COMMUNITY REDEVELOPMENT PLAN FOR THE UPTOWN AREA

Memphis and Shelby County Office of
Planning and Development
June, 2001

Community Redevelopment Plan

For The

Uptown Area

June, 2001

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RESOLUTION

AMENDMENT TO THE COMMUNITY REDEVELOPMENT PLAN FOR THE UPTOWN AREA RESTORATION OF TRANSPORTATION ELEMENT

WHEREAS, pursuant to the Community Redevelopment Act of 1998 the City of Memphis, Tennessee and Shelby County, Tennessee established a joint Community Redevelopment Agency ("CRA") to ameliorate the slum and blight conditions within the City of Memphis and the unincorporated areas of Shelby County; and

WHEREAS, on May 15, 2001 the City Council of the City of Memphis, Tennessee adopted the Community Redevelopment Plan for the Uptown Area pursuant to the requirements of Section 12 of the Act and in accordance with the actions of the Council taken in connection with the creation of the CRA; and

WHEREAS, it is necessary for the Council to approve an amendment to the Community Redevelopment Plan for the Uptown Area to restore the transportation element, and certain road alignments; and

WHEREAS, the Council of the City of Memphis have held a public hearing on the amendment to the Community Redevelopment Plan for the Uptown Area and determined that the amended Plan meets the necessary requirements of Sections 13 and 14 of TCA Chapter 987, and said Plan is consistent with the public interest, and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MEMPHIS, TENNESSEE, that the Amendment to the Community Redevelopment Plan For The Uptown Area Restoration Of Transportation Element (shown on the map labeled Exhibit A) be adopted and shall be in full force and in effect for the Uptown Area.

RESOLUT.UPTOWNRESTOREROADS

I hereby certify that the foregoing is a true copy and document was adopted, approved by the Council of the City of Memphis in regular session on

Date OCT 16 2001

Deputy Comptroller - Council Records

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RESOLUTION

WHEREAS, on June 19, 2001, the area within the Community Redevelopment Plan encompassing Mud Island and its immediate adjacent riverfront areas, having distinctive character separate and apart from those contemplated in the Uptown Area, will be exempt from special zoning designation.

NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS CITY COUNCIL That, the Community Redevelopment Plan contemplates design guidelines to recognize and protect the character of existing neighborhoods in the uptown Area, Mud Island and its adjacent riverfront areas as well as the "collateral activities " as defined by the plan, are to be exempt from said design guidelines and their enforcement.

I hereby certify that the foregoing is a true copy and document was adopted, approved by the Council of the City of Memphis in regular session on

Date 6/19/01

Deputy Comptroller - Council Records

Item # 35

Prepared by: Wanda Martin

Commissioner HOOKS

Approved by: Kelly Payne Bright

A JOINT RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF SHELBY COUNTY, TENNESSEE AND THE COUNCIL OF THE CITY OF MEMPHIS, TENNESSEE, APPROVING A FINDING OF CONDITIONS NECESSARY FOR COMMUNITY REDEVELOPMENT AND ADOPTING A COMMUNITY REDEVELOPMENT PLAN FOR THE UPTOWN AREA

WHEREAS, Pursuant to the authority granted by Chapter 987 of the Public Acts of 1998, known as "The Community Redevelopment Act of 1998" ("Act"), Shelby County, Tennessee ("the County") and the City of Memphis, Tennessee ("the City") established a joint Community Redevelopment Agency ("CRA" or "Community Redevelopment Act") to ameliorate the slum and blight conditions within the City of Memphis and the unincorporated areas of Shelby County; and

WHEREAS, In accordance with the Act, prior to undertaking community redevelopment activities, it is necessary that the County Commission and City Council make a determination that an area is slum or blighted or lacks affordable housing; and

WHEREAS, The Community Redevelopment Agency and Board of Directors caused to be prepared a Community Redevelopment Workable Plan which outlines areas of slum and blight; and,

WHEREAS, The Shelby County Board of Commissioners and the City Council of the City of Memphis by Joint Resolution adopted the Community Redevelopment Workable Plan in March 2001; and

WHEREAS, The Community Redevelopment Agency and Board of Directors caused to be prepared a "Community Redevelopment Plan for the Uptown Area" which outlines one or more conditions of blight, slum and other criteria which qualify the area for community redevelopment; and

WHEREAS, The Community Redevelopment Agency, by and through the County Commission and the City Council, has examined the area proposed for community redevelopment pursuant to the Act and has determined that the Uptown Area (as shown on the attached map labeled Exhibit A) to be a slum area, a blighted area, or an area in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, or a combination thereof, and is appropriate for community redevelopment; and

WHEREAS, The Community Redevelopment Plan for the Uptown Area has prescribed community redevelopment activities that will mitigate the existence of slum, blight and the shortage of affordable housing in the area; and

WHEREAS, The Community Redevelopment Plan for the Uptown Area has been reviewed by the Director of the Memphis and Shelby County Division of Planning and Development and found to be in conformance with the comprehensive development plan for the City and County; and

WHEREAS, The Shelby County Board of Commissioners and Council of the City of Memphis have held a public hearing on the Community Redevelopment Plan for the Uptown Area and determined that such Plan meets the necessary requirements of Section 14 of Chapter 987 of the Public Acts of 1998, and said Plan is consistent with the public interest; and

WHEREAS, The Shelby County Board of Commissioners and the Council of the City of Memphis finds that a feasible method exists for the location of families who will be displaced from the community redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families; that the Community Redevelopment Plan for the Uptown Area conforms to the general plan of the county or municipality as a whole; that the plan gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the Plan; and that such Plan will afford maximum opportunity consistent with the sound needs of the county or municipality as a whole, for the rehabilitation or redevelopment of the Uptown Community Redevelopment Area, as set forth in the attached Exhibit A, by private enterprise.

NOW THEREFORE, BE IT RESOLVED BY THE BOARD OF /COUNTY COMMISSIONERS OF SHELBY COUNTY AND THE COUNCIL OF THE CITY OF MEMPHIS that the Uptown Area, shown on the attached map labeled Exhibit A and incorporated herein by reference, is hereby determined to be a slum area, a blighted area, or an area in which there is a shortage of housing affordable to residents of low or moderate income, including the elderly, or a combination thereof, and is appropriate for community development.

BE IT FURTHER RESOLVED, That

(i) a feasible method exists for the location of families who will be displaced from the Uptown Community Redevelopment Area (as set forth in Exhibit A) in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families;

(ii) the Community Redevelopment Plan for the Uptown Area conforms to the general plan of the County and the City as a whole;

(iii) the Community Redevelopment Plan for the Uptown Area gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement with special consideration for the health, safety and welfare of children residing in the general vicinity of the site covered by such Plan; and

(iv) the Community Redevelopment Plan for the Uptown Area will afford maximum opportunity, consistent with the sound needs of the County and City as whole, for rehabilitation or redevelopment of the Uptown Community Redevelopment Area by private enterprise.

BE IT FURTHER RESOLVED, That the Uptown Area is hereby designated as a community redevelopment area, and that the "Community Redevelopment Plan for the Uptown Area", attached hereto as Exhibit B and incorporated by reference, be adopted and shall be in full force and in effect for the Uptown Area.

BE IT FURTHER RESOLVED, That the Memphis and Shelby County Community Redevelopment Agency is hereby directed to carry out such Plan.

BE IT FURTHER RESOLVED, That this joint resolution shall take effect from and after the date it shall have been enacted according to due process of law by virtue of the concurring and separate passage thereof by the Board of Commissioners of Shelby County, Tennessee, and the Council of the City of Memphis.

Jim Rout
County Mayor

Date 6-8-01

Attest:

Clerk of County Commission

ADOPTED JUNE 4, 2001

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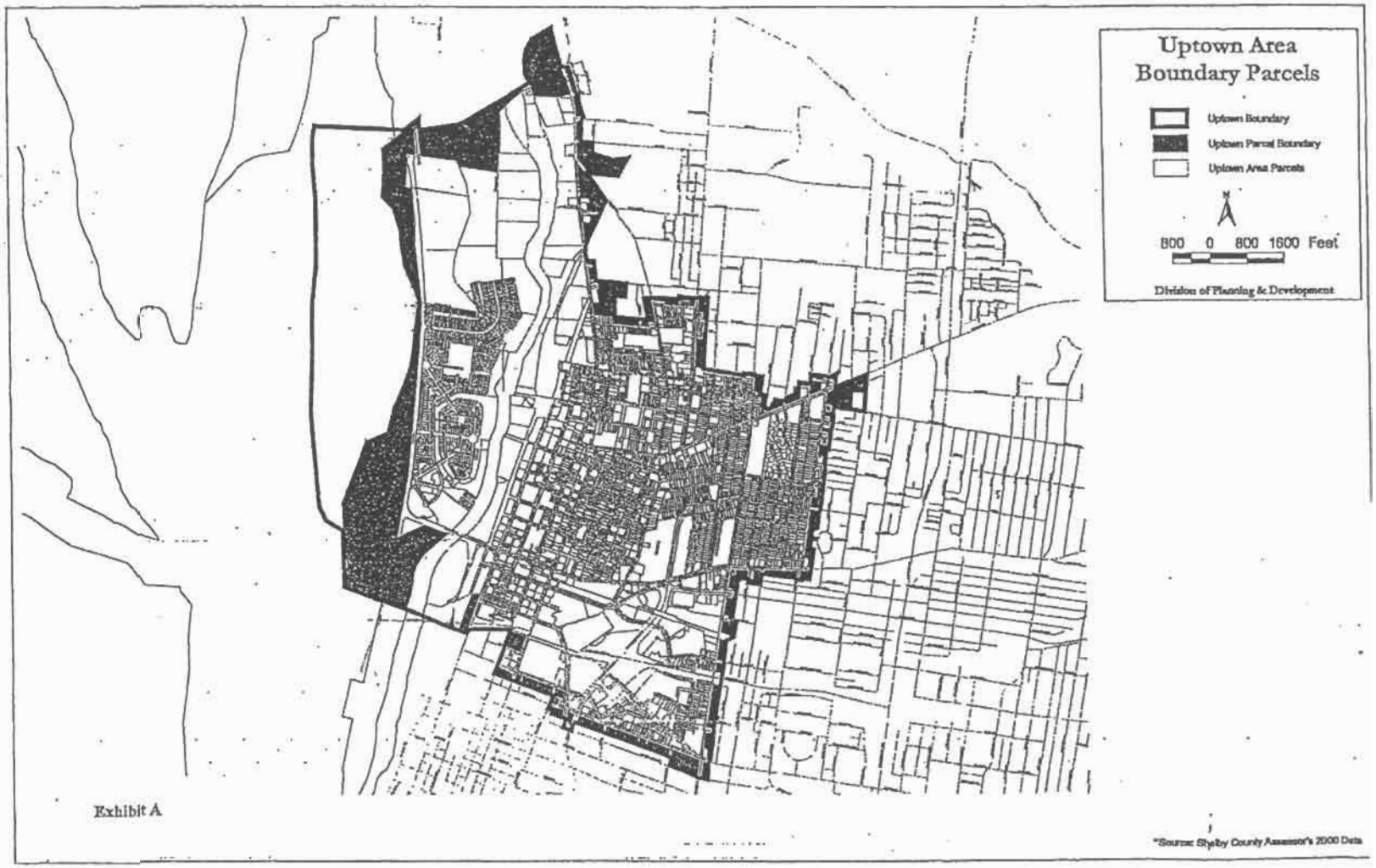
Uptown Area
Boundary Parcels
Uptown Boundary
Uptown Parcel Boundary
Uptown Area Parcels
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Division of Planning & Development
*Source: Shelby County Assessor's 2000 Data

Exhibit A

A JOINT RESOLUTION OF THE CITY OF MEMPHIS, TENNESSEE AND THE COUNTY OF SHELBY, APPROVING
A FINDING OF CONDITIONS NECESSARY FOR COMMUNITY REDEVELOPMENT AND ADOPTING A COMMUNITY REDEVELOPMENT PLAN FOR THE UPTOWN AREA

WHEREAS, in accordance with Tennessee Code Annotated, Chapter 987, "The Community Redevelopment Act of 1998"; it is necessary to first determine that an area is slum or blighted before undertaking community redevelopment activities; and,

WHEREAS, the legislative bodies of the City of Memphis and Shelby County have found that a community redevelopment agency to function in Memphis and Shelby County is necessary to carry out the community redevelopment purposes of Chapter 987 of Tennessee Code Annotated,

WHEREAS, the rehabilitation, conservation, or redevelopment, or combination thereof of the slum and blighted areas within the City of Memphis and the entire County of Shelby, including, if appropriate, the development of housing which residents of low and moderate income, including the elderly, can afford, is necessary in the public interest of the public health, safety, morals, or welfare of the residents of this city and county,

WHEREAS, the Community Redevelopment Agency and Board of Directors caused to be prepared a Community Redevelopment Workable Plan which outlines areas of slum and blight, and,

WHEREAS, the City Council of the City of Memphis and the Shelby County Board of Commissioners by joint resolution adopted the Community Redevelopment Workable Plan in March 2001, and

WHEREAS, the Community Redevelopment Agency and Board of Directors caused to be prepared a *Community Redevelopment Plan for* the Uptown Area which outlines one or more conditions of blight, slum and other criteria which qualifies the area for community redevelopment, and

WHEREAS, the Community Redevelopment Agency, also referred to as the CRA, by and through the City of Memphis and the Shelby County Government has examined the area proposed for community redevelopment and determined that it is, pursuant to Tennessee Code Annotated (TCA), Chapter 987, "The Community Redevelopment Act of 1998", and pursuant to, that the Uptown Area contain blighted and slum areas with buildings or improvements which, by reason of dilapidated conditions are detrimental to the safety, health, morals or welfare of the community and that these and other conditions should be eliminated in

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the public interest and the members of the Council of the City of Memphis and Shelby County Board of Commissioners have been duly apprised and are aware of these conditions; and

WHEREAS, A Community Redevelopment Plan for the Uptown Area has been completed by the Office of Planning and Development with assistance from consultants, said document has been reviewed and recommended by the CRA Board of Directors; and

WHEREAS, the Community Redevelopment Plan for the Uptown Area has prescribed community redevelopment activities that will mitigate the findings of slum, blight and a shortage of affordable housing; and

WHEREAS, the Community Redevelopment Plan for the Uptown Area has been reviewed by the Director of the Memphis and Shelby County Division of Planning and Development and found it to be in conformance with the comprehensive development plan for the city and county; and

WHEREAS, the Council of the City of Memphis and Shelby County Board of Commissioners have held a public hearing on the findings of the plan and determined that the plan meets the necessary requirements of Section 14 of TCA Chapter 987, and said plan is consistent with the public interest, and

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MEMPHIS AND THE BOARD OF COMMISSIONERS OF SHELBY COUNTY that the Uptown Area (shown on the map labeled Exhibit A) has been designated as a community redevelopment area and that the (attached plan labeled Exhibit B) titled "Community Redevelopment Plan for the Uptown Area" be adopted and shall be in full force and in effect for the Uptown Area, and the Memphis and Shelby County Community Redevelopment Agency will carry out such plan.

ctyuptwn

I hereby certify that the foregoing is a true copy and document was adopted, approved by the Council of the City of Memphis in regular session on:

MAY 15 2001

Date

Deputy Comptroller - Council Records

Make an Amendment to the document titled "Community Redevelopment Plan for the Uptown Area" dated May 7, 2001 adopted on May 15, 2001

On pages 33 and 34 under the heading Proposed Roadway Improvements the following items will be deleted from the text and the map labeled Transportation Plan:

North Parkway Realignment

In order to facilitate the redevelopment of St. Jude Children's Research Hospital, a portion of the existing North Parkway should be closed and North Parkway be realigned into Auction Street. It is also proposed that as a part of this realignment that its cross section be changed to be as close as possible to the cross section of the eastern part of the existing North Parkway from the current termination of the landscape median to Front Street.

