

Land Use Framework

INTRODUCTION

This new Plan is a practical and visionary road map, expressing Arnold's values and vision for the next 20 years. This Plan makes basic policy choices and provides flexible "frameworks" for adapting to real conditions over time. Community input established the goals and policies the City will use to guide future decisions about how much growth Arnold should take and where it should be located. This Plan also serves as a bridge through time, spanning different City Councils and administrations. It is both far-sighted and continually maintained. In short, the Plan is a guide for managing change.

The use of land is a significant part of the community's vision for the future. This "framework" element of the Plan serves as the basis by which the City will make land use decisions. This "framework" also serves as the basis for many other plans - transportation, housing & neighborhoods, parks and open space, infrastructure, etc. This entire "framework", and to some degree the entire Plan, should be referenced during decision-making. To focus on one strategy or one element on a map leads to an incomplete picture of the overall direction and objectives of this Plan.

Framework Structure

The Land Use Framework identifies strategies and policies that, along with other framework elements of this Plan, describe the City's goals for physical development and places an emphasis on the "form and character" of development.

This chapter includes:

- **Current land use, existing zoning, development suitability of land for development.**
- **A discussion of national trends and issues.**
- **A "New Direction" Strategy and Map to guide future growth and development within the city limits by outlining recommended locations for growth.**
- **Five types of places, or Place Types illustrating how Arnold should grow, including characteristics, recommended land use, and alternative development forms.**



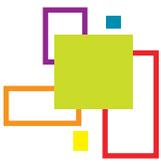
Residential Uses.



Center with Commercial/Retail Uses.



Commercial Corridors.



Land Use

To a great extent, future land use is shaped by the city’s existing land use and transportation patterns. Arnold is an established community with its urban form determined by two rivers, watersheds, topography, and historic development patterns.

Land uses are affected by the decisions of public agencies, private development, and individuals. Land use also affects many decisions facing Arnold, from where to locate a new home or business, to where to build a road, to the size of a water line, to projecting housing needs for the area over 20 years.

The challenge for any community in creating a future land use plan is making the plan flexible enough to deal with changing market conditions over a long period of time. With no reliable way to predict future market conditions, this Plan has been designed to accommodate a range of possible conditions and provides a range of acceptable options.

This “framework” identifies a long-range development strategy and framework tools for decision-making to enable Arnold to grow gracefully.

Decision-Making

This Plan should generally guide the direction of growth, but at the same time be a dynamic tool that accommodates changes in market demands and our style of living. The projections herein do not indicate or imply that proposed development shall have any right to develop at the greatest density possible. Rather, the land uses projected are defined in general terms including anticipated uses and general density ranges. When considering proposed zoning district changes, plats and development plans, each application should be considered in the context of this Plan as a whole as well as in relation to site specific details. Ultimately, the character of development in the community will be determined through regulatory approval processes, including zoning, platting and site planning.



Parks, Trails and Greenways.



Industrial.



Civic Open Space.



Example Decision-making Factors:

Example decision-making factors to consider include:

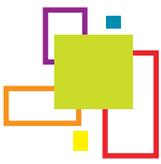
1. **Zoning, uses and character of the neighborhood:** Factual description of the application area and surrounding property as to existing zoning, land uses, general condition, age of structure, etc.
2. **Suitability of the subject property for the uses to which it has been restricted:** How is the property currently zoned and what uses are allowed on the property? Are these uses suitable given surrounding zoning and site criteria? Are the current allowed uses the only ones which might be appropriate for this property?
3. **Extent to which removal of the restrictions will detrimentally affect nearby property:** Can the uses allowed in the requested district be good neighbors to existing development? This is a subjective question. The focus should be on facts, not fears, and should be based on issues that zoning can address (e.g., allowed uses, minimum lot sizes, height, setbacks, traffic, etc.)
4. **Length of time subject property has remained vacant as zoned:** Factual information, but its importance can be somewhat subjective. A property might be vacant because the current zoning is unsuitable, but there may be other reasons not related to zoning. Some examples might be a glut of available property of the same zoning district, financing problems, speculation, lack of available services or other development problems.
5. **Relative gain to public health, safety and welfare as compared to the loss in value or the hardship imposed upon the applicant:** The protection of public health, safety and welfare is the basis for zoning. The relationship between the property owner's right to use and obtain value from their property and the City's responsibility to its citizens should be weighed.
6. **Conformance of the requested change to the adopted or recognized Comprehensive Plan:** Does the request agree with the adopted plan recommendations? If not, is the plan out-of-date or are there mitigating circumstances which speak to the nonconformity?
7. **Impact of the proposed development on community facilities:** Are water and sewer available for extension? How are roads impacted? Can other community facilities (e.g. police, fire, parks, libraries, schools) handle the increased development? Should be based on factual information referencing standards used to make the determination.
8. **Opposition or support of neighborhood residents:** This is just one of the factors to be considered and by itself is not sufficient reason to approve or deny a request.
9. **Recommendation of professional staff:** Should be based on the preceding eight factors, adopted plans and policies, other technical reports (e.g., Capital Improvement Programs, facility master plans, etc.) which speak to the topic and staff's best professional judgment.

The Future of Suburbia:

"The future of suburbia appears to lie in focusing on the development of 'villages' that provide cultural, economic, educational and religious sustenance. This will require the evolution of elements-social, institutions, well-planned streets, open spaces, work spaces and housing-that function within the context of an existing or new community.

Future suburbs will succeed by utilizing the land efficiently and by providing a complete range of alternatives to accommodate varying life stages. In this manner, individual suburbs can fill critical niches not only for individual cities, but entire regions."

- The Planning Center.



EXISTING CONDITIONS

Existing Generalized Land Use

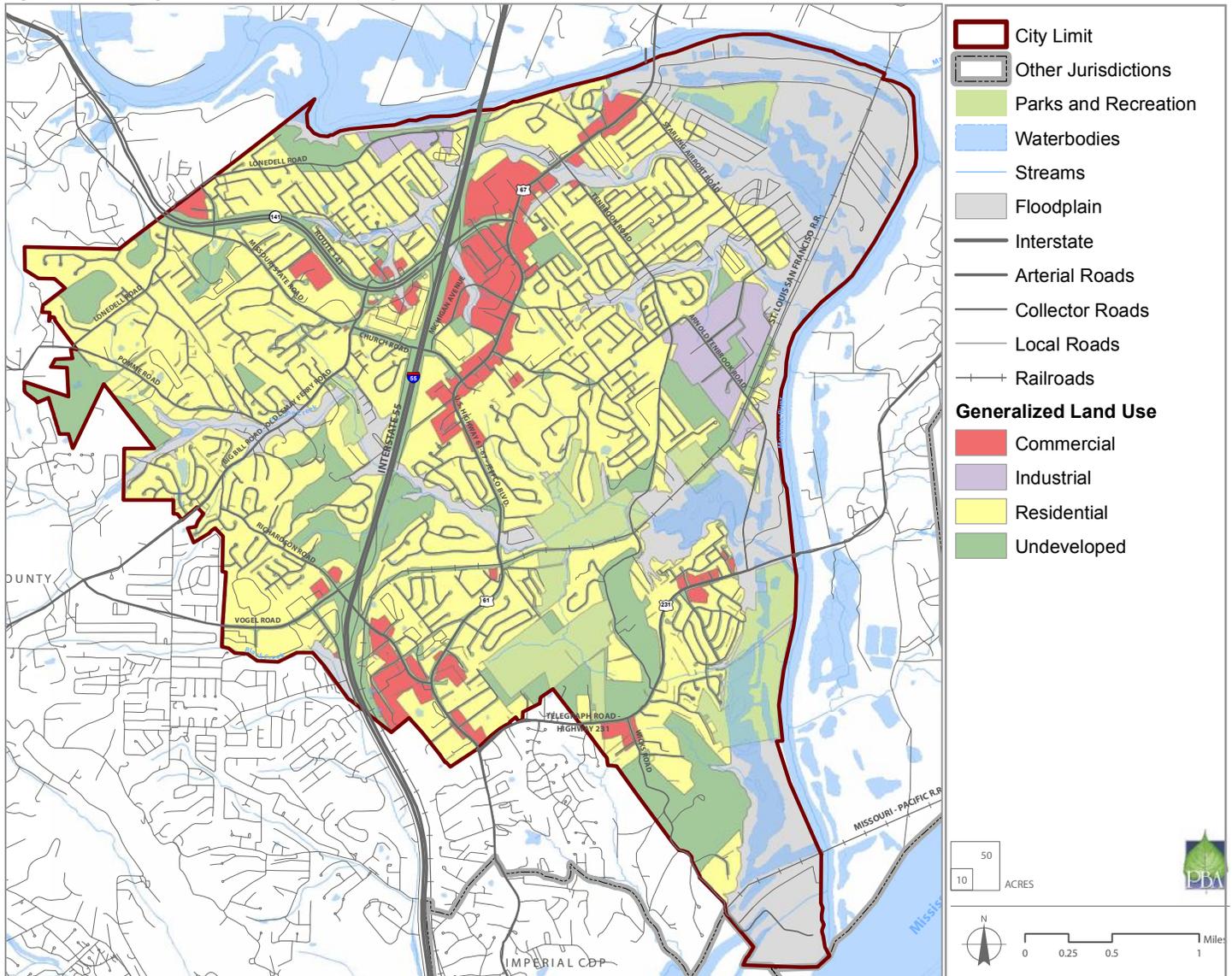
Dominate Land Use:

Residential uses make up almost 45% of the City.

The existing generalized land use map below indicates the uses of property. Review of existing land use served to focus analysis on land use issues and how land should be used in the future to continue the positive aspects and mitigate the negative aspects. This review also allowed for an analysis of the factors which led to the existing land use development pattern. This provided direction into which factors are anticipated to continue to impact land use and to identify those factors the City can influence and those that the City can not. Today, residential uses make up almost 45% of the City. See the Development Framework for more information.

