



Town of Arlington – Future Land Development Plan

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Updated August 19, 2019 – PC Resolution 2019-01

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Thanks and Appreciation

The greatest appreciation goes to the members of the Land Development Plan Subcommittee who selflessly accepted the task and spent hours working on the plan update. These individuals dedicated their time, efforts and talents to look into the future for the sake of Arlington as we continue to be a great Town in which to live, work and enjoy.

Thank you to the Board of Mayor and Aldermen and the Planning Commission for considering the plan, and recognizing the importance of such a document as we continue our growth.

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Section I – INTRODUCTION and BACKGROUND

PURPOSE

The purpose of the Land Development Plan, as outlined in Tennessee Code Annotated 13-4-203, is to serve as a guide for “accomplishing a coordinated, adjusted and harmonious development and redevelopment of the Town which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development.” The Plan provides the Town guidance for future development, providing a basis for rational decisions regarding zoning, subdivision control, redevelopment, and related issues.

A twenty (20) year planning period is covered by this Plan. It provides goals and recommendations that are to be used in the decision-making process for guiding and directing future development, and establishing the methods by which the identified goals should be achieved. In late 2018, roughly halfway through the 20-year planning period, the Town began work to reexamine and update the plan where necessary. The intent was to ensure the Plan still reflected our goals and to consider changing circumstances in Arlington as a result of significant population growth and development since 2010, as well as the major capital improvement projects that were undertaken by the Town. An update was presented to the Planning Commission and Board of Mayor and Aldermen in August 2019 for consideration.

The Land Development Plan should not be confused with the Municipal Zoning Ordinance and Official Zoning Map. Rather, the Plan, along with its maps and exhibits, is a general policy document that is not legally binding. The Municipal Zoning Ordinance and Official Zoning Map are legal instruments that define with significant precision the permitted land uses and bulk regulations for every property within the municipal jurisdiction.

LEGISLATIVE AUTHORITY

The Arlington Planning Commission, as specified in Tennessee Code Annotated Title 13, Chapter 4, is tasked with the responsibility to make and adopt a general plan for the physical development of the Town, including any area identified for future annexation or growth. Additionally, areas where there are inadequate or nonexistent publicly or privately owned and maintained services and facilities are to be identified as part of the general plan.

Tennessee Code also provides for the requirement of every county to adopt a twenty (20) year growth plan. Stated in the statute is the intent to:

- ... eliminate annexation or incorporation out of fear;
- ... establish incentives to annex or incorporate where appropriate;
- ... more closely match the timing of development to the provision of public services;
- ... minimize urban sprawl.

The Shelby County Urban Growth Plan, adopted in 2001, identifies urban growth boundaries for each municipality, identifying lands currently within the municipal boundaries, as well as those intended for future annexation and growth. While the Town does not govern development which occurs outside its boundary prior to annexation, it must plan for those lands, identify constraints for development of those lands, and consider their future use.

REVIEW OF PAST PLANS

In November 1996, the Planning Commission adopted a Land Development Plan for Arlington. That Plan, completed by the State of Tennessee’s Local Planning Assistance Office, had a 20-year planning period (1996 – 2016).

The 1996 Land Development Plan was amended and updated in September 2001. Amendments to the plan included updates to

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demographic information, using results of the 2000 US Census, changes to the planned use for several parcels, and consolidation of several land use classifications. While the 2001 amendment consolidated several land use classifications and took a broad-brushed approach to planned future land use, it failed to include descriptions of the newly created land use classifications, thereby causing confusion in the Plan’s application. The vision and goals set forth in the 1996 plan can be found in Appendix A. The plan was further updated in 2010, utilizing a 20-year planning horizon, with adoption of the current Town of Arlington Land Development Plan, adopted on October 4, 2010.

PLANNING PROCESS

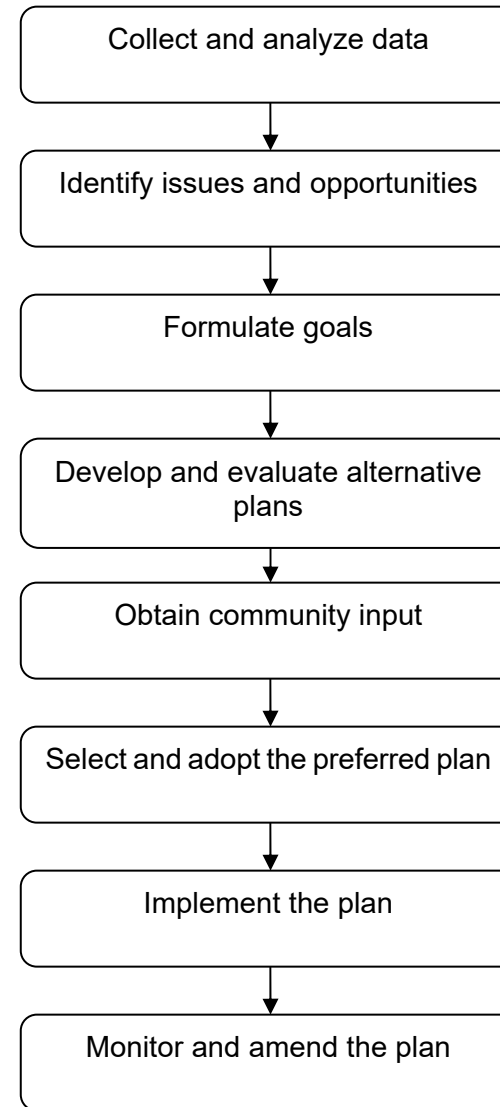
The Board of Mayor and Aldermen awarded a contract in January , 2019 to Fisher Arnold, Inc. to provide professional services and assist in facilitating the update. The 2019 Land Development Plan Update Subcommittee was selected in May 2019 at the direction of Mayor Mike Wissman. The Subcommittee examined the existing Land Development Plan to determine if it met the current vision for growth, adequately communicated that vision, and addressed current development patterns.

A typical planning process approach was utilized, as shown in the following chart. The Subcommittee identified issues with the current plan and development patterns and established goals for future development and redevelopment. These goals set the vision and framework for the Plan. Objectives were established by which to achieve the individual goals. Land use classifications were defined and land uses were distributed and assigned to properties based on the goals and objectives.

Once adopted and implemented, the Plan should be monitored and periodically amended in order to update development trends and population changes. As the population grows and as development occurs, it is recommended that the plan be examined approximately every 10 years to determine if there are any items that need to be addressed.

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The Planning Process





Section II – COMMUNITY PROFILE

The Town of Arlington is located approximately 25 miles east of Memphis, TN in Shelby County. It encompasses 15,251 acres (23.8 square miles) of land within the Town limits as of this latest adopted update, and an additional 6,978 acres (10.9 square miles) remain in the annexation reserve area.

Incorporated in 1900, the Town of Arlington has seen fluctuations in its population over time. These changes can be partly attributed to the Town's proximity to Memphis, and its services, jobs and opportunities there, as well as the economic and political climate. Arlington's proximity to major transportation routes creates accessibility to neighboring communities, routes to the southeast, and is instrumental in attracting new residents and businesses.

Demographic Information

During the last nine-year period, the Town of Arlington has experienced a dramatic increase in population. Data from the 2000 US Census shows that the population of the Town of Arlington was 2,569. Since that time, the Town has conducted two special censuses. The most recent special census, certified in 2018, showed the Town's population at 13,217 residents. This reflects an increase of 1,700 residents, or 14.8%, since the 2010 US Census. It is projected that with the 2020 US Census, the Town's population will reach more than approximately 14,000 residents. Although residential growth slowed during the Great Recession of 2008, which impacted the entire nation, the residential growth that has been experienced within the past three years suggests that Arlington is poised for continued rapid growth.

The following chart illustrates the population and percentage of change for area municipalities, Shelby County and the State of Tennessee in 2000 and 2010. At the time of publication of this Land Development Plan, neither special census data for other municipalities in the county nor the results of the 2020 US Census were available.

**Population Change
Arlington, Area Communities, County and State of
Tennessee**

| | 2000 | 2010 | % change 2000- 2010 |
|--------------------|-----------|-----------|------------------------------|
| Arlington | 2,569 | 11,517 | 348% |
| Bartlett | 40,543 | 54,613 | 35% |
| Collierville | 31,872 | 43,965 | 38% |
| Germantown | 37,348 | 38,844 | 4% |
| Lakeland | 6,862 | 12,430 | 81% |
| Millington | 10,433 | 10,176 | -2% |
| Memphis | 650,100 | 646,889 | 0% |
| Shelby County | 897,472 | 927,644 | 3% |
| State of Tennessee | 5,689,283 | 6,346,105 | 12% |

Source - US Census Bureau

Illustrated below are the results of the special censuses conducted by the Town and certified by the State of Tennessee since 2010.

Population Change – Arlington Special Census

| | | | % | % | % |
|-----------|--------|---------|--------|--------|--------|
| | Census | Special | change | change | change |
| | 2010 | Census | 2010 - | 2013- | 2010- |
| | | 2013* | 2013 | 2018 | 2018 |
| Arlington | 11,517 | 12,090 | 3.5% | 13,217 | 9.3% |
| | | | | | 14.8% |

Source - Town of Arlington

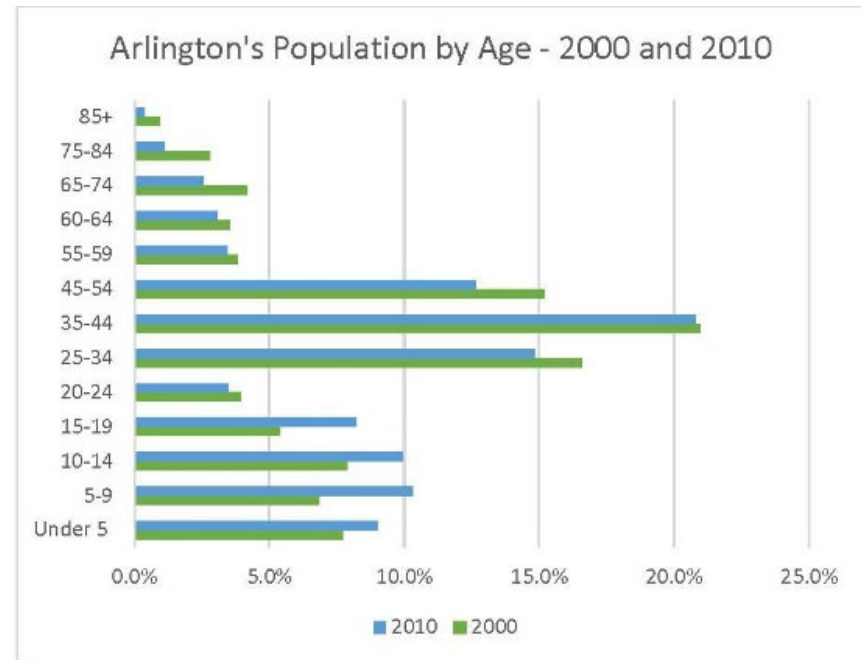
The Special Census population change, noted above, shows that continued growth is occurring in Arlington. In 2010, the median age was 32.2. This was 3.4 years lower than the previous Census, which reflected the greatest population age group of 35-44. Arlington's median age is the lowest in Shelby County, as shown in the following chart. The second chart below provides population by age group, expressed as a percentage of the total population

Median Ages - Arlington, Area Communities, Shelby County and State of TN

| | 2010 |
|--------------------|------|
| Arlington | 32.2 |
| Bartlett | 42.0 |
| Collierville | 40.1 |
| Germantown | 45.7 |
| Lakeland | 38.4 |
| Millington | 37.4 |
| Memphis | 33.7 |
| Shelby County | 35.3 |
| State of Tennessee | 38.6 |

Source - US Census Bureau

| Percent Population Change by Age | | |
|----------------------------------|---------------------|---------------------|
| Population by Age | Percent by age 2000 | Percent by age 2010 |
| Under 5 years | 7.7% | 9.0% |
| 5-9 | 6.9% | 10.3% |
| 10-14 | 7.9% | 10.0% |
| 15-19 | 5.4% | 8.2% |
| 20-24 | 4.0% | 3.5% |
| 25-34 | 16.6% | 14.9% |
| 35-44 | 21.0% | 20.8% |
| 45-54 | 15.2% | 12.7% |
| 55-59 | 3.8% | 3.5% |
| 60-64 | 3.5% | 3.1% |
| 65-74 | 4.2% | 2.6% |
| 75-84 | 2.8% | 1.1% |
| 85+ | 1.0% | 0.4% |



Percentage figures in the above table represent each age group's population as a percentage of the total Census population. It shows an increase in residents under age 19 since 2000.

