



Memphis3.0

FIVE-YEAR UPDATE REPORT



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VISION

In our third century, Memphis will build up, not out. Memphis will be a city that anchors growth on strengths of the core and neighborhoods; a city of greater connectivity and access; a city of opportunity for all.



OVERVIEW

Inside this Report

In this Section

- Purpose & Navigation
- City Council Districts and Planning District Maps
- Public Engagement Summary

INTRODUCTION

Purpose

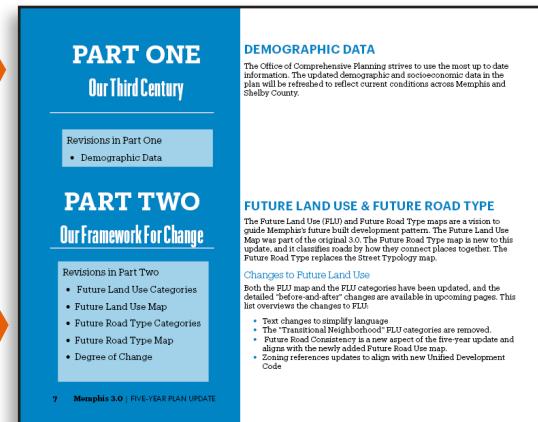
The Memphis 3.0 Comprehensive Plan, adopted in 2019, is a roadmap for how the City can grow over the next 20 years and in our third century. In 2024, the Office of Comprehensive Planning (OCP) began the process of updating Memphis 3.0 with focus on Future Land Use and planning district priorities and actions. This report details the proposed revisions resulting from the update process. In some places throughout this document the original text of Memphis 3.0 is provided to allow for quick comparison.

Navigation

This report is organized into the same “Parts” used in Memphis 3.0. Each part has a list of revised items in a light blue box. Then the white pages detail the proposed revisions. For most sections, the “What’s changed” will span multiple pages. Anything from the original 3.0 plan not explicitly mentioned in this report as a revision or deletion should be assumed as a non-changing item.

**Section
Title** ➤

**List of
changes** ➤

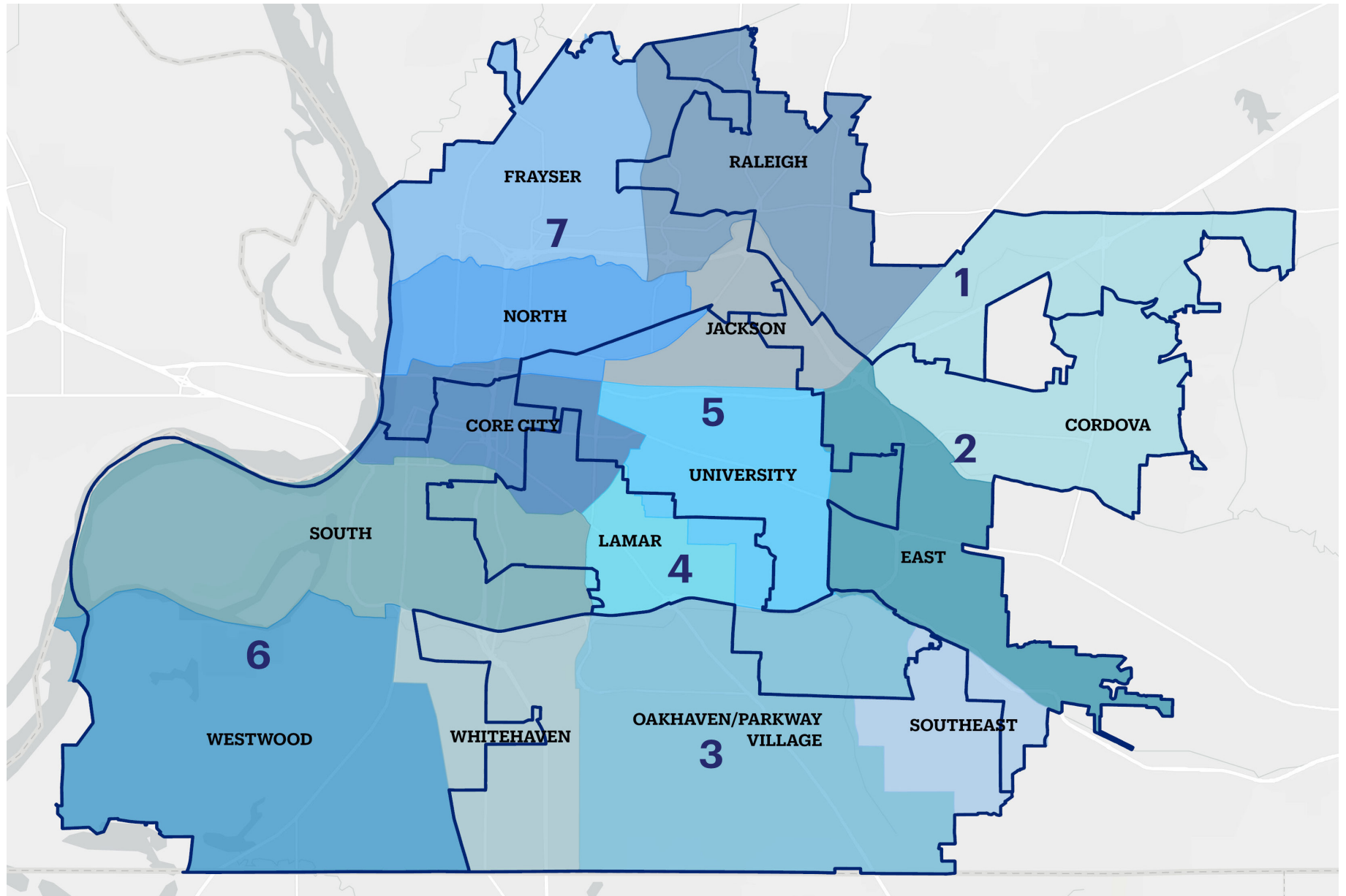


➤ **Detailed
"What has
changed?"**

Planning Districts

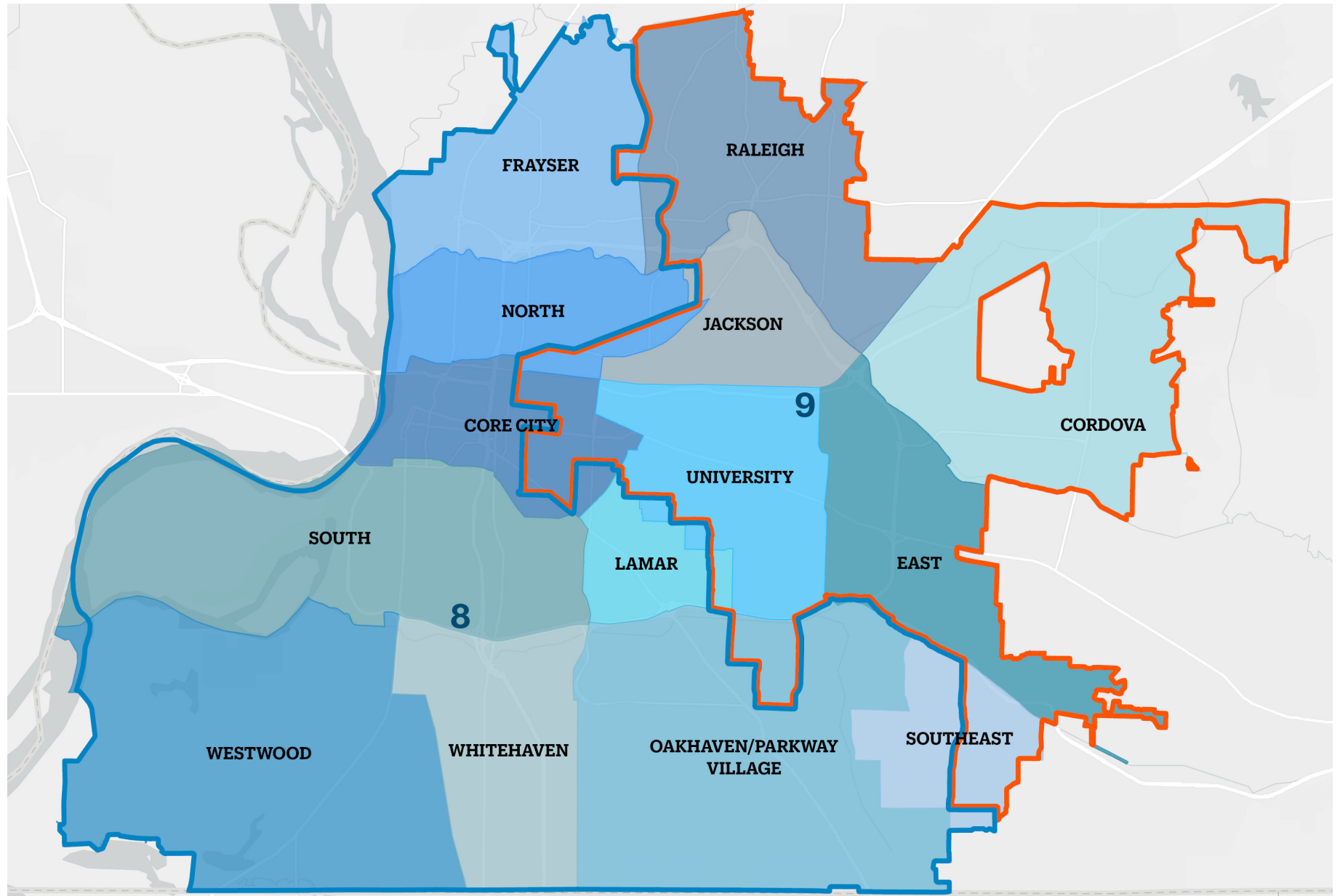
The City of Memphis is divided into fourteen geographic planning districts. These planning districts have different boundaries than City Council districts. The maps on the next two pages show how the boundaries of planning districts and council districts overlay each other.

CITY COUNCIL DISTRICTS MAP



City of Memphis Council District Boundaries with Memphis 3.0 Planning District Boundaries

CITY COUNCIL SUPER DISTRICTS MAP



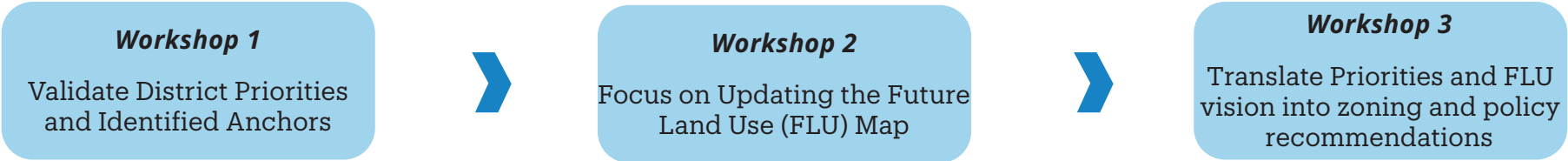
City of Memphis Council Super District Boundaries with Memphis 3.0 Planning District Boundaries

PUBLIC ENGAGEMENT SUMMARY

Gathering Input

In August 2025, the Office of Comprehensive Planning (OCP) launched a major public engagement campaign **to guide the five-year plan update**. Over the course of 15 months, the Office of Comprehensive Planning hosted **42 community workshops across 14 planning districts**, creating three structured opportunities for residents in each district to shape the plan’s future. The graphic below showcases the topics of discussion throughout the three-workshop series in each planning district.

To broaden its reach, the Office of Comprehensive Planning partnered with local organizations, **University of Memphis School of Urban Affairs and Public Policy**, and **BLDG Memphis**. These partnerships brought in students, community leaders, and trusted neighborhood organizations to support discussions, extend outreach, and ensure that a wide range of voices were represented. **Workshops also offered free food and childcare**, helping ensure that all residents—regardless of schedule or circumstance—had a fair opportunity to contribute.



After each workshop, meeting summaries were posted online so that residents could track how their input influenced and shaped the update. By the end of the engagement series, **more than 1,000 unique residents had participated in person**, with many more contributing through online platforms.

Sharing the Outcome

In February 2026, OCP held Workshop 4 ; this workshop was an open-house format, where attendees sat down 1-on-1 with staff to review the map, ask questions and express concerns. Additionally, many attendees were introduced to their district planner, who serves as their point of contact outside of the workshop. Some edits were made to the Future Land Use map due to input received during these workshops. Immediately after the Workshop 4 series, OCP staff was available at the Unified Development Code meetings for a total of **16 general public drop-in sessions** across the city. Upon request, OCP staff also attended a number of neighborhood-hosted meetings to discuss the Memphis 3.0 update in their neighborhood.

PART ONE

Our Third Century

Revisions in Part One

- Demographic Data

PART TWO

Our Framework For Change

Revisions in Part Two

- Future Land Use Categories
- Future Land Use Map
- Future Road Use Categories
- Future Road Use Map
- Degree of Change

DEMOGRAPHIC DATA

The Office of Comprehensive Planning strives to use the most up to date information. The updated demographic and socioeconomic data in the plan will be refreshed to reflect current conditions across Memphis and Shelby County.

FUTURE LAND USE & FUTURE ROAD USE

The Future Land Use (FLU) and Future Road Use maps are a vision to guide Memphis's future built development pattern. The Future Land Use Map was part of the original 3.0. The Future Road Use map is new to this update, and it complements Future Land Use by describing how a road best supports the places it connects.

Changes to Future Land Use

Both the FLU map and the FLU categories have been updated, and the detailed “before-and-after” changes are available in upcoming pages. In summary, the changes to Future Land Use include:

- Text changes to simplify language
- The “Transitional Neighborhood” FLU categories are removed.
- Future Road Consistency is a new aspect of the five-year update and aligns with the newly added Future Road Use map.
- Zoning references updates to align with the proposed Unified Development Code

Addition of Future Road Use

Detailed additions of Future Road Use text and map starts on page 18 of this report. In summary, the addition of Future Road Use includes:

- Justification for adding Future Road Use and relocating Street Typology Map
- Text definitions of Future Road Use categories
- Future Road Use Map
- Future Land Use consistency

Place Types Defined

Each Future Land Use Category is organized into a place type. Each place type is designed to reflect how residents want to live, work, and interact with their surroundings. The six place types are:

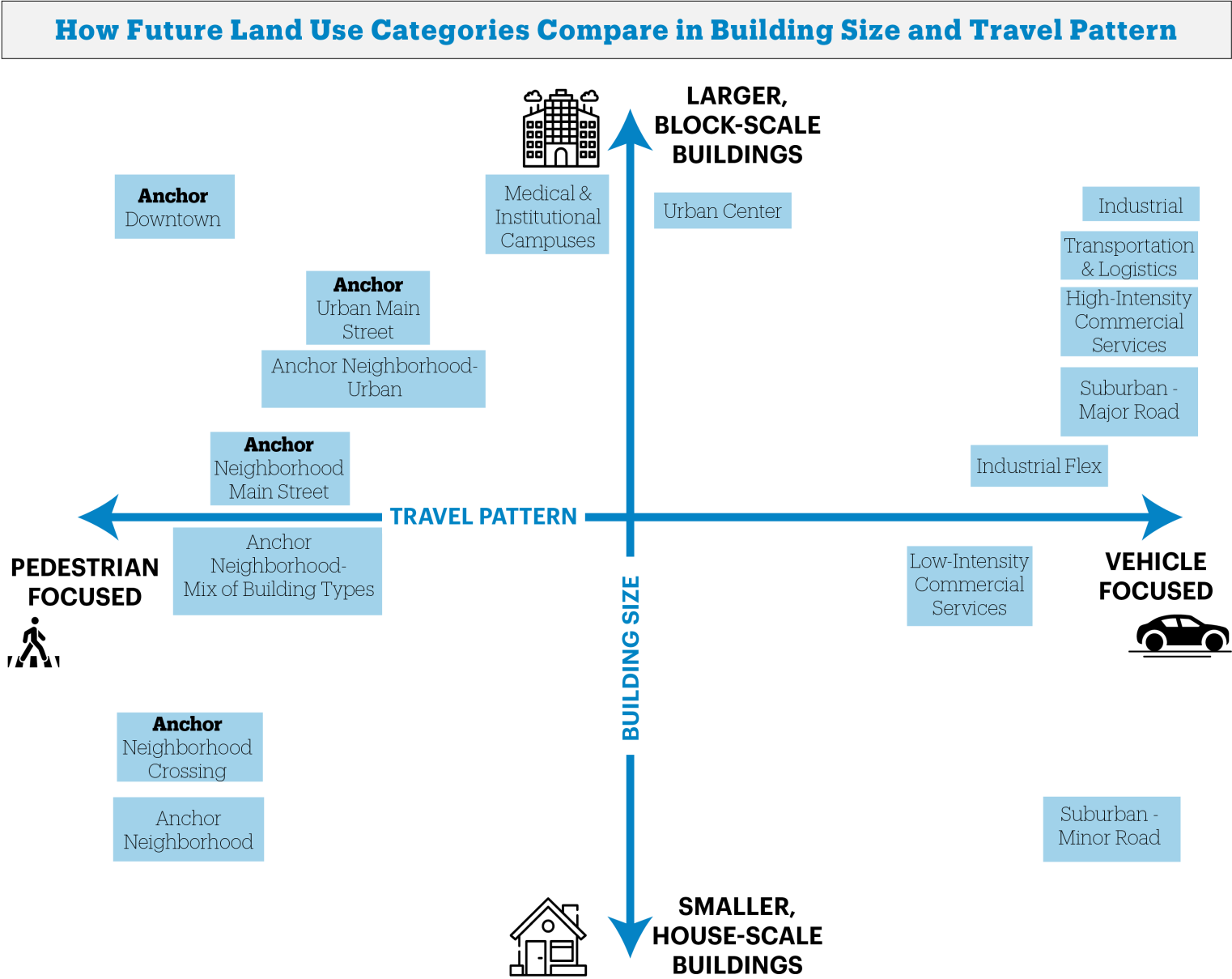
- **Anchors:** walkable places that are supported by and connected to the surrounding neighborhoods.
- **Anchor Neighborhoods:** walkable neighborhoods that are connected to and support nearby Anchors.
- **Suburban:** residential neighborhoods that are not connected to an Anchor
- **Corridors:** commercial corridors that are primarily supported by vehicle traffic along the road.
- **Special Uses:** places of employment and industry.
- **Parks and Civic Spaces:** places that the community wants to gather for a specific purpose.

Future Land Use Descriptors Defined

Upcoming pages will describe each FLU category by showing the original text from the 2019 plan and the revised text for this plan update. Each Future Land Use category is described through the features in the list below.

- **Description & Intent:** Describes the typical/ expected characteristics of places fostered by FLU category. References the connection to and impact on other places, and includes defining characteristics that differentiate it from similar FLU categories.
- **Applicability:** Describes the set of conditions that make the FLU designation appropriate to an area.
- **Performance Metric:** Trackable through census/city/county data or ongoing community engagement. Performance metrics have a clear connection to a decision that can/could be made by the Division of Planning and Development.
- **Zoning Notes:** Identifies a limited range of zones that are consistent in broad patterns and a separate range of zones that are consistent as instances within a broader pattern. A broad application of the latter should be clearly identifiable as a different FLU description.
- **Future Road Consistency:** Identifies which Future Road Types are consistent

The following graphic compares the Future Land Use categories at a high-level in terms of the expected scale of building and the expected travel pattern.



FUTURE LAND USE CATEGORIES

Place Type	Anchor Neighborhoods					
Map Color						
Land Use Designation	Anchor Neighborhood		Anchor Neighborhood - Mix of Building Types		Anchor Neighborhood - Urban	
	Original	Revised	Original	Revised	Original	Revised
Description & Intent	Walkable neighborhoods within a 5-10 minute walk of a Community Anchor. These neighborhoods are made up of single-unit and duplex housing	Walkable neighborhoods that are connected to a Community Anchor by a 5-10 minute walk. These neighborhoods are primarily made up of house-scale structures in a walkable and transit-oriented/supportive pattern.	Walkable neighborhoods within a 5-10 minute walk of a Community Anchor. These neighborhoods are made up of a mix of single-unit and multi-unit housing.	Walkable neighborhoods that are connected to one or more Community Anchors by a 5-10 minute walk. These neighborhoods are made up of a mix of house-scale and block scale structures in a walkable and transit-oriented/supportive pattern.	Walkable neighborhoods and mixed use districts within a 5-10 minute walk of a Citywide Anchor, consisting of block-scale buildings.	Walkable, mixed-use neighborhoods that are connected to one or more Citywide Anchors. These neighborhoods are made up of block-scale structures in a walkable and transit-oriented/supportive pattern.
Applicability	Places where existing single family neighborhoods can be strengthened through renovation, stabilization, and infill in a walkable and transit-oriented/supportive pattern	Places where primarily house-scale residential structures are present or appropriate to encourage through infill. The predominantly residential pattern can strengthen a connected Community Anchor.	Places where a mix of residential and mixed-use building types are present or appropriate to encourage through infill in a walkable and transit-oriented/supportive pattern.	Places where a mix of house-scale and block-scale residential and mixed-use building types are present or appropriate to encourage through infill. The mix of building types strengthens both the neighborhood and the Community Anchor.	Areas around Urban Core/ Downtown and Medical Districts and Institutional Campuses with large lots suitable for large block-scale infill and redevelopment.	Places where block-scale residential and mixed-use building types are present or appropriate to encourage through infill. The mix of neighborhood uses strengthens both the neighborhood and the Citywide Anchor.
Goals & Objectives	Preservation and stabilization of neighborhoods, focusing investment toward areas that support plan goals and objectives, locating housing near services and jobs, building up not out.	Preservation and stabilization of neighborhoods, focusing investment toward areas that support plan goals and objectives, locating housing near services and jobs, building up not out.	Preservation, stabilization, and/or intensification of neighborhoods, focusing investment toward areas that support plan goals and objectives, locating housing near services and jobs, building up not out.	Preservation, stabilization, and/or intensification of neighborhoods, focusing investment toward areas that support plan goals and objectives, locating housing near services and jobs, building up not out.	Support continued reinvestment and intensification of areas within walking distance to urban core and medical and educational anchors to support those anchors.	Reinvestment and intensification of neighborhoods within walking distance to the urban core, and medical and educational anchors, building up not out.
Performance Metrics	Number of renovated housing units in anchor neighborhoods, number and type of infill housing units in anchor neighborhoods.	Number of renovated housing units in anchor neighborhoods, number and type of infill housing units in anchor neighborhoods.	Number of renovated housing units in anchor neighborhoods, number and type of infill housing units in anchor neighborhoods.	Number of renovated housing units in anchor neighborhoods, number and type of infill housing units in anchor neighborhoods.	Number of renovated housing units in anchor neighborhoods, number and type of infill housing units in anchor neighborhoods.	Number of renovated housing units in anchor neighborhoods, number and type of infill housing units in anchor neighborhoods.
Zoning Notes	Generally compatible with the following zone districts: R-15... RU-1, MDR in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings within anchor neighborhood areas, as appropriate, at the time of a small area plan.	Generally compatible with RN-1 and RN-2. Instances of RN-3, NS, EMU, and MS-1 can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect neighborhood engagement and current performance metrics.	Generally compatible with the following zone districts: RU-2, RU-3, RU-4, R-SD, R-R, MDR in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings within anchor neighborhood areas, as appropriate, at the time of a small area plan. Height calibration.	Generally compatible with RN-2, RN-3, NS, and MS-1. Instances of RN-1, RN-4, EMU, and MS-2 can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect neighborhood engagement, current performance metrics, and height calibration.	Generally compatible with the following zone districts: RU-2, RU-3, RU-4, R-SD, R-R, MDR in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings within anchor neighborhood areas, as appropriate, at the time of a small area plan. Height calibration.	Generally compatible with RN-4, EMU, MS-2, MS-3, and DD. Instances of RN-3 and MS-1 can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect neighborhood engagement, current performance metrics, and height calibration.
Future Road Consistency (NEW)	-	Generally compatible with Local Access and Connector type roads.	-	Generally compatible with Local Access and Connector type roads.	-	Generally compatible with Local Access and Connector type roads.

Place Type	Suburban Residential			
Map Color				
Land Use Designation	Suburban - Minor Road (previously Primarily Single-Unit Neighborhood)		Suburban - Major Road (previously Primarily Multifamily Neighborhood)	
	Original	Revised	Original	Revised
Description & Intent	Residential neighborhoods consisting primarily of single-unit houses that are not near a Community Anchor	Residential neighborhoods made up of house-scale structures and developments that are primarily connected to the city via personal vehicle.	Residential neighborhoods consisting primarily of multi-unit buildings that are not near a Community Anchor.	Residential neighborhoods made up of house-scale and block-scale structures and developments that are primarily connected to the city via personal vehicle.
Applicability	Places that consist of single unit houses and are not physically connected through streets and paths to at least one Citywide or Community Anchor.	Places where a suburban pattern of development is presently connected by low-intensity road networks.	Places that consist primarily of multi-unit buildings and are not physically connected through streets and paths to at least one Citywide or Community Anchor.	Places where a suburban pattern of development is presently connected by high-intensity road networks or where a high-intensity road network is appropriate.
Goals & Objectives	Preservation/maintenance of existing single family housing stock and neighborhoods.	Preservation/maintenance of existing suburban neighborhood patterns and minor road networks.	Preservation/maintenance of existing multi-family housing.	Preservation/maintenance of existing suburban neighborhood patterns and major road networks.
Performance Metrics	Stable/positive occupancy trends	Stable/positive occupancy trends, number of renovated housing units.	Stable/positive occupancy trends	Stable/positive occupancy trends, number of renovated housing units.
Zoning Notes	Generally compatible with the following zone districts: R-E, R-15, R-10, R-8, R-6 in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. Changes unlikely; may consider rezonings, as appropriate, at the time of a small area plan.	Generally compatible with R-S, RN-1, and RN-2. Instances of RN-3 or NS can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect neighborhood engagement and current performance metrics.	Generally compatible with the following zone districts: RU-3, RU4, RU-5, and R-MP in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. Changes unlikely; may consider rezonings, as appropriate, at the time of a small area plan.	Generally compatible with R-S, RN-1, RN-2, and RN-3. Instances of RN-4, NS or CG can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect neighborhood engagement and current performance metrics, and be incremental in nature.
Future Road Consistency (NEW)	-	Generally compatible with Local Access, and Connector type roads.	-	Generally compatible with Thoroughfare type roads.

Scale Explained

Scale refers to the size of the buildings in the neighborhood.

HOUSE-SCALE



THINK: HOMES, DUPLEXES, TOWNHOMES, & SMALL BUSINESSES; TYPICALLY SEPARATED BY SPACE

BLOCK-SCALE



THINK: APARTMENTS, MAJOR GROCERS, OFFICE BUILDINGS, OR A SERIES OF ATTACHED SMALL BUSINESSES

IMPORTANT NOTE

Scale does NOT refer to the use of a building. The examples given above are uses that typically operate at that scale.

A tea shop that operates out of a prior single-family home would be considered house-scale.