Existing Generalized Land Use Map

Figure: 16 Existing Generalized Land Use Map





Land Consumption

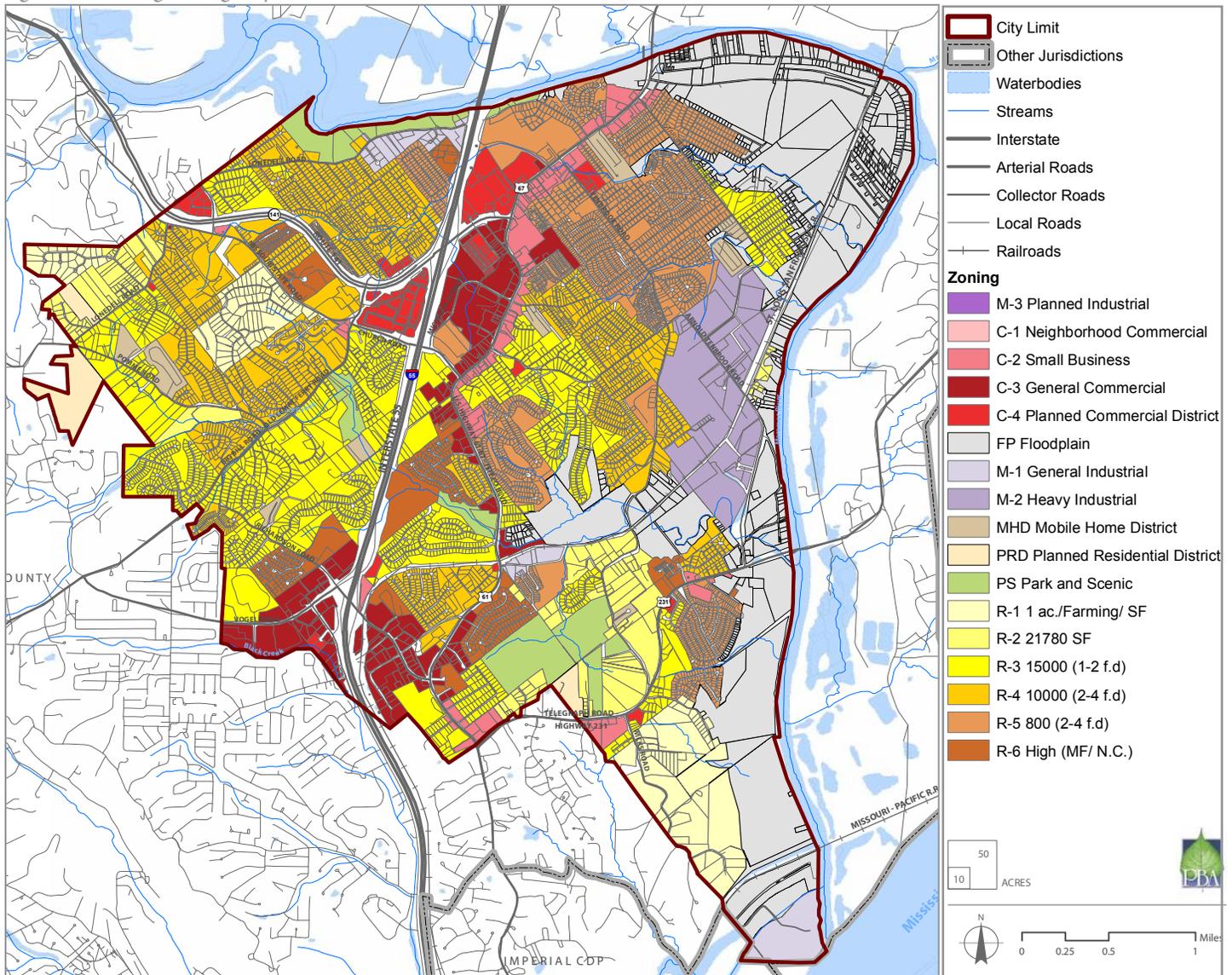
Arnold is a “mature” suburb with a diminishing amount of developable land. Nearly 60% of the City is zoned residential as shown on the Existing Zoning map below. Only 10% of the City is zoned commercial. Floodplains are one of the city’s primary environmental constraints.

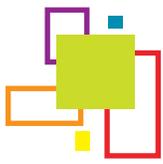
Diminishing Land:

Arnold is a “mature” suburb with a diminishing amount of developable land.

Existing Zoning Map

Figure: 17 Existing Zoning Map





Susceptibility to Change

Redevelopment Opportunities:

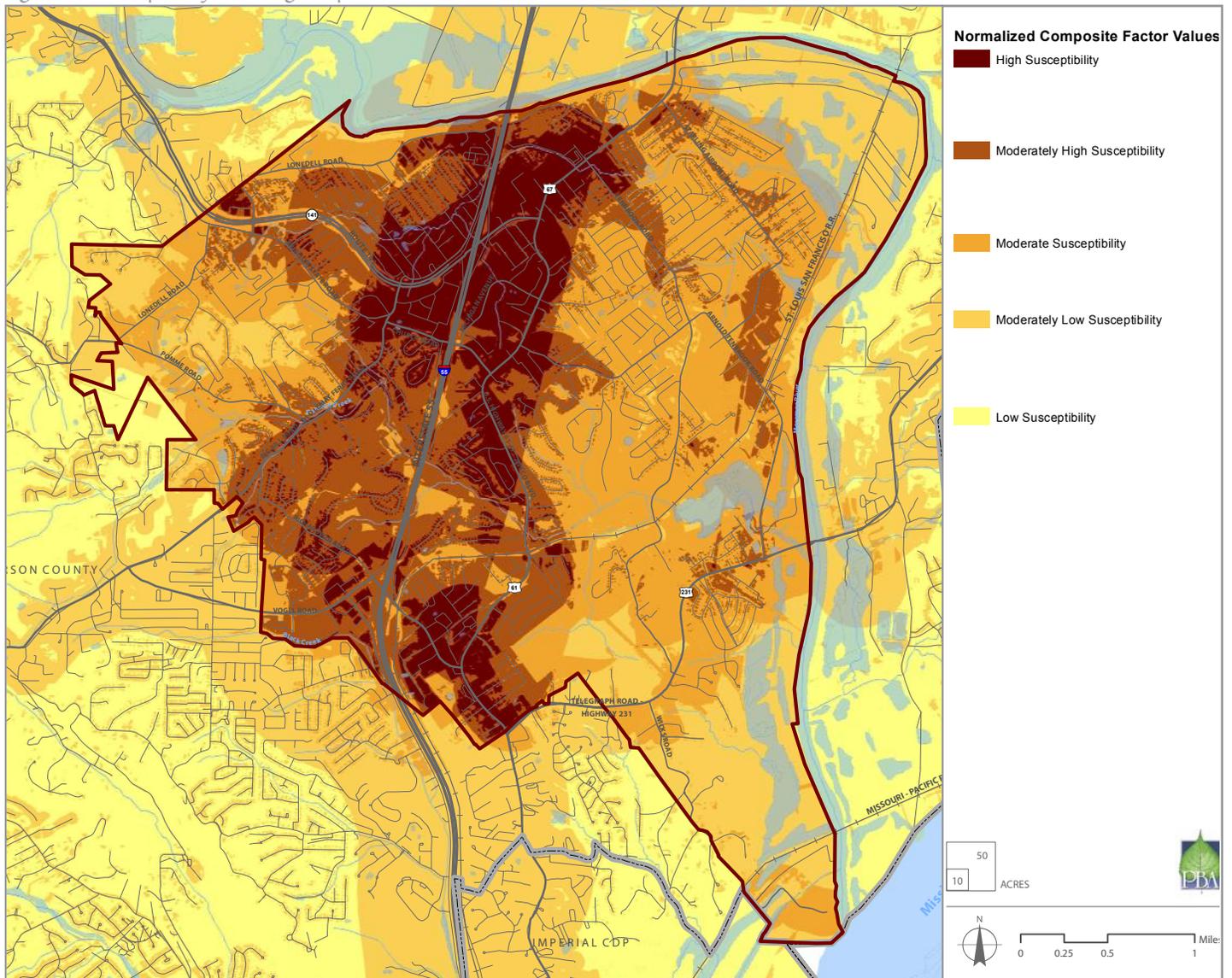
Redevelopment opportunities can be found in many parts of the city, especially along corridors.

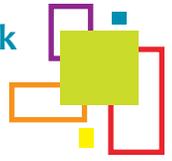
Infill and redevelopment, building on unused or underutilized parcels in existing built-out areas, is a core element of Arnold’s reinvention strategy. Underused parcels include parcels with vacant buildings, surface parking lots, or vacant lots. Analysis results below illustrate that redevelopment opportunities can be found in many parts of the city, especially along corridors. The areas shown in dark red/orange represent areas most likely to redevelop.

Redevelopment potential was estimated by applying a Susceptibility to Change analysis—the likelihood that an area will change in the near future. Analysis of a range of factors provide a snapshot of the urban development potential of lands. Each of the six factors of road access, projected growth areas, water and sewer infrastructure, location of parks and trails, and land cover were ranked based on attributes. See Development Influences Framework for more detail.

Susceptibility to Change Map

Figure: 18 Susceptibility to Change Map





Economic Development Conditions

The potential for generating jobs in Arnold is impacted by its geographic location relative to office, industrial and retail markets in the St. Louis metropolitan area. Within the St. Louis Metropolitan area development trends for both office and industrial land uses is to the west of downtown St. Louis in the western extremities of St. Louis County and into the eastern portions of St. Charles County. Retail concentrations serve local populations and are scattered more generally throughout the region. Because Jefferson County's population continues to grow, Arnold is positioned to capture additional retail development in the near future.

Office Market Development Potential

Major office space in the St. Louis metropolitan area is heavily concentrated in Downtown St. Louis and in West St. Louis County. Arnold's office market will continue to expand but will be focused primarily on smaller space users, geared to serving the local residents. Population growth, both in Arnold and adjacent areas, will help some local office firms grow. New firms started by local entrepreneurs in technology and professional services (engineering, architecture, etc.) and medical clinics will create additional demand for local office space. Most of these users will need less than 5,000 square feet. This amount of space typically can accommodate a firm with 10 to 15 employees. Many office uses can actually be accommodated in store fronts in buildings designed primarily for retail use. Thus, there is unlikely to be significant demand for multi-story office buildings. 75,000 to 100,000 square feet of additional space may be needed over the next 20 years. Office space in mixed-use developments would be suitable for capturing a significant portion of this potential demand.

