Town of Arlington Land Development Plan
Adopted October 4, 2010 - Ordinance 2010-09
Thanks and Appreciation
The greatest appreciation goes to the members of the Land Development Plan Subcommittee who selflessly accepted the task and spent countless 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.

Land Development Plan Subcommittee Members
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Vice-Mayor Harry McKee
Alderman Brian Thompson – Design Review Committee Chairman
Tim Harris – Planning Commission Chairman
Ted Fox – Planning Commission Member
Rick Philips – Industrial Development Board Chairman

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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.

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 Municipal 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

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

**PLANNING PROCESS**

The Land Development Plan Update Subcommittee was organized in May 2009 at the direction of Mayor Russell Wiseman. The Subcommittee examined the existing Land Development Plan to determine if the Plan 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 7 years to determine if there are any items that need to be addressed.
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, 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 three special censuses. The most recent special census, certified in 2009, showed the Town’s population at 9,707 residents. This reflects an increase of over 7,000 residents, or 278%, since the 2000 US Census. It is projected that with the 2010 US Census, the Town’s population will reach over 11,000 residents. While residential growth has slowed due to the current economic conditions that have impacted the entire country, the residential growth that has been experienced to-date 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 1990 and 2000. At the time of publication of this Land Development Plan, the results of the 2010 US Census are not available. However, when available, this document will be updated to reflect the most current demographic information and trends.

<table>
<thead>
<tr>
<th>Population Change</th>
<th>Arlington, Area Communities, County and State of Tennessee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>1,541</td>
</tr>
<tr>
<td>Bartlett</td>
<td>26,989</td>
</tr>
<tr>
<td>Collierville</td>
<td>14,427</td>
</tr>
<tr>
<td>Germantown</td>
<td>32,893</td>
</tr>
<tr>
<td>Lakeland</td>
<td>1,204</td>
</tr>
<tr>
<td>Millington</td>
<td>17,866</td>
</tr>
<tr>
<td>Memphis</td>
<td>610,337</td>
</tr>
<tr>
<td>Shelby County</td>
<td>826,330</td>
</tr>
<tr>
<td>State of Tennessee</td>
<td>4,877,185</td>
</tr>
</tbody>
</table>

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 2000.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Arlington</td>
<td>5,041</td>
<td>96%</td>
<td>7,590</td>
<td>51%</td>
</tr>
</tbody>
</table>

In 2000, the median age of Arlington residents was 35.6, and the greatest population age group was 35-44. This was slightly older than the previous Census, which reflected the greatest population age group of 25-34.

Arlington's labor force in 2000 was mostly employed, with only 3% of the labor force not working, and an unemployment rate of 2.2%. The greatest numbers of residents were employed in the industry category of educational, health and social services category with 404 residents. That was followed by retail trade, transportation and warehousing, manufacturing and construction categories.
### Employment Force - Arlington

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor Force</td>
<td>553</td>
<td>1,418</td>
</tr>
<tr>
<td>Employed</td>
<td>524</td>
<td>1,362</td>
</tr>
<tr>
<td>Unemployed</td>
<td>29</td>
<td>44</td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td></td>
<td>2.2%</td>
</tr>
</tbody>
</table>

*Source - US Census Bureau*

### Employment by Industry - Arlington

<table>
<thead>
<tr>
<th>Industry</th>
<th>1990</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, forestry, fishing and hunting, and mining</td>
<td>14</td>
<td>2</td>
</tr>
<tr>
<td>Construction</td>
<td>38</td>
<td>106</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>110</td>
<td>120</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>28</td>
<td>55</td>
</tr>
<tr>
<td>Retail trade</td>
<td>99</td>
<td>154</td>
</tr>
<tr>
<td>Transportation and warehousing, and utilities</td>
<td>16</td>
<td>128</td>
</tr>
<tr>
<td>Information</td>
<td>0</td>
<td>19</td>
</tr>
<tr>
<td>Finance, insurance, real estate, and rental and leasing</td>
<td>39</td>
<td>72</td>
</tr>
<tr>
<td>Professional, scientific, management, administrative, and waste management services</td>
<td>28</td>
<td>124</td>
</tr>
<tr>
<td>Educational, health and social services</td>
<td>79</td>
<td>404</td>
</tr>
<tr>
<td>Arts, entertainment, recreation, accommodation and food services</td>
<td>4</td>
<td>65</td>
</tr>
<tr>
<td>Other services (except public administration)</td>
<td>57</td>
<td>53</td>
</tr>
<tr>
<td>Public administration</td>
<td>40</td>
<td>60</td>
</tr>
</tbody>
</table>