Jackson Avenue Realignment

Jackson Avenue from the intersection with McDermott Street to Danny Thomas would be realigned through the former Hurt Village area to the intersection of Mill Avenue and Seventh Street. The eastern portion of this realignment would maintain the current cross section to the intersection with Danny Thomas. From there to Seventh Street it would be downgraded to a neighborhood street. Current traffic information indicates that the majority of the traffic on Jackson is diverted at Danny Thomas.

and replaced with the following:

The developer and the City of Memphis Administration will work with the current stakeholders to develop a road improvement concept to efficiently move traffic and link the existing and proposed developments in the Uptown Area. This concept will address North Parkway, Danny Thomas and Jackson Streets.

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I. INTRODUCTION

Purpose of the Community Redevelopment Agency

The Memphis and Shelby County Community Redevelopment Agency (CRA) is a joint city and county entity authorized under the provisions of the State of Tennessee "Community Redevelopment Act of 1998". The agency was established for the purpose of improving the quality of life through the removal of slum and blight within Memphis and Shelby County.

The Memphis and Shelby County Community Redevelopment Agency (CRA) is authorized to combat slum and blighted areas that constitute a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of Memphis and Shelby County. The existence of such areas contributes substantially and increasingly to the spread of disease and crime, constitutes an economic and social liability imposing onerous burdens which decrease the tax base and reduce tax revenues, substantially impairs or arrests sound growth, retards the provision of housing accommodations, aggravates traffic problems, and substantially hampers the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of policy and concern in order that Memphis and Shelby County shall not continue to be endangered by areas which are focal centers of disease, promote juvenile delinquency, and consume an excessive proportion of its revenues because of the extra services required for police, fire, accident, hospitalization and other forms of public protection, services, and facilities.

Role of the Community Redevelopment Agency (CRA)

The enabling legislation has conferred the following powers to the CRA to carry out community redevelopment: (1) the power to determine an area to be a slum or blighted area, or combination thereof; to designate such area as appropriate for community redevelopment; and to hold any public hearings with respect to this condition (2) the power to grant final approval to community redevelopment plans and modifications (3) the power to authorize the issuance of revenue bonds (4) the power to approve the acquisition, demolition, removal or disposal of property (5) tax increment financing through the redevelopment trust fund and (6) the power of eminent domain and the exercise of police power for public uses and purposes for which public monies will be expended. The CRA will exercise these enumerated powers subject to the review and approval of the city and county legislative bodies.

CRA Qualification Criteria and Process for Community Redevelopment

It is necessary for the CRA to make a finding of slum and blight or a combination thereof, or the existence of a shortage in affordable housing to residents of low and moderate income, including the elderly in a specified community redevelopment area or areas prior to the exercise of any powers authorized by the Community Redevelopment Act of 1998. The rehabilitation, conservation, or redevelopment of a specified redevelopment area or areas must be enumerated in a community redevelopment plan. The community redevelopment plan must identify the community redevelopment activities that will be undertaken to eliminate the CRA finding. These

activities should include a time schedule and justification for utilizing the powers granted to the CRA.

The CRA has found and declared that the preservation or enhancement of the tax base from which the city and county realizes tax revenues as essential to the continued existence and financial health of the community. The CRA has further deemed that tax increment financing is an effective method of achieving such preservation and enhancement in areas, in which such tax base is declining; that community redevelopment in such areas, when complete, will enhance such tax base and provide increased tax revenues to all affected taxing authorities. The community redevelopment activities can be undertaken by appropriating funds to the redevelopment trust fund. These funds will be used to facilitate community redevelopment in a specified area where it is necessary to preserve the interest of the public health, safety or welfare of the residents of Memphis and Shelby County.

CRA Adopted Plan

The Strategic Plan: CRA Workable Program functions as the Memphis and Shelby County Community Redevelopment Agency's (CRA) master operating document. This document outlines the CRA's purpose, goals and objectives as well as targeting areas for redevelopment

Goals For Community Redevelopment Agency

- Create neighborhoods in which people share a sense of belonging.
- Encourage preservation and a mixture of uses and activities that welcome and serve citizens of diverse incomes and ages.
- Preserve historic, cultural and natural assets, and use them to reinforce a unique sense of place. The architecture of any redevelopment should be in keeping with the surrounding area.
- Use the best design practices available to increase personal safety and social interaction.
- Maximize the use of existing infrastructure and give public funding priority to preserving and rebuilding existing neighborhoods.
- Encourage the preservation of natural resources and use environmentally sustainable development practices.
- Incorporate green spaces as a part of neighborhoods.

II. QUALIFICATION REPORT FOR THE UPTOWN AREA

Description of Uptown Area

The Uptown Area is just north of the Central Business District and Civic Center at Downtown Memphis and is served by four major commercial corridors that run east to west, Poplar Avenue, N. Parkway, Auction Avenue and Chelsea Avenue. Interstate 40 traverses the southern portion of the district also from east to west with one access point within the district along Danny Thomas Boulevard. While the majority of this district is residential, some heavy to light industrial corridors exist within northern sections of the study area. These mostly shipping and receiving industries take advantage of the study area's unique position along a major trucking route, N. Second Street leading from the N. Memphis industrial area and Enterprise Zone to Interstate 40 with east access to Arkansas and the Midwest.

The Uptown Area contains approximately 1,833.27 acres and is bounded to the west by the east bank of the Mississippi River, beginning at a point adjacent to Levee Road and extending south along the shoreline to Interstate 40 at the Hernando DeSoto Bridge. The western boundary then proceeds on Interstate 40 to a point headed east to Third Street. From there it moves south along Third Street to Exchange Avenue. Moving east on Exchange to Lauderdale Street and then turning south for one block where Lauderdale meets Poplar Avenue. Poplar Avenue proceeds east to Manassas Street. Turning north on Manassas up to Jackson Avenue. Interstate 40 and Poplar Avenue combine to form the southern fringes of the district along with Jackson Avenue, which serves as the least southern boundary line and extends eastward to Ayers Street. The eastern boundary of the district follows Ayers Street north until the street reaches Chelsea Boulevard. The boundary then follows Chelsea Avenue south to Manassas, north to T.M. Henderson, east to Thomas Street, north to Arrington Avenue, south along Seventh Street, east to N. Second St. and north to Levee Rd. extending westward again back toward the Mississippi River shoreline.

CRA Selection and Eligibility Criteria

The Uptown Area is identified as a potential redevelopment area by the Strategic Plan: CRA Workable Program (March 2001); and if recommended by the Memphis and Shelby Community Redevelopment Agency and approved by the Shelby County Board of Commission and the Memphis City Council the area will become eligible for community redevelopment activities which may include tax increment financing.

The Community Redevelopment Act of 1998 designates the legal framework for the designation of community redevelopment areas within the State of Tennessee. A community redevelopment area can be eligible if it meets one or more of the three qualifying types: (1) a "slum area", (2) a "blighted area, (3) an area "in which there is a shortage of housing that is affordable to the residents of low and moderate income, including the elderly. The qualification report must identify which of the three types of areas the community redevelopment area meets. It may meet one of the qualifying types or a combination of them.

A "slum area" is comprised of a predominance of buildings indicative of dilapidation, deterioration, age or obscolence. A slum area is characterized by inadequate ventilation, sanitation or open space; population density and overcrowding; and conditions, which endanger life or property, and is detrimental to the public health, safety, morals, or welfare. These characteristics are conducive to ill health, transmission of disease, infant mortality, juvenile delinquency and crime.

A "blighted area" is comprised of a substantial number of slum, deteriorated, or deteriorating structures; conditions which endanger life or property; impairs the sound growth of a county; and a menace to the public health, safety, morals or welfare. A blighted area is characterized by a predominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility or usefulness; unsanitary or unsafe conditions; the deterioration of site or other improvements; tax or special assessment delinquency exceeding the fair value of the land; and diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or an area in which there exists faulty or inadequate street layout; inadequate parking facilities; or roadways; bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.

A "shortage of affordable housing" an area in which there is a shortage of housing that is affordable to residents of low or moderate income, including the elderly.

Area Conditions

The Uptown Area is a predominately residential area. Safe housing opportunities are available on the western edge of the redevelopment area on Mud Island, however these opportunities are available only to those who can afford luxury styled homes. In the remaining of the area east of the Wolf River Lagoon (4/5 of the area) homes are substandard, poverty rates are high, crime is widespread, and the area in general shows signs of years of neglect. Two public housing complexes exist within the redevelopment area boundaries, Hurt Village and Lauderdale Courts. Both of these complexes are in severely distressed condition and account for approximately 900 housing units.

A mix of light and heavy industry exists between Second Street and the Wolf River Lagoon. Industrial uses include several granaries, warehouses and other industrial activity in this area. Metal salvage yards are also found within the Uptown area west of Third Street. The majority of commercial businesses and services are located along Chelsea, Jackson, and Poplar Avenues and Danny Thomas Boulevard. Most of these businesses are in older structures that have facades in need of improvements.

The Illinois Central Railroad travels a north/south route along the eastern edge of the Wolf River Lagoon. Heavy Truck traffic travels along Highway 51 (Danny Thomas Boulevard) where there are multiple industrial businesses north of the Uptown area.

The adjacent neighborhoods are fully developed with residential uses to the east, residential and industrial uses to the north, and a mix of residential, institutional and other businesses to the south.

Uptown Area Qualification

The preceding report will document that the Uptown Area meets the definition of a "slum area" and a "blighted area" as well as the existence of a shortage of housing affordable to those of low to moderate income and the elderly. This report will show that the Uptown area meets the definition of a combination of types of conditions necessary for community redevelopment.

Slum Conditions

A predominance of Buildings Indicative of Dilapidation, Deterioration, Age or Obsolescence

Following are concentrations of building conditions and environmental conditions which can be classed as slum:

The Hurt Village/Hope VI area and Lauderdale Courts are classified as a slum areas. This classification is primarily based upon the conditions listed in the Uptown Hope VI application and a HUD mandated study that states the majority of MHA's properties are irredeemable and unfit for human habitation. Hurt Village is a classic example of public housing at its worst and the immediate impact it has on the surrounding neighborhoods.

Furthermore, a study conducted for the Hurt Village HOPE VI Grant Application, a property survey taken in 1997 found that of the 629 structures closest to Hurt Village 15% are dilapidated or deteriorated. The condition of housing in this area has increased the potential for fire hazards in vacant structures that have become a haven for drug dealers and arsonists.

There are two slum areas west of St. Jude Children's Hospital and adjacent to Mud Island. The northern most area is bounded by Front Street on the west, Marble Street on the north, Tully Street on the west and Chelsea Avenue on the south; and the second area west of St. Jude Children's Hospital acts as the back door to Mud Island. This area is bounded by Wolf River Harbor on the West, Mud Island Road on the north, Second Street to Chelsea Avenue and then meanders east and west of Fifth Street. This area contains a substantial number of deteriorating, deteriorated and dilapidated structures. This area also contains vacant weeded lots as well as bayous and several brownfield sites. Likewise, this area has several large junkyards as well as several areas contained unsecured outdoor storage. Several large businesses use the public street as a loading and unloading zone for cargo. Auction Street to the south, Chelsea to the north, front and Danny Thomas contains a high volume of large [30,000+ sq. ft] warehouses unused or underutilized and deteriorating.

Small pockets north of Chelsea mostly multi-family apartments ranging from 8 to 15 units per building have various slum conditions such as victim and or excessive exposure to elements.

There are concentrations of weeded lots east of Mannassas South of Chelsea and north of Chelsea; along Seventh Street/St. Jude between Chelsea and Jackson; along Second Street, north of Bickford; and between Second, Third, Looney, and Saffaran.

Vacant lots are concentrated in an area bounded by Auction, Hickory, Front, and Third [adjacent lots]; Marble, Second, T. M. Henderson and Tully also have large and adjacent vacant lots; there are two large tracks of vacant land on Mud Island and number of smaller lots; and vacant lots scattered through out the Uptown Area.

The information presented below contains a general framework for the "slum " influences prevalent throughout the Uptown Redevelopment Area as a whole.

Housing Age

Age presumes the existence of problems or limiting conditions that result from the normal and continuous use of structures over a period of years. Since building deterioration and related structural problems are a function of time, temperature, moisture and normal routine maintenance, structures that are 35 years old or more typically exhibit more problems than recently constructed structures. Over 55% of the housing stock in this area is more than 35 years old. The following table lists a breakdown of the year housing units were built.

Year Built	Number of Homes	Percentage of Housing
1980-1990	515	14.0%
1970-1979	446	12.1%
1960-1969	677	18.4%
1950-1959	917	24.9%
1940-1949	593	16.1%
1939 or Before	534	14.5%
Total	3,682	

Inadequate Ventilation, Sanitation or Open Space

The structures in Hurt Village do not have adequate ventilation as stated in their HOPE VI application. Inadequate ventilation contributes to excessive heat conditions in the summer. Central air conditioning is not provided in MHA projects. Therefore, window units are needed. Window units present problems for the outdated electrical system and can be a target for thieves.

Conditions Which Endanger Life or Property

A HUD study classifies "most of MHA's public housing stock as irredeemable and to be demolished." The MHA Uptown HOPE VI application states 15% of 629 structures that surround Hurt Village do not meet current minimum building standards. Furthermore, almost 50% of the units at Hurt Village are uninhabitable.

The existence of approximately five (5) brownfields and the presence bayous indicate the presence of environmental elements which pose potential health and safety issues. As cited earlier, the presence of noxious gas invades the area and may be from the Sewage Treatment Plant north of the Wolf River. The presence of debris throughout the study area on vacant lots indicates the presence of dumping; whereas, the presence of debris in front of housing may indicate a need for better service or special pick-ups in the area.

Infant Mortality

Infant Mortality citywide is 13.3 infant deaths per 1,000 live births. The non-white mortality rate is17.7 infant death per 1,000 people. The predominant race in the community redevelopment area is black with approximately 95.3% of the population.

The birth and death tables below demonstrate the trend of young school age and children under five in the Uptown Area is continuing to increase. The young children also reflect a future obligation for adequate school facilities to serve a growing need.

