

City of Bartlett, Tennessee

Proposed Development Policies Within the Urban Growth Boundary

Based on Growth Plan Goals from Public Chapter 1101

1. Provide a unified physical design for the development of the local community.

a. Land use: non-residential

- (1) **Locations.** Reserve land most appropriate for office, commercial, or industrial development for those purposes, even though the following may limit immediate demand for non-residential uses:
 - Immediate demand for residential development.
 - Current lack of a substantial number of nearby “rooftops” to help support commercial development.
- (2) **Form of development.** Require that office and commercial development
 - be concentrated in centers or districts with substantial depth from major streets rather than spread in thin strips and
 - emphasize safety and convenience of pedestrian circulation within centers.

A “*commercial/employment center*” land use category would accommodate uses that draw a substantial number of employees, such as manufacturing facilities or large-scale office uses, as well as commercial uses that serve both employment centers and residential areas.
- (3) **Other jurisdictions.** Consider the potential for cooperative development of office, commercial, or industrial areas with Millington and Lakeland, given the shared interchanges along Paul Barrett Parkway (currently at Brunswick Road, potentially at Donnell/Germantown Road) and adjacent frontages on Austin Peay Highway.

b. Land use: residential

- (1) **Protection.** Protect land having characteristics desirable for residential development (and not suitable for or in excess of probable demand for non-residential uses) from encroachment by uses that would reduce desirability for residential development. Include considerations of topography as well as proximity to non-residential uses.
- (2) **Form of development.** Encourage variety in residential configurations, including
 - use of clustering to obtain common open space and

- development of small clusters (i.e., with a relatively small number of homes), with design appropriate to a sense of neighborhood or community (e.g., well-designed centers and edges) rather than expanses of undifferentiated development.

c. Land use: public

Provide for acquisition of right-of-ways, easements, or parcels suitable and properly located for the following land uses:

- (1) Major streets
- (2) Water and sewer facilities
- (3) Parks
- (4) Fire station
- (5) Schools

d. Relationship of land uses

- (1) **Buffers.** Buffer single-family residential uses from non-residential and higher-density residential uses. Buffering may include separation by
 - distance (e.g., across public or private open space, including flood-plains),
 - transitional uses (e.g., low-intensity, such as low-density office uses, or public uses, such as parks) or transitional architecture (e.g., residential-like or compatible with residential),
 - a fence,
 - trees and shrubs, or
 - a combination of these.

Require that residential development proposed in close proximity to non-residential development or major roads provide such buffers (in addition to any provided by adjoining non-residential development) to help protect future residents and property value.

- (2) **Mix of uses.** Encourage a fine-grained distribution of land uses, including public uses, to facilitate
 - response to market demand for a mix of complementary uses and
 - reduction of trip lengths necessary to meet daily or frequent needs of residents for commercial goods and services.

A “*planned community*” land use category provides for a mixture that is primarily residential but accommodates small-scale, neighborhood-serving commercial uses as well. Residential developers would not ordinarily provide adjoining commercial facilities but would design their residential areas to accommodate such uses by providing street

connections and internal buffering (e.g., common open space). Commercial developers similarly would provide supplementary buffering and design characteristics “friendly” to surrounding residential uses.

- (3) **Standards.** Adopt high standards for the appearance of development viewed from Paul Barrett Parkway, since this interstate-like corridor conveys to regional traffic a public image of Bartlett.

e. **Transportation**

- (1) **Major street network.** To determine the most appropriate allocation of land for residential and non-residential uses, take into account
 - (a) the current access provided by Paul Barrett Parkway and Austin Peay Highway,
 - (b) future improvements to Brunswick Road (for access from the current city limits and reserve area),
 - (c) the future street running east from the intersection of Pleasant Ridge Road and Jack Bond Road to Brunswick Road (shown on the MPO regional transportation plan), and
 - (d) the future alignments of Germantown Road and Kirby-Whitten Parkway, which will
 - i. provide access to areas of large-scale commercial goods and services and employment in the current city limits and reserve area, and
 - ii. facilitate and serve future employment and commercial areas in the new reserve area.
- (2) **Local street network.** To minimize trip lengths, maximize emergency access, and maximize convenience for residents, develop a local street network that will provide for a substantial number of alternative routes within future residential areas and between such areas and non-residential areas and the major streets.
- (3) **Austin Peay Highway frontage roads.** Provide for frontage roads along Austin Peay Highway, to allow a high level of development while maintaining traffic capacity and a high level of service along that major road. Seek cooperation with adjacent jurisdictions, Shelby County, and TDOT.
- (4) **Barrett Parkway/Pleasant Ridge Road frontage.** Between Donnell Road and Brunswick Road, provide for “through” development from Pleasant Ridge Road to the parkway, to ensure that both high visibility from the parkway and good access from Pleasant Ridge Road are combined. (Do not permit subdivision and consumption of the Pleasant Ridge frontage in a manner that leaves poor access to the back lands along the parkway.)