*Source - US Census Bureau*

### Employment by Occupation - Arlington

<table>
<thead>
<tr>
<th>Occupation</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management, professional, and related occupations</td>
<td>366</td>
</tr>
<tr>
<td>Service occupations</td>
<td>180</td>
</tr>
<tr>
<td>Sales and office occupations</td>
<td>399</td>
</tr>
<tr>
<td>Farming, fishing and forestry occupations</td>
<td>2</td>
</tr>
<tr>
<td>Construction, extraction and maintenance occupations</td>
<td>172</td>
</tr>
<tr>
<td>Production, transportation and material moving occupations</td>
<td>243</td>
</tr>
</tbody>
</table>

*Source - US Census Bureau*

### Income by Household - Arlington

<table>
<thead>
<tr>
<th>Income Range</th>
<th>1990</th>
<th>2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $10,000</td>
<td>45</td>
<td>39</td>
</tr>
<tr>
<td>$10,000 to $14,999</td>
<td>31</td>
<td>28</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>79</td>
<td>60</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>55</td>
<td>77</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>87</td>
<td>173</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>56</td>
<td>253</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>2</td>
<td>109</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
<td>3</td>
<td>61</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>14</td>
<td></td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>2*</td>
<td>16</td>
</tr>
</tbody>
</table>

* includes from $150,000 or more

*Source - US Census Bureau*

Household incomes were greatest in the $50,000 to $74,999 range. The median household income in 2000 was $52,870, compared to $30,000 in 1990.
Development Trends
Residential development in Arlington saw a dramatic increase in the early 2000’s. However, like area communities, Arlington has seen a decline in building permits and in residential subdivision development over the last several years as a result of changes in the regional and national economy.

<table>
<thead>
<tr>
<th>Year</th>
<th>Residential Housing Permits Issued</th>
<th>% Change from prior year</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999</td>
<td>228</td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>187</td>
<td>-17.98%</td>
</tr>
<tr>
<td>2001</td>
<td>170</td>
<td>-9.09%</td>
</tr>
<tr>
<td>2002</td>
<td>252</td>
<td>48.24%</td>
</tr>
<tr>
<td>2003</td>
<td>374</td>
<td>48.41%</td>
</tr>
<tr>
<td>2004</td>
<td>425</td>
<td>13.64%</td>
</tr>
<tr>
<td>2005</td>
<td>430</td>
<td>1.18%</td>
</tr>
<tr>
<td>2006</td>
<td>498</td>
<td>15.81%</td>
</tr>
<tr>
<td>2007</td>
<td>227</td>
<td>-54.42%</td>
</tr>
<tr>
<td>2008</td>
<td>108</td>
<td>-52.42%</td>
</tr>
<tr>
<td>2009</td>
<td>98</td>
<td>-9.26%</td>
</tr>
</tbody>
</table>

Source - Town of Arlington

While residential permits have declined, Arlington had the greatest number of permits issued than other Shelby County municipalities in 2009. Should the current trend continue, Arlington is currently poised to surpass the number of permits issued in 2009, considering a total of 38 residential building permits issued for the first quarter of 2010, compared to 7 permits for the same period in 2009.

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 I-40 and Hwy. 70. As shown on the current land use map found on page 11, the greatest current land use in the planning area is agriculture, with 54.4%. The greatest land use of developed land in the planning area is residential, with 16.7%. The following chart illustrates the percentages of land use for the planning area.
Current land use within the Town’s current boundary also shows the greatest land use as agriculture with 47.2%. The greatest current land use of developed land in the Town’s boundary is residential, with 17.4%.

The map 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.
SEE CURRENT LAND USE MAP
SEE FLOODPLAIN AND FLOODWAY MAP
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 Highway 385. The facility has a capacity of 2.5 million gallons per day. Current daily use of the facility averages approximately one (1) 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.

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.

Transportation
Located within Arlington is the interchange of Interstate 40 and Highway 385 (future 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, upon completion of Interstate 269, 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.

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 Interstate 40 and Highway 385 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 Highway 385 to the west. Extension of Sumac Road is also anticipated.

The local transportation network north of Interstate 40 is currently undergoing transformation through opportunities provided from partial funding of Surface Transportation Program funds. Transportation projects currently underway 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 will have a profound impact on development in the Town by providing safer and additional transportation routes through town. These improvements will 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 Highway 385 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 70, 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 38% 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 where an additional fire station would need to be located in order for the Town to serve its residents. That study concluded that an additional station should be located near the intersection of Airline Road and Donelson Road. This station would primarily serve properties south of Interstate 40, and would have access to Highway 385. An exact location for a station and the timing of construction of a new station has not yet been determined.
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 goals and objectives are not presented in any order of significance, as they are each significant in their own right.

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.
   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 a traditional neighborhood design ordinance, 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.

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. Adopt a greenbelt and pathways plan that connects the Town’s parks, neighborhoods, commercial districts, and natural amenities. 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.
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.