BIRTHS	2	20	21	23	24	TOTAL
1995	57	78	30	52	54	271
1996	41	80	31	55	59	266
1997	50	113	24	43	77	307
1998	59	108	29	35	96	327
TOTALS	207	379	114	185	286	1,171

BIRTHS	2	20	21	23	24	TOTAL
1995						
White	2	1	3	2	2	10
Non-White	55	77	27	50	52	261
1996						
White	1	2	1	2	3	9
Non-White	40	78	30	53	56	257
1997						
White	1	3	2	2	1	9
Non-White	49	110	22	41	76	298
1998						
White	2	1	3	1	5	12
Non-White	57	107	26	34	91	315

The number of non-white births and deaths dominate the population trend for this area by an overwhelming ratio.

Juvenile Delinquency

The three (3) leading juvenile offenses filed in the 38107 zip code during the years 1998-2000, of which the Uptown Area is part of, are as follows:

1. Disorderly Conduct (655 reported complaints)
2. Truancy (425 reported complaints)
3. Assault (310 reported complaints)

Disorderly Conduct (655 reported complaints) - The act of disorderly conduct in the juvenile population was the most cited crime in the 38107 zip code, from 1-1-98 until 12-31-2000. Disorderly conduct may consist of various acts committed by an individual to disrupt the peace or commit an outward display inappropriate for the general population. Disorderly Conduct may lead to other potentially destructive results such as the possibility of compromising the health and safety of others, and destruction of public or private property. The act of Disorderly Conduct is a hazard to residents, and to the property of a neighborhood. The lessening of such acts would promote a safer environment, and a healthier and more holistic atmosphere.

Truancy (425 reported complaints) - The act of Truancy is an increasing problem among youth across the nation. Not only do acts of truancy lead to complacency and possible mischief, but it also perpetuates the eminent issues of the educational attainment and performance of the Youth of Memphis and Shelby County. Education, positive activities and exposure are two strong opponents to truancy. It is often said that it takes a village to raise a child. Building a community of diverse people who can offer advice to our youth, be strong examples, and remain beacons of the community is a strong element to combat this crime. For example a community with diversity in the age of its residents is a plus; Seniors are an excellent resource for communities, it is here that wisdom lies for young parents to learn from those more experienced in child rearing.

Assault (310 reported complaints) - Assault is an act of violence committed toward another individual, there are many reasons for assault, but a common instance in many situations is anger. Anger is an emotion that is present in most everyone, but violence occurs when there is an absence of willingness or ability to express and properly ventilate angry emotions. People typically adapt to their surroundings. If the atmosphere in which a human is forced to live is hostile, often times he/she will adapt hostile attitudes, and violence has a greater opportunity to occur. There are many aesthetic features that can create a more potentially peaceful atmosphere, less concrete, more grass, and more common space so that neighbors have access to a common place at which to meet and socialize. These are just a few elements of sound planning and neighborhood concepts proven to reduce such incidences in a proactive manner.

There are many elements of a community that comprise the fabric of our neighborhoods, there are elements that are proven to decrease crime and negative atmospheres, such as proper lighting, police presence, green space, common meeting places, etc. All of these elements positively affect communities the Uptown area needs these elements to improve its neighborhood environment, and to grow as a community. The preceding information was provided by the Memphis and Shelby County Juvenile Court information System for period 1-1-98 through 12-31-2000.

Crime Statistics

Generally speaking, the amount of crime directly correlates to the number of people (density) and the environmental/economic conditions of people i.e. age, income, education, poverty, etc.

The Memphis Police Department provided the following crime statistics for the Uptown Area . The area contains all or a portion of police wards 121, 122, 424, 625 and 626. The Uptown Area receives police protection from three (3) precincts: the Downtown Precinct patrols wards 625 and 626; the North Precinct patrols wards 121 and 122; and the West Precinct patrols ward 424.

The majority of crime occurs in wards 121 and 122 that are located east of the Mississippi River and north of Jackson Avenue. Ward 424 is located east of Danny Thomas Boulevard, south of Jackson Avenue and north of Poplar Avenue reflects a transitional area that is lower than wards 121 and 122 but higher than wards 625 and 626. Ward 625 contains the Civic Center and most of what many citizens consider Downtown Memphis. Ward 626 contains all of Mud Island.

Over a three (3) year period from 1998-2000 the Part I crimes of aggravated and simple assault, auto thefts, residential and business burglaries and individual robbery remained high or increased. There was an average of 428 aggravated assaults each year. The simple assaults increased from 751 in 1998 to 975 in year 2000. Auto thefts averaged about 300 per year. There were approximately 625 home burglaries and 162 business burglaries in the Uptown Area each year between 1998 and year 2000. Individual robberies averaged 245 per year.

The Memphis Police Department maintains a 3.1 to 1,000 officer/population ratio. According to the 1990 Census, the Uptown Area contains approximately 10,559 people. This would equate to approximately 31 officers patrolling the area. According to Major Mark Collins of the Memphis Police Department, it costs the City of Memphis approximately $40,000.00 per year per officer depending upon experience, seniority and equipment needs to put officers on the street. Thus, the approximate cost of police protection for the Uptown Area is $1,240,000.00 per year. The Memphis Police Department expenditures account for 36% of the City of Memphis 's total Operating Budget for Fiscal Year 2000.

Existence of Blight

The Uptown Area shows significant signs of blight in concentrated areas. The Division of Fire Services performs commercial code enforcement anti-neglect activities similar to the residential code enforcement activities performed by the Division of Housing and Community Development. Within a three (3) year period, 139 inspections were conducted and structures cited for violation of the building code. Some of the complaints were filed on multiple or a strip of commercial buildings. Approximately 46 commercial buildings were cited a year for building code violations. Some structures had multiple complaints filed and inspections conducted.

The residential and commercial code enforcement activities show that 109 structures a year are either demolished or cited for building codes within the area. The extensive manpower as well as financial and opportunity costs to local government cannot be understated. The neglect and

deterioration of these structures affect public perception of the area and reinvestment by private interests and potential residents. The lack of investment coupled with varying stages of neglect affect revenue from property taxes and is symptomatic of other blighting conditions. These blighting conditions or the mere perception of them can further erode the tax base as residents move to the suburbs within or without the City of Memphis. As residents move outside the corporate limits but within the City of Memphis Growth Area, the City of Memphis is expected to extend costly infrastructure to support and sustain this outward migration of residents with an ever-eroding tax base.

St. Jude Children's Hospital is located in the middle of the primary blighted and slum areas. The hospital stands as an oasis in a sea of poverty and deterioration. The Hurt Village/Hope VI area to its immediate north is classified as a slum area. To the east and south, blighted areas surround St. Jude.

There are three large blighted areas surrounding St. Jude Children's Hospital. The first blighted area defined as the area from Thomas on the west, Chelsea Avenue on the north, Manassas on the east and Saffarans Avenue on the south. This area is severely blighted due to the number of deteriorating and deteriorated structures. The substantial number of structures identified would have been considerably more based on the substantial number of vacant, weeded lots in the area. The substantial number of vacant lots is the result of active code enforcement efforts.

The second blighted area is located east of Manassas. This area is bounded by Manassas on the west, Keel Avenue on the north, Ayers on the east and Jackson Avenue on the south. This area contains a substantial number of deteriorating, deteriorated and dilapidated houses. Likewise, this area contains a number of vacant lots. Of the vacant lots, approximately half are weeded.. Judging from the number of vacant lots, this area could have been classified as a slum area if not for active code enforcement activities as evidenced by the substantial number of vacant lots.

The third area is south of St. Jude Children's Hospital. This area is bounded by Danny Thomas Boulevard on the west, south of Interstate 40; Washington Avenue on the south; Mannassas on the east; and Jackson Avenue to Danny Thomas Boulevard on the north. This area contains a substantial number of deteriorating, deteriorated and some dilapidated structures. There were also a large number of weeded lots in this area. The Ronald McDonald House immediately east of Danny Thomas, the Tennessee Technology Center at Memphis located at 550 Alabama Avenue, and St. Mary's Cathedral serve as positive stabilizing anchors for the area.

These forgoing areas describe particular areas of concentrated blight located with in the Uptown Redevelopment Area. The information described below describes the blight found throughout the redevelopment area.

Predominance of Defective or Inadequate Street Layout

A portion of Henry Avenue and Hickory Avenue which are located in the northern most portion of the community redevelopment area between Front and Second Streets, contains narrow streets

with no curb, gutter or sidewalk. This segment is somewhat physically reminiscent of the former Truss-Mc Kinney Neighborhood in character, but the size is much smaller containing only one small section of street.

Faulty Lot Layout in Relation to Size, Adequacy, Accessibility or Usefulness

Faulty lot layout in relation to size, adequacy, accessibility or usefulness equates to obsolete platting with respect to current subdivision and zoning practices adopted since the 1950s. Obsolete platting includes parcels of irregular shape, narrow or small size, and parcels improperly platted.

Historically, these lots were platted primarily in the early Twentieth Century around the time of the first official city plán by Harland Bartholomew. As platted originally, these lots were located adjacent to industrial areas and met the needs of the residents at the time. Primarily due to the narrow lot frontages, many of the lots located within the redevelopment area cannot accommodate the majority of today's wider houses with modern amenities such as front loading double car garages, extensive free flowing entertainment space such as dining room, kitchen, patio or deck; separation of private space such as master bedroom suite from other bedrooms and common areas, etc.

The Uptown Area contains a predominance of lots that do not meet the standard single family zoning district requirements for lot containing 6,000 square with minimum width of 50 feet at the building line. There are approximately 1,700 lots with less than the 50 feet frontage. The existing narrow lots are legal; nonconforming lots of record and are entitled to a building permit. An individual owning a single lot may build a new home. Section 30 of the Memphis and Shelby County Zoning Ordinance would require a developer owning multiple adjacent lots to create lots that meet current zoning requirements. Performance Zoning or other current zoning/subdivision practices could offer the developer flexibility with respect to certain zoning practices.

Several parcels are landlocked. This condition could make opportunities for future development difficult if an individual is not able to acquire additional property with access and consolidate the parcels for redevelopment.

Unsanitary or unsafe conditions

Structures that do not meet the minimum building code standards are located throughout the Uptown Area. These structures represent a substantial percentage of the available housing units located in the community redevelopment area. In addition, the large and growing number of vacant lots scattered throughout the community redevelopment area is indicative of the number of housing demolitions that have occurred due to housing code violations. Given the number of structures that are in need of minor or major repair, a new wave of demolitions will occur in the near future if action is not taken to correct these housing code violations.

According to Dr. Betts, a HUD mandated study classifies "most of MHA's public housing stock as irredeemable and to be demolished." The MHA Uptown HOPE VI application states 15% of 629 structures that surround Hurt Village do not meet current minimum building standards. Furthermore, almost 50% of the units at Hurt Village are uninhabitable.

The former Grant Elementary School is located in the community redevelopment area. The former Grant Elementary School suffered a major fire that made it no longer useable. Nevertheless, the site remains today with visible debris from the fire with a portion of the building still standing. This former school site represents a public safety threat to neighborhood children and the homeless; a possible public health hazard for rat infestation; and a haven for illegal activities.

Several properties around Front and Auction Streets contain outdoor storage that is visible from the street and is unfenced and or unscreened. One particular property has large concrete pipes stored on parked trailers behind a local real estates firm's for sale sign. Unsecured outdoor storage represents a potential public safety threat and acts as a magnet for neighborhood children. In addition, the redevelopment area contains several large junkyards, another land consumptive, outdoor storage use. These junkyards are existing and pre-date the landscape ordinance requiring screening and streetscape treatment. Outdoor storage adds to the public perception of a blighted area that contains obsolete industrial property and a lack of investment.

The Uptown Area contains several environmental concerns including brownfield sites, a site listed on the State's Dry Cleaner Environmental Response Program, several bayous, the possibility of noxious fumes and numerous weeded lots and debris. Approximately, five (5) brownfield sites have been identified within the community redevelopment area. Given the overlapping lists and general information consist of sites identified by zip code only; owner's name, company name and sometimes company address are not noted, additional brownfield sites may be present. There is one (1) site listed on the Dry Cleaners Environmental Response Program. Several bayous run through the Uptown Area, sometimes leaving debris along the banks. Noxious fumes invade the area and may be from the Sewage Treatment Plant north of the Wolf River. There are numerous weeded lots, many of them containing debris. The majority of these lots are probably the result of condemnation and demolition proceedings leaving the lots to be public nuisances.

Deterioration of Site or Other Improvements

Other signs of blight and deterioration throughout the community include aging and cracked infrastructure, particularly cracked sidewalks. Abandoned or unkempt alleys and noticeable debris scattered throughout the neighborhood indicated an overall need of general cleanup.

Tax or Special Assessment Delinquency Exceeding Fair Market Value of Land

An April, 2001 list of tax delinquent properties from the Shelby County and the City Real Estate Offices indicate 80 lots located within the Uptown Area have been reclaimed due to failure to pay city and/or county taxes. Seventy-one (71) parcels are vacant. These properties appear to be scattered over the redevelopment area.

In 1999, 174 properties located in the community redevelopment area appeared on the tax rolls as delinquent properties. Of the 174 properties, 137 properties were vacant. It is reasonable to

assume that the majority of vacant properties are the result of demolition proceedings by code enforcement activities. Since 1999, at least, 217 vacant lots have appeared on the delinquent tax rolls in the Uptown Area. This is indicative of a neighborhood in the last stage. Due to declining income from rent, property owners may decide to forgo maintenance, a cause for code enforcement activities, and may not pay property taxes. The 217 lots provide a reasonable basis to assume that investment in the neighborhood is waning, a clear sign of a neighborhood in severe distress and ripe for redevelopment.

TAX SALE PROPERTIES

Land Use	Total
Commercial	4
Multi-Family	3
Duplex	1
Single Family	1
Vacant	71
TOTAL	**80**

Since the Memphis and Shelby County Office of Planning & Development (OPD) became active in the planning activities for the Uptown Area, OPD has requested the Shelby County and the City Real Estate Offices to hold these parcels until the community redevelopment plan is approved. Some lots may have been sold to buyers who may rebuild or rehabilitate the existing structure.

Inadequate Parking Facilities

While conducting a windshield survey of the housing stock, a noticeable lack of adequate parking was observed. The windshield survey was conducted primarily on weekdays during the normal business hours. Parking may be worse after normal business hours, on weekends, or during special events. Cars were parked in the front yards of single family homes for additional parking space and occasionally repair. One small, older multi-family complex appeared to have no parking lot so cars were parked in the common open space of the front yard. In addition, several businesses along Front Street blocked the street with large sixteen wheelers in order to load and unload cargo.

Roadways, Bridges or Public Transportation Facilities Incapable of Handling Traffic Flow into or through the Area

Seven (7) transportation changes are proposed to provide better access and traffic flow through the Uptown Redevelopment Area. These changes include modifications to North Second Street,

North Parkway Realignment, Jackson Avenue Realignment, Hurt Village Neighborhood Streets, Exchange Street improvements and a transportation loop in the Uptown Redevelopment Area.

In order to move traffic more efficiently from the terminus of I-240 north of Memphis and into the Downtown area, North Second Street will be redesigned to a parkway with landscaped medians, sidewalks on either side, pedestrian scale lighting and architectural features of interest.