Place Type	Community Anchors					
Map Color						
Land Use Designation	Neighborhood Crossing		Neighborhood Main Street		Urban Main Street	
	Original	Revised	Original	Revised	Original	Revised
Description & Intent	Small, walkable mixed-use centers comprised of house-scale buildings embedded within otherwise residential neighborhoods.	Small, walkable mixed-use places comprised of house-scale buildings embedded within otherwise residential neighborhoods. Commercial and institutional uses are primarily neighborhood serving.	Walkable, mixed-use centers comprised of house-scale buildings, some of which may be attached, lining two facing blocks, sometimes extending for several adjacent blocks.	Walkable, mixed-use places comprised of house-scale or block-scale buildings, some of which may be attached, lining two facing blocks, sometimes extending for several adjacent blocks. Commercial and institutional uses are primarily neighborhood serving.	Walkable, vertically-mixed use centers comprised of multistory block-scale and house-scale buildings, most of which are attached, lining two facing blocks and extending for several adjacent blocks.	Walkable, vertically-mixed use places comprised of block-scale buildings, most of which are attached, lining two facing blocks, sometimes extending for several adjacent blocks. Commercial and institutional uses are both neighborhood and City serving.
Applicability	Small centers organized around an intersection where predominantly horizontal mix of uses and activities is present or appropriate as a low-intensity anchor for a surrounding neighborhood.	An intersection or small block within a residential neighborhood where a predominantly horizontal mix of uses and activities is present or appropriate as a low-intensity node of activity for a surrounding neighborhood.	Medium-sized centers stretching along a main street where a predominantly horizontal mix of uses and activities is present or appropriate as a moderate-intensity anchor for a surrounding neighborhood.	Corridors along a main street or a medium-sized center where a predominantly horizontal mix of uses and activities is present or appropriate as a moderate-intensity node of activity for surrounding neighborhoods.	Medium-sized centers stretching along a main street where a vertical mix of uses and activities is present or appropriate as a moderate to high-intensity anchor for a surrounding urban neighborhood.	Corridors along a main street or a medium-sized center where a predominantly vertical mix of uses and activities is present or appropriate as a moderate-intensity node of activity for surrounding neighborhoods.
Goals & Objectives	Support organization of services, amenities, and opportunities in direct relationship to anchor neighborhoods, focusing investment toward areas that support plan goals and objectives.	Organization of services, amenities, and opportunities in direct relationship to anchor neighborhoods, focusing investment toward areas that support plan goals and objectives.	Support organization of services, amenities, and opportunities in direct relationship to anchor neighborhoods, focusing investment toward areas that support plan goals and objectives	Organization of services, amenities, and opportunities in direct relationship to anchor neighborhoods, focusing investment toward areas that support plan goals and objectives	Support organization of services, amenities, opportunities, and housing choices in direct relationship to anchor neighborhoods, focusing investment toward areas that support plan goals and objectives, nodal development of continuous commercial corridors.	Organization of services, amenities, and opportunities in direct relationship to anchor neighborhoods, focusing investment toward areas that support plan goals and objectives
Performance Metrics	Number of new businesses and services locating within NC anchors, rents.	Number of new businesses and services locating within NC anchors, rents.	Number of new businesses and services locating within NMS anchors, rents	Number of new businesses and services locating within NMS anchors, rents.	Number of new businesses and services locating within UMS anchors, rents	Number of new businesses and services locating within UMS anchors, rents.
Zoning Notes	Generally compatible with the following zone districts: RW and CMU-1 in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings within anchor neighborhood areas as appropriate, at the time of a small area plan. Additional analysis needed regarding where this zone is applied.	Generally compatible with MS-1 or NS. Instances of RN-1 and RN-2 can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect neighborhood engagement and current performance metrics.	Generally compatible with the following zone districts: MU, NC, CMU-1, CMU-2 with frontage requirements (MO District) in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings within anchor neighborhood areas as appropriate, at the time of a small area plan. Analysis to determine if minimum lot sizes and parking requirements are suitable to promote infill. Recommend embedding private frontage standards into zones	Generally compatible with NS, EMU, MS-1 or MS-2. Instances of RN-2, RN-3, RN-4, or MS-3 can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect neighborhood engagement and current performance metrics.	Generally compatible with the following zone districts: MU, NC, CMU-1, CMU-2 with frontage requirements (MO District) in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings within anchor neighborhood areas as appropriate, at the time of a small area plan. Analysis to determine if minimum lot sizes and parking requirements are suitable to promote infill. Recommend embedding private frontage standards into zones	Generally compatible with EMU, MS-2 and MS-3. Instances of RN-3, RN-4, MS-1, or DD can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect neighborhood engagement and current performance metrics.
Future Road Consistency (NEW)	-	Generally compatible with Local Access type roads.	-	Generally compatible with Local Access and Connector type roads.	-	Generally compatible with Local Access and Connector type roads.

Place Type	Citywide Anchors			
Map Color				
Land Use Designation	Urban Core/ Downtown		Medical & Institutional Campus	
	Original	Revised	Original	Revised
Description & Intent	Downtown is the walkable anchor for the City of Memphis. It is characterized by multi-story buildings with a vertical mix of uses and civic and institutional buildings that attract people from the entire region.	Downtown is the walkable anchor for the City of Memphis. It is characterized by multi-story buildings with a vertical mix of uses and civic and institutional buildings that attract people from the entire region.	Walkable hospital and university campuses that catalyze activity in adjacent mixed-use areas.	Campuses that catalyze and influence activity and movement in surrounding areas.
Applicability	The Downtown Central Business District.	The Downtown Central Business District.	Large, contiguous hospital facilities and university campuses.	Large, contiguous hospital facilities and university campuses whose daily operations and activities generate an outsized influence on the daily activities in the surrounding area.
Goals & Objectives	Support continued reinvestment and intensification of the Downtown core, housing choices, and economic development.	Reinvestment and intensification of the Downtown core, increased housing choice and economic development.	Support continued growth and development of medical and educational anchors.	Growth and development of medical and educational anchors.
Performance Metrics	Number and type of jobs, new square footage construction, new business starts, % increase in occupancy, increase in property values	Number of new businesses, services, and residential units locating within centers, rents.	Number and type of jobs, new square footage construction, new business starts, % increase in occupancy, increase in property values	Number and type of jobs, new square footage construction, new business starts, % increase in occupancy, increase in property values
Zoning Notes	Generally compatible with the following zone districts CBD and SE in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings within anchor neighborhood areas as appropriate, at the time of a small area plan. Analysis of existing frontage/setback standards to ensure good downtown form. Consider building envelope standards to provide more definition to height and bulk.	Generally compatible with DD. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect City goals and current performance metrics.	Generally compatible with the following zone districts UH, MU, CMU-2, CMP-1, CMP-2, CMU-3 in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings within anchor neighborhood areas as appropriate, at the time of a small area plan.	Generally compatible with CMP and EMU. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect institutional goals and current performance metrics.
Future Road Consistency (NEW)	-	Generally compatible with Local Access and Connector type roads.	-	Generally compatible with Local Access, Connector, and Thoroughfare type roads.

Anchor Place Type Further Explained

All Anchors are planned to be walkable places that are supported by and connected to the surrounding neighborhoods.



COMMUNITY ANCHORS

Primarily supported by residents in nearby anchor neighborhoods.

CITYWIDE ANCHORS

Supported by the residents in the anchor and nearby anchor neighborhoods AND they have SIGNIFICANT support from residents across the city or region.

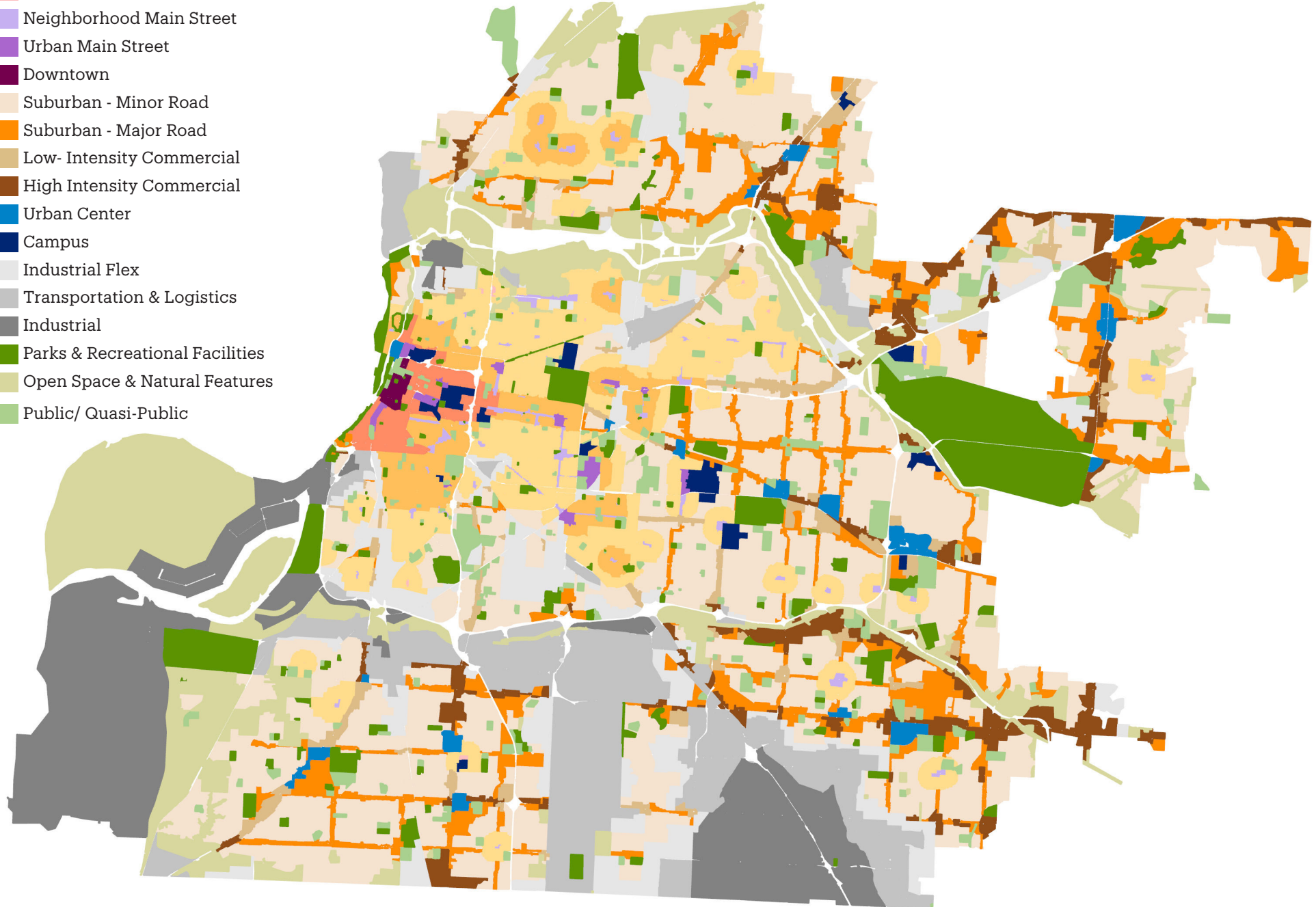
Place Type	Corridors					
Map Color						
Land Use Designation	Urban Center		Low Intensity Commercial & Services		High Intensity Commercial & Services	
	Original	Revised	Original	Revised	Original	Revised
Description & Intent	Walkable, vertically-mixed use centers comprised of multistory block-scale and house-scale buildings, most of which are attached, lining two facing blocks and extending for several adjacent blocks.	Mixed-use developments comprised of house-scale and block-scale buildings, most of which are attached, in a walkable and transit-oriented/supportive district. Urban Centers, while internally walkable, are primarily connected to the city via high-intensity road networks.	Low Intensity Commercial and Service areas typically not associated with anchors. These areas may include neighborhood supporting commercial uses such as retail sales and services, offices, restaurants, funeral services, small-scale recreation, and social service institutions.	Corridors or centers of neighborhood-serving commercial uses that are primarily visited by personal vehicle.	High Intensity Commercial and Service areas typically not associated with anchors. These areas may include commercial uses that serve a larger trade area; this may include large-scale retail, self-storage, vehicle sales, leasing and repair, water-oriented services, lodging, indoor recreation, and social service institutions.	Corridors or centers of neighborhood and regional-serving and car-centric commercial uses that are primarily visited by personal vehicle
Applicability	Medium-sized centers stretching along a main street where a vertical mix of uses and activities is present or appropriate as a moderate to high-intensity anchor for a surrounding urban neighborhood.	Medium- to large-sized centers connected to a major corridor where a predominantly vertical-mix of uses and activities is present or appropriate to encourage.	Low intensity, auto-oriented corridors not suitable or appropriate for intensification.	Low intensity, auto-oriented corridors that connect multiple neighborhoods.	High intensity, auto-oriented corridors not suitable or appropriate for further intensification.	High intensity, auto-oriented corridors that connect multiple neighborhoods and the broader region.
Goals & Objectives	Support organization of services, amenities, opportunities, and housing choices in direct relationship to anchor neighborhoods, focusing investment toward areas that support plan goals and objectives, nodal development of continuous commercial corridors.	Redevelopment of suburban commercial sites into mixed-use communities with high-quality urban design.	Improved development patterns along auto-oriented commercial corridors, revitalization	Improved development patterns and revitalization along auto-oriented commercial corridors	Maintenance of larger-scale commercial centers where viable.	Improved development patterns and revitalization along auto-oriented commercial corridors
Performance Metrics	Number of new businesses and services, housing infill, office, jobs locating within A-UC anchors, rents.	Number of new businesses, services, and residential units locating within centers, rents.	% increase in occupancy, increase in property values	% increase in occupancy, increase in property values	% increase in occupancy, increase in property values	% increase in occupancy, increase in property values
Zoning Notes	Generally compatible with the following zone districts: MU, CMU-3 and CMU-2 with frontage requirements (MO District), CMP-1, SE in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings within anchor neighborhood areas as appropriate, at the time of a small area plan. Analysis to check that minimum lot sizes and parking requirements are suitable to promote infill in all applicable zones. Recommend embedding private frontage standards into zones. Height calibration.	Generally compatible with RN-4, MS-1, MS-2, MS-3, and MS-S. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect development needs and performance metrics.	Generally compatible with the following zone districts: CMU-1 without frontage requirements, OG, SDBP in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings, as appropriate, at the time of a small area plan.	Generally compatible with NS and CG. Instances of EMU can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect current performance metrics.	Generally compatible with the following zone districts: CMU-2, CMU-3 without frontage requirements, C-G in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings, as appropriate, at the time of a small area plan	Generally compatible with CG and CR. Instances of EMU or LI can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect current performance metrics.
Future Road Consistency (NEW)	-	Generally compatible with Connector and Thoroughfare type roads.	-	Generally compatible with Local Access and Thoroughfare type roads.	-	Generally compatible with Thoroughfare type roads.

Place Type	Parks and Civic Spaces					
Map Color						
Land Use Designation	Open Space & Natural Features		Public & Quasi-Public Buildings & Uses		Parks & Recreation Facilities	
	Original	Revised	Original	Revised	Original	Revised
Description & Intent	Wildlands, waterways, and natural features with a focus on preservation and occasional opportunities for passive recreation. Conservation Agriculture.	Wildlands, waterways, and natural features with opportunities for passive recreation and conservation agriculture that do not see regular public use.	Civic buildings, schools, religious institutions, community facilities, plazas and other gathering spaces.	Civic buildings, schools, religious institutions, and community facilities that encourage consistent public access.	Public parks and active recreation facilities managed by the Division of Parks and Neighborhoods, other government agency, or nonprofit by contract.	Public parks and active recreation facilities managed by the Division of Parks and Neighborhoods, other government agency, or nonprofit by contract, that see regular public use.
Applicability	Wildlands, waterways, and natural features.	Wildlands, waterways, natural features, and conservation agriculture.	Civic buildings, schools, churches, community facilities	Civic buildings, schools, religious institutions, and community facilities that encourage consistent public access and are not otherwise a part of a Community Anchor.	Public parks and recreation spaces managed by the Division of Parks and Neighborhoods, other government agency, or nonprofit by contract	Public parks and recreation spaces managed by the Division of Parks and Neighborhoods, other government agency, or nonprofit by contract
Goals & Objectives	Preservation, restoration, and maintenance of natural habitat, flood control, environmental stewardship, passive recreation	Preservation, restoration, and maintenance of natural habitat, flood control, environmental stewardship, passive recreation	Institutional uses contributing to anchors, anchor neighborhoods, residential communities, contributions to civic space framework	Preservation & maintenance of civic spaces	Active and passive recreation, greening, stewardship, increased accessibility to open space, increased open space/ Memphian ratio	Active and passive recreation, greening, stewardship, increased accessibility to open space, increased open space/ Memphian ratio
Performance Metrics	Per capita open space acreage, open space proximity, permeable surfaces, water quality, air quality	Per capita open space acreage, open space proximity, permeable surfaces, water quality, air quality	NA	Diversity and stability of institutional uses.	Per capita parks acreage, parks proximity, design quality and utilization	Per capita parks acreage, parks proximity, design quality and utilization
Zoning Notes	Generally compatible with the following zone districts: OS, FW, CA in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. Changes unlikely; may consider rezonings, as appropriate, at the time of a small area plan. Analysis to understand how uses like wind farms, solar farms, stormwater facilities, community gardens/CSAs, apiaries, timber harvesting, or other similar uses are integrated into these zones.	Generally compatible with CA, PO and FW. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect current performance metrics.	Generally compatible with the following zone districts: CIV, CBD (compatible only in the greater downtown area) in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. Changes unlikely; may consider rezonings, as appropriate, at the time of a small area plan.	Generally compatible with CA, R-S, RN-1, RN-2, RN-3, RN-4, NS, MS-1, MS-2, MS-3, DD, CMP, CG, CR, and EMU. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect community engagement and be a part of a broader neighborhood change in zoning.	Generally compatible with the following zone districts: P and R-15 in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. Changes unlikely; may consider rezonings, as appropriate, at the time of a small area plan.	Generally compatible with PO. Can be compatible with any zoning district. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should reflect community engagement and be a part of a broader neighborhood change in zoning.
Future Road Consistency (NEW)	-	Generally compatible with Local Access, Connector, and Thoroughfare type roads.	-	Generally compatible with Local Access, Connector, and Thoroughfare type roads.	-	Generally compatible with Local Access, Connector, and Thoroughfare type roads.

Place Type	Special Use Areas					
Map Color						
Land Use Designation	Industrial		Transportation & Logistics		Industrial Flex	
	Original	Revised	Original	Revised	Original	Revised
Description & Intent	Higher intensity industrial areas	Sites where the highest intensity of industrial activity impacts surrounding areas.	Airports, ports, railyards, and other traffic-generating uses that require significant space for staging and maneuvering activities.	Logistics-oriented activity with heavy, traffic-generating patterns that rely on regional transportation networks.	Lower intensity industrial areas with a mix of uses and building scales that are generally compatible with nearby neighborhoods.	Areas where lower intensity industrial activity and a mix of uses and building scales are compatible with nearby neighborhoods.
Applicability	Single-use heavy and light industrial uses that are not suitable for adjacency to neighborhoods and are located on parcels of a size that is appropriate for continued productive use. "High impact" manufacturing.	Areas with existing infrastructure appropriate for high impact manufacturing that are not adjacent to residential neighborhoods.	Warehousing, logistics, transportation, and storage	Areas where an existing or planned network of freight roads or rail, or freight ports, are conducive to supporting logistics oriented activity	Suitable for light manufacturing, service, light industrial, compatibility with adjacent neighborhoods	Areas where a pattern of industrial or high-intensity vehicle activity meets a pattern of residential neighborhoods.
Goals & Objectives	Preservation/maintenance of manufacturing/industrial jobs where suitable, protection of neighborhoods from impactful uses and activities	Preservation, maintenance, and intensification of manufacturing/industrial jobs	Continued preservation, maintenance, and intensification where appropriate job centers related to transportation and logistics	Preservation, maintenance, and intensification of job centers related to transportation and logistics	Evolution of single use industrial zones into mixed-use environments that are compatible with adjacent neighborhoods	Reduction of noxious industrial activity adjacent to established neighborhoods
Performance Metrics	Number and type of jobs, new square footage construction, new business starts, rents, redevelopment of existing industrial space, % increase in occupancy, increase in property values	Number and type of jobs, new square footage construction, new business starts, rents, redevelopment of existing industrial space, % increase in occupancy, stability of property values	Number and type of jobs, new square footage construction, new business starts, rents, redevelopment of existing industrial space	Number and type of jobs, new square footage construction, new business starts, rents, redevelopment of existing industrial space	Number and type of jobs, new square footage construction, new business starts, rents, redevelopment of existing industrial space, % increase in occupancy, increase in property values	Number and type of jobs, new square footage construction, new business starts, rents, redevelopment of existing industrial space, % increase in occupancy, increase in property values
Zoning Notes	Generally compatible with the following zone districts: IH in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider rezonings, as appropriate, at the time of a small area plan to limit the use of this district specifically to noxious and/or incompatible high-intensity industrial uses	Generally compatible with HI and LI. Instances of CR can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should limit the use of this district specifically to noxious and/or incompatible high-intensity industrial uses,	Generally compatible with the following zone districts: WD, IH* in accordance with Form and characteristics listed below Consult zoning map and applicable overlays for current and effective regulations. May want to consider zoning specifically for transportation and logistics facilities.	Generally compatible with LI and CR. Instances of HI and CG can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should favor an appropriate transition to adjacent residential areas.	Generally compatible with the following zone districts: EMP, IH in accordance with Form and characteristics listed below. Consult zoning map and applicable overlays for current and effective regulations. May consider establishing Industrial mixed-use zones or CMUzones that can accommodate compatible production-oriented facilities related to neighborhoods, using EMP more specifically to certain kinds of development (at the time of a small area plan).	Generally compatible with EMU. Instances of NS or LI can be appropriate. Consult zoning map and applicable overlays for current and effective regulations. Changes in zoning should favor an appropriate transition to adjacent residential areas.
Future Road Consistency (NEW)	-	Generally compatible with Local Access and Thoroughfare type roads.	-	Generally compatible with Local Access and Thoroughfare type roads.	-	Generally compatible with Local Access, Connector, and Thoroughfare type roads.

FUTURE LAND USE MAP

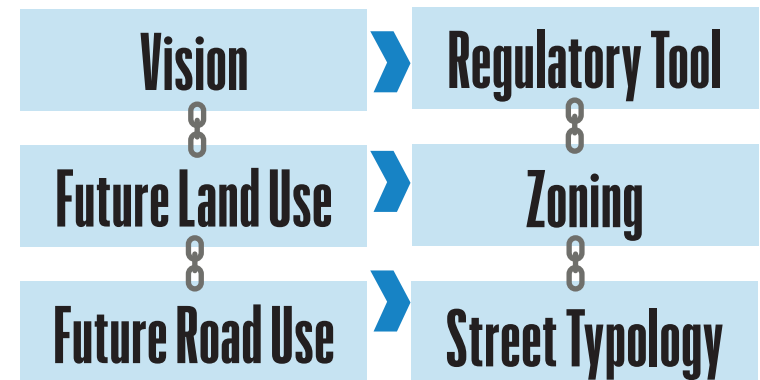
- Anchor Neighborhood
- Anchor Neighborhood - Mix of Building Types
- Anchor Neighborhood - Urban
- Neighborhood Crossing
- Neighborhood Main Street
- Urban Main Street
- Downtown
- Suburban - Minor Road
- Suburban - Major Road
- Low- Intensity Commercial
- High Intensity Commercial
- Urban Center
- Campus
- Industrial Flex
- Transportation & Logistics
- Industrial
- Parks & Recreational Facilities
- Open Space & Natural Features
- Public/ Quasi-Public



Origin of Future Road Use

The original Memphis 3.0 plan included a Street Typology map. Street Typology included ten road types, each with road design standards and applicability matrix, that tied into Future Land Use and Functional Class. The challenge with the map is that the function was too prescriptive and regulatory in nature to be appropriate for a Comprehensive Plan.

The Division of Engineering's Roadway Regulatory Plan included a map which provided a framework to think about planning for street use, volumes, and patterns in a way that is more appropriate for a Comprehensive Land Use Plan. Therefore, our recommendation is for the two maps swap departments. The Street Typology map will provide regulatory clarity for the Division of Engineering, while the map from the Roadway Regulatory Plan is updated and becomes the Future Road Use map to guide patterns of movement that support patterns of development. This switch completes the framework where both Future Land Use and Future Road Use serve as the vision, while Zoning and Street Typology serve as the regulatory tools that will achieve the vision.



What is Future Road Use?

The Future Road Use Map is a vision for Memphis's future road network. The network of roads across the city keeps Memphians connected to places and each other. How those roads are designed, and how they are intended to be used, has a profound impact on the places the roads reach and the people who use it. Future Road Use classifications aim to guide the function and design of roadways throughout Memphis's third century in a way that supports the land uses Memphians want to see. Future Road Use has four categories: Local Street, Connector, Thoroughfare, and Limited Access.

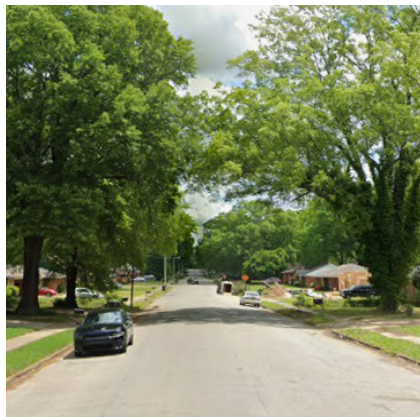
Definitions

Each Future Road Use category is described through the aspects listed below:

- **Road Design:** Describes the design of the road for vehicular traffic.
- **Pedestrian & Bicycle Considerations:** Describes the design and infrastructure considerations for bicycle and pedestrian travel along the road type.
- **Transit:** Describes transit service considerations for the road type.
- **Future Land Use:** Describes the types of places that are expected along the road type
- **Consistent FLU Categories:** Lists the Future Land Use Categories that generally are compatible with the road type.
- **Inconsistent FLU Categories:** Lists the Future Land Use Categories that are generally incompatible with the road type

Future Road Use Category Examples

While Future Road Use is a concept for the future road network, there are roads today that match their future road type in design and traffic intent that are used for the examples below. Full descriptions for each category are on the following page.



