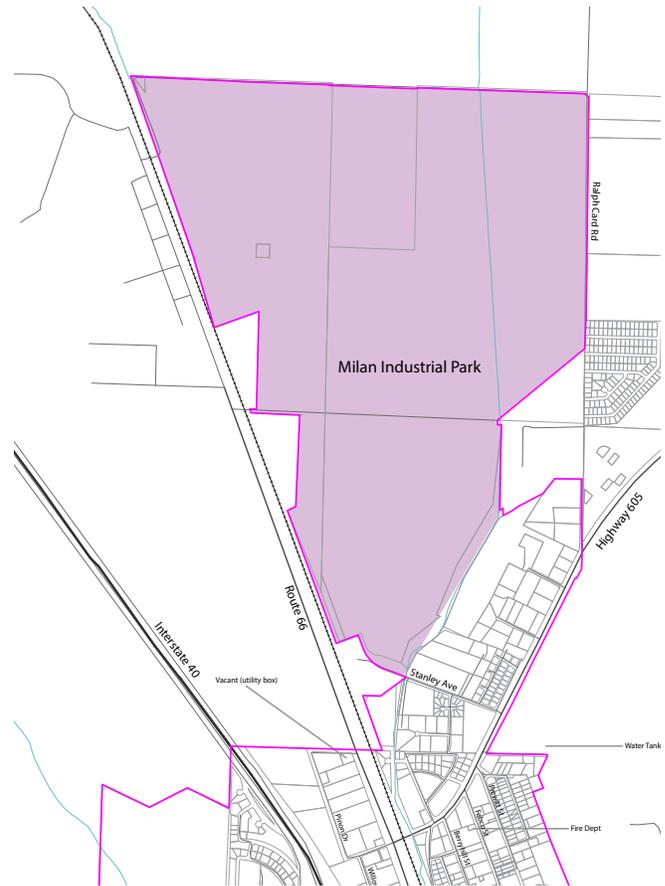
Electrical service is available at the site as is some natural gas via a small diameter line.

There is the potential to include biomass heating for future projects; a furnace is available and Mount Taylor can supply the fuel.

Hydrology

The park is very flat and was once home to large-scale agriculture. A cement-lined irrigation ditch runs along the northern border, fed by a well in the northwest corner of the park. The Rio San Jose,

Exhibit 2-8 Milan Industrial Park Map



which is ephemeral, runs through the park, and in 2017 the Village completed a \$1.2 million flood-mitigation project to improve drainage around the stream channel, protecting 400 to 500 acres from flooding.

Zoning

The park itself is zoned industrial (M1), allowing for manufacturing, assembly, storage, distribution and wholesaling of materials with crude oil transfer station activities granted as a permissible use. The zone currently does not require noise or light mitigation, although limited development borders the park. Two small residential areas are to the south on Rinconada Drive and Laurie Lee Court, and there is scattered housing along Highway 605. The Village may consider light and sound mitigation requirements as an element of an overlay zone that could apply to specific areas of the park, or

as a provision of development agreements for future projects. The zoning code has in place some limitation on the migration of lighting beyond industrial properties.

Master Planning

Several years ago, the Village developed a basic, draft master plan for the site, but as the needs of the industrial park evolved, the plan became obsolete. It is in the Village's interest to develop a master plan for the site and/or require master plans from tenants. Master planning will expand funding options for development, and ensure environmental protection and responsible development of industrial uses. Master planning will also allow the Village to ensure that the existing rail siding at the park remains public.

Currently, the Village is developing an Industrial Site Plan to identify access routes. A complete master plan to explain the parameters of the park would include:

- Village goals for the park
- Location, functionality, condition, and potential for expansion for the spur
- Currently needed and potential improvements
- How siding development needs to proceed
- Role of the existing siding in Grants
- Land uses and land use scheme
- Transportation linkages and needs
- Street design guidance
- Subdivision strategy and phasing
- Use parameters or covenants

While the Village is not interested in restricting potential tenants, it may consider some protective measures.

Ownership Strategy

There are several approaches to industrial park ownership. The most common are:

- Private ownership
- Public ownership
- Public/ private partnership

Private ownership releases the Village from marketing responsibilities, but would not allow the Village to influence development to conform to its vision for the park.

Public ownership allows the Village to guide development of the park, but burdens the Village with all infrastructure, funding, and marketing responsibilities.

Public/ private partnerships allow the Village to access private expertise and maintain a role in guiding development, and allows private entities to access grants and funding sources otherwise unavailable to private entities.

Management of the park should use deed restrictions, owner/lease agreements and potentially term-limit leases to ensure that the intent of the industrial park is realized.

A proposed development with Homestake Mining Company would be a public-private partnership with the Village of Milan.

Partners

The Cibola Communities Economic Development Foundation (CCEDF) is the Village's primary partner in developing the industrial park and serve as project facilitators.

Developing the park will require continued partnership with the CCEDF, as well as regional government entities including the City of Grants, Cibola County, Acoma Pueblo and the Northwest New Mexico Council of Governments.

Tenants

Although it currently has no tenants, developing the park is the Village’s main goal.

In 2014, NGL Energy Partners LP planned to develop approximately 240 acres as a crude oil transfer station. It planned to build two transloading stations and expand rail in the park, with vehicular access northwest of Milan along NM 122 at the I-40 exit at Bluewater. However, NLG put the project on hold when the price of oil dropped. Reportedly, it plans to restart the project when economic conditions improve, although it has no written agreement with the Village.

A number of companies have reportedly expressed interest in developing in the park, including a multi-use transloading facility.

Regional Transloading Growth

Gallup Energy Logistics Park, LLC (GELP)

Located northwest of the city of Gallup, GELP is a rail-served industrial park ideally located to serve the light manufacturing, storage, transloading, and logistics industries of northwest New Mexico, the San Juan Energy Basin, and the Four Corners region. Completion of Phase I of the \$6.5 million project was in February, 2017. It included 11,000 linear feet of new rail connecting to the BNSF mainline and created the infrastructure for rapid expansion on an additional 2,500 acres.

Though the site currently has no tenants, it is certified by BNSF Railway as “rail served and shovel-ready,” meaning that advance preparation work already completed at the site will save new development six to nine months of construction time.

The Central New Mexico Rail Park

The Central New Mexico Rail Park west of Los Lunas will provide rail service for New Mexico and other

states, moving manufactured and other goods into and out of the state.

Community leaders broke ground on the 1,400-acre industrial park in late 2016, with a commitment from BNSF Railway to provide direct service to the rail park. BNSF recently completed the installation of a rail switch and spur into the park.

Similar to GELP, Burlington Northern Santa Fe (BNSF) Railway has approved this site, but it has no tenants yet.

Marketing

The Cibola Communities Economic Development Foundation is currently developing marketing material to promote the Milan Industrial Park. The Village may consider working with the CCEDF to develop and distribute promotional packets. Material should include:

- Preliminary engineering plans for utilities and infrastructure
- Site plan with parcel size and configuration
- Preliminary environmental and historical assessments
- General sale/lease and use conditions

Transportation

Rail and Air

Milan has several transportation assets that could spur economic development activity, including the rail spur located in the village’s industrial park. It has easy access to the major east/west Interstate 40. It also partially owns, with the City of Grants, the adjacent Grants-Milan Municipal Airport which has a recently extended runway that can support commercial airliners.

Interstate

A reported lack of semi-truck stop locations in the area causes trucks to congregate along I-40 exit ramps near Milan and Grants. This parking creates a hazard, but it does present a potential opportunity for a project that would offer trucks overnight parking and contribute to the economy. Considerations include location and potential competition with local businesses.

Infrastructure Improvements

The Village recently completed Phase One of drainage improvements to Motel Drive. Flooding was a consistent issue along the road and businesses reported that standing water deterred customers, costing business.

The project included laying concrete and installing sidewalks in the northern 1,200’ of the road. Phase Two will add another 150’ of improved road. Future plans include asphalt paving to the airport. Originally estimated to cost \$840,000, the project so far has totaled over \$4 million.

The Village supports the project as a driver for potential development, making Motel Drive more attractive to new businesses. However, the area along Motel Drive has limited land available and development restrictions associated with the adjacent airport and runway. The largest vacant

Exhibit 2-9 Motel Drive, Improvement Area (top) and (bottom) vacant lots on Sand St.



lot fronting the road, just south of the Petro Shopping Center is about 8 acres, but the Village is considering it as the site for a retention pond.

Two smaller vacant lots totaling about 2 acres straddle Sand Street, just half a block west of a pedestrian bridge crossing I-40 and across Motel Drive from another small vacant lot. The Village could consider these lots as a community hub linking the village across the Interstate in the future.

Travel Centers

One of Milan's great economic strengths is travel center traffic from I-40. Some travel centers along heavily traveled trucking routes are developing to include services such as barber, laundry, pet grooming, medical service and other necessities for long-distance and professional travelers. Milan should continue to support existing travel centers and promote the development of additional travel services at locations with easy interstate access. Colocating a dog park with travel amenities would serve travelers and residents with a needed service.

Community Character

The Village is working to develop its arts and culture industry, improve its appearance, and attract visitors. The number of murals in the village is increasing and the Village is developing signage to direct visitors to the Grants/ Milan Airport and Village Hall, and is advertising the Milan Swimming Pool to visitors.

There is potential for developing Airport Road as an arts and culture district. Most of the commercial and public parcels in the inner village core, including the Milan Swimming Pool and the Milan Parks and Recreation Department are located on the road. The connection under the Interstate to western Milan with the municipal airport and museum is an asset and lights along Airport Road would highlight the village to passersby on I-40.

Sand Street may be a potential future development focus. The street passes Mirabal Park and the Milan Elementary School on the east of the Interstate and connects to west Milan across the Interstate by a pedestrian bridge. It has significant vacant land for future development, including the three lots fronting Motel Drive noted above, a vacant potential gateway park at the base of the pedestrian bridge on the west side of I-40, and several large vacant parcels on the eastern side, including one facing Route 66.

Village Hall

A long-term goal of the Village is to construct a new Village Hall that could serve as the hub of centralized Village services and as the nucleus of a concentrated, walkable, diverse village center.

Route 66

To reestablish the historic character of Route 66, historic signs can be restored and the Village can require or encourage businesses on Route 66 to develop new, historic Route 66-style signs and architecture.

Agriculture

While agriculture has historically played an important role in Milan's economy, ground water resource protection is becoming a more pressing matter for the Village. Water use is a significant consideration for Milan when determining the viability of attracting economic development projects.

Still, some small projects may be beneficial and some irrigation infrastructure is already in place. As discussed earlier, a well feeds the cement-lined ditch along the northern border of the industrial park and the ditch is adjacent to the already leveled land in the park. Although the park currently has a population of prairie dogs, the Village may consider an agricultural project that uses this infrastructure at some point in the future.

The Village also owns a small plot of land at the southern edge of the industrial park with water access. If there is public interest, the plot could be used for small-scale agricultural production or as a community garden.

Events and Attractions

Uranium Capitol Speedway

The Uranium Capitol Speedway racetrack is just northeast of the village off of Highway 602 outside the village limits. It is a 3/8-mile semi-banked clay oval racetrack that provides training and a safe racing environment for young and amateur racers, and a range of vehicle classes from go-kart to pro stock. The track hosts events most weekends in the



Ed Fields
Uranium Capital Speedway,
www.uraniumcapitalspeedway.com

summer and is a regional attraction for race enthusiasts.

Currently, the Village has no programs in place to welcome racetrack visitors and engage them in the Milan economy. In the future, the Village may consider developing race themed events to draw racetrack visitors into the village and encourage them to explore local

restaurants and retail opportunities.

An easy strategy for capitalizing on racetrack visitation would be to install welcome signage that invites visitors to explore the Village of Milan.

Western New Mexico Aviation Heritage Museum

The Western New Mexico Aviation Heritage Museum is located at the Grants-Milan Municipal Airport. The Cibola County Historical Society created the museum and features a restored 51 ft. beacon tower and power shed from the 1929 Mid-Continental Airway. The adjacent 1953 Flight

Service Station gave 24-hour weather and route data to pilots along this airway. It has varied exhibits on local and regional aviation and is on the National Register of Historic Places. The museum offers self-guided tours and does not charge admission.

The Village may consider developing an event highlighting the Aviation Museum in addition to the racetrack, such as a classic car rally and parade beginning at the museum and terminating at the racetrack.

Former Golf Course

The former golf course in Milan, located north east of the Petro Shopping Center and across Horizon Boulevard from the Cibola County Correctional Center, is for sale. Although the Village is not currently interested in acquiring the land, in the future, a private buyer might be interested in buying the property for development. The Village may want to create development guidelines for the site, especially considering its proximity to the Correctional Center. The Land Use element of this plan also discusses this topic.

It may be possible to use the site for events while it remains undeveloped. The Village may consider working with the property owner and regional entities to coordinate events for the site. Events such as the County Fair could be a significant draw for visitors and boost the profile and awareness of the Village of Milan.

Recreation

The Village of Milan has five parks that host classic car shows, birthday parties, and village events. The Village also maintains the Milan Natatorium, the only swimming facility in the region. The village currently has few outdoor recreation opportunities. The Milan region, however hosts a plethora of outdoor recreation opportunities.

Attractions

Milan is located amid an array of natural and cultural attractions. Historic Route 66 runs through the center of Milan and it is within minutes of national monuments, national forest land, lava flows, ice caves, the thousands-year-old Acoma Pueblo and several museums. Following is a list of some of the area's attractions.

Natural Wonders

- El Malpais National Monument (145,000 to 160,000 visitors per year)
 - El Calderon Area: El Malpais National Monument
 - Sandstone Bluffs: El Malpais National Monument
 - La Ventana Arch
 - The Narrows: El Malpais National Conservation Area
 - Zuni-Acoma Trail: El Malpais National Monument
- Continental Divide Trail, Gateway Community
- Mount Taylor
- Ice Cave and Bandera Volcano
- El Morro National Monument
- Zuni Mountains
- Bluewater Lake State Park
- Gooseberry Springs Trail
- Chain of Craters
- Zuni-Bandera Volcanic Field
- Chaco Culture National Historical Park
- Bisti Badland Wilderness

Cultural Attractions

- 66 Mother Road, Historic Route 66 Scenic Byway
- Trail of the Ancients Scenic Byway
- Route 66 Neon Drive-Thru (5,000 visitors from opening in August to December of 2016)
- Sky City Cultural Center & Haak'u Museum
- Zuni Pueblo
- New Mexico Mining Museum (10,000 visitors in 2015)
- Cibola Arts Council and Double Six Gallery
- Western New Mexico Aviation Heritage Museum

Other Natural & Cultural Attractions

- Lava Tubes and Volcanic Plugs
- Lakes
- Bird Watching
- Ghost Towns
- Hiking, Equestrian, Bicycle and ATV Trails

Hotels

The village currently has just one hotel, with a total of 15 rooms. The facility is from the Route 66 era, but not architecturally remarkable. Rooms rates are between \$30 and \$40 a night. The Village is interested in attracting a hotel development with access and visibility to the Interstate. A new hotel with semi-truck parking could serve truckers who want to stay overnight. It also could be an asset to the Village if outdoor recreational visitors increase in the region as a result of regional economic development efforts.

Trails

Gateway Community on the Continental Divide National Scenic Trail

The Continental Divide Scenic Trail runs 3,100 miles from Canada to Mexico along the Continental Divide in the Rocky Mountains. Along it, hikers encounter a multitude of ecosystems from tundra to desert, a variety of wildlife, and nearly 2,000 natural, cultural, historical treasures. It is considered one of the greatest long-distance trails in the world, and the highest, most challenging, and most remote trail in the National Trails system. The effort to establish the trail began in 1925, and in 1968, the National Trails System Act identified the trail as a possible national scenic route. In 1978, the trail was officially added to the National Trails System Act. Today, the program is headed by the Continental Divide Trail Coalition (CDTC) which named neighboring Grants one of four gateway communities in the state. A mission of the CDTC is to focus on communities that wish to transition out of extractive industries to build sustainability and economic diversity. A model of success for the program is Silver City, where a CDTC AmeriCorps employee manages grant writing and events. Milan may be able to serve as an alternate route into Grants through the mountains around Acoma.

The Grants area is a major hub along the trail, with no other comparably sized cities for 100 miles in either direction. Hikers frequently rest and resupply along the trail, and will look for an opportunity to recharge electronics, gather information on local attractions and possibly stay overnight. According to the CDTC, the top priorities for hikers include beverages, food, shower, laundry and supplies.

Trail usership has risen significantly each year for the past five years. From about 50 in 2013, it increased to about 300 in 2016 and about 350 are expected in 2017.

Trail of the Ancients Scenic Byway

The Trail of the Ancients is a New Mexico Scenic Byway to prehistoric archaeological and geological sites of northwestern New Mexico. It provides insight into the lives of the ancient puebloan, Navajo, Ute and Apache people. Geological features include canyons, volcanic rock features, and sandstone buttes. Several of the sites are scenic and wilderness areas with recreational opportunities. The Trail of the Ancients in Colorado and Utah is designated a National Scenic Byway. The New Mexico Scenic Byway portion of the trail connects to the National Byway at the Four Corners.

Exhibit 2-10 Map of Continental Divide Trail

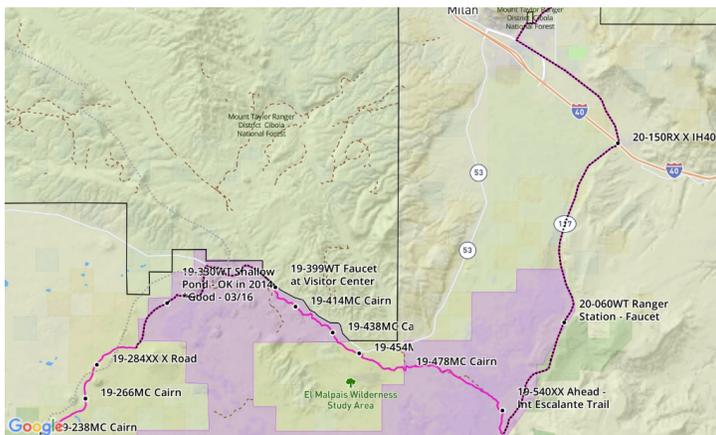
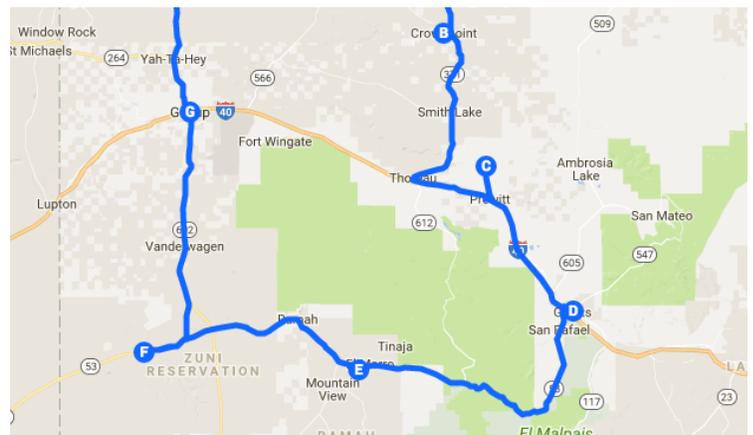


Exhibit 2-11 Map of Trails of the Ancients Route



Both portions of the trail follow roadways, and in Colorado travelers are encouraged to “Get out of the car to truly experience everything the byway has to offer,” but the trail description on the New Mexico True site describes the experience as a “drive.”

Attracting Economic Development

Milan should continue to seek to diversify its economy. The Village’s role in economic development is to develop and maintain the village infrastructure to accommodate businesses, to work with other organizations to promote the village’s assets, and to maintain a fair local taxation system.

Outdoor Recreation

Milan can target the numerous outdoor recreational opportunities and attractions in the area for promoting tourism. Developing events based on outdoor recreation can boost visitorship and the Village may consider teaming with the City of Grants to develop events, market the area, and expand outdoor recreational opportunities in the region.

Workforce Development

The high level of limited education in the Village constrains economic development. Workforce training could expand the workforce and encourage more economic development. The 2009 Village of Milan Comprehensive Plan identified work with local educational institutions to provide curricula that support the community’s job creation strategy as a top priority. Workforce development continues to be an important goal for the Village.

Broadband

The top economic development priority for the community is the expansion of high speed fiber-optic broadband access.

The Village has a public computer lab available to use without a time limit that serves entrepreneurs and business people, as well as the general public. The facility has office space that could be rented at a low cost to individuals who need office space. The lab is large enough to potentially accommodate cubicles, if needed.