A Realignment of North Parkway is necessary to facilitate the redevelopment of the St. Jude Children's Hospital. North Parkway will need to be realigned at Auction Street. This realignment will include the redesign of Auction Street to a parkway with landscaped medians down to its termination at Front Street.

A realignment of Jackson Avenue is required from the intersection of McDermott Street to Danny Thomas through Hurt Village to the intersection of Mill Avenue and Seventh Street. The eastern portion of the realignment would maintain the current cross section to the intersection with Danny Thomas Boulevard. From Seventh Street, Jackson Avenue would be downgraded to a neighborhood street cross section. Current Traffic information indicates the majority of traffic on Jackson Avenue is currently diverted at Danny Thomas. Additional improvements are needed to integrate the opposite sides of Danny Thomas Boulevard. These improvements would involve the redesign to a parkway with a landscaped median.

The current street system for Hurt Village will need to be redesigned to interconnect with the surrounding neighborhood street system and major road network of the Uptown Redevelopment Area. This will translate into a network of interconnected neighborhood streets with adequate parking.

Exchange Street will need to be redesigned to compliment the existing residential character of Lauderdale Courts while transitioning to the office/commercial district to the south.

Currently, there is no eastern access to St. Jude Children's Hospital. A ramp from Interstate 40 west onto Third Street would provide an eastern access to the many families journeying to St. Jude Children's Hospital. The additional access would also provide alternative routes into the downtown area.

A one-way loop extension to the Main Street Trolley would increase accessibility and mobility within the redevelopment area that is currently lacking. The loop would continue north on Main Street to Keel Avenue; then proceed east on Keel Avenue to Seventh Street; then south on Seventh Street to the right-of-way back to Main Street. This route would connect many potential users with employers in the Uptown Redevelopment and Downtown Areas. This extension would also increase access to the Midtown Medical Center via the Medical Center trolley extension.

The general blighted conditions described above are prevalent throughout the Uptown Redevelopment Area. These conditions contribute to and describe the reasons for the decline of this area. These conditions make the area ripe for redevelopment and renewed investment in the area by means of various partnerships between the public, private and nonprofit sectors.

Shortage of Affordable Housing

Based on 1990 Census data, Statistical Abstract of the United States 1997 ranked the City of Memphis as the eighteenth (18th) largest city in America. The 1990 Census ranks Memphis fourteenth (14th) with respect to people living below the poverty line. Historically, approximately 22% of the population of the City of Memphis live below poverty. As Dr. Phyllis Betts states in her report to the Memphis Crime Commission entitled "Fixing Broken Windows: Strategies to Strengthen Code Enforcement and Related Approaches to Community-Based Crime Prevention in Memphis, "... over 96,000 households and 250,000 people –have incomes at or below the metropolitan area median income, the level at which households qualify for Section 8 rental subsidies." Dr. Betts further states that 54% of the city's household are considered low to moderate income households. A considerable number of these household could not qualify for a $70,000.00 house with a $500.00 monthly mortgage payment without subsidy and even then many would not qualify due to traditional income to debt ratios and the percent of monthly income allocated to housing. Furthermore, Dr, Betts states approximately 20,000 units of affordable housing have been lost to demolition from 1970 to 1997. The majority of these units were single family homes.

According to J. McKay, Manager of Code Enforcement, 189 structures in the Uptown Area have been demolished due to severe neglect and were no longer safe for habitation. The condemnation process permits intervention at any point by the owner to fix up the structures. Demolitions in the community redevelopment area resulted in the removal of approximately 345 units within the last three- (3) fiscal years. On average, 63 structures are being demolished which represent the loss of approximately 115 units per year. These demolitions coupled with the loss of public housing in the community redevelopment area contribute significantly to lack of affordable housing for the elderly and low to moderate income residents. Dr. Phyllis Betts in the above mentioned report" states :

While renovation has improved remaining units, de-densification has diminished the number of units available to poverty-level renters. The Memphis Housing Authority estimates that less than 6,000 households currently live in public housing while another 3,500 receive Section 8 subsidies for private housing. In 1998 nearly 5,000 households were on the Section 8 waiting list.

Further, the report states that "a HUD-mandated study classified most of MHA's public housing stock as irredeemable and to be demolished, intensifying the concern that an adequate supply of affordable housing be maintained through Section 8 program.

Dr. Betts identifies 50% of all households in poverty as families with children and 25% as elderly households living in poverty. The report states there is a concentration of low to moderate income located within the beltway. HUD qualifies 57 of Memphis' 148 census tracts for special incentives. Furthermore, Dr. Betts states:

With the exception of particular Midtown neighborhoods (e.g. Central Gardens, Evergreen Historic, Chickasaw Gardens, and much of Vollentine-Evergreen) nearly every census tract inside the beltway and west of Highland Street qualifies as low-moderate, with the remainder

of the qualifying tracts forming an axis north and south of downtown. Together, these tracts represent the bulk of Memphis' pre-WWII housing stock, and are where we are most likely to find blight.

This information identifies a need for affordable housing within the beltway of the City of Memphis for both families and elderly citizens living in poverty.

Information was obtained from the Nashville office of the Department of Housing and Urban Development on Section 202 housing located within the City of Memphis. Section 202 housing serves the elderly population. Thirty-three (33) projects were identified and two (2) additional projects are listed as under construction. Of the thirty-five (35) potential housing projects, only Wesley Madison Towers (383 Madison Street) is located within the redevelopment area. Four additional facilities are located nearby in zip code 38104— Memphis Towers (1081 Court Avenue), SMS Community Housing (1373 Faxon/Chronically mentally), Union Avenue Baptist Towers (2198 Courtland Place) and St. Peter's Manor (108 N. Auburndale). One of the Community Redevelopment Selection Criteria identified was a shortage of affordable housing for the elderly and residents of low or moderate income. Clearly this selection criteria is present in the Uptown Area.

MHA evaluated the viability of each of its large housing projects under the cost test mandated by Congress as set forth in the Public Housing Reform Act. The results show that MHA will face a significant loss in its portfolio. While MHA will attempt to replace as many units as possible, a large unit loss appears inevitable. Hurt Village was identified as a property slated for replacement.

The replacement of Hurt Villages' 3,400 housing units serves as a documented, case study to demonstrate the shortage of safe, affordable housing located within the City of Memphis. The majority of units in Hurt Village are studio and one-bedroom apartments. The loss of housing units in Hurt Village will be converted to Section 8 vouchers over the next five (5) years.

A survey for the Commercial Appeal during April 2000 identified 66 available units, on average, a week offered at price at or below Memphis Fair Market Rents (FMR). These units were primarily two (2) bedroom units. A MHA market study confirms that three (3) bedroom units and larger are rarely available in the Memphis marketplace. According to Quadel Consulting Corporation, the manager of MHA's Section 8 program, these apartments are substandard as evidenced by a 60% failure rate for first time inspections of these units. In addition, 25% of these units fail reinspection. The survey states that market-rate rents in North Memphis around Hurt Village are below fair market rate: this trend holds true for other distressed urban areas.

The Uptown Memphis Hope VI Application documents a shortage of affordable housing within the greater Memphis community. The applications states the quality of the Memphis housing stock is quite poor and the majority of these properties are located in distressed neighborhoods anchored by public housing developments.

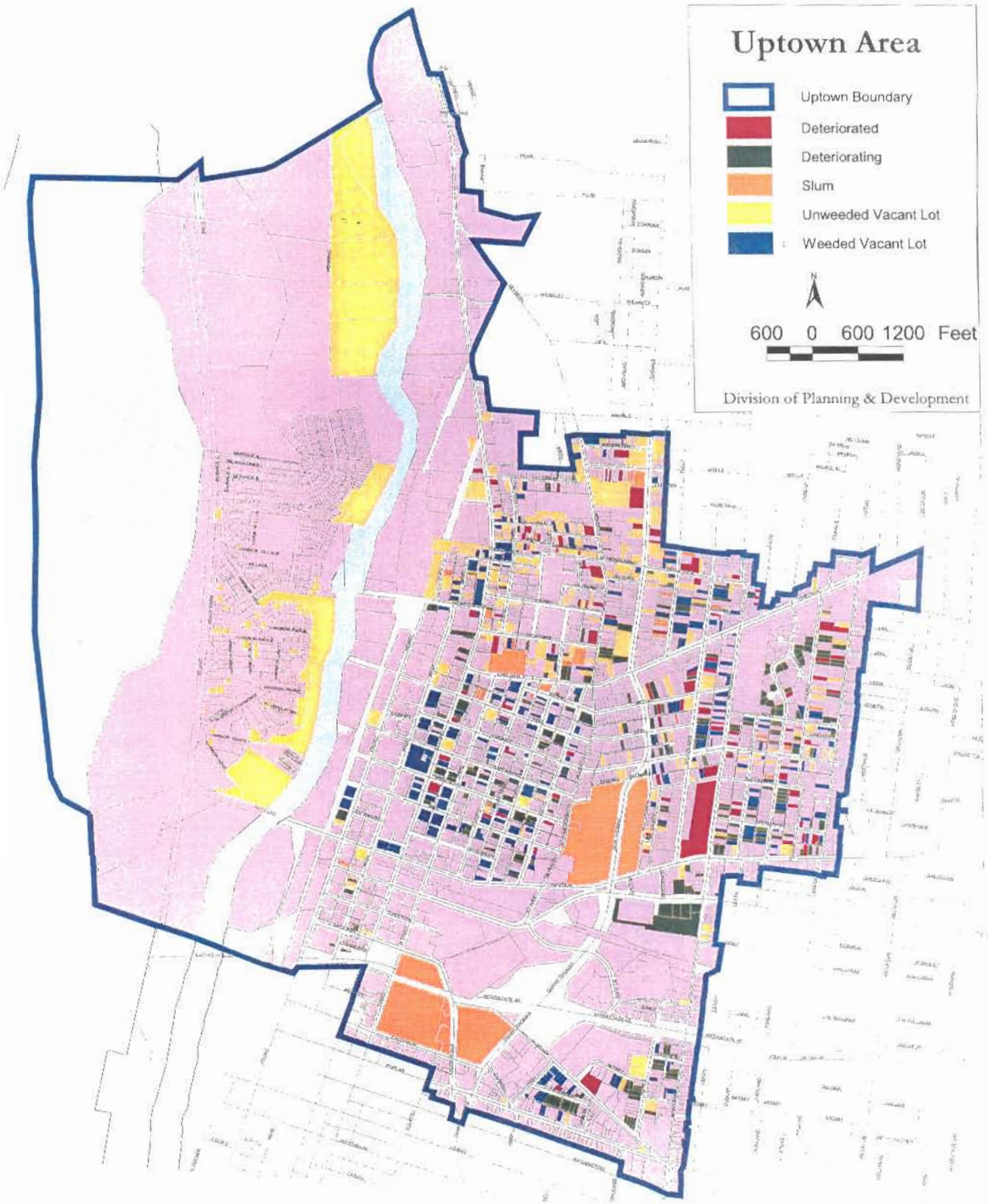
Summary

The Uptown Area meets the eligibility requirements of all three qualifying types: (1) a "slum area", (2) a "blighted area, (3) an area "in which there is a shortage of housing that is affordable to the residents of low and moderate income, including the elderly. It meets the criteria based on individual areas and the Uptown Area taken as a whole meets the requirements based on all three of the qualifying criteria.

Conditions of slum and blight are prevalent throughout the Uptown Area. While most of the dilapidated structures have been demolished due to active Code Enforcement efforts in the area, the majority of the remaining structures show signs of deterioration to varying degrees. While most of the deterioration appears to be minor, left unattended this deterioration will continue and these structures will initiate the next cycle of condemnation and demolition. This continuing cycle of neglect creates a powerful incentive for redevelopment activities based on the public health, safety, morals and welfare obligation of local government. The cost of providing extensive code enforcement activity to the area represents an exhaustive financial as well as opportunity cost (opportunities that are foregone as a result of making a particular decision) to local government as well.

The loss of units represent by the public housing represents a trend in the Uptown Area regarding the lack of safe, affordable housing for the elderly and low to moderate income residents. Traditionally, public housing provided for these needs. The de-densification of public housing is straining the ability of these residents to find housing accommodations. The waiting list for Section 8 housing is increasing dramatically as a result of demolitions, stemming from increased code enforcement activities. There is a strong demand for affordable housing within the beltway due to concentrations of older housing stock and concentration of census tracts meeting poverty criteria.

In 1996, Jack Kemp said, "American society can never achieve the outer reaches of its promise as a society as long as it tolerates the despair in its inner cities. We must address the problem of the inner cities."


Uptown Area
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III. DESCRIPTION OF THE COMMUNITY REDEVELOPMENT AREA

Map and Boundary Description

The Uptown Redevelopment Area is bounded to the west by the east bank of the Mississippi River beginning at a point adjacent to Levee Road and extending south along the shoreline to Interstate 40 at the Hernando DeSoto Bridge. The western boundary then proceeds on Interstate 40 to a point headed east to Third Street. From there it moves south along Third Street to Exchange Avenue. Moving east on Exchange to Lauderdale Street and then turning south for one block where Lauderdale meets Poplar Avenue. Poplar Avenue proceeds east to Manassas Street. Turning north on Manassas up to Jackson Avenue. Interstate 40 and Poplar Avenue combine to form the southern fringes of the district along with Jackson Avenue, which serves as the least southern boundary line and extends eastward to Ayers Street. The eastern boundary of the district follows Ayers Street north until the street reaches Chelsea Boulevard. The boundary then follows Chelsea Avenue south to Manassas, north to T.M. Henderson, east to Thomas Street, north to Arrington Avenue, south along Seventh Street, east to N. Second St. and north to Levee Road extending westward again back toward the Mississippi River shoreline.

Existing Land Use Pattern

The Uptown Area is just north of the Central Business District and Civic Center at Downtown Memphis and is served by four major commercial corridors that run east to west, Poplar Avenue, N. Parkway, Auction Avenue and Chelsea Avenue. Interstate 40 traverses the southern portion of the district also from east to west with one access point within the district along Danny Thomas Boulevard. While the majority of this district is residential, some heavy to light industrial corridors exist within northern sections of the study area. These mostly shipping and receiving industries take advantage of the study area's unique position along a major trucking route, N. Second Street leading from the N. Memphis industrial area and Enterprise Zone to Interstate 40 with east access to Arkansas and the Midwest.

Harbor Town District is located at the northwest section of the study area and serves as the model for traditional neighborhood development efforts in this area as well as a nationwide benchmark for inner-city planning. This community successfully blends a mixture of housing accommodations, retail uses, and recreational boating activities into an attractive place to live, work, and have fun. Other residential areas within this district are prime for revitalization efforts that seek to encourage mixed income communities. Several infill housing projects have begun in the area that will offer affordable homes to new buyers and those seeking to enjoy access to Downtown amenities.