Industrial Market Development Potential

The industrial markets are driven more by land availability and access to transportation corridors rather than proximity to types of residential uses. In St. Louis, a third of the region's industrial space is still located within the city where it has historically been located. Other industrial submarkets are concentrated along I-70 from the city limits into St. Charles County. Arnold and other portions of the South County area will have difficulty competing with the I-70 corridor to attract industrial users. Within that corridor, there are hundreds of acres of relatively flat land that can be developed quickly and inexpensively. By comparison the terrain features that make Arnold an attractive location for residential development make it uneconomical to develop large, low value industrial buildings.

Industrial Space demand is likely to come from construction companies, heating and air conditioning firms and similar firms serving primarily a local market. Much of the existing space is already being served by these types of firms. Typically they need 5,000 to 15,000 square feet of space. Additional demand could come from local firms that grow and prosper. As an example, one of the firms in the Tenbrook Industrial Park is LMC Industries, a 65 year-old manufacturer of molded plastics and other products. It is a third-generation, family-owned business that has grown to employ more than 250 persons. While it is impossible to project this type of demand, the community should be able to accommodate it if it does develop.



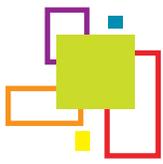
Existing Office.



Existing Industrial Park.



New Big Box Retail.



Over the next 20 years, 100,000 to 200,000 square feet of space might be absorbed in Arnold, assuming appropriate building sites exist. At about 40% to 50% building to land ratio, then five to 10 acres of land should be sufficient to accommodate future demand. There are at least 15 to 20 acres available in the Tenbrook Industrial Park

Retail Market Development Potential

Conservative estimates show that the City of Arnold has over 170 retail establishments. Most of the retail is concentrated in the north central area of the City, specifically along U.S. Highway 61/67 and Interstate 55. The two largest retail shopping centers are Jefferson County Plaza and Arnold's Commons. Jefferson County Plaza opened in 2000 and is located south of Vogel Drive and east of I-55. This shopping center has over 300,000 square feet of retail space and features retailers such as Home Depot, Target, Once Upon A Child, Fortels Pizza Den and Sally Beauty. Arnold's Commons opened in 2008 and is located at 800-999 Arnold Commons Drive south of State Route 141 and west of I-55. The 317,000 square foot center features retailers such as Lowes Home Improvement Center, Dierbergs, Office Depot, PetSmart and several restaurants.

Arnold has the largest concentration of retail space in Jefferson County. This is not surprising given the city's population, population density, position in the county, and accessibility to major roads. However, analysis indicates that Arnold has the potential to capture additional segments of the retail market.

Retail dollars are still leaking out of the City of Arnold and Jefferson County to St. Louis County. Some retail dollars will always be spent outside of the local community. Local residents will drive to the South County Mall to access shops, especially clothing stores and specialty shops that do not exist in Arnold. However, the potential exists to capture more of Jefferson County's retail dollar in Arnold.

Up to 500,000 square feet of Retail Space might be accommodated in a combination of neighborhood convenience and specialty retail and additional retail concentrations in the vicinity of the I-55/US 141 interchange. The community is well served by big box retailers. Now it needs to add smaller stores and specialty shops. In addition to St. Louis County, Arnold businesses will face increasing competition from new businesses that will develop in the growing communities to the south along I-55.

Villages:

"Market and political forces are leading to the growth of suburban villages around the country. The signs of this movement are everywhere--in the rapid development of town centers, cultural facilities, places of worship and commercial cores throughout suburban America."

- The Planning Center.



New Big Box Retail.



Existing Big Box Retail.



New Commercial Development.



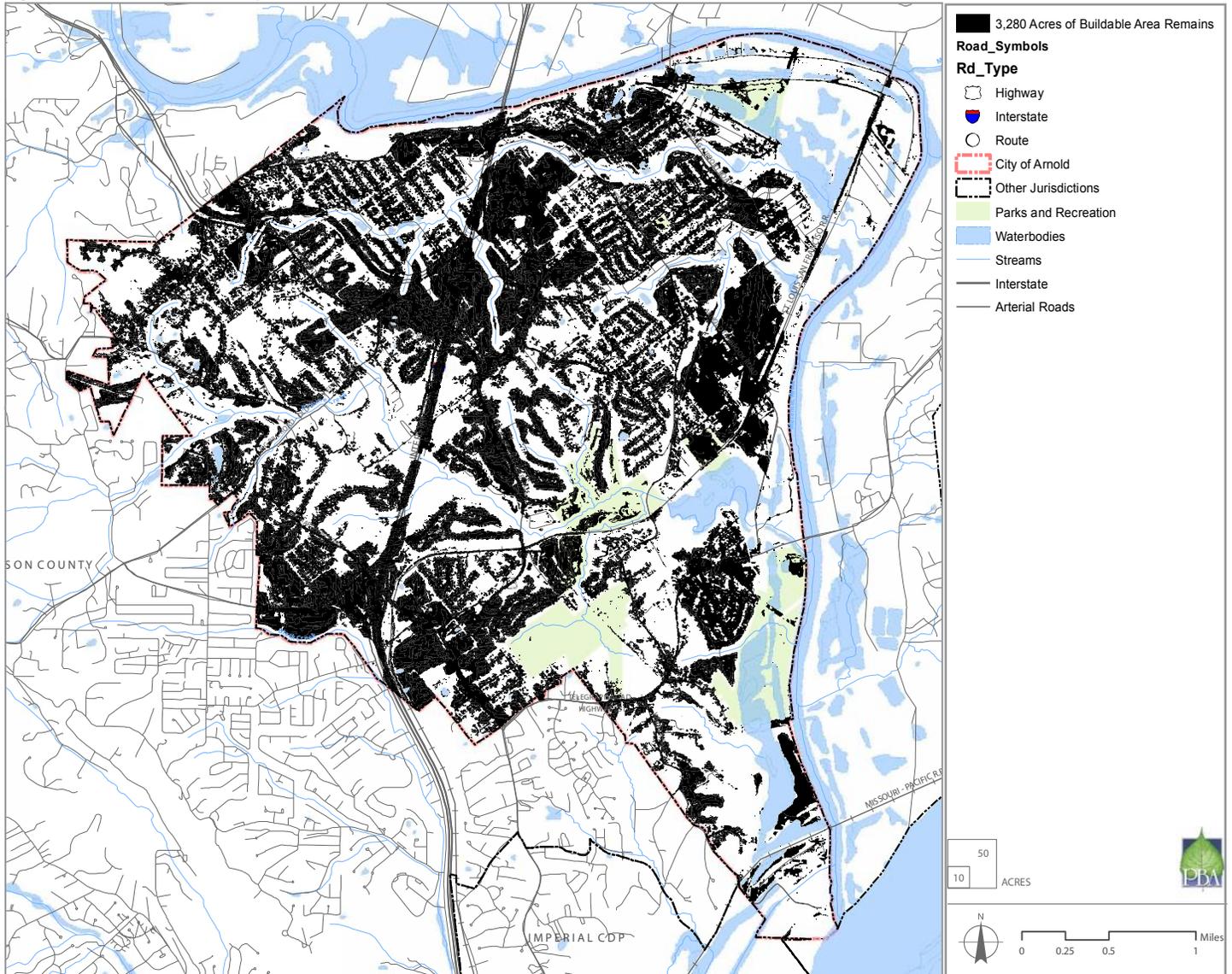
Buildable Lands

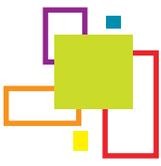
The majority of Arnold’s city limits is already developed, from relatively dense development to scattered development. As the amount of vacant land available for development diminishes over the next 20 years Arnold must use a combined strategy of new growth areas and targeted infill development areas, encouraging redevelopment areas to be developed at greater densities than those that currently exist.

The total amount of land available for development or redevelopment, excluding all environmentally sensitive lands, is estimated to be 3,280 acres as illustrated on the Developable Areas map below. This area can be further refined by excluding the urbanized area of 1,809 acres, representing existing impervious surfaces, resulting in 1,471 acres of future land for future development.

Buildable Area Map

Figure: 19 Buildable Area Map





Demand for Walkable Communities:

The burgeoning demand for homes in walkable communities has the potential to reshape the American landscape and rejuvenate its economy as profoundly as the wave of suburbanization after World War II did.



Senior Boomer Lifestyles.



Senior Boomer Lifestyles.

HOUSING TRENDS AND ISSUES

What if there were a new economic engine for the United States that would put our people back to work without putting the government deeper in debt? What if that economic engine also improved our international competitiveness, reduced greenhouse gases, and made the American people healthier? Christopher B. Leinberger, Brookings Institute Fellow, posed those very questions in a recent article for the Washington Monthly dated November 2010. For more in depth discussion on this and other related issues see the Housing & Neighborhood Framework chapter.

“The potential for just such an economic renaissance is a lot more plausible than many would imagine. The two largest demographic groups in the country, the baby boomers and their children—together comprising half the population—want homes and commercial space in neighborhoods that do not exist in anywhere near sufficient quantity.

Many hope that when the economy recovers, demand will pick up, inventories of empty homes will be whittled down, and the traditional suburban development machine will lumber back to life. But don’t bet on it. Demand for standard-issue suburban housing is going down, not up, a trend that was apparent even before the crash. In 2006, Arthur C. Nelson, now at the University of Utah, estimated in the Journal of the American Planning Association that there will be 22 million unwanted large-lot suburban homes by 2025.

There are some obvious reasons for the growing demand for walkable neighborhoods: ever-worsening traffic congestion, memories of the 2008 spike in gasoline prices, and the fact that many cities have become more attractive places to live thanks to falling crime rates and the replacement of heavy industries with cleaner, higher-end service and professional economies. But the biggest factor, one that will quickly pick up speed in the next few years, is demographic. The baby boomers and their children, the millennial generation, are looking for places to live and work that reflect their current desires and life needs. Boomers are downsizing as their children leave home while the millennials, or generation Y, are setting out on their careers with far different housing needs and preferences. Both of these huge demographic groups want something that the U.S. housing market is not currently providing: small one- to three-bedroom homes in walkable, transit-oriented, economically dynamic, and job-rich neighborhoods.