Provide for frontage roads along Paul Barrett Parkway where

- access to land abutting the parkway is not otherwise provided by Pleasant Ridge Road or
- the depth from Pleasant Ridge Road to the parkway is great enough to justify a frontage road.

- (5) **West of Austin Peay Highway.** For the area north of Bolen Huse Road and east of Singleton Parkway, provide for “through” development into the lands along the Loosahatchie River. (Do not permit subdivision and consumption of the Singleton Parkway and Bolen Huse Road frontages in a manner that leaves poor access to the back lands along the river.)
- (6) **Residential subdivision access.** Provide for multiple points of access to residential areas, so as to
- (a) minimize internal concentrations of resident traffic,
 - (b) maximize convenience of access from all directions for residents, and
 - (c) discourage through traffic on local streets.
- (7) **Residential lot access.** Restrict direct driveway access from new residential lots to Austin Peay Highway, Singleton Parkway, Bolen Huse Road, Donnell Road, Brunswick Road, Pleasant Ridge Road, the future alignments of Germantown Road and Kirby-Whitten Parkway, and other collector or arterial streets developed in the area.

f. Maps

- (1) **Existing Land Use.** Existing land use and ownership patterns and transportation facilities are shown on an “Existing Land Use” map.
- (2) **Future Land Use Pattern.** Future land use patterns and transportation corridors are shown on a “Future Land Use Pattern” map.
- (3) **Locations of Land Uses.** Specific locations of future land uses are subject to change with shifts in alignments of future streets, changing ownership patterns, and the influence of early changes in land use on later changes. Therefore, boundaries of land use categories will be determined upon detailed analysis of land characteristics, proposed land use, and existing and proposed infrastructure, in accordance with the policies herein.

2. Encourage a pattern of compact and contiguous high-density development to be guided into urban areas or planned growth areas.

a. Extension of infrastructure

Allow urban development to occur only

- (1) within corridors in which infrastructure already exists and
- (2) along infrastructure extended incrementally outward from those corridors.

For example, for *street access*,

- major non-residential development should occur first in the Austin Peay Highway corridor and in the Paul Barrett Parkway corridor near Brunswick Road and
- residential development should occur off Pleasant Ridge Road.

b. Contiguous development

Encourage development on land contiguous to existing development, i.e., *not* to skip over substantial vacant tracts, since this

- makes infrastructure expansions and public services more costly (fewer persons served per mile of infrastructure or service route) and
- requires expenditures for capacity long before it can be fully utilized, diverting current funds from higher-priority needs.

<p>3. Establish an acceptable and consistent level of public services and community facilities and ensure timely provision of those services and facilities.</p>

a. Plan of services

Develop and implement a plan of services for each area to be annexed, in accordance with statutes.

b. Street plan

Plan a major street network that will facilitate the desired character of development. Require that all development proposals conform to the plan.

c. Capital Improvements Program

Develop a Capital Improvements Program (CIP).

d. Land acquisition

See Part 1, "Land use: public."

e. Service levels

Require that developers construct or improve public infrastructure, at the time development occurs, as necessary to meet the City's service standards (including infrastructure planned for future public construction). This includes street widening and intersection improvements (turn lanes and traffic signals) necessary to maintain the target Level of Service (LOS).

f. Sewer connection

Require that all development connect to a public sanitary sewer system.

4. Promote the adequate provision of employment opportunities and the economic health of the region.

a. Employment

Facilitate development of a commercial/employment center or corridor along Paul Barrett Parkway (e.g., office, manufacturing, or research and development uses), to take advantage of regional access.

b. Goods and services

Facilitate development of a wide range of commercial goods and services in close proximity to residential development, so that

- residents of the area can meet their daily or frequent needs for such goods and services in the immediate area and
- opportunities for small businesses will be enhanced.

c. Access

Design the street network to maximize convenience of access to employment and commercial locations.

5. Conserve features of significant statewide or regional architectural, cultural, historical, or archaeological interest.

Utilize the Historic Preservation Commission to review and make recommendations on these resources.

6. Protect life and property from the effects of natural hazards, such as flooding, winds, and wildfires.

a. Floodplain development

Restrict development in the currently-mapped 100-year floodplain of the Loosahatchie River and its tributaries. Prohibit any net filling of the floodplain.

b. Floodplain as open space

Residential development adjoining the floodplain may apply to use the floodplain as part of common open space integral to the development.

7. Take into consideration such other matters that may be logically related to or form an integral part of a plan for the coordinated, efficient and orderly development of the local community.

(None)

8. Provide for a variety of housing choices and assure affordable housing for future population growth.

Extend into the new reserve area north of the Loosahatchie River the City's current policy in the North Basin of allowing up to two (2) dwelling units per gross acre. This will provide for a significant increase in density over the present rural standards.

A "*residential*" land use category would accommodate detached single-family homes in developments conforming to the density of not more than two lots per gross acre.