ICIP Project: Broadband: 2019, \$250,000

Goals and Policies

Goal 1: Continue development of Milan Industrial Park

- a. Attract tenants to the Milan Industrial Park
 - i. Continue to work with the Cibola Communities Economic Development Foundation to develop and distribute promotional material for distribution to potential developers that describes the Park and its assets
- b. Expand and rehabilitate rail service in the park with a design that will provide multiple businesses with access to rail and enable development of the park as the Village envisions
 - i. Work with regional economic development partners to identify funding sources for transportation and economic development projects
 - ii. Seek out potential development partners for rail expansion and rehabilitation
- c. Consider developing regulations that limit light and noise pollution to protect nearby residences
- d. Consider entering into agreements with potential developers to ensure that development is completed, especially where public investment is required
- e. Develop a site master plan in order to understand the parameters of the site, ensure organized development of the park, and protect the rail siding as public property
- f. Prioritize public/ private partnerships to ensure that the vision for the industrial park is realized

Goal 2: Develop a Main Street core area with the Village Hall at its center

- a. Seek opportunities to centralize Village services at or near the Village Hall
- b. In the future, develop a new Village Hall facility that interfaces with Route 66 and serves as the entryway to a concentrated, walkable, diverse Main Street core area
- c. Install directional signage that directs visitors to the village center and other attractions in Milan
- d. Promote arts and culture uses along Airport Road and research methods for developing Sand Street as a linear connection across I-40, with a focus on pedestrian-friendly, fine-grained commercial or mixed use development, and a community hub at the Motel Drive intersection

Goal 3: Promote the village through local, regional and other outreach methods

- a. Encourage racetrack attendees to explore, shop and eat in the village
 - i. Develop and display welcoming signage to racetrack attendees during racing season
 - ii. Consider developing an event with racing and/or aviation history themes to draw race goers and Aviation Museum visitors into the village
- b. Expand outdoor recreational visitorship in the village
 - i. Promote the region's outdoor attractions and village assets

- ii. Publish a list of regional attractions on the Village's web site
- iii. Consider working with regional partners to develop marketing, events, and attractions
- c. Consider identifying a potential project, such as sign refurbishment, and submit a funding request for it
- d. Consider an application to become a Frontier Community and work with the Grants Mainstreet program to coordinate efforts and expand capacity

Goal 4: Expand opportunities for visitors to the Village of Milan

- a. Advocate for the development of a new hotel with access and visibility to the Interstate to serve tourists and semi-truck drivers
- b. Continue to support existing travel centers and promote the development of additional travel amenities
- c. Participate in regional planning efforts with regional partners, including the U.S. Forest Service and other public entities

Goal 5: Use regulatory tools to attract economic development

- a. Update the Village LEDA ordinance to reflect recent changes to the state LEDA ordinance
 - i. Identify potential incentives and possible economic development partnerships
- b. Consider revisiting an ordinance that requires development to cover its share of infrastructure development costs

Goal 6: Support local businesses and workers

- a. Develop a skilled workforce through partnerships with regional educational institutions to expand workforce training opportunities
- b. Continue to support local businesses through business-friendly policies and procedures, and support from local and regional economic development partners
- c. Continue to support important local employers including travel centers, correctional facilities, manufacturing and natural resources extraction

Goal 7: Improve fiber-optic broadband access and quality in Milan

- a. Promote the Village Computer Lab as a working space with computer and high-speed Internet access for residents to use as a co-working space to work remotely
- b. Work with broadband providers to expand access to high quality fiber-optic broadband in the community

Goal 8: Coordinate with regional partners to develop economic opportunities

- c. Support and coordinate with Cibola Communities Economic Development and the New Mexico



3. HOUSING

Introduction

The purpose of the housing element is to identify existing and projected future housing needs in the village of Milan. The housing element establishes long-range priorities, goals and policies both to guide city efforts and to assist in coordination of various private and nonprofit entities engaged in providing housing in the community. The housing element provides guidance to meet demand for new housing and improving housing quality.

The housing element provides analysis of housing needs, and goals, objectives and policies for coordinated actions of the Village and the various private and nonprofit parties providing housing in the community.

Existing Conditions

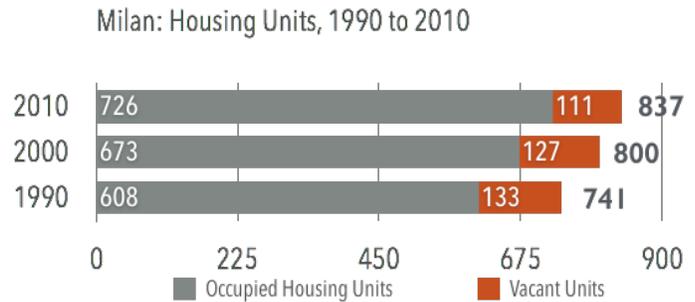
The village of Milan added just under 100 housing units from 1990 to 2010. During that time, the average household size fell from 3.14 persons per household to 2.7, while the population of Milan grew by 49 persons.

As household size decreases, more housing units are needed to house the same number of people.

Milan added 118 occupied housing units from 1990 to 2010, just enough to accommodate the decrease in household size in a stable population.

As the household size in Milan has decreased, the household size in Grants and the state also decreased from 1990 to 2010. However, the U.S. Census Bureau's American Community Survey (ACS) estimates for 2011-2015 show household size in all three geographies increasing. This estimate indicates that with a stable population (noninstitutionalized) and a stabilizing household size, the focus on housing in Milan will be on home maintenance, repair and occasional replacement rather than on developing new housing.

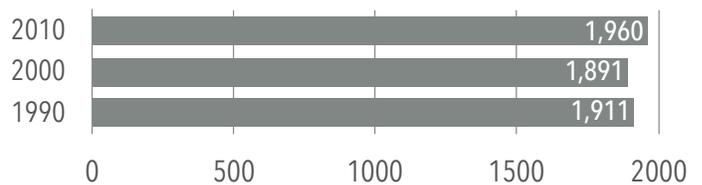
Exhibit 3-1: Milan Housing Characteristics



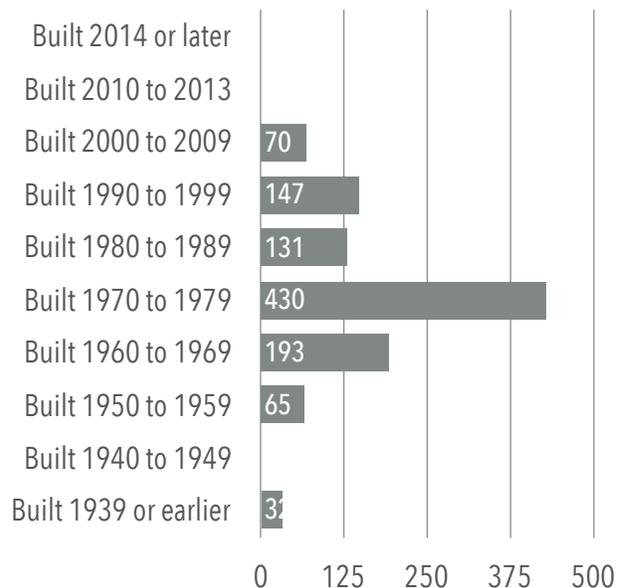
Milan Average Household Size, 1990 to 2015 (est.)



Milan: Population in Households, 1990 to 2010



Milan Housing by Year Built



Source: US Census 1990, 2000, 2010 and Census ACS 2011 to 2015 Estimates

Age of Housing Stock

ACS estimates in 2015 reported that the majority of Milan housing stock was built before 1979 (59%). Older housing stock tends to lose value, be less energy efficient, and require much more maintenance.

Home Value

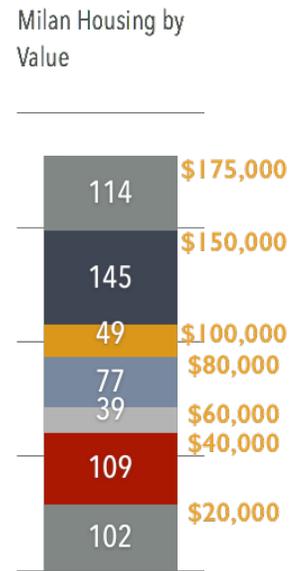
Despite the age of housing stock in Milan, home values are well distributed, with nearly half (48.5%) valued over \$100,000. The village does not have a concentration of home values in any single range, although homes valued below \$40,000 and above \$100,000 make up the largest portions, indicating a possible lack of workforce housing.

Housing Costs

Cost Burden

Housing cost burden is defined as household spending of 30% or more of total household income on housing costs, including rent, mortgage, and utilities.

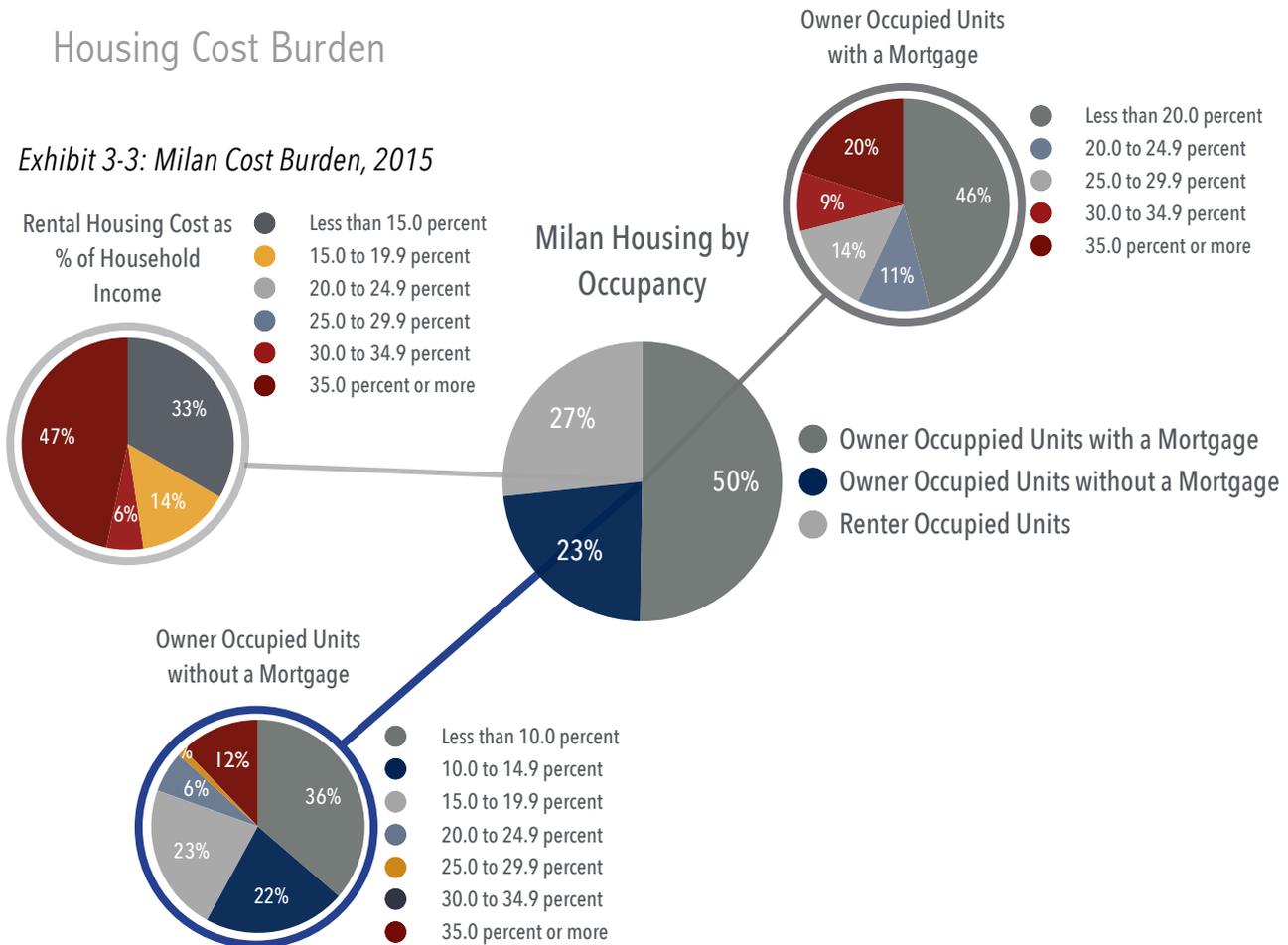
Exhibit 3-2: Milan Home Value, 2015



Source: US Census ACS 2011 to 2015 Estimates

Housing Cost Burden

Exhibit 3-3: Milan Cost Burden, 2015



Source: US Census ACS 2011 to 2015 Estimates

In Milan, 12% of owner-occupied housing units without a mortgage, 29% of owner-occupied housing units with a mortgage and 53% of rental units are all cost-burdened.

Homeowner Cost Burden

An average of 29% of owner-occupied housing units with a mortgage in Milan are housing cost burdened, compared to 24.8% in the city of Grants and 32.5% in the state. Of homeowners without a mortgage, 12% in Milan are considered cost-burdened, compared to 13.4% in Grants, 11.7% in the state and 14.7% in the U.S.

Renter Cost Burden

More renters in Milan are cost-burdened (53%) compared to larger housing markets in Grants, where an estimated 47.0% of renters are housing cost-burdened, and compared to the state and national averages of 51.2% and 51.8%, respectively. This number reflects the historic lack in new housing development in Milan which has tightened the housing market and driven rental costs up, even as units age.

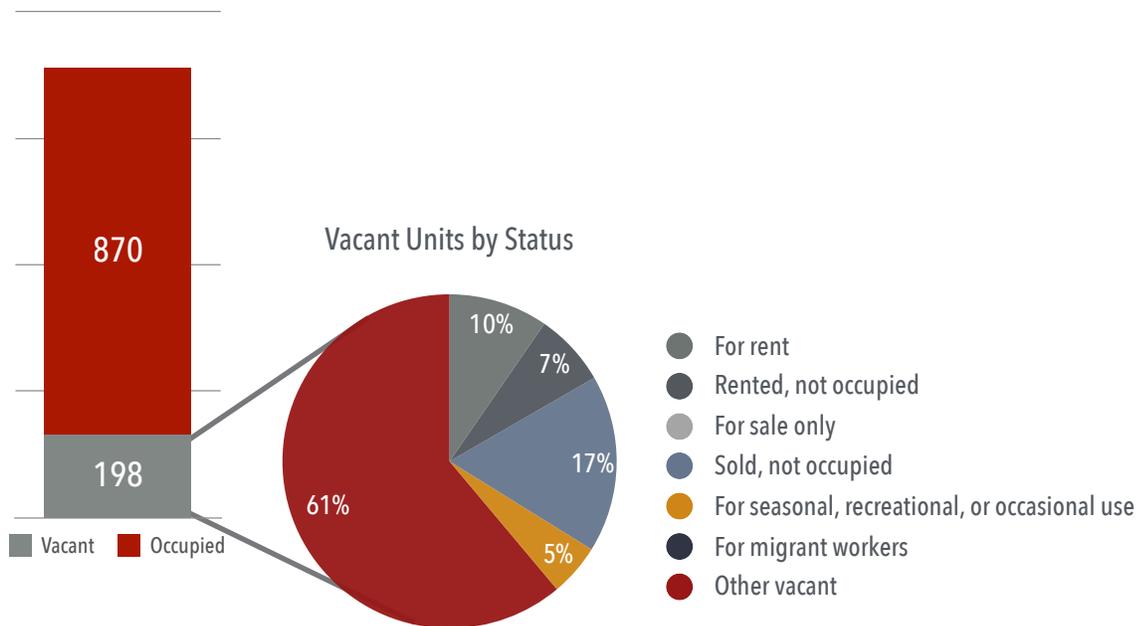
Vacancy

In 2015, the ACS estimated that 18.5% of housing units in Milan were vacant, a high number compared to 11% in Grants, 16% on average in New Mexico and 12.3% on average in the U.S. Of the 198 vacant units in Milan, the majority, 61%, are considered "other vacant," which often indicates abandoned homes.

Abandoned homes are a costly and often complex issue, especially in small communities with limited resources. Homeowners often do not have the resources or incentive to improve dilapidated buildings, and the Village has limited demolition resources.

Exhibit 3-5:
Housing Vacancy

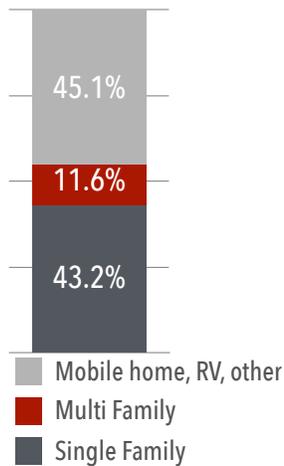
Milan Housing
Vacancy: 2015



Source: US Census ACS 2011 to 2015 Estimates

Housing Type

Exhibit 3-4: Housing Type



Source: US Census ACS 2011 to 2015 Estimates

In 2015, the ACS estimated that in Milan, 43.2% of housing units were single-family, 11.6% were multi-family, and 45.1% were mobile homes, RVs or other housing. The percentage of mobile homes, RVs or other in Milan is extremely high compared to Grants (13%), the state average (14%) and national average (5.4%).

Mobile homes are difficult to maintain as they age, and considering the age of housing stock in Milan, it is likely that home maintenance is an increasing burden on residents in the village.

Housing Assistance

The City of Grants Housing Authority was transferred into the Northern Regional Housing Authority in January of 2017, but it still maintains an office and staff in Grants. Housing Authority staff reported managing 20 Housing and Urban Development (HUD) units, all two- and three-bedroom single family homes, and all in Grants. Grants does not have a centralized HUD affordable housing development. The authority received 98 Section 8 vouchers, of which 60 were funded. Since Milan is within the Housing Authority’s jurisdiction, vouchers are valid in the village and the Authority reported has three currently active vouchers active there. Currently, 76 people are on the waiting list to receive housing assistance, with an average waiting period of about six months.

The Housing Authority office in Grants does not conduct homebuyer or financial education programs at this time.

Maintenance and Repair Assistance

Homeowners have limited home maintenance and repair assistance in Milan. However, the Village holds a biannual clean-up day, providing free trash pick-up. It also regularly picks up trash for elderly or disabled residents. Some weatherization funds are available for veterans and miners.

Community clean-up days can help residents and bring communities closer together.

Issues & Opportunities

Maintenance and Abandoned Houses

Code Enforcement

Despite the challenges many small communities face in enforcing home maintenance ordinances, the Village of Milan has dedicated and consistent code enforcement. The maintenance code adequately provides enforcement officers with the legal tools needed to enforce violations, and the code is currently under review to identify possible additional legal tools for managing home maintenance in the village.

Village officials have expressed a desire for more consistent magisterial support in contested code violations. While Village code enforcement has indicated that the Village has not needed additional, professional legal council, making Village council services available to the code enforcement department would provide the Village added authority and agility in arguing code enforcement violation cases before the magistrate judge.

Demolition

Abandoned properties are an eyesore and can pose safety hazards. The Village’s goal is for abandoned properties to be repaired and reused. However, at times demolition is the best option, often for aging and abandoned mobile homes.

The Village currently does not have demolition ordinances. Such ordinances should include criteria for identification of candidate properties, procedural guidelines for action initiation and notification of condemnation. As well, it should include procedural guidelines for challenges and reversals, lien forgiveness criteria and schedule, and an identified funding source for demolition costs. Liens placed against properties by municipalities to recover demolition costs inhibit the sale and redevelopment of properties. Eventually, they often must be forgiven in whole or part to allow for development, leaving the majority of demolition costs with the municipality.

Abatement Costs

Costs are the main constraint on home maintenance regulation enforcement in the village. The Village should work to identify a steady funding source such as additional gross receipts tax or sewer tax to fund home maintenance enforcement and allocate adequate staffing. Consistent, comprehensive enforcement can change a resident’s mindset, making maintenance a priority.

The Village’s existing Nuisance Ordinance (No. 234) does not outline the procedure for disposing of material when the Village removes it from a property in an abatement action. The Village should sell it and credit the proceeds against the cost of the removal with any remaining balance dispersed by the court to the person found to be entitled to it.

Many older mobile homes contain appliances, wiring or metal that owners can sell to mobile home salvage and scrap yards. Although Milan might lack an immediate buyer, a group effort, led by the Village could potentially prompt a buyer in

the area to pick up material, providing residents an accessible economic incentive to improve their properties.

Architectural Features of Mobile Homes in Single-Family Zones

Milan has more mobile homes than stick-built homes, and the Village may consider adopting regulations ensuring a quality standard of appearance in the village.

Silver City, in southern New Mexico, adopted in its zoning ordinance requirements that new mobile homes in single-family zones include certain features including skirting, permanent foundation, site-built stairs, permanent deck or porch, or garage, carport or building addition.

Section 38.7 of the Milan Zoning Code states that mobile homes shall be compatible with existing residential structures in the surrounding neighborhood, including architectural design, roofing material and roof overhangs. In neighborhoods with many existing mobile homes, compatibility of any mobile home would not be issue, so the application is limited to neighborhoods that have predominantly stick-built houses.

Milan requires mobile homes and manufactured housing to comply with the U.S. Department of Housing and Urban Development Manufactured Home Construction and Safety Standards of 1987 and subsequent revisions, the most recent of which was in 2013. The HUD standards were developed in 1978 and, in general, manufactured homes built after that date were built to the HUD standards in place at the time of construction. The implication is that older units may be HUD-certified but may not meet current standards.

To begin improving the image of the village by

developing a more consistent community character, the village may wish to identify areas to develop in the future as exclusively stick-built.

Such areas should be currently undeveloped or currently developed with few or no mobile homes rather than in neighborhoods already developed with a high percentage of mobile homes in order to avoid causing resident's homes to become non-conforming, or to limit the affordable housing options for existing property owners in those neighborhoods, neither of which is in the Village's interest.

Potential areas for protection include portions of the Berryhill neighborhood and, if it were to be annexed, areas east of Enchanted Mesa Trail.

Recreational Vehicles (RVs)

Residents occasionally use RVs as permanent residences in Milan. Section 20 of the Milan zoning code allows parking RVs for storage, but not for use as dwellings, except in an RV and trailer park as conditional uses in R-2 and M-1 zones. The Village should continue monitoring and enforcing this ordinance.

Housing Availability

Milan reportedly has a lack of available mid-level apartments. This segment of housing stock serves an important function in drawing young professionals such as teachers or doctors, who often prefer to rent in a new community before they decide whether to buy. This type of housing is also an important element in attracting businesses to an area.

Affordable Housing

Several indicators show that Milan needs quality, affordable housing:

- Age of housing stock
- Home values heavily weighted at below \$40K and above \$100K, not many mid-level homes
- High percentage of mobile homes
- Use of RVs as permanent residences
- Period of time since new housing was developed in Milan
- The Village may consider developing an affordable housing plan

Affordable Housing Planning

The purpose of an affordable housing plan is to identify the existing and projected future housing needs of a community and coordinate activities involving housing, economic development and other subjects. Affordable housing plans establish long-range priorities, goals and policies to guide efforts and assist in coordination of various private and nonprofit entities that provide housing.