Source – US Census Bureau

Arlington's labor force in 2017 (the most recent year for which employment data are available) included 74% of the population over the age of 16. The unemployment rate in the year 2017 was 1.7%, compared with 6.6% unemployment in the state. The greatest numbers of residents were employed in the industry category of educational services, and health care and social assistance, with 1,356 residents. That was followed by transportation and warehousing, retail trade, professional, scientific, management, administrative, and waste management services.

Employment Force – Arlington

| | 2000 | 2017 (est.) |
|-------------------|-------|----------------|
| Labor Force | 1,418 | 5,941 |
| Employed | 1,362 | 5,842 |
| Unemployed | 44 | 99 |
| Unemployment Rate | 2.2% | 1.7% |

Source - US Census Bureau

Employment by Industry - Arlington

| | 2000 | 2017 |
|---|------|-------|
| Agriculture, forestry, fishing and hunting, and mining | 2 | 41 |
| Construction | 106 | 256 |
| Manufacturing | 120 | 468 |
| Wholesale trade | 55 | 206 |
| Retail trade | 154 | 620 |
| Transportation and warehousing, and utilities | 128 | 726 |
| Information | 19 | 47 |
| Finance, insurance, real estate, and rental and leasing | 72 | 443 |
| Professional, scientific, management, administrative, and waste management services | 124 | 613 |
| Educational, health and social services | 404 | 1,356 |
| Arts, entertainment, recreation, accommodation and food services | 65 | 195 |
| Other services (except public administration) | 53 | 297 |
| Public administration | 60 | 574 |

Source - US Census Bureau

Employment by Occupation - Arlington

| | 2017 |
|--|-------|
| Management, professional, and related occupations | 2,657 |
| Service occupations | 907 |
| Sales and office occupations | 1,448 |
| Natural resources, construction, and maintenance occupations | 361 |
| Production, transportation and material moving occupations | 469 |

Source - US Census Bureau

Household incomes were greatest in the \$100,000 to \$149,999 range. The median household income in 2017 was \$99,404, compared to \$52,870 in 2000.

Income by Household - Arlington

| | 2000 | 2010 |
|------------------------|------|------|
| Less than \$10,000 | 39 | 0 |
| \$10,000 to \$14,999 | 28 | 31 |
| \$15,000 to \$24,999 | 60 | 101 |
| \$25,000 to \$34,999 | 77 | 80 |
| \$35,000 to \$49,999 | 173 | 190 |
| \$50,000 to \$74,999 | 253 | 678 |
| \$75,000 to \$99,999 | 109 | 639 |
| \$100,000 to \$149,999 | 61 | 942 |
| \$150,000 to \$199,999 | 14 | 442 |
| \$200,000 or more | 16 | 274 |

Source - US Census Bureau

Development Trends

Residential development in Arlington saw a dramatic increase in the early 2000's. However, like area communities, Arlington saw a decline in building permits and in residential subdivision development over the latter years of the first decade of this century, as a result of changes in the regional and national economy.

Residential Housing Permits Issued - Arlington

| Year | Residential Housing Permits Issued | % Change from prior year |
|------|--|--------------------------------|
| 2006 | 498 | 15.81% |
| 2007 | 227 | -54.42% |
| 2008 | 108 | -52.42% |
| 2009 | 91 | -9.26% |
| 2010 | 121 | 32.97% |
| 2011 | 80 | -33.88% |
| 2012 | 86 | 7.5% |
| 2013 | 83 | -3.49% |
| 2014 | 67 | -19.28% |
| 2015 | 74 | 10.45% |
| 2016 | 69 | -6.76% |
| 2017 | 110 | 59.42% |
| 2018 | 121 | 10.00% |

Source - Town of 121Arlington

While residential permits declined during the Great Recession, Arlington had more permits issued than any other Shelby County municipality in 2009. Arlington is projected to continue its trend, considering that a total of 57 residential building permits were issued for new homes in the first half of 2019, with 111 lots currently available for permitting, and an

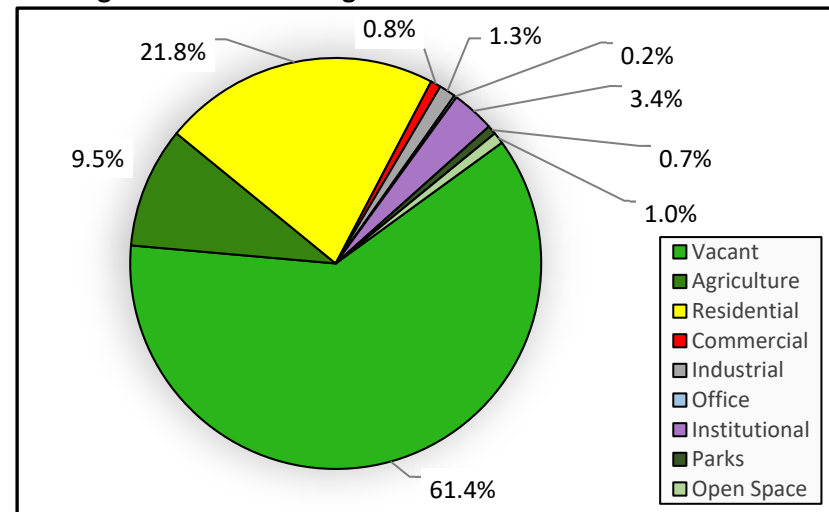
additional 561 lots in subdivisions currently pending Planning Commission approval.

Non-residential development has occurred more slowly than residential development, although with the recent and anticipated future population increases, it is expected that commercial growth will increase in order to provide services to our residents.

Current Land Use

Current land use within the Town's boundary and urban growth area reflects a community that is growing, with the greatest development positioned between Interstate 40 and US Highway 70. As shown on the current land use map found on page 11, the greatest current land use in the planning area is vacant land and agriculture, occupying 61.4% of the available land area. The greatest land use of developed land in the planning area is residential, with 21.8%, a significant increase from the 16.7% level of 2009. The following chart illustrates the percentages of land use for the planning area.