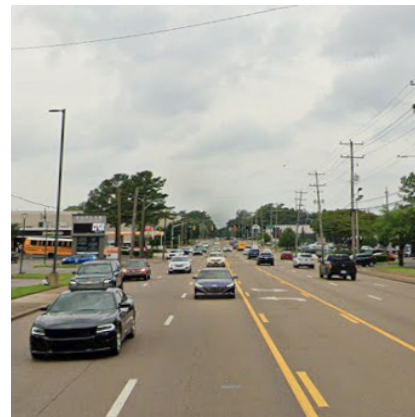
Local Street

Timothy Dr



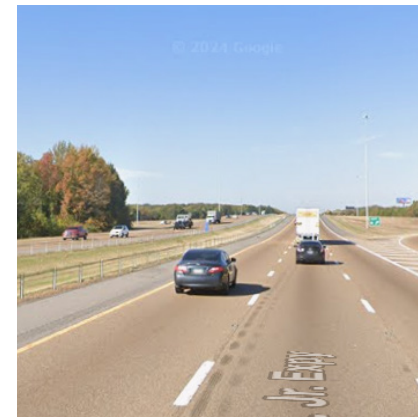
Connector

Cooper St



Thoroughfare

Poplar Ave (East of E Parkway N)



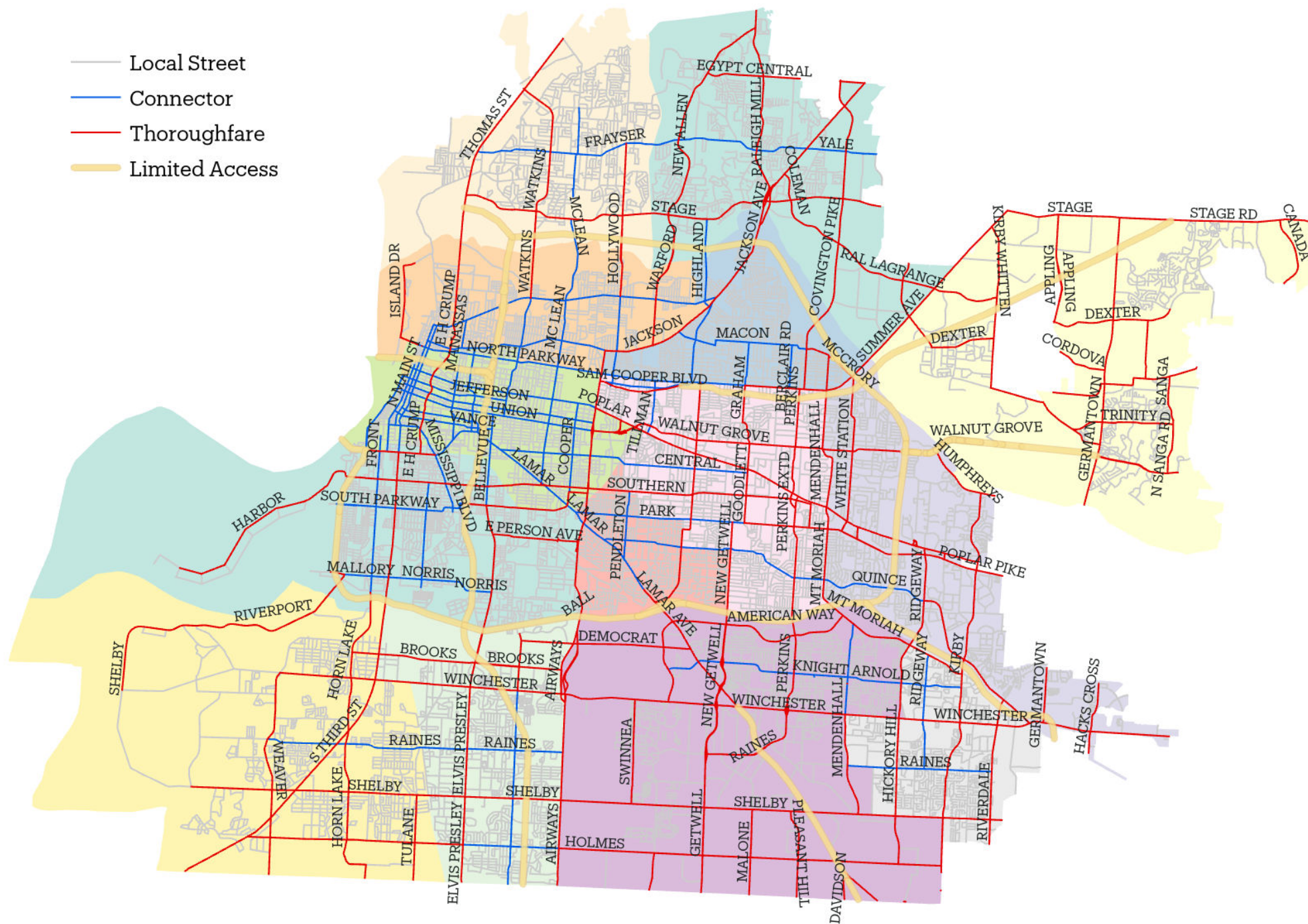
Limited Access

I-40

FUTURE ROAD USE CATEGORIES

Road Type	Local Streets	Connectors	Thoroughfares	Limited Access
Description	Roads where the principal use is access to private destinations, such as homes or low-volume businesses. Because the road is meant to provide local access, infrastructure should reflect low movement speeds.	Roads where the principal use is connecting places to each other. Because the road is meant to serve local and intra-neighborhood use, infrastructure should reflect short- and medium-range patterns of movement.	Roads where the principal use is to move people between neighborhoods and across the city. Because the road is meant to serve citywide use, infrastructure should reflect medium- and long-range patterns of movement.	Roads where the principal use is to move people across the city or region. Because the road is meant to serve regional movement, infrastructure should reflect long-range patterns of movement.
Road Design	• Tend to have 1 lane of travel, which is not always striped. • Driveways and intersections are common. • Traffic furniture can be used to discourage non-local use. • On-street parking is encouraged.	• Tend to have 1-to-2 lanes of travel. • Persistent intersections to provide access to the places and communities the road connects. • On-street parking is encouraged.	• Tend to have multiple lanes of travel. • Minimal intersections and driveway to maximize the flow of traffic from one part of the city to another by passing through communities. • On-street parking is discouraged.	• Tend to have multiple lanes of travel and cater to higher speeds.
Pedestrian & Bicycle Considerations	Because these roads are primarily for local access, pedestrians and bike use are expected. Sidewalks should be accessible, prioritizing paths to “places” and transit stops. A bike lane can be striped or designated with “sharrows”, but the minimal vehicle traffic should generally create safe usage for bicyclists.	Because these roads connect places, multiple-modes of travel should be encouraged. Sidewalks should be large and accessible. Bike lanes should be striped or separated. The safe movement of pedestrians and bicyclists should be prioritized over the movement of vehicles.	Due to the higher speeds associated with thoroughfares, bicycle and pedestrian infrastructure should be separated and protected from the flow of traffic to minimize points of conflict.	Due to hazards from higher car speeds, bicycle and pedestrian infrastructure and travel is inappropriate along Limited Access roads
Transit	Provide safe and convenient access to local transit stops.	Primarily local-serving transit service	Primarily regional-serving transit service.	Primarily regional-serving, intercity transit service, express-routes only, no stops along roadway.
Future Land Use	Single-use destinations.	Places that benefit from greater multi-modal connectivity.	Vehicle-centric places.	Not Applicable
Consistent FLU Categories	Most categories, except those listed below, are generally consistent with Local Streets.	• Anchors • Anchor Neighborhoods • Suburban Residential	• Commercial Corridors, • Suburban Residential • Special Uses (especially Transportation & Logistics)	Not Applicable
Inconsistent FLU Categories	• High Intensity Commercial • Suburban- Major Road	• High Intensity Commercial • Special Uses (especially Transportation & Logistics)	• Anchors • Anchor Neighborhoods	Not Applicable

FUTURE ROAD USE MAP



DEGREE OF CHANGE

The Degree of Change (DoC) is an investment strategy meant to guide who is investing in which areas of the city. Degree of Change is organized into three categories:

Nurture	Sustain	Accelerate
stabilize and support neighborhoods that have seen little private investment; supported by public & philanthropic investment	maintain stability in strong market neighborhoods; supported by private investment	build momentum in areas experiencing early-stage or ongoing reinvestment; supported by private & public investment

Detailed explanation of each DoC category is available on the next page.

Revisions to Degree of Change

The Degree of Change framework **has not changed;** however, some text revisions were necessary to clarify the intent of the framework.

- Removed text mentioning “allowed uses” and “setbacks” because DoC is not and was never intended to be a land use or zoning tool.
 - Removed previous, unnecessary text that described investment strategy for non-anchor Future Land Use categories because DoC only applies to anchors and anchor neighborhoods.
 - Text now focuses on these two ideas: (1) a clear direction for how City actions plan to meet identified goals through performance metrics and; (2) the present pattern of stability and the types of actions to achieve/sustain stability.
- The Degree of Change Map will be revised in the future to adapt to the new anchors after additional community engagement.

DEGREE OF CHANGE DETAILED

	NURTURE	SUSTAIN	ACCELERATE
PURPOSE	Stabilize neighborhoods with limited market activity and historic disinvestment. Protect affordability, strengthen community assets, and encourage incremental improvements.	Maintain stability in strong or historic neighborhoods. Preserve character while allowing modest reinvestment and incremental improvements.	Build on early momentum in areas experiencing reinvestment. Increase density, mix of uses, and overall intensity to realize community visions more quickly.
WHO LEADS	Primarily PUBLIC and PHILANTHROPIC investment,	Primarily PRIVATE investment, with limited public support.	PRIVATE investment, supported by PUBLIC infrastructure funding and PHILANTHROPIC contributions.
WAYS TO INVEST	• Policy: Incentives for affordable housing preservation; proactive code enforcement. • Investment: Sidewalk repair, improved street lighting, small business façade grants. • Design: Repurpose vacant land for civic space; improve transit stops. • Activation: Community markets, festivals, or pop-up uses on vacant lots.	• Policy: Design guidelines that reinforce existing character. • Investment: Incremental infrastructure improvements; traffic calming. • Design: Encourage house-scale infill consistent with neighborhood patterns. • Activation: Local cultural programming to strengthen identity.	• Policy: Consider tax increment financing (TIF) districts; streamline zoning for mixed-use. • Investment: Improve parks and civic assets; construct new streets for connectivity. • Design: Encourage vertical mixed-use infill; reduce surface parking. • Activation: Attract new retail and service uses that meet broader community demand.
LOCAL EXAMPLE	In Whitehaven, Nurture actions have included early-stage streetscape investments near Methodist South Hospital and targeted improvements around community centers.	In historic districts like Central Gardens, Sustain actions support continued reinvestment without changing established form.	The intersection of Summer and National in Highland Heights was designated an Accelerate area, shifting zoning from auto-oriented commercial to mixed-use. This reflects community desire for an “Urban Main Street” character.
PERFORMANCE METRICS	• Number of renovated housing units; • Access to neighborhood-serving businesses.	• Stable or rising homeownership rates; • Consistency in land-use pattern.	• Number of new mixed-use developments; • Increase in local jobs created.

The charts on the next two pages detail how Degree of Change category as applied to the Future Land Use category. Both the original text and the revised updated text is shown.

Degree of Change Strategy for Anchors

A- Neighborhood Crossing		A-Neighborhood Main Street		A- Urban Main Street	
ORIGINAL	REVISED	ORIGINAL	REVISED	ORIGINAL	REVISED
Nurture: Primarily detached, single-family residences and commercial and institutional uses. Attached single-family, duplexes, triplexes, quadplexes and large homes (defined in the UDC as those apartment buildings with up to 6 units), including those with active ground floor commercial uses (including live/work) along sidewalk, are also permitted. Height: 1-3 stories. Scale: house-scale.	Nurture: Anchor stability is achieved through targeted programs and contextually appropriate infill development projects. City actions are largely public and non-profit partnerships to make strategic investments and programs to foster private investment.	Nurture: Detached and attached single-family, duplexes, triplexes, quadplexes, large homes and apartments, including those with active ground floor commercial uses (including live/work) along sidewalk, as well as commercial and institutional uses. Height: 1-5 stories. Scale: house-scale and block-scale.	Nurture: Anchor stability is achieved through targeted programs and contextually appropriate infill development projects. City actions are largely public and non-profit partnerships to make strategic investments and programs to foster private investment.	Nurture: Buildings primarily attached. Block-scale buildings. Mix of uses. 1-7 stories in height. Several blocks of extent.	Nurture: Anchor stability is achieved through targeted programs and contextually appropriate infill development projects. City actions are largely public and non-profit partnerships to make strategic investments and programs to foster private investment.
Sustain: Primarily detached, single-family residences and commercial and institutional uses. Attached single-family, duplexes, triplexes, quadplexes and large homes (defined in the UDC as those apartment buildings with up to 6 units), including those with active ground floor commercial uses (including live/work) along sidewalk, are also permitted. Height: 1-3 stories. Scale: house-scale.	Sustain: Anchor stability is maintained and monitored through consistent neighborhood engagement. City actions are largely policy driven to sustain and manage private investment.	Sustain: Detached and attached single-family, duplexes, triplexes, quadplexes, large homes and apartments, including those with active ground floor commercial uses (including live/work) along sidewalk, as well as commercial and institutional uses. Height: 1-5 stories. Scale: house-scale and block-scale.	Sustain: Anchor stability is maintained and monitored through consistent neighborhood engagement. City actions are largely policy driven to sustain and manage private investment.	Sustain: Buildings primarily attached. Block-scale buildings. Mix of uses. 1-7 stories in height. Several blocks of extent.	Sustain: Anchor stability is maintained and monitored through consistent neighborhood engagement. City actions are largely policy driven to sustain and manage private investment.
Accelerate: Primarily detached, single-family residences and commercial and institutional uses. Attached single-family, duplexes, triplexes, quadplexes and large homes (defined in the UDC as those apartment buildings with up to 6 units), including those with active ground floor commercial uses (including live/work) along sidewalk, are also permitted. Height: 1-3 stories. Scale: house-scale.	Accelerate: Anchor growth is accelerated by better connecting places. City actions are largely public infrastructure improvements and financing programs to enable private development investments.	Accelerate: Detached and attached single-family, duplexes, triplexes, quadplexes, large homes and apartments, including those with active ground floor commercial uses (including live/work) along sidewalk, as well as commercial and institutional uses. Height: 1-5 stories. Scale: house-scale and block-scale.	Accelerate: Anchor growth is accelerated by better connecting places. City actions are largely public infrastructure improvements and financing programs to enable private development investments.	Accelerate: Buildings primarily attached. Block-scale buildings. Mix of uses. 1-7 stories in height. Several blocks of extent.	Accelerate: Anchor growth is accelerated by better connecting places. City actions are largely public infrastructure improvements and financing programs to enable private development investments.

Degree of Change Strategy for Anchor Neighborhoods

Anchor Neighborhood		AN-Mix of Building Types		AN-Urban	
ORIGINAL	REVISED	ORIGINAL	REVISED	ORIGINAL	REVISED
Nurture: Primarily detached, single-family residences. Attached single-family residences permitted on parcels within 100 feet of an anchor.	Nurture: Neighborhood stability is achieved through targeted programs and contextually appropriate infill development projects. City actions are largely public and non-profit partnerships to make strategic investments and programs to foster private investment.	Nurture: Primarily detached, single-family residences. Attached single-family residences permitted on parcels within 100 feet of an anchor.	Nurture: Neighborhood stability is achieved through targeted programs and large-scale infill development projects. City actions are largely public and non-profit partnerships to make strategic investments and programs to foster private investment.	Nurture: Buildings attached, semi-detached, and detached. Primarily block-scale with some house-scale. Residential, commercial, or mix of uses Primarily within 1/4 mile of a Citywide Anchor."	Nurture: Neighborhood stability is achieved through targeted programs and large-scale infill development projects. City actions are largely public and non-profit partnerships to make strategic investments and programs to foster private investment.
Sustain: Primarily detached, single-family residences. Attached single-family residences permitted on parcels within 100 feet of an anchor and along avenues, boulevards, and parkways as identified in the Street Types Map. Height: 1-3 stores. Scale: house-scale.	Sustain: Neighborhood stability is maintained and monitored through consistent neighborhood engagement. City actions are largely policy driven to sustain and manage private investment.	Sustain: Primarily detached, single-family residences. Attached single-family residences permitted on parcels within 100 feet of an anchor and along avenues, boulevards, and parkways as identified in the Street Types Map. Height: 1-3 stores. Scale: house-scale.	Sustain: Neighborhood stability is maintained and monitored through consistent neighborhood engagement. City actions are largely policy driven to sustain and manage private investment.	Sustain: Buildings attached, semi-detached, and detached. Primarily block-scale with some house-scale. Residential, commercial, or mix of uses Primarily within 1/4 mile of a Citywide Anchor."	Sustain: Neighborhood stability is maintained and monitored through consistent neighborhood engagement. City actions are largely policy driven to sustain and manage private investment.
Accelerate: Primarily detached, single-family residences. Attached single-family, duplexes, triplexes, and quadplexes permitted on parcels within 100 feet of an anchor; at the intersections and along avenues, boulevards, and parkways as identified in the Street Types Map. Height: 1-3 stores. Scale: house-scale.	Accelerate: Neighborhood growth is accelerated by better connecting places. City actions are largely public infrastructure improvements and financing programs to enable private development investments.	Accelerate: Primarily detached, single-family residences. Attached single-family, duplexes, triplexes, and quadplexes permitted on parcels within 100 feet of an anchor; at the intersections and along avenues, boulevards, and parkways as identified in the Street Types Map. Height: 1-3 stores. Scale: house-scale.	Accelerate: Neighborhood growth is accelerated by better connecting places and improving the public realm. City actions are largely public infrastructure improvements and financing programs to enable private development investments.	Accelerate: Buildings attached, semi-detached, and detached. Primarily block-scale with some house-scale. Residential, commercial, or mix of uses Primarily within 1/4 mile of a Citywide Anchor."	Accelerate: Neighborhood growth is accelerated by better connecting places and improving the public realm. City actions are largely public infrastructure improvements and financing programs to enable private development investments.

PART THREE

Plan Elements

Revisions in Part Three

- Text Revisions to Actions 1.2.1 and 1.2.4
- Small Area Plan Framework

REVISIONS TO PLAN ACTIONS

Part three of the comprehensive plan, lists the eight goals for Memphis 3.0, accompanied with objectives and actions for advancing those goals. Most of the goals, objectives and actions are unchanged, with the exception of Actions 1.2.1 and 1.2.4, which corresponds to Goal 1: Complete, Cohesive Communities. These text revisions are shown below.

Action 1.2.1 Text

Original	Revised
“Over time, <u>align</u> the zoning map with the recommendations of the future land use planning map through the small area planning process.”	“Over time, ensure consistency between the zoning map and the future land use planning map through the small area planning process.”

Action 1.2.4 Text

Original	Revised
“Ensure design principles are consistent with adopted designs guidelines of Downtown and historic districts.”	“Ensure design principles and zoning are consistent with adopted design guidelines and structure preservation efforts of historic districts.”

Further revisions to Goals, Objectives, and Actions are possible after future community engagement.

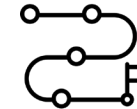
SMALL AREA PLAN FRAMEWORK

When Memphis 3.0 was adopted in 2019, there was a mismatch between the Future Land Use and the existing zoning code. This mismatch was bridged through Small Area Plans. With the pending update to the Unified Development Code, the bridge between Future Land Use and zoning is no longer necessary. Therefore, the Office of Comprehensive Planning will move to a “study-first” model.

Revised Small Area Plan Framework

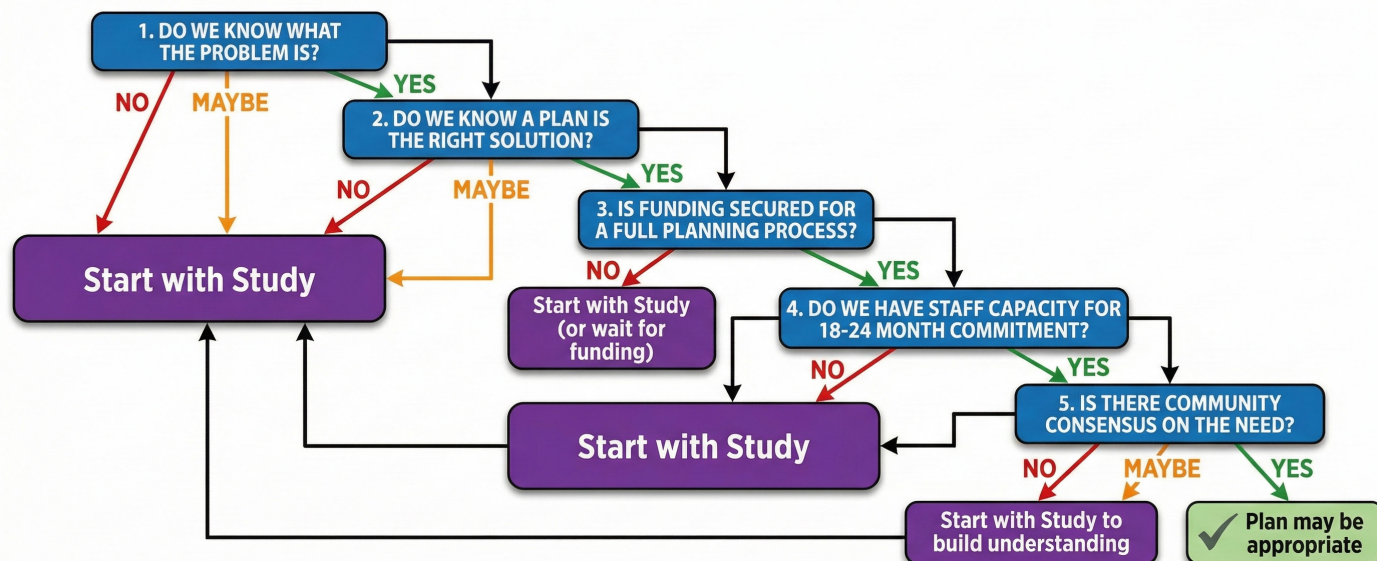
Study vs. Plan: Choosing the Right Tool

This new section introduces a “Study” as a real option -- either as a first step before an Small Area Plan or as an alternative when a full plan is not needed.



Purpose	Studies explore issues and potential options	Plans commit to actions and a specific vision.
Funding & Timeline	Studies can often use existing resources and take about 6-12 months	Plans require secured funding and typically take 18-24+ months
Community Expection	Studies help us understand what is happening.	Plans signal we're committing to a specific directions
Implementation	Findings from studies are advisory	Plans create real implementation obligations

DECISION TREE: STUDY vs. PLANNING PROCESS



PART FOUR

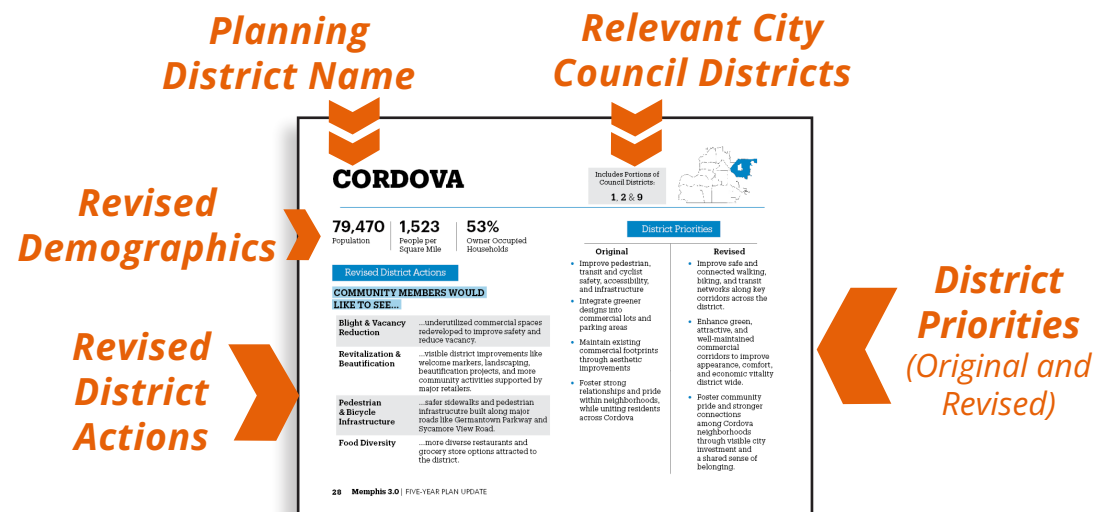
District Priorities

Revisions in Part Four

- Demographic Data
- District Actions
- District Priorities
- Anchor Maps
- Future Land Use Maps

DISTRICT UPDATES

The district pages are updated with information received from the community during Workshops 1, 2, and 3. Each district will have three pages: (1st) a district information overview, detailed below (2nd) a district map showing the revised anchors, and (3rd) a district map



What are Actions and Priorities?

Actions: Ideas for policy and programs as identified by community residents. An idea became a district action if it was mentioned at multiple tables during the engagement workshops indicating collective agreement. District actions provide **a way for residents to speak directly to the plan.**

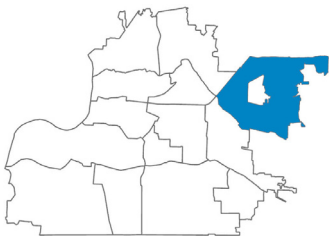
Priorities: Policy-facing statements that will guide planners and decision makers in **evaluating if new development and investment is consistent with the community's desired future.**

Anchors and Future Land Use Maps

All revisions to Future Land Use (FLU) are based on community feedback. The maps here are the district-level versions of the FLU map in Part Two. **Refer back to pages 10 -18 for the FLU category descriptions.**

CORDOVA

Includes Portions of
Council Districts:
1, 2 & 9



79,470	1,523	53%
Population	People per Square Mile	Owner Occupied Households

Revised District Actions

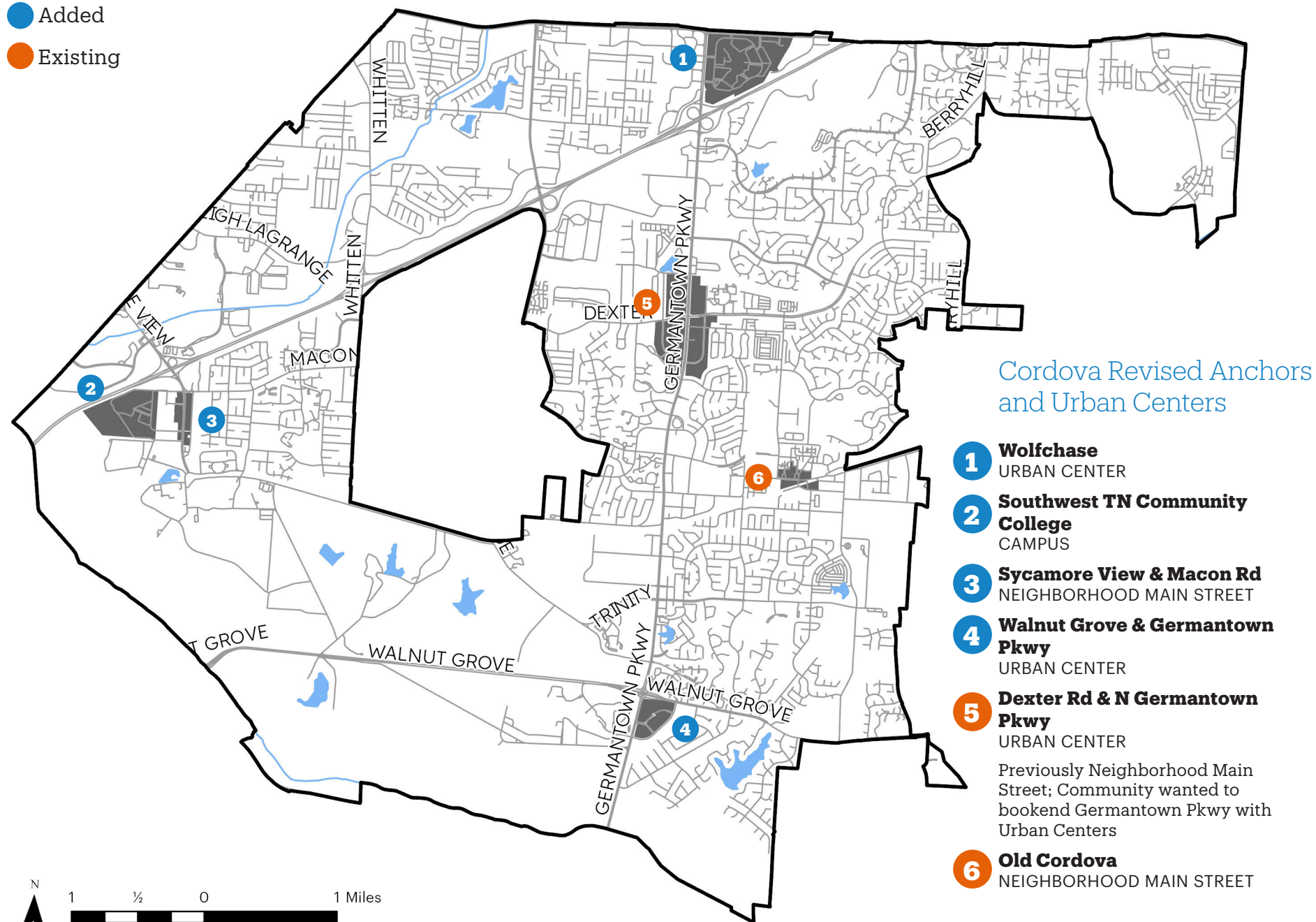
COMMUNITY MEMBERS WOULD LIKE TO SEE...