The Uptown area is a predominately residential area. Safe housing opportunities are available on the western edge of the area in Harbor Town, however these opportunities are moderate to expensive homes. In the remainder of the area east of the Wolf River Lagoon (4/5 of the area) homes are substandard, poverty rates are high, crime is widespread, and the area in general shows signs of years of neglect. Two public housing complexes exist within the redevelopment area

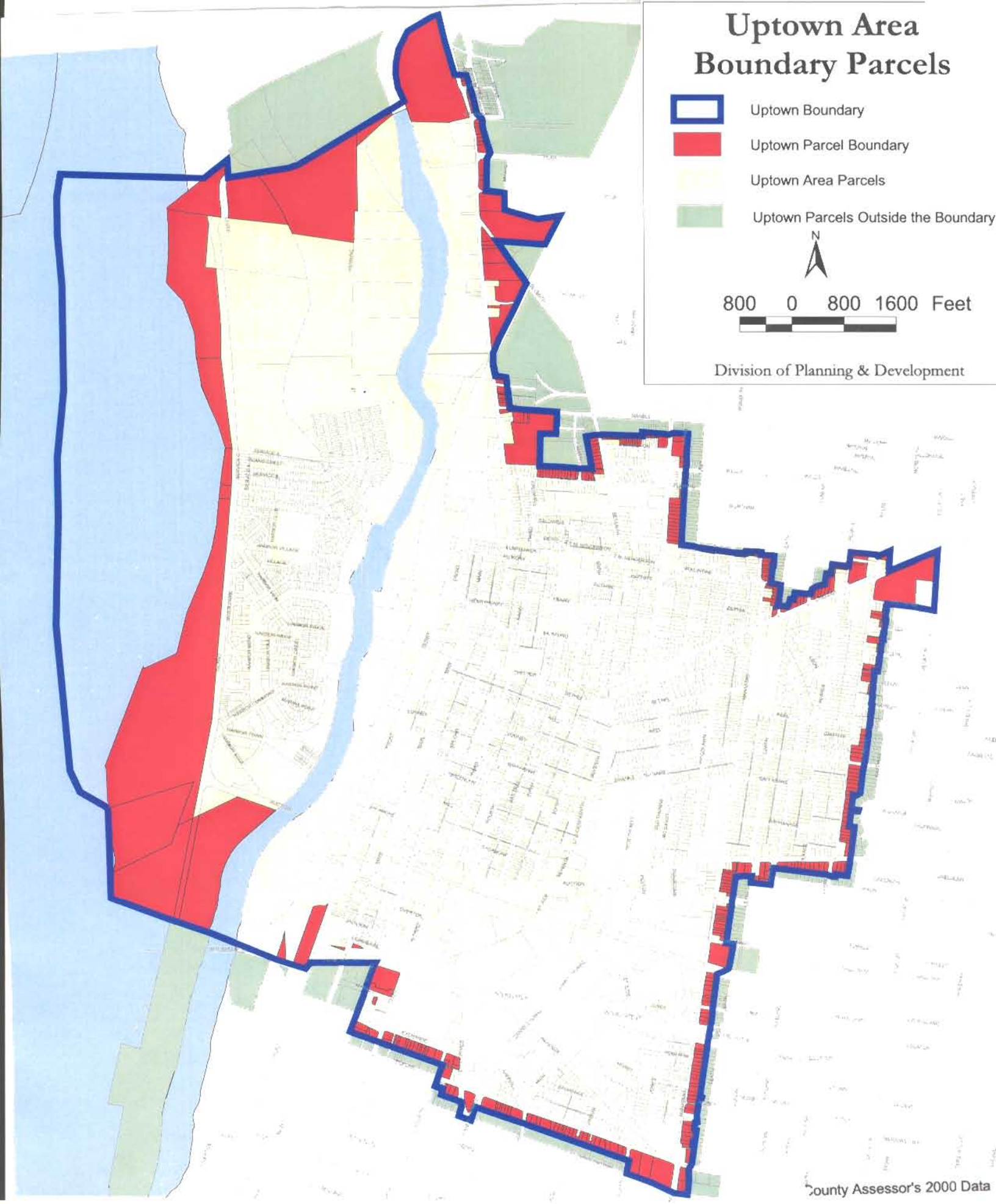
boundaries, Hurt Village and Lauderdale Courts. Both of these complexes are in severely distressed condition and account for approximately 900 housing units.

A mix of light and heavy industry exists between Second Street and the Wolf River Lagoon. Industrial uses include several granaries, warehouses and other industrial activity in this area. Metal salvage yards are also found within the redevelopment area west of Third Street. The majority of commercial businesses and services are located along Chelsea, Jackson, and Poplar Avenues and Danny Thomas Boulevard. Most of these businesses are in older structures that have outdated facades.

The Illinois Central Railroad travels a north/south route along the eastern edge of the Wolf River Lagoon. Heavy Truck traffic travels along Highway 51 (Danny Thomas Boulevard) where there are multiple industrial businesses north of the redevelopment area.

The adjacent neighborhoods are fully developed with residential uses to the east, residential and industrial uses to the north, and a mix of residential, institutional and other businesses to the south.

Of the total land developed, residential uses (40.36%) is the most common use in the study area. Institutional uses (30.86%) which includes open space, recreational uses, public building, hospitals, churches and schools, was the second most common use. Industrial uses at 17.04% were third and business uses at 11.74% was fourth. It is important to note that of the total land available within the study area boundaries, 22.24% is vacant and another 8.51% is currently under construction. Open Space includes seven parks and one marina for 3.91% of the 1483.31total acreage in the Uptown Area.


Uptown Area
Boundary Parcels
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County Assessor's 2000 Data

IV. LAND USE PLAN

Area History

Maintaining historic and community integrity for Uptown is important. Therefore, it is equally important to be well aware of those historically significant resources that are scattered throughout the district but when threaded together create unique and valuable neighborhoods. The Uptown Redevelopment Area is home to several historic properties and nationally recognized districts, including those within the Pinch-North Main Historic District and the Greenlaw Historic District. The Federal government encourages the preservation of historic buildings through various means such as preservation tax incentives. The rehabilitation of structures in these areas may provide housing at lower cost than the construction of new housing.

Several different styles and forms of architecture have been used here in Memphis since its founding. Especially within the Uptown Area is there evidence of these styles and forms. For instance, the urban house or townhouse plan became popular in Memphis from the 1850's through the 1880's. One structure from that period still remains in the Uptown Area, the Bradford-Maydwell House (NR). This structure is located *at 648* Poplar Avenue. Among the other architectural styles used in Uptown are the Italianate and Queen Anne styling. Among the few architectural forms used in Uptown residences are the central passage plan of the 1849 Burkle Estate located at 826 N. Second Street and the Shotgun plan scattered throughout the Greenlaw Historic District (NR) and the Wells-Arrington Historic District (NR).

The 1913 Collins Chapel C.M.E. Church (NR), located at *678 Washington Avenue*, was said to have been instrumental in the establishment and development of the C.M.E. Church in America. Collins Chapel is also a local zoned historic preservation district. A few other examples of these significant properties are listed here because of their designation on the National Register of historic places: Porter-Leath Children's Center, 850 Manassas Street, Lauderdale Courts, Love House 619 Seventh, and Atesian Water Department Building-237 Auction & 303-305 Action.

Population

The Census tracts for this targeted area are 2, 20, 21, 23, and 24. This section is designed to give an analysis of the residents, and general trend of the study area. This analysis is viewed from both a snapshot, and present view, and a look into the past to access the initiators and promoters of the present state. Information for this analysis has been derived from the U.S. Census Bureau, 1999 estimates and 2004 projections are from Claritas, Inc. iMARK EXPRESS a database of population and marketing information.

Area Population and Growth Trend

Data found shows that the subject area lost 20% of its residents between the years 1980 and 1990. The loss of residents between 1990 and 1999 is less severe then the previous ten years although the percentage is still quite high at 15%. A decline is still expected based on 2004 projections at

7%. This declining trend is a result of the declining conditions of the Uptown Redevelopment Area.

Year	Population	Percent Change
1980	13,119	NA
1990	10,559	20%
1999	8,996	15%
2004 Projection	8,383	7%

Economic Factors

In the Uptown Area the per capita income per household in 1999 was estimated at $7,664, with the median income at $11,948. In comparison, Shelby County has a median income of $40,687 and a per capita income per household of $21,634. In 1990 the percentage of households with the head of household under the age of 65 living below poverty level was an alarming 46% within the Uptown Area.

Area Composition of Educational Achievement

Based on 1990 Census Data residents who are 25 and over 25.9% of the population never went beyond elementary school and another 34.7 % dropped out of high school. This indicates that only 39.4% of the population have at least a high school diploma. Educational achievement carries a direct impact on occupation. Occupation is of course one of the major determining factors of income and standard of living. Good employment opportunities are difficult to obtain without proper skills and training.

Grade Level Achieved	Percentage of Population 25 Years or Over
Elementary (0-8)	25.9%
Some High School (9-11)	34.7%
High School Graduate (12)	19.8%
SOME COLLEGE (13-15)	9.6%
Associates Degree Only	2.5%
Bachelors Degree Only	4.1%
Graduate Degree	3.4%

Area Composition by Race

Based on 1999 estimates (Claritas data) the more predominant race within the redevelopment area is Black, at 95.3%, the second largest race is White at 4.3%, at present. These figures are almost identical to those of the 1990 census information. The area has remained consistent in its composition by race.

Race	*1999*
White	4.3%
Black	95.3%
Asian & Pacific Islander	0.2%
Hispanic	0.3%
Other	0.2%

Area Composition by Age

Estimated Population by Age for 1999 based on Claritas data for the study area indicate that 27.1% of the population are school-aged children. Approximately 13% of the population are under the age of 5 years. These numbers indicate that the area is comprised mostly of young family households. The median age of residents in the Uptown Area is twenty-four.

Population by Age	**Percentage of Population**
Under 5 years	13.3%
5-17 years	27.1%
18-34 years	27.5%
35-64 years	24.0%
65 + years	8.1%

Existing Land Use and Zoning

Land Use differs from zoning in the following manner: land use describes how a particular piece of land is used, while zoning explains the permitted uses of the land.

Zoning Districts within the Uptown Area include:

R-S6:	Single Family Residential (lots with at least 6,000 square feet per dwelling unit)
R-D	Duplex Residential (two-family dwellings on lots with at least 6,000 square feet in size)
R-MM	Multiple Dwelling residential (multi-family dwellings up to 125 feet in height)

C-L	Local Commercial (serving the needs of a relatively small area)
C-H	Highway Commercial (general uses located along transportation facilities and industrial areas)
H	Hospital (primarily hospital and health-related uses)
P	Parking (parking areas, lots and structures)
I-L	Light Industrial (manufacturing, wholesale, warehouse uses accessible to major transportation routes and having minimal impact on surroundings)
I-L (FP)	Light Industrial with Flood Plain overlay (flood prone area requiring additional development standards to minimize loss)
I-H	Heavy Industrial (all industrial uses accessible to rail, water or highways)
I-H (FP)	Heavy Industrial with Flood Plain overlay (flood prone area requiring additional development standards to minimize loss)

The majority of the land in the Uptown study area is zoned for either residential or industrial usage. Most of the residentially zoned land allows for duplexes, with a few areas zoned for Multi-family or single family. Industrial zoned land may be found on the north half of Mud Island and along Second Street and the I.C.& G. railroad tracks and spurs. There is also a large amount of Highway Commercial zoned land concentrated along Danny Thomas Street, Poplar Chelsea, and Jackson Avenues and the southern half of Mud Island. Various parks and schools are located within the residential zoned areas.

A land use survey was conducted by recording the use of each parcel of land according to Shelby County Tax Assessor Maps (see Current Land Use Map) through a windshield survey. The following land uses were determined to exist within the study area boundaries: single-family, two-family, and multi-family residential, commercial, office, industrial, institutional, public, hospital/medical, open space/ recreational, parking, mixed-use, daycare, property under construction and vacant land.

Institutional uses include various religious organizations, lodges, and other non-profit agencies. Public buildings include community centers and city-owned buildings.

Of the total land developed, residential uses (40.36%) was the most common use in the study area. Institutional uses (30.86%) which includes open space, recreational uses, public building, hospitals, churches and schools, was the second most common use. Industrial uses at 17.04% were third and business uses at 11.74% was fourth. It is important to note that of the total land available within the study area boundaries, 22.24% is vacant and another 8.51% is currently under construction.

A closer examination of the developed area land use categories is provided below:

Residential Uses:

Single-family residential is the most predominate residential land use within the study area at 21.39 %. Multi-family complexes are second at 15.56% and Duplex residential a distant third at 3.41% of the land in the study area. As discussed earlier, most of the land is zoned for duplex residential. Based on the land use, this zoning needs to be re-examined.

Industrial Uses:

Both Heavy Industrial 10.02% and Light Industrial 7.02% uses are found within the study area. These uses are predominately found along and west of Second Street with a few located near Jackson Avenue and along Alabama Street.

Public Uses:

Public uses included; city owned buildings at 14.79%, schools, the Pyramid and MATA facilities and accounted for 5.38% of the study area acreage.

Business Uses:

Commercial uses are the most predominate business use in the study area at 6.33%, followed by parking (4.01%), office (0.49%), and mixed-use (0.48%).

Hospital/ Medical Uses:

Hospital and Medical Uses are located between I-40 and North Parkway and at Poplar and Dunlap. St. Jude Research Hospital and the Ronald McDonald house account for most of the 3.56% of acreage in this category.

Day Care Uses:

There are several daycare facilities scattered through out the study area and account for 0.43% of the land use.