Existing Land Use - Planning Area

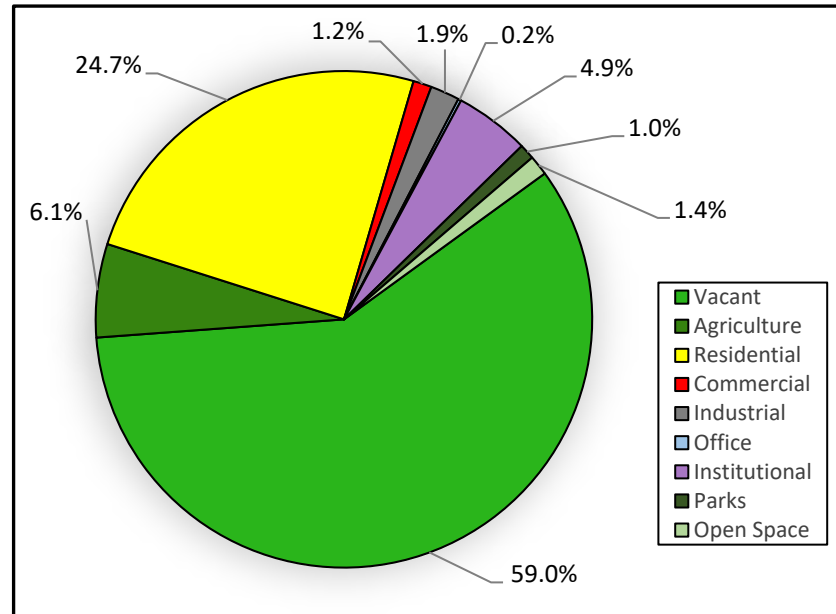


Source: Town of Arlington

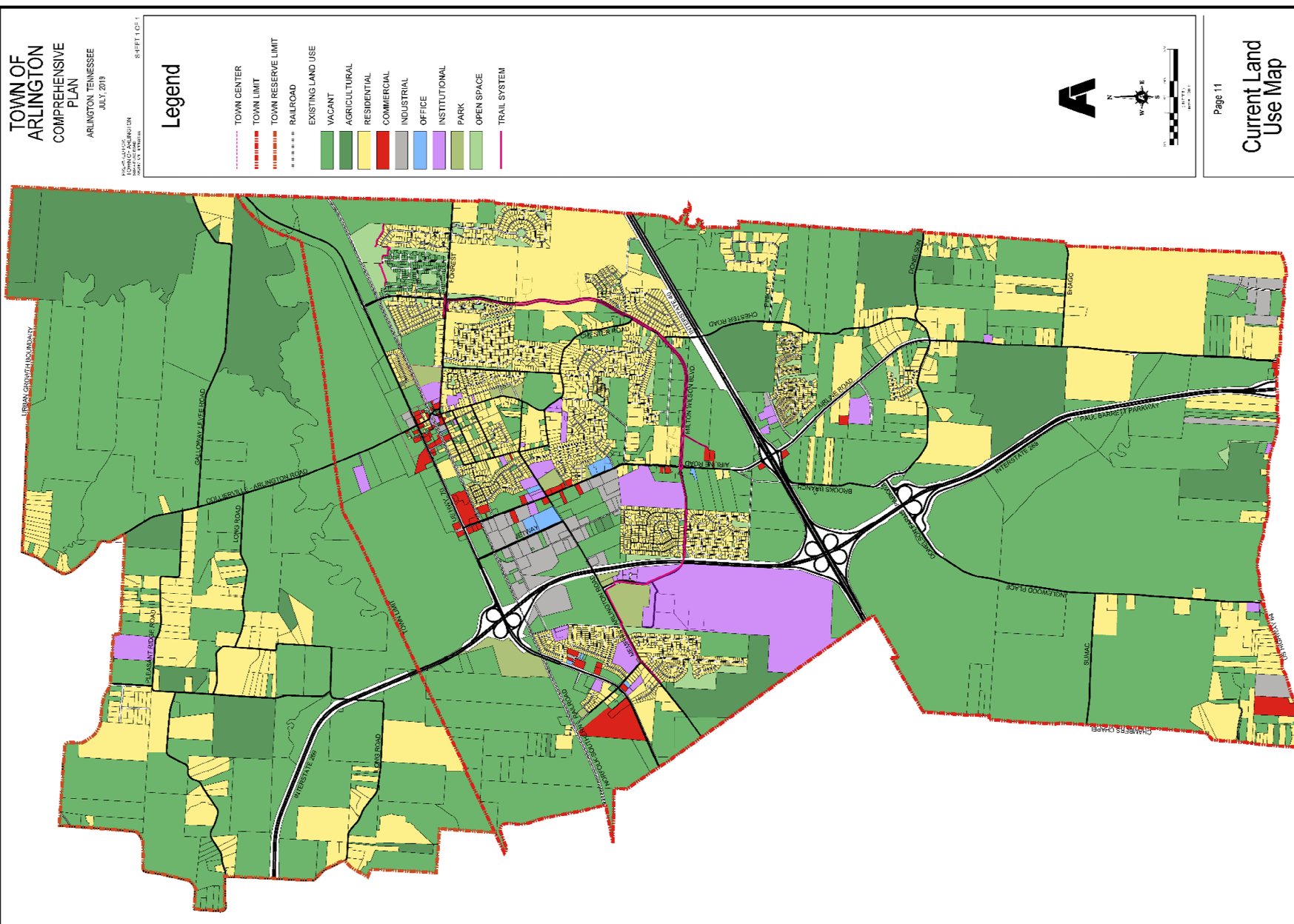
Current land use within the Town's current boundary also shows the greatest land use as agriculture or vacant with 59.0%. The greatest current land use of developed land in the Town's boundary is residential, with 24.7%.

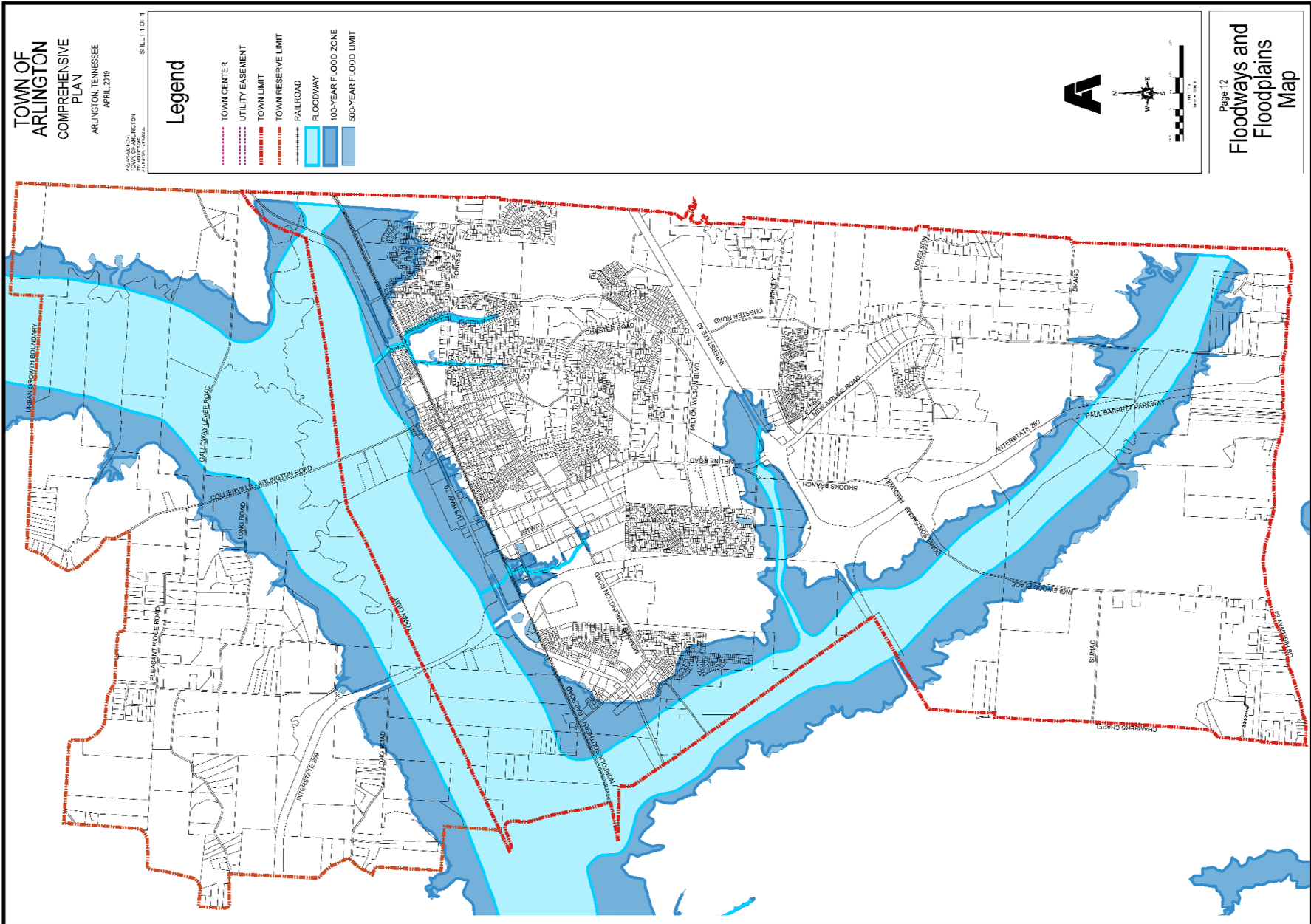
The maps found on the following pages show the current land uses for each parcel, as well as the floodplain and floodways in the Town's planning area.

Existing Land Use - Town Boundary



Source: Town of Arlington





Utilities

Wastewater treatment services are owned and operated by the Town of Arlington. In June 2007, the Town completed construction of a wastewater treatment plant north of Highway 70, west of Interstate 269. The facility has a capacity of 2.5 million gallons per day. Current daily use of the facility averages approximately 1.2 million gallons per day. At the time of construction, future capacity for the treatment plant was facilitated in order to accommodate an expanded capacity to 5 million gallons per day. Prior to this facility the Town used a sewer lagoon, located north of Highway 70 at Collierville-Arlington Road, which was closed with the opening of the new facility.

The current wastewater system and facility provide sewer availability to all lands in the Town's boundary located between the Loosahatchie River and Interstate 40. Availability and accessibility are limited south of Interstate 40. Service in this area currently serves the Donelson Elementary School and the Dawson Landing, Trails of Arlington, Brooks Manor and Shaw's Ridge residential subdivisions.

Future development south of Interstate 40 is dependent upon the acquisition of easements and the construction of sewer lines both north and south of Interstate 40, as well as connecting the sewer lines beneath Interstate 40.

Residential and non-residential growth south of Interstate 40 will be stymied until such time as sewer services are extended in this area. The Town does not desire to extend services in advance of development south of Interstate 40, but rather infrastructure should be installed concurrent with development and costs should be incurred by development. Currently, sewer plans are being developed for the area southeast of Interstate 40 at Airline Road.

Water, electric and gas services available in the Town are owned and operated by Memphis Light Gas and Water (MLGW). The water system, previously owned and operated by the Town of Arlington, was sold to MLGW in 1997.

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Transportation

Located within Arlington is the interchange of Interstate 40 and Interstate 269. These transportation routes provide access to the nation's transportation network by providing direct access to a major east / west interstate route, and access to a major north / south interstate route. This unique position provides opportunities for jobs growth as well as an increased non-residential tax base. It also presents challenges as Arlington strives to maintain its small-town atmosphere, and its desire to manage growth and the aesthetic atmosphere of our community.

In addition to these transportation routes, Arlington is bound by Highway 64 to the south, and bisected by Highway 70 in the northern portion of the town's limits, providing additional east / west access and connectivity to the region. The Memphis Regional Megasite, a 4,100-acre industrial development at Exit 42 of Interstate 40, is located just 16 miles east of the Town and is likely to influence future development in Arlington.

While these transportation systems provide access and connection to major transportation routes, they also cause constraints on the Town's local transportation system. The location of Interstates 40 and 269 provide little ability to cross these routes, resulting in a disconnect in transportation and land use patterns and an inability to connect land uses.

The Town's current transportation plan anticipates development of additional roadways south of Interstate 40 which will provide additional access between Airline Road and Chester to the east, as well as an extension of Donelson Farms Parkway from Airline to the Donelson Farms Parkway exit from Interstate 269 to the west. Extension of Sumac Road is also anticipated.

The local transportation network north of Interstate 40 recently completed a transformation through opportunities provided from partial funding from Surface Transportation Program funds.

Transportation projects recently completed include the widening and signalization of the Airline Road and Highway 70 intersection; signalization, railroad crossing and road extension at the Milton Wilson Boulevard and Highway 70 intersection; signalization of the Airline Road and Milton Wilson Boulevard intersection; and construction of Milton Wilson Boulevard between Airline Road and Chester Street. These projects have had a profound impact on development in the Town by providing safer and additional transportation routes, and will continue to enhance the Town's transportation system for many years.

Several future roads are shown on the land development plan, including an extension of Donelson Farms Parkway between Interstate 269 and the current Donelson Farms Parkway, and then extending the road to the Town's eastern boundary. Other future roads include an extension of Sumac Road to provide connection to Highway 64, and Arlington Trail to Chester Street.

Rivers, Floodways and Floodplains

The floodplains and floodways located in the Town limits and its urban growth boundary present a potential barrier for development in the Town, and constrains the opportunities to develop some lands. However, these areas also provide opportunities for preservation of our resources by creating opportunities for greenways and open spaces on these lands where traditional development would be prohibited, difficult or costly.

Approximately 34% of the Town's planning area has been identified as being located in the floodway or the 100-year floodplain. These areas are predominately associated with the Loosahatchie River and the Clear Creek Canal. The Loosahatchie River is located north of Highway 70, while the Clear Creek Canal is located along the Town's west boundary and bisects the Town south of Interstate 40.

One goal set out in this land development plan is to preserve open spaces and natural amenities and to be sensitive to the floodways and floodplains. The Subcommittee was aware of the potential negative

impacts of development within these sensitive areas and has identified several objectives by which to achieve the identified goal.

Fire Department Facilities

The Town of Arlington currently has one (1) fire station, located at the northeast corner of Airline Road and Douglass Road. That fire station houses Fire Department Administration and emergency response personnel, as well as ambulance services. A mutual-aid agreement for fire protection support provides additional services from neighboring communities when needed.

