

Map 4 Generalized Soil Associations

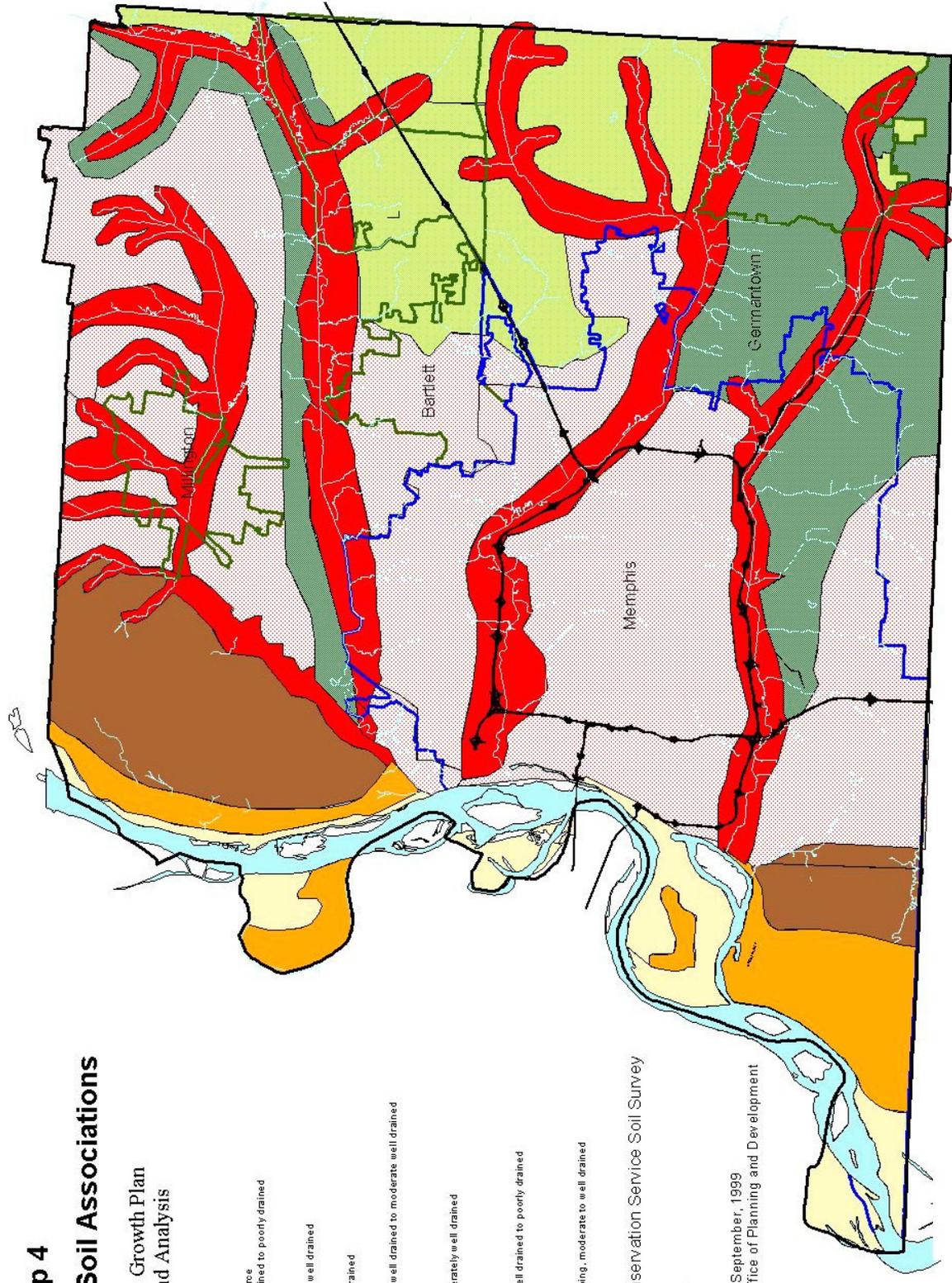
Shelby County Growth Plan Inventory and Analysis

- Robinson-Crevasse-Commerce
Nearly level, excessively drained to poorly drained
Loamy and sandy
- Tunica-Sharkey-Bowditch
Poorly drained to moderately well drained
Clay
- Memphis
Chiefly steep, uplands, well drained
Silty soils
- Memphis-Grenada-Loring
Nearly level to poorly sloping, well drained to moderate well drained
Silty
- Flagg-Waverly-Collins
Level, poorly drained to moderately well drained
Silty
- Grenada-Calloway-Henry
Gently sloping, moderately well drained to poorly drained
Silty
- Grenada-Memphis-Loring
Gently sloping to strongly sloping, moderate to well drained
Silty