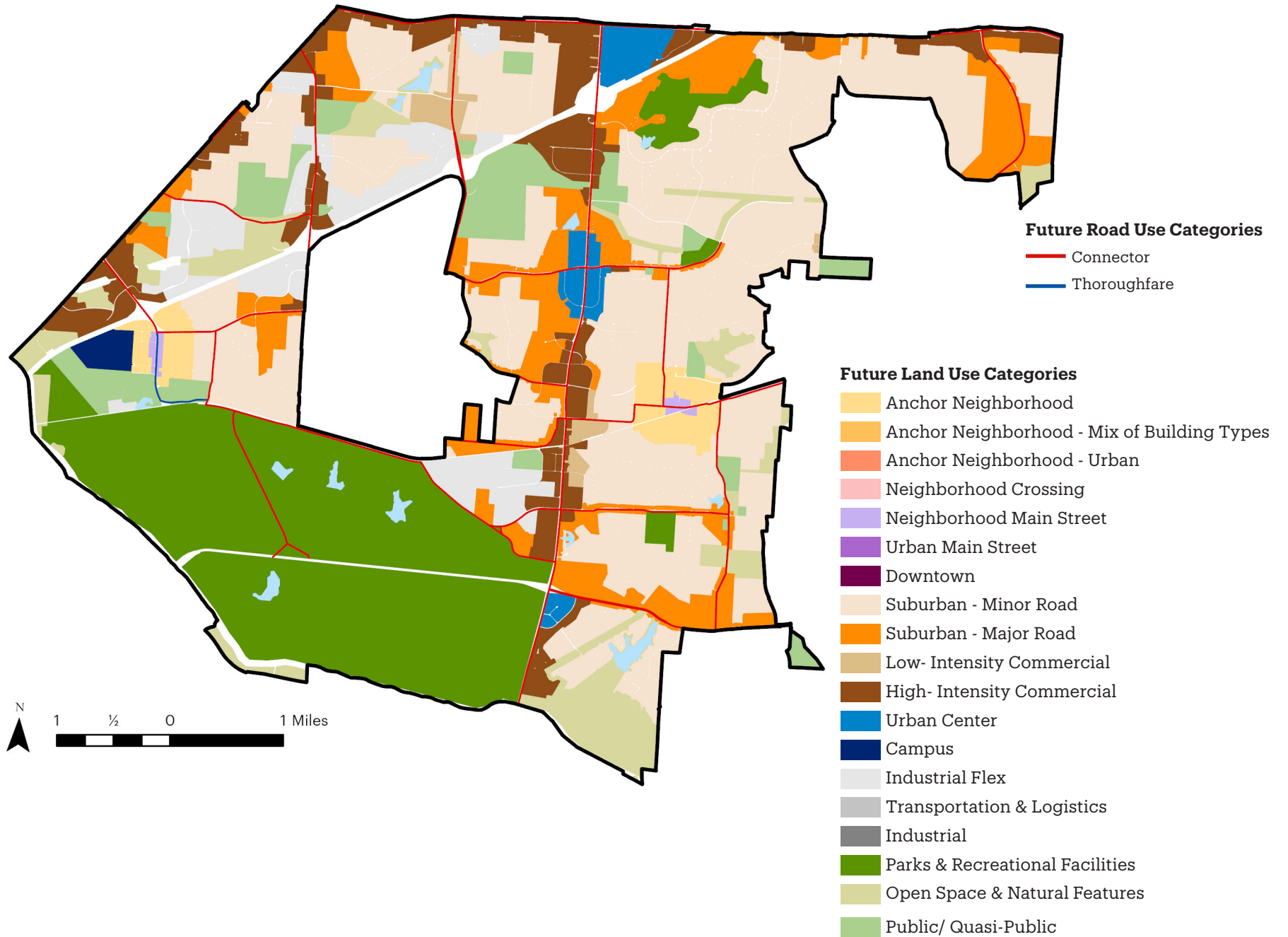
Blight & Vacancy Reduction	...underutilized commercial spaces redeveloped to improve safety and reduce vacancy.
Revitalization & Beautification	...visible district improvements like welcome markers, landscaping, beautification projects, and more community activities supported by major retailers.
Pedestrian & Bicycle Infrastructure	...safer sidewalks and pedestrian infrastructure built along major roads like Germantown Parkway and Sycamore View Road.
Food Diversity	...more diverse restaurants and grocery store options attracted to the district.

District Priorities

Original	Revised
• Improve pedestrian, transit and cyclist safety, accessibility, and infrastructure • Integrate greener designs into commercial lots and parking areas • Maintain existing commercial footprints through aesthetic improvements • Foster strong relationships and pride within neighborhoods, while uniting residents across Cordova	• Improve safe and connected walking, biking, and transit networks along key corridors across the district. • Enhance green, attractive, and well-maintained commercial corridors to improve appearance, comfort, and economic vitality district wide. • Foster community pride and stronger connections among Cordova neighborhoods through visible city investment and a shared sense of belonging.

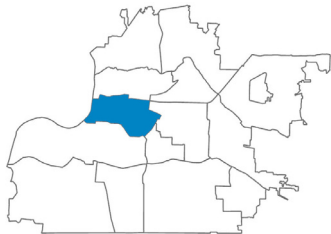
- Added
- Existing





CORE CITY

Includes Portions of
Council Districts:
4, 5, 6, 7, 8 & 9



50,362
Population

2,601
People per
Square Mile

30%
Owner Occupied
Households

Revised District Actions

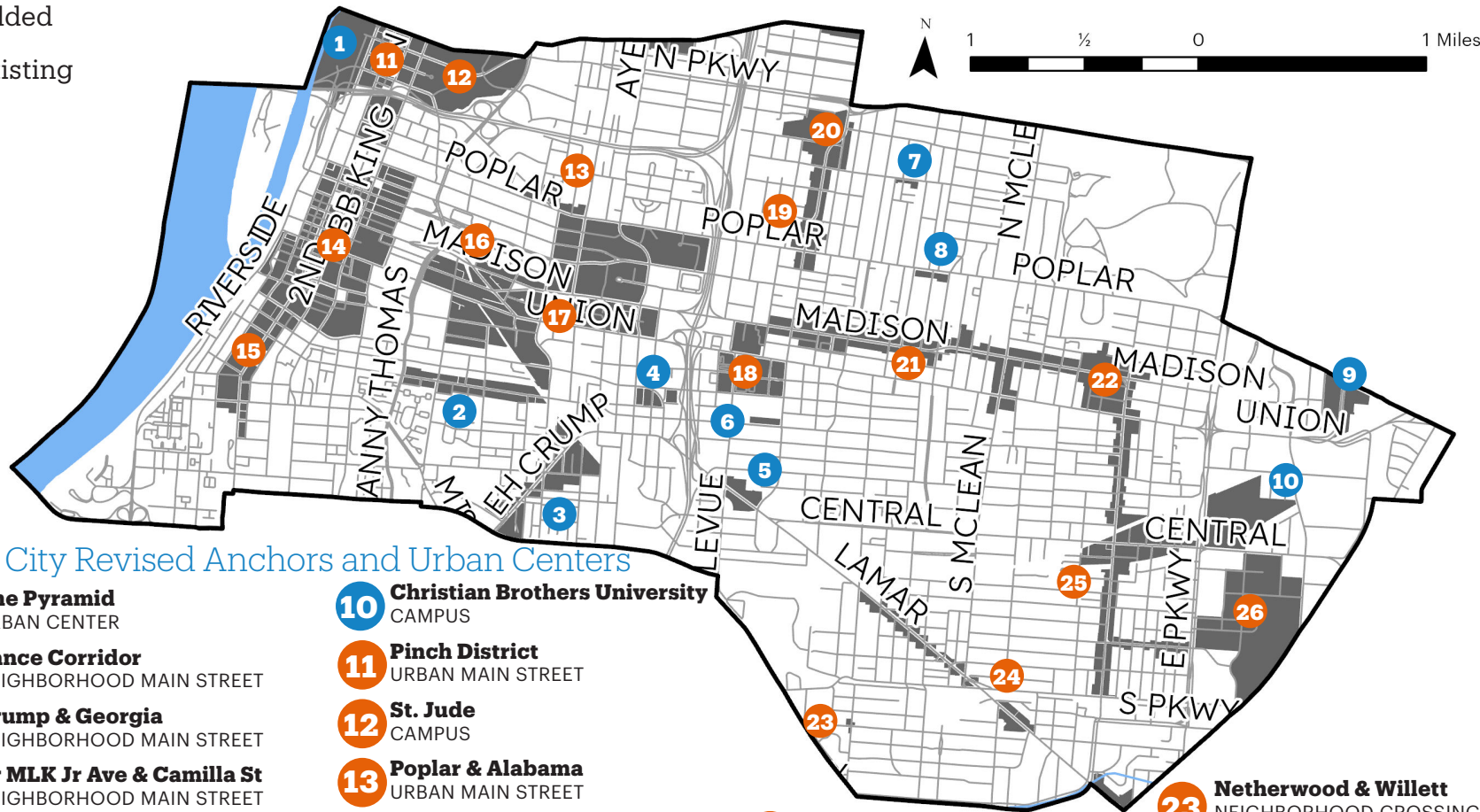
COMMUNITY MEMBERS WOULD LIKE TO SEE...

Street Infrastructure	... traffic and street infrastructure improvements that increase safety and functionality—such as two-way conversions, fewer curb cuts, better signage and 4-way stops, new traffic control where needed, streetscape upgrades, drainage fixes, lighting, and roadway repairs—especially near the Fairgrounds, Park Avenue, Poplar, and key neighborhood connectors.
Parks and Community Spaces	... stronger investment in parks and civic spaces, including new and improved green spaces, linear parks, tree replanting to address flooding, outdoor fitness features, and expanded recreation amenities like the Al Town DIY Skatepark.
Pedestrian & Bicycle Infrastructure	... major investments in safe, connected walking and biking infrastructure—especially around St. Jude, Crosstown Concourse, Madison & Cleveland, Danny Thomas & Madison, South Main, and key corridors like Union, East Parkway, Lamar, Central, McLean, and the Fairgrounds—to improve safety, comfort, and access to civic spaces and downtown.
Public Transit	... more reliable and better-connected public transit, including improved service that supports key anchors and business areas, better multimodal connections to community destinations, and restoration of the Madison trolley connection between Midtown and Downtown.

District Priorities

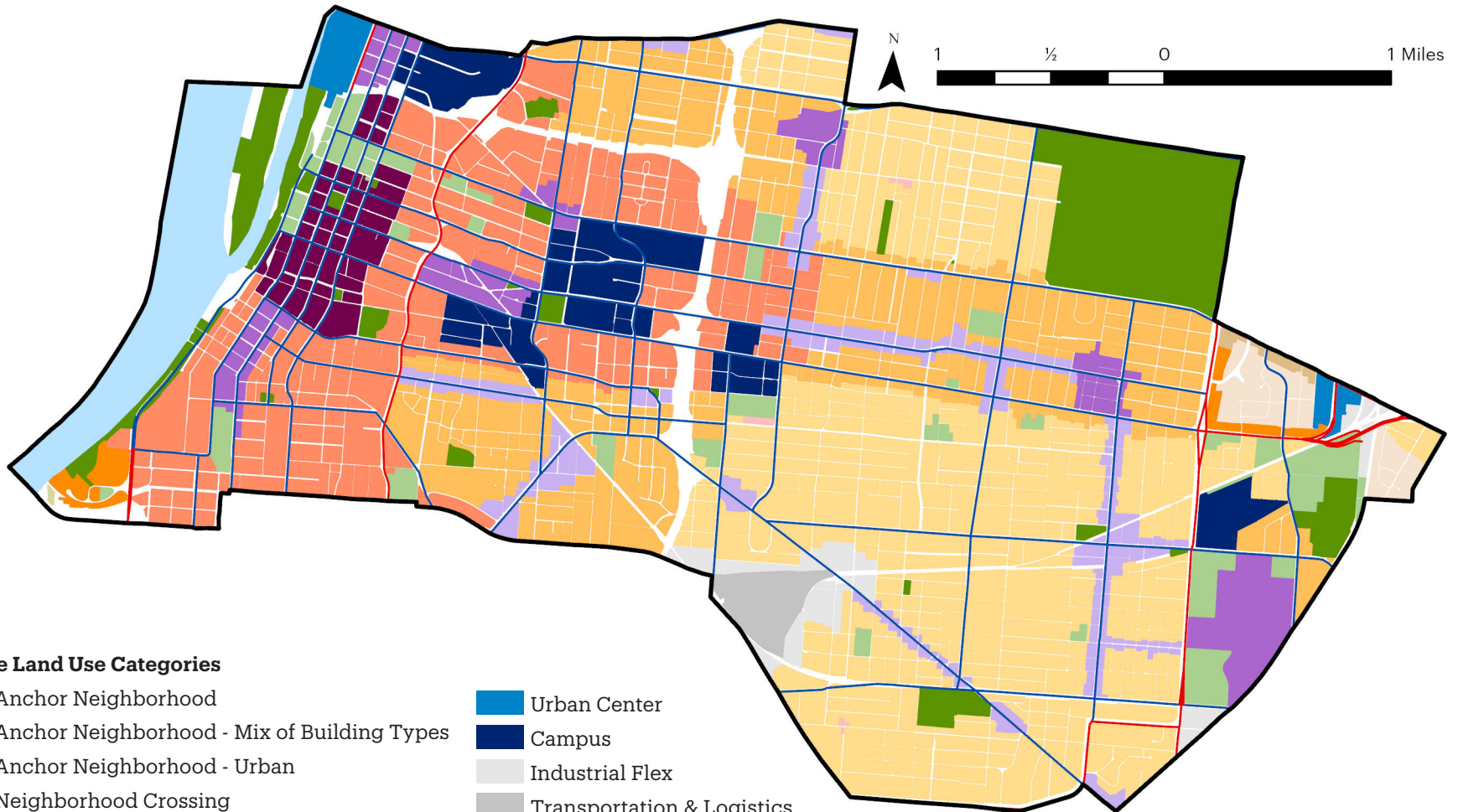
Original	Revised
- Encourage growth and density by improving underutilized land for development - Improve multimodal connectivity across the district - Ensure quality architecture and design that promotes beautiful buildings, streets, and public realm - Encourage civic space investments that affect economic competitiveness and quality of life	- Redevelop vacant and underused commercial properties into residential spaces, while preserving historic features and ensuring community input. - Improve multimodal connectivity across the district to link neighborhoods and destinations. - Ensure quality architecture and design that enhance buildings, streets, and the public realm. - Encourage civic space investments that strengthen economic competitiveness and improve quality of life.

- Added
- Existing



Core City Revised Anchors and Urban Centers

- | | | | |
|---|--|--|--|
| <p>1 The Pyramid
URBAN CENTER</p> <p>2 Vance Corridor
NEIGHBORHOOD MAIN STREET</p> <p>3 Crump & Georgia
NEIGHBORHOOD MAIN STREET</p> <p>4 Dr MLK Jr Ave & Camilla St
NEIGHBORHOOD MAIN STREET</p> <p>5 Lamar & Bellevue
NEIGHBORHOOD MAIN STREET</p> <p>6 Cleveland & Peabody
NEIGHBORHOOD CROSSING</p> <p>7 Overton Park Ave
NEIGHBORHOOD CROSSING</p> <p>8 Poplar & Evergreen
NEIGHBORHOOD MAIN STREET</p> <p>9 Union Ave Extended
URBAN CENTER
Identified at University District workshops.</p> | <p>10 Christian Brothers University
CAMPUS</p> <p>11 Pinch District
URBAN MAIN STREET</p> <p>12 St. Jude
CAMPUS</p> <p>13 Poplar & Alabama
URBAN MAIN STREET</p> <p>14 Downtown
DOWNTOWN</p> <p>15 South Main
URBAN MAIN STREET</p> <p>16 The Edge
URBAN MAIN STREET
Expanded to include the Madison & Danny Thomas Anchors</p> <p>17 Memphis Medical Center
CAMPUS
Expanded to include Proposed Regional One Health & Southwest TN Community College Union Avenue Campus.</p> | <p>18 Methodist University Medical Center
CAMPUS</p> <p>19 Cleveland & Poplar
NEIGHBORHOOD MAIN STREET</p> <p>20 Crosstown
URBAN MAIN STREET
Previously Urban Center; Changed because this Anchor is also heavily supported by nearby neighborhood</p> <p>21 Madison Corridor
NEIGHBORHOOD MAIN STREET</p> <p>22 Overton Square
URBAN MAIN STREET</p> | <p>23 Netherwood & Willett
NEIGHBORHOOD CROSSING
Reduced Anchor to the intersection</p> <p>24 Lamar & McLean
NEIGHBORHOOD MAIN STREET
Expanded the Anchor</p> <p>25 Cooper Corridor
NEIGHBORHOOD MAIN STREET
Expanded the Anchor to include Young and Central Avenue</p> <p>26 Central & Early Maxwell/Fairgrounds
URBAN MAIN STREET</p> |
|---|--|--|--|



Future Land Use Categories

- Anchor Neighborhood
- Anchor Neighborhood - Mix of Building Types
- Anchor Neighborhood - Urban
- Neighborhood Crossing
- Neighborhood Main Street
- Urban Main Street
- Downtown
- Suburban - Minor Road
- Suburban - Major Road
- Low- Intensity Commercial
- High- Intensity Commercial

- Urban Center
- Campus
- Industrial Flex
- Transportation & Logistics
- Industrial
- Parks & Recreational Facilities
- Open Space & Natural Features
- Public/ Quasi-Public

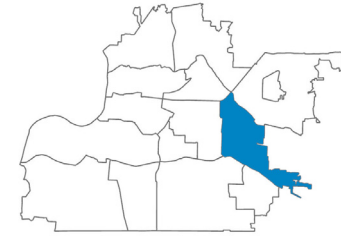
Future Road Use Categories

- Connector
- Thoroughfare

EAST

Includes Portions of
Council Districts:

2, 5 & 9



44,125

Population

1,513

People per
Square Mile

60%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Traffic Safety & Infrastructure

... safer pedestrian infrastructure, especially around schools and major corridors, to support walkability and commercial activity.

Code Enforcement

... stronger property maintenance accountability, including standards for out-of-state-owned rental properties.

Vacancy

... incentives created to redevelop long-vacant shopping centers.

Affordable Housing

... more affordable and diverse housing options supported while also addressing third-party rentals that affect neighborhood character.

Original

- Encourage development that promotes pedestrian and cyclist safety
- Build connections between neighborhoods, including collaboration among existing neighborhood associations and government entities
- Promote affordable, high quality housing options

Revised

- Promote safe, connected, and accessible walking and biking infrastructure, with a focus on residential, school, and high-traffic areas.
- Strengthen collaboration among residents, neighborhood organizations, and local government to support community decision-making and development.
- Improve safe, accessible, and connected infrastructure between neighborhoods and across major barriers.
- Maintain and expand diverse, high-quality housing options that support affordability, homeownership, and neighborhood character.
- Attract more entertainment venues and experiential destinations throughout the district—particularly in potential anchor areas like near Top Golf, Poplar Ridgeway, and Germantown Parkway.

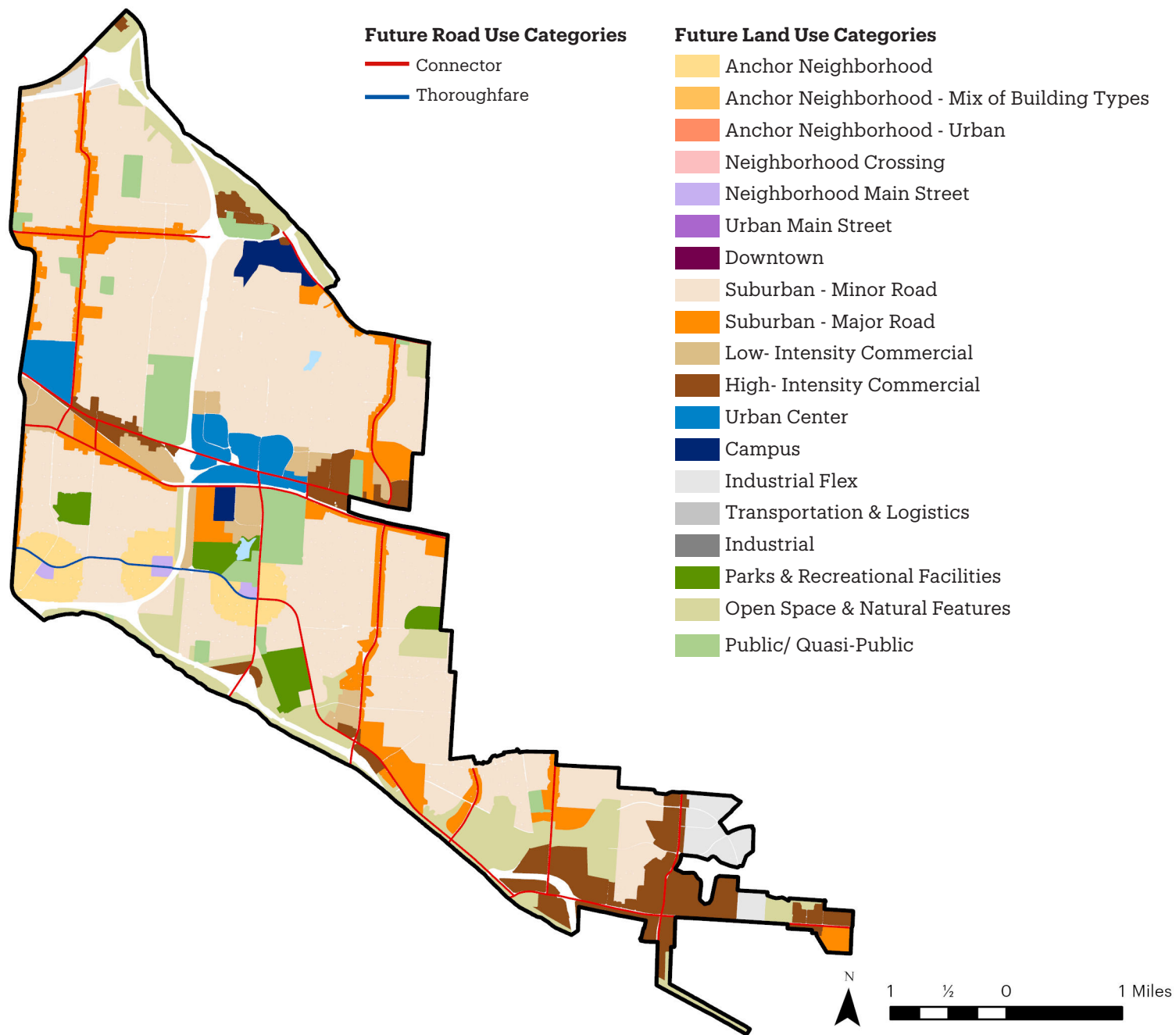
- Added
- Existing

East Revised Anchors and Urban Centers



- 1 Quince & Yorkshire**
NEIGHBORHOOD MAIN STREET
Community-identified Anchor
- 2 Walnut Grove & Brierview/ Baptist Memorial**
CAMPUS
- 3 Poplar & Truse**
URBAN CENTER
- 4 Poplar & Ridgeway**
URBAN CENTER
- 5 St. Francis**
CAMPUS
- 6 White Station & Quince**
NEIGHBORHOOD MAIN STREET
Moved Anchor farther west on Poplar to include the Ridgeway Trace Shopping Center
- 7 Ridgeway & Quince**
NEIGHBORHOOD MAIN STREET

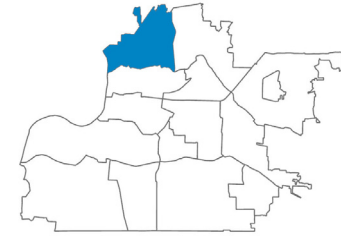




FRAYSER

Includes Portions of
Council Districts:

1, 7, 8 & 9



35,868

Population

1,214

People per
Square Mile

38%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Blight & Vacancy Reduction

... strategies and tracking systems created to address blighted, vacant, and abandoned properties, especially apartment complexes.

Affordable Housing

... more affordable, safe, and neighborhood-appropriate housing options supported, including solutions for homelessness and subletting issues.

Traffic & Transportation

... safer and more reliable transportation options for all users, including improved bus routes.

Local Business and Commercial Development

... more support for quality local restaurants and retail businesses within the district.

Original

- Improve pedestrian and cyclist infrastructure and support multi-modal transportation options
- Promote affordable, quality single and multifamily development
- Strategically address blight and vacancy with infill development
- Address code enforcement issues in multifamily developments
- Improve the quality of commercial, retail, and restaurant options

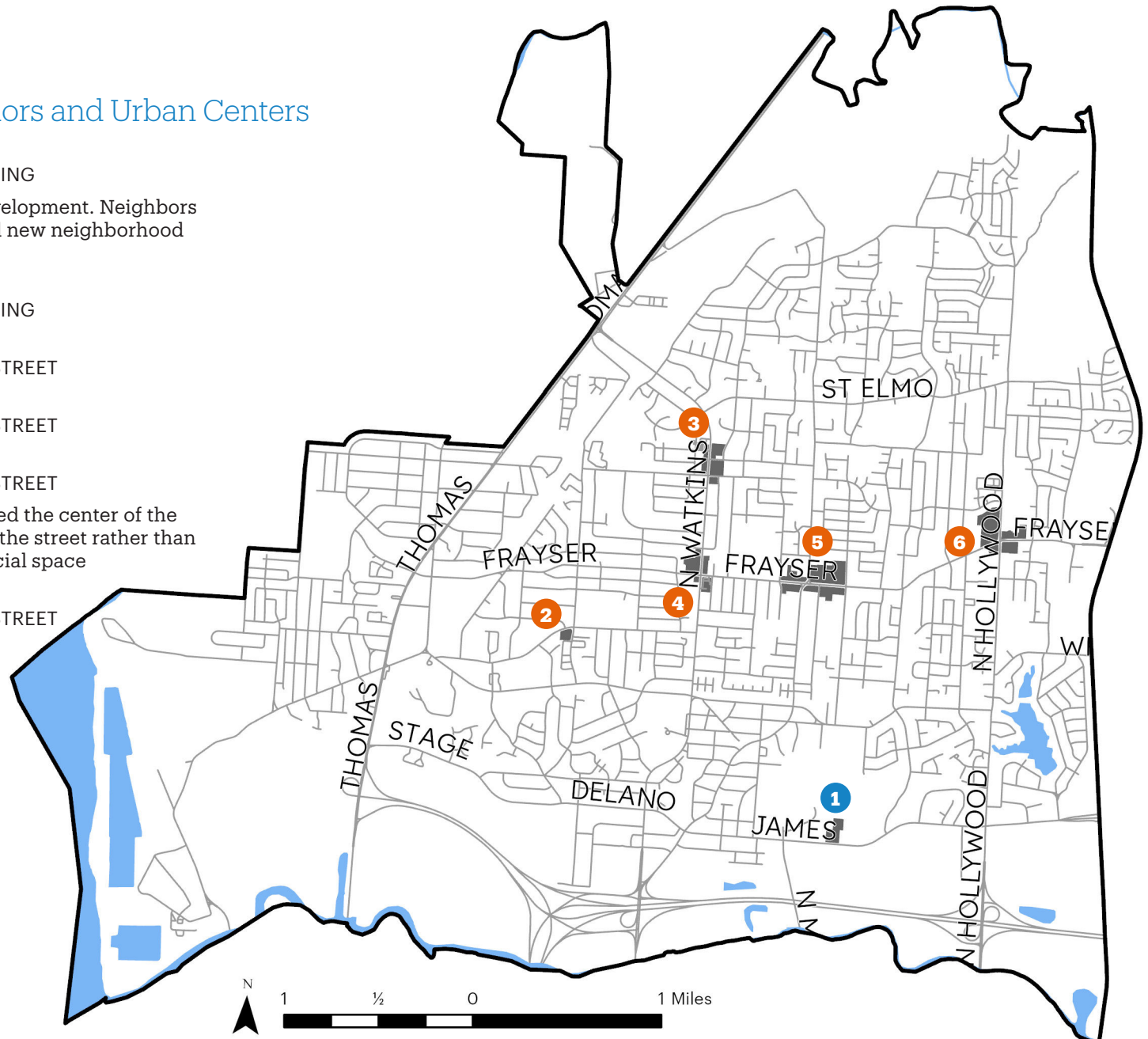
Revised

- Promote affordable, quality single- and multi-unit development while expanding homeownership opportunities.
- Combat blight and vacancy with stronger code enforcement, infill development, and anti-dumping initiatives.
- Increase opportunities for high-quality commercial, retail, and restaurant options.
- Improve pedestrian and cyclist infrastructure while expanding multi-modal transportation options.