A study conducted in 2009 by the Tennessee Municipal Technical Assistance Service (MTAS) identified the general location of where an additional fire station should be located to serve future growth: the Airline and Donelson Road area. Later, in 2018, Chief Jim Harvill prepared and presented a Proposal for Second Fire Company and Station to the Board of Mayor and Aldermen. The document provided justification for a second fire company and again called for its location to be south of I-40. The proposal was accepted by the Board, who authorized the purchase of land for a second station at the northwest corner of Airline Road and Donelson Road, and later the start of work on the site in 2019.

Section III – GOALS and OBJECTIVES

The following goals and objectives were established in order to provide a framework for the Plan. The goals are what the plan aims to achieve. The objectives are how each goal will be achieved.

The Town has implemented several of the initial goals and objectives of the Land Development Plan. The Town guided the creation of the Loosahatchie River Greenway Trail Master Plan, which provides a comprehensive guide for trail system development throughout the Town north of Interstate 40, with connections linked to areas south of the interstate.

Interstate 269 has been completed, providing improved traffic circulation and new opportunities for development. The Town is investing in its historic downtown, has expanded its parks and recreation system at the Playground of Dreams, Sportsplex and Forrest Street parks, and established its own municipal school system. All of these accomplishments require some adjustment and update to the original goals and objectives.

The goals and objectives are not presented in any order of significance, as each is significant in its own right. However, with the noted accomplishments since its 2010 adoption, some adjustments and updates were required and are included. The process of evaluating plan objectives should be an ongoing exercise between major updates, to ensure that the Town continues to achieve its goals.

Goal 1. Avoid contributing to suburban sprawl

Objective 1a. Balance land uses with not too much commercial, but enough to support the community, both in terms of services provided and the economic vitality of the Town.

Objective 1b. Break up the commercial along major roads, to have less intense commercial areas and limit intense commercial developments to specific areas.

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Objective 1c. Create nodes of non-residential developments that are accessible from the residential districts without the required use of an automobile.

Objective 1d. Revise ordinances to make them compatible with the goals established in this document, including revisions to the parking regulations to address multiple forms and sizes of development, requirements for connectivity between developments and the road network, and consideration of revised setbacks in commercial areas.

Objective 1e. Recognize the need for various intensities of development, while maintaining a predominately low density residential land development pattern.

Objective 1f. Revise the Town Ordinance to create a definition and guidelines for mixed-use development that includes various types of land use, but does not necessarily include a large residential component.

Goal 2. Create a community that is walkable and well-connected.

Objective 2a. Identify areas where greenbelts and paths should be constructed.

Objective 2b. Have a community that is walkable and well-connected with pedestrian and vehicular connections by requiring connectivity between residential and non-residential developments, and connectivity within subdivisions and to neighboring subdivisions.

Objective 2c. Continue to develop the Loosahatchie River Greenway Trail Master Plan to expand connections among the Town's parks, neighborhoods, commercial districts, and natural amenities south of Interstate 40. The plan should also

anticipate future parks and determine the best location for those parks.

Objective 2d. Develop a transportation system that diverts industrial traffic away from the commercial and residential areas.

Objective 2e. Update and revise the current Transportation Plan to provide for complete streets that allow opportunities for multiple modes of transportation.

Objective 2f. Amend the Subdivision Regulations to address road connectivity and connectivity to adjacent properties.

Objective 2g. Develop a needs analysis or municipal park master plan to determine the best locations for future park development.

Goal 3. Maintain the Town's economic stability as growth occurs.

Objective 3a. Identify areas to create multiple employment opportunities in a variety of employment sectors.

Objective 3b. Require development to provide for public services concurrent with development.

Objective 3c. Continue to demand quality residential and non-residential development in order to preserve and increase property values.

Goal 4. Create a community of unique, well-built developments that encourage and produce a sense of pride for our residents and business owners, where they are proud of what they see and where they live.

Objective 4a. Distinguish Arlington from other communities by continuing to enforce and promote the Design Guidelines

Manual, and update as needed. This includes the discouragement of typical franchise architecture, the encouragement of architecture that blends with the surrounding built environment, and the requirements to use sustainable quality building materials.

Objective 4b. Promote Arlington as a Town that preserves its small town charm, yet desires to provide adequate services, neighborhoods and employment opportunities to our residents. We recognize the need to grow and sustain our economic strength, but want to grow in the right ways so as not to negatively impact our community.

Objective 4c. Continue to enhance the Depot Square District as a unique character area, and uphold the historic design criteria of the area.

Objective 4d. Provide open spaces and gathering places in public and private developments, creating a sense of place and areas where the community can meet, communicate, gather and build relationships.

Goal 5. Create neighborhoods, not subdivisions.

Objective 5a. Areas identified for residential land uses should be planned as a collection of neighborhoods applying select traditional neighborhood design principles to the historic suburban form. Particularly, the principles of connectivity, transitions, and bicycle and pedestrian facilities would benefit these areas.

Objective 5b. Incorporate pedestrian and bicycle-friendly features where residential neighborhoods are adjacent to neighborhood-serving commercial developments.

Goal 6. Preserve the Town's history, particularly in the Depot Square District, by allowing for development in character with historic neighborhoods and downtowns with walkable, livable mixed use areas.

Objective 6a. Create an identifiable entrance to the Depot Square District from Highway 70, making it a destination point.

Objective 6b. Encourage infill within the Depot Square District by creating special design standards that respect the historic uniqueness of building massing, setbacks, and development density.

Objective 6c. Work with the property owners in the Depot Square District to determine how they can enhance their properties to make the District a destination.

Objective 6d. Consider updating and enhancing the Depot Square Design Guidelines to reflect recent development activities.

Goal 7. Preserve open spaces and natural amenities, be sensitive to the floodways and floodplains, and encourage sustainable development.

Objective 7a. Identify environmentally-sensitive lands where development should be limited and establish guidelines for development in these areas.

Objective 7b. Identify open spaces and farmlands that should be preserved.

Objective 7c. Encourage environmentally-sensitive development and provide incentives for developments that are certified by appropriate agencies or organizations, including the USGBC (U.S. Green Building Council), for environmentally-sensitive development. This includes residential and non-residential developments.

Goal 8. Coordinate land use and development with the availability and capacity of public services, facilities, and infrastructure in order to ensure a high level of service.

Objective 8a. Require development to install public utility services, such as sewer, concurrent with development.

Objective 8b. Require roadway connections and widening concurrent with development, including the installation of curb, gutter and sidewalk, as well as medians in appropriate locations.

Objective 8c. Recognize the costs to the Town associated with certain developments and determine if there is a net cost or net benefit to the Town.

Objective 8d. Consider the availability of emergency services, particularly fire services, in order to maintain appropriate standards.



Section IV - LAND USE CLASSIFICATIONS

The Land Development Plan describes and establishes multiple land use classifications to be applied appropriately across the Town of Arlington's planning jurisdiction.

The following land use classifications are identified on the corresponding Future Land Use Map, found on page 39:

1. Greenways, Parks and Open Space
2. Rural Residential and Agriculture
3. Estate Residential
4. Low Intensity Suburban Residential
5. Suburban Residential
6. Higher Intensity Residential
7. Mixed Use
8. Neighborhood Support Commercial
9. Community Support Commercial
10. Regional Support Commercial
11. Office Employment Node
12. Light Industrial Employment Node

Land Use Classifications and Descriptions

A description of each land use classification listed above is provided in the following pages, along with an explanation of how each individual classification can be used to guide growth and development within the Town and the urban growth boundary. The following headings are used to convey the essence of each classification.

Purpose: This section gives the reader a brief description of why the land use classification has been established, and what it aims to achieve.

Appropriate Land Uses: This section describes the general land uses that would be the most appropriate land uses in the classification. This would

be used in conjunction with the Zoning Ordinance to indicate the specific land uses permitted.

Intensity / Density: This section describes the intended intensity of commercial uses and density of residential uses that would be fitting of the classification. The zoning ordinance may utilize more than one zoning district to regulate each classification.

Municipal Services: This section describes the extent of the municipal services required by the land classification, including sewer, water and electricity.

Development Features: This section denotes development features which may be found in the subdivisions, site plans, or planned developments, and which are most desirable. Photographs are provided as examples.

GREENWAYS, PARKS and OPEN SPACE

Purpose

To identify conservation areas to preserve natural amenities and to establish open space areas for private and public parks and recreation.

Appropriate Land Uses

- ... Public and private parks, active or passive
- ... Recreation centers
- ... Bike and walking trails
- ... Greenways
- ... Natural areas
- ... Open space, not developed

Intensity / Density

Not applicable

Municipal Services

This classification may not be serviced by all municipal services.

Development Features

Protection and enhancement of the existing (pre-development) environmental features.

Internal and external bicycle and pedestrian connectivity.

Parks and open spaces include flood plains, utility corridors, and public and private spaces that encourage outdoor passive or active recreation.

Adjacent to and including rivers, creeks, low lying lands and floodways that are not appropriate for development.

Parks should be distributed throughout the Town to be accessible by residents. They should be of varying sizes to serve the needs of the community.



RURAL RESIDENTIAL AND AGRICULTURE

Purpose

To establish and protect residential housing opportunities for people who desire a large residential lot, enjoy secluded living, prefer living integrally with nature, and who require minimal city conveniences. The rural residential and agriculture classification also establishes an area for the preservation of agricultural areas in the Town. This classification promotes the preservation of the natural environment and rural atmosphere.

Appropriate Land Uses

- ... Agricultural
- ... Single-family detached residential
- ... Guest house, only where permitted by the Zoning Ordinance
- ... Institutional
- ... Parks and open spaces

Intensity / Density

Density will not be greater than 0.2 dwelling units per acre.

Municipal Services

This classification may not be served by all municipal services.

Development Features

Larger lots and setbacks should give the perception of substantial open space. Care should be taken to preserve natural features to the extent possible.

Developments should preserve open space and natural features by concentrating buildings in open areas. Conservation subdivisions would be appropriate.



ESTATE RESIDENTIAL

Purpose

To establish and protect residential housing opportunities for people who desire a large residential lot, but are reasonably close to city conveniences.

Appropriate Land Uses

- ... Agricultural
- ... Single-family detached residential
- ... Institutional
- ... Parks and open spaces

Intensity / Density

Density will not be greater than 1.0 dwelling unit per acre.

Municipal Services

This classification may not be served by all municipal services.

Development Features

Larger lots and setbacks should give the perception of substantial open space. Care should be taken to preserve natural features to the extent possible.

Developments should preserve open space and natural features by concentrating buildings in open areas. Conservation subdivisions would be appropriate.



LOW INTENSITY SUBURBAN RESIDENTIAL

Purpose

To establish an area for single-family housing opportunities in a low density suburban neighborhood setting.

Appropriate Land Uses

- ... Single-family detached residential
- ... Institutional
- ... For the area east of Chester Road between Donelson Road and Pinkley Road (R22) Low Density Residential Uses are recommended

Intensity / Density

Density will not be greater than 2.4 dwelling units per acre.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

In general these areas are quiet residential single-family neighborhoods.

Internal and external bicycle and pedestrian connectivity.

Clustering of dwelling units is encouraged where natural features can be preserved and amenities provided to the residents.

Usable open space for recreation is encouraged.

The use of a residential planned development is appropriate and encouraged so that neighborhood amenities may be provided.