An epic amount of money will pour into the real estate market as a result of population growth and demographic confluence. The burgeoning demand for homes in walkable communities has the potential to reshape the American landscape and rejuvenate its economy as profoundly as the wave of suburbanization after World War II did. If anything, today’s opportunity is larger.”

2011http://www.brookings.edu/articles/2010/11_real_estate_leinberger.aspx?p=1



DEVELOPMENT OF A “NEW DIRECTION”

Themes developed as a result of the hard work from the public and Arnold Planning Advisory Committee culminated into several strategies that will propel Arnold toward a successful “New Direction”. See the Introduction for more on the public engagement process.

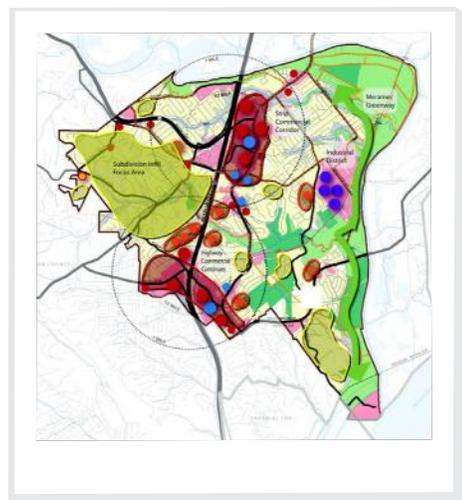
The “New Direction” is a concept that achieves a balance of growth with preservation of existing natural features and protection of Arnold’s sense of place. To achieve this balance, a combination of three **What If Scenarios** were employed including **Market Trends Continue, Reinvest** and **Reimagine**, developed in the planning process. They were refined into the following “New Direction” by the citizens and leaders of Arnold.

A Strategy to Reimagine & Reinvest in Arnold

The “New Direction” to “Reimagine and Reinvest” in Arnold is a strategy for future growth, through which growth and development priority is established. The pattern is a balance of managing development and preservation of natural features and areas. These strategies cover a range of topics, or other framework elements of this Plan, representing solutions for many of the issues that were raised during the public workshops, perspective groups and public survey. While each strategy is unique, they all build upon one another and fold directly into a common goal - to move the vision from concept to reality.

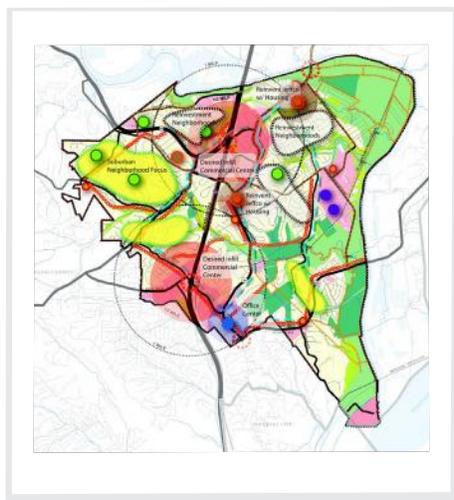
The objectives of the “New Direction” Strategy are outlined on the following pages.

Three “What if Scenarios”



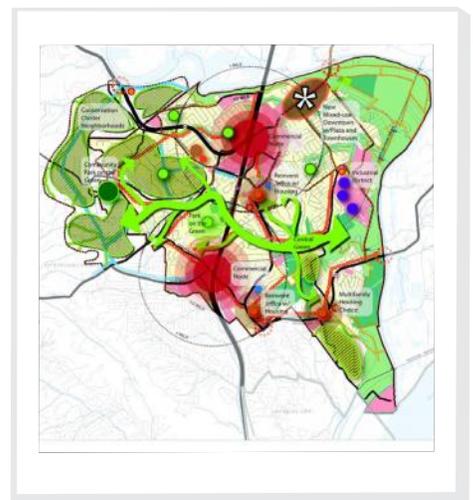
Scenario A - Trend

Scenario A follows market trends of the past several decades and results in a scattered, low-density growth pattern absorbing remaining vacant land and open space, with little new investment in the older parts of Arnold.



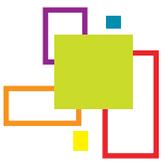
Scenario B - Reinvest

Scenario B preserves the best features of Arnold through reinvestment in existing developed employment and neighborhood Centers and by rebuilding current infrastructure to support growth and development.



Scenario C - Reimagine

Scenario C focuses most new residential growth outward and new development in a “Downtown Center”. Other commercial growth occurs along major streets or intersections. Citywide, people enjoy a range of housing and mobility options.



A Strategy to Reimagine

Planning for Infill and Reinvestment

The “New Direction” for Arnold envisions a significant portion of new growth taking the form of infill development, the integration of new or rehabilitated buildings into existing urban areas. This “New Direction” preserves the best features of Arnold through reinvestment in existing developed corridors and centers and by rebuilding current infrastructure to support growth and development. Example strategies include:

- Target growth to infill sites and sites contiguous to existing development to better leverage existing markets, infrastructure and city services.
- Direct growth away from environmentally sensitive areas and instead direct to underdeveloped land or underutilized sites to preserve hillsides and stream corridors.
- Focus growth at existing major highway intersections and in existing “Suburban Neighborhoods” that already have roads, water and sewer lines to support them.
- Target existing affordable housing stock with development of housing preservation programs or “Reinvestment Neighborhoods”.



Example Before and After Infill.

This effort will require substantial planning, coordination, and skill to accomplish in Arnold. The abundance of vacant land outside the city and the development community’s comfort and familiarity with suburban-style greenfield development means infill projects present relatively more risk. In addition, financial lenders (around the country) tend to favor the tried-and true methods of development — infill is usually a new concept. Consequently, like every city that has turned to infill as a growth and development strategy, Arnold will have to build confidence in and understanding of good infill practices.

Planning for New Growth

Not all of Arnold’s new growth will take the form of infill or redevelopment, the city’s large supply of vacant land outside the city boundaries provides adequate room for new growth. Developing on these lands represents an opportunity to create new neighborhoods that reflect the values Arnold supported during the planning process. Example values include:



and Reinvest in Arnold

- Retain the city's tradition of building single-family neighborhoods while increasing housing choice, making parks, schools, and neighborhood amenities like shopping and services easy to get to on foot, bike, or by car.
- Target new growth in areas within reasonable proximity to existing development; where service infrastructure, water, sewer, and roads are either present or cost-effectively extended to serve new development.
- Phase new growth in a logical and contiguous manner, with the ability to extend service infrastructure to serve any new development.
- Coordinate planning efforts with the County and other governmental agencies.

Reimagining Arnold by Building Complete Communities

One of the outcomes of the Arnold process was continued support for Arnold's tradition of building single family neighborhoods. There was also significant support for community neighborhood retail, parks, schools and other amenities within a short drive, walk, or bike ride from home. These centers could also provide a mix of additional housing options, including townhouses, duplexes and condominiums. Neighborhoods that blend these amenities, connectivity, and housing options together are known as **complete communities**.

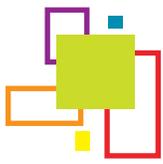


Example strategies include:

- Connect Centers to each other by following a “complete streets” approach embracing walking, biking, and trails as part of the mobility mix.
- Develop a city-wide open space corridor and trail system, or “Central Green”, by utilizing the existing floodplain and stream corridors.
- Acquire open space to establish a new Community Park, west of I-55 for multipurpose, and five new Neighborhood Parks as the center of neighborhood activity.
- Apply urban design guidelines to assure quality development and allow areas to accommodate new development without negative effects.

To ensure that new communities are complete by design, the city should align zoning, subdivision, and capital improvement policies to support the plan's implementation. Working with landowners to develop a shared vision for these communities will be essential to their successful implementation.

Example Before and After Infill.



“New Direction” and Placemaking

This section includes the “New Direction” articulated thru a Plan Map and Place Type typologies. **Place Types** provide a framework for the land uses and other elements that create a **complete community**. The Place Types do not simply describe the typical existing characteristics of each land use or corridor in Arnold today, but, define the **ideal** future land use, corridors, centers, districts, neighborhoods, open space and mixed-use street characteristics desired. The Place Types typology is intended as a guide for future development to demonstrate patterns that build upon the best existing characteristics of Arnold today.

What is Placemaking?

Placemaking is a term that began to be used in the 1970s by architects and planners to describe the process of creating squares, plazas, parks, streets and waterfronts that will attract people because they are pleasurable or interesting. Landscape often plays an important role in the design process. The Project for Public Spaces (PPS) has developed the 11 Principles of Placemaking, described on the next page, which serves as a foundation for Place Types.

“Places is about the design of places, the experiences they make possible and the consequences they have in our lives. Being in places involves social encounters, immersion in the sights, sounds, sun, wind and atmosphere of a locale, and curiosity about the traces of thought, imagination and investment that have guided their construction and use over time. The journal investigates the dynamics of nature and culture and the conscious stewarding of resources by fostering discussion in multiple voices, with strong imagery and language that is clear and accessible, crossing general interests, professions and scholarly disciplines. The focus is on places of public import and on designs and proposals that embody thought in ways that deserve public discourse and continuing attention.”

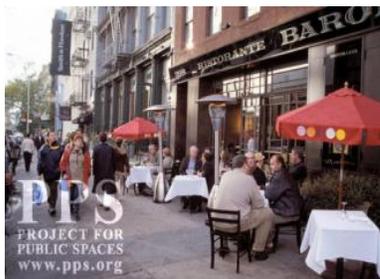
Places: Forum of Design for the Public Realm.

Placemaking:

“Placemaking’ is both an over arching idea and a hands-on tool for improving a neighborhood, city or region. It has the potential to be one of the most transformative ideas of this century.” -Metropolitan Planning Council of Chicago



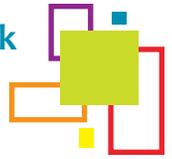
Example Great Place.
Delray Beach.



Example Great Place.
SoHo.



PPS Places Diagram



PLACEMAKING

A Placemaking approach provides communities with the springboard they need to revitalize their communities. The Project for Public Spaces (PPS) has developed the 11 Principles of Placemaking, which have grown out of PPS's experiences working with communities in 26 countries and nearly every state in the U.S. and province in Canada. They are guidelines that help communities integrate diverse opinions into a vision, then translate that vision into a plan and program of uses, and finally see that the plan is properly implemented. Placemaking capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being.