Affordable housing plans should follow the guidelines of the New Mexico Mortgage Finance Authority (MFA), addressing housing primarily for persons and households of low or moderate income. The plans also deal with the full spectrum of housing needs, including market-rate housing.

Plan adoption enables a community to adopt affordable housing ordinances and prepares the community to participate in the MFA's programs by providing guidance on housing needs that are best addressed by MFA-affiliated housing programs identified in this plan.

MFA Guidelines:

- Require affordable housing plans to provide an in-depth analysis of housing needs, conditions, resources, costs, and context to best inform funding and grant decisions.
- Allow a community access to new funding and grant opportunities.

Affordable Housing Act and Affordable Housing Ordinances

New Mexico's Affordable Housing Act enables legislation that exempts affordable housing from the antidonation clause of the New Mexico State Constitution. Under the act, municipalities or counties that wish to donate, provide, or pay all,

Housing Element:

The housing element of a comprehensive plan could serve as a community's affordable housing plan as long as it meets MFA guidelines. This would require a substantial portion of overall comprehensive planning efforts be focused on the housing element, but could serve as a vehicle for a municipality to access affordable housing tools without compromising other planning obligations.

or a portion, of the costs of affordable housing (including land, acquisition, renovation, financing, or infrastructure) must have in place an affordable housing plan, or a housing component in their comprehensive plan, in addition to an affordable housing ordinance. "Affordability" is defined as paying no more than 30% of income for rent or mortgage payment, and utilities.

Objectives of the Affordable Housing Act include:

- Ensuring that state and local housing assistance grantees are qualifying grantees who meet the requirements of the Act and roles promulgated pursuant to the Act.
- Providing information to MFA for its evaluation of the financial and management stability of the jurisdictions in the role of applicants for MFA funding. If the jurisdictions choose to apply for such funding, the information in the plan demonstrates the commitment of the communities to affordable housing. The plan also provides context for determining the cost-benefit analysis of a project, benefits to the community of a proposed project, identification of the type or amount of assistance to be

provided, and the scope of an affordable housing project.

LIHEAP

The Low Income Home Energy Assistance Program (LIHEAP) is a federally-funded program that helps low-income households with their home energy bills. Since the program is targeted to energy bills, it may not be available for water and wastewater utility bills.

LIHEAP should be helpful for cost-burdened households to meet their housing needs. The New Mexico LIHEAP program may be able to offer participants one or more of the following types of assistance:

- Bill payment assistance
- Energy crisis assistance
- Weatherization and energy-related home repairs

Housing Survey

As an element of an affordable housing plan, or as a separate exercise, the Village should conduct a detailed housing survey to determine the housing type, condition, and vacancy status of Milan housing stock. The Village should geocode the information to understand the distribution of traits and identify neighborhood characteristics. The effort should include identifying funding sources, establishing housing rehabilitation goals and recommending actions.

Goals and Policies

Goal 1: Continue to ensure availability of safe, quality, and sustainable housing for all citizens in Milan, NM

- a. Encourage development of a range of new housing in Milan
 - i. Balance the development of new housing by housing types and incomes for all residents of the community, including high-, medium- and low-income residents
- b. Conduct a comprehensive inventory and condition assessment of housing in the village and develop a housing plan that identifies options for improving the community's housing stock
 - i. Identify funding to develop an affordable housing plan for the Village of Milan
 - ii. Approach the New Mexico Mortgage Finance Authority to request funding and technical assistance for this planning effort
 - iii. Conduct a comprehensive inventory of Milan housing, including geocoded condition assessment, housing type, and vacancy status.
 - iv. Periodically update the housing inventory
 - v. Consider adapting the housing element of the comprehensive plan to serve as the affordable housing plan for the Village in future comprehensive plan update efforts
- c. Work with property owners to address home maintenance and condition issues in the village
 - i. Identify HOME Investment Partnerships, Community Development Block Grant and / or other specific housing programs that should be targeted to provide needed housing renovation and weatherization
 - ii. Identify local lending institutions that can work with the community and property owners on housing improvements and building new housing
 - iii. Consider leveraging resources that could be used to "package" improvements to address one or more structural problems found through the condition assessment to be common issues in Milan housing
 - iv. If the condition assessment identifies a significant stock of derelict housing in the community, engage the owners of those properties and consider working with them and the County landfill and scrap buyers to create a program for cost-efficient disposal and recycling of derelict housing
 - v. Continue to work with the Northern Regional Housing Authority to ensure adequate access to affordable housing resources in Milan
- d. Continue enforcing the use of RVs as permanent residences only under safe and acceptable circumstances

Goal 2: Continue work to address abandoned and nuisance properties in Milan

- a. Identify a continuous funding source and staffing resources for enforcement of the Village's property maintenance code
- b. Support Village code enforcement's efforts to maintain and improve the appearance of the village
- c. Establish protocol directing the identification, prioritization, and approval of demolition projects in the village
- d. Encourage building replacement housing units in place of removed or demolished units
- e. Explore additional legal tools such as zoning code incentives, tax code disincentives, and additional maintenance ordinances to encourage property owners to address maintenance issues

Goal 3: Develop attractive neighborhoods that foster a sense of community

- a. Develop housing that supports economic development through infilling and creating desirable residential and mixed use neighborhoods
- b. Consider adopting an ordinance regulating the elements required for new mobile homes in order to improve the appearance of the village



4. TRANSPORTATION

STREETS AND TRANSIT

Introduction

The purpose of the transportation element is to guide improvements to the existing streets in Milan, and any expansion of the transportation system needed to meet the demands of the existing population and future growth over the next 20 years.

The transportation element provides guidance for improvements to roads and highways, and bicycling and pedestrian facilities, and for strengthening the transportation network.

access to adjoining properties. It is classified at the higher end of the functional classification spectrum. Conversely, the function of local streets prioritizes direct access at lower speeds to neighborhood areas, and is classified at the lower end of the spectrum. The New Mexico Department of Transportation (NMDOT) describes the functional classification system as a tool to analyzing the state’s public road network for system performance, benchmarks, performance targets, funding and allowable design standards. Under current federal transportation legislation, federal aid is available to assist states in construction, reconstruction and improvement of highways and bridges on eligible, functionally classified routes.

Existing Conditions

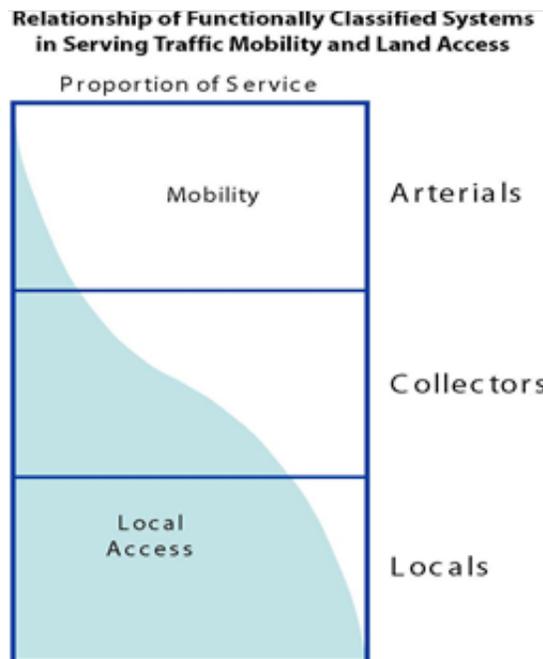
Roads and Streets

Regional transportation opportunities for the Village of Milan primarily include Interstate 40 (I-40), State Highway NM-122 (also known as Santa Fe Avenue/ Route 66) and NM 605. I-40 in Milan runs from milepost 82.8 south to milepost 80.6 south and provides one interchange at Exit 81 with Horizon Avenue. NM-122 passes through and bisects Milan. It is a major six-lane thoroughfare that connects the village to the city of Grants on the south and village of Bluewater to the northwest. NM-122 also brings tourists who travel along Historic Route 66. NM-605 traverses the northeast end of Milan as it extends east to the community of San Mateo. All of these highway facilities are paved, and state-owned and maintained.

The general framework of roadway classification categorizes roads according to performance or how they provide access and mobility. Exhibit 4-1 shows this relationship. The concept of access vs. mobility is the main standard for establishing the functional classification of roadways. An arterial facility, for example, prioritizes mobility for longer distance trips with high speeds and provides minimal

Milan’s roadway system includes local roadways laid out in a traditional grid network that best fits to the natural topography and existing alignment of the Rio San Jose Channel, and provides connectivity to I-40 and NM-122. The Milan roadway network consists of 21 road miles, including 20 miles of paved roads, 1/2-mile of chip seal roads and 1/2 mile of dirt/gravel roads.

Exhibit 4-1 Functional Classification



Motel Drive has been identified as a potential candidate to become functionally classified as such. Milan is currently preparing an application administered through the Northwest Regional Transportation Planning Organization (NWRPTO).

Road Conditions

The predominant roadway surfacing is hot mix asphalt pavement in fair to poor condition. Many of the roads are aging and beyond their designed service life. Milan's roadways experience sub-grade failure due to poor native soils that are classified as clay and are very plastic and expansive. These roadways lack a substantive cross-section capable of carrying increased sustained traffic. Limited grade or amount of slope contribute to drainage and flooding issues during seasonal precipitation events when the runoff produces localized ponding on the roadway surface.

Transit

The Carrot Express currently serves as the Cibola Area Transit System. It provides transportation services for the transportation-disadvantaged in Cibola County and is funded by a combination of federal, state and local sources funds. The Carrot Express provides curb-to-curb demand response service with advance reservations. It operates Monday through Friday from 8:30 p.m. until 4:30 p.m. The fleet consists of three buses, two of which are ADA-compliant. It made over 16,000 trips in 2016.

Transportation Funding

Federal funding opportunities are administered through the NWRPTO. NMDOT offers funding sources under the Local Government Road Fund (LGRF). Capital Outlay and Community Development Block Grants are also federal and state funding sources.

I-40 Noise Abatement

The Federal Highway Administration identifies noise impacts when traffic noise levels approach or exceed the noise abatement criteria. This criteria is based on a weighted sound level. The Village may work with the NWRPTO to develop a project application under the Special Study Program. Initial project steps are to conduct a noise analysis study to identify noise impacts, and if there are impacts, to consider abatement measures. One of the most common and effective abatement measures is a noise barrier wall. Any future capacity improvements along the Interstate (i.e., interchange enhancements/reconstruction, or additional lane construction) would involve a similar study to identify noise pollution created by additional average daily traffic.

Green and Complete Streets

Complete streets are roads that are safe for all users, accessible, and diverse. For example, a complete street has landscaping, trees, slower speeds, bike lanes, safe crossings, and wider sidewalks. The landscaping and trees are a buffer between the traffic and the sidewalk. There are many benefits in complete streets. They encourage economic growth, improve safety among users, increase vibrant public spaces that attract residents and businesses, and improve health among users.

Green streets use green infrastructure and/or low-impact development in roadway design. They manage the effects of stormwater runoff, and air and water pollution. Complete street resolutions and ordinances are in place throughout New Mexico, including in Albuquerque, Santa Fe, Las Cruces, and Mesilla. The Village of Milan may consider passing a resolution and actively participating in efforts to design and implement green and complete streets in upcoming projects.

Exhibit 4-2 Streets Inventory

	ROUTE NAME	LENGTH (ft)	LENGTH (mi)	DIRECTION	SURFACE	CONDITION
1	ARCHER ST	397	0.08	E TO W	PAVEMENT	FAIR
2	YOKUM ST	551.1	0.10	E TO W	PAVEMENT	VERY POOR
3	ASPEN AVE	4248.24	0.80	N TO S	PAVEMENT	POOR
4	SOUTH ST	815.07	0.15	E TO W	PAVEMENT	FAIR
5	CENTER ST	1247.86	0.24	E TO W	PAVEMENT	FAIR
6	EAST ST	1425.21	0.27	E TO W	PAVEMENT	FAIR
7	WEST ST	588.19	0.11	E TO W	PAVEMENT	POOR
8	NORTH ST	1700.63	0.32	E TO W	PAVEMENT	POOR
9	URANIUM AVE	1571.73	0.30	N TO S (ARCHER TO EAST ST)	PAVEMENT	POOR
10	URANIUM AVE	828.66	0.16	N TO S (NORTH ST TO EAST ST)	PAVEMENT	FAIR
11	URANIUM AVE	3014.45	0.57	N TO S (NORTH TO SAND)	PAVEMENT	GOOD
12	MILAN ST	2252.25	0.43	E TO W	PAVEMENT	GOOD
13	CATALINA ST	2282.36	0.43	N TO S	PAVEMENT	HALF POOR/HALF GOOD
14	VALENCIA AVE	3822.84	0.72	N TO S	PAVEMENT	FAIR
15	RUSSELL AVE	2120.93	0.40	N TO S	PAVEMENT	FAIR
16	SAN JOSE AVE	1483.71	0.28	N TO S	PAVEMENT	FAIR
17	LAVA AVE	1414.49	0.27	N TO S (SAND TO AIRPORT RD)	PAVEMENT	GOOD
18	LAVA AVE	1592.52	0.30	N TO S (AIRPORT RD TO NORTH ST)	PAVEMENT	POOR
19	AIRPORT RD	2783.14	0.53	E TO W	PAVEMENT	GOOD
20	CEDAR ST	1687.09	0.32	E TO W	PAVEMENT	POOR
21	MOTEL DR	533.02	0.10	N TO S (NORTH OF 122)	PAVEMENT & CHIP SEAL	POOR
22	MOTEL DR	1291.27	0.24	N TO S (FROM 122 TO 2 BLOCKS NORTH OF PRESTON)	CONCRETE	GOOD
23	MOTEL DR	1050.47	0.20	N TO S (FROM 2 BLOCKS NORTH OF PRESTON TO SAND)	PAVEMENT	VERY POOR
24	MOTEL DR	2603.49	0.49	N TO S (SAND TO AIRPORT RD)	PAVEMENT	FAIR
25	CLAY ST	1581.19	0.30	E TO W	PAVEMENT	GOOD
26	GREY ST	850	0.16	E TO W	PAVEMENT	POOR
27	ASPEN DR	2324.93	0.44	N TO S	PAVEMENT	POOR
28	CACTUS DR	830.37	0.16	N TO S	PAVEMENT & CHIP SEAL	POOR
29	ST PAUL AVE	737.37	0.14	N TO S	PAVEMENT	POOR
30	PINON ST	1365.66	0.26	E TO W	PAVEMENT	POOR
31	SAND ST	1906.6	0.36	E TO W (EAST OF I-40)	PAVEMENT	GOOD
32	SAND ST	747.42	0.14	E TO W (WEST OF I-40)	PAVEMENT	POOR
33	PINON DR	3187.88	0.60	N TO S	PAVEMENT	FAIR
34	WILLOW DR	930.18	0.18	N TO S (NORTH OF 122)	CONCRETE	GOOD
35	WILLOW DR	1389.72	0.26	N TO S (SOUTH OF 122)	PAVEMENT	POOR
36	STEWART ST	581.6	0.11	E TO W	PAVEMENT	POOR
37	ST PETER DR	1324.7	0.25	N TO S	PAVEMENT	POOR
38	AMBROSIA ST	746.04	0.14	E TO W	PAVEMENT	POOR
39	PRESTON ST	701.98	0.13	E TO W	PAVEMENT	POOR
40	HORIZON BLVD	2976.79	0.56	E TO W	PAVEMENT	FAIR
41	VICTOR AVE	1012.57	0.19	N TO S	PAVEMENT	POOR
42	COTTON-WOOD DR	1073.71	0.20	N TO S	PAVEMENT	POOR
43	CRATER AVE	1498.46	0.28	E TO W	PAVEMENT	POOR
44	PINTADA AVE	1727.26	0.33	E TO W	PAVEMENT	POOR
45	HAYSTACK PL	1941.07	0.37	E TO W	PAVEMENT & CHIP SEAL	POOR
46	ELKINS ST	3425.6	0.65	N TO S	PAVEMENT	FAIR
47	BERRYHILL ST	3579.75	0.68	N TO S	PAVEMENT	FAIR
48	TIETJEN ST	2742.49	0.52	N TO S (TO HALF BLOCK SOUTH OF CRATER)	PAVEMENT	POOR
49	TIETJEN ST	304.37	0.06	N TO S (FROM HALF BLOCK SOUTH OF CRATER TO CITY LIMITS)	CHIP SEAL	NEW
50	HOWIE AVE	541.62	0.10	E TO W	PAVEMENT	FAIR
51	OLMSTEAD AVE	450.17	0.09	E TO W	PAVEMENT	FAIR
52	FEBCO ST	2050.49	0.39	N TO S	PAVEMENT	FAIR
53	MARMONA AVE	2358.46	0.45	N TO S	PAVEMENT	GOOD
54	WEST BROOKS RD	537.42	0.10	E TO W	PAVEMENT	FAIR
55	EMMONS AVE	1416.63	0.27	E TO W	PAVEMENT	POOR
56	WATERTANK HILL AVE	1150.53	0.22	E TO W	PAVEMENT	VERY POOR
57	PREWITT ST	1701.07	0.32	N TO S	PAVEMENT	FAIR
58	SKY TOP COMMUNITY PARK	558.03	0.11	N TO S	GRAVEL	
59	JUNIPER	2417.84	0.46	E TO W	PAVEMENT	FAIR
60	STANELY AVE	1759.41	0.33	E TO W	CHIP SEAL	FAIR
61	LAURIE LEE CT	926.27	0.18	N TO S	PAVEMENT	GOOD

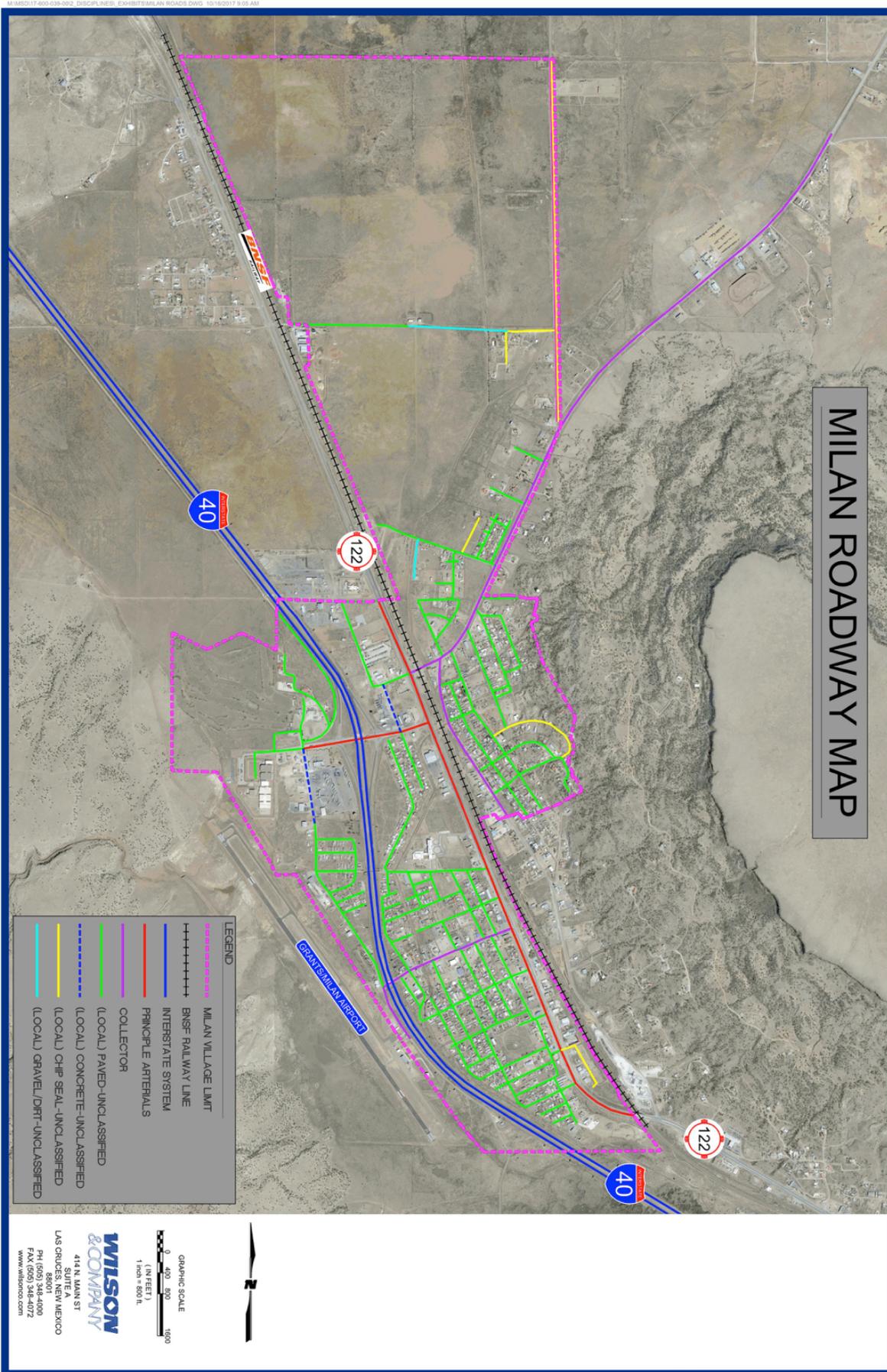
62	RINCONDADA DR	912.2	0.17	N TO S	PAVEMENT	FAIR
63	KILLOUGH DR	622.31	0.12	N TO S	PAVEMENT & CHIP SEAL	FAIR
64	CHAVES AVE	111.01	0.02	E TO W	CHIP SEAL	POOR
65	MARTINEZ AVE	99.02	0.02	E TO W	PAVEMENT	FAIR
66	SAN MATEO DR	868.03	0.16	N TO S	PAVEMENT	POOR
67	NACATA AVE	358.77	0.07	E TO W	PAVEMENT	POOR
68	RALPH CARD DR(MILK WAY DR)	672.35	0.13	E TO W	PAVEMENT	FAIR
69	MIKE MICHAELS RD	790.73	0.15	E TO W	PAVEMENT	FAIR
	STANELY RD	238.25	0.05	E TO W	CHIP SEAL	FAIR
70	RALPH CARD RD- 23	6976.98	1.32	E TO W	PAVEMENT & CHIP SEAL	FAIR
71	NURSERY RD	889.64	0.17	E TO W	CHIP SEAL	POOR
72	MILLS RD	2316.07	0.44	E TO W	HALF PAVEMENT/HALF DIRT	FAIR

ICIP Projects

ICIP Project:East/Uranium: 2020, \$100,000

ICIP Project: Curb/Gutter Drainage Northside: Funded to date, \$50,000

Exhibit 4-3 Roadway Map



Goals and Policies

Goal 1. Continue maintaining and improving existing village streets

- a. Continue regular village improvements of village streets
- b. Follow a phased approach to paving new streets according to priorities based on need and where joint project opportunities exist
- c. Accept dedicated streets from developers only when they meet village standards
- d. Improve landscaping and drainage as part of projects for new street building and major street repair, as appropriate
- e. Replace street signs where needed and maintain them
- f. Incorporate green and complete street designs in future road projects

Goal 2. Promote the development of walkable, multimodal streets in Milan

- a. Support state and federal projects to increase transportation accessibility and safety, including bike lanes, sidewalks, road diets, street trees, and textured crossings
- b. Continue maintaining sidewalks for condition and cleanliness

Goal 3. Continue working to improve drainage on Milan streets

- a. Identify priority projects with the highest potential benefit for economic development and safety
- b. Include street improvements and utility repairs where appropriate with street repair and drainage improvement projects

Goal 4. Identify roads for functional classification

- a. Work with the Northwest Regional Transportation Planning Organization to functionally classify streets where appropriate

Goal 5. Work with the New Mexico Department of Transportation and Federal Highway Administration to improve streets in and around Milan

- a. Work with the NWRTPPO to develop a noise abatement project application under the Special Study Program
- b. Conduct a noise analysis study to determine the impacts from traffic noise on I-40

Goal 6. Continue providing transit services to the public

- a. Continue funding and support for the Carrot Express
- b. Consider expanding services if conditions and capacity become available



5. FACILITIES

Introduction

The purpose of the Facilities Element is to assess Village facilities and to guide short- and long-term strategies that will result in high quality, well-maintained facilities for the village of Milan. The facilities element is intended to guide improvements to village-owned and occupied facilities. Portions of this element have been adapted from the 2009 Village of Milan Comprehensive Plan.