SUBURBAN RESIDENTIAL

Purpose

To establish an area for single-family housing opportunities in a moderately dense suburban neighborhood setting.

Appropriate Land Uses

- ... Single-family detached residential
- ... Institutional

Intensity / Density

Density will be between 2.5 and 3.35 dwelling units per acre.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

Internal and external bicycle and pedestrian connectivity.

Clustering of dwelling units is encouraged where natural features can be preserved and amenities provided to the residents.

Usable open space for recreation is encouraged.

The use of a residential planned development is appropriate and encouraged so that neighborhood amenities may be provided.

Goods and services may be accessible by the pedestrian.



HIGHER INTENSITY RESIDENTIAL

Purpose

To provide a diverse housing supply for young professionals, transitional families and empty nesters, near amenities and services.

Appropriate Land Uses

- ... Single-family detached residential
- ... Townhouses
- ... Condominiums
- ... Multi-family residential
- ... Institutional
- ... In the area east of Lamb Road and south of the Norfolk Southern Railroad it is recommended for duplex, quadplex and townhome uses.

Intensity / Density

Density will be between 3.35 and 12 dwelling units per acre.

Density will be between 3 .35 and 12 dwelling units per acre.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

A mix of fully integrated attached and detached single-family dwellings is appropriate.

Developments are within a 5-10-minute walk to commercial and employment nodes.

Internal and external bicycle and pedestrian connectivity.

Usable open spaces should be provided for recreation.

The use of a residential planned development is appropriate and encouraged so that neighborhood amenities may be provided, and to provide a mix of residential dwelling densities and products.



MIXED USE

Purpose

To provide a unique area that provides a variety of employment, commercial and entertainment uses supported by accompanying residential uses of various densities. The mixed use land classification can include traditional neighborhood developments. The mix of uses within a block, building or development is to promote walkability; and thus all mixed use developments should be designed with the pedestrian in mind.

Appropriate Land Uses

A mixture of uses including:

- ... Single-family detached residential
- ... Townhouses or similar residences
- ... Two-unit residences
- ... Neighborhood support commercial
- ... Community support commercial
- ... Office
- ... Institutional
- ... Recreational

Intensity / Density

Residential density will generally be between 4.0 and 6.0 dwelling units per acre. Intensity is limited by building heights, setbacks, open spaces and parking requirements.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

Walkable and well-connected developments for the automobile, bicycle and pedestrian.

Usable, well-incorporated open spaces for the purpose of gathering and socializing.

Town of Arlington Future Land Development Plan

Traditional neighborhood developments are strongly encouraged for this land use classification, with a mix of residential and non-residential densities and uses within a walkable context.

Buildings should be located closer to the street, and shared parking should be utilized where appropriate.

Integration of uses occurs within structures with commercial uses on the ground floor level and residential on upper levels.

Mixed use is preferred along arterial or collector roads, but may be appropriate along other road classifications as well.

Utilization of a Planned Development Overlay is desired and strongly recommended in order to implement the stated development features and multiple uses and densities.



NEIGHBORHOOD SUPPORT COMMERCIAL

Purpose

To provide for neighborhood-serving commercial development, providing daily goods and personal services required for adjoining neighborhoods.

Appropriate Land Uses

- ... Small insurance or doctor's office, bakery, small restaurant, gift shop, bookstore, antique shop, copy service, convenience store without fuel, veterinarian's office, or small, neighborhood-sized grocery stores
- ... Institutional uses where appropriate

Intensity / Density

Land area for neighborhood support commercial is generally no larger than about 2.5 acres, with multiple tenants and users occupying the space. Where used at an intersection, the acreage may be positioned on each corner, providing for a maximum of 10 acres at any one node.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

These areas should be within walking distance to suburban and higher intensity residential land uses and serviced by connected routes to these residential areas.

This land classification may be used in conjunction with a mixed use development.

Due to the proximity to residential areas, these uses should relate to the residential area in terms of design, lighting and accessibility.

Buildings should be located close to the street, with parking located to the side or rear of the building.

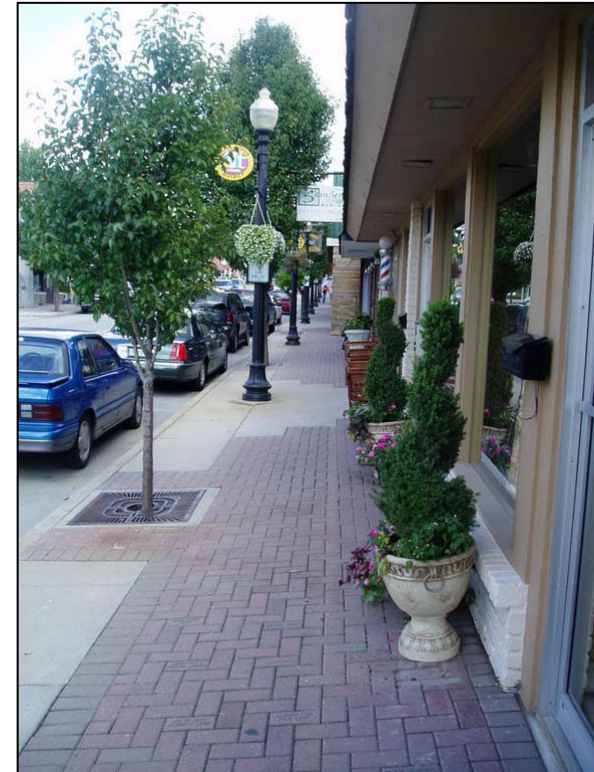
On-street parking where appropriate.

Outdoor dining and seating areas, and places for people to gather are desired.

Strip centers are not desired in this land classification.



Neighborhood Support Commercial Cont'd



Town of Arlington Future Land Development Plan

COMMUNITY SUPPORT COMMERCIAL

Purpose

To provide for community-serving commercial development, providing daily goods and services, specialty stores and anchors to serve a larger community population of a radius of 3-5 miles.

Appropriate Land Uses

- ... Commercial, retail, restaurant, office, hotel
- ... Institutional uses where appropriate

Intensity / Density

Land area for community support commercial is generally no larger than about 10 acres in size, with multiple tenants and users occupying the space.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

Located near or on arterials or major collector roads.

Developments should be connected to the surrounding pedestrian transportation system, and connectivity between adjacent commercial developments should be provided.

Outdoor dining and seating areas, and places for people to gather are desired.



REGIONAL SUPPORT COMMERCIAL

Purpose

To establish areas for regional-serving and community-serving commercial development with the opportunity to integrate multiple uses.

Appropriate Land Uses

- ... Predominantly retail, restaurants and entertainment, hotels
- ... Institutional uses where appropriate

Intensity / Density

Land area for regional support commercial is generally 5 to 20 acres in size, with 20,000 to 200,000 square feet of building space.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

Adjacent to or within proximity to interstates, highways and major arterials, where there is excellent accessibility.

Developments should be connected to the surrounding pedestrian transportation system.



OFFICE EMPLOYMENT NODE

Purpose

To provide areas for office buildings of varying sizes providing employment with opportunity to integrate employment-serving mixed uses.

Appropriate Land Uses

- ... Professional and business office
- ... Hospital and medical office
- ... Ancillary office-supporting commercial, such as small-scale restaurants or sandwich bars, coffee shops and print shops, typically located internal to or immediately adjacent within the same development
- ... Institutional uses where appropriate

Intensity / Density

Limited by the maximum building height, setbacks, open space and on-site parking requirements.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

Most appropriate near highways and major arterials with excellent accessibility.

Smaller-scaled, residentially-oriented offices are appropriate adjacent to residential areas.

Campus settings with coordinated buildings and pedestrian environments are desired for larger-scaled developments.



LIGHT INDUSTRIAL EMPLOYMENT NODE

Purpose

To provide areas for light industrial land uses providing employment.

Appropriate Land Uses

- ... Warehousing
- ... Manufacturing
- ... Institutional uses where appropriate

Intensity / Density

Limited by the maximum building height, setbacks, open space and on-site parking requirements.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

Most appropriate near or accessible to highways, interstates and major arterials with excellent accessibility.



INSTITUTIONAL

Purpose

To establish areas for government facilities, schools and other institutional campuses and land uses. While specifically identified on some lands, these land uses are permitted in all areas of Arlington.

Appropriate Land Uses

- ... State, county and municipal services and buildings
- ... Public and private schools and ancillary uses (including sports facilities)
- ... Places of worship
- ... Cemeteries

Intensity / Density

Limited by the maximum building height, setbacks, open space and on-site parking requirements.

Municipal Services

This classification should be serviced by all municipal services.

Development Features

Institutional uses should be located to provide for the present and future needs of the neighborhood residents and the Town.

Screening from conflicting land uses is desired in order to protect surrounding properties.

Bicycle and pedestrian accessibility to appropriate land uses, such as schools, libraries, and places of worship.



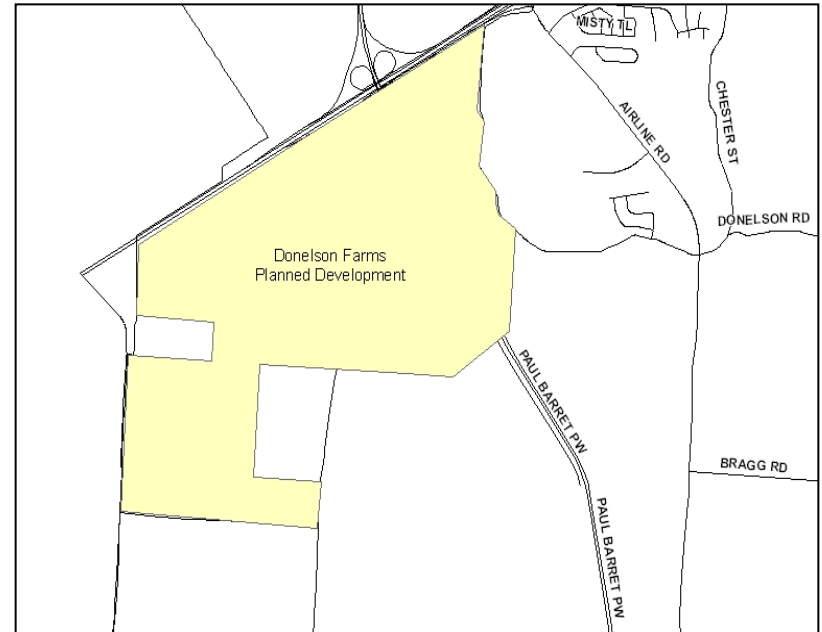
Section V – SPECIAL AREA PLANS

The following is a brief description of five (5) special areas in the planning area. These areas include already-approved planned developments that have been approved for a mix of uses and are of such a size as to have an impact on the surrounding lands and development patterns. These areas also include areas that require special attention.

Donelson Farms Planned Development

The Donelson Farms Planned Development was approved by the Town of Arlington in 1998. The mixed use PD contains 1,470 acres and has been approved for a mix of uses including single-family detached, multi-family and two-family residential, commercial, office, institutional and recreation.