Source: U.S.D.A. Soil Conservation Service Soil Survey



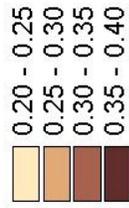
Map Prepared September, 1999
Memphis and Shelby County Office of Planning and Development



Map 5
Seismic Hazard -- Peak Ground
Acceleration in Shelby County
(M 7.5, Marked Tree)

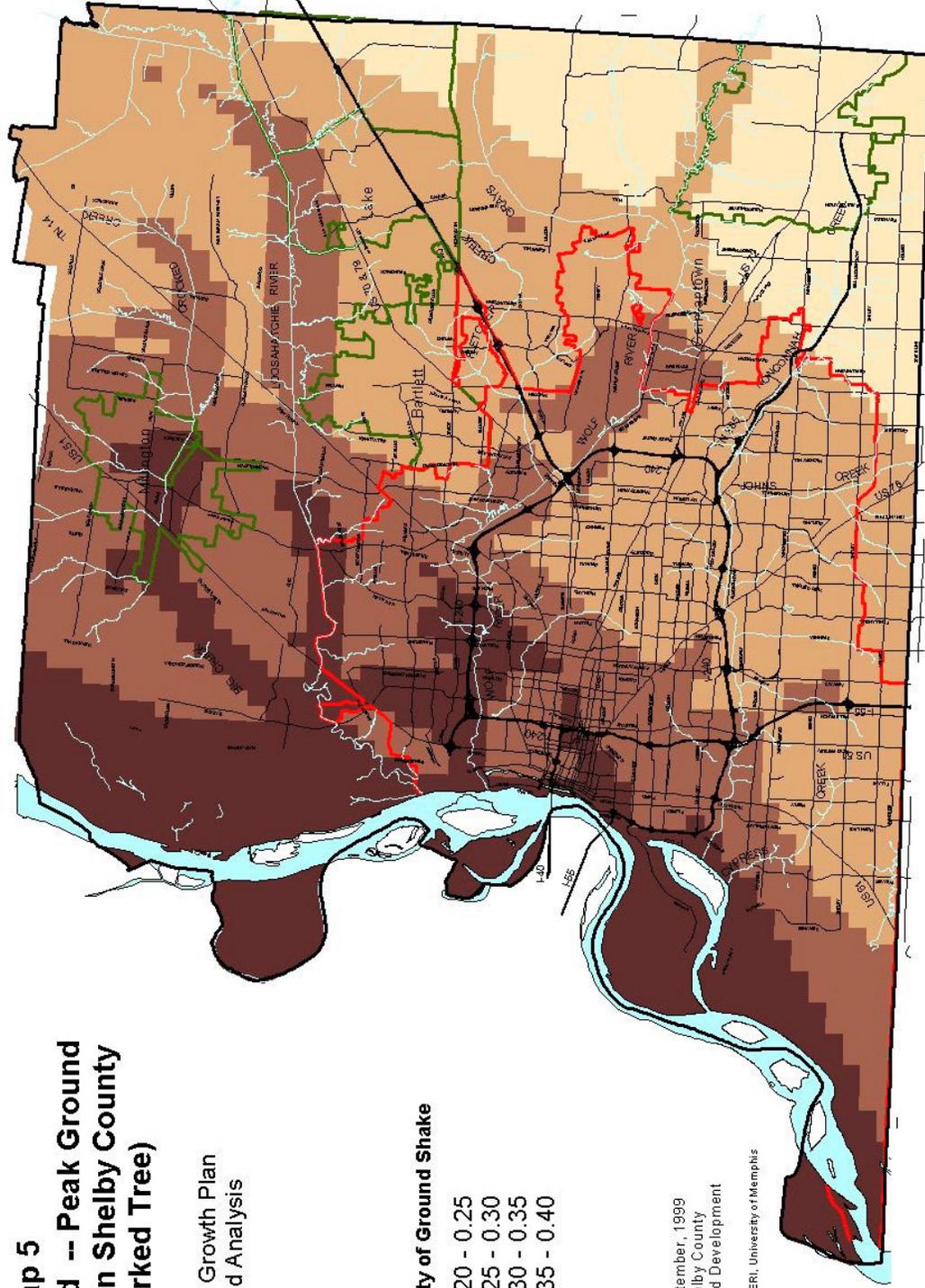
Shelby County Growth Plan
 Inventory and Analysis