- Added
- Existing

Frayser Revised Anchors and Urban Centers

- 1 James & McLean**
NEIGHBORHOOD CROSSING
New United Housing Development. Neighbors saw this as a place to add new neighborhood scale commercial uses.
- 2 Dellwood & Steele**
NEIGHBORHOOD CROSSING
- 3 Corning & Watkins**
NEIGHBORHOOD MAIN STREET
- 4 Frayser & Watkins**
NEIGHBORHOOD MAIN STREET
- 5 Frayser Plaza**
NEIGHBORHOOD MAIN STREET
Same Anchor just changed the center of the anchor to focus more on the street rather than just the school/ commercial space
- 6 Frayser Village**
NEIGHBORHOOD MAIN STREET

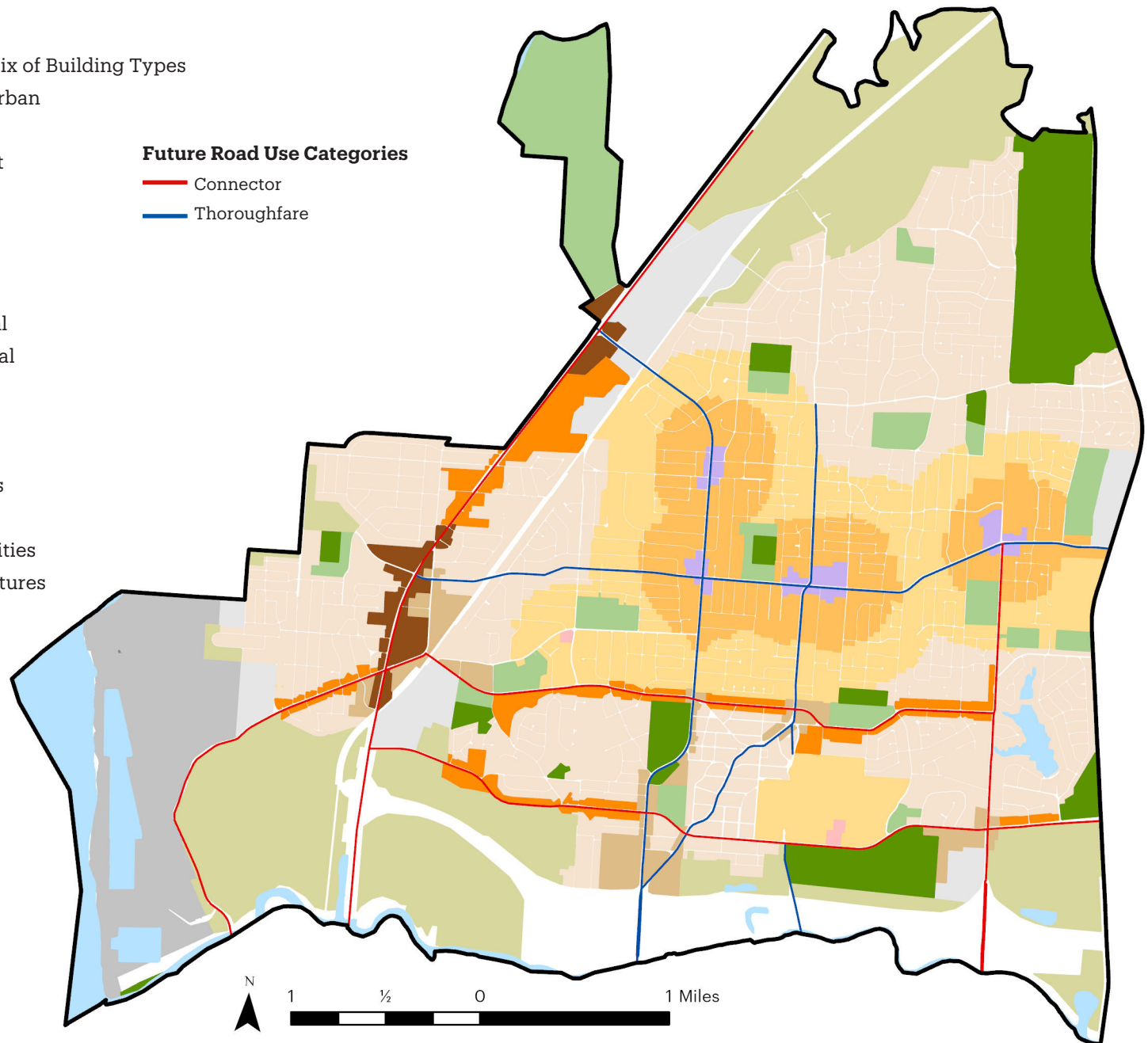


Future Land Use Categories

- Anchor Neighborhood
- Anchor Neighborhood - Mix of Building Types
- Anchor Neighborhood - Urban
- Neighborhood Crossing
- Neighborhood Main Street
- Urban Main Street
- Downtown
- Suburban - Minor Road
- Suburban - Major Road
- Low- Intensity Commercial
- High- Intensity Commercial
- Urban Center
- Campus
- Industrial Flex
- Transportation & Logistics
- Industrial
- Parks & Recreational Facilities
- Open Space & Natural Features
- Public/ Quasi-Public

Future Road Use Categories

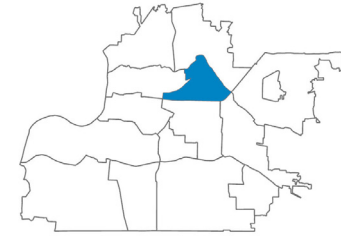
- Connector
- Thoroughfare



JACKSON

Includes Portions of
Council Districts:

1, 2, 5, 7 & 9



39,455

Population

2,566

People per
Square Mile

50%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Pedestrian & Bicycle Infrastructure

... pedestrian infrastructure maintained and traffic safety improvements evaluated around schools.

Blight Reduction & Beautification

... illegal dumping reduced and neighborhood cleanup, beautification, and identity-building efforts supported.

Local Business Support

... pathways created for small businesses to thrive in the district.

Streetlight Infrastructure

... improved lighting installed throughout the district, especially near schools and along main streets.

Original

- Increase access to open space through greenway development and the greening of vacant parcels
- Improve pedestrian and cyclist infrastructure with a focus on safety and accessibility
- Promote urban design standards in commercial and residential areas

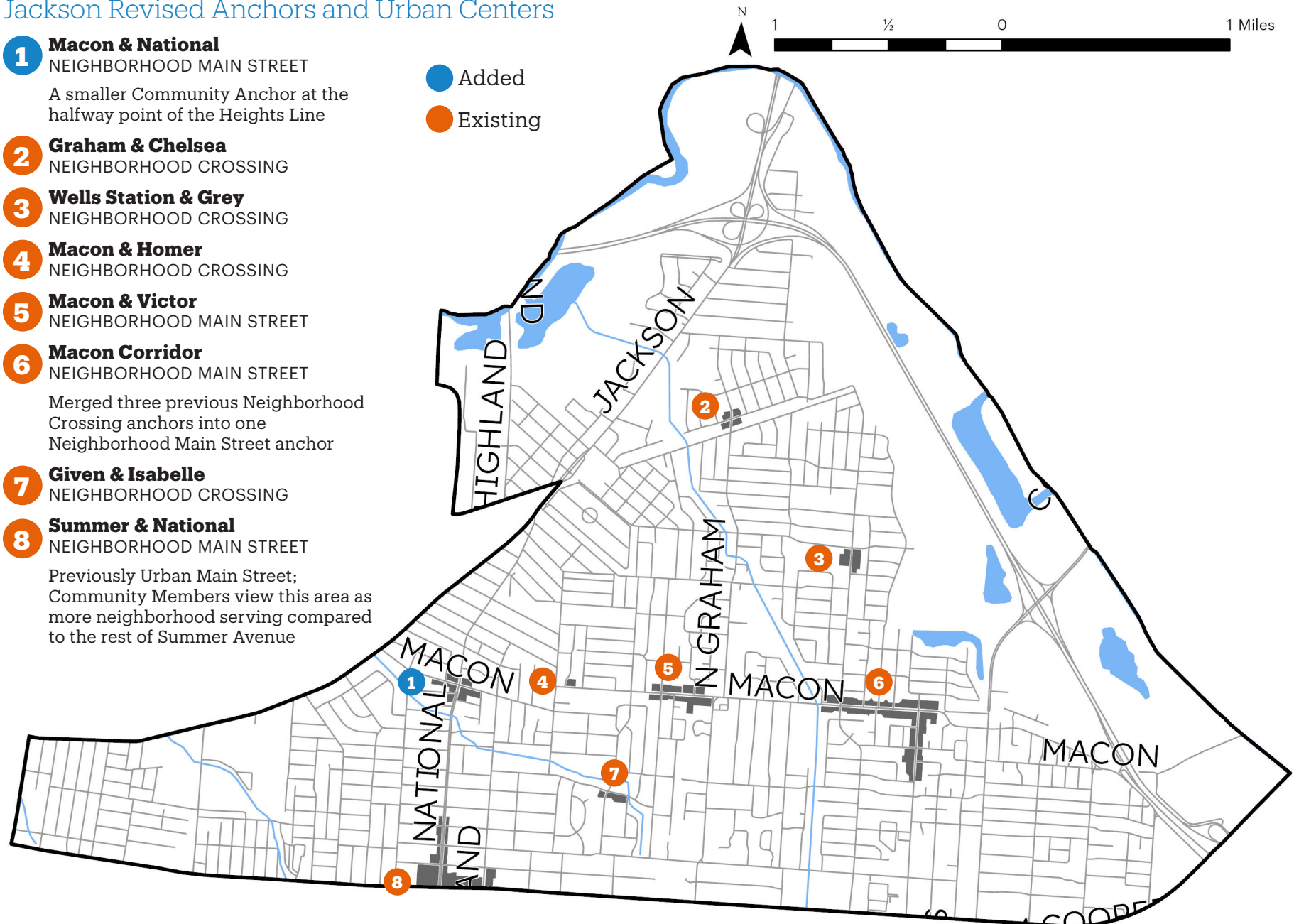
Revised

- Expand access to green spaces and community gardens by repurposing vacant parcels and developing greenways, particularly in the southeastern part of the district.
- Enhance pedestrian and cyclist infrastructure, with focus on school safety, ADA accessibility, and traffic calming.
- Offer incentives for small businesses to fill vacant properties and diversify commercial options.
- Implement urban design standards through code enforcement and beautification, including public art and landscaping.

Jackson Revised Anchors and Urban Centers

- 1 Macon & National**
NEIGHBORHOOD MAIN STREET
A smaller Community Anchor at the halfway point of the Heights Line
- 2 Graham & Chelsea**
NEIGHBORHOOD CROSSING
- 3 Wells Station & Grey**
NEIGHBORHOOD CROSSING
- 4 Macon & Homer**
NEIGHBORHOOD CROSSING
- 5 Macon & Victor**
NEIGHBORHOOD MAIN STREET
- 6 Macon Corridor**
NEIGHBORHOOD MAIN STREET
Merged three previous Neighborhood Crossing anchors into one Neighborhood Main Street anchor
- 7 Given & Isabelle**
NEIGHBORHOOD CROSSING
- 8 Summer & National**
NEIGHBORHOOD MAIN STREET
Previously Urban Main Street; Community Members view this area as more neighborhood serving compared to the rest of Summer Avenue

● Added
● Existing

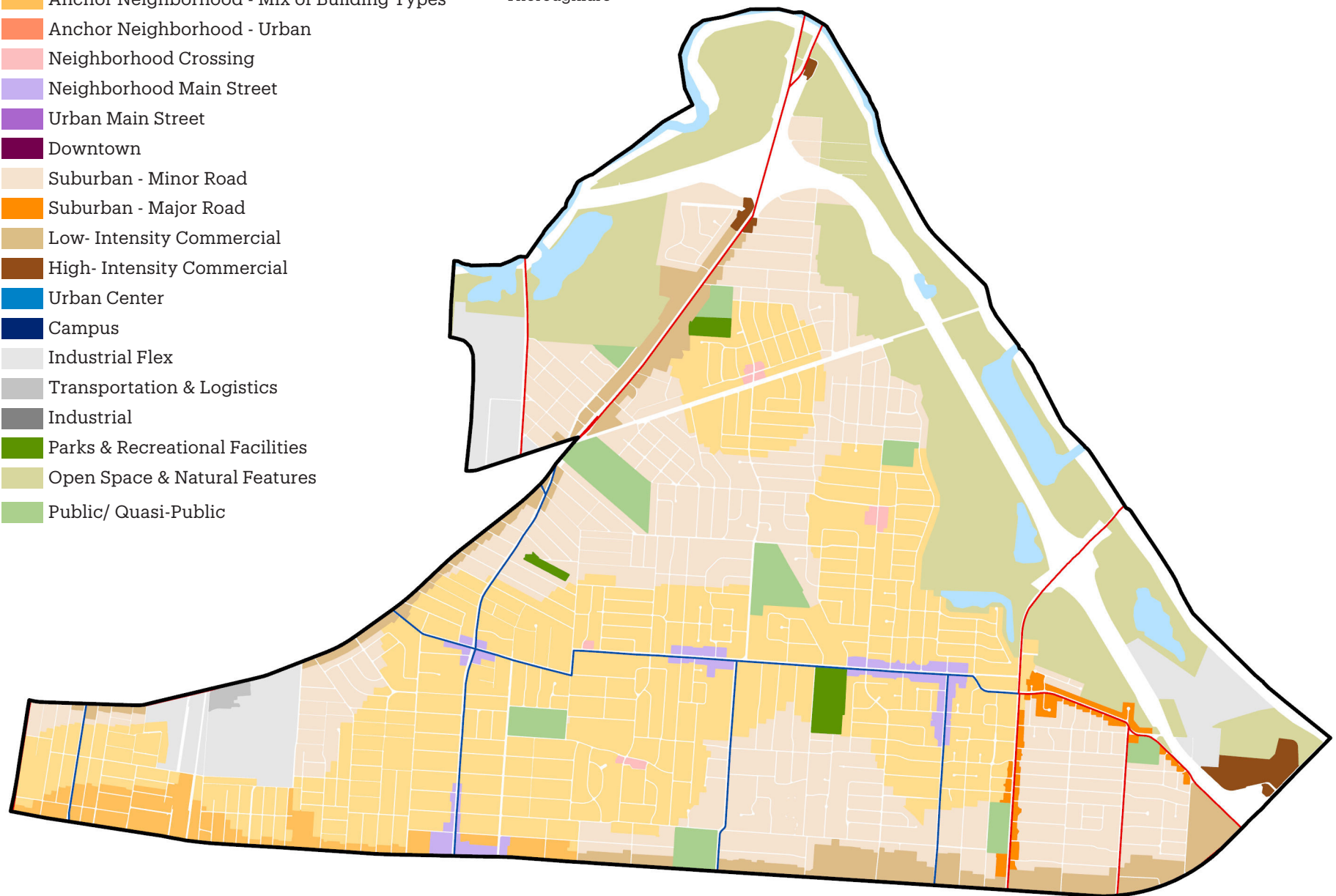


Future Land Use Categories

- Anchor Neighborhood
- Anchor Neighborhood - Mix of Building Types
- Anchor Neighborhood - Urban
- Neighborhood Crossing
- Neighborhood Main Street
- Urban Main Street
- Downtown
- Suburban - Minor Road
- Suburban - Major Road
- Low- Intensity Commercial
- High- Intensity Commercial
- Urban Center
- Campus
- Industrial Flex
- Transportation & Logistics
- Industrial
- Parks & Recreational Facilities
- Open Space & Natural Features
- Public/ Quasi-Public

Future Road Use Categories

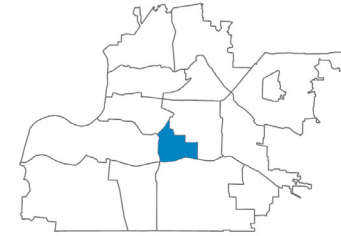
- Connector
- Thoroughfare



LAMAR

Includes Portions of
Council Districts:

4, 6, 8 & 9



23,552

Population

2,461

People per
Square Mile

33%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Revitalization & Community Development

... development and adaptive reuse that strengthens the district's historic character, supports local entrepreneurs, and improves landscaping and streetscapes.

Pedestrian Safety & Walkability

... streets, intersections, lighting, and ADA infrastructure improved to support safer and more connected walkable neighborhoods.

Code Enforcement

... more frequent, thorough, and proactive code enforcement efforts, including measures to prevent illegal dumping.

Resource Access

... improved access to fresh food, workforce development opportunities, and better investment in libraries and community resources.

Affordable Housing

... more affordable, high-quality housing options supported while reducing absentee landlords and speculative investment.

Original

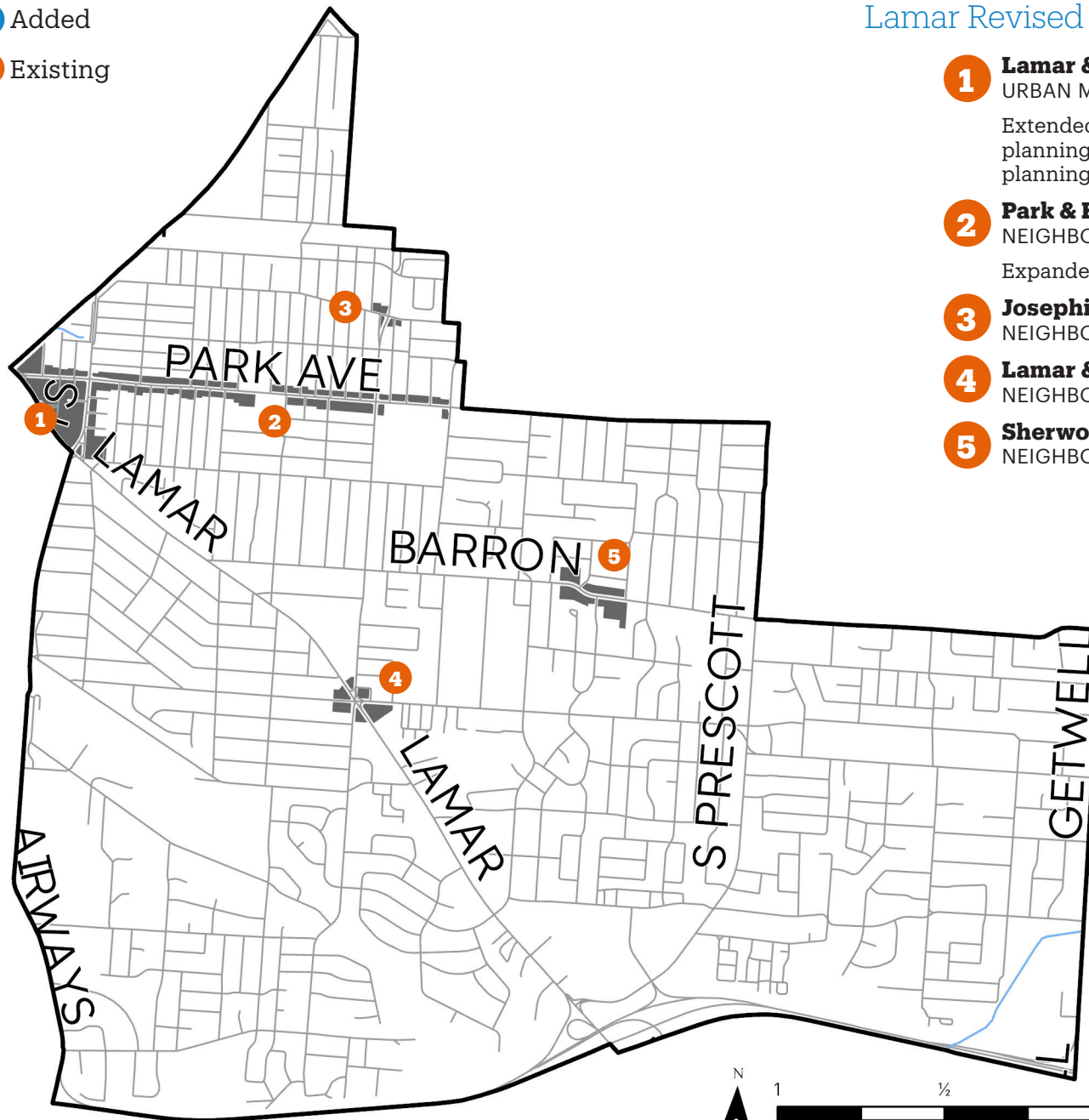
- Strategically address large-scale vacancy and blight with redevelopment and a focus on preservation and reuse of culturally significant buildings
- Improve pedestrian and cyclist infrastructure to increase accessibility and support multi-modal transportation options
- Promote affordable, high quality multifamily development
- Promote urban design standards at commercial spaces

Revised

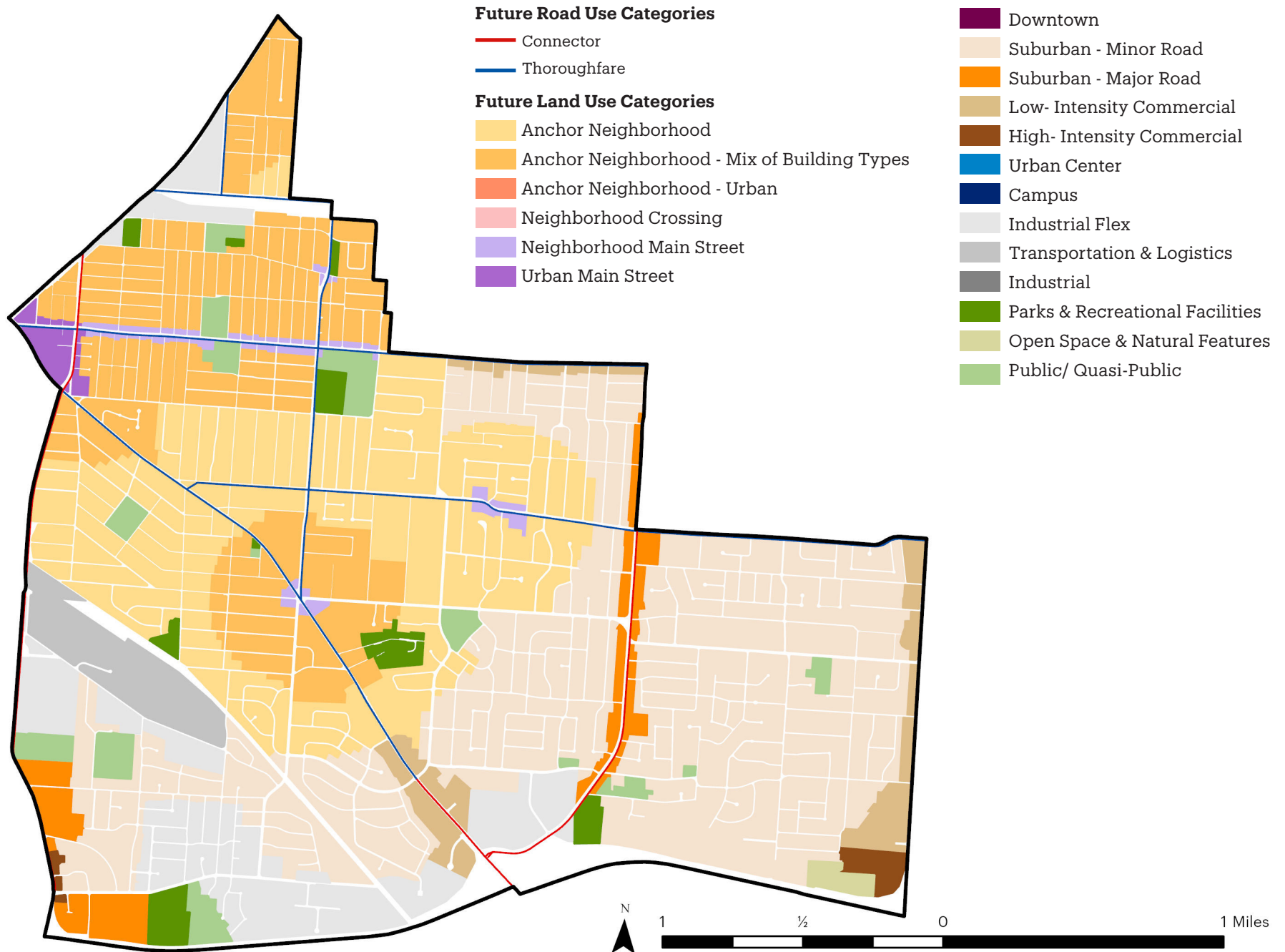
- Strategically address large-scale vacancy and blight with redevelopment and a focus on preservation and reuse of culturally significant buildings
- Promote affordable high quality multifamily development and nurture homeownership to foster stable and thriving communities.
- Improve pedestrian and cyclist infrastructure to increase accessibility and support multimodal transportation options.
- Promote sustainable healthy food options when planning for affordable high quality multifamily development
- Promote urban design standards at commercial spaces.

- Added
- Existing

Lamar Revised Anchors and Urban Centers



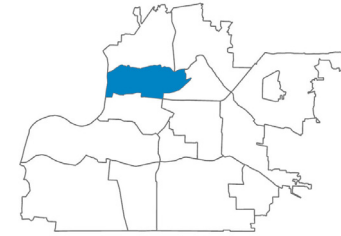
- 1 Lamar & Airways**
URBAN MAIN STREET
Extended the Anchor beyond Lamar planning district boundary into South planning district
- 2 Park & Hamilton (Orange Mound)**
NEIGHBORHOOD MAIN STREET
Expanded the anchor
- 3 Josephine & Carnes**
NEIGHBORHOOD MAIN STREET
- 4 Lamar & Kimball**
NEIGHBORHOOD MAIN STREET
- 5 Sherwood**
NEIGHBORHOOD MAIN STREET



NORTH

Includes Portions of
Council Districts:

5, 7, 8 & 9



27,096

Population

1,288

People per
Square Mile

45%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Illegal Dumping & Code Enforcement

... stronger systems created to prevent illegal dumping and hold absentee property owners accountable, including public education and enforcement support.

Food Security

... food insecurity better mapped and defined at the neighborhood level, with education and new grocery options to increase access to fresh food.

Stormwater & Environmental Management

... stormwater issues, creek conditions, and environmental concerns from historic industrial sites addressed.

Neighborhood Revitalization

... youth-centered activities, new neighborhood businesses, community traditions, and creative reuse of vacant lots supported, with rehabilitation prioritized over demolition.

Affordable Housing

... more affordable housing options created, including infill, tiny homes, and alternative housing models that match neighborhood character.