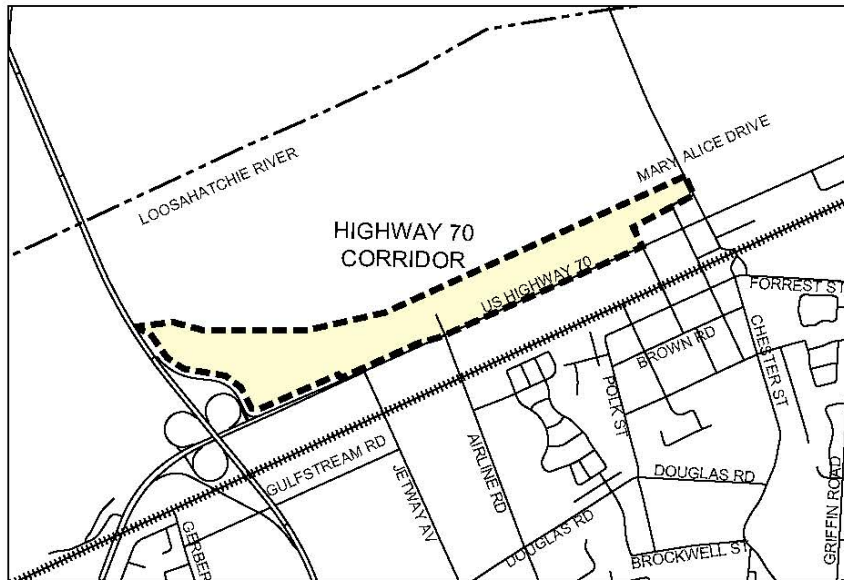
The development is located south of I-40, mostly west of the Interstate 269 / Donelson Farms Parkway interchange. Currently vacant and agricultural property, there are no sanitary sewer services available to the land, and the extension of utility services is required before development of the project.



Highway 70 Corridor

The Highway 70 corridor, east of Interstate 269 to Chester has been identified by the Town for commercial land uses. Zoning designations imposed on properties along this corridor permit and encourage restaurants, retail, commercial amusements, hotels and office land uses. The proximity of the Corridor to the Interstate 269 / Highway 70 interchange makes this area ideal for such uses.

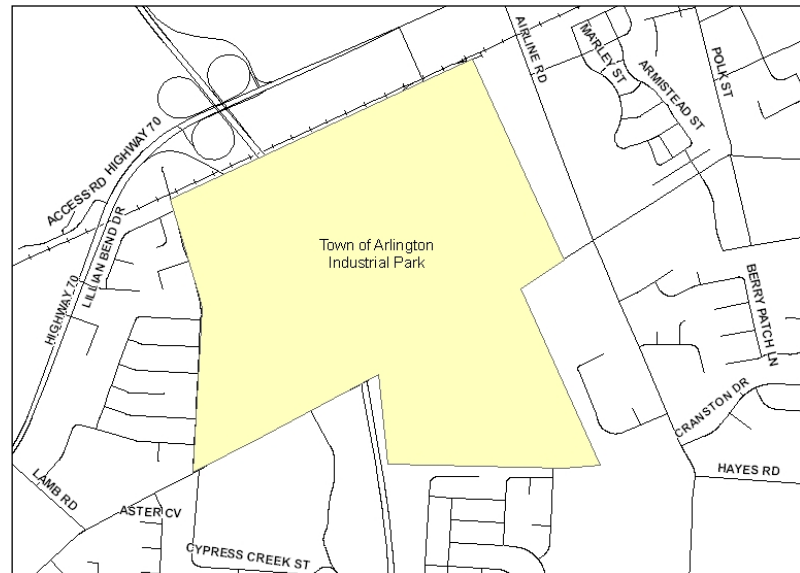
The Future Land Use Map identifies this corridor for predominately Regional Support Commercial and Community Support Commercial land uses. The intent is to reach a larger base of customers.



Town of Arlington Industrial Park

The Town of Arlington Industrial Park located south of Highway 70, and east and west of Interstate 269. It is conveniently situated near major transportation routes with access to Interstate 269. Considering the employment opportunities for residents, the industrial park is, and has been, a vital part of the community.

Companies that are currently located in the industrial park include Wright Medical, Maines Paper and Food Service, R&L Carriers, MicroPort Orthopedics, and Rich's Food Products.



Depot Square District Overlay

The Depot Square District Overlay was created for the preservation of the Town's original Depot Square, and provides for deviations in setbacks and parking regulations, as well as uses that may not be available through conventional zoning designations in other districts. The district contains only commercial zoning designations, while some properties have maintained residential land uses.

As a means to preserve the historic nature of the District, special provisions of the Town's Design Guidelines Manual govern the architecture and character of exterior alterations and new construction to coincide with the historic nature of the district.

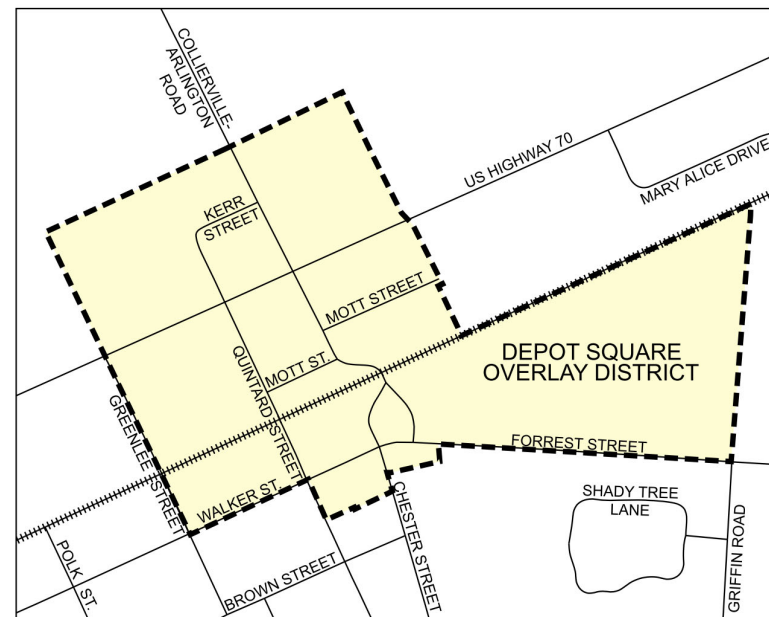
The intent is for this area to be developed in a predominately commercial pattern, with a combination of neighborhood support commercial and community support commercial. Residential uses situated above a non-residential use is desired, providing for a mix of uses and enhancement of the traditional neighborhood.

Several parcels in the District are owned by the Town, including the Senior Citizens Center and several public parking areas. The Town has dedicated monies and developed plans for the area in the past. The last plan, a Depot Square Master Plan completed by Allen & Hoshall, and updated by Looney Ricks Kiss in 2013, includes recommendations to rebuild the historic depot; add public parking and landscape areas north and south of the railroad tracks; add a gazebo on the north side of the railroad tracks; provide walkways, sidewalks and brick pavers connecting the parking and landscape areas. The plan would have provided additional pedestrian points of access to the Depot Square. The plan has been partially implemented, with the rebuilding of the historic depot, now the Town's Senior Citizens Center, providing a parking area on the south side of Mott Street, providing parking west of the depot building, and by providing some landscape areas and sidewalks.

Several recommendations are made in this Land Development Plan regarding the Depot Square Overlay District, including expansion of the
Town of Arlington Future Land Development Plan

current district boundary north of Highway 70, which was realized with adoption of the Arlington Depot Square Master Plan on January 7, 2013.

The 2013 Plan update provides the means for the Town to work in coordination with the property owners in a concerted effort to preserve the Town's District and keep it maintained. It addresses historic development, current and future land use, public improvements, community linkages, and implementation strategies. It serves to encourage development in the area, and incorporated significant community input to ensure it addresses the needs of the property owners and the Town.

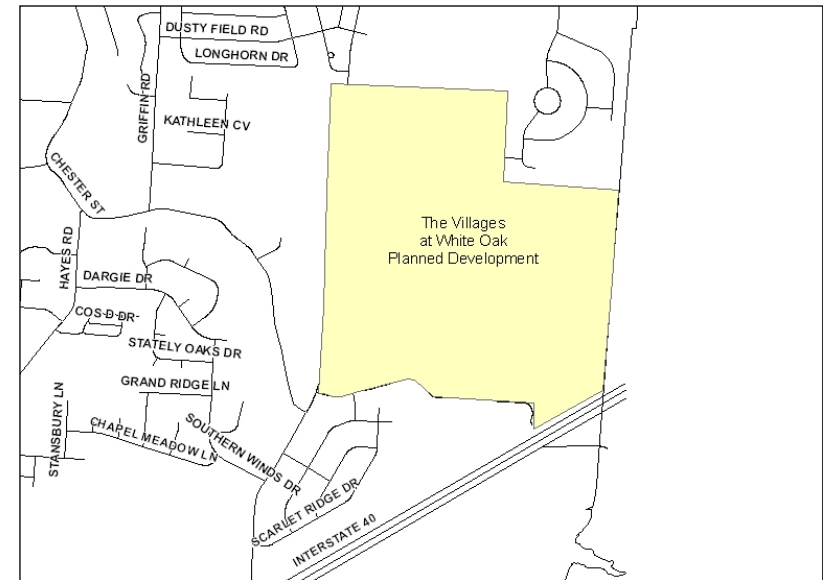


Villages at White Oak Planned Development

The Villages at White Oak Planned Development was approved by the Board of Mayor and Aldermen in October 2005. The 283-acre PD is a mixed use development, located north of I-40, east of Milton Wilson Boulevard.

The intent of the development is to provide for a mix of housing types in a walkable residential neighborhood, with accessible community commercial, office and recreational opportunities. Uses include over 200 acres of single-family residential uses in a mix of densities ranging from low density lots of 30,000 square feet to retirement housing lots of 6,000 square feet. Areas for commercial and office uses are also included in the plan, as well as areas reserved for open space and recreational uses.

Home construction is currently underway. Additional phases are slated for construction, beginning in the Fall of 2019.