What makes some places succeed while others fail?

Over the past 30 years Project for Public Spaces has evaluated more than 1,000 public spaces, and informally investigated tens of thousands more. From all this they have discovered that most great places—whether a grand downtown plaza or humble neighborhood park—share four key qualities:

- It is accessible and well-connected to other important places in the area.
- The space is comfortable and projects a good image.
- People are drawn to participate in activities there.
- It is a sociable place where people like to gather, visiting it again and again.

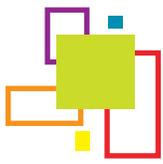
Paying attention to these qualities can help Arnold evaluate its public spaces, and make the changes that can transform them into great places.

What Makes a Successful Place?

Great public spaces are where celebrations are held, social and economic exchanges take place, friends run into each other, and cultures mix. They are the “front porches” of our public institutions – libraries, field houses, neighborhood schools – where we interact with each other and government. When the spaces work well, they serve as a stage for our public lives.

PPS developed The Place Diagram as a tool to help people in judging any place, good or bad. Imagine that the center circle on the diagram is a specific place that you know: a street corner, a playground, a plaza outside a building. You can evaluate that place according to four criteria in the red ring. In the ring outside these main criteria are a number of intuitive or qualitative aspects by which to judge a place; the next outer ring shows the quantitative aspects that can be measured by statistics or research.

http://www.pps.org/articles/what_is_placemaking/



Placemaking:

“As suburbs develop their own economies, based overwhelmingly on automobiles for mobility, they will become less economically and culturally reliant on the metropolitan core. This in turn will lead to a greater demand for “place-making” and village environments to take over traditional urban functions such as culture, entertainment, religion and commerce.”
- “Toward a New Metropolis: The Opportunity to Rebuild America,” The Brookings Institution.

Place Types

The intent and desire behind place types is to establish a long range vision that could serve as a coordinating mechanism. They are intended to provide additional guidance in assessing future development proposals. Five Place Types establish the scale, character, and range of land uses, gross residential densities, design of preferred future development, and other characteristics. Each Place Type is associated with land use and street types.

The five Place Types illustrated on the following pages are designed to work with the “New Direction” Plan Map. The Plan Map is meant to portray a conceptual plan, with the understanding that the general areas identified on the map are correct, but there may be slight modifications to their precise boundaries when a lot-by-lot analysis is conducted during plan implementation.

A summary of each type is further illustrated on the following pages.

- Centers
- Corridors
- Districts
- Neighborhoods
- Open Space

The Purpose of the Plan Map

The map is intended to serve as a general guide for future land use decisions. It is not a zoning map. Many of the boundaries on the map are generalized for illustrative purposes, and may vary when applied to specific parcels and developments. Because it is difficult to predict market and other conditions for the future, it is anticipated that the actual development of Arnold may differ in some respects from the illustrative “New Direction” found in the Plan Map. A generalized alignment of the major roadway system is shown on this map as a point of reference. See the Transportation Framework for information about roadways and connections.



New “Downtown Center”

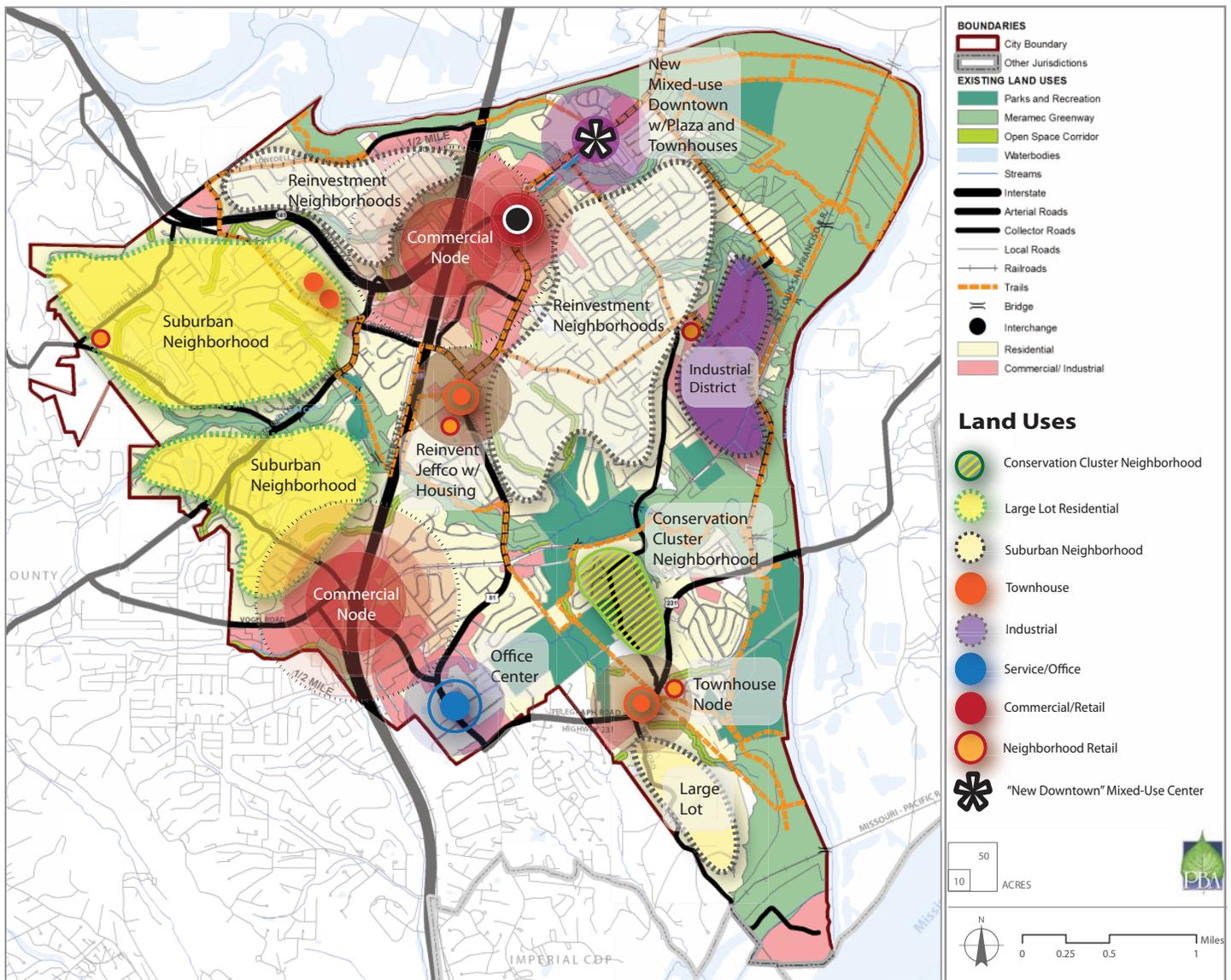


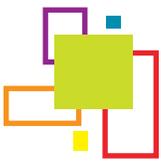
How to Use the Plan Map

The “New Direction” Plan Map is used along with the Plan’s written strategies and policies to help guide future decision-making. The typology is intended as a guide for future development to demonstrate desired patterns that build upon the best existing characteristics of Arnold today. The following land use descriptions serve as a guide for future growth and development within Arnold by outlining recommended uses and densities for each category. The land use designations are for planning purposes and do not represent a change to existing zoning.

“New Direction” Land Use Map

Figure: 20 “New Direction” Land Use Map





Centers



Neighborhood Retail

Centers are gathering places, offer access to retail and services, public uses such as schools, or employment destinations. Growth at these strategic locations should be accomplished by promoting a compact walkable development pattern. Critical to their development success is the mix of services that allow residents and workers to obtain many daily needs on foot, bicycle, or by car.

The character and scale of a center can vary depending upon the use and location. The Centers Place Type includes three types of land use categories as follows.

A “ New Downtown Center”

A new Mixed Use “Downtown Center” on Jeffco Blvd., is the new heart of the city, including a mixture of neighborhood-serving office, retail, institutional uses and housing. The intent of the new Downtown Center is to meet existing and future market demands by focusing land use patterns along Jeffco Blvd. in a compact development pattern that targets jobs, shopping and services near neighborhoods along Jeffco. The activity center should be designed with mixed-use and traditional neighborhood principles such that it accommodates a range of densities and uses as markets change.

Existing Commercial Centers

The intent of investing in existing Centers is to meet existing and future market demands by focusing land use patterns in compact development that targets jobs, shopping and services near neighborhoods along major roadways. These multi-purpose activity centers should be enhanced with mixed-use and traditional neighborhood principles such that they accommodate a range of densities and uses as markets change. Existing Centers serve a geographic sub-region with basic commercial services. These uses rely more on capturing pass through traffic due to ready access to the interstate roadway system. Uses may include general retail, specialty retail, office, restaurant, and motels. De-emphasis should be given to “big box” retail.

Neighborhood Commercial Centers

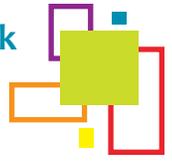
Neighborhood Commercial Uses are intended to serve nearby residential areas with basic personal and retail services. They can be obtrusive and have negative impacts on homes if they do not respect the neighborhood scale or are not properly located and designed. Neighborhood Commercial Uses typically require a site of between one and five acres to accommodate buildings and parking areas, supporting a floor area of between 10,000 and 50,000 square feet. Major tenants may include a small grocery or drug store. The Neighborhood Commercial shopping area should be located along a collector or arterial street, and easily accessible from the area it is intended to serve. Generally, it should serve an area approximately one to three miles in radius. At least 1 mile between centers is needed to isolate market demand.



Gathering Places.



Street Activity.



Centers Land Use Types



Regional Commercial

Regional Commercial uses include either a single use or conglomeration of commercial uses and/or sites that serve as a distinct destination for traffic from a large geographic area. Specific uses vary, but generally include general commercial retail uses, offices, personal services, restaurants, automotive related businesses, and related uses. These include enclosed shopping malls, strip centers, and freestanding stores. The chief characteristic of Regional Commercial is that it has a scale and magnitude that serves a regional market, and they are usually destination locations for shoppers. Density: Exceeds 30 acres & excess of 300,000 sq. ft.