PGA (g) -- Intensity of Ground Shake



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 Office of Planning and Development

Source: Dr. Howard Huang, CERL, University of Memphis

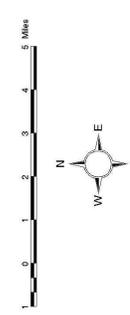
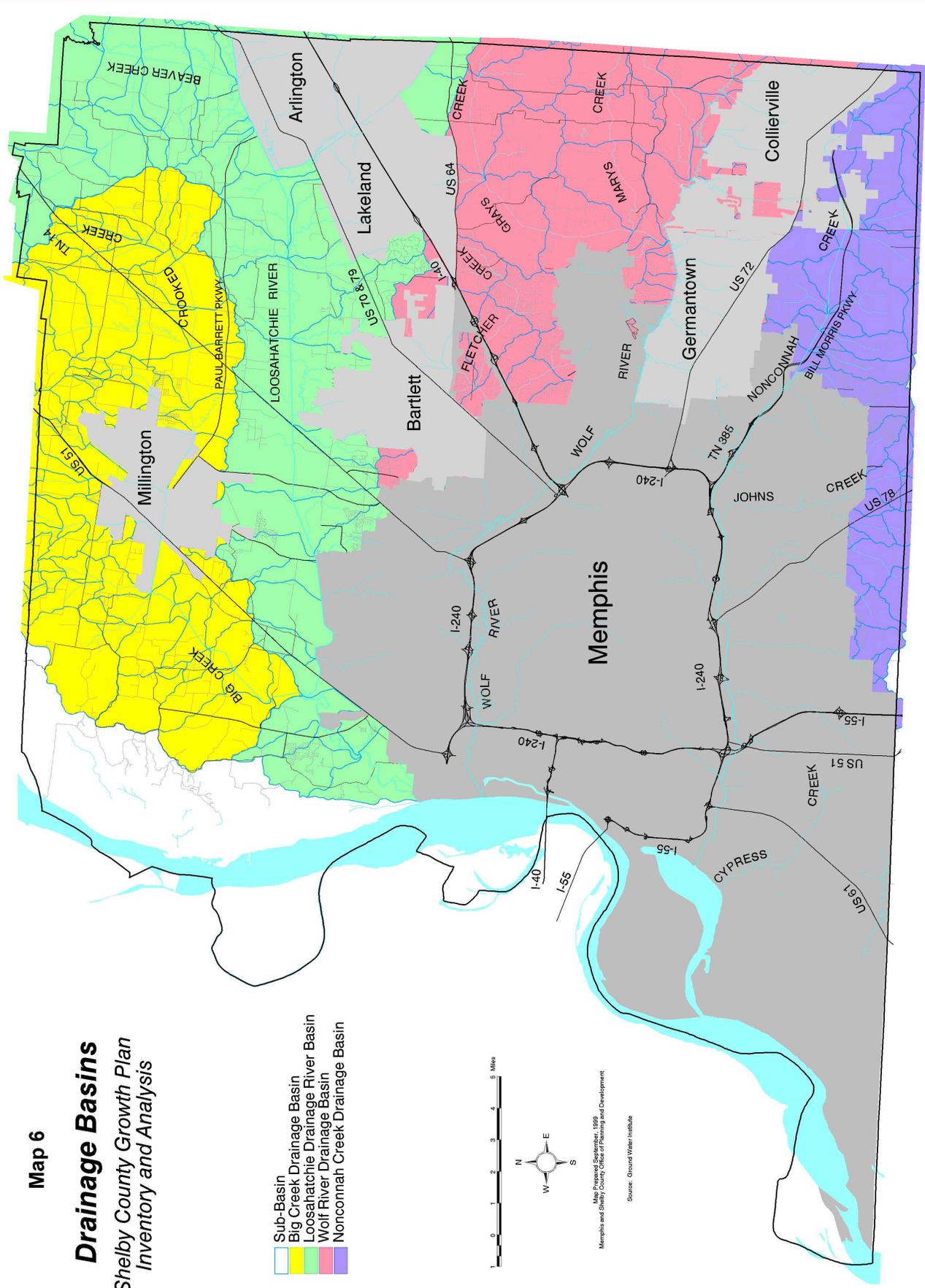