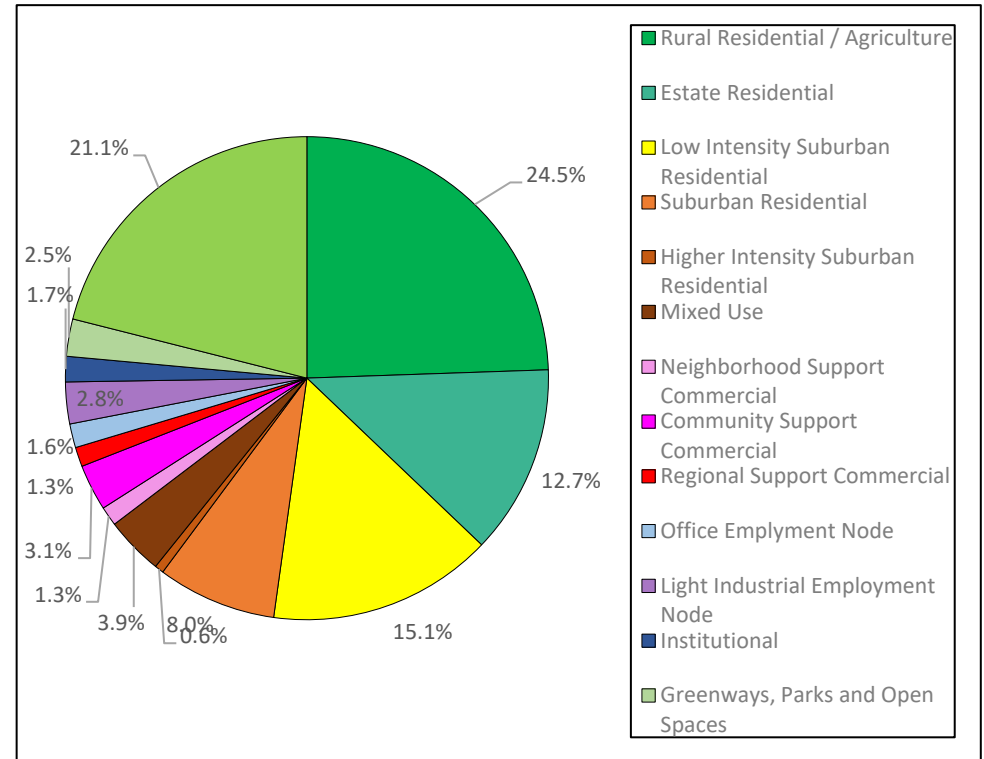


Section VI – FUTURE LAND USE

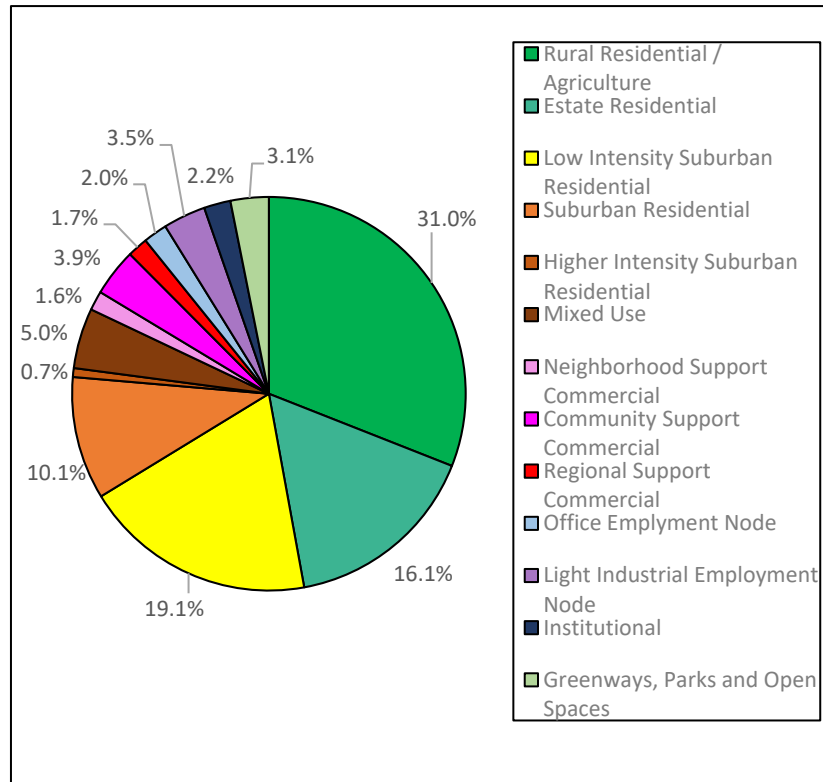
The Future Land Use Map on the page 39 shows the distribution of the multiple land use classifications identified in Section IV. The Map is to be used in conjunction with, not independent of, the Plan document. It addresses several goals of the plan, including a balancing of the land uses so that there are adequate services, breaking up the commercial along major roads, making residential land uses accessible to non-residential land uses, and preserving open spaces.

The following graphs demonstrate the distribution of land uses in the Town and the urban growth boundary by showing the percentages of land use planned. The first graph shows all lands in the planning area, including those that are not developable. The overall land area for the planning area totals approximately 24, 500 acres.

As evidenced by the graph, as the Town develops, the plan is to maintain a predominately low density residential development pattern. Considering the designation of the Rural Residential and Agriculture land use classification to the lands north of the Loosahatchie River, it is planned that this area will consist of very little development, and does make up the largest land use classification of the planning area. Due to the percentage of floodway in the Town, which are lands that are not eligible for development, the lands designated as Greenways, Parks and Open Space exceed 32% of the total land area in the planning area. Following these land use classifications is the Low Intensity Suburban Residential classification. The lands identified for non-residential uses will provide employment centers as well as sales taxes to support the Town and its residents.

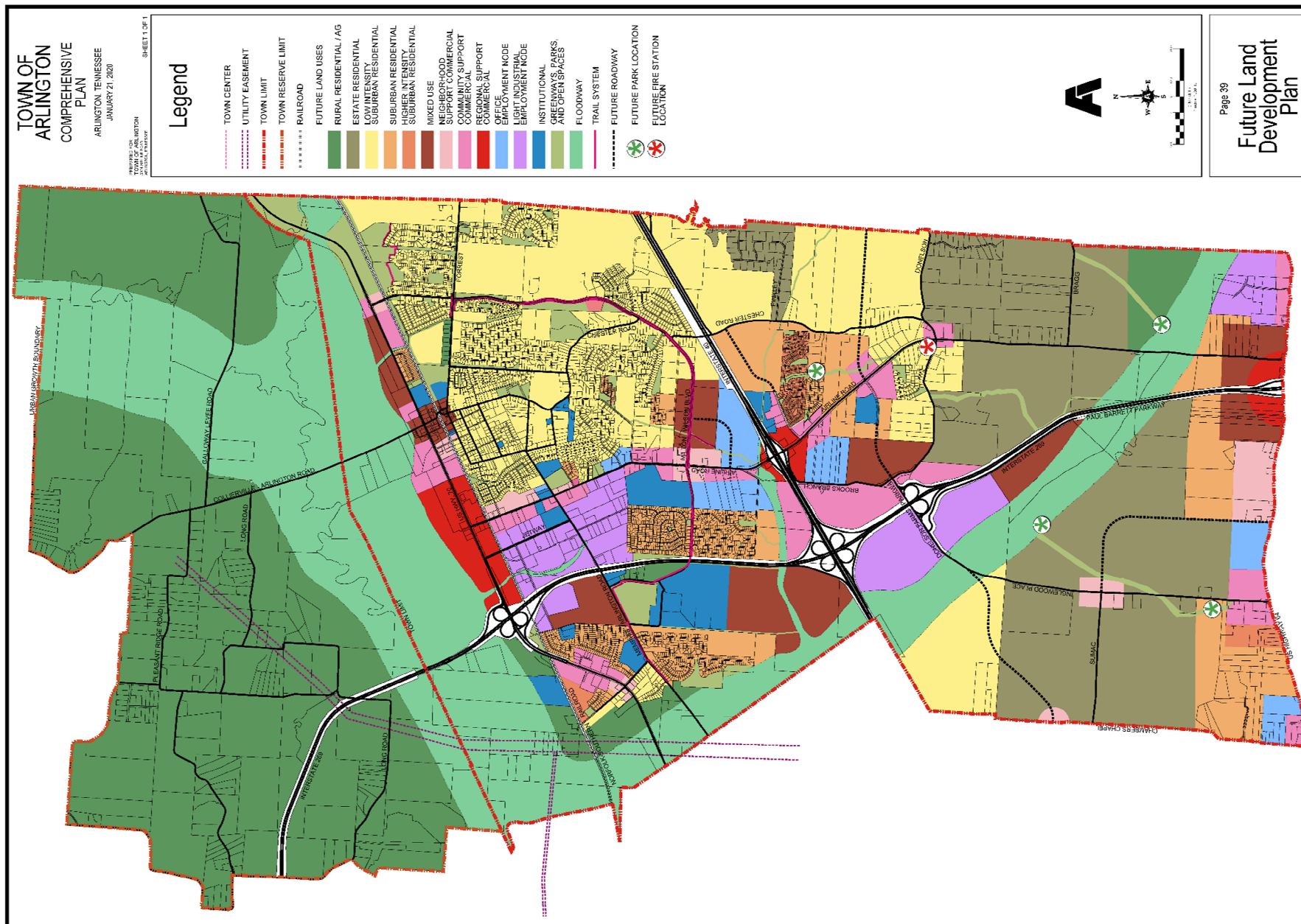


To illustrate the percentage of lands in the planning area that are able to be developed, the following graph excludes those lands that are in the floodway, demonstrating the planned development pattern of developable lands. The developable land area for the overall planning area totals approximately 17,000 acres.



The following comparison charts illustrate the changes in the proposed future land uses between the former and updated versions of the Future Land Use Plan. The Future Land Use Plan is provided on the following page.

| Land Use | Acreage 2009 | Percentage 2009 | Acreage 2019 | Percentage 2019 |
|---------------------------------------|--------------|-----------------|--------------|-----------------|
| Rural Residential / Agriculture | 5223.8 | 24.4% | 5258.5 | 24.5% |
| Estate Residential | 737 | 3.4% | 2740.2 | 12.7% |
| Low Intensity Suburban Residential | 4057.4 | 18.9% | 3249.2 | 15.1% |
| Suburban Residential | 1445.5 | 6.7% | 1712.7 | 8.0% |
| Higher Intensity Suburban Residential | 106.7 | 0.5% | 122.1 | 0.6% |
| Mixed Use | 2110.5 | 9.8% | 843.4 | 3.9% |
| Neighborhood Support Commercial | 155.9 | 0.7% | 269.6 | 1.3% |
| Community Support Commercial | 599.6 | 2.8% | 661.5 | 3.1% |
| Regional Support Commercial | 612.5 | 2.9% | 284.3 | 1.3% |
| Office Employment Node | 490.4 | 2.3% | 333.5 | 1.6% |
| Light Industrial Employment Node | 587.9 | 2.7% | 592.7 | 2.8% |
| Institutional | 261.7 | 1.2% | 371.5 | 1.7% |
| Greenways, Parks and Open Spaces | 531.8 | 2.5% | 533.6 | 2.5% |
| Floodway | 4529.1 | 21.1% | 4529.1 | 21.1% |
| TOTALS | 21449.8 | 100.0% | 21501.9 | 100.0% |





Section VII – PARKS and GREENWAYS

The Town of Arlington currently has approximately 145 acres of parkland distributed amongst ten (10) parks. These parks include baseball and soccer fields, playgrounds, walking trails, and passive areas. All of the parks are located north of Interstate 40. In addition to Town parks, several subdivisions have private open space areas. These open space areas include walking trails, playgrounds, and passive areas for recreation.

Recent improvements to the park system include a new Playground of Dreams, improvements at the Forrest Street soccer fields, and the new tennis courts east of the Sports Complex. A new natural area west of Interstate 269, which includes a lake feature, was recently acquired by the Town.

While the Town does not currently have a long-term parks plan, this Land Development Plan does include a discussion of and provision for parks, greenways and open space as a land use classification. These areas could be publicly or privately owned. Not all lands identified as open space are intended to be developed as formal parklands or trails. It is anticipated that some lands will be left for natural or passive open spaces.