Open Space/ Recreational Uses:

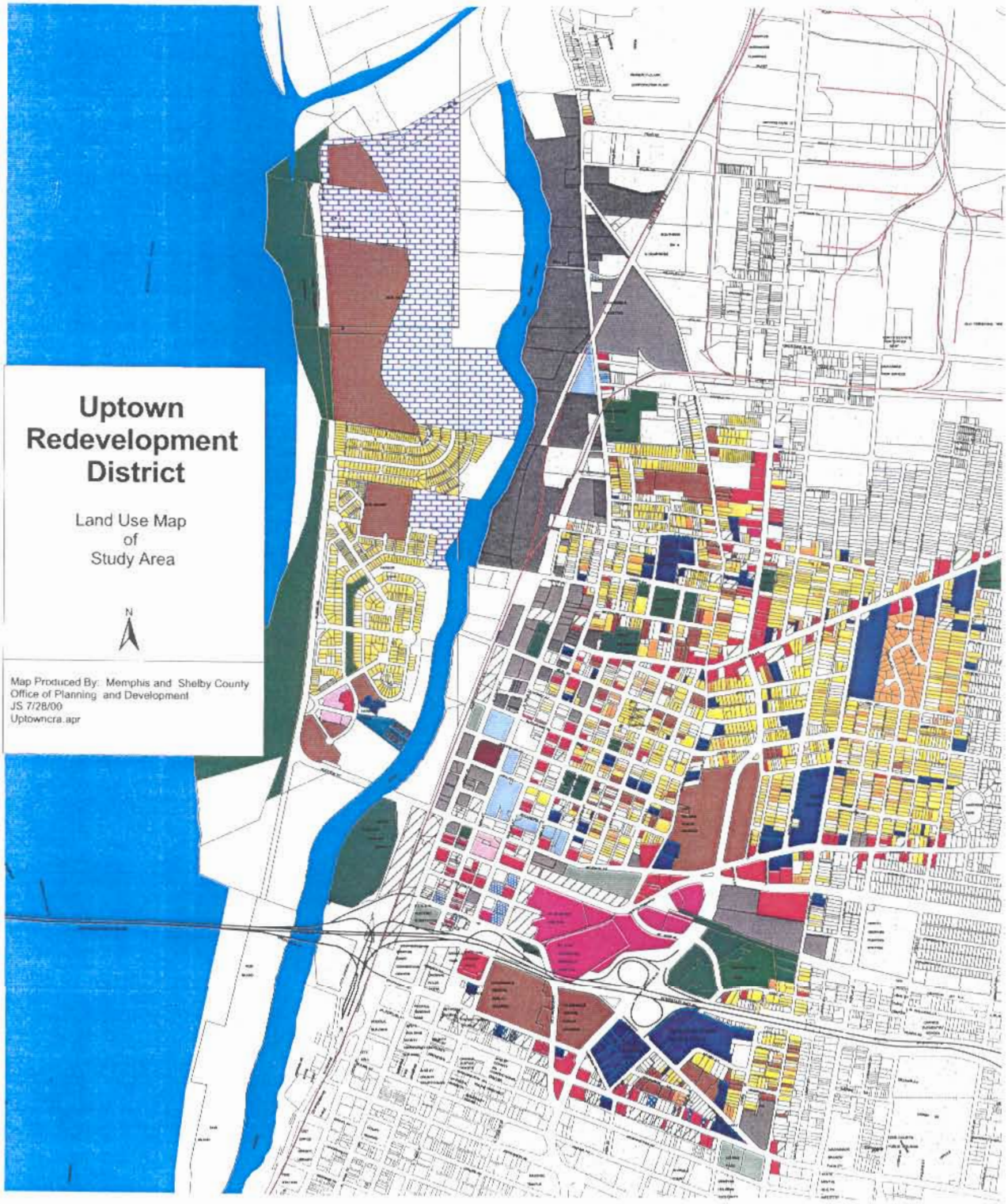
Open Space includes seven parks and one marina for a total of 13.91% of the acreage.

Acreage Under Construction:

All acreage (8.51%) under construction is located on Mud Island, where several Planned Developments are currently under construction.

Existing Land Use
Uptown Area

LAND USE TYPE	*ACRES*	*% DEVELOPED*	*% TOTAL*
Residential	**405.23**	**40.36%**	**27.32%**
Single Family	214.44	21.39%	14.48%
Two Family	34.21	03.41%	02.31%
Multi-Family	156.25	15.56%	10.53%
Institutional	**309.90**	**30.86%**	**20.89%**
Institutional	80.55	08.02%	05.43%
Open Space/ Recreation	139.67	13.91%	09.42%
Public Buildings	53.98	05.38%	03.64%
Hospital/ Medical	35.70	03.56%	02.41%
Business	**117.83**	**11.74%**	**07.94%**
Commercial	63.53	06.33%	04.28%
Office	4.89	00.49%	00.33%
Parking	40.30	04.01%	02.72%
Mixed-Use	4.81	00.48%	00.32%
Day-Care	4.30	00.43%	00.29%
Industrial	**171.10**	**17.04%**	**11.54%**
Light	70.47	07.02%	04.75%
Heavy	100.63	10.02%	06.78
Total Developed	**1004.06**	**100.00%**	**67.69%**
Other	**479.25**		**32.31%**
Under Constriction	126.24		08.51%
Vacant	329.93		22.24%
Utilities	9.57		0.65%
Bayou	13.51		0.91%
Total	**1483.31**		**100.00%**



LEGEND

Single-Family Residential	Office	Institutional	MATA
Duplex Residential	Mixed Use	Medical/Hospital	Utilities
Multi-Family Residential	Parking	Public Building/Government	Bayou
Day Care	Light Industry	Parks	Vacant
Commercial	Heavy Industry	MA/NA	Under Construction

Transportation

The central area of the Uptown Area follows a rectangular grid pattern road network that produces a somewhat even flow of traffic in all directions of the Area. The majority of the residential district has a fairly northeast-southwestwardly orientation and is served by major north-south streets (Front, Second, Third, and Thomas Streets). Harbor Town Subdivision follows an exception to this grid network with streets following a curvilinear pattern. Poplar, Auction, Chelsea Avenues and N. Parkway are other major roads that follow an east-west direction.

Community or Public Facilities

There is one medical facility inside the boundaries of the Uptown Area, two community centers, four open space areas, two grade schools, one fire station, and three police precincts that can serve the Area. In addition to those basic service facilities, the Memphis Pyramid, which hosts local and regional sports and entertainment events, is located just outside of this district. The names of the public facilities by category are listed below:

- Medical Facilities
  St. Jude Children's Research Hospital
- Community Centers
  Bickford Community Center
  Dave Wells Community Center
- Parks
  Mississippi Greenbelt Park
  Morris Park
  Washington Park
  Winchester Park
- Schools
  Caldwell Elementary School
  Humes Junior High School
- Fire Stations
  Engine #6 (Engine #1and #5 also serve)
- Police Precincts
  Downtown Precincts625 and 626
  North Precincts121 and 122
  West Precinct: 424

Future Land Use Plan

The Future Land Use Plan Concept was prepared by Looney Ricks Kiss. The aim of the future land use plan is to provide for more housing development opportunities, varying housing types, Neighborhood Centers and Corridor Mixed Use areas which are in most cases along major roads, and a Planned Development District/Neighborhood Commercial District.

Two residential densities are proposed for the Uptown Area: Low Density and Mid to High Density Residential. Currently the majority of the residential land use is single-family. The future land use plan indicates that the majority of the Uptown Area would remain Low Density

Residential. There are several concentrations of Mid to High Density Residential on Mud Island and throughout the remainder of the Uptown Area.

The two proposed Neighborhood Centers along Auction and Chelsea are mixed use centers with required first floor commercial uses. The proposed Corridor Mixed Use Districts are mixed use areas which allows first floor use of any use permitted in the district.

The approximate boundary for the Planned Development District/Neighborhood Commercial District is Mud Island Road on the north, Auction on the south, Second and Third Street on the east, and the River on the west.

a) LOW DENSITY RESIDENTIAL DISTRICT

i) Proposed Land Uses

(1) The light yellow areas of the Land Use Plan Map depict the Low Density Residential District. The existing Townhouse Residential (R-TH) zoning district most closely resembles the proposed character of this area.

(2) Land use types to be included:

(a) Single-family dwellings

(b) Two-family dwellings

© Institutions

(3) This area shall be a single-use district with the exception of the institutional uses permitted.

ii) Proposed Densities

(1) Density:

(a) 9.7 du/ac (4,500 sq. ft.) maximum

(b) 2.9 du/ac (15,000 sq. ft.) minimum

(2) Maximum Floor Area Ratio (FAR): None

Height Limitations: 3 Stories

b) HIGH DENSITY RESIDENTIAL DISTRICT

i) Proposed Land Uses

(1) The dark yellow areas of the Land Use Plan Map depict the High Density Residential District. The existing Multiple Dwelling Residential (R-MM) zoning district most closely resembles the proposed character of this district.

(2) Land use types to be included:

(a) Apartments

(b) Townhouses

© Institutions

(3) This area shall be a single-use district with the exception of the institutional uses permitted.

ii) Proposed Densities

(1) Density:

(a) 31.1 du/ac (1,400 sq. ft.) maximum

(b) 8.7 du/ac (5,000 sq. ft.) minimum

(2) Maximum Floor Area Ratio (FAR): None

Height Limitation: 3 Stories

c) NEIGHBORHOOD CENTER DISTRICT

i) Proposed Land Uses

(1) The red areas of the Land Use Plan Map depict the Neighborhood Center District. This district does not resemble any of the existing zoning districts, with the exception of the Central Business (CBD) zoning district with regard to permitted uses. The first floor of new development in the Neighborhood Center District must be reserved for commercial use to encourage pedestrian activity at street level.

(2) Land use types to be included:

(a) Commercial
(b) Apartments
© Institutional

(3) This area shall be a mixed-use district. Mixed-use is defined as a building, group of buildings, or district, which contain at least two different uses. The most appropriate development within a mixed-use district would consist of a building(s) with commercial uses (preferably retail or restaurant) on the ground floor with commercial (preferably office) and/or residential uses on the upper floors. When the appropriate tenant mix is achieved, parking requirements are calculated according to the shared parking concept, which is based on peak parking usage of different uses within a close proximity.

ii) Proposed Densities

(1) Maximum Density: None
(2) Maximum Floor Area Ratio (FAR): 1.3
Height Limitation: 3 Stories

d) CORRIDOR DISTRICT

i) Proposed Land Uses

(1) The orange areas of the Land Use Plan Map depict the Corridor District. This district does not resemble any of the existing zoning districts, with the exception of the Central Business (CBD) zoning district with regard to permitted uses. Unlike the Neighborhood Center District, the first floor of new development in the Corridor District may be of any use permitted in said district.

(2) Land use types to be included:

(a) Commercial
(b) Apartments
© Institutional

(3) This area shall be a mixed-use district. Mixed-use is defined as a building, group of buildings, or district, which contain at least two different uses. The most appropriate development within a mixed-use district would consist of a building(s) with commercial uses (preferably retail or restaurant) on the ground floor with commercial (preferably office) and/or residential uses on the upper floors. When the appropriate tenant mix is achieved, parking requirements are calculated according to the shared parking concept, which is based on peak parking usage of different uses within a close proximity.

ii) Proposed Densities

(1) Maximum Density: None
(2) Maximum Floor Area Ratio (FAR): 1.3
Height Limitation: 3 Stories

e) PLANNED DEVELOPMENT DISTRICT

i) Proposed Land Uses

(1) The blue dashed line on the Land Use Plan Map depicts the Neighborhood Commercial District. This district most closely resembles the Planned Commercial (PC) or Planned Residential (PR) zoning districts in its approval process.

(2) Land use types to be included:

(a) Commercial
(b) Single family detached dwelling
© Single family attached dwelling
(d) Two family dwelling
(e) Apartments
(f) Institutional

(3) This area shall be a mixed-use district. Mixed-use is defined as a district, in which at least two different uses are permitted. Individual buildings may consist of a single use or a mix of uses according to the master plan established in the Planned Development District approval process.

ii) Proposed Densities

(1) Maximum Density: None

(2) Maximum Floor Area Ratio (FAR): 1.3
Height Limitation: 3 Stories

Transportation Plan

The Current Roadway Network

Most of the Uptown area is well served by a fine-grained network of interconnected urban streets. Interspersed in this network is a pattern of major streets, which connects the project area to the rest of the city. In the north/south direction Front, Main, Second, Third, Danny Thomas, Manassas and Ayers Streets are major connecting streets. In the east/west direction Chelsea, Jackson, North Parkway and, on the southern boundary, Poplar serve as major connectors to the other parts of the city. Interstate 40 also bisects the southern part of the project area.

There are several areas of concern within the current roadway network that are addressed by the Uptown transportation component:

1. There is no connection between the terminus of Interstate 240 and Downtown Memphis.
2. North Parkway changes from the beautifully landscaped, divided parkway configuration east of Stonewall to an overly wide treeless thoroughfare, which diagonally bisects the St. Jude Campus.
3. Jackson Avenue forms a dangerous, confusing intersection at Danny Thomas.
4. The wide uninterrupted paving of Danny Thomas is a dangerous interruption to the Uptown neighborhood.
5. Hurt Village is a giant superblock without proper interconnection to the rest of the neighborhood.
6. Exchange between Third and Danny Thomas needs to be more compatible with the soon to be improved neighborhood of Lauderdale Courts.
7. There is no clearly identifiable connection between Interstate 40 West and Uptown and the St. Jude Campus.

Proposed Roadway Improvements

The redevelopment of the Uptown Area necessitates certain roadway improvements to address the areas of concern with the current roadway network in Uptown.

North Second Parkway

In order to more efficiently move traffic from the termination of I-240 north of Memphis into the major employment, shopping and entertainment areas of Downtown Memphis, it has been proposed that a new Urban boulevard be created along the right of way of North Second

Street. It is essential that this boulevard be designed in a way as to have a positive impact upon the adjacent areas of the Uptown redevelopment area.

North Parkway Realignment

In order to facilitate the redevelopment of St. Jude Children's Research Hospital, a portion of the existing North Parkway should be closed and North Parkway be realigned into Auction Street. It is also proposed that as a part of this realignment that its cross section be changed to be as close as possible to the cross section of the eastern part of the existing North Parkway from the current termination of the landscape median to Front Street.

Jackson Avenue Realignment

Jackson Avenue from the intersection with McDermott Street to Danny Thomas would be realigned through the former Hurt Village area to the intersection of Mill Avenue and Seventh Street. The eastern portion of this realignment would maintain the current cross section to the intersection with Danny Thomas. From there to Seventh Street it would be downgraded to a neighborhood street. Current traffic information indicates that the majority of the traffic on Jackson is diverted at Danny Thomas now. So this reconfiguration would continue the existing traffic patterns.

Danny Thomas Boulevard Improvements. In order to integrate the opposite sides of Danny Thomas, make the street more compatible with the nature of the neighborhood and to improve the safety within the Uptown neighborhood it is proposed that a landscaped center median be added to the cross-section of Danny Thomas.

Hurt Village Neighborhood Streets

The former pattern of neighborhood streets within the Hurt Village area should be recreated to provide a framework for the redevelopment of the former public housing project.

Exchange Street Improvements

Changes should be developed to the character of Exchange Street adjacent to Lauderdale Courts to provide a character more compatible with the residential neighborhood and better make the transition from residential to the office commercial district to the south.

Interstate 40 Ramp to North Third

There is currently no clear access from the east into the St. Jude Campus. A ramp from Interstate 40 west onto North Third Street would correct this situation.

Public Transportation Loop

Another important aspect of the Uptown plan is to increase the accessibility to public transportation to the project area. A one-way loop extension to the Main Street Trolley could play an important role in the improvement of public transportation. It is proposed that this loop would continue north on Main Street to Keel Avenue; then proceed east on Keel Avenue to Seventh Street; then south on Seventh Street to the R-O-W of the current North Parkway;

then follow that R-O-W back to Main Street. The significance of this loop is that it avoids major conflicts with existing infrastructure while increasing potential ridership for MATA. This route would connect many potential workers with new jobs at St. Jude as well as making the connection to numerous new jobs in Peabody Square, Autozone Park and other locations within the CBD which are convenient to the trolley line and with the Medical Center trolley extension access to the midtown Medical Facilities and their numerous jobs.

Areas intended for parks, recreation and open space

The Future Land Use Plan and documentation prepared by LRK shows three park/open space areas to be developed in the Uptown Area:1) development of the east and west shores of the former Wolf River into the Memphis Harbor Park, 2) redevelopment of the Gayoso Bayou flood control system into an Urban Greenway, and 3) the redevelopment of Hurt Village will also include a neighborhood park.