The facilities element describes and assesses village facilities and principal non-village public facilities in or near the village. The element provides strategies and policies to guide improvements.

Existing Conditions

Village Facilities

Village Hall

Village Hall is located at Uranium Avenue and is occupied by the majority of the Village administration offices including Manager, Clerk, Finance and Water. These Departments combined have approximately eight (8) employees. In addition, Village Hall connects with the Milan Police Department. Milan Village Hall also serves as the chamber for the Milan Board of Trustees.

In 2009, Uranium Avenue and Milan Street, streets which border Village Hall on the east and north respectively underwent total rehabilitation and now include sidewalks, complete with designed bus turn in lane.

The Village envisions a new Village Hall anchoring a Village Core complete with nearby parks and open spaces and a renovated Village municipal court complex to house all Village departments under one roof.

Condition

The existing Village Hall is aging somewhat and has minor or periodic electrical and plumbing issues. It has enough room and the Village does not anticipate a space issue in the foreseeable future.

ICIP Project: Utility Reconstruction of City Hall:
2020, \$200,000

ICIP Project: Construction of new City Hall:
2022, \$500,000

Exhibit 5-1 Milan Village Hall



Milan Department of Parks and Building Maintenance

The administration offices of the Recreation Department are located at 407 Airport Road. The Parks and Maintenance Department has a staff of 5, including the Director. The Department has a part time staff of 4 employees, which may increase by 8 during the summer, mainly for the swimming pool. A majority of the part time employees are high school or college students.

Exhibit 5-2 Milan Department of Parks & Recreation



Population growth is a major driving force in developing programming. The Department plans on meeting this growth by continuing to provide existing programs and develop new ones, e.g., through getting program ideas from citizens so they can offer programs that local residents desire and in which they will participate. The facility has a full kitchen and meeting room for local groups and community meetings.

Milan Public Works Building

Milan Public Works is currently comprised of 8 employees, handling water, sewer, and streets. Of the 8 employees, 3 are certified water operators, and 1 is a certified sewer operator. In addition, Public Works has a building located at 904 Uranium Avenue which is used for storage.

Exhibit 5-3 Milan Public Works Building



Milan Computer Lab

Located caddy-corner to the Milan Village Hall, the newly renovated computer lab is now open and sees steady use during after-school hours. The facility has ten computer stations and is the only public computer access in the area with no use time limit.

The lab sees heavy use and is an important asset for the community.

The Village rents the remaining half of the building to the New Mexico Environment Department.

Courthouse

Located across Uranium Ave from Village Hall, the Courthouse was built in the 1970's originally as a bank. The courtroom was added on five years ago. This project was identified as a top priority in the 2009 plan.

Parks and Recreation

Parks and recreation opportunities are an important element for structuring an attractive, desirable place for people to live, work and play, contributing to future growth. Parks are essential to community stability and health and must grow both in quantity and quality as other elements of the Village develop.

The Milan Park and Recreation Department maintains the Village's 4 active parks:

Elkins Park

- Playground equipment
- Grills

Metcalf Park

- Playground equipment
- Canopies and benches

Kerns Park

- Hosts Village events
- Soccer field with equipment
- Gated to protect the equipment and open for games.

Mirabal Park

- Planned improvements include:
 - walking path
 - flood water retention capacity
 - basketball and volleyball
- Projected park improvement cost: \$2M

Milan Natatorium

The Milan Natatorium is the only functioning swimming pool in all of Cibola County. Renovated in 2005, the Natatorium boasts new locker rooms, benches, and available family room for community use.

In addition to swimming, the natatorium offers therapy and elderly programs. Milan Elementary has access to the pool every week of the school year, with Baca/Prewitt and Acoma communities utilizing the pool as well. Aging electrical systems in the facility are causing light bulbs to burn out in the large spot lights and the facility is in need of some renovations and repairs to the roof and locker rooms.

Exhibit 5-4 Milan Natatorium



Milan Multi Purpose Center

Located south of the Natatorium, the Milan multipurpose center provides residents with a complete indoor facility including a basketball court and locker rooms. Developing this project was identified at the top priority in the 2009 plan.

The Milan multipurpose center was completed in 2012 with the installation of basketball hardwood floor, facility bleachers, and a fire prevention sprinkler system.

The facility does not have a phone jack and although they have a cell phone for telephone calls, they are unable to send faxes to coaches, which is often needed. Currently, wrestling mats are stored in locker rooms

due to a lack of adequate storage space.

Family Fun Center

The facility, located on Airport Road, south of the Natatorium, contains a large meeting room that can be rented out for public use. There is a storage building south of the Fun Center that has some condition issues including leaking roof and doors that are unable to close completely.

Village Workshop

The Village workshop building is located on Victor just off of Airport Road and houses supplies such as paint, parts and tools storage and workshop space.

Public Safety Services

Fire Protection

There is one fire station in Milan. The station is all volunteer-staffed, with one full time employee, the Milan Fire Chief. Currently, there are 12 volunteer firefighters. Cities of comparable size have no full time staff and are comprised of all volunteer departments. The station operates 24 hours a day, seven days a week. Firefighting is the main function of the station.

The Milan Fire Department is responsible for fire protection and will provide HAZMAT support, but does not have the capacity for rescue or EMS services. The Milan Fire Department has a geographic service area that includes the Village of Milan, and a 5-mile radius (Milan Fire will provide support when requested or as needed, which has included calls in McKinley County and as far east as Mesita).

The fire station was constructed in the mid-1970s, although Milan did not acquire the building until 1988/1989. The station is in relatively good shape, with some office remodeling occurring in 2004.

If the fire department needs to increase its number of personnel and equipment due to future population growth in the area, the department may have to move to a paid staff.

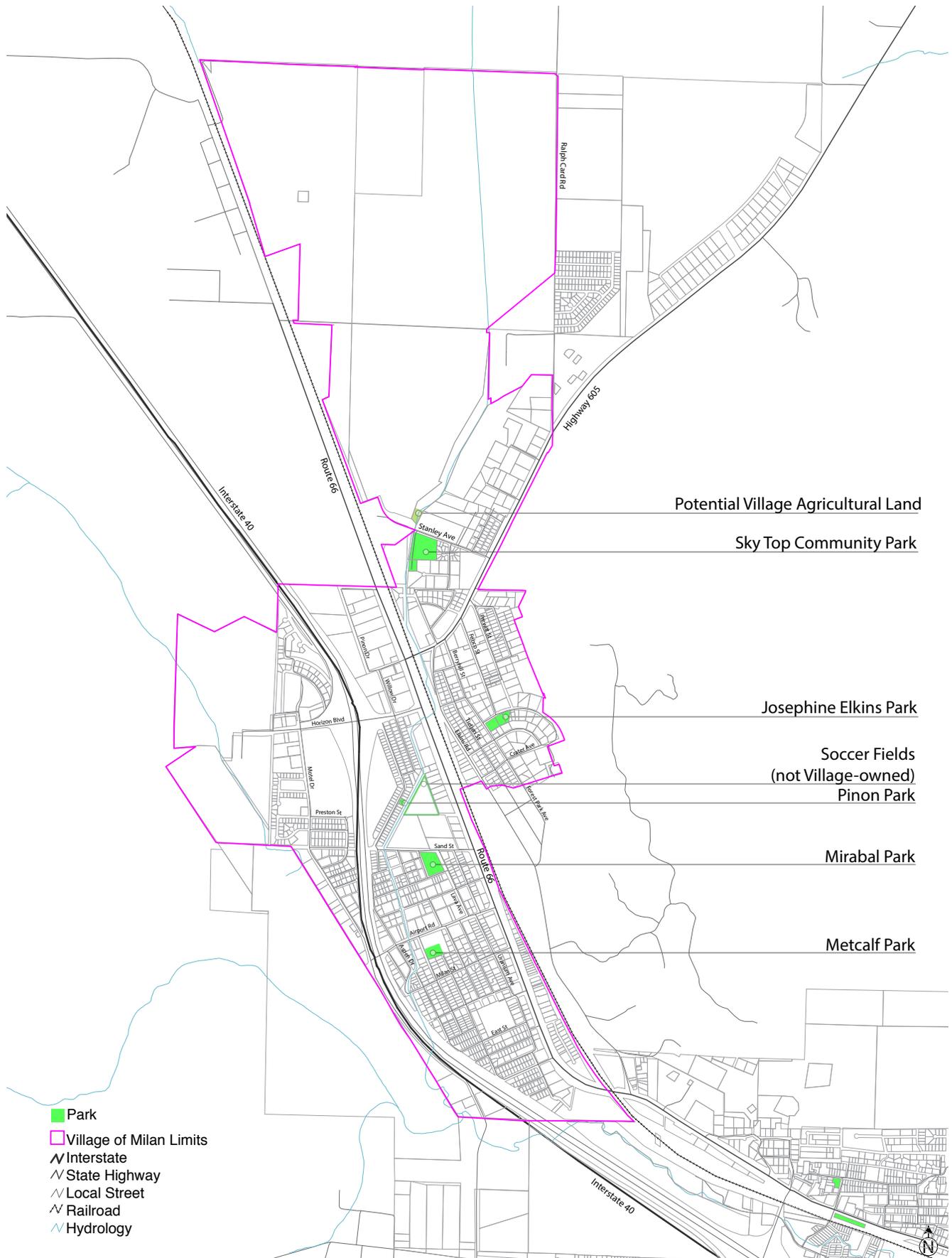
Emergency medical services are provided by Mt. Taylor Ambulance out of Grants. A few Milan firefighters are first responder trained, including CPR.

Future needs of the department include training and equipment. New equipment including ladder/snorkel truck is needed to access the 2-story Milan Elementary School currently under construction. Additional needs include a tanker truck and training station. Should the Milan Industrial Park continue to develop, there may be a need for establishment of a Fire substation within the Industrial Park.

Village Transit, which manages the Carrot Express is housed in an office in the north east corner.

The second floor consists of a large (2,800 sqft) residential apartment that is currently rented out but could be divided into more than one apartment.

ICIP Project: Construction of New Fire Department: 2022, \$2.5M



Police Protection

The Milan Police Department is located at 612 Uranium Avenue. The Milan Police Department is responsible for police protection and patrol within the Village of Milan. The department has 9 employees, which currently includes 8 police officers. Hours of operation are 24 hours a day / 7 days a week for police operations and Monday through Friday, 8:00 am to 4:00 pm for administrative services.

The department is housed at one site only, there are no substations. Dispatch operations are handled by Milan Police Department. Although 911 emergency calls are routed to Milan Police from the Cibola County Regional Dispatch, Milan is not part of Regional Dispatch. Milan is currently examining feasibility of consolidating operations into the Cibola County Regional Dispatch.

Exhibit 5-7 Milan Fire Station



The condition of the Police Department is adequate, having undergone reconditioning 4 years ago including new stucco. Space is an issue, with the Department currently evaluating addition of detached storage for additional storage space.

“Community-oriented policing” is the defining characteristic of the Milan Police Department. A Police Bicycle Patrol in Milan is part of the community oriented approach. Milan Police Officers have Certified County Commissions to respond and assist in police calls originating in the Village/County checkerboard area located in northeast Milan. Milan Police Department is very competitive in police pay, trailing only State Police and exceeding Grants and Cibola County for certified and non-certified officers.

Due to small population size, Milan Police Department is viewed as a “stepping-stone” for new officers; a place to gain police experience before moving onto larger metro areas. Should Milan experience growth in its population, there may be a need for 2-4 additional officers.

Additional funding is need by the police department to increase technology capabilities including full-computer capabilities.



Exhibit 5-8 Milan Police Station

Other Facilities

The Grants/Milan Airport

The Grants/Milan Airport is owned in part (6%) by the Village of Milan in partnership with the City of Grants.

Milan Elementary School

Milan Elementary School has an agreement with the Village of Milan to allow use of Milan Public facilities for school activities and events. Milan prides itself on its support for education, specifically the relationship with the local and area schools.

New Mexico Department of Transportation – District 6 Office

The New Mexico Department of Transportation – District 6 headquarters is located in Milan. The District 6 area includes the Counties of Cibola, McKinley, San Juan, and Catron.

New Mexico State Police – District 6 substation

The New Mexico Police District 6 substation is located in Grants; District 6 headquarters is located in Gallup, NM.

The Village of Milan currently does not have a cemetery. Village residents are buried in nearby Grants Memorial Park in Grants. The Village is currently examining the creation of a Milan cemetery for Milan residents. Proposed sites include the recently acquired Mormon Ranch Farm.

Village Property and Maintenance

Village Property

The Village owns a significant number of properties amounting to 1,024.62 acres. While most of these properties are currently used and maintained facilities, several are vacant or house vacant buildings. The Village should evaluate these properties to determine best use and develop a policy directing future maintenance and use. Two Village-owned buildings at the northwest corner of Milan St. and Route 66 should be demolished and the Village is in the process of demolishing a building on Uranium Ave that will be replaced by a storage building currently located at Milan Farm and will be used for storage. The Village also owns a farmhouse at Milan Farms and occasionally rents the building out for residential use. It is currently unoccupied, but was in the summer of 2017.

Asset Management Planning

An asset management plan is developed for the management of Village infrastructure assets over the lifecycle of the assets, to a specified level of service. Management plans include both fiscal and technical management techniques. An asset management plan also incorporates administrative due-diligence and existing preventative maintenance and risk management to ensure that day-to-day wear and tear is dealt with and the asset reaches its expected life-cycle. It is a strategic and proactive approach based on data and collaboration to develop a comprehensive long-term view of infrastructure management.

Integrating Facilities Planning

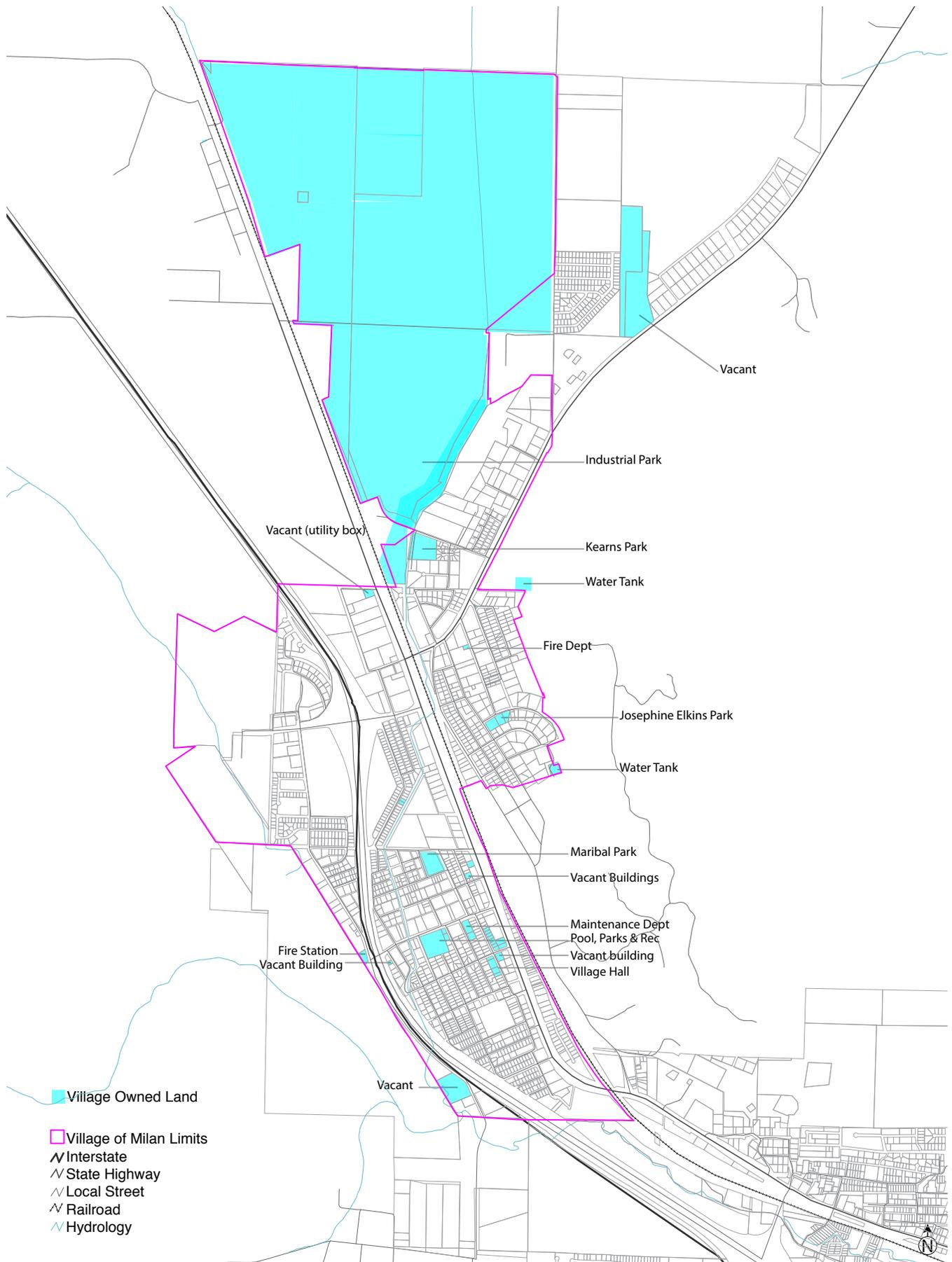
As funding requirements and scoring continue to evolve, it may become practice to favor applications that can reference an asset management plan or even to require asset management plans as a requisite of eligibility for funding.

The Village should consider developing an asset management plan that integrates facilities master planning for a comprehensive toolkit for managing Village assets and facilities.

Many utilities have facilities master plans and update these plans on a regular basis. Traditionally, the primary goal of these master plans has been to identify facility and infrastructure improvements that will be needed to provide adequate capacity under existing and future projected system demand conditions. System improvements recommended from the master plan were then incorporated into the utility's capital improvement plan (CIP). In parallel to master planning activities, utilities have traditionally conducted various operations and maintenance (O&M) activities to maintain the system in an acceptable condition and operating at an acceptable level of performance. System repair, rehabilitation, and replacement improvements required from these O&M activities were also incorporated into the utility's CIP. These parallel, but separate, system planning and O&M activities provided many coordination challenges and often resulted in CIPs that were not optimized.

An asset management approach to master planning is a holistic, integrated approach that considers the levels of service provided to customers, is risk based, and assesses the whole-life cycle costs of system improvements. Information on system condition and performance is used to assess the risks of failing to provide the required levels of service and to estimate expected remaining service life. Identified system improvements are then optimized so that they provide the required service levels for the least whole-life cost at a level of risk acceptable to the utility. A prioritized CIP is developed from the optimized system improvements to meet the different needs (growth, regulatory requirements, and asset renewal) at a price that is affordable to the utility's customers.