The Greenways, Parks and Open Space map on the preceding page shows existing and proposed open spaces and greenways, as well as the Town's existing parks. All floodway has been identified as open space, as it cannot be developed. It is anticipated that as development occurs adjacent to proposed greenways and open spaces, those developing the adjacent lands will be responsible for improving such open space and providing greenway connections. The intent is for all open spaces and greenways to be connected.

One recommendation of the Land Development Plan is for the Town to develop and adopt a parks, greenways, bicycle and pedestrian trail plan for the purpose of future planning and development, and to consider opportunities for introducing new parks south of Interstate 40.

Section VIII – RECOMMENDATIONS

As a result of the months of work on the plan and discussion of the obstacles to certain development, the Land Development Plan Subcommittee offers the following recommendations for the consideration of the Planning Commission and the Board of Mayor and Aldermen. The purpose of these recommendations is to further achieve the goals and objectives set forth in this document, and to facilitate orderly growth within the Town's planning jurisdiction.

Amend parking regulations to address large-scale development and consider shared parking standards

Parking regulations should be amended to specifically address large-scale developments, including big-box developments and large retail centers. By considering the size and scale of a development, the goal is to minimize the negative impact on the drainage system and the visual impact of large surface parking areas. Recommendations include providing for minimum and maximum parking requirements, requiring shared parking opportunities for adjacent developments and planned developments, as well as requiring pervious paving to be used for overflow parking in order to accommodate an increase in seasonal parking use. The amendments should also specifically address the Depot Square District, and the use of on-street parking in certain instances.

Amend and adopt a transportation plan, including provisions for complete streets and requirements of connectivity

The Town should initiate a comprehensive review of the currently proposed transportation network south of Interstate 40 and revise it as necessary in order to encourage connectivity. The review should consider the obstacles of the Interstate 269 location and the disconnect it provides to the Town's local transportation network. Following review, a plan should be adopted which incorporates opportunities for multiple modes of transportation, including bicycles and pedestrians, and should be developed in coordination with a bicycle and pedestrian

trail plan. This includes making the appropriate amendments to the Subdivision Regulations and Zoning Ordinance.

Develop and adopt a parks, greenways, bicycle and pedestrian trail plan for areas south of Interstate 40

Although the Loosahatchie River Greenways Plan provides comprehensive recommendations for greenways and the existing parks north of Interstate 40, the Town is in need of a comprehensive plan for parks, greenways, and bicycle and pedestrian trails south of Interstate 40. The plan should identify the locations for future Town park facilities and the types of parks and recreational facilities the Town will need in the future as growth occurs. The plan should be developed in coordination with the transportation plan.

Examine and develop additional special area plans

The Town should more closely examine other special areas of town that are positioned to attract development and to prepare for that development. Those areas include the area around the Airline Road / Milton Wilson Boulevard intersection, the area around the Highway 64 / Interstate 269 interchange, and the Donelson Farms Parkway / Interstate 269 interchange area. While the Land Use Plan shows multiple uses in these areas, a special area plan can help identify more closely, while working with the property owners, how the areas could and should develop.

Develop a Mixed-Use Development Ordinance

A new Ordinance section needs to be developed to address mixed-use development. This type of development is useful in accommodating new development in older neighborhoods and commercial areas, and for encouraging physical activity, alternative transportation and greater social interaction. This Ordinance would enable development of traditional neighborhoods and smart growth / livable community zones, containing a complementary mix of uses such as residential, retail, employment, civic, and entertainment in close proximity.

Update the utility infrastructure master plan

Development south of Interstate 40 largely depends upon the ability of the Town to provide services, especially sanitary sewer, to the area. Strategies need to be identified the sequencing for development and to prioritize Capital Improvement funding for implementation.

Appendix A

Vision and Goals of the 1996 Land Development Plan

Vision:

- ... Reorient the primary access route into the Town from Airline Road to Highway 70.
- ... Protect and preserve open space, especially in the flood hazard areas.
- ... Encourage residential, commercial and industrial growth by funding, planning and maintaining the Town's infrastructure.
- ... Develop a transportation system that diverts industrial traffic away from the commercial and residential areas.
- ... Provide for the continuation of the Town primarily as a single-family residential community.
- ... Develop a Greenbelt Walking Biking Trail system linking the community together.
- ... Develop as a self sufficient community regarding economic, social and recreational opportunities while recognizing the interrelationship of the metropolitan area.

Goals:

General Development:

- ... To preserve, protect and enhance the non-urban appeal of the Town.
- ... To provide for adequate housing to meet the needs of all residents while ensuring that all residential developments are served by adequate vehicular and pedestrian circulation systems, adequate infrastructure, and are properly related to other municipal land uses.
- ... To provide for an adequate supply of goods and commercial services with varied sites suitable for a variety of outlets.

- ... To preserve and protect the historic and aesthetic value of the downtown area.
- ... To provide adequate and efficient public facilities and services.
- ... To provide utility services that effectively and efficiently meet and anticipate the needs of the municipality.
- ... To provide an efficient and effective transportation system with appropriate linkages and capacities.
- ... To encourage the development of vacant land which has less natural restrictions and which has the necessary infrastructure.

Residential:

- ... Expand the supply of housing and improve the quality of existing and future residential developments.
- ... Maintain the Town primarily, but not exclusively, as a single-family residential community by protecting the character and integrity of existing and future residential area.
- ... Establish and preserve density requirements in all residential developments as provided for in this plan and in the zoning ordinance.
- ... Identify and locate high, medium and low density developments in areas in which they are best suited.
- ... Ensure higher density residential developments are compatible with surrounding developments.

Commercial:

- ... Attract commercial developments that will provide services to the existing employment base and to the local regional area.
- ... The Town, in conjunction with the Chamber of Commerce, should recruit and retain business and service outlets that fulfill local market demands.
- ... Emphasize future commercial developments as clustered service centers locating at key arterial and collector road intersections.

Industrial:

- ... To retain the existing industrial base of the community.
- ... To recruit industrial developments that produce limited waste and are environmentally safe.
- ... To emphasize the clustering of industrial developments having direct access to major transportation nodes.

Public and Semi-Public:

- ... Provide adequate and efficient public services and facilities which meet appropriate standards and guidelines.

Vacant Land and Open Space:

- ... Provide the maximum protection against flood by regulating the use of land known to experience periodic flooding to minimize flood damage.
- ... Prohibit development within the floodway and limit development in the flood fringe to ensure the maintenance of the overall drainage pattern of the Town.

Transportation:

- ... Provide a transportation system that will adequately meet the future needs for growth and development.



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Appendix B

ORDINANCE 2010-09

AN ORDINANCE TO AMEND AND RE-ADOPT THE TOWN OF ARLINGTON LAND DEVELOPMENT PLAN, INCLUDING ALL MAPS AND PAGES THEREIN

WHEREAS, Tennessee Code Annotated Section 13-4-201 through 13-4-203 provides for the adoption and certification by the Planning Commission to the chief legislative body of a general plan for the physical development of the municipality, including any area outside the municipality which bears relation to the planning of the municipality; and

WHEREAS, the Town of Arlington adopted the Arlington Land Development Plan on November 18, 1996, Resolution PCR 1996-13, with subsequent amendments approved by the Planning Commission in 2001 and also 2010; and

WHEREAS, the Land Development Plan Subcommittee, consisting of members representing various Boards and Commissions of the Town of Arlington, and appointed by the Mayor of Arlington, thoroughly studied and discussed the plan beginning in June 2009; and

WHEREAS, it is found that the plan will serve as a guide for accomplishing coordinated, adjusted and harmonious development and redevelopment of the Town which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development; and

WHEREAS, a plan for amendment and re-adoption was presented to the Arlington Municipal Planning Commission by the Land Development Plan Subcommittee on July 19, 2010 for consideration of the plan for the purpose of guiding future growth and development of the Town and identified growth areas; and

WHEREAS, the Arlington Planning Commission approved PC Resolution 2010-01 on July 19, 2010, approving the amendment and re-adoption of the Town of Arlington Land Development Plan, and recommended to the Board of Mayor and Aldermen approval of the Plan.

NOW, THEREFORE, BE IT ORDAINED, by the Board of Mayor and Aldermen for the Town of Arlington, Tennessee that the Arlington Land Development Plan, including all maps and pages in the attached Exhibit A, be certified and adopted, with the full understanding that additional amendments shall be recommended as future economics, physical or social changes indicate the need thereof.

Ordinance 2010-09

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BE IT FURTHER ORDAINED that this Ordinance shall take effect upon its final reading and publication in a newspaper of general circulation, the public health, safety and welfare requiring it.

Approved and certified by the Planning Commission.

Donnelly W. Hays
Chairman

Date 10/18/2010

Attest:

SMC
Planning Commission Secretary

Date 10.18.2010

Approved by the Board of Mayor and Aldermen.

1st Reading September 7, 2010

2nd Reading 10-4-10

Public Hearing 10-4-10

Publication 9-3-10

[Signature]
Mayor

Attest:

[Signature]
Recorder

PLANNING COMMISSION RESOLUTION 2010-01

A RESOLUTION TO AMEND AND RE-ADOPT THE TOWN OF ARLINGTON LAND DEVELOPMENT PLAN, INCLUDING ALL MAPS AND PAGES THEREIN.

- WHEREAS,** Tennessee Code Annotated Section 13-4-201 through 13-4-203 provides for the adoption and certification by the Planning Commission to the chief legislative body of a general plan for the physical development of the municipality, including any area outside the municipality which bears relation to the planning of the municipality; and
- WHEREAS,** the Town of Arlington adopted the Arlington Land Development Plan on November 18, 1996, Resolution PCR 1996-13, with subsequent amendments approved by the Planning Commission in 2001 and also 2010; and
- WHEREAS,** the Land Development Plan Subcommittee, consisting of members representing various Boards and Commissions of the Town of Arlington, and appointed by the Mayor of Arlington, thoroughly studied and discussed the plan beginning in June 2009; and
- WHEREAS,** it is found that the plan will serve as a guide for accomplishing coordinated, adjusted and harmonious development and redevelopment of the Town which will, in accordance with existing and future needs, best promote public health, safety, morals, order, convenience, prosperity and the general welfare, as well as efficiency and economy in the process of development; and
- WHEREAS,** a plan for amendment and re-adoption has been presented by the Land Development Plan Subcommittee for consideration by the Arlington Municipal Planning Commission for the purpose of guiding future growth and development of the Town and identified growth areas.

NOW, THEREFORE, BE IT RESOLVED, that the Arlington Municipal Planning Commission hereby certifies the Arlington Land Development Plan, including all maps and pages in the attached Exhibit A, to the Town of Arlington, and recommends to the Board of Mayor and Aldermen approval of the Plan, with the full understanding that additional amendments shall be recommended as future economics, physical or social changes indicate the need thereof.

ADOPTED THIS THE 19TH DAY OF JULY, 2010


Tim Harris, Planning Commission Chairman


Steve McCarver, Secretary

7-19-10
Public Hearing – Planning Commission

6-16-10
Publication Date



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