Transportation

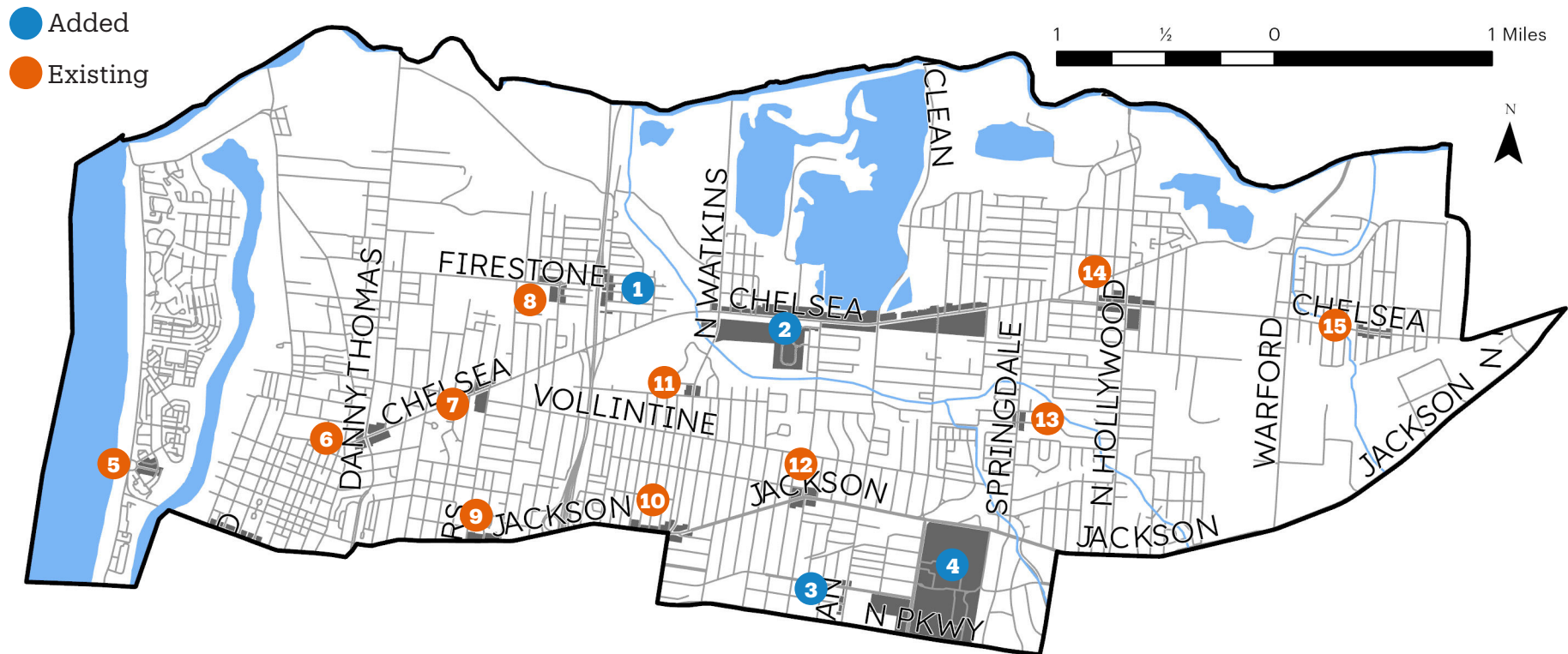
... stronger public transportation investments, including a mini transportation hub with safe bus stops and seating.

Original

- Strategically address blight and vacancy through land assembly with infill development, open space, and agricultural uses
- Encourage reuse of brownfield sites
- Increase access to fresh and healthy foods for the entire district
- Improve the pedestrian and bicyclist realm through infrastructure improvements with a focus on multimodal options
- District Flooding: Address flooding and stormwater issues throughout the district

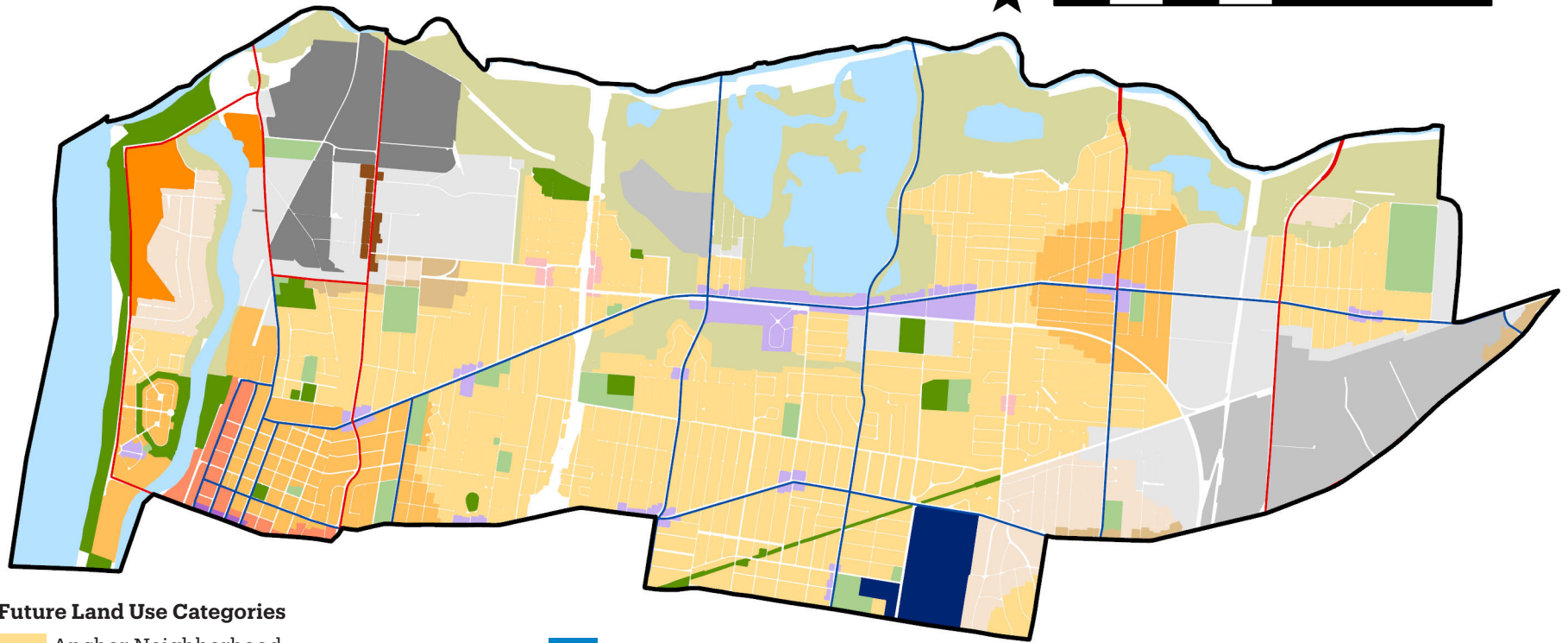
Revised

- Increase access to fresh and healthy foods for the entire district with a focus on community driven solutions.
- Enhance transportation options by improving pedestrian and bicyclist infrastructure, expanding multimodal solutions to better connect the district and meet community needs.
- Address environmental and infrastructure challenges through the cleanup of brownfield sites, improved stormwater management, and flood prevention.
- Strategically address blight and vacancy by demolishing eyesore buildings, eliminating illegal dumping, and encouraging land assembly for infill development, open spaces, and agricultural uses.



North Revised Anchors and Urban Centers

- | | | | |
|---|---|--|---|
| <p>1 Firestone & Bellevue
NEIGHBORHOOD CROSSING
Community-identified Anchor</p> <p>2 Chelsea & McLean
NEIGHBORHOOD MAIN STREET
Identified during workshop 4 as a missed anchor because of proposed new development. It is a long anchor stretching from Tunica to University. Many commercial buildings in this area are built close to the street so it makes sense to continue the development pattern.</p> | <p>3 McLean & Faxon
NEIGHBORHOOD MAIN STREET</p> <p>4 Rhodes College
CAMPUS
Community wanted to name this as an anchor because of it's relationship to McLean</p> <p>5 Harbor Town
NEIGHBORHOOD MAIN STREET
Previously an Urban Main Street; Changed because the commercial uses here primarily serve the Mud Island Community</p> | <p>6 Chelsea & Thomas
NEIGHBORHOOD MAIN STREET</p> <p>7 Chelsea & Ayers
NEIGHBORHOOD MAIN STREET
Moved the anchor to the other side of Chelsea Ave</p> <p>8 Firestone & Breedlove
NEIGHBORHOOD CROSSING</p> <p>9 Jackson & Hastings
NEIGHBORHOOD MAIN STREET</p> <p>10 Jackson & Watkins
NEIGHBORHOOD MAIN STREET</p> | <p>11 Brown & Watkins
NEIGHBORHOOD MAIN STREET</p> <p>12 Jackson & Evergreen
NEIGHBORHOOD MAIN STREET</p> <p>13 Springdale & Brown
NEIGHBORHOOD CROSSING</p> <p>14 Chelsea & Hollywood
NEIGHBORHOOD MAIN STREET</p> <p>15 Chelsea & Orr
NEIGHBORHOOD MAIN STREET
Moved previous Anchor near Douglass Park south onto Chelsea Ave</p> |
|---|---|--|---|



Future Land Use Categories

- Anchor Neighborhood
- Anchor Neighborhood - Mix of Building Types
- Anchor Neighborhood - Urban
- Neighborhood Crossing
- Neighborhood Main Street
- Urban Main Street
- Downtown
- Suburban - Minor Road
- Suburban - Major Road
- Low- Intensity Commercial
- High- Intensity Commercial

- Urban Center
- Campus
- Industrial Flex
- Transportation & Logistics
- Industrial
- Parks & Recreational Facilities
- Open Space & Natural Features
- Public/ Quasi-Public

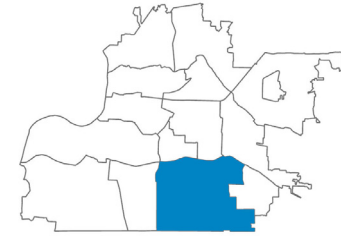
Future Road Use Categories

- Connector
- Thoroughfare

OAKHAVEN & PARKWAY VILLAGE

Includes Portions of
Council Districts:

3, 4, 8 & 9



50,896

Population

829

People per
Square Mile

39%

Owner Occupied
Households

Revised District Actions

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Code Enforcement

... the 311 system improved and illegal dumping, especially from tire shops, better regulated.

Revitalization

... corridor and shopping center redevelopment supported along Knight Arnold, including workforce development, business growth, and investment in community resources like the library.

Affordable Housing

... affordable housing options expanded to support residents at different life stages, including independent living and first-time homeownership.

Traffic Safety & Infrastructure

... safer, more sustainable corridor infrastructure built for all users.

Food & Health Access

... improved access to quality grocery options, fresh food, and healthcare services throughout the district.

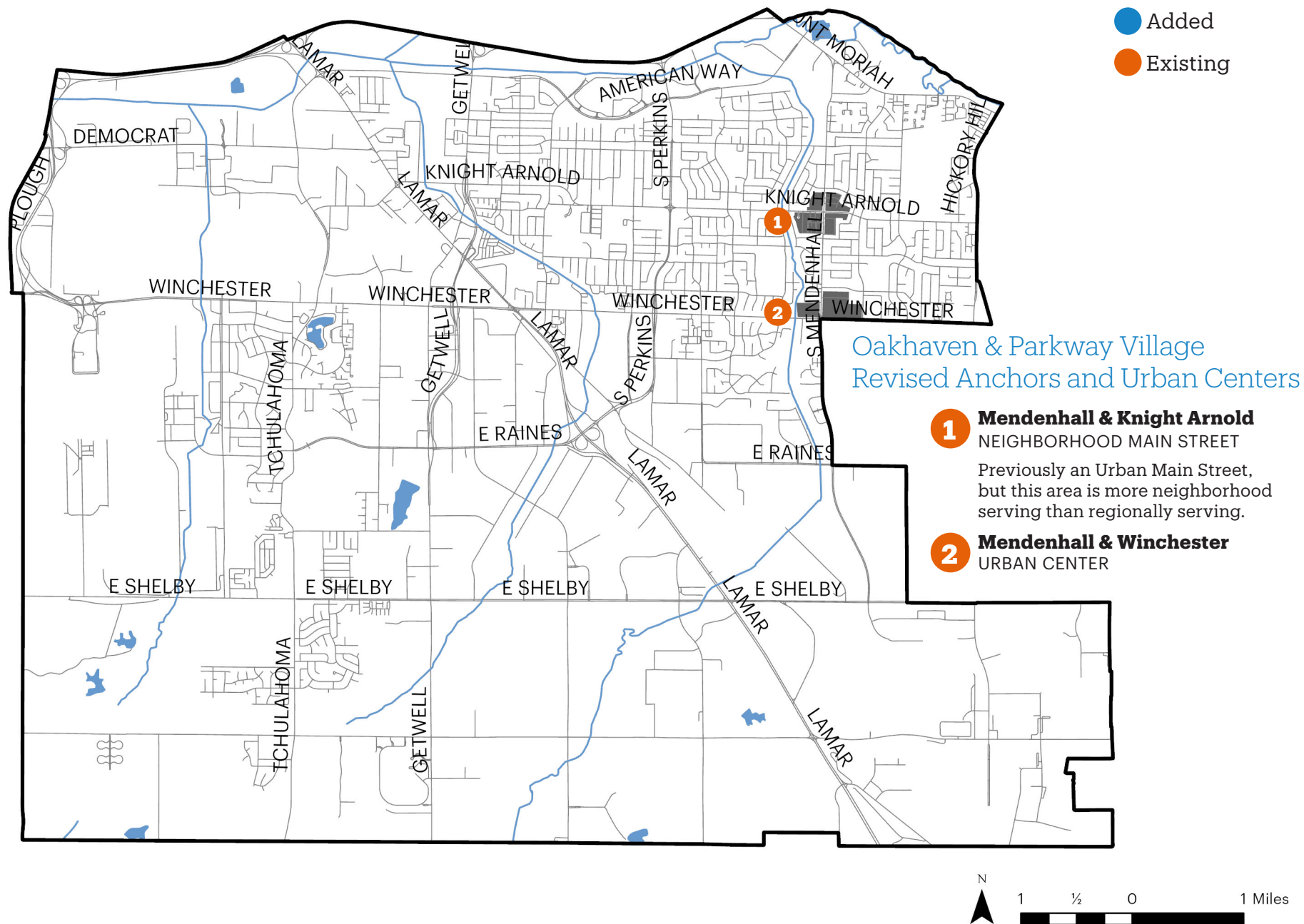
District Priorities

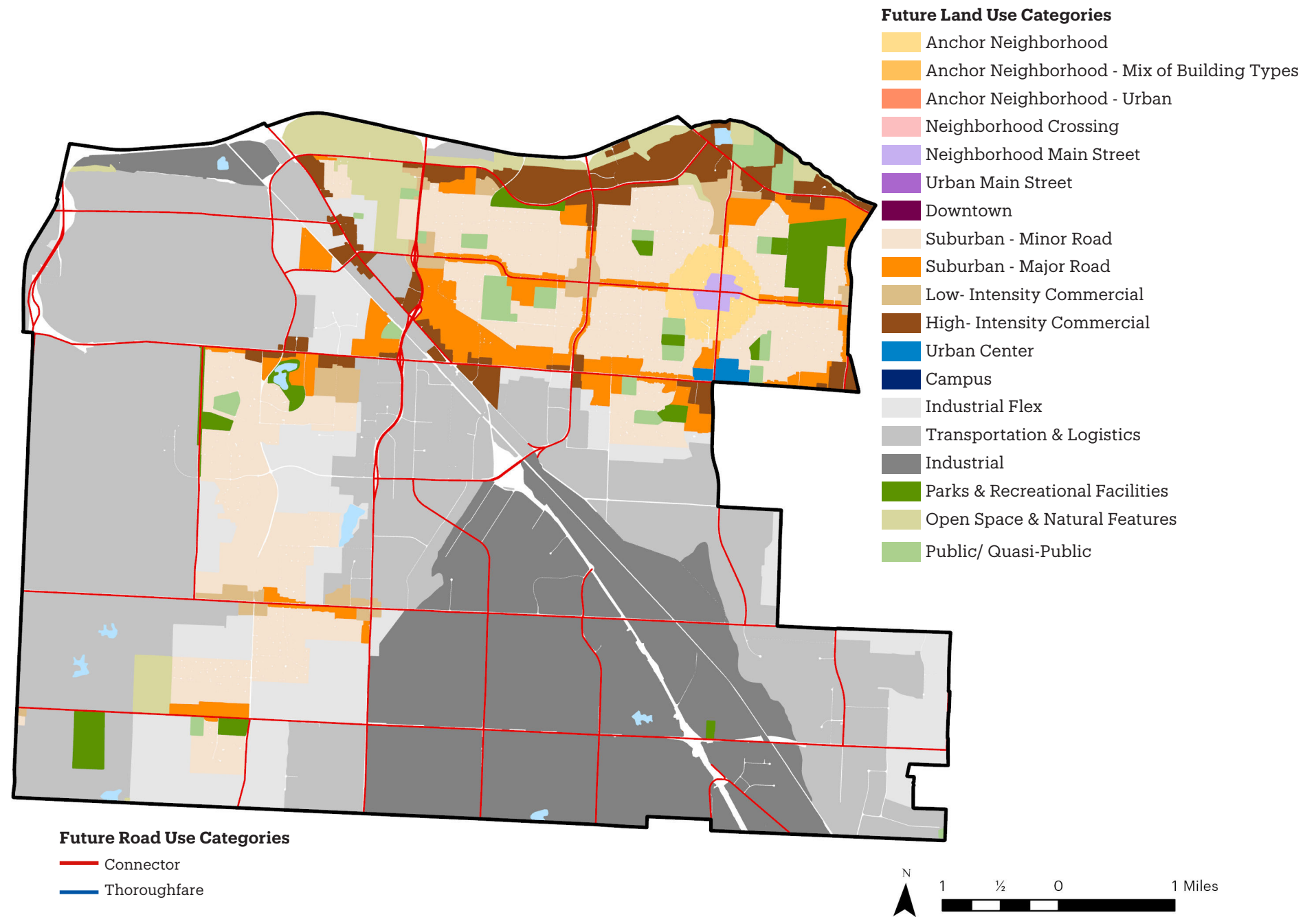
Original

- Strategically address blight and vacancy by reducing block-scale and encouraging infill development and open space uses
- Encourage active code enforcement around commercial centers and civic assets
- Promote urban design standards at commercial spaces
- Preserve and Protect residential neighborhoods from industrial uses with natural buffers

Revised

- Address blight and vacancy in residential areas by improving properties and enhancing open spaces.
- Promote infill development and new business activity in commercial areas by activating vacant and underused sites.
- Strengthen timely and consistent code enforcement to ensure issues are addressed effectively.

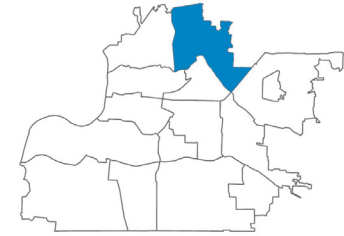




RALEIGH

Includes Portions of
Council Districts:

1, 7, 8 & 9



44,214

Population

1,280

People per
Square Mile

53%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Community Investment & Revitalization

... more community-centered development that supports local commerce, youth spaces, and parks that are visible, usable, and accessible.

Pedestrian & Bicycle Safety

... safer streets through traffic calming, improved lighting, protected biking infrastructure, and accessible sidewalks.

Blight & Vacancy Reduction

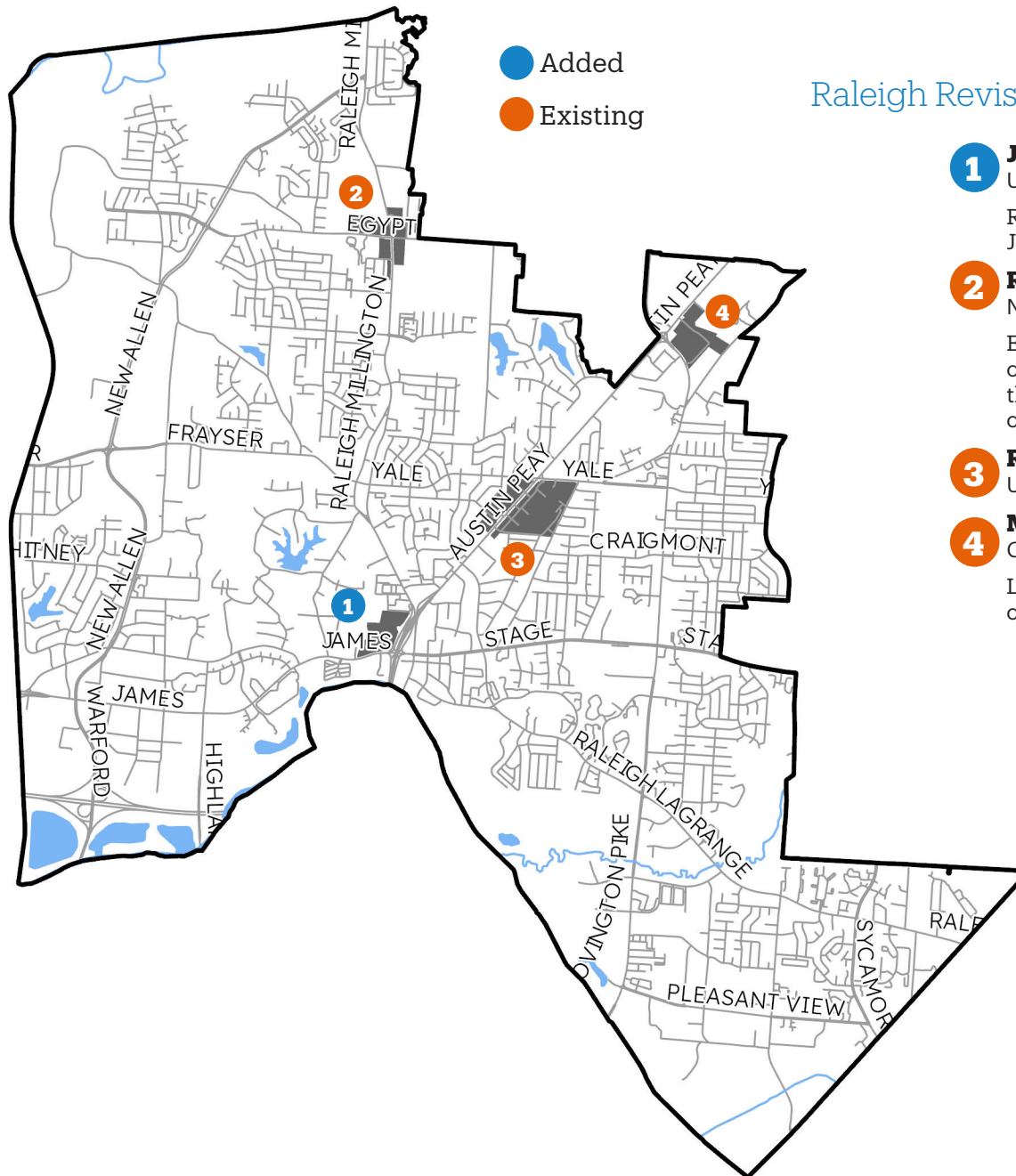
... stronger strategies to address blight and illegal dumping while supporting more effective code enforcement.

Original

- Increase pedestrian and bicyclist safety and accessibility along major corridors with infrastructure improvements
- Strengthen commercial areas through infill and mixed retail options
- Improve the quality of public facilities and civic spaces
- Emphasize Old Raleigh history with new attractions and development

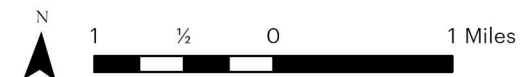
Revised

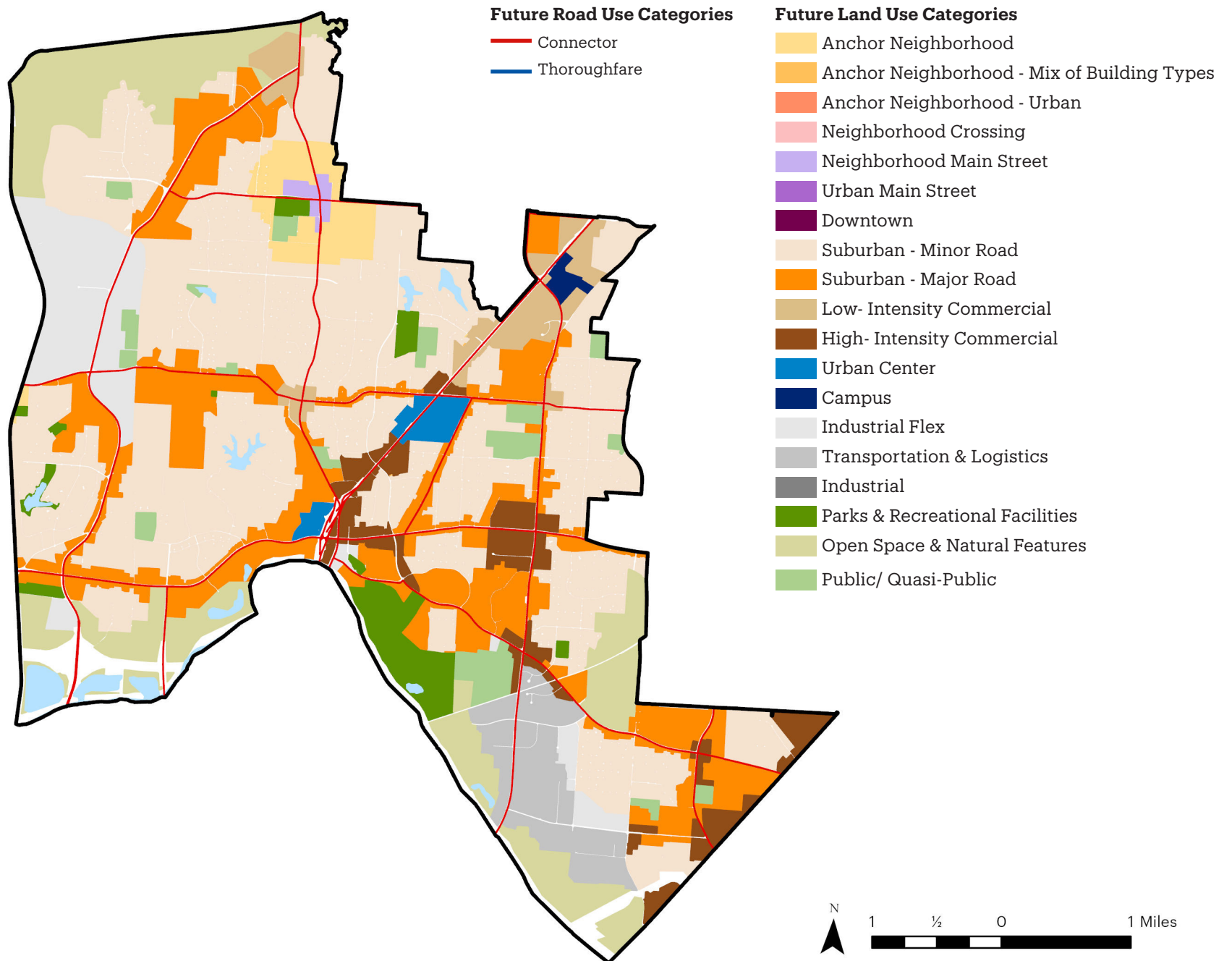
- Strengthen multi-modal access to Community Anchors and schools through sidestreet and pedestrian connections.
- Support local entrepreneurs and attract community-focused businesses to increase commercial variety and viability.
- Reduce “pop-up” commercial sites by designating areas for food trucks, festivals, and local markets.
- Strengthen commercial districts by allowing greater density near neighborhood-serving commercial through multi-unit and mixed-use development.
- Enhance the diversity of housing types to attract younger generations and retain them in the community.