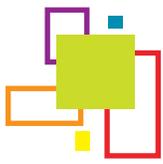
New Downtown Center

Mixed Use Downtown promotes a more compact development pattern with a central core encompassing a radius of a ¼ mile, where more intense and diverse uses occur to promote walkability. Includes a mixture of neighborhood-serving office and retail services such as pharmacy, office supplies, bakery, and eating establishments. Includes institutional, civic, and townhouse residential uses intermixed. Development form includes mixed-use development with a mix of business and residential that enhances the pedestrian environment of the community. Residential uses may be located on upper floors of a building's business, or attached or multi-unit houses, or townhouses commingled nearby to promote diversity and a successful pedestrian environment. Acres/Density - 4 - 8 units



Neighborhood Center

Neighborhood commercial centers serve nearby residential areas with basic personal and retail services. Uses typically include grocery, books, music, videos, gifts, clothing, art, supply, small professional medical office/financial, barber, eating and drinking establishments. Such uses are generally located in stand-alone buildings or in small commercial centers and may include uses such as convenience stores, beauty salons, restaurants, grocery stores, drug stores, clothing stores and specialty shops. These uses are appropriate in many areas of the City and can help to minimize traffic by providing services near homes. Locate at intersection of collector or arterial streets. Acres/1 - 5



A “New Downtown Center”

Development of a “New Downtown Center” is a “Big Idea” for Arnold’s future. The “New Downtown” should be a central meeting place for residents, with a new downtown and a gathering area integrating retail sites, commercial uses, entertainment opportunities, community activity centers, public buildings, and institutional buildings.

A “Big Idea” for Arnold’s Future

Idea led developments are those for which there is no specific identified market need, a skeptical environment in the marketplace, a locational disadvantage in an area that is currently under-performing, or that has nothing “special;” about its current land use or tenant mix. The proposed “New Downtown” fits this profile.

Ideally, these developments can be successful by the creation of a sense of place by proposing a mix of uses, normally residential, office and retail, creating an emotional imagery with good architecture and urban design, and an emphasis on a pedestrian environment with open space, street amenities and materials. By programming events, developing a merchandising plan that fits the needs of the marketplace and marketing ongoing activity at the center, an audience can be created, creating a sense of place and a destination for an urban experience in Arnold. This extra effort can be a successful strategy to attract tenants, customers and to redirect market forces.

Idea led developments have certain project elements that make them successful. It is important to:

- Focus on the experience of the visitor, creating a different feeling and atmosphere including the use of cars to the mix, using large trees, pedestrian life and streetscape improvements and amenities. Consistent signage is also important.
- Determine where the gaps exist in retail, entertainment, dining, etc. that can be filled by tenants in the project and to determine who the audience is, and the demographics and income levels of the audience.
- Design versatile buildings with tight spaces and visible, yet screened parking, with buildings at property lines.
- Create a leisure time environment in a retail framework, a place for people to go and be seen with a mix of uses that are active at different times, including office, retail/entertainment and housing.

Strategies

In order to achieve the above goal, it is recommended that Arnold explore the following:

- Aggressively seek out a developer for the “New Downtown Center”.
- Study, plan, and expand upon the “New Downtown Center” vision.

Various successful “village or city center” mixed use projects across the county are represented in the images which follow.



Round-the-clock Activity.



Civic Gathering Space



City Market.



Center Retail.

Mixed Use Downtown

MIXED USE CONCEPT

Walkable Development Form:

- Mixed use development with business and residential.
- Residential uses include attached or multi-unit houses, or townhouses.
- Neighborhood-oriented services.
- 12-15 dwelling units per acre residential.
- 3,000 sq ft or more commercial.
- Buildings are 1-4 stories in height.

Site Level Design Elements:

- Orient building entrances along street.
- Move parking facilities from between the front of the building and the street.
- Establish build-to lines.
- Promote highly-articulated buildings.
- Encourage overhangs, awnings and balconies.
- Design connections within and between developments.
- Allow for future street extensions.
- Allow for shared and on-street parking.
- Promote pedestrian-friendly, walkable streets.



New Downtown Center

DOWNTOWN MIXED-USE

Although mixed-use development design may work best with transit, it can also be effective wherever a city wants compact design that is pedestrian- and bicycle-friendly, and can take advantage of future transit opportunities.

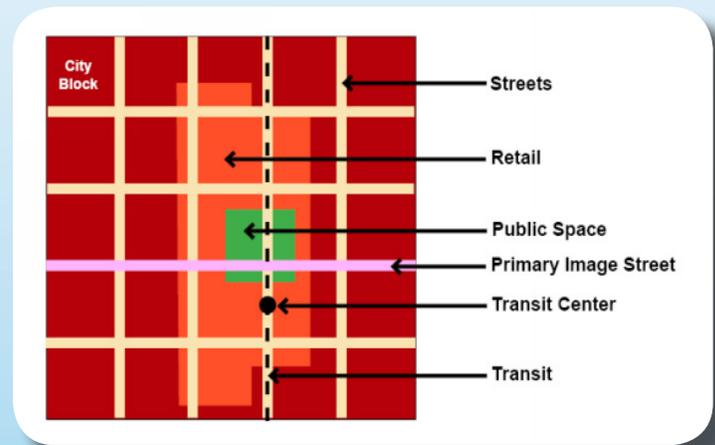
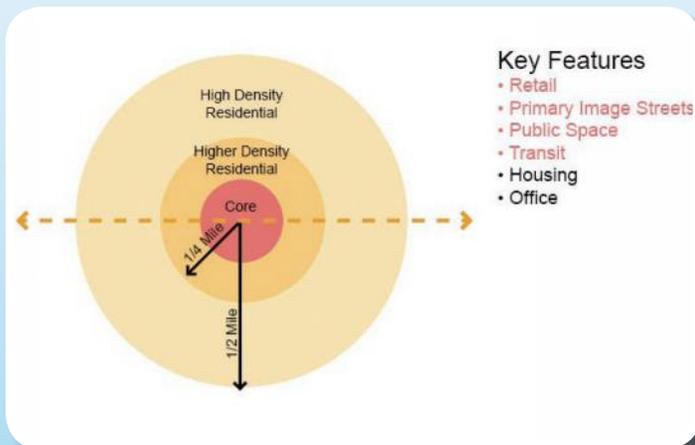
Mixed-use Characteristics:

Dense office, commercial/retail and residential uses are the basis of mixed-use design. Critical to their development success is the mix of services that allow residents and workers to obtain many daily needs on foot, bicycle, or by transit, rather than by car.

Mixed-use developments are generally recommended where the density and intensity of surrounding development is capable of sustaining higher densities. Uses in these areas include vertical mixed use development with a variety of business and residential choices, which enhance the pedestrian environment of the community.

KEY CHARACTERISTICS

- 1/2 - mile development radius.
- 10% to 20% open space.
- 10% mixed use development.
- Floor Area Ratio (FAR) at least 1.0 (one story buildings covering the entire land area, two story buildings covering half the land area, etc.).
- 300 to 500 feet-long blocks.
- 70% to 80% 1/4 - acre or smaller lot residential.
- 60 to 80 total residential units within walking distance.

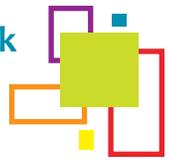


1/2-MILE DEVELOPMENT RADIUS

Mixed-use developments are organized within an easy walking distance of the center, typically a one-quarter to one-half mile development radius.

CORE AREA

Future transit and other mixed-use would ideally be placed along major corridors within the development, and other development would be incorporated along with direct bicycle/pedestrian connections.



Mixed-Use Principles

The following six categories of planning principles and design standards for mixed-use development can be supplemented by low impact design approaches described in the Infrastructure Chapter.

Mixed-Use Land Use

- Include a mixture of uses within the same building or clustered together in a neighborhood, such as offices or residential located above retail. Uses attractive to pedestrians might include coffee shops, drug stores or a post office.
- Include increased retail/commercial density and multiple destinations. This allows the pedestrian to combine trips without long walks between destinations.

Public Spaces

- Design pedestrian-friendly streets—adding trees to give relief from the sun and rain, providing occasional seating, and encouraging public art.
- Make pedestrian routes secure by making sure they are well-lit, the sidewalks or paths have clear views ahead and behind, and that the sidewalks are far enough from traffic to feel safe.
- Incorporate parks, plazas and community destinations that not only are pleasant stops or provide relief along the way, but have many people-centered activities.

Building Scale and Orientation

- Orient buildings and entrances along the streets and sidewalks instead of the parking lot. Encourage awnings for shelter and eye-level interest with store windows.
- Design block sizes that help calm traffic and promote multiple pathways to mixed-use destinations.
- Create human scale architecture with smaller massing and with variety of detail and interest, especially at eye level.

Good Transit Connections

- Provide for efficient transit operation as part of the mixed use development design. Must consider future bus/transit access, enough space for the stop or transit center, and quality facilities for transit users. The transit shelter and amenities, site design and landscaping must be considered together.
- Make sure parking that is convenient for drivers is not a barrier to pedestrians by making lots smaller, shared, structured, and with walkways through them to destinations.

Good Pedestrian Connections

- Construct sidewalks or walking paths not only on both sides of every street, but also within a development, connecting multiple destinations. Sidewalks and paths should be accessible to all based on the Americans with Disabilities Act standards.
- Design convenient and direct pedestrian connections/routes and smaller blocks



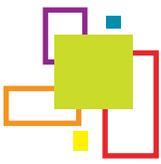
Pedestrian Environment.



Streetscape.



Civic Activity Space.



so that people do not have to walk a long way out of their way to get where they want to go.

- **Build safe street crossings for pedestrians by:**
 - Minimizing distance to cross or including a refuge median for pedestrians
 - Using special paving, painting and lighting to designate crosswalks
 - Using automatic pedestrian signals
 - Providing directional corner ramps for wheelchair and stroller access
 - Enhancing sight lines for pedestrians and autos

Bicycle Circulation and Parking

- **Construct bike lanes or separate bike paths connecting transit and other destinations.**
- **Provide signage (bicycle lane, share the road, etc.).**
- **Remove obstacles like grates that can catch tires.**
- **Provide bike parking or storage close to destinations.**



Streetscape.