Element of Residential Use

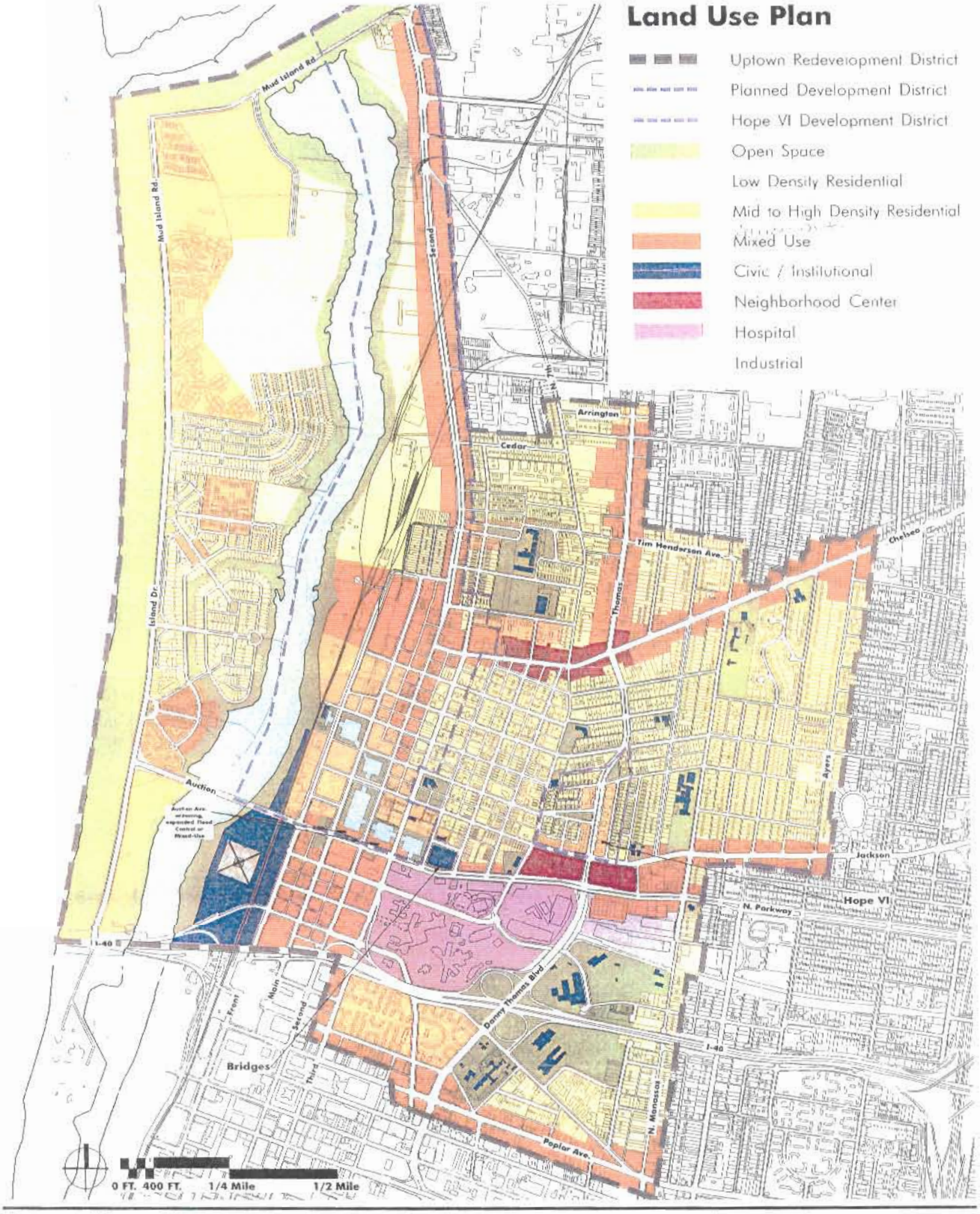
The Uptown Redevelopment Plan is intended to remedy a shortage of housing affordable to low and moderate income or elderly residents in the area. In a Memphis Housing Authority/Housing and Community Development Presentation Report to City of Memphis Directors dated December 11, 2000 the following elements of residential use were described as proposed for the Uptown Area:

Redevelopment of Hurt Village: Demolition of the entire site and replace with 225 mixed income units, public housing, tax credit, market rate rental units and affordable homeownership units.

Renovations of Historic Lauderdale Courts: Reconfiguration and rehabilitation of the existing historic property to create approximately 385 mixed income units consisting of public housing, affordable and market rate residents.

Scattered Site Replacement Program: Approximately 595 rental and homeownership units will be constructed on scattered sites identified in the neighborhood.

The "Planned Initiatives" and "Demonstration Areas" sections below provide additional information about the elements of residential use proposed for the Uptown Area.



Uptown Memphis

Memphis and Shelby County Division of Planning & Development
Memphis Housing Authority
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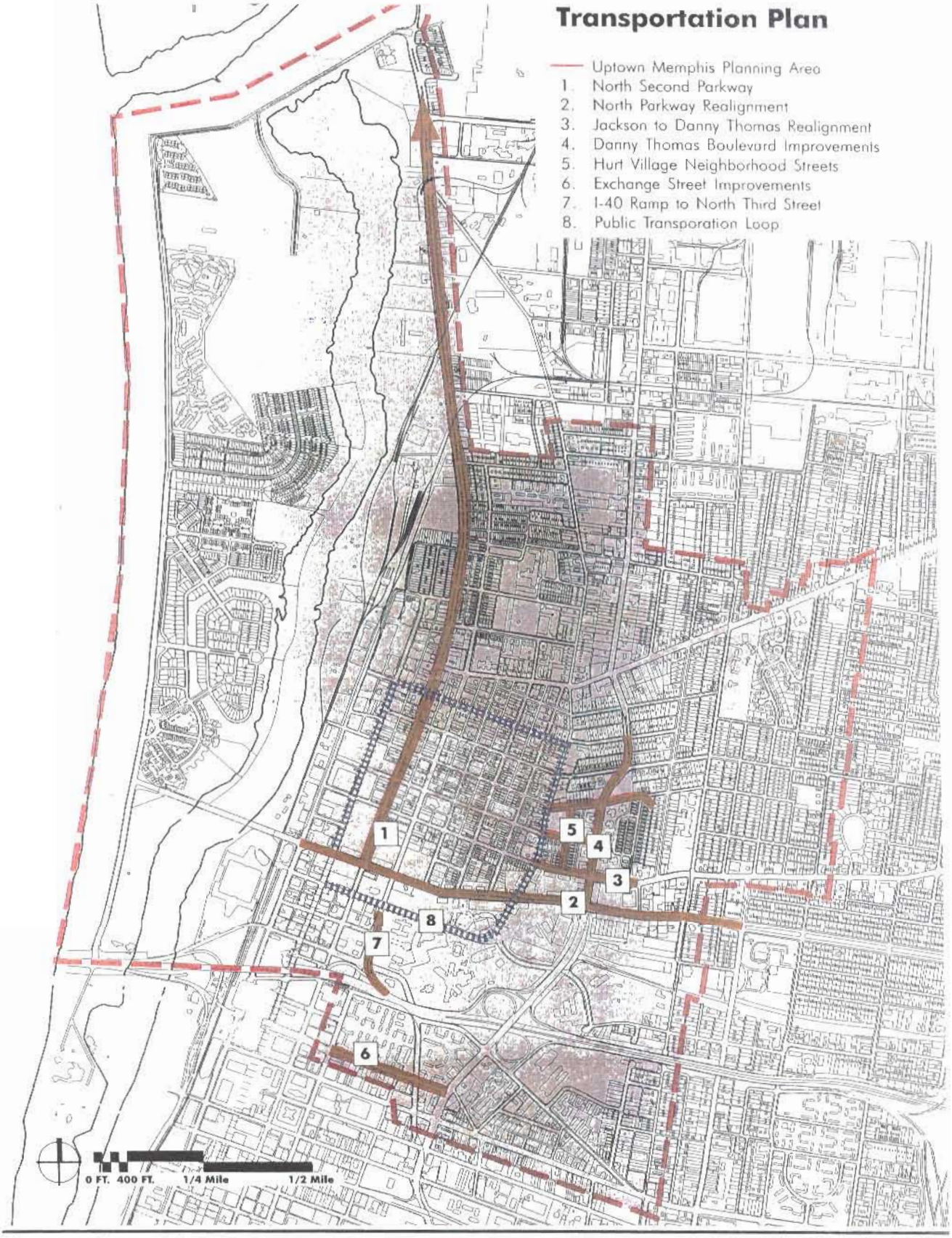

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V. DESCRIPTION OF THE COMMUNITY REDEVELOPMENT PLAN

The Memphis 2000 Policy Plan serves as a guide for the physical, economic and social development of Memphis and Shelby County through the year 2000. Policies within this plan provide the framework by which decisions are made that are consistent with the community's development objectives. The Community Compact is another document that identifies "Guiding Principles" that would help guide the growth of Memphis and Shelby County during the 21st Century. It's four major themes include; developing safe neighborhoods, using tax dollars efficiently, expanding our green spaces and protecting natural resources, and creating more transportation options. The goals of the Redevelopment Area and its plan will adhere to both the Memphis 2000 Policy Plan and The Community Compact Comprehensive plans.

The Uptown Area Plan has been submitted to the Director of the Memphis and Shelby County of Office of Planning and Development. Upon review of this document the Director has issued a Statement of Conformance in support of the document. The plan was submitted to the CRA Board for approval. Once approved by the CRA a public hearing will be held before plan is submitted for adoption from City Council and County Commission.

The City of Memphis has been working on plans for the Uptown neighborhood for several years. Along with the development of the Uptown Community Redevelopment Plan, the Memphis Housing Authority (MHA) have successfully submitted a HOPE VI application to HUD that will target Hurt Village, one of MHA's largest and most distressed public housing site. Before the grant was awarded, MHA had already begun to move ahead on the historic rehabilitation of Lauderdale Courts. Along with HOPE VI funding the transformation of Uptown also has the coordinated support of St. Jude's Hospital and the formation of the Lauderdale-Greenlaw, LLC, a joint venture of two prominent Memphis developers, Belz Investco and Henry Turley Company, and numerous non-profit organizations that exist within the community. Lauderdale-Greenlaw. LLC., will be the Master Developer working on a contractual basis with Memphis Housing Authority/The City of Memphis Division of Housing and Community Development to facilitate the development and transformation of the Uptown Area. A brief outline below includes plans for the redevelopment of Hurt Village and the Uptown area as specified in the HOPE VI grant application, the St. Jude Campus Redevelopment Plan, and the plan submitted by the architectural firm Looney Ricks and Kiss that will focus on mixed-use development.

- Redevelopment of Hurt Village-includes the demolition of the entire site and replaced with 225 mixed-income units. These units include public housing, tax credit, market-rate rental units, and affordable homeownership units. These units will include a mix of Single-family homes, Townhouses, and Quadraplexes Mansionettes. A section of Hurt Village along North Parkway will be ground leased to the developer to create 70,000 square feet of commercial and retail development, with market-rate loft apartments on the second floor. Streets will be reconnected and realigned to follow the current grid pattern in the area. Two remnants of land that resulted from the extension of the street grids through the site will be fashioned into a landscaped public commons.

Financing for this specific project will come from HOPE VI funding. Other financing for the purchase of these homes will be from conventional homebuyer first mortgages at participating

lenders, City of Memphis Low Income Down Payment and Closing Assistance Program, United Way's Second Mortgage Program, and a City/County Middle Income Down Payment and Closing Program. No HOPE VI funds will be used for hard development costs or equipment for any retail or commercial facility. Ground lease payments to MHA for the commercial facilities will be utilized for a CSS (Community and Supportive Services) endowment fund to ensure long-term sustainability of resident program and services.

- Scattered Site Replacement Program- 595 rental and homeownership units will be constructed within the Uptown boundaries. These units will be a mix of single-family for sale units, smaller multi-family units in duplexes and quads, and larger townhouse developments. Phase 1 will include an area known as Fifth/Sixth Street Single Family Infill Demonstration Project. Financing will come from HOPE VI and other public and private funding.

- Historic Renovation of Lauderdale Courts-a 450 historic unit property will be reconfigured into 385 units. Public housing, affordable and market-rate apartments will be available. CGP funds will be used to leverage public and private funds.

- Residents at public housing sites who are being displaced will be given several relocation choices:

  - Return to a new public housing rental unit on the original site or the immediate area.
  - Pursue home ownership opportunities in the neighborhood
  - Take a section 8 housing voucher and move to private housing

  Every resident will receive case management throughout the relocation process with the goal of moving every household towards self-sufficiency.

- Site Acquisition-the City has authorized the acquisition of property that is vacant, abandoned, dilapidated, or deteriorated. The Master Developer will acquire these properties and sell them to multi-family housing developers and homebuilders for the purpose of developing a variety of housing opportunities. A total of 500 parcels of land are targeted for acquisition. These properties include vacant land and vacant and dilapidated structures throughout the redevelopment area. An Acquisition and disposition Plan of all properties is enclosed in this document.

- Landscaping integrated with street improvements-the paved median strip on Danny Thomas will be removed and a landscaped center island will be created.

- St. Jude Campus Development-this project includes renovation and new construction for an integrated research center, child center, central energy plant, short-stay housing, conference center, and a patient care and research center. Financing was made available through private sources and TIIP's.

- Improvements to Wolf River Lagoon-grant application has been submitted to HUD's Brownfields Showcase Community to fund a project that would redevelop land into green space located along the eastern side of Wolf River. This project would include relocating industries to a more appropriate location.

- North Second Street Improvement Study-a study to reconstruct North Second Street from Auction Avenue to the Wolf River as a six-lane highway with a 34-foot raised grass median. A full control access six-lane highway with a 22-foot median from Wolf River to the connector on I-40 at Thomas Street. This project is a joint venture between the City of Memphis and the Tennessee Department of Transportation that will seek federal funding.

- Land Use Plan Concept as prepared by architectural firm Looney Ricks Kiss includes the realignment of North Parkway that will interconnect with Auction Avenue. Jackson Avenue will be realigned to connect with Mill Avenue. This will reinforce the already established grid pattern in the redevelopment district. Funding for this project is expected to be $11 million, 25% each from the city and county, and the remaining 50% is expected from the State of Tennessee.

Other road improvements include the addition of an Interstate 40 Ramp to North Third Street that will provide a clear access to St. Jude Hospital. Improvements are being encouraged along Exchange Street that would enhance the residential character of Lauderdale Courts and provide a better transition from office to residential uses. There is also a recommendation for a public transportation loop.

The future land use plan designates mixed uses along some of the former commercial areas including the following:

- Chelsea Avenue between Second and Ayers Street.
- Jackson Avenue between Seventh and Ayers Street.
- Poplar Avenue.
- Downtown area south of Auction Avenue between Front and Third Street.
- Second Street between Greenlaw and Cedar Avenue.
- Danny Thomas Boulevard between Chelsea and Wells Avenue.
- Harbor Town Boulevard
- Mixed Use and Commercial along Auction/ North Parkway.