Map 6

Drainage Basins

Shelby County Growth Plan
Inventory and Analysis

- Sub-Basin
- Big Creek Drainage Basin
- Loosahatchie Drainage River Basin
- Wolf River Drainage Basin
- Nonconnah Creek Drainage Basin



Map Prepared September, 1999
Memphis and Shelby County Office of Planning and Development
Source: Ground Water Institute

Land Use and Community Facilities

An analysis of current conditions, adopted policies and future trends concerning land use and community facilities is necessary to determine where and when urban development should occur. In analyzing the built environment this report considers the following factors:

- Current Land Use Inventory
- Recent Zoning Decisions and Land Development Trends
- Transportation Policies and Plans
- Community Facilities
- Existing and Planned Sewer Service

Current Land Use Inventory – Land use in unincorporated Shelby County was analyzed based on data provided by the Shelby County Assessor of Property. For the purposes of this analysis, land use was broken down into 6 major categories: residential, commercial, industrial, recreation and open space, public/quasi-public and exempt land. Residential land use was further divided into 5 sub-categories determined by density of use. These categories ranged from high density (less than one acre lots) to agriculture-residential (parcels of more than 10 acres, in pasture or cropland with a residence).

In general, urban densities are currently located within areas that are served with sewers by the City of Memphis and the suburban municipalities. Two to four acre lot residential developments dominate the new development patterns in east central Shelby County. Somewhat more dense developments, less than 2 acre lots, are characteristic of the southeast portion of the County. Commercial and industrial development dominates the south central portion of Shelby County near Highway 78 and Shelby Drive and along Highway 51 between Memphis and Millington.

Farms and very low density residential uses dominate the land use in the furthest northeast and northwest areas of the County.

Map 7 shows current land use.

Zoning and Planned Developments – Development in unincorporated Shelby County is regulated through the joint Memphis and Shelby County Zoning and Subdivision regulations. Zoning and planned development recommendations are made by the Memphis and Shelby County Land Use Control Board and forwarded to the Shelby County Board of Commissioners and within its extraterritorial jurisdiction, the Memphis City Council for approval.

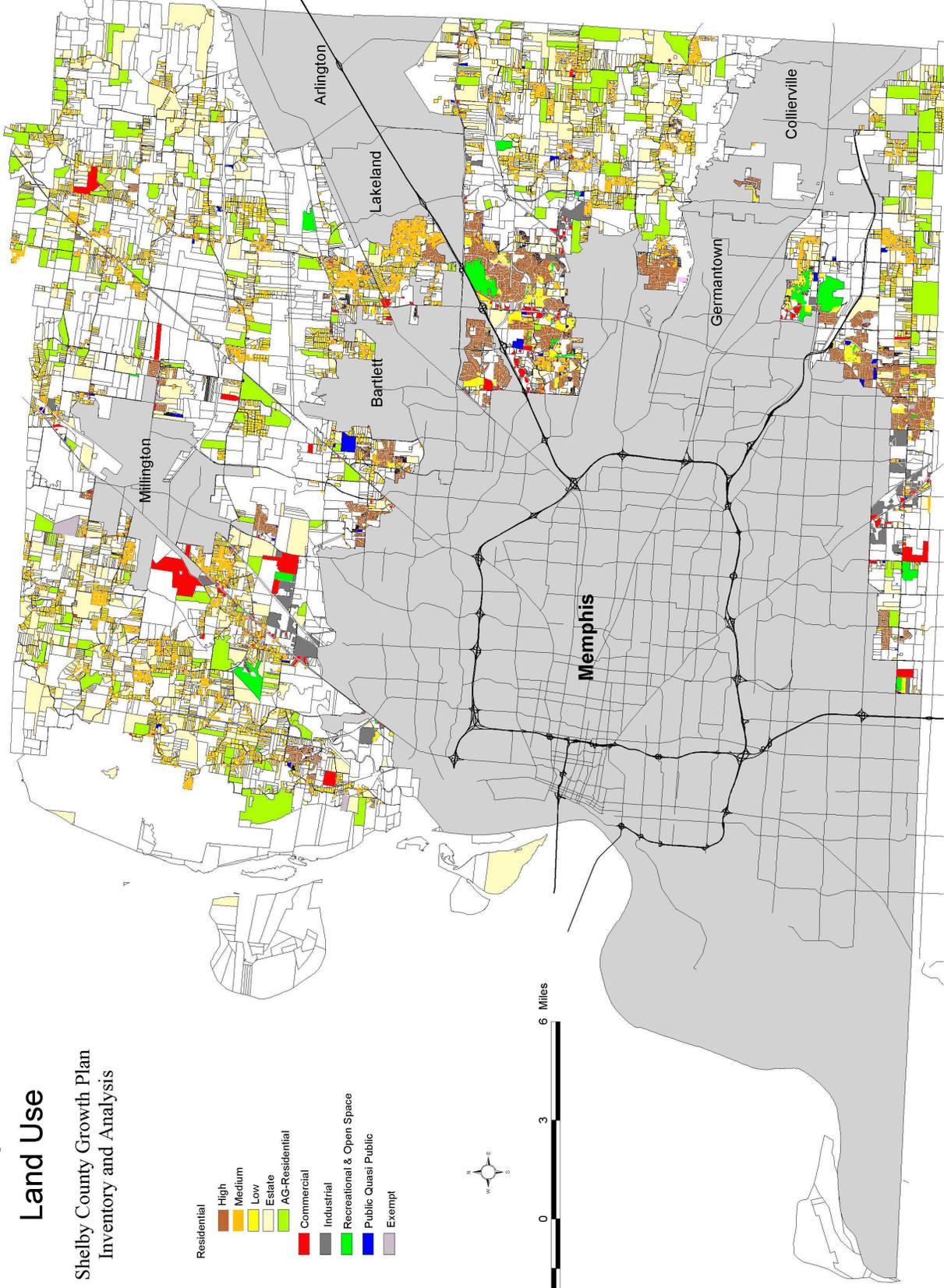
Planned developments are the dominant type of land use control, particularly in the east central portion of the County. Planned developments are designed to allow flexibility for development and are generally based on density and intensity of use. They can combine