Exhibit 5-9 Village Property



Goals and Policies

Goal 1. Maintain existing Village facilities and develop new Village facilities to meet the needs of the community, including enhancement of the quality, safety and convenience of Village services, preservation of historic properties, and support for economic development

- a. Maintain and update existing municipal buildings
- b. Develop an asset management plan that integrates facilities master planning in a holistic, integrated approach to facilities management and maintenance
- c. Improve the efficiency and effectiveness of facilities maintenance
 - i. Conduct training for all facilities managers on how to identify warranty deeds, and impart the importance of continuous monitoring of facilities conditions and issuing work orders to maintain Village facilities
 - ii. Maintain a central database of all warranties, repairs and requests for repairs and improvements
- d. Assess the structural condition of all Village facilities and conduct life-cycle maintenance, improvements, and building replacement
- e. Develop a comprehensive maintenance and inventory schedule and best practices

Goal 2. Develop a budget for priority capital improvements and securing additional funding

- a. Develop the ICIP on an annual basis with a realistic prioritization, costing and approach to programmed improvements

Goal 3. Improve energy and water use efficiencies of Village and grounds

- a. Conduct periodic audits of energy use and water consumption, and develop the means to reduce energy and water use
- b. Evaluate heating and cooling systems and other major energy uses, and seek the means to reduce ongoing costs

Goal 4. Determine appropriate reuse of Village buildings that are vacant or no longer needed for their original purposes

- a. Conduct a condition assessment of buildings that housed functions that moved to other facilities, consider options for reuse, and develop cost estimates for conversion of use
- b. If no municipal reuse is appropriate for the building, consider allowing non-Village users to lease the space, or surplus the building or selling the property

Goal 5. Cooperate with other jurisdictions for shared use of buildings

- a. Continue working with the City of Grants to maintain and improve the Grants-Milan Airport

Goal 6. Continue to maintain and improve park and recreational facilities and develop multi-functional uses for public facilities

- a. Develop Mirabal park as to serve as emergency storm water retention and add amenities such as walking trail and ball courts.
 - i. Identify funding sources for excavation and design
- b. Expand the trails network in Milan to accommodate pedestrians and cyclists and connect to regional trails networks
 - i. Include the installation of wayfinding signage to guide visitors to Milan attractions and businesses
- c. Study the development of a public cemetery on a portion of the Milan Farm property
- d. Develop Safe Routes to Schools program to fund community-school infrastructure enhancement projects



6. WATER

DRAINAGE, FLOOD
ABATEMENT, and WATER
UTILITY

INTRODUCTION

The Water Element provides an overview of hydrology and drainage issues in the village of Milan and descriptions of recent, planned, and potential drainage projects. The Water Element also Describes the existing water system.

The water element describes existing drainage and outlines potential drainage projects.

sub-basin. The main transporter of storm water in Milan is the Rio San Jose Arroyo. The Rio San Jose is a major earthen drainage channel that originates from the Blue Water Dam and flows through the village of Milan, the city of Grants, and several other communities, out-falling to the Rio Puerco and eventually the Rio Grande.

The Rio San Jose watershed is responsible for the flows that affect the village of Milan and Rio San Jose Arroyo. The Rio San Jose has a large watershed of approximately 1,020 square miles that is located upstream and contributes to the runoff to the Rio San Jose. Exhibit 6-4 shows the watershed and drainage basins along with the Milan village limits. It shows that Black Mesa to the east of the village of Milan contributes off-site flow to the Rio San Jose.

Drainage

Hydrology

The village of Milan has experienced recurring flooding over the years. The City of Grants and Village of Milan New Mexico Drainage Master Plan (DMP), prepared by Wilson & Company (Wilson) in 2011, identified the watersheds, sub-basins, flows, drainage structures, and potential problems and proposed solutions. Several of these solutions were prioritized and constructed.

The DMP analyzed the hydrology for the Rio San Jose Watershed and flows determined for each

Drainage Capacity

The DMP focused on the 10-year and 100-year storm events. In doing so, it determined that nearly all of the drainage structures in Milan were inadequate. According to the hydraulic analysis in the plan, all existing channels are inadequate to convey the 100-year peak flow and a few are unable to pass the 10-year peak flow.

Exhibit 6-1 Summary of 10- and 100-year Design Flows and Drainage Structure Adequacy

Structure ID	Structure Location	Q ₁₀ (cfs)	Q ₁₀₀ (cfs)	Adequate Capacity to Pass Q10	Adequate Capacity to Pass Q100
17	Rio San Jose @ Highway 605	559	2,440	Yes	No
27	Rio San Jose @ Milan Railroad Bridge	559	2,440	Yes	No
28	Rio San Jose @ Santa Fe Ave, Milan	559	2,440	Yes	No
51	Rio San Jose @ Sand Street	639	2,440	No	No
52	Rio San Jose @ Clay street	639	2,440	No	No
53	Rio San Jose @ Airport Road	639	2,440	Yes	No
54	Rio San Jose @ Milan Street	639	2,440	Yes	No

Rio San Jose Channel Capacity

The Rio San Jose has several issues, such as inadequate cross sections, slight slope, and crossing structures that are deteriorating and inadequate. In some areas, the Rio San Jose has narrow embankments with loosely compacted soil that could lead to overtopping and flooding. These data show that the Rio San Jose itself is undersized and needs to be improved. The channel should be dredged to increase the depth and width of the arroyo, therefore increasing the flow capacity that it can safely carry through the village of Milan. According to the DMP, the proposed width for most of the channel is 50' with 2:1 side slopes. Data from the most current DMP support this position.

Proposed Projects

The DMP proposed several solutions to the drainage issues that face the village. Some of those proposed solutions have been constructed while others are still in the planning phases. The proposed drainage improvements that have been completed thus far are the Milan Diversion Channel, Mirabal Park, Motel Drive, Uranium Avenue and Sand Street.

Milan Diversion Project

The Milan Diversion Channel Project provides flood control for the Milan Tract Farm, an area that is prone to severe flooding from the Rio San Jose River. The Rio San Jose is a tributary to the Rio Grande and historically flows southeasterly through the middle of the Milan Tract Farm, a site that currently lies in Zone "A", a high risk zone as determined by FEMA's Flood Insurance Rate Map. The project drainage improvements include the construction of a diversion channel located at the eastern boundary of village's property, capable of handling the 100-year storm event. The diversion channel will capture surface runoff, and re-direct flows on the eastern

portion of the Milan Tract Farm while reducing the risk of flooding and revising FEMA's Flood Zone designation within the farm.

Mirabal Park Improvement Project

The Mirabal Park Improvement Project design was for a multi-purpose recreational facility to transform the existing, aging park into a redeveloped municipal park that also serves as a detention pond. The goal of the project was to provide protection from storm water runoff and enhance the recreational amenities. Construction of the project was to be in two phases. Phase I was comprised of pond improvements to accommodate the 100-year storm event and alleviate the surface flow of water and localized ponding that currently occurs throughout the surrounding community. The design includes an outfall structure that allows the Sand Street and Uranium Avenue subsurface storm drain system to discharge into an isolated area that is lower than the overall park elevation.

Phase II was the construction and installation of the recreational components, including a softball field, multi-age playground areas, basketball court and shade structures. These amenities will allow the Village to continue to use the park as an extension of the Milan Elementary School campus. The project includes parking on the west side of Lava Avenue, providing an accessible route to the park amenities, including a multi-use trail around the park perimeter and crosswalk connections to the adjacent school.

Motel Drive

Motel Drive is an important and heavily traveled corridor for commercial and residential traffic. Motel Drive provides the sole road access to the travel center. Over time, the original two-lane asphalt roadway experienced failure due to heavy truck traffic loading and localized flooding. Significant improvements to this roadway have since been constructed in phases and have included replacing the roadway with a four-lane concrete roadway section and installing a subsurface storm drain system. The storm drain system captures runoff at curb inlets and conveys the water below and off the roadway in reinforced concrete pipes. Wilson is currently assisting the Village in securing the drainage right-of-way for Phase Five and anticipates beginning construction in the late 2017.

ICIP Project: Motel Dr. Drainage/ Infrastructure Ph V and Ph VI: Funded to date, \$1.532M

The Sand Street Bridge would not pass either the 100-year storm event or the 10-year storm event, and has been evaluated for replacement. This project is currently in the process of design and establishing funding sources.

Further improvements that should be made to drainage structures in the village are listed in the Exhibit 6-2.

ICIP Project: Sand Street- Mirabla Park: Funded to date, \$1.03M

Uranium and Sand Street Roadway Project

The Uranium Avenue and Sand Street Roadway, Pedestrian Access and Drainage Improvement Project Phase I was the culmination of a multi-year endeavor to provide multi-modal improvements to commercial and residential properties within the heart of the village. This project was completed in the fall of 2016 and was the fourth phase of utility replacement, installation of new drainage networks and full roadway reconstruction including pedestrian access.

The Sand Street Roadway, Pedestrian Access and Drainage Improvement Project Phase II will provide new storm water drainage to the west end of Sand Street with a subsurface storm water system outfalling to the Rio San Jose. This phase will also provide pedestrian access for the remainder of Sand Street Phase I and possibly a decorative path in front of Milan Elementary School.

Exhibit 6-2: Summary of Proposed Major Drainage Improvements for the Rio San Jose in Milan

Structure ID	Channel Reach		Included Structures	Crossing Structure Description	Channel Description	Recommended Priority
	Downstream Limits	Upstream Limits				
56-58	Rio San Jose 34400	Santa Fe Avenue 34400	North Street Channel	Existing: Culvert crossing structures Proposed: Six slab bridge structures over channel	Existing: Varies ~6 to 15 ft bottom width, 2:1 to 3:1 side slopes, less than 0.20% slope Proposed: ~1,000 LF concrete channel with 6 ft bottom width, 2:1 side slopes, 0.20% slope and ~850 LF earth channel with 25 ft bottom width, 2:1 side slopes, 0.20% slope	1
54	Milan Street 34990	Airport Road 36118	Milan Bridge	Existing: Bridge structure Proposed: 90 ft long by 44 ft wide bridge structure	Existing: Varies 10 to 30 ft bottom width, 1:1 to 2:1 side slopes Proposed: 0.16% slope, 50 ft bottom width, 2:1 side slopes	2
53	Airport Road 36118	Clay Street 37150	Airport Road Bridge	Existing: Two cell CBC - 6 ft rise by 12.5 ft span Proposed: 90 ft long by 68 ft wide bridge structure	Existing: Varies 10 to 20 ft bottom width, 1:1 to 2:1 side slopes Proposed: 0.12% slope, 50 ft bottom width, 2:1 side slopes	3
52	Clay Street 37150	Sand Street 37980	Clay Street bridge	Existing: Bridge structure Proposed: 90 ft long by 44 ft wide bridge structure	Existing: 20 ft typical bottom width, 1:1 to 2:1 side slopes Proposed: 0.12% slope, 50 ft bottom width, 2:1 side slopes	4
51	Sand Street 37980	~3050 ft Downstream of Santa Fe Ave. 37900	Sand Street Bridge	Existing: Two cell CBC - 5 ft rise by 12.5 ft span Proposed: 90 ft long by 44 ft wide bridge structure	Existing: Varies 15 to 30 ft bottom width, 1:1 to 2:1 side slopes Proposed: 0.12% slope, 50 ft bottom width, 2:1 side slopes	5
28	Santa Fe Avenue 40950	Railroad Bridge 41190	Santa Fe Concrete Box Culverts	Existing: Eight cell CBC - 5 ft rise by 10 ft span Proposed: N/A	Existing: Varies 50 to 80 ft bottom width, 3:1 to 4:1 side slopes Proposed: 0.64% slope, 80 ft bottom width, 2:1 side slopes	6*
27	Railroad Bridge 41190	Highway 605 42375	Railroad Bridge	Existing: Railroad bridge structure Proposed: N/A	Existing: Varies 20 to 30 ft bottom width, 1:1 to 2:1 side slopes Proposed: 0.10% slope, 50 ft bottom width, 2:1 side slopes	6*
17	Highway 605 42375	Upstream of Highway 605 43000	Highway 605 Bridge	Existing: Bridge structure Proposed: 90 ft long by 68 ft wide bridge structure	Existing: 10 ft typical bottom width, 1:1 to 2:1 side slopes Proposed: 0.08% slope, 50 ft bottom width, 2:1 side slopes	7

* Multiple improvement projects combined into a single priority due to interdependence or proximity of drainage improvements.

Exhibit 6-3: Drainage Structure Inventory

Drainage Structure Inventory - Village of Milan, New Mexico

Material	Assumed Hw/D	Q ₁₀ (cfs)	Sufficient Capacity to Pass Q ₁₀	Q ₁₀₀ (cfs)
n/a	1.5	31	n/a	188
n/a	1.5	58	n/a	337
n/a	1.5	26	n/a	109
CMP	1.5	14	Yes	53
CMP	1.5	14	Yes	53
CMP	1.5	4	Yes	14
CMP	1.5	14	Yes	56
CMP	1.5	2	Yes	8
CMP	1.5	5	Yes	19
CMP	1.5	6	Yes	18
CMP	1.5	6	Yes	20
CMP	1.5	6	Yes	17
CMP	1.5	13	Yes	42
CMP	1.5	559	No	2,440
CMP	1.0	9	Yes	26
CMP	1.0	9	Yes	26
Concrete	n/a	559	Yes	2,440
n/a	n/a	38	n/a	141
n/a	n/a	56	n/a	200
CMP	1.2	56	Yes	200
CMP	1.2	59	Yes	211
n/a	n/a	59	n/a	211
CMP	1.5	6	Yes	21
CMP	1.3	15	Yes	52
CMP	1.3	15	Yes	52
CMP	1.5	15	Yes	52
Steel	n/a	559	Yes	2,440
Concrete	n/a	559	Yes	2,440
CMP	2.0	6	Yes	21
CMP	2.0	22	No	89
CMP	1.2	22	Yes	89
CMP	1.2	22	Yes	89
CMP	1.5	22	Yes	89
CMP	2.3	22	Yes	89
Earth	n/a	12	n/a	46
CMP	1.3	12	Yes	46
CMP	1.6	44	Yes	153
n/a	n/a	44	n/a	153
RCP	1.0	16	No	53
CMP	1.5	16	Yes	53
CMP	1.5	16	Yes	53
n/a	n/a	23	n/a	85
CMP	1.6	84	Yes	310
n/a	n/a	96	n/a	329
n/a	n/a	96	n/a	329
n/a	n/a	8	n/a	22
Concrete	n/a	72	n/a	206
Concrete	n/a	89	n/a	244
CMP	1.3	24	Yes	57
CMP	1.2	24	Yes	57
Concrete	n/a	639	No	2,440
Concrete	n/a	639	No	2,440
Concrete	n/a	639	Yes	2,440
Concrete	n/a	639	Yes	2,440
RCP	n/a	56	n/a	128
Steel	n/a	54	n/a	131
CMP	1.3	147	Yes	431
Earth	n/a	147	No	431

* Corresponding Analysis Point determined based on nearby location relative to drainage structure. Actual flow reaching drainage structure may be higher or lower than flow rate for analysis point depending on existing drainage characteristics.

** Flow rate for drainage structure estimated using percentage of basin contributing to drainage structure location.

Sufficient Capacity to Pass Q ₁₀₀	Structure Notes
n/a	Drainage structure is outside of Village limits
n/a	
n/a	
Yes	Size and location obtained from report by Sullivan Design Group 1996
Yes	Size and location obtained from report by Sullivan Design Group 1996
Yes	Size and location obtained from report by Sullivan Design Group 1996
Yes	Size and location obtained from report by Sullivan Design Group 1996
Yes	Size and location obtained from report by Sullivan Design Group 1996
Yes	Size and location obtained from report by Sullivan Design Group 1996
Yes	Size and location obtained from report by Sullivan Design Group 1996
Yes	Size and location obtained from report by Sullivan Design Group 1996
Yes	Size and location obtained from report by Sullivan Design Group 1996
Yes	Size and location obtained from report by Sullivan Design Group 1996
No	Channel full of weeds
No	
Yes	Downstream end of culvert damaged
No	
n/a	
n/a	
No	
No	
n/a	
Yes	
Yes	
Yes	
Yes	
No	Backwater causes channel overflow upstream in 100-yr
No	
No	
No	
Yes	
Yes	
Yes	
Yes	
n/a	Drainage structure is outside of Village limits
Yes	
Yes	
n/a	
No	Drainage structure is outside of Village limits
No	Drainage structure is outside of Village limits
No	Drainage structure is outside of Village limits Ends of culvert buried with sediment
n/a	Drainage structure is outside of Village limits
No	Drainage structure is outside of Village limits
n/a	
n/a	
n/a	Drainage structure is outside of Village limits
n/a	Likely concrete box culverts, but not confirmed
n/a	Likely concrete box culverts, but not confirmed
Yes	
Yes	
No	Backwater causes channel overflow upstream in 100-yr
No	Backwater causes channel overflow upstream in 100-yr
No	
No	
n/a	
n/a	
No	
No	Multiple driveway and street culverts limit capacity for channel

Exhibit 6-4: Drainage Basin Map

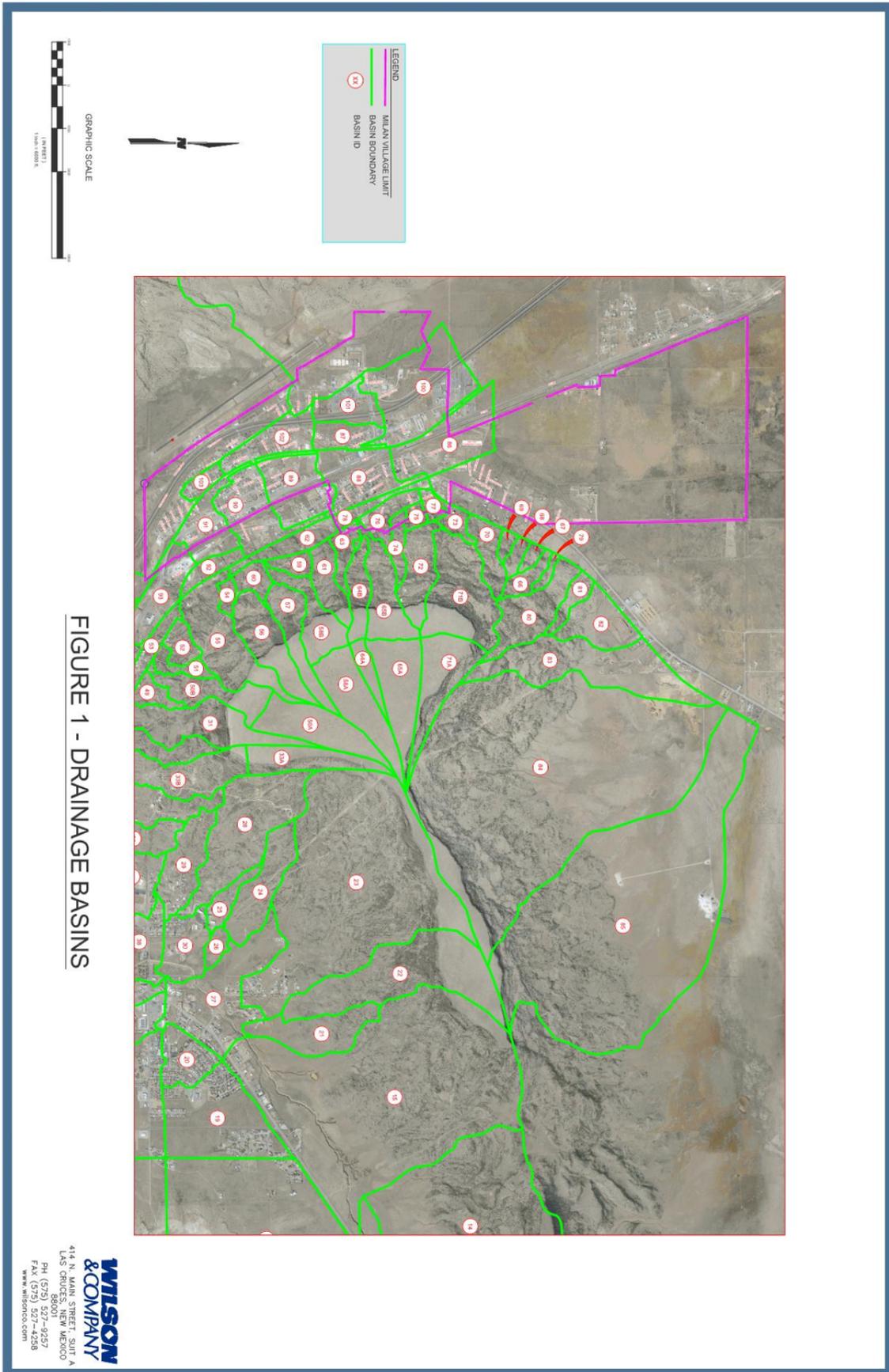


Exhibit 6-5: Drainage Basin Summary

Drainage Basin Summary Table
Village of Milan, New Mexico

Basin	Area (sq. mi.)	Existing Condition		Basin	Area (sq. mi.)	Existing Condition	
		Existing Q ₁₀ (cfs)	Existing Q ₁₀₀ (cfs)			Existing Q ₁₀ (cfs)	Existing Q ₁₀₀ (cfs)
1	1.55	19	167	54	0.02	8	22
2	1.48	44	201	55	0.23	64	184
3	1.06	80	308	56	0.16	29	107
4	1.12	178	584	57	0.12	23	85
5	1.45	166	511	58A	0.18	16	53
6	0.94	32	187	58B	0.12	18	68
7	0.52	71	222	59	0.03	5	20
8	0.99	137	430	60	0.05	14	40
9	1.13	41	213	61	0.09	16	53
10	1.39	137	472	62	0.08	16	42
11	1.34	156	512	63	0.05	9	28
12	0.93	123	365	64A	0.04	4	14
13	0.85	178	499	64B	0.08	12	46
14	1.07	114	394	65A	0.19	16	53
15	1.69	187	650	65B	0.14	22	89
16	1.16	72	273	66	0.04	5	19
17	1.37	197	621	67	0.02	6	18
18	1.74	169	490	68	0.03	6	20
19	0.35	56	158	69	0.02	6	17
20	0.11	36	85	70	0.08	13	42
21	0.17	42	110	71A	0.18	19	57
22	0.44	67	213	71B	0.27	36	141
23	1.28	159	525	72	0.12	18	62
24	0.16	31	92	73	0.04	9	26
25	0.05	15	40	74	0.04	6	21
26	0.03	11	28	75	0.02	4	14
27	0.33	17	80	76	0.06	9	32
28	0.35	58	199	77	0.02	9	23
29	0.15	43	118	78	0.04	8	23
30	0.12	41	115	79	0.02	2	8
31	0.22	48	153	80	0.16	14	56
32	0.11	37	91	81	0.04	4	14
33A	0.13	10	33	82	0.13	14	53
34B	0.21	61	174	83	0.35	26	109
34	0.10	41	103	84	2.14	58	337
35	0.13	57	142	85	1.87	31	188
36	0.26	106	247	86	0.22	68	149
37	0.05	12	31	87	0.08	24	57
38	0.16	31	73	88	0.18	44	110
39	0.21	78	171	89	0.17	54	131
40	0.07	19	44	90	0.17	56	128
41	0.22	29	75	91	0.12	43	98
42	0.13	23	73	92	0.05	18	42
43	0.09	15	41	93	0.14	28	69
44	0.22	34	96	94	0.08	21	51
45	0.13	49	105	95	0.39	137	312
46	0.42	43	147	96	0.51	118	273
47	0.29	18	74	97	0.88	124	312
48	0.36	41	128	98	0.10	39	93
49	0.04	26	58	99	0.30	143	331
50A	0.18	14	48	100	0.33	31	77
50B	0.12	31	99	101	0.09	27	64
51	0.04	15	38	102	0.12	8	25
52	0.05	23	58	103	0.03	11	27
53	0.06	32	67				

Note: Peak rates based on full 24-hour point rainfall depths.