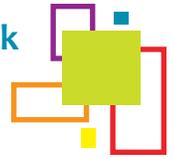
Outdoor Retail.



Retail.



Revitalized Downtown and Streetscape.



Connecting Corridors

Connecting Corridors are important transportation corridors linking destinations and activities. They increase mobility, improve the aesthetics of surrounding development, and accommodate the flow of goods, services, and people. Connecting Corridors may link open space, neighborhoods, centers, and destinations together within a community. Connecting Corridors are most important to creating positive and negative perceptions of an area. They help set the “tone” of the area by establishing visual and aesthetic standards.

Connecting “Catalytic” Corridors

The **Transportation Framework** chapter identifies several catalytic corridors using Connecting Corridor typologies that the City can strategically target investments. Each of the Corridor Typologies has a unique context and intent, and a series of applicable typical sections. Land uses for two of three street typologies are discussed here: Thoroughfare Streets and Main Streets. One of the catalytic corridors is Jeffco Blvd. It is used as an illustrative example of how to apply the Ten Principles for Reinventing Suburban Strips, published by the Urban Land Institute, as described on the next page.

Thoroughfare Commercial Corridor

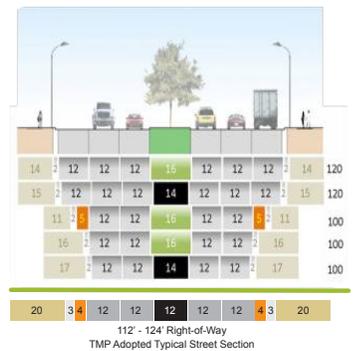
The most widespread commercial street type is the strip commercial arterial or thoroughfare. These thoroughfares typically serve commercial areas that contain many small retail strip centers with buildings set back from front parking lots. Because of this, strip commercial thoroughfares have many intersections and driveways that provide access to adjacent businesses. Historically, this type of street is highly auto-oriented and tends to discourage walking and bicycling. On-street parking is infrequent.

Main Street Mixed-Use Corridor

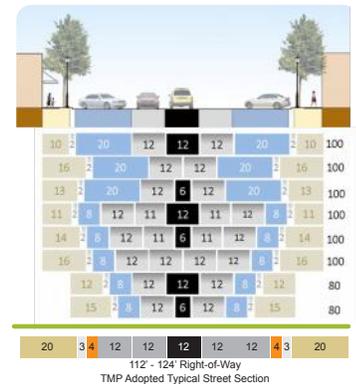
The Main Street Corridor should serve the highest intensity retail and mixed land uses in Arnold at the “New Downtown” and future neighborhood centers. Main streets are designed to promote walking, bicycling, and future transit within an attractive landscaped corridor. Generally, main street activities are concentrated along a two to eight block area, but may extend further depending on the type of adjacent land uses and the area served. On street parking usually is provided to serve adjacent land uses. Unlike typical strip commercial developments, main streets offer the ability to park-once and walk amongst various destinations, thus reducing arterial trip making. The key is to create convenient parking that is on street or provided in a shared public parking lot. In order to ensure the walkability of a main street, careful consideration must be made to the design elements and amount of parking lots. To further create a pedestrian friendly atmosphere, main streets have wide sidewalks, street furniture, outdoor cafes, plazas, and other public spaces.

Typologies:

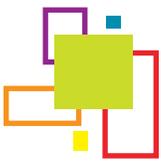
Each of the Corridor Typologies has a unique context and intent, and a series of applicable typical sections.



Thoroughfare Typology.



Main Street Typology.



TEN PRINCIPLES FOR REINVENTING AMERICA'S SUBURBAN STRIPS

The demands of today's consumers, retail formats, and the economy are challenging the status quo in suburban strip development. A study conducted by an Urban Land Institute team of planning and development experts, identifies the critical issues and challenges that suburban strips face and provides an action plan to reinvent them to ensure their long-term competitive position. These 10 principles serve as a starting point for creating strategies that fully harness the tremendous market potential of suburban strips.

Ten smart growth principles include:

- Forming public/private partnerships to develop strategies and implement change.
- Anticipating an evolution in demographics and in the marketplace.
- Realistically assessing the market for a strip.
- Developing zoning strategies that improve the quality of strips by limiting the amount of retail-zoned land.
- Restructuring strips to create high intensity development interspersed with stretches of low-intensity land use or open space.
- Crafting traffic patterns and parking to provide convenient access to retail stores and also serve through-traffic.
- Creating suburban "places" that attract people and encourage them to visit often.
- Diversifying the development of strips as development pressures increase and land values rise.
- Enhancing the physical design of strips to attract new and repeat customers.
- Understanding the importance of implementing and funding plans.

http://www.uli.org/ResearchAndPublications/Reports/~//media/Documents/ResearchAndPublications/Reports/TenPrinciples/Tp_SuburbanStrips.ashx



Example suburban strip corridor.



Example suburban strip corridor.



Example suburban strip corridor.



Example suburban strip corridor.



Connecting Corridor Strategies

- Channel growth where it will be most beneficial to residents and businesses.
- Guide development by providing densities necessary to promote efficient automobile use and compact land use patterns.
- Prioritize aesthetic enhancements for these corridors.
- Plan for transportation opportunities along corridors and to centers.
- Plan for the identification of infill and redevelopment target areas by identifying locations of underutilized land, and areas already undergoing positive change.
 - Infill/Redevelopment Corridors are characterized by underutilized land or tiered development sites and are appropriate for industrial and more intense commercial uses with interstate interchange access. They benefit from direct access to interstate access locations which are valuable limited resources in the community and as key symbolic entrances into the community.
 - Infill/Redevelopment Corridors should be reserved for high quality uses that generate high economic returns for the community and should be protected from low quality and low economic benefit uses.
 - Desired land uses include research parks, office complexes and other employment-intensive uses. Uses such as restaurants, hotels, and similar services should be ancillary and subordinate to the employment related uses, and should be designed to be integrated with those uses through coordinated access, compatible signage and landscaping, and high quality site plan and building design. Traffic circulation and access should be carefully planned and managed so that each Interchange Area operates as a coordinated circulation system.
 - Infill projects tend to occur at two scales, the large multi-phase project that can cover several blocks, and small, parcel-by-parcel projects. Often these projects are initiated by city governments or redevelopment agencies who solicit developers and investors. Substantial public investment is usually needed, especially if the project takes place on a formerly polluted site or distressed area.
 - Large Multi-phase Projects: Opportunities and challenges related to large multi-phase infill projects include: delivering a collection of amenities under the umbrella of one project can change perceptions about an area, can serve as the initial catalyst for more investment, substantial risk the public must bear, both financially and politically, and a project's failure or even poor performance.
 - Parcel Level: Parcel-by parcel projects add gradually to a community. Investors adaptively reuse existing buildings, add on to them, or build anew. City governments can also play a role, usually through providing financing, development incentives, and technical assistance to individual developers. This can require just as much effort and attention by public agencies as the large infill project approach.
- Plan for new emerging corridors to be developed, and improve existing corridors, as densities and demand for services increase.
 - Emerging Corridors are lands characterized by vacant land and spot development within 1-mile of an existing Interstate Corridor. They are appropriate for less intense industrial or neighborhood commercial uses. Emerging Corridors are ideal locations for infill and new development that are:
 - Underutilized land areas already undergoing positive change, which is expected to continue. Areas within a water and or sewer service area and where public investment is warranted from a big picture policy perspective. Areas with Special Opportunities, such as building on major public CIP investments, or Pedestrian/Trail opportunities along the corridor.



Jeffco Blvd Connecting Corridor.

Jeffco Blvd.

Jeffco Blvd.: New Downtown Center



Characteristics:

- A mixed use New Downtown Center creates a new heart of the city and is a central Big Idea of this Plan. The New Downtown is located on the edge of Jeffco Blvd and is envisioned as a true mixed use center, including retail, office, commercial, and residential uses behind and within the center to support existing residential neighborhoods.
- Trail connections will enhance pedestrian mobility thru use of the greenway system along Pomme Creek.

Jeffco Blvd.: Housing Node

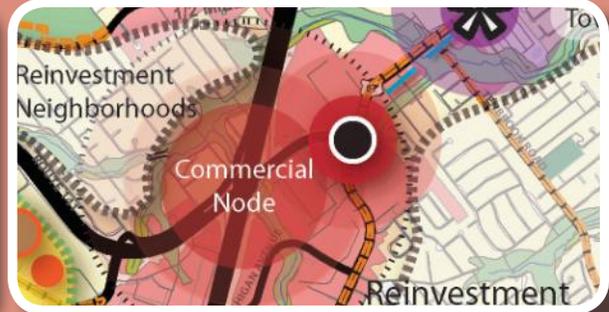


Characteristics:

- The housing node consists of a blend of residential living options that are interconnected by a network of livable streets and pedestrian pathways.

Jeffco Blvd.

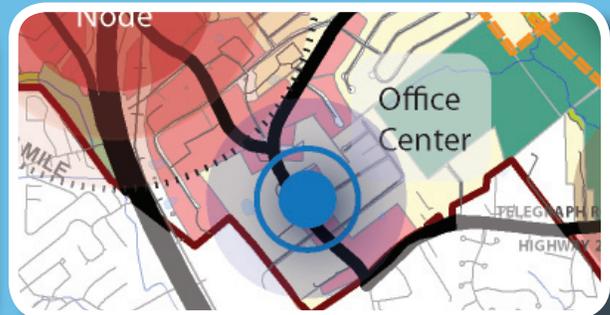
Jeffco Blvd.: Commercial Center



Characteristics:

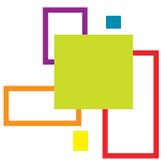
- The commercial node is characterized by a mix of infill development, including new commercial uses with “building forward” orientation that front Jeffco and area streets.

Jeffco Blvd.: Office Center



Characteristics:

- The office center serves as the southern gateway to Arnold and is characterized primarily by office and some retail uses, with residential uses behind.



Districts



Future Industrial Investment

The vision for Arnold calls for a “New Downtown” place to be supported by other districts with unique or specialized uses and activities, such as Industrial or Regional Commercial.