Map 7

Land Use

Shelby County Growth Plan
Inventory and Analysis

- Residential
 - High
 - Medium
 - Low
 - Estate
 - AG-Residential
- Commercial
- Industrial
- Recreational & Open Space
- Public Quasi Public
- Exempt



(Source: Shelby County Assessor's 1995 Data)

several types of land uses (commercial, residential and/or industrial) or only be comprised of one category.

In Shelby County, agricultural zoning is generally considered a holding zone for future development. This is particularly true on tracts of land in the path or on the fringe of urban development. Agriculturally zoned land in the unincorporated County permits many uses of a commercial and industrial nature not generally compatible with residential development.

Transportation – Transportation policy for major roadways and transitways is guided by the Metropolitan Planning Organization (MPO). The MPO is led by the Governors of Tennessee and Mississippi and oversees transportation decision-making for all of Shelby County, the western portion of Fayette County and the northern portion of DeSoto County, Mississippi. All municipal mayors are members of the MPO as well as the Mayor of Shelby County.

The MPO policies for Shelby County were first set forth in the 1960's and have changed little since that time. Policies that set the alignment of major roads are important to the future development of the County because the major arterial roadways are the chief means of moving people to jobs and services. Transportation policies, coupled with sewer and other infrastructure extensions, generally determine density of development.

Priority One roads are those major roads that are scheduled to be built within the next 10 years. Priority Two roads are scheduled to be built within the next 10 to 20 years. The major concentrations of these two types of roads are in the eastern and southeastern parts of Shelby County.

The major Priority One roadway that will be the chief determinant of future land use is what is termed the "Outer Loop". This roadway encircles the County connecting Nonconnah Parkway on the south with an improved north-south Collierville-Arlington Road on the extreme eastern edge of the County to Paul Barrett Parkway that traverses the northern part of the study area. With the construction of this major artery and the introduction of planned sewer service, development in eastern Shelby County and western Fayette County will occur rapidly.

Two other major land use determinants are the planned light rail corridors and the development of I-69. There are two light rail corridors planned. The first will connect Memphis with Germantown, Collierville and Fayette County to the east, and the second will connect Memphis with Millington and Tipton County to the north and DeSoto County to the south. Interstate 69 is a major highway that will run directly through Memphis from Canada to Mexico. The exact route of the roadway in Shelby County has not been determined. However, it will take one of two routes that encircle the County.

Transportation Impacts are shown on Map 8.