Raleigh Revised Anchors and Urban Centers

- 1 James Rd & Jackson Ave**
URBAN CENTER
Relocated the Urban Center at James & Old Raleigh
- 2 Raleigh Egypt**
NEIGHBORHOOD MAIN STREET
Expanded anchor to all four corners and included some of the vacant lots on the northwest corner
- 3 Raleigh Springs Civic Center**
URBAN CENTER
- 4 Methodist North**
CAMPUS
Limited the anchor to the hospital campus

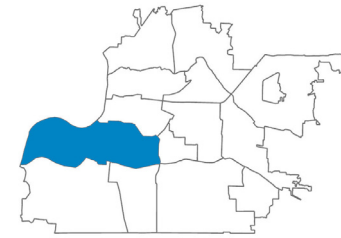




SOUTH

Includes Portions of
Council Districts:

4, 6 & 8



30,848

Population

602

People per
Square Mile

28%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Pedestrian & Bicycle Safety

... safer, ADA-accessible streets and sidewalks supported through repairs, dumping prevention, overgrowth removal, and traffic calming.

Code Enforcement

... stronger strategies to address overgrown lots, blighted properties, and clearer public street maintenance schedules.

Revitalization & Beautification

... vacant buildings reinvested in and corridors improved through aesthetic upgrades and support for restaurants.

Affordable Housing

... more senior housing and high-quality affordable multi-unit housing supported, including reuse of abandoned school and church buildings.

Community Engagement

... stronger systems created to build relationships between residents and local government.

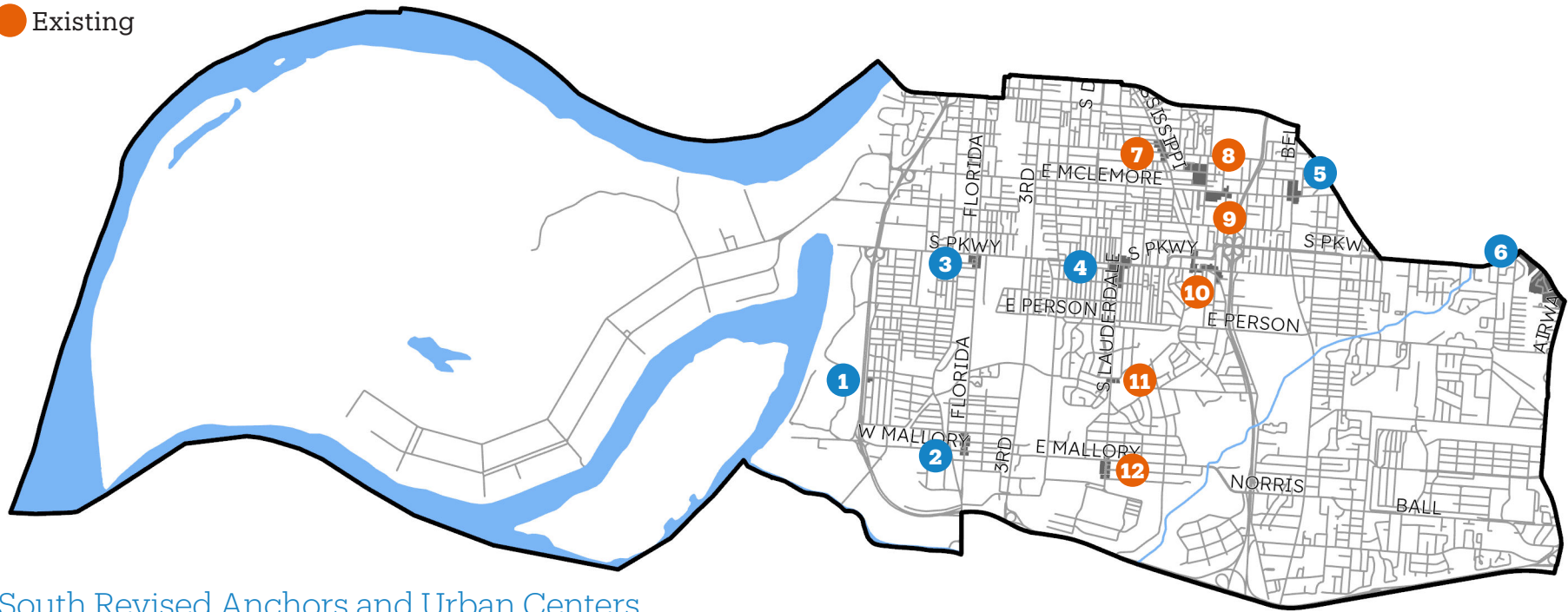
Original

- Strategically address blight and vacancy with a mix of building redevelopment and open space and agricultural uses
- Improve pedestrian and cyclist infrastructure to increase accessibility and support multi-modal transportation options
- Promote affordable, high quality multifamily development
- Encourage active code enforcement around commercial centers and civic assets

Revised

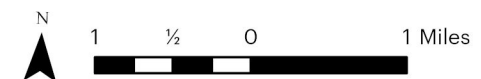
- Address blight through mixed-use redevelopment, community gardens, open space, and landowner accountability.
- Enhance accessibility with multi-modal transportation, including safe sidewalks, ADA compliance, cycling paths, and transit.
- Strengthen equitable code enforcement around commercial centers and civic assets.
- Remediate environmental impacts of industrial uses, including brownfields and sterilization sites, to protect public health.
- Promote affordable, high-quality multi-unit housing aligned with fair housing practices, while addressing disrepair and encouraging homeownership.

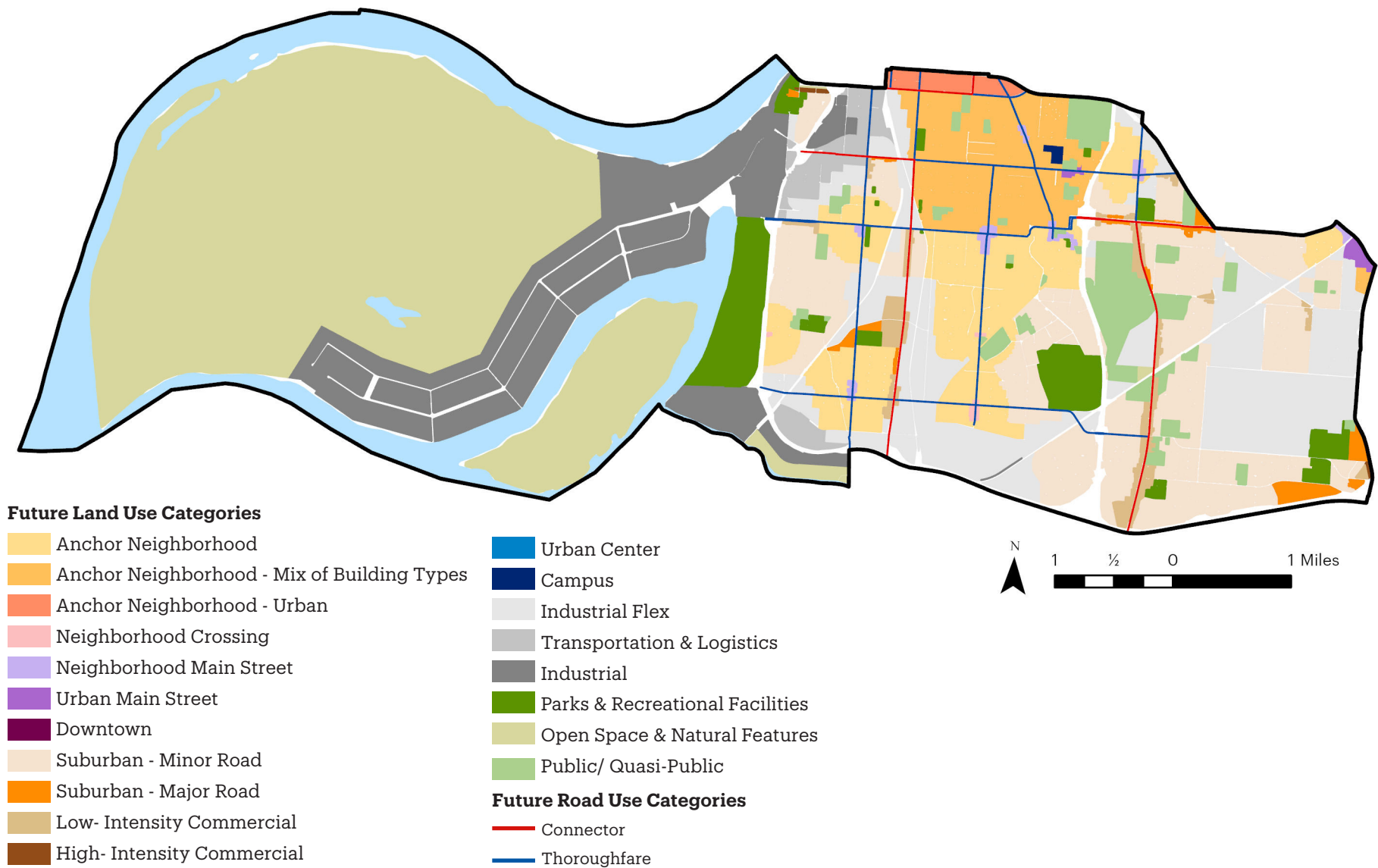
- Added
- Existing



South Revised Anchors and Urban Centers

- | | | |
|--|---|--|
| <p>1 Riverside & Outer
NEIGHBORHOOD CROSSING
Community-identified anchor</p> | <p>5 McLemore & Bellevue
NEIGHBORHOOD MAIN STREET
Community-identified anchor with room for infill</p> | <p>9 Soulsville
URBAN MAIN STREET
Previously a Neighborhood Main Street, Now identified as a destination with local and regional draw</p> |
| <p>2 Florida & Mallory
NEIGHBORHOOD MAIN STREET
Community-identified anchor with room for infill</p> | <p>6 Lamar & South Parkway
NEIGHBORHOOD MAIN STREET
Railroad creates a barrier from the neighboring Lamar & Airways Urban Main Street Anchor (discussed in Lamar District), area is still connected to nearby residential neighborhoods.</p> | <p>10 Kerr & Gaither
NEIGHBORHOOD MAIN STREET
Reshaped the anchor</p> |
| <p>3 Florida & South Parkway
NEIGHBORHOOD MAIN STREET
Community-identified anchor with room for infill</p> | <p>7 Mississippi & Walker
NEIGHBORHOOD MAIN STREET</p> | <p>11 Lauderdale & Rosedale
NEIGHBORHOOD CROSSING</p> |
| <p>4 Lauderdale & South Parkway
NEIGHBORHOOD MAIN STREET
Community-identified anchor with room for infill</p> | <p>8 LeMoyne Owen College
CAMPUS</p> | <p>12 Lauderdale & Mallory
NEIGHBORHOOD CROSSING</p> |

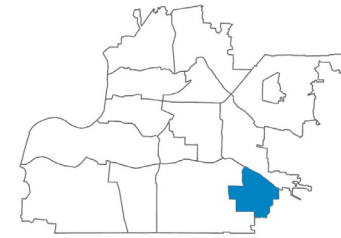




SOUTHEAST

Includes Portions of
Council Districts:

2, 3, 4, 8 & 9



50,175

Population

3,306

People per
Square Mile

35%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Blight & Vacancy Reduction

... strategies created to address large vacant buildings, improve property maintenance, and make the 311 system more effective.

Affordable Housing

... innovative affordable housing models explored, such as “little village” developments for young adults.

Revitalization & Beautification

... neighborhood aesthetics and business incentives strengthened to attract quality retail, grocery options, and more spaces for youth and seniors.

Traffic Safety & Walkability

... safer intersections and a more walkable district designed for all modes of transportation.

Original

- Incentivize local businesses and local jobs in current commercial areas
- Restructure building placement and parking to maximize aesthetics, curb appeal, and economic development
- Hold property owners accountable through proactive enforcement of codes and regulations to fight blight
- Improve connectivity, mobility, safety, and aesthetics/comfort along streets while calming traffic and supporting transit service

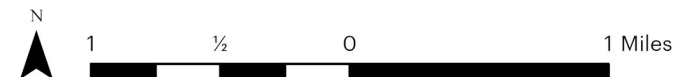
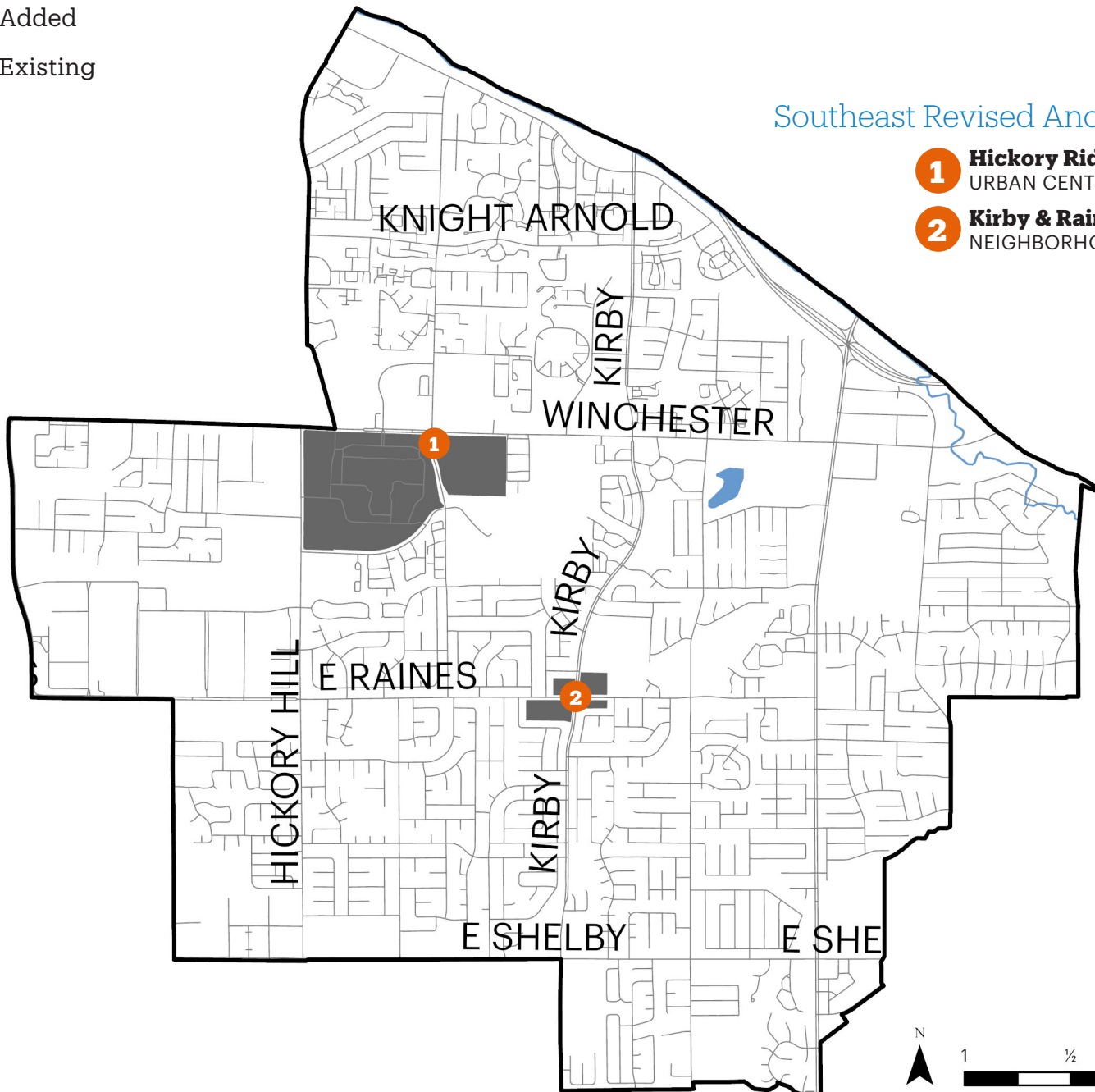
Revised

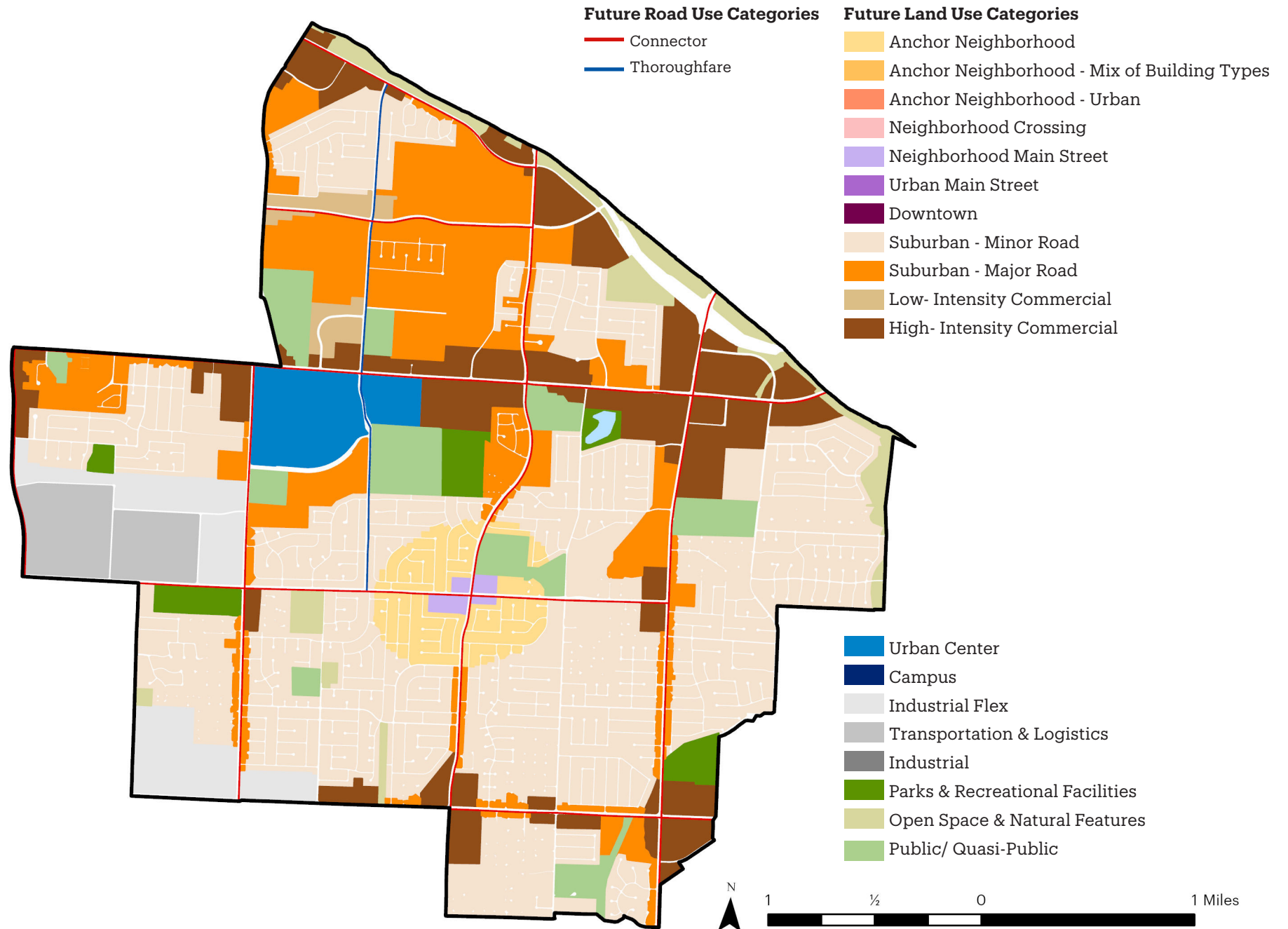
- Incentivize local businesses and thriving-wage jobs, supporting workforce development and attracting employers in key sectors like healthcare.
- Restructure and maintain buildings and parking to enhance safety, aesthetics, and economic development
- Strengthen code enforcement to reduce blight, holding negligent landlords accountable while supporting residents who need assistance
- Enhance street safety through traffic calming and expanded transit services.

- Added
- Existing

Southeast Revised Anchors and Urban Centers

- 1 Hickory Ridge Mall**
URBAN CENTER
- 2 Kirby & Raines**
NEIGHBORHOOD MAIN STREET

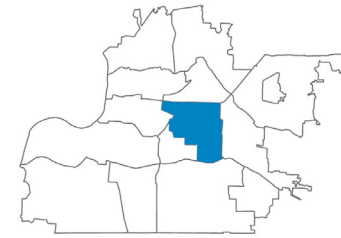




UNIVERSITY

Includes Portions of
Council Districts:

4, 5, 8 & 9



54,135

Population

2,139

People per
Square Mile

55%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Pedestrian Safety & Walkability

... pedestrian safety prioritized through better maintenance, signage, and traffic studies along key corridors.

Revitalization

... new development and reinvestment that maintains neighborhood scale, supports housing rehab, improves lighting, and expands nearby parks and recreation.

Economic Development

... local businesses prioritized and vacant lots redeveloped to strengthen the district's commercial environment.

Community Resources

... improved access to fresh food and stronger long-term community engagement infrastructure.

Original

- Stabilize and preserve the character of neighborhoods
- Improve pedestrian and cyclist infrastructure to increase accessibility and support multi-modal transportation options
- Promote re-use strategies to address vacancy and concentrations of blight
- Revitalize existing distressed commercial centers

Revised

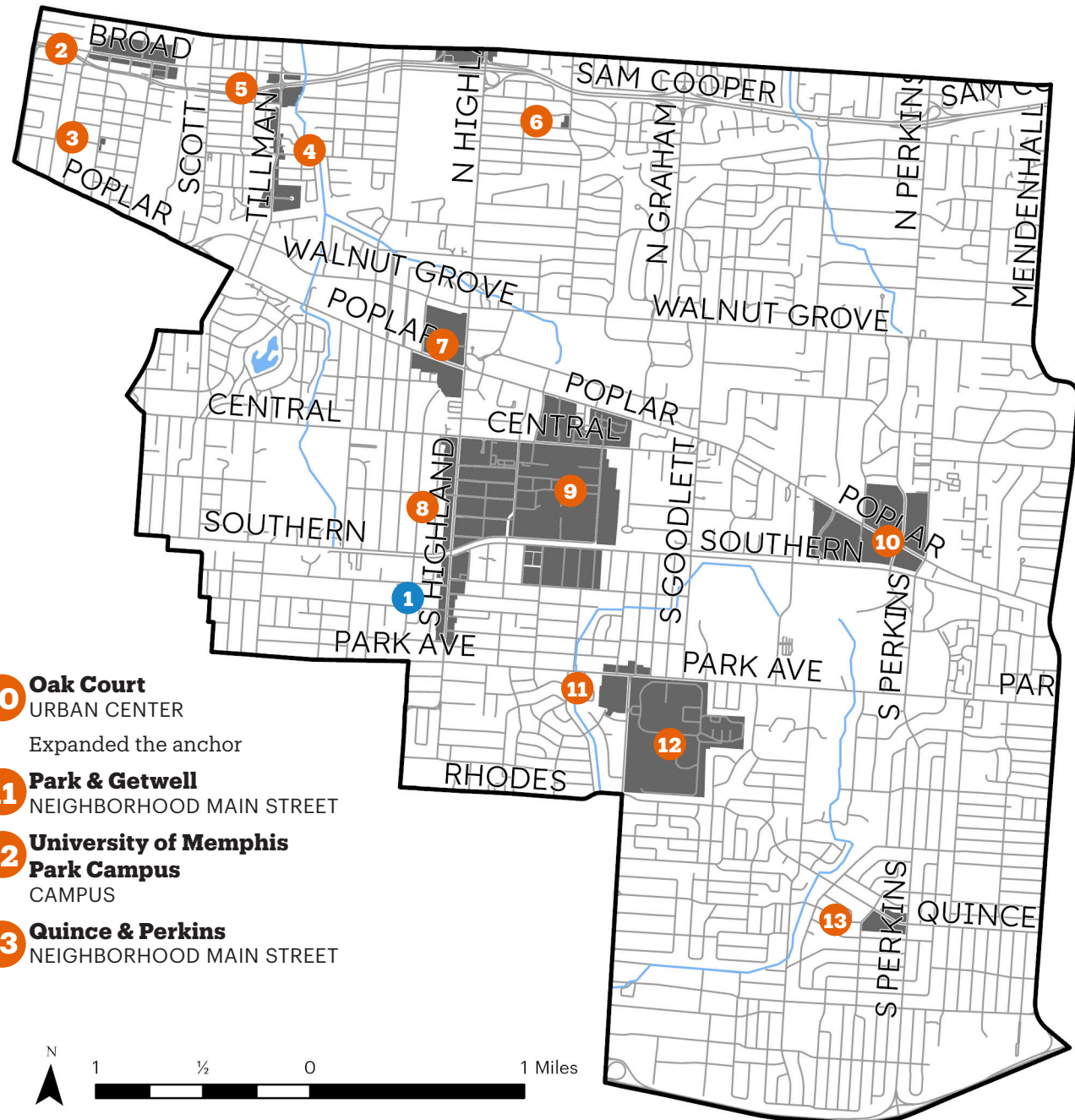
- Preserve and enhance the unique character of neighborhoods by protecting cultural, historic, and architectural assets.
- Enhance pedestrian and cyclist infrastructure to improve safety, accessibility, and connectivity, supporting a diverse range of multi-modal transportation options
- Encourage investment and incentivize re-use strategies to address vacancy and concentrations of blight.
- Provide incentives for the revitalization of distressed commercial centers, focusing on targeted investment and strategic development.