Exhibit 6-6: Drainage Structures Key Map

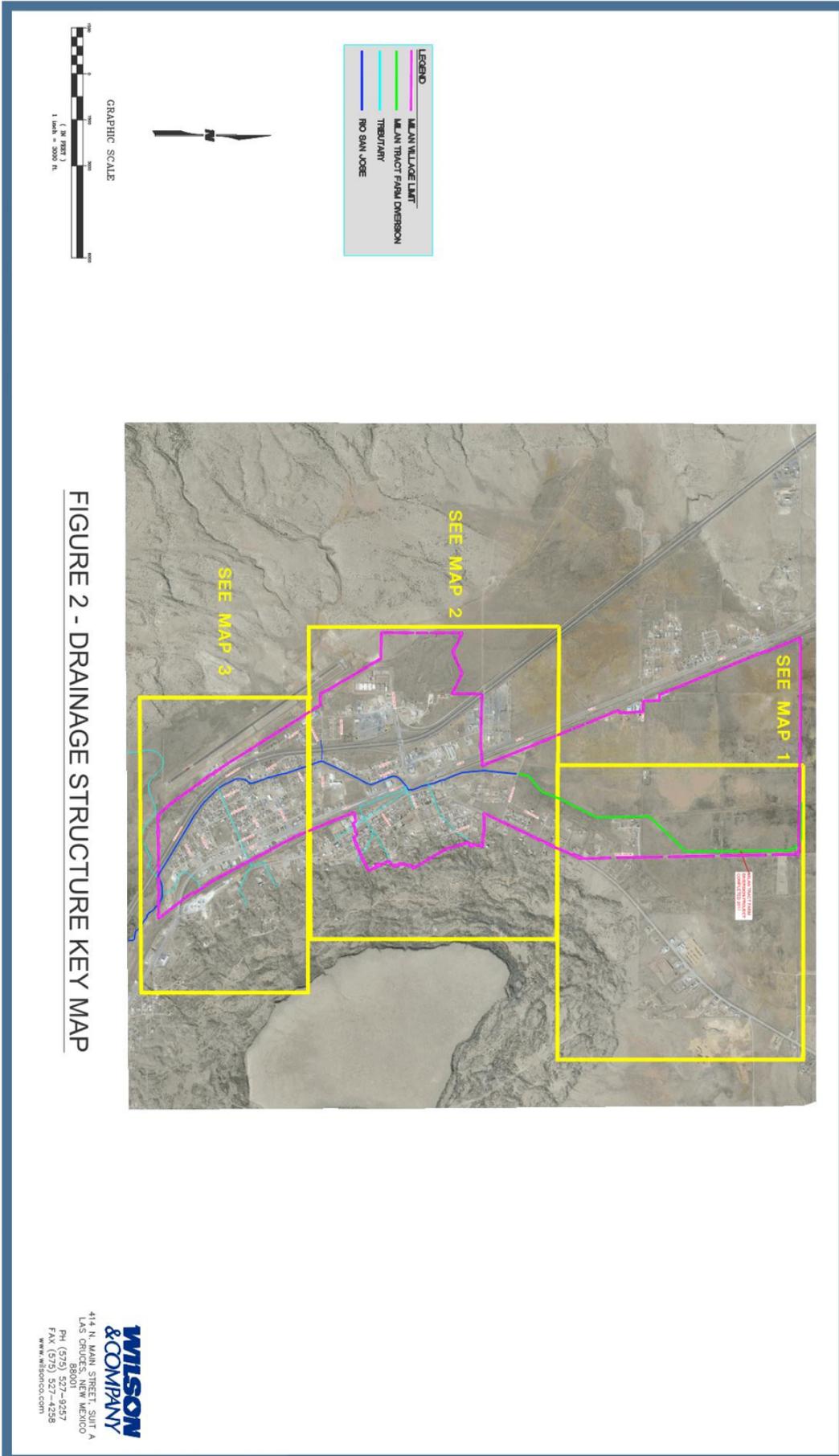


Exhibit 6-7: Drainage Structures Map 1

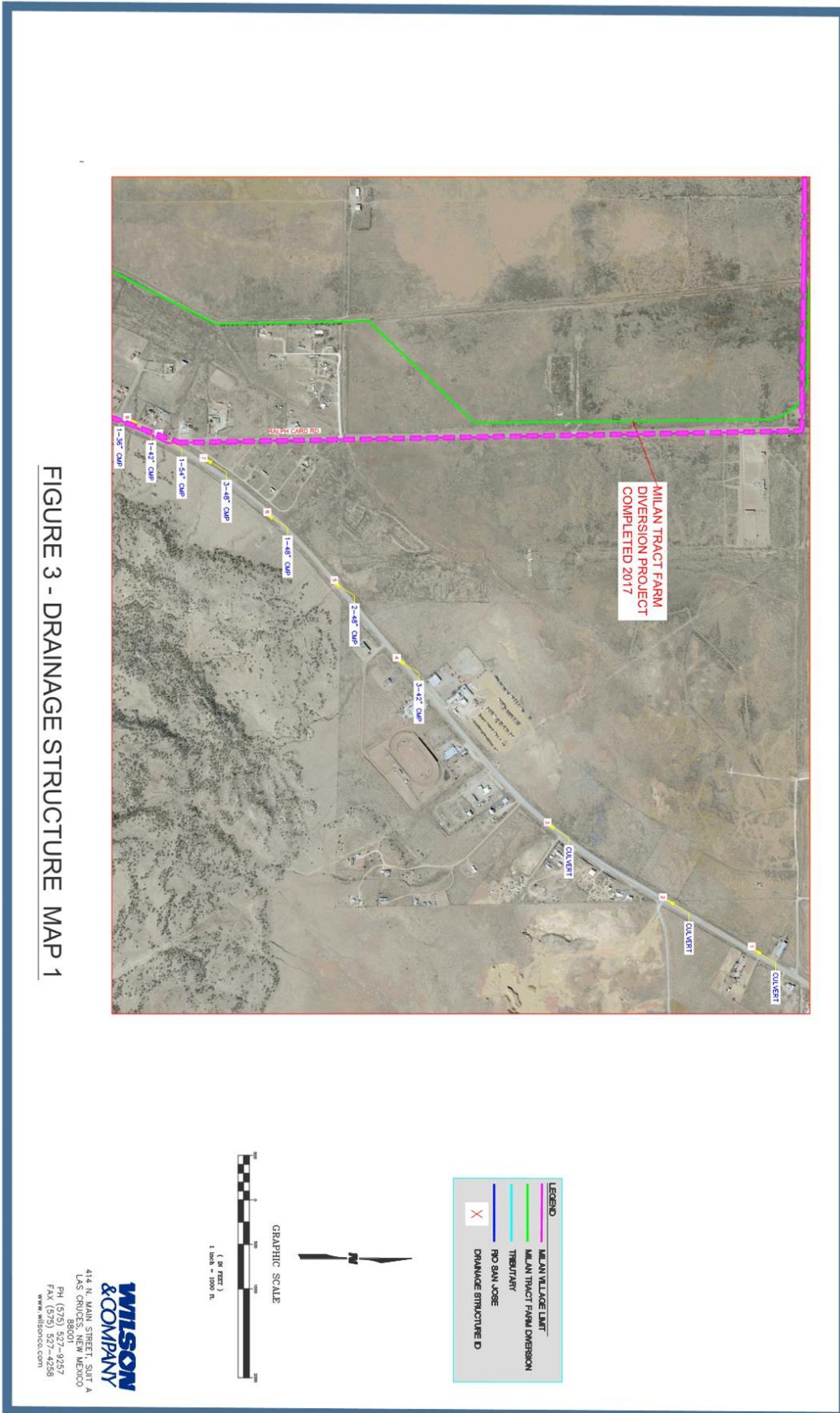
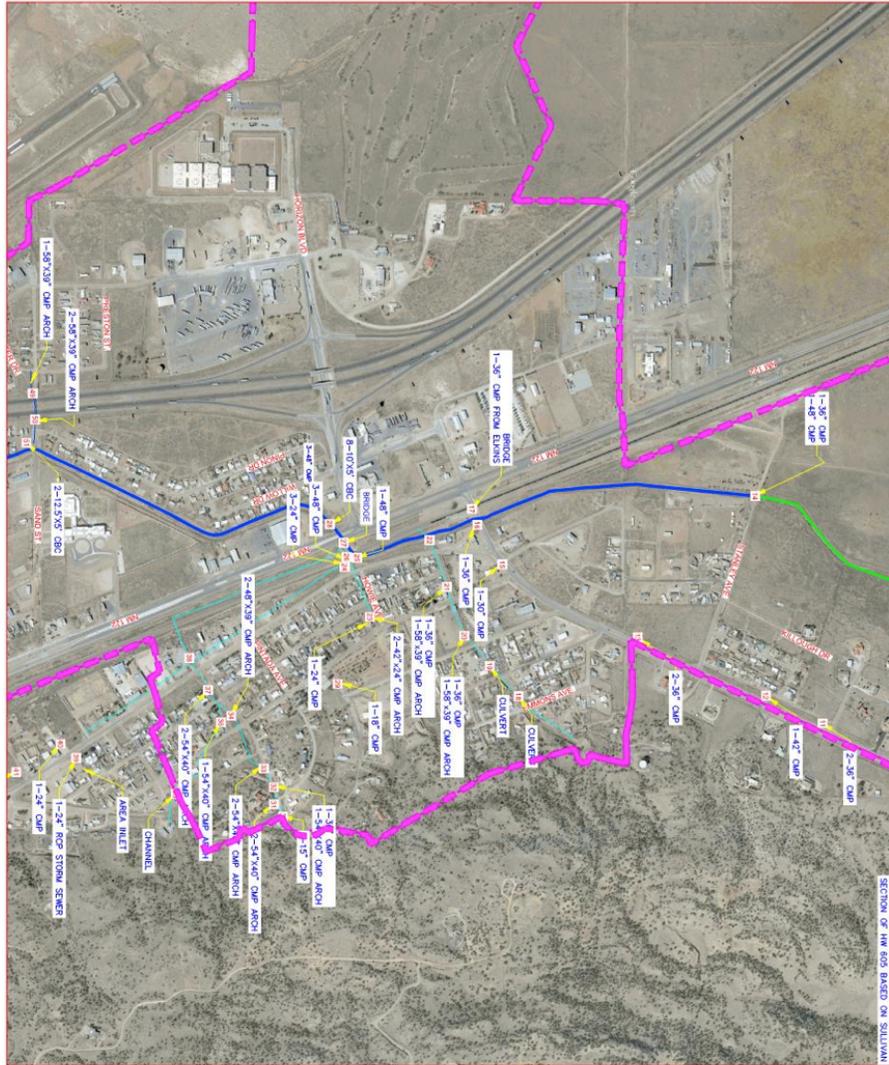


Exhibit 6-8: Drainage Structures Map 2

FIGURE 4 - DRAINAGE STRUCTURE MAP 2



LEGEND

- MILAN VILLAGE LIMIT
- MILAN TRACT FARM DIVERSION
- TRIBUTARY
- RIO SAN JOSE
- X DRAINAGE STRUCTURE ID

GRAPHIC SCALE

1" = 1000'

0 100 200 300 400 500 600 700 800 900 1000

0 100 200 300 400 500 600 700 800 900 1000

1" = 1000'

0 100 200 300 400 500 600 700 800 900 1000

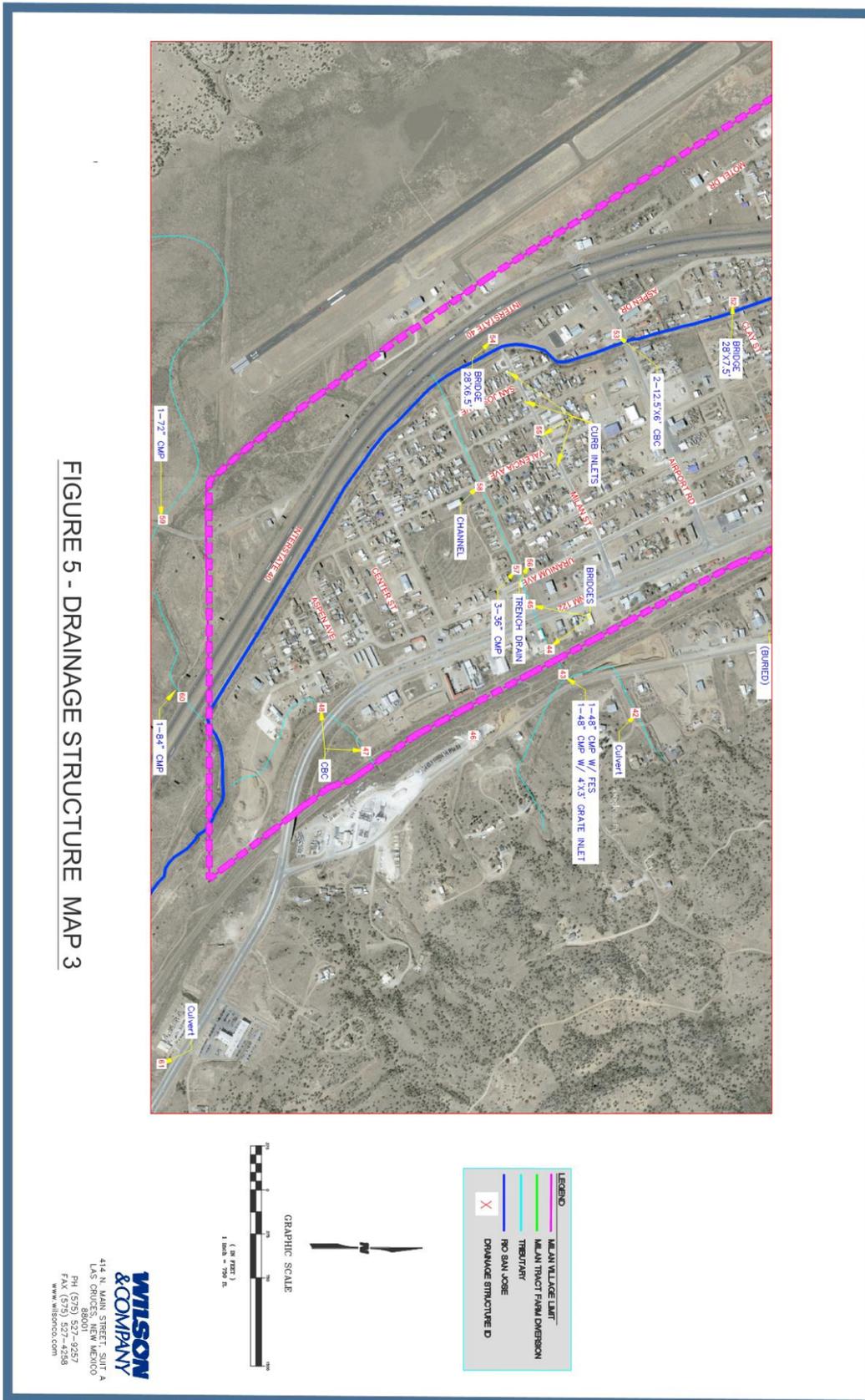
0 100 200 300 400 500 600 700 800 900 1000

0 100 200 300 400 500 600 700 800 900 1000

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Exhibit 6-9: Drainage Structures Map 3



Water Utility

Water System

The village of Milan water production is by three groundwater wells: Well No. B23, Well No. 35 and Well No. 50. The wells are located near New Mexico State Road 122 (NM-122) and pump directly into the distribution system filling three water storage tanks (see Exhibit 6-14).

WELLS

- Well No. B-23** is located on highway NM-122 next to the New Mexico State Police Headquarters. This well was drilled in 1971 to a depth of 214' at an elevation of 6527'. The well is cased with 8" steel pipe. Static water level is 70'. The well is equipped with a line shaft turbine pump with a 50-HP motor running at 460 volts, 62 amps. Current pump setting is at 125'. Water production from this well is measured using a 6" Sensus meter located inside the well house. Current water production is at 370-gpm. No water treatment is required at Well No. B-23 other than disinfection, done by injecting liquid chlorine gas at a rate of 3.0 lbs. per day. This well can be remotely controlled with supervisory control and data acquisition (SCADA).
- Well No. B-35** is located on highway NM-122 in front of the New Mexico Department of Transportation District 6 Field Office. This well is about 1 mile north from Well No. B-23. The well was drilled in 1960 to a depth of 185' at an elevation of 6,527'. The well is cased with 14" steel pipe. Static water level is 64'. The well is equipped with a line shaft turbine pump with a 75-HP motor running 460 volts, 92 amps. Current pump setting is at 125'. Water production from this well is measured using a 6" Sensus meter located inside the well house. The current water production is at 450-gpm. No water treatment is required at Well No. B-35 other than disinfection by injecting liquid chlorine gas at a rate of 3.0 lbs. per day. This well can be remotely controlled with SCADA.
- Well No. B-50** is located on highway NM-122 in the Golden Acres sub-division. This well is approximately 1.82 miles north from Well No. B-35. The well was drilled in 1950 to a depth of 165' at an elevation of 6,545'. Its casing size is unknown. Static water level is unknown. The well is equipped with a submersible pump and motor. The motor size and voltage are unknown. The current pump setting depth is unknown. Water production from this well is measured using a 6" Sensus meter located inside the well house. The current water production is at 450-gpm. No water treatment is required at Well No. B-50 other than disinfection by injecting liquid sodium hypochlorite (bleach). This sodium hypochlorite is generated on site using a Miox system. There is no remote control of this site. This site must be controlled by hand locally. SCADA is not available.

Exhibit 6-10: Well Information

Well No.	Elevation	Flow (gpm)	Motor Type	Disinfection	Static WL (ft.)	Pump set (ft.)
B-23	6527	370	Turbine	Cl2 gas	70	125
B-35	6527	450	Turbine	Cl2 gas	64	125
B-50	6545	450	Submersible	NaClO	<i>unknown</i>	150

STORAGE TANKS

- **1.0-MG** storage tank is located on Water Tank Hill Avenue. This storage tank has a volume of 1,000,000-gallons and is filled from a combination of the three wells, depending on which well is running. This tank is constructed of welded steel. The overflow and fill to the tank is internal, preventing freezing. The dimensions of the tank are 40.0' high with a diameter of 65.3'. The base elevation of this tank is at 6,651.88' with an overflow elevation of 6,691.88'.
 - This tank was last inspected on April 1, 2015 by Marine Diving Solutions.
 - Corrosion was noted to the interior of the tank
 - Cathodic protection is noted to be bunched up near waterline of tank
 - USC noted to roof panels on interior of tank
 - Recommend 1-day epoxy repair to worst corrosion areas in tank
 - Clean and inspect tank every three years
- **0.500 MG** storage tank is located on Forest Park Road. This storage tank has a volume of 500,000 gallons and is filled from a combination of three wells, depending on which well is running. The dimensions of this tank are 40.0' high with a diameter of 48.0'. The base elevation of this tank is at 6,652.0' with an overflow elevation of 6,690.0'.
 - This tank was last inspected on April 1, 2015 by Marine Diving Solutions.
 - Delamination of the coating noted to exterior panels
 - Blistering of the coating is noted to interior panels and plumbing
 - Cathodic protection is noted to be broken and bundled near waterline in tank
 - Float level indicator is noted to be nonfunctioning and is stuck at the overflow level in tank
 - Recommend a blast and recoat of tank in the following three years
 - Clean and inspect tank every three years.
- **0.250 MG** storage tank is located on Forest Park Road. This storage tank has a volume of 250,000-gallons and is filled with a combination of three wells, depending on which well is running. This tank is constructed of riveted welded steel. The overflow and fill to the tank is internal, preventing freezing. The dimensions of the tank are 38.0' high with a diameter of 24.0 ft. The base elevation of this tank is at 6,652.1' with an overflow elevation of 6,690.1'.
 - This tank was last inspected on April 1, 2015 by Marine Diving Solutions
 - Blistering of the coating was noted on the interior wall and floor panels
 - Corrosion was noted to both interior and exterior of tank
 - Recommend blast and recoating of exterior of tank
 - Recommend 1-day epoxy repair to worst corrosion areas to interior of tank
 - Clean and inspect tank every three years

Exhibit 6-11: Water Tank Information

Tank	Base Elevation	OF Elevation	Diameter (ft.)	Height (ft.)
1.0 MG	6651.88	6691.88	65.3	40.0
0.500 MG	6650.0	6690.0	48.0	40.0
0.250 MG	6652.1	6690.1	24.0	38.0

Water Distribution System

The distribution system consists of various line sizes with an overall length of approximately 12 miles; 70% of the pipe in the ground is PVC, 5% ductile iron, 10% galvanized steel and 15% asbestos concrete (AC). The majority of the leaks in these pipes are on the AC line (50%). The remainder of leaks are in the galvanized pipe (40%) and PVC (10%). The PVC pipe and ductile iron pipe are between 10 and 25 years old; the galvanized pipe and AC pipe are over 25 years old.