Objective 5c. Create a traditional neighborhood design ordinance which allows for a mix of uses, a mix of densities, special consideration for connected neighborhoods and accessible amenities.

Objective 5d. Identify areas where mixed use developments are appropriate.
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. Expand the Depot Square District boundaries to incorporate lands fronting Highway 70.

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.

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, 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
13. Institutional

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 0.33 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

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 3.4 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
- Single-family attached residential
- Townhouses
- Condominiums
- Multi-family residential
- Institutional

Intensity / Density
Density will be between 3.5 and 10 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

Intensity / Density
Residential density will generally be between 4.0 and 8.0 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.

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, veterinarian’s office, or small, neighborhood-sized grocery stores
- Residential above office or commercial may be appropriate
- 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
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 3 to 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 50,000 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 planned development includes over 460 acres that are reserved for single-family detached dwellings, 60 acres for multi-family or two-family dwellings and over 600 acres for commercial and office uses. Additionally, 233 acres of floodway along Clear Creek have been identified for recreational and agricultural activities. The development also includes setting aside 25 acres to be dedicated to the Town of Arlington for park land, as well as an additional six (6) acres to be dedicated for police or fire services for the Town of Arlington.

The development is located south of I-40, mostly west of the Hwy. 385 / 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 Highway 385 to Chester has been identified by the Town for commercial/entertainment 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 Highway 385 / 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 Highway 385. It is conveniently situated near major transportation routes with access to the future 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 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, included recommendations to rebuild the historic depot; add public parking and landscape areas north and south of the railroads 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. Recommendations include expanding the current district boundary north of Highway 70 and initiating a study of the District to examine ways to encourage development in the area, as well as working with the current property owners to improve their properties.
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 uses 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 in the first phase is currently underway. It is currently unknown when future construction will be initiated.
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.

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 23% 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 Future Land Use Map is on the following page.
SEE LAND USE MAP
Section VII – PARKS and GREENWAYS

The Town of Arlington currently has approximately 76 acres of parkland distributed amongst seven (7) parks. These parks include baseball and soccer fields, playgrounds, walking trails, and passive areas. All seven (7) 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.

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 following 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.
SEE GREENWAYS, PARKS AND OPEN SPACE MAP
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.

Adopt a Traditional Neighborhood Development Ordinance
In order to facilitate developments in keeping with the goals established, it is recommended that a Traditional Neighborhood Development (TND) Ordinance be adopted. Such an ordinance would more specifically define the goals desired for mixed use developments to allow flexible design criteria, while also preserving the neighborhood element, pedestrian connectivity, safety, requiring areas for formal open spaces, including various densities of residential in a single development, and providing for neighborhood commercial and employment opportunities, as well as mixed use buildings.

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 Highway 385 location and the disconnect it provides to the Town’s local transportation network. The review should also include an evaluation of an east/west route north of the Loosahatchie. 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
A comprehensive plan of the Town’s current and planned parks, greenways, and bicycle and pedestrian trails should be developed and adopted. 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 plans should also more specifically identify the locations, types and details of the trails and greenways system. The plan should be developed in coordination with the transportation plan.
Initiate a study of the Depot Square Overlay District
An area study of the Depot Square Overlay District should be undertaken to identify how to further encourage development in the District, but also preserve the historic nature of the District. The study should include a discussion of opportunities for redevelopment and development, and how to encourage such development of properties in the District, including but not limited to funding possibilities and financial incentives. The Town should work in coordination with the property owners in a concerted effort to preserve the Town’s District and keep it maintained.

Broaden the boundary of the Depot Square Overlay District and provide a focal point and corridor for the District along Highway 70
The current boundary of the Depot Square Overlay District should be broadened to include properties along Highway 70 from Greenlee eastward to the current boundary, and to include the entire intersection of Highway 70 and Collierville-Arlington. Additionally, emphasis should be placed on properties along Highway 70 as the entrance to the District. This should be addressed in any study of the District the Town initiates.

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, and the area around the Highway 64 / Highway 385 interchange. 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.

Combine the Zoning Ordinance and the Subdivision Regulations into a single comprehensive document
The Zoning Ordinance and the Subdivision Regulations should be combined into a single comprehensive document. The purpose of this is to make the use of a single document more user friendly to residents, developer and design professionals. This will also make it easier to enforce the Town’s requirements by eliminating contradictions between the documents or the need to repeat processes and requirements for items such as public infrastructure.
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 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.
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  
Page 2

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.

[Signature]
Chairman

Date 10/18/2010

Attest:

[Signature]
Planning Commission Secretary

Date 10/15/2010

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 McCarter, Secretary

7-19-10
Public Hearing – Planning Commission

6-16-10
Publication Date