Districts can be locations for employment uses including light manufacturing, offices, and other similar uses. Industrial Districts are also common, and are intended to provide a location for a variety of work processes such as manufacturing, warehouses, storage yards, and other similar uses. These Districts are often served by a variety of complementary uses such as business services, convenience retail, childcare, and restaurants.

New districts should be located and designed to provide high quality environments and leverage existing transportation connections. Redevelopment of existing districts, should provide opportunities over time for more choices in housing, and land use, and to establish a more walkable and connected development pattern.



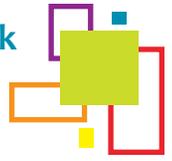
Targets future highway commercial at existing highway interchanges

Strategies

- Promote opportunities for District development in locations served by existing infrastructure when appropriate design elements or land use transitions to lower intensity land uses can be utilized to mitigate incompatible impacts on adjacent neighborhoods.
- Districts are best suited in areas where there is existing zoning for it and where there is or should be adequate infrastructure to support it.
- The size and scale of uses within Districts should vary, but new development should be encouraged to locate and design buildings that provide pedestrian-oriented site design, and convenient, safe, and attractive parking.
- Districts with high intensity uses, such as heavy industrial, should have easy access to shipping, rail, airports and highways that provide efficient trucking access.
- Direct the clustering of District uses toward strategic intersections, corridors, and areas adjacent to compatible uses.
- Encourage the establishment of District clean industries that have little or no negative impact on the area’s environment.



Commercial and industrial development



District Land Use Types



● Service/Office District

Service/Office includes single, dedicated use offices that may be a part of a business subdivision, master-planned multi-tenant buildings or campus style. These uses are sprinkled throughout the City, and while individually they do not have the impact of an employment campus, they do have a substantial collective impact. Service/Office uses generally include medical office, banking facilities or service industry types. Open space is more formal, often designed as part of individual site plans. Density: 10 – 100 acres



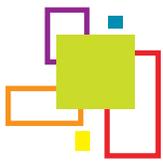
● Industrial District

Industrial Districts may include a wide range of manufacturing, warehousing, wholesale, industrial office, business, research and development uses, and related ancillary uses such as restaurants. They can best be described as business versions of “subdivisions.” The term “campus” is used intentionally in that it implies a sense of integration and coordination of uses and a certain quality and character of development. This category is intended to promote the economic viability of manufacturing and industrial uses and encourage employment growth. Density: Can exceed 100 acres



■ Light Industrial District

Light Industrial includes single, dedicated use industries or offices that are not a part of a business subdivision. These uses are sprinkled throughout the City, and while individually they do not have the impact of an employment campus, they do have a substantial collective impact. Light Industrial uses generally include manufacturing, warehousing, wholesale, and industrial uses. Because this use category is intended to promote the economic viability of manufacturing and industrial uses and encourage employment growth, residential uses are prohibited and other non-industrial uses are restricted. Open space is more formal, often designed as part of individual site plans. Density: 10 – 100 acres



Neighborhoods



Conservation cluster neighborhoods



New single-family units



Reinvest in existing residential neighborhoods



Target attached housing along major corridors

Arnold includes a mix of traditional residential and suburban style subdivisions. It is expected that this mix should continue to occur. When new subdivisions are developed, every effort should be made to meld them into adjacent traditional neighborhoods, and not create artificial barriers. New more traditional residential development patterns encourage human scale, walkable communities with a mix of uses and density, typically with some neighborhood commercial retail. For more details see the Housing and Neighborhood Framework.

Single-family Housing Strategy

Future residential growth demands are directed away from environmentally sensitive areas to underdeveloped land or underutilized sites to preserve hillsides and streams first. As lands are absorbed, future housing demands are met mainly along the 141 Hwy Corridor and Old Lemay Ferry Road, northwest of Arnold. Choices include:

Reinvestment Neighborhoods

“**Reinvestment Neighborhoods**” target existing affordable housing stock with development of housing preservation programs.

Suburban Neighborhoods

Traditional “Suburban” housing growth is focused near major highway intersections and in existing “**Suburban Neighborhoods**” that already have roads, water and sewer lines to support them.

Conservation Cluster Neighborhoods

Growth is directed away from environmentally sensitive areas to underdeveloped land or underutilized sites to preserve hillsides and natural resources. “Low impact development” practices are used to mitigate impacts to steep slopes, hillsides and streams within “**Conservation Cluster Neighborhoods**”.

Large Lot Residential

Traditional “**Large Lot**” housing growth is focused in areas that already have roads, water and sewer lines to support them. With proper site planning, may serve as an alternative method for preserving steep slopes and streams.

Townhouse Housing Strategy

The quality of townhouse complexes needs to be raised through improved site planning and design guidelines. A wide range of unit formats allow for serving multiple age groups and incomes. They should be encouraged to locate near major employment centers and within easy access to arterial roadways.

Townhouses

“**Townhouses**” are built along major connecting corridors, within a 1/2 - mile of Centers and adjacent to the “Downtown Center”.



Neighborhood Land Use Types



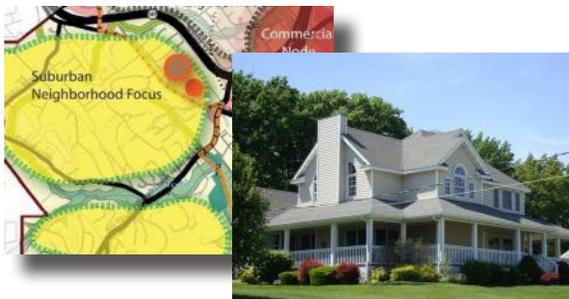
Large Lot Residential

Large Lot Residential development patterns create the perception of large expanses of open space with buildings removed from the public roads and from each other. Primarily single family residential. Open space is generally broken-up by large individual private lots. Density - 1 unit per acre



Conservation Residential

Conservation Residential is intended to encourage flexibility in design standards to provide additional open space and recreational amenities for residents, while preserving environmentally sensitive resources. These areas are intended to develop design options that allow greater flexibility in exchange for the provision of a greater amount of common open space than required in conventional developments. Units/acre vary, with 60% of the area as open space & a 10 acre minimum lot size.



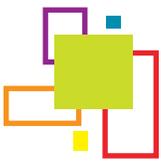
Suburban Neighborhood

Suburban Neighborhood is the typical residential "subdivision," consisting of single-family detached homes on developed lots. The street pattern is usually curvilinear with numerous cul-de-sacs. Subdivisions tend to be oriented internally, with few major entrances to local roads. Open space is more formal, often designed as part of individual site landscape plans. Density - 3 to 6 units per acre



Townhouse Residential

Townhouse Residential accommodates attached residential development: attached houses, two-unit houses, multi-unit houses, and condo dwellings, which may be intermixed throughout the neighborhood. This category is appropriate for planned public/semi-public uses such as schools or religious institutions. Net density may be lower in locations where land is severely restricted by slopes, or other significant natural features. Density - 6 to 20 units per acre



Open Space



Meramec River and Greenway

Rivers and stream corridors, natural habitat areas, parks, and other open space resources are key to Arnold’s character and quality of life. Open space also provides economic benefits by enhancing the value of individual properties, developments, and communities as a whole. Future preservation of open space is a central theme. For more details see the Parks, Trails and Open Space Framework.

Strategy to establish a “Central Green”

Participants in public meetings conducted for the Plan ranked open space and environmental protection among the top issues for Arnold’s future. The concern for open space is linked not only to the importance that residents place on these resources, but also to the perception that they are being rapidly consumed by development.

As population growth and development continues, protecting Arnold’s open space should serve as the “connective tissue” between developed areas of the City and County. Through the implementation of conservation development practices, the open space that is protected in individual residential neighborhoods can be linked to a larger system through greenway corridors and trails, thus providing seamless recreational experiences for residents while preserving the ecological health of the City and County.

Open space can also add to the value of individual properties, developments, and communities as a whole. Residential areas adjacent to conserved open space tend to have increased property values and market demands.

The Meramec Greenway and existing parks system is expanded upon with creation of a Citywide open space corridor and trail system, or “**Central Green**”.



Community bike/walking trails

Central Green Elements

A Community Park

- Open space acquisition provides for a new “**Community Park**”, west of I-55 for multipurpose.

Neighborhood Parks

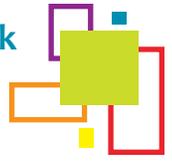
- Open space acquisition also provides for Five new “**Neighborhood Parks**” as the Center of neighborhood activity.

Trails System

- People can more easily walk to parks, schools and open space through trails and sidewalk connections utilizing the existing floodplain and stream corridors.



Preserve Open Space



Open Space Land Use Types



Open Space/Buffer

Open Space/Buffer consists of private or public lands approximating a wilderness condition, including lands unsuitable for development. It includes streams, floodplains, woodlands, severe slopes greater than 15%, and buffer zones around such natural resources. These areas should be used for interpretive trails and/or passive recreation.



Community Park

Community facilities serve groups of neighborhoods within a one to three-mile radius of the site. These facilities may be public or private and access may be by bicycle or on foot. The minimum desirable size is 20-25 acres; although smaller sites may be appropriate based on their location, constraints on property acquisition, or historic significance. Development typically includes picnic shelters, playgrounds, tennis courts, soccer and/or baseball fields, bike or pedestrian trails, rest rooms, and auto parking. Park services at the community level are provided in a variety of ways.



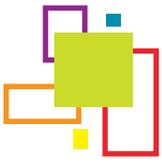
Neighborhood Parks

Park areas consist of private or public lands reserved for parkways, parks or golf courses and intended to accommodate active and passive park lands, trails, recreation uses, environmentally sensitive areas, or on other lands reserved for permanent open space purposes.



Mini-Parks

Mini-parks are used to service small, specific groups or supplement areas with substantial non park-like recreation facilities (i.e., schools) on a walk-to basis. Many school and church playgrounds often serve as de facto mini-parks. The recommended service area is a one-fourth (1/4) mile radius and the desirable size is one (1) acre or less. NRPA standards recommend a minimum and maximum standard of 1/4-acre to 1/2 -acre of mini-parks per 1,000 residents, respectively.



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