- Added
- Existing

University Revised Anchors and Urban Centers

- 1 Highland Street South**
NEIGHBORHOOD MAIN STREET
- 2 Broad Avenue**
URBAN MAIN STREET
- 3 Merton & Oxford**
NEIGHBORHOOD CROSSING
- 4 Tillman Street**
NEIGHBORHOOD MAIN STREET
Merged two anchors on Tillman at McAdoo and Lester and expanded anchor to the Greenline
- 5 Binghampton Gateway**
URBAN MAIN STREET
Previously Urban Center; Changed because the area is also a community-serving, not purely regional
- 6 Highpoint**
NEIGHBORHOOD CROSSING
- 7 Poplar & Highland**
URBAN CENTER
- 8 Highland Street North**
URBAN MAIN STREET
Previously Urban Center; Changed because this Anchor is heavily supported by nearby neighborhood
- 9 University of Memphis**
CAMPUS

- 10 Oak Court**
URBAN CENTER
Expanded the anchor
- 11 Park & Getwell**
NEIGHBORHOOD MAIN STREET
- 12 University of Memphis Park Campus**
CAMPUS
- 13 Quince & Perkins**
NEIGHBORHOOD MAIN STREET

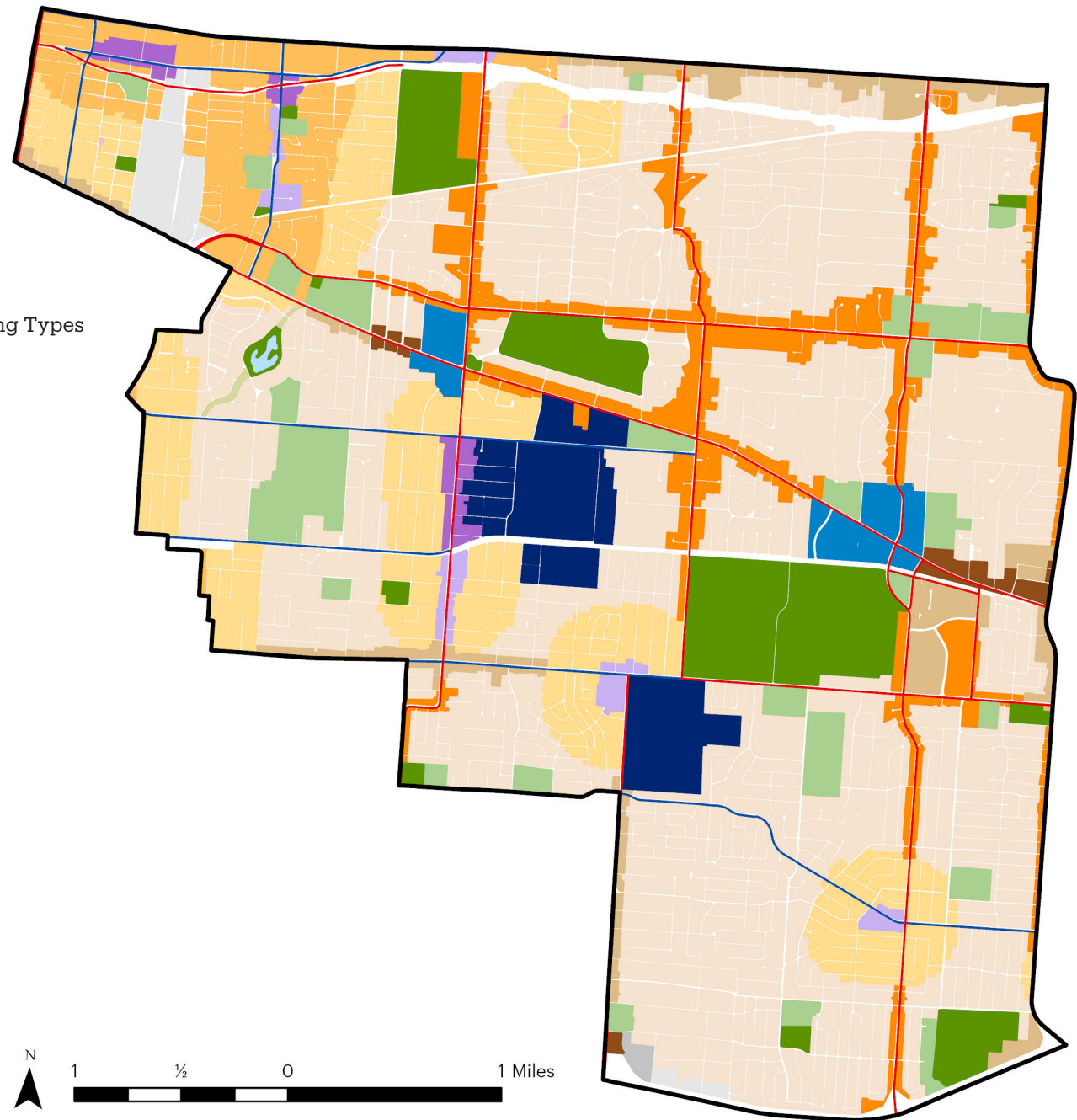


Future Road Use Categories

- Connector
- Thoroughfare

Future Land Use Categories

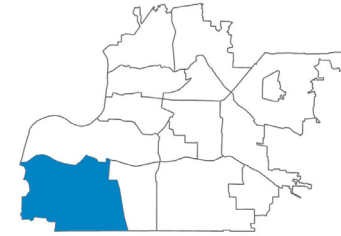
- Anchor Neighborhood
- Anchor Neighborhood - Mix of Building Types
- Anchor Neighborhood - Urban
- Neighborhood Crossing
- Neighborhood Main Street
- Urban Main Street
- Downtown
- Suburban - Minor Road
- Suburban - Major Road
- Low- Intensity Commercial
- High- Intensity Commercial
- Urban Center
- Campus
- Industrial Flex
- Transportation & Logistics
- Industrial
- Parks & Recreational Facilities
- Open Space & Natural Features
- Public/ Quasi-Public



WESTWOOD

Includes Portions of
Council Districts:

6 & 8



39,291

Population

635

People per
Square Mile

51%

Owner Occupied
Households

Revised District Actions

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Environmental Safety

... flooding, drainage, and environmental hazards addressed through cleanup and resilience investments.

Affordable Housing

... housing strategies that support local ownership and provide affordable options for seniors, young adults, and residents with disabilities.

Code Enforcement

... stronger landlord accountability, faster code response, and better systems to prevent illegal dumping.

Parks & Recreation

... more parks, gardens, markets, and recreational spaces created for families and residents.

Traffic Safety

... safety improvements made at “Dead Man’s Curve” in front of Western.

District Priorities

Original

- Strategically address blight and vacancy through land assembly with infill development, agricultural uses, and recreational uses
- Improve pedestrian and cyclist infrastructure to increase accessibility and support multi-modal transportation options
- Address flooding and stormwater issues throughout the district
- Encourage active code enforcement around commercial centers and civic assets

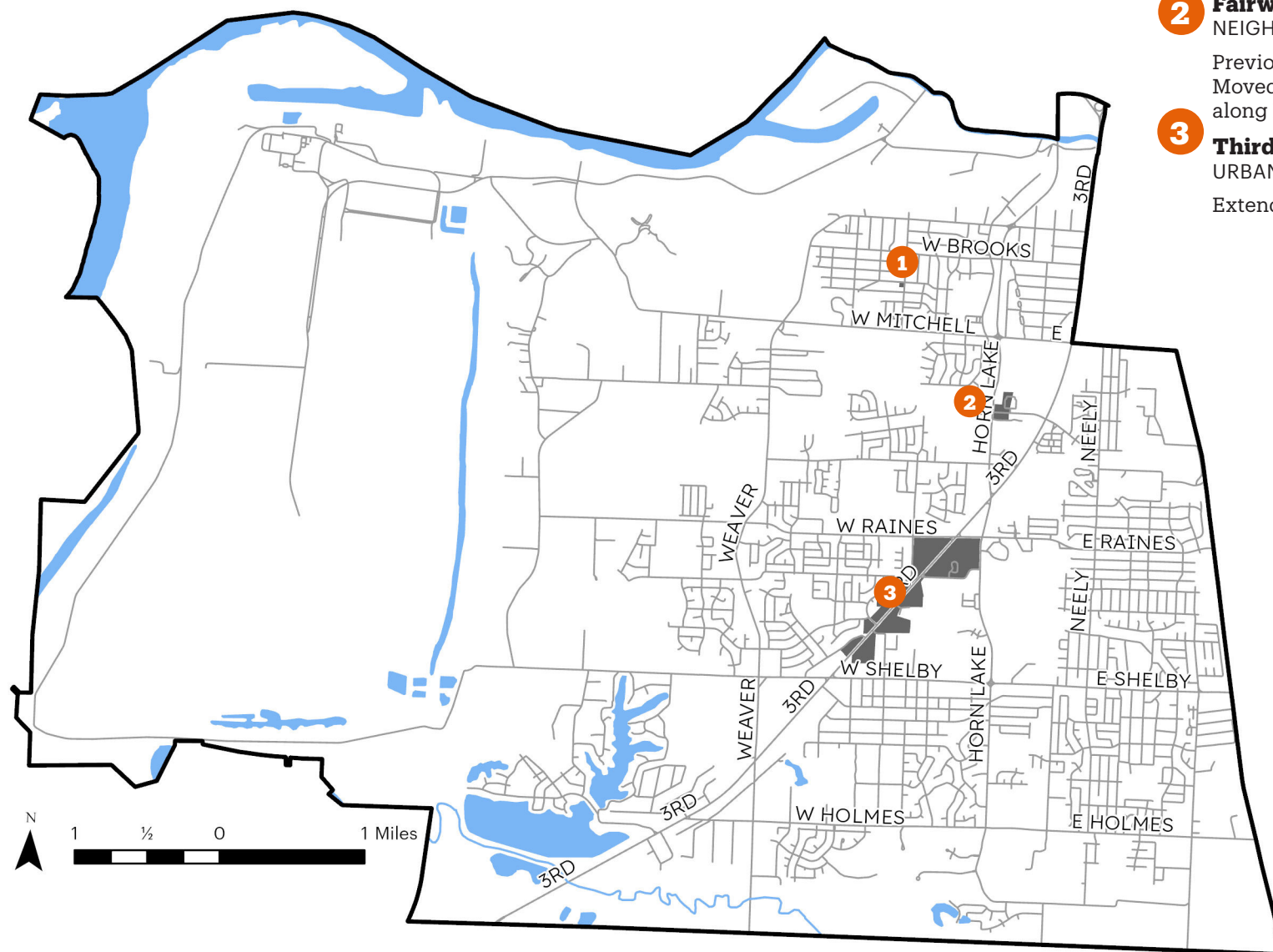
Revised

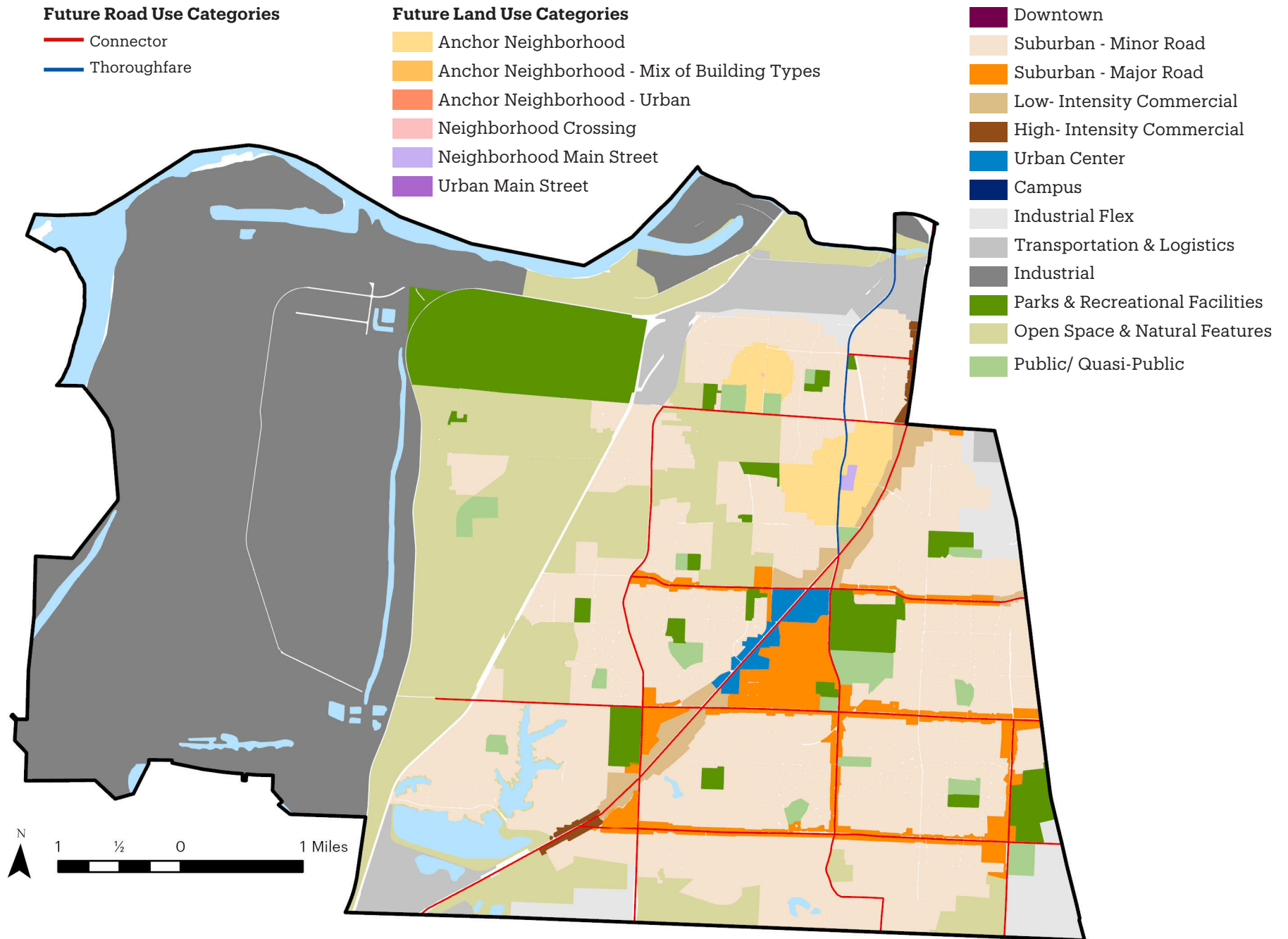
- Advance environmental justice through pollution reduction, green infrastructure, local jobs, and expanded parks.
- Address blight and vacancy by supporting local ownership, preventing dumping, and promoting community-led development.
- Improve transit access and pedestrian infrastructure with focus on safety, connectivity, and amenities such as shelters.
- Address persistent flooding and stormwater issues with clear solutions and environmental attention.
- Strengthen commercial code enforcement through consistent monitoring, community engagement, and accountability.

- Added
- Existing

Westwood Revised Anchors and Urban Centers

- 1 Ford & King**
NEIGHBORHOOD CROSSING
- 2 Fairway Ave**
NEIGHBORHOOD MAIN STREET
Previously Third & Fairway;
Moved the Anchor to the west
along Fairway
- 3 Third & Ford**
URBAN CENTER
Extended the Anchor

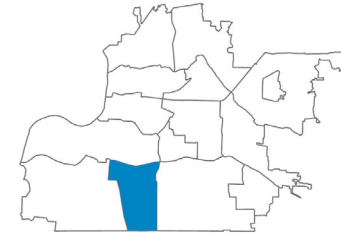




WHITEHAVEN

Includes Portions of
Council Districts:

3, 6 & 8



42,020

Population

1,652

People per
Square Mile

37%

Owner Occupied
Households

Revised District Actions

District Priorities

COMMUNITY MEMBERS WOULD LIKE TO SEE...

Revitalization & Beautification

... major corridor revitalization along Elvis Presley Blvd through beautification, greenspaces, and development that attracts activity.

Code Enforcement

... stronger enforcement to hold property owners accountable and address vacant multifamily buildings that contribute to blight and crime.

Business Diversity

... more diverse dining options and stronger support for Black-owned businesses and Black landownership.

Community Services

... expanded mental health services and stronger resident involvement in development decisions.

Traffic Safety & Infrastructure

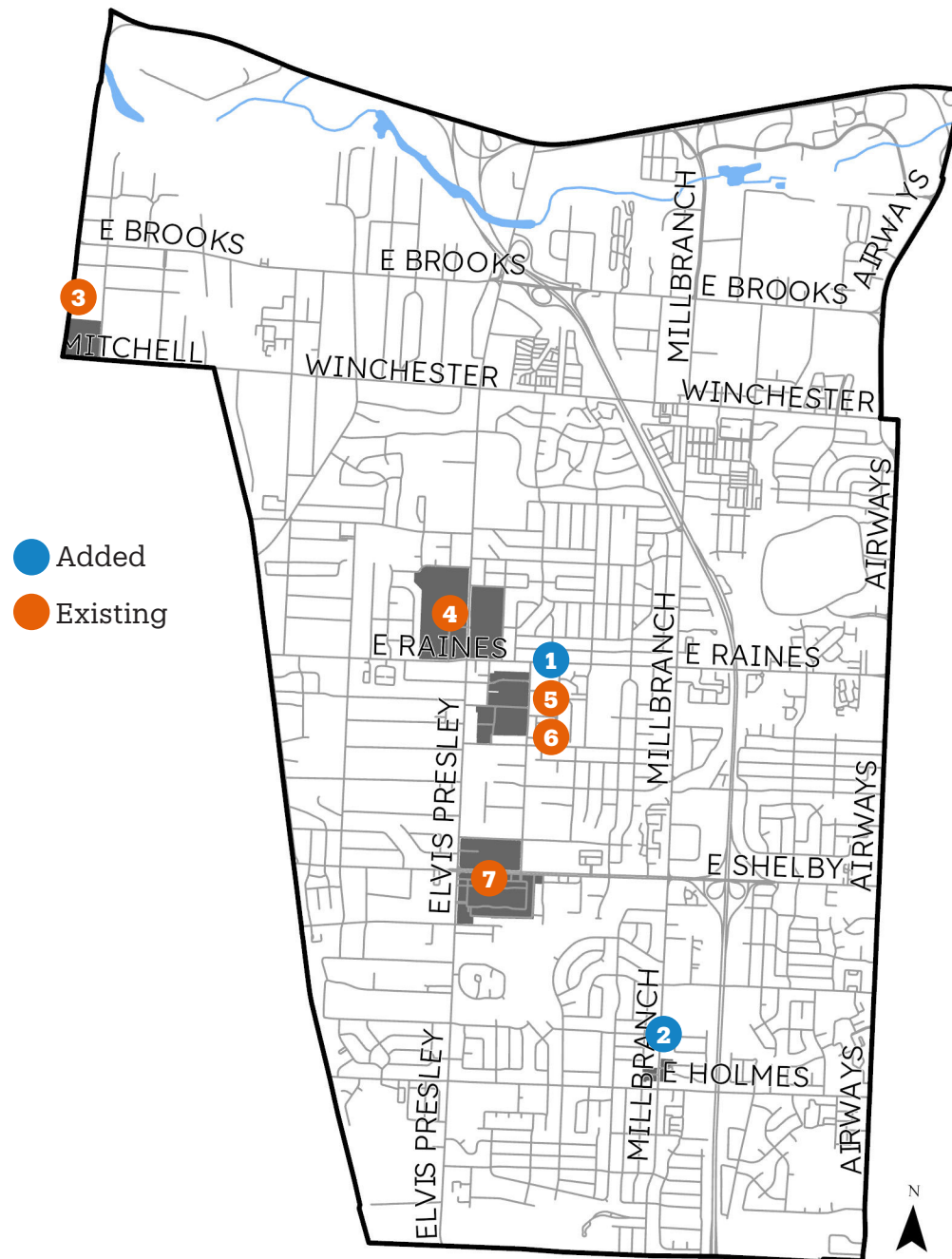
... bike infrastructure protected and traffic calming implemented in commercial areas.

Original

- Address blight and vacancy in multifamily and major structures within anchors and along major corridors
- Improve pedestrian and cyclist infrastructure to increase accessibility and safety along major corridors
- Improve the quality of commercial, retail, and restaurant options to encourage local spending in the district from residents and tourists
- Repurpose vacant lots and parking for public recreation and park development initiatives

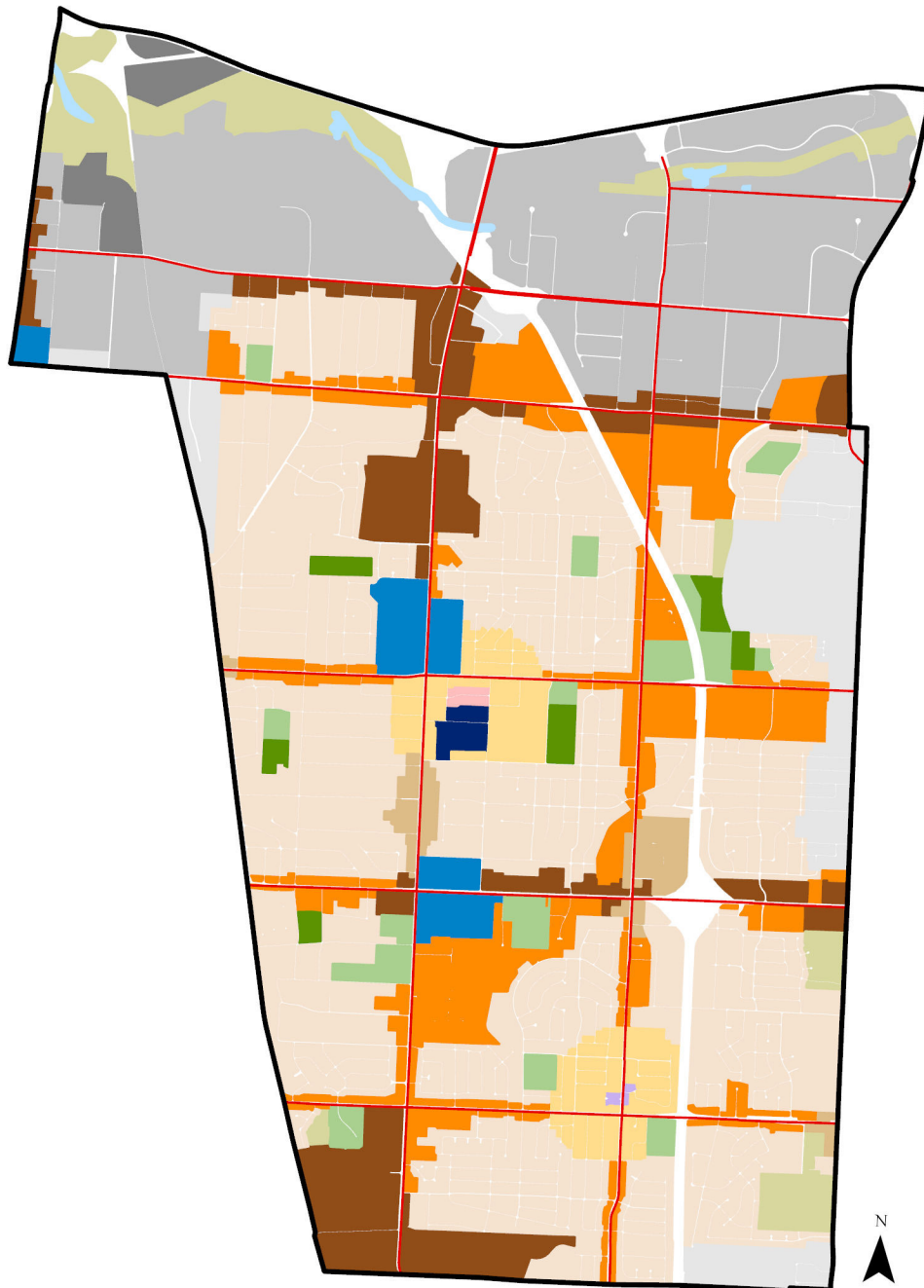
Revised

- Reduce blight in multiunit and major structures while promoting affordable housing and homeownership.
- Improve streets, sidewalks, lighting, and pedestrian infrastructure to create a safer, more walkable community.
- Attract and support high-quality local businesses, restaurants, and retail to boost local spending and vibrancy.
- Expand parks and recreation access while addressing food deserts and related community needs.
- Strengthen community identity and engagement through cultural events, youth programs, tourism, and community spaces.



Whitehaven Revised Anchors and Urban Centers

- 1 Pace & Marlin**
 NEIGHBORHOOD CROSSING
 Community-identified Anchor
 community members said that they like the idea of house-scale neighborhood businesses that serve doctors and nurses from Methodist South
- 2 Millbranch & Holmes**
 NEIGHBORHOOD MAIN STREET
 Community-identified Anchor
- 3 Third & Mitchell**
 URBAN CENTER
 Identified during Westwood meetings that falls within the Whitehaven Boundaries
- 4 Whitehaven Plaza**
 URBAN CENTER
- 5 Methodist South**
 CAMPUS
- 6 Southwest TN Community College-Whitehaven**
 CAMPUS
- 7 Elvis Presley & Shelby Drive**
 URBAN CENTER



Future Road Use Categories

- Connector
- Thoroughfare

Future Land Use Categories

- Anchor Neighborhood
- Anchor Neighborhood - Mix of Building Types
- Anchor Neighborhood - Urban
- Neighborhood Crossing
- Neighborhood Main Street
- Urban Main Street
- Downtown
- Suburban - Minor Road
- Suburban - Major Road
- Low- Intensity Commercial
- High- Intensity Commercial
- Urban Center
- Campus
- Industrial Flex
- Transportation & Logistics
- Industrial
- Parks & Recreational Facilities
- Open Space & Natural Features
- Public/ Quasi-Public



REMOVED ANCHORS LIST (ALL DISTRICTS)

The following is a list of locations that were chosen as anchors in the original Memphis 3.0 Plan. However, the community determined a new FLU designation would be more appropriate, the new FLU category and reason for change are included in the table.

District	Anchor Name	Original FLU Category	Revised FLU Category	Reason for Removal
Cordova	Mullins Station Rd & Whitten Rd	Urban Center	Suburban - Minor Road	Community didn't see this as an anchor; Originally based on a proposed development that did not happen.
Cordova	Trinity Rd & N Germantown Pkwy	Neighborhood Main Street	High-Intensity Commercial Services	Community only wanted one Urban Center in the middle of Germantown Parkway
Core City	Poplar & Danny Thomas	Urban Main Street	Anchor Neighborhood-Urban	Community didn't see this as an anchor
Core City	Ayers & JW Williams	Neighborhood Crossing	Anchor Neighborhood- Mix of Building Types	This is just part of the larger development pattern
Core City	Mississippi & Georgia	Neighborhood Crossing	Anchor Neighborhood- Mix of Building Types	Community member said that this anchor should be further east at Georgia and Crump
East	Poplar & Mendenhall	Neighborhood Main Street	Urban Center	Merged with Poplar & Truse Urban Center
East	Sea Isle	Neighborhood Crossing	Parks & Recreational Facilities	Location is a park and not fit to be a commercial anchor
Frayser	Whitney & Overton Crossing	Neighborhood Crossing	Low-Intensity Commercial Services	Community didn't see this as an anchor
Frayser	Frayser Gateway	Neighborhood Crossing	Low-Intensity Commercial Services	Community didn't see this as an anchor
Frayser	Northgate Center	Neighborhood Main Street	High-Intensity Commercial Services	This was a hot topic in the meeting choosing between CSH or UC and we landed on CSH because at the end of the day community members wanted to see the space revitalized and we don't want to limit what type of revitalization that looks like.
Frayser	Delano & Watkins	Neighborhood Crossing	Low-Intensity Commercial Services	Community members wanted traffic calming but not for commercial development
Jackson	Summer & Graham	Urban Main Street	Low-Intensity Commercial Services	Location is a school and not fit to be a commercial anchor
Jackson	Wells Station & Reed	Neighborhood Crossing	Suburban - Minor Road	After Jerry's left, area no longer an anchor

District	Anchor Name	Original FLU Category	Revised FLU Category	Reason for Removal
Lamar	Getwell & Sharpe	Neighborhood Main Street	Low-Intensity Commercial Services	Community Members think this intersection is too busy and too close to the interstate to be a sustainable/walkable anchor
Oakhaven Parkway Village	Winchester & Tchulahoma	Neighborhood Crossing	High-Intensity Commercial Services	Community members want resources for the park and elementary school but do not see this intersection as an anchor
Oakhaven Parkway Village	Shelby & Tchulahoma	Neighborhood Crossing	Low-Intensity Commercial Services	Community members identified this corner as high commercial trucking activity and identified Shelby as too high intensity for walkable development
Oakhaven Parkway Village	Perkins & Knight Arnold	Urban Main Street	Low-Intensity Commercial Services	Community members want resources for the library but do not see this intersection as an anchor
Raleigh	James Rd/ Old Raleigh	Neighborhood Main Street	High-Intensity Commercial Services	Community members said that they don't see this as an anchor
South	Third & Crump	Neighborhood Main Street	Anchor Neighborhood-Urban	Area is part of an anchor neighborhood
South	Third & Belz/Mallory Heights	Neighborhood Main Street	Low-Intensity Commercial Services	Community members identified this as a place for low intensity commercial development but still a place people want to drive to
South	Elvis Presley & Alcy	Neighborhood Main Street	Low-Intensity Commercial Services	Community members said that they don't see this as an anchor
South	Alcy Ball	Neighborhood Crossing	High-Intensity Commercial Services	Community members said that they don't see this as an anchor. They do see this as a commercial anchor for entering the City from the Airport
Southeast	Kirby & Winchester	Neighborhood Main Street	High Intensity Commercial Services	Community members said that they don't see this as an anchor
University	Dunn & Cherry	Neighborhood Crossing	Suburban - Minor Road	Community members said that they don't see this as an anchor
University	Merton & Harvard	Neighborhood Crossing	Anchor Neighborhood - Mix of Building Types	Area is part of an anchor neighborhood
Westwood	Third & Weaver	Neighborhood Crossing	Low-Intensity Commercial Services	Community members said that they don't see this as an anchor
Westwood	Third & Raines	Neighborhood Crossing	Urban Center	Community members were excited for growth and investment along the Third St corridor and identified a more suburban form of development for this investment.