Exhibit 6-12: Pipe Type and Dimension

Percent of pipe with diameter equal to or less than

Type of Pipe	2"	4"	6"	8"	10"
PVC	0%	0%	40%	40%	20%
Ductile Iron	0%	0%	100%	0%	0%
Galvanized Steel	100%	0%	0%	0%	0%
Asbestos Concrete	0%	50%	50%	0%	0%

System elevations range from 6,690' to 6,515' with a resulting system pressure ranging from 20 to 75 psi. There are no booster stations to increase pressure in the water system. The total number of fire hydrants in the system is 204. These hydrants are operated and tested yearly. The quantity of valves and all locations are unknown at this time.

Sampling And Testing

Chlorine residual testing is conducted weekly and the chlorine feed rate is adjusted accordingly. This residual in the system ranges from 0.34 – 0.61 mg/L.

Revised Total Coliform Rule (RTCR) was completed in April, 2016 along with a Drinking Water Distribution System Sampling Plan (DSSP). Milan choose eight locations for collecting routine E-coli samples. It will rotate these eight locations on a monthly basis. On any given month, Milan must collect and deliver two samples to a laboratory certified by the State of New Mexico Environment Department. All samples results have been good (negative for E-Coli).

Operations

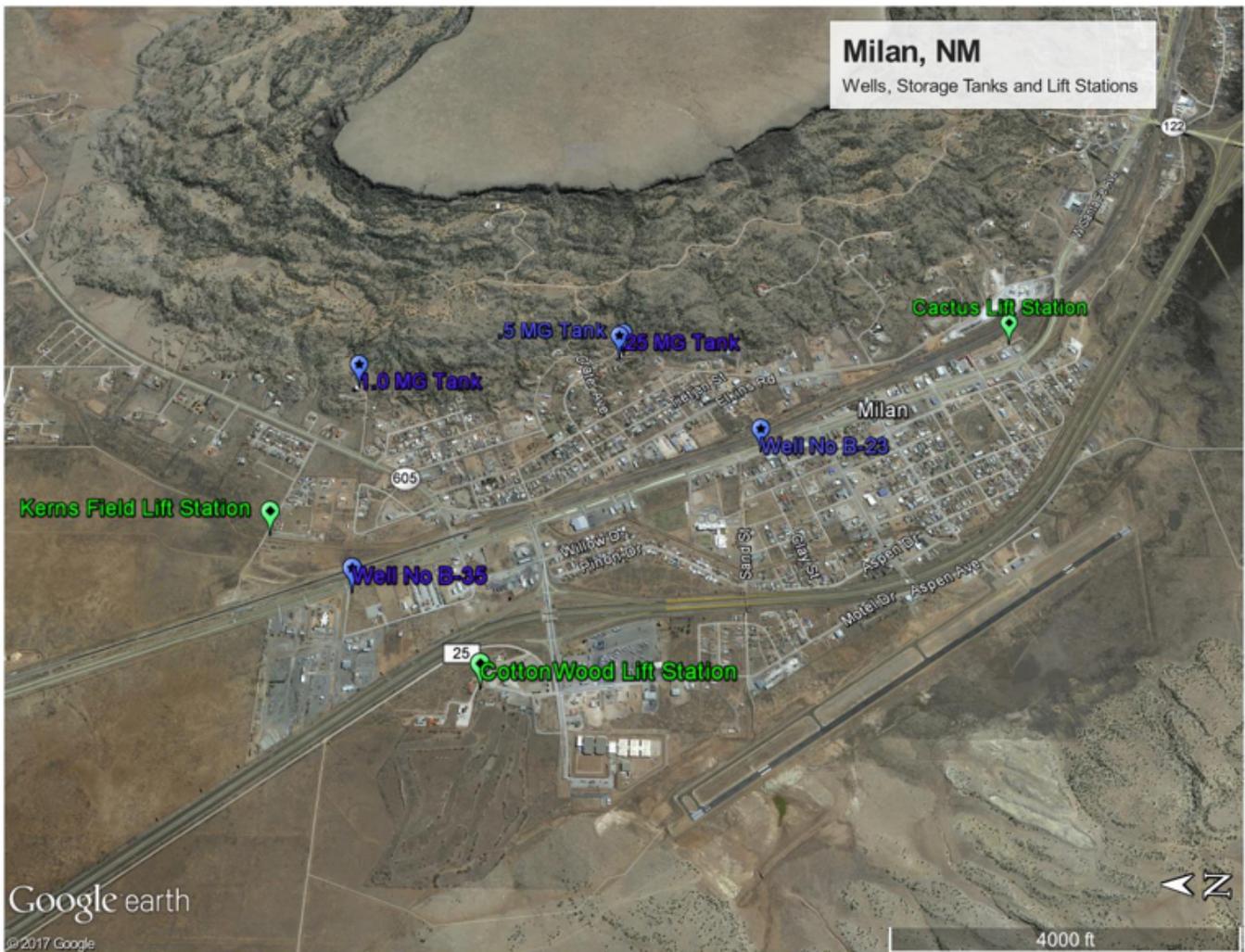
Milan’s water production wells have limited automation via SCADA. The standard operating procedure is to start Well No. B-23 and Well No. B-35 on “Hand” using the SCADA base station every morning when the shift starts and turn it off when the shift ends. Well No. B-50 serves as backup. In the event B-23 and B-35 cannot keep up with the demand, B-50 will be started in the field on “Hand.” After the normal shift ends, B-23 and B-35 will be switched to “Auto” on SCADA. These two wells will start and stop on the level of 500K MG tank, (see below).

Exhibit 6-13: Well Float Switch Information

Level Float Switch Setting

Well	RUN (ft.)	OFF (ft.)	Alarm(ft.)
B-23	24	35	38
B-35	25	35	38
B-50	Local hand only		

Exhibit 6-14: Milan Well, Storage Tank and Lift Station Locations



Sanitary sewer

The Village put the existing sanitary sewer system in place in the 1960s. It last completed improvements in 1990. Milan’s sewer system includes 88,379’ of sanitary sewer line with 3 lift stations (see Exhibit 6-16). The entire sanitary sewer system is bound by the village limits on the south, New Mexico State Road 605 (NM-605) on the north, I-40 on the west, and the village limits on the east. Currently, the Village does not have an existing wastewater treatment plant. Milan’s wastewater is sent to the City of Grants wastewater treatment plant through a metered connection between Milan and the city of Grants. Approximately 25% of the Grants wastewater treatment plant (WWTP)’s intake is from Milan. Due to the use of the Grants WWTP, there is no current reuse system in place. The sanitary sewer system leaves the village by crossing 1-40 on East Street where it then runs parallel to the Rio San Juan until exiting the village limits, tying into the City of Grants’ wastewater collection system. Exhibit 6-17 shows the village’s sewer collection system. A high percentage of Milan’s population is not currently connected to the wastewater collection system.

Presently, the village has 745 connections, with most of which are residential. Milan provides sewer service to the Cibola County Correctional Center. In a recently completed Preliminary Engineering Report for the planning of a wastewater treatment plant for the village, the projected 20-year sanitary sewer flows were identified from the present metered flow values, a 2009 PER for the build-out of sanitary sewer to serve the Berryhill Subdivision area, and a modest 1.5% annual growth.

ICIP Project: Construct Wastewater Treatment Plant Phase I and II: 2019, \$3.35M

ICIP Project: Berryhill, Laurie-Lee Sewer/Water Ph II: 2019, \$100,000

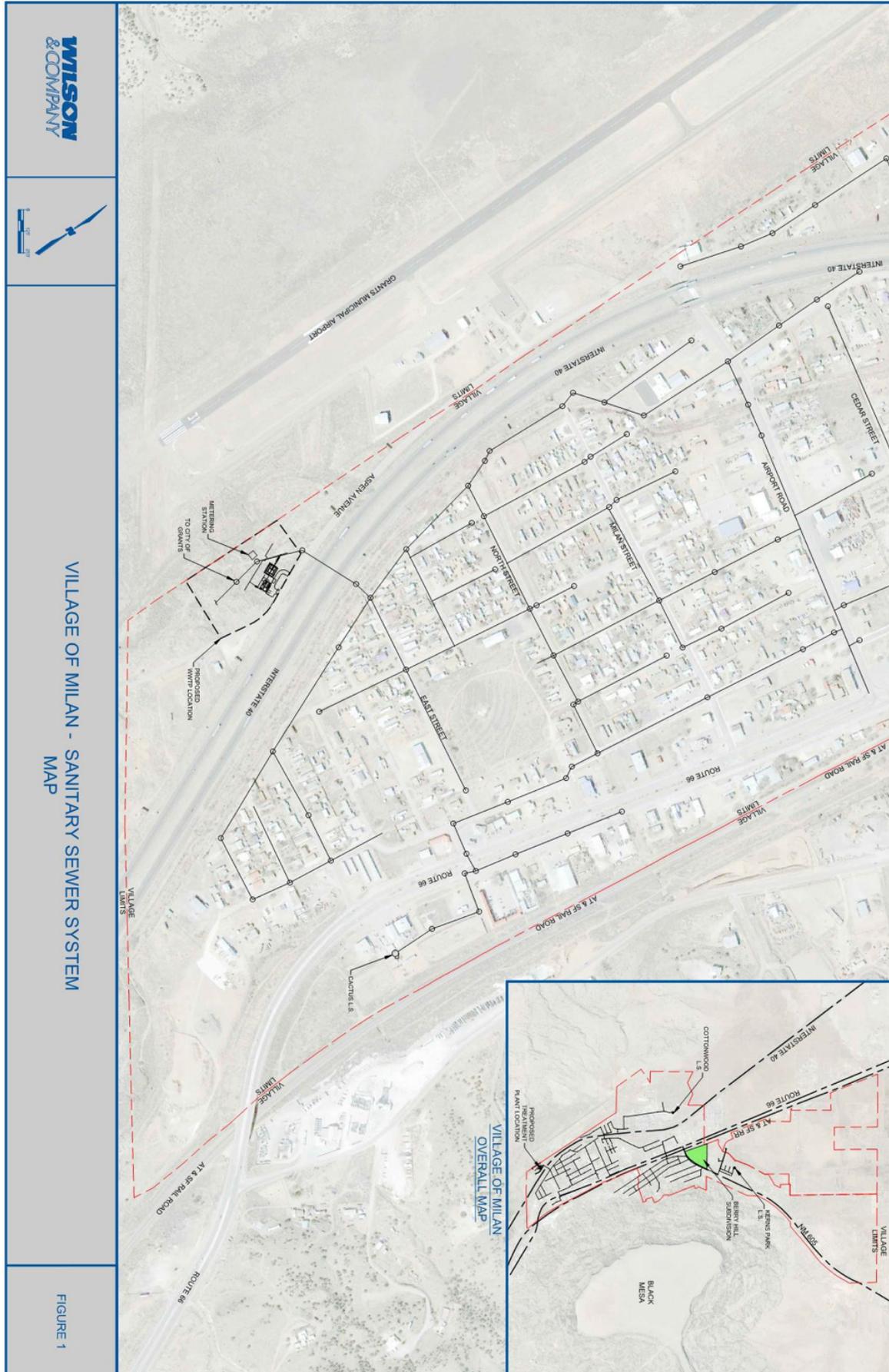
Exhibit 6-15: Well Float Switch Information

Existing Average Daily Flow =	112,747 GPD
Average Daily Flow for Population Growth =	14,225 GPD
Berryhill Subdivision Average Daily Flow =	16,112 GPD
Total Average Daily Design Flow for WWTP =	143,084 GPD - use 150,000 GPD

Exhibit 6-16: Wastewater Flow Rates July 2013-201

2013-2014					2014-2015					2015-2016				
Month	Days	Flow (gal/Mo)	ADF (GPD)	Annual Average	Month	Days	Flow (gal/Mo)	ADF (GPD)	Annual Average	Month	Days	Flow (gal/Mo)	ADF (GPD)	Annual Average
July	31	3,311,710	106,829.35	105,214.95	July	31	5,545,875	178,899.19	124,668.88	July	31	3,719,208	119,974.45	109,718.43
Aug	31	3,309,800	106,767.74		Aug	31	4,547,702	146,700.06		Aug	31	3,630,406	117,109.87	
Sept	30	3,188,120	106,270.67		Sept	30	4,570,906	152,363.53		Sept	30	3,383,246	112,774.87	
Oct	31	3,266,380	105,367.10		Oct	31	3,542,274	114,266.90		Oct	31	3,409,765	109,992.42	
Nov	30	3,130,860	104,362.00		Nov	30				Nov	30	3,324,614	110,820.47	
Dec	31				Dec	31	3,396,733	109,572.03		Dec	31	3,497,542	112,823.94	
Jan	30	3,243,600	108,120.00		Jan	30	3,605,079	120,169.30		Jan	30	3,559,053	118,635.10	
Feb	28	2,833,930	101,211.79		Feb	28	2,565,825	91,636.61		Feb	29	3,128,572	107,881.79	
Mar	31	3,110,100	100,325.81		Mar	31	3,571,555	115,211.45		Mar	31	3,051,098	98,422.52	
Apr	30	3,228,140	107,604.67		Apr	30	3,431,099	114,369.97		Apr	30	2,841,351	94,711.70	
May	31	3,225,550	104,050.00		May	31				May	31	3,238,116	104,455.35	
Jun	30	3,193,660	106,455.33		Jun	30	3,104,991	103,499.70		June	30	3,270,561	109,018.70	

Exhibit 6-17 : Village of Milan Sanitary Sewer System



VILLAGE OF MILAN - SANITARY SEWER SYSTEM
MAP

FIGURE 1

Goals and Policies

Goal 1. Continue working to mitigate flooding issues in the village

- a. Continue working with engineers and planners to develop sound flood mitigation and drainage improvement projects
- b. Continue working with the Army Corps of Engineers, property owners, and environmental planners to keep the Rio San Jose channel free of debris while minimizing erosion, and preserving and improving riparian ecology
 - i. Designate village funds and personnel for regular clean-ups in and along the river

Goal 2. Continue working to provide reliable, clean water and reliable wastewater services to village water customers

- a. Regularly maintain and improve the village water infrastructure
- b. Pursue water infrastructure improvement funding opportunities
- c. Continue to install radio-read water meters to improve the efficiency of water use and Village staff time use efficiency.
- d. Update regional water plan regularly
- e. Update utility fee structure to encourage water conservation and provide reliable funding for general system improvements and maintenance

Goal 3. Continue working to preserve the village water supply for future generations

- a. Regularly update and promote the village water conservation plan
- b. Seek opportunities to improve efficiency and minimize water waste
- c. Consider developing additional water sources



HAZARDS MITIGATION

IMPROVING THE
RESILIENCY OF THE
VILLAGE OF MILAN

Existing Conditions

Introduction

Hazards mitigation is defined as "... any action taken to reduce or eliminate the long-term risk to human life and property from natural and man-made hazards..." The emphasis on long-term risk distinguishes mitigation from actions geared primarily to emergency preparedness and short-term recovery. Examples of mitigating hazards are reduction of wildfire and flood risk, damage from acts of terrorism, and traffic or railroad accidents. Since some hazards are ongoing, hazards mitigation often focuses on reducing repetitive loss.

The hazards mitigation element establishes long-range priorities, goals and policies to protect Village assets from losses associated with hazards

Hazards Mitigation Planning

Purpose of Hazards Mitigation Planning

- Enhance public awareness and understanding – Help residents of the county to better understand the natural and human-caused hazards that threaten public health, safety and welfare, economic vitality, and the operational capability of important institutions
- Create a decision tool for management – Provide information that managers and leaders of village government and other key institutions and organizations need to take action to address vulnerabilities to future disasters
- Promote compliance with grant and program requirements – Ensure that the Village can take full advantage of state and federal grant

programs, policies, and regulations that encourage or mandate that local governments develop comprehensive hazard mitigation plans

- Enhance local policies for hazard mitigation capability – Provide the policy basis for mitigation actions that the Village should promote to create a more disaster-resistant future

Benefits of Mitigation Planning

- Saves lives and reduces property damage
- Protects critical facilities and services
- Reduces long-term hazard vulnerability
- Contributes to the sustainability of the county
- Fosters the Village of Grants as an environmentally sound, economically viable and disaster-resistant area

Federal Requirements for Hazard Mitigation

In 2000, the U.S. Congress passed the Disaster Mitigation Act, which requires local communities to have mitigation plans in place in order to receive federal hazard mitigation grants. Protection of utilities began at that point. After the terrorist attacks of September 11, 2001, federal requirements for the increased security of some government buildings were added as protective measures required on the part of communities, even local governments serving small populations. Funds are available to the Village to develop a detailed plan and other needed processes and documents.

Examples of Hazard Combinations

Hazard types are not always separate from each

other. Several examples are of cause and effect are:

- Flooding – can cause property damage, collapse of steep slopes, and/or flotation of underground storage tanks that might leach fuel into groundwater. Flooding can also cripple vital transportation routes.
- Drought – can make flooding more severe because soils can no longer absorb heavy rains
- Wildland and structural fires – cause not only physical damage, but air pollution from smoke which affects health
- Road accidents – can negatively affect the village’s internal transportation access and residents’ health and safety because of issues such as hazardous spills
- Winds – can cause power and communication outages

communication towers, telephone land lines and radio transmitters)

- Hazardous material spills in roadways
This hazard is especially of concern with commercial trucks or trains that may carry hazardous materials that are not properly isolated in case of a fire. For example, a Walmart truck may have pallets of car batteries, chlorine bleach and other household chemicals.

Relationship between Hazard Mitigation Planning and Emergency Preparedness

Hazards mitigation planning establishes sustained actions to reduce or eliminate long-term risk to life and property from hazard events. Emergency preparedness typically involves emergency operation manuals and procedures, and coordination designed to prevent, respond to and recover from a potential hazard. The village of Grants community members have identified potential disasters that are not considered hazards under the definition of this element. However, they could be concerns that the Village may wish to consider for emergency preparedness. These concerns are:

- Loss of utility service (natural gas, electric, village and potable water)
- Loss of communications (cell phone ,

Hazard Mitigation Plan

Cibola County completed its Multi-Hazard Mitigation Plan in 2015, which provides a comprehensive resource for risk assessment, hazards mitigation and resource identification. The plan identifies the following natural and human-caused hazards that occur within the boundaries of Cibola County:

- Flood
- Wildfire
- Severe winter storm
- High wind
- Thunderstorms (including lightning and hail)
- Drought

Community Wildfire Protection Plan

Title I of the Healthy Forests Restoration Act (HFRA) authorizes and defines Community Wildfire Protection Plans (CWPPs). Federal and state funding for hazardous fuel reduction projects depends on whether a county or community has a signed and approved a CWPP. The New Mexico Department of Energy and Natural Resources lists CWPPs for Cibola County and the community of Candy Kitchen

on their web site, but the plans themselves are unavailable. The state lists the Village of Milan as a “community at risk,” but the risk is rated low.

Planning and Regulatory Tools

The Village of Milan has several planning and regulatory tools available to mitigate the risk posed by hazards. Among these are:

- Cibola/McKinley Regional Water Plan (2004)
- Mitigation plan for Milan Farms Flood Control Diversion
- Comprehensive plan policies (not regulatory)
- City of Grants and Village of Milan Drainage Master Plan (2011)
- Land use ordinance - zoning, subdivision, floodplain regulations, and development standards
- 2015 Cibola County Multi-Hazard Mitigation Plan

Note: The Village of Milan’s Code Enforcement Officer is a nationally certified floodplain manager. As of 2015: The Village of Milan had no emergency management system or designated emergency management coordinator. The Cibola County Emergency Manager covers duties that would be managed by a local position.

Cibola/ Milan Hazards

The Cibola County Multi-Hazard Mitigation identifies the following risks to the Village of Milan and their associated probability:

Exhibit 7-1: Hazards Risks in Milan

Hazard	Probability in Village of Milan
Floods	High
High Winds	High
Thunderstorms	High
Lightning	High
Drought	High
Severe Winter Storms	Medium
Hailstorms	Medium
Wildfire	Low
Expansive Soils	Low
Landslide & Subsidence	Low
Earthquakes	Low
Tornadoes	None
Volcanoes	None
Extreme Heat	None

Source: Cibola County Multi-Hazards Mitigation Plan, 2015

Flood

Hazard/Problem Description

Floods are among the most frequent and costly natural disasters in terms of human hardship and economic loss. Their cause is usually storm events and sometimes snow melt. Floods can take the lives of humans and livestock, and damage buildings and utilities. Standing water and wet structural materials can become breeding grounds for mold, bacteria and viruses. Floodwaters may contain sewage or decaying animal carcasses, in which case infectious

disease becomes a concern.

Types of floods include:

- Perennial rivers and creeks overflow their banks. Large watersheds create the potential for flooding caused by storms miles away from a flood area.
- Arroyos and irrigation ditches flash flood
- Sheet flow in flat areas – wildfires can increase sheet flooding through decreasing the vegetation that absorbs or slows down rainfall and increases runoff.

Flood Planning in the Village of Milan

1974: Initial Milan Flood Hazard Boundary Map developed by FEMA

1982: Initial Milan Flood Insurance Rate Map developed by FEMA

1987: Adopted Flood Damage Prevention Ordinance which governs all development and construction in all designated flood zones

2011: Wilson & Co. revised 2010 Drainage Master Plan for Grants and Milan

2015: Cibola County's Multi-Hazards Mitigation Plan

FEMA Flood Plain Mapping

This section contains a map of the areas identified in FEMA's floodplain mapping (see the map on the following page). Zone A, represented in red, delineates areas with a 1% annual flood risk, but the base flood elevation has not been determined. Zone AE, in purple, shows areas with a 1% annual flood risk and the base flood elevation has been determined. This zone is the most flood-prone in Grants. Zone B, in green, shows areas at risk in a 500-year flood event or areas of 100-year flood with

average depths of less than one foot, and areas protected from a 100-year flood by levees. These areas have a 0.2% annual chance of flooding. Zone C, in blue, has areas determined to be outside the 500-year floodplain.

It is important to remember that areas with a 1% annual chance of flooding have a 26% chance of flooding over the life of a 30-year mortgage. Because such areas have not received detailed analyses, the maps show no depths or base flood elevations for them.

Due to recent drainage improvements in the Village of Milan, especially in the Industrial Park, FEMA flood maps need to be updated through a boundary change request.

Areas of Concern

The Cibola County Multi-Hazard Plan stated that the 1% floodplain areas mapped by FEMA have proven historically accurate and that flooding, and consequent structure, road and bridge damage have and will affect areas within the low-lying areas along the Rio San Jose Valley. Shallow flooding and pooling have reportedly overwhelmed drainage capacity in relatively flat areas.

Flood Mitigation

The Village considers flooding a high priority and takes a pro-active stance on mitigating flooding potential and conduct ongoing roadways and sub-surface drainage projects.

Drainage Projects

Recent:

- Milan Tract Farms Flood Diversion Project, protected up to 400 acres from flooding in the Milan Industrial Park

- Sand Street, berms were constructed to control flooding
- Motel Drive Phase 1, rebuilt road to include sidewalks and improved drainage

Planned

- Motel Drive Phase 2
- Retention pond at Motel Drive and Preston Street

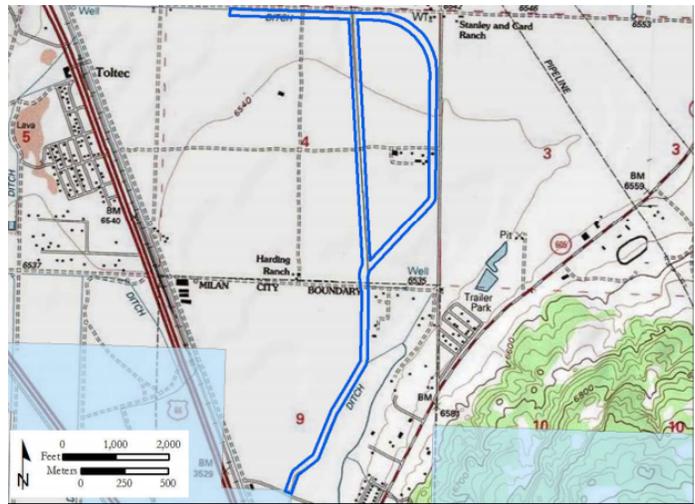
Maintenance

Keeping the Rio San Jose channel clear of trees and debris is an ongoing issue in the Village. The Village must obtain a permit from the Army Corps of Engineers and permission from property owners in some places to work in the channel and it is often difficult to get equipment where it is needed to clear the channel. The Village should establish continuous allocation of funding and staffing to deal with channel blockages incrementally to prevent severe blockages. Staff from the Parks Department can be diverted to flood control projects, especially in winter when the Parks Department work load is lighter.

Facilities

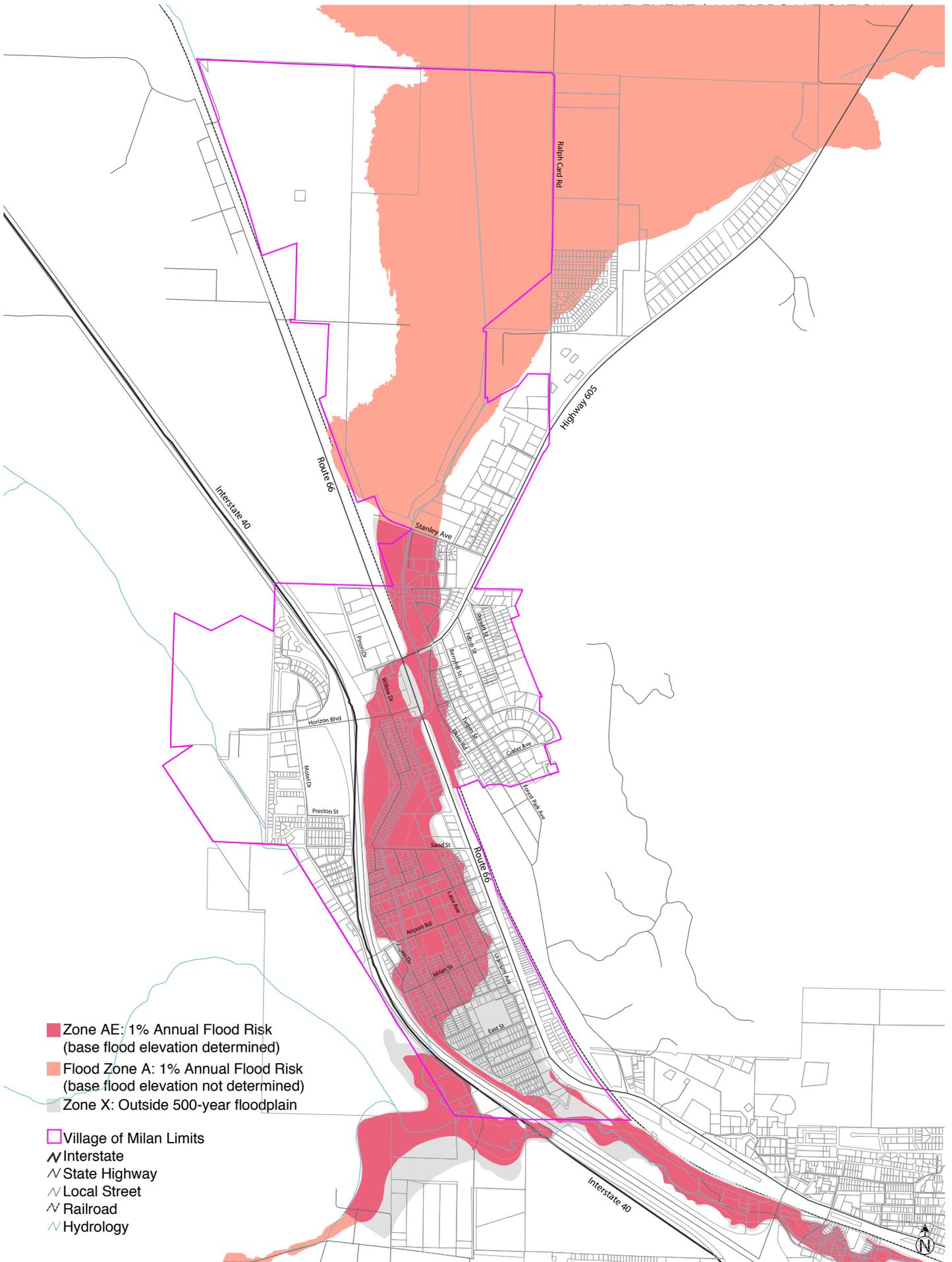
Facilities at risk of flooding in the flood plain should be prioritized for flood mitigation projects. In Milan the Multi-purpose building and the Parks Department building are in the flood plain, though no recent flooding of the facilities has been reported.

Exhibit 7-2: Milan Tract Farms Flood Diversion Project Location



Source: Milan Tract Farms Flood Diversion Project Public Notice, USACE, 2015

Exhibit 7-3 (next page): Village of Milan FEMA Flood Map



Wildfire

Hazard/Problem Description

The frequency and severity of wildfires has increased throughout the state. More acreage have burned in recent fires than in the past. Lightning ignitions are common throughout the monsoon season, typically July into September. Fire fighters detect most fires early and suppress them before they grow large. However, depending on fire environment conditions (including aridity, undergrowth, density of timber) they may spread rapidly across a sizable area.

In the state as a whole, the number of wildfires has been trending downward since 1992, although total acreage burned has risen dramatically. Persistent drought along with forest management practices are likely major factors in the trend.

Wildfire Risk in Milan

The County's Hazards Mitigation Plan lists the risk of wildfire as low for the Village of Milan. Cibola County has no recorded fire events eligible for Fire Management Assistance Grants. In 2012, the state hazard mitigation plan for Cibola County listed 6 fires burning a total of 7.5 acres.

Severe Storms

Hazard/Problem Description

Significant and hazardous winter weather is defined as a combination of:

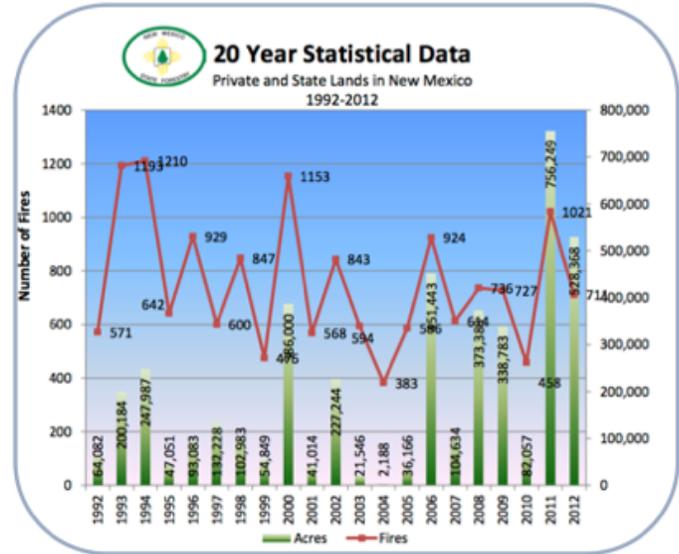
- 1. 5" or more of snow/sleet within a 12-hour period or
- 7" or more of snow/sleet within a 24-hour period

AND/OR

- 2. Enough ice accumulation to cause damage to trees or power lines

AND/OR

Exhibit 7-4: New Mexico Wildfire History



Source: New Mexico State Forestry

- 3. A life-threatening or damaging combination of snow and/or ice accumulation with wind

Severe winter storms can impact residents and livestock, and travel conditions, and cause power outages, fallen trees and collapsed roofs.

Severe thunder storms can produce damaging hail, potentially deadly flash floods, sheet floods, high winds and lightning. Flooding can damage roads and buildings, isolates communities and erode riverbanks. Lightning can kill or injure, start building or wildfires and damage utility infrastructure. High winds can damage utility infrastructure, blow down trees and damage roofs. The New Mexico Hazards Mitigation Plan states that in 2003 two people were killed and five more injured when the blowing dust reduced visibility and caused a multiple car accident in Milan.

The Milan area typically experiences 40-50 lightning days per year and can receive severe hail. Lightning claims the most injuries and fatalities of all weather events in New Mexico.

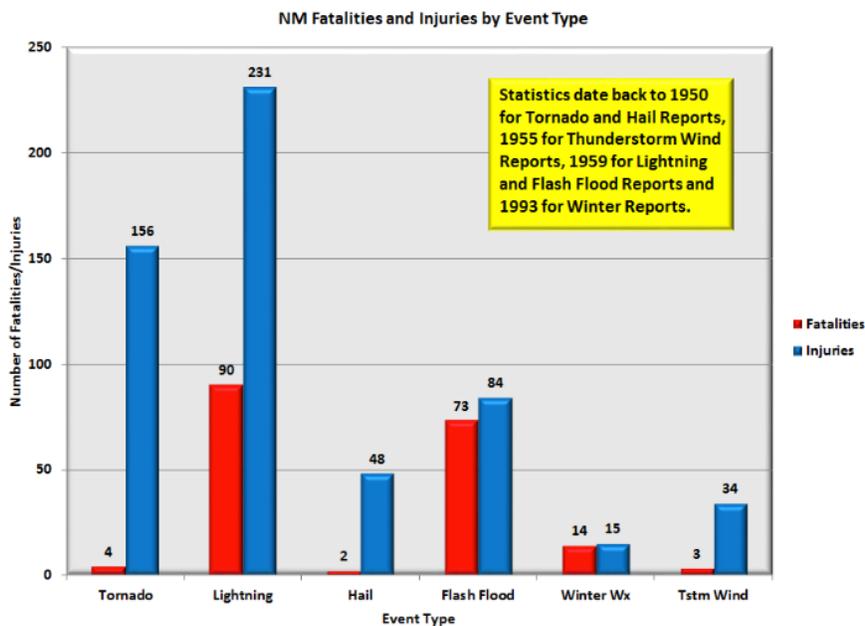
Snowstorms have not been a problem in recent history. Low snowfall and fast melt rate help to minimize the issue.

Exhibit 7-5: Cibola County Storm Events History

Cibola County Storm Events, 1960 to 2016						
Hazard Type	Number of Events	Magnitude Range	Property Damage	Crop Damage	Injuries	Fatalities
Cold/Wind Chill	1		\$0	\$0	1	0
Drought	115		\$0	\$0	0	0
Extreme Cold/Wind	4		\$0	\$0	0	0
Flash Flood	23		\$970,000	\$500	0	0
Flood	2		\$750,000	\$0	0	0
Hail	25	0.75" to 1.75"	\$0	\$0	3	0
Heavy Rain	2		\$100,000	\$0	0	0
Heavy Snow	45		\$50,000	\$0	0	0
High Wind	32	40 to 75mph	\$0	\$0	0	0
Strong Wind	1	58mph	\$2,500	\$0	0	0
Thunderstorm Wind	8	59 to 69mph	\$2,000	\$0	0	0
Winter Weather	5		\$0	\$0	0	0

Source: National Centers for Environmental Information Online Database, NOAA

Exhibit 7-6: NM Fatalities and Injuries by Event Type



Source: National Weather Service: New Mexico Severe Weather Climatology

Drought

Hazard/Problem Description

Drought is defined in several ways based on the type of effects it has. Hydrological drought occurs when water reserves in aquifers, lakes, and reservoirs fall below an established average. Meteorological drought is a prolonged period of deficient precipitation which causes a natural shortage of available water. Agricultural drought occurs when there is not enough moisture to support average crop production or grass production on range land. Socioeconomic drought occurs when the water supply is not enough to meet human and environmental needs.

All areas periodically experience drought. During drought, reduced precipitation is usually accompanied by higher temperatures, more wind, more sunshine and low humidity. As a result of climate change, drought that may affect Cibola County is projected to worsen during the century.

Drought in Cibola County

Drought is a persistent issue in the county that will likely worsen in the future. The Cibola County Plan identifies drought as a high risk to occur in the next year and perhaps in the decade to follow. The entire county population is vulnerable to lack of water as caused by drought.

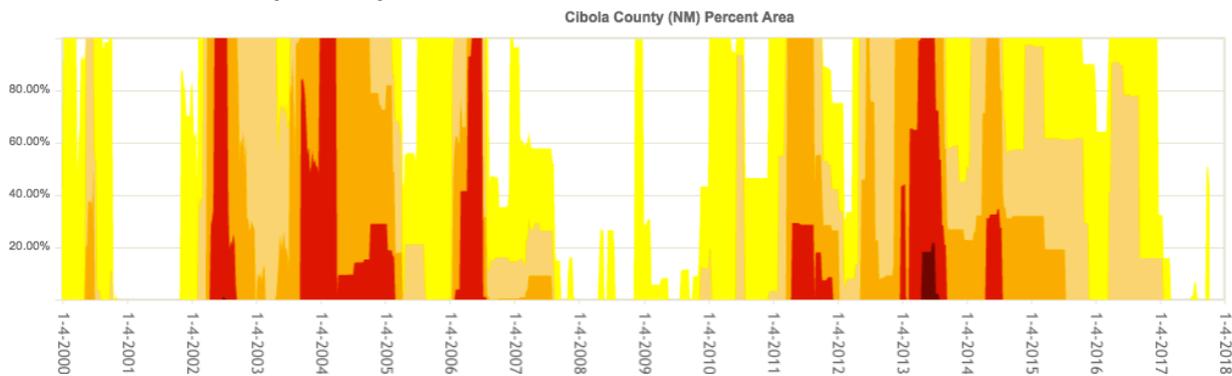
The Village is conscientious of aquifer drawdown and water conservation and has a water conservation plan in place. However, in 2010 the New Mexico Office of the State Engineer reported

that users on the Milan Community Water System used an average of 292 gallons per capita per day, compared to users on the Grants Domestic Water System.

Continuing to implement the Village’s water conservation plan will protect the Village’s water supply and improve the resiliency of the Village in the future. Upgrading Village water utility infrastructure may save a significant amount of water that could otherwise be lost continuously through leaking pipes or a water main break. Encouraging residents and offering them incentives to use water conservation practices can significantly reduce daily use. Incentives can include refunds for installing low-flow toilets, more efficient washing machines and swamp coolers, or rate cuts for diminished water usage. Often, local utilities also offer their own efficiency incentive programs. Publicizing incentive programs, xeric landscaping ideas and basic water conservation practices is another important element in building a drought-resilient community. The Village should evaluate village facilities and water usage practices to improve efficiency, including expanded use of treated effluent to maintain landscaping.

Identifying and developing additional sources of drinking water could ensure future access to water even in times of drought. Preventing and correcting erosion issues, maintaining wetlands where possible and limiting channelizing and waterway lining will hold water on the land and improve aquifer recharge, thereby limiting reduction of groundwater resources.

Exhibit 7-7: Cibola Drought Rating



Source: National Drought Monitor
VILLAGE OF MILAN, NM

Uranium Waste

The Grants Mining District (GMD) covers approximately 2500 square miles and contains 97 legacy uranium mines, most of which have not undergone final closure. Five former uranium mill and tailing disposal sites, some already closed and some conducting closure under Nuclear Regulatory Commission or Department of Energy authority, are also located in the GMD. More than 52 million tons of uranium ore were extracted from these mines from the 1950s through 1980s constituting approximately 68 percent of the total uranium ore mined in the United States. The legacy of prospecting, mining and milling operations left radionuclide waste widely scattered across private, federal, tribal, pueblo, and state lands – where it is a continuing source of contamination. Much of the uranium waste poses a risk to human health and the environment. In addition to contamination at legacy mines and mills, waste rock and other materials from the mines were repurposed for use in residential construction and landscaping, and as foundation and roadbed material in some places.

The Homestake Mining Company (HMC) Superfund site, just northeast of the Village of Milan, is the most active project in the Grants Mining District with more than \$50 million invested in cleanup actions by 2015. In 2015, Homestake was improving its water treatment systems and adding treatment capacity to its reverse osmosis and zeolite-based uranium water treatment systems.

EPA Region 6 initiated removal site investigations at residential structures potentially contaminated with radiological materials in the GMD in 2009. As of June 2015, more than 900 structures and properties have been investigated. Of those, 128 structures and properties required soil and debris removal, and required radon abatement systems. Additionally, EPA Region 6 sampled nearly 200 groundwater wells (mostly private with some municipal wells) since 2005 to assess water quality. Sampling results in one area led to connecting the residences to the municipal water supply of Milan

for domestic water use, rather than continued use of contaminated domestic water wells. EPA Region 6 will also continue to hold meetings to update the communities on assessment, investigation and cleanup progress in the GMD.

Goals & Policies

Goal 1. Create a safe and secure environment, and enhance the capacity to manage natural threats and respond to emergencies in the interest of public safety

- a. Limit the risk of damage due to flooding
 - i. Identify high risk areas to determine risk mitigation approaches
- b. Limit the risk of damage to or loss of village property
- c. Conduct a study to determine hazards risk and establish an emergency response management procedure for village facilities and equipment

Goal 2. Limit risks to the Village water supply

- a. Continue to support state and federal projects to mitigate uranium contamination in Milan
- b. Evaluate the security of village water facilities to determine the need to improve the security of the county's water supply

Goal 3. Continue addressing existing flooding issues

- a. Develop engineering solutions and initiate projects to solve flooding issues
 - i. Continue to advocate for funding of flood mitigation projects
- b. Limit the risk to city property and residents from high winds, wildfire, and severe storms
- c. Conduct a study to determine potential risks from high winds and develop a plan for mitigating risks
- d. Support participation in and update of the Community Wildfire Protection Plan covering the Grants area, and implement resulting recommendations
- e. Evaluate and ensure local capacity to deliver supplemental food and fuel supplies in times of extended storms, especially to vulnerable populations
- f. Evaluate and ensure local capacity to host stranded travelers and establish or update protocol for that accommodation

Goal 4. Ensure the continued capacity to respond to emergencies and hazards

- a. Continue to enhance the capacity of the Village of Milan Fire Department to respond to emergencies
- b. Support volunteer fire departments that have mutual aid agreements with Milan
 - i. Coordinate with the City of Grants and other municipal fire departments
- c. Maintain a high level of regional response capacity to hazardous material events through joint efforts with Cibola County and other entities
- d. Support emergency managers in their efforts to safeguard the city.

- e. Support updating the Cibola County Multi-Hazard Mitigation Plan every five years
 - i. Support the implementation of recommendations proposed in the Cibola County Multi-Hazard Mitigation Plan
- f. Adapt water use, fire preparedness, rangeland use, forest management, and watershed management approaches and policies to meet changing climate projections

Goal 5. Promote water conservation to improve resilience to drought

- a. Promote citizen water conservation goals and guidelines including, incentives for efficiency upgrades
- b. Evaluate Village facilities for water conservation opportunities, including expanding the use of treated effluent to maintain landscaping