Industrial uses will be reduced to the area between the Wolf River Lagoon and Second Street, north of Keel Avenue Industrial uses will also be allowed on Second Street, north of Marble Avenue.

St. Jude Hospital will encompass the area north of I-40 to Auction Avenue between Third Street and Danny Thomas Boulevard.

Mid to High Density Residential will remain in the area of Lauderdale Courts, Hurt Village and areas of Mud Island. New areas will include along sections north of Auction Avenue between the Wolf River Lagoon and Fifth Street; near the intersection of Arrington Avenue and Danny Thomas

Boulevard; and near the intersection of Third Street and Reno and Hickory Avenues. Low Density Residential will encompass the remainder of the area.

Planned Initiatives & Demonstration Areas

Planned Initiatives

Greenlaw - Manassas is the first subdivision built outside the original planned area of Memphis. Like many inner-city neighborhoods it has fallen upon hard times. It contains many vacant lots and dilapidated structures. Single family residences have been converted into multi-tenant rental properties. Poor quality multi-family infill developments have taken place. But it also contains many historically significant, outstanding structures and many modest well-built residences.

Memphis Harbor & Gayoso Bayou Greenway - Development of the East and West shores of the former Wolf River into the Memphis Harbor Park. and redevelopment of the Gayoso Bayou flood control system into an Urban Greenway - connecting the neighborhood and St. Jude with the Memphis Harbor Park.

Hurt Village, unlike Lauderdale Courts, is not a candidate for rehabilitation. Its physical form is not conducive to the kind of community building that is necessary to revitalize Uptown. Its physical condition has been allowed to deteriorate beyond the possibility of renovation. Hurt Village will be completely demolished. In its place will be recreated a neighborhood of streets and blocks which resemble the configuration before Hurt Village was constructed. This neighborhood will be composed of a mixed-use neighborhood center with retail, office and apartments surrounded by residential blocks with a mix of housing types - single-family detached townhouse and four-unit "manor houses." The area will also include a neighborhood park.

Uptown Neighborhood Center - creation of a mixed use neighborhood center with retail, office/service and residential uses.

St. Jude Initiative - the announced 10 year, 1 billion dollar expansion and improvement of St. Jude Children's Research Hospital. This initiative includes not only the physical development within the campus but also involvement in the redevelopment of the surrounding neighborhoods and participation in job training of neighborhood residents.

Demonstration Areas

In order to jump start the Uptown area redevelopment; three demonstration areas have been identified.

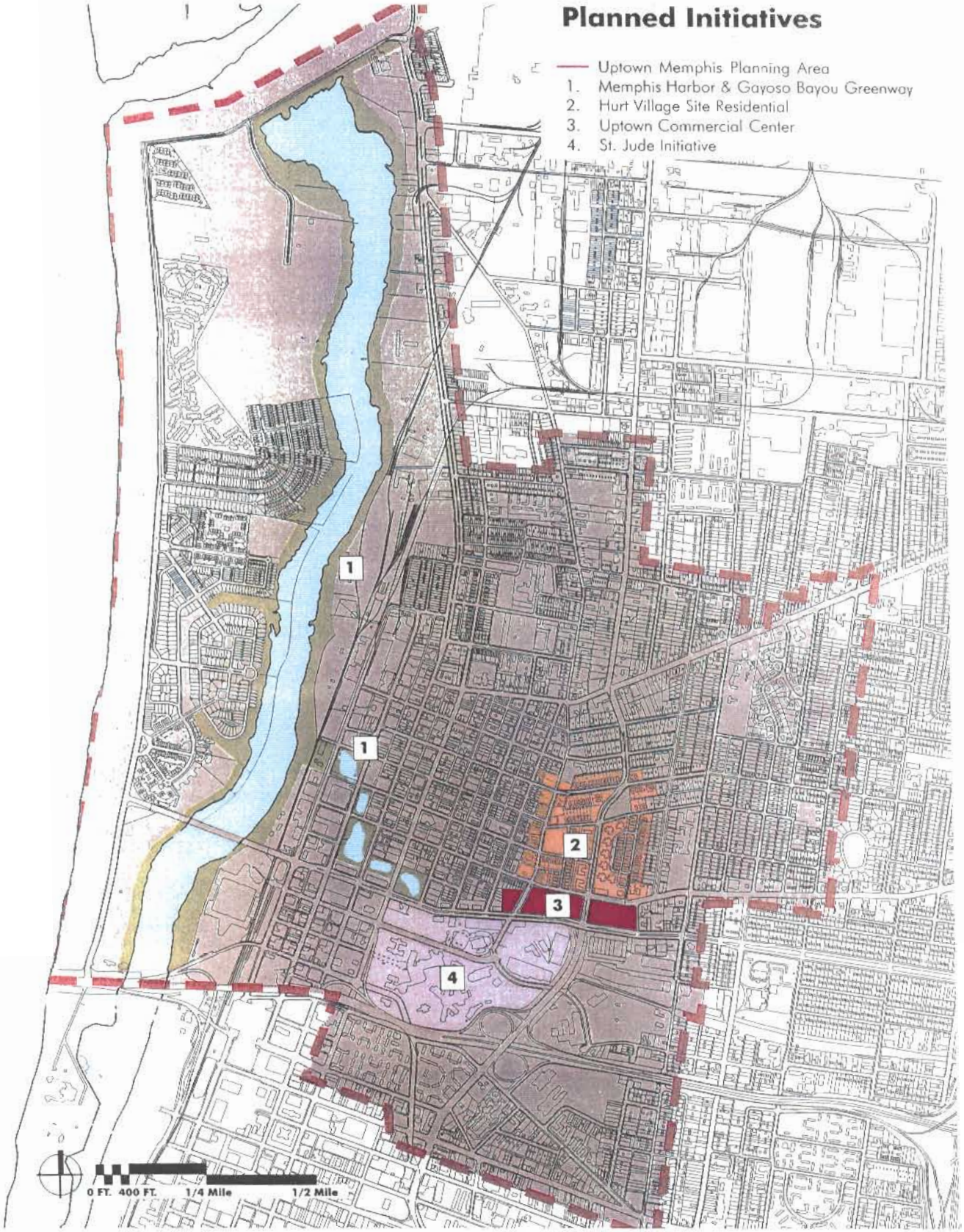
Lauderdale Courts is a village of one, two and three-story public housing buildings which were built in 1935. The buildings have not been properly maintained in recent years, but they possess outstanding design and construction characteristics, which offer excellent opportunity for rehabilitation. The plan calls for the renovation of both the interiors and exteriors of the buildings. The density of the project will be reduced by combining two or more smaller units into larger units. All the buildings will be retained in the redevelopment. Another important aspect of the plan calls for the introduction of streets into the now almost exclusively pedestrian enclave. The purpose of this action is many-fold. First is the recreation of the street as an active civic amenity. Security is provided with the many windows and porches opening onto the public way providing the surveillance that comes from "eyes on the street." Second the new streets increase the connectivity of the individual units to the city at large. And third on street parking on these new streets will provide much needed additional parking in a way that is more appropriate to the quality of the community than parking lots would be.

Fifth/Sixth Street Single Family Demonstration Area is the redevelopment area adjacent to the Hurt Village. This area was chosen because a number of efforts have already been undertaken there and because there continue to be a number of vacant or dilapidated properties which can be obtained for single family residential redevelopment. Its proximity to St. Jude also allows the synergy of these two projects to develop. The properties within the area adjacent to Auction Street provide opportunities for mixed-use commercial-residential or higher density residential development.

The Caldwell Initiative is the redevelopment of the area around the Caldwell school. This demonstration will take advantage of the outstanding efforts that have taken place at the Caldwell School and by the satellite operation of the Hope and Healing Center. There are a number of both single family and multi family properties in the area, which could be redeveloped. The proximity to the Bickford Community Center is another strong factor in the identification of this area for redevelopment.

Collateral Activities

Collateral Neighborhood Revitalization Activities include the following projects: Memphis Cook Convention Center and Performing Arts Facility, Echelon River Park Estates Residential Development, Marriott Hotel Expansion, Improvements to Existing Schools, New Downtown School, Salvtion Army Headquarters, New Fire Station, BRIDGES Headquarters, Parks and Community Center Improvement, Porter Leath Capital Improvement, Homeownership Rehabilitation Funds, Uptown Street paving, Land donations, and Commerical Building Demolition.



Uptown Memphis

Memphis and Shelby County Division of Planning & Development
Memphis Housing Authority
Lauderdale - Greenlaw LLC A Joint Venture of Belz Enterprises & Henry Turley Company

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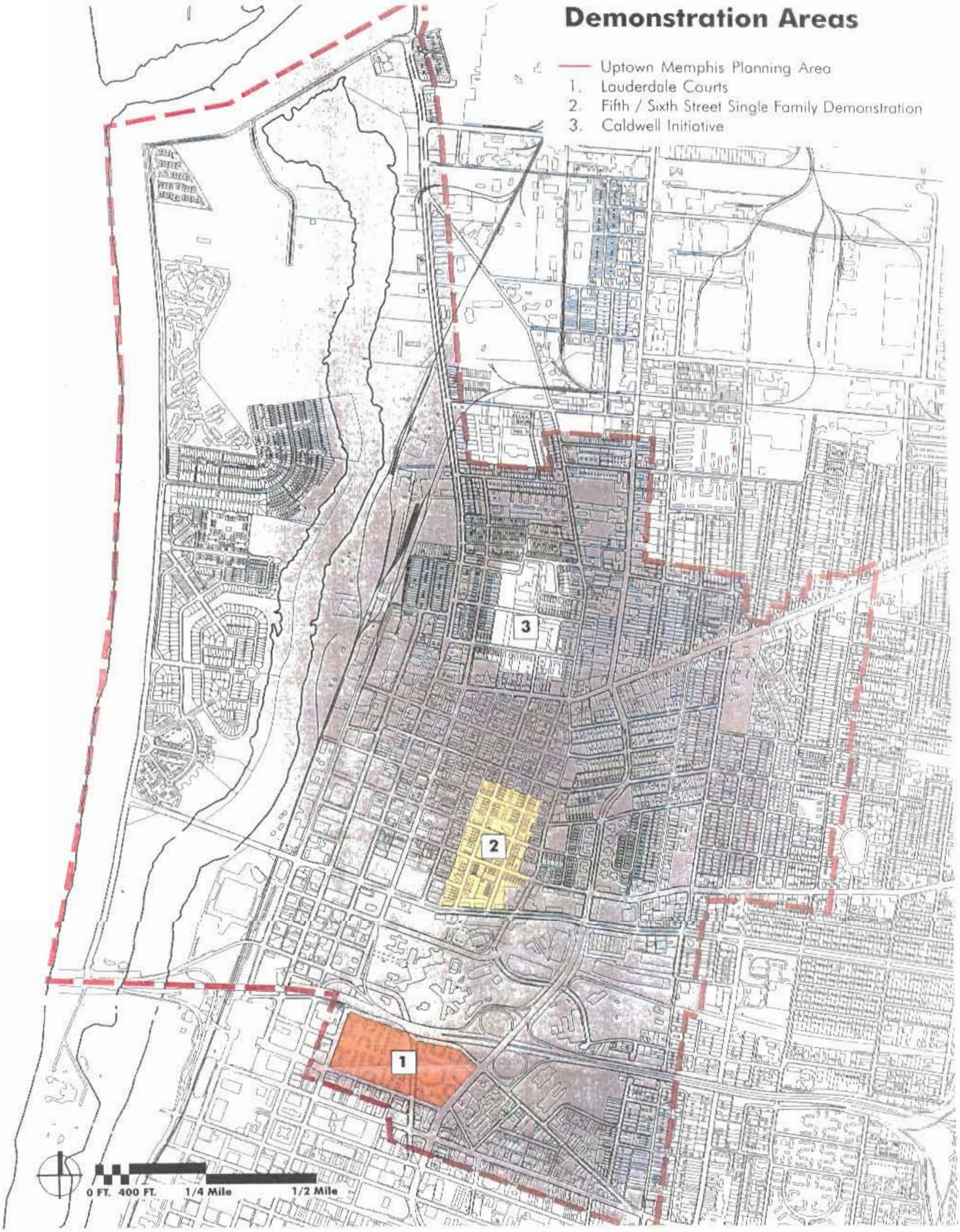

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VI. DESCRIPTION OF THE COMMUNITY REDEVELOPMENT

Neighborhood Impact Element

The residents of the community redevelopment area will not be adversely impacted by the proposed community redevelopment activities. The community redevelopment activities propose to protect the residents of the area by striking a balance between the need to revitalize the neighborhood areas and preserving the affordability of area housing and the mixed-income character of the area. The Community Redevelopment Plan estimates that the the community redevelopment activities will render 4,800 new dwelling units. The plans for the area proposes to stimulate revitalization in areas where there are depressed property values, redesign public housing, increase the availability of jobs, and to capture the momentum from the positive investment that has been made in the adjacent downtown central business district.

The redevelopment of the area will utilize the existing infrastructure that is currently not being used to its full potential as evidenced by the area disinvestment and decline. The proposed improvements in the community redevelopment area will consist of extensions to the existing transportation system, the construction of new public streets and utilities and the provision of parks and open space.

The Uptown Area contains two public schools: Caldwell Elementary School located at 230 Henry Avenue and Humes Middle High School located at 659 Manassas. It is anticipated that the redevelopment activities will not adversely impact the schools in the neighborhood. School enrollment records indicated that Humes Middle School has experienced a decline in school enrollment for the past 5 years. The provision of new housing in the area will bring additional students back into the district to attend the Middle School. Enrollment records for Caldwell Elementary School for the past five years shows a fluctuation in enrollment for the past years. It is anticipated that the current facility will be able to handle the estimated change in population.

Relocation and Replacement Housing

The Memphis Housing Authority/Division of Housing and Community Development will facilitate the relocation of area residents. The relocation of the residents will be achieved through the development of a partnership and support system with the Metropolitan Inter-faith Association (MIFA). All relocation will be carried out in conformance with the Uniform Relocation Act.

There will be replacement housing for the relocation of persons temporarily or permanently displaced from housing facilities within the Uptown Redevelopment Area.. Assistance will be offered in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1974, as amended, or other applicable federal, State or local laws and regulations that may be in effect at the time even though no State or federal funds may be involved with a particular project. The relocation provisions of this Plan shall not apply to relocation necessitated by acquisition of property by the State of Tennessee, the City of Memphis, or any other governmental agency unless such jurisdiction has entered into an agreement with CRA to reimburse its costs for providing relocation services in connection thereto. It is the intent of this Plan to minimize the need for

displacement or relocation of businesses or residents. When relocation is necessitated in connection with the implementation of the Plan, the health and continued viability of the business should be considered in providing reasonable time and assistance in finding and moving the establishment to a suitable relocation site. The CRA will established plans and procedures to monitor the relocation and displacement of citizens to insure that the proper entities are providing assistance to individuals and businesses permanently or temporarily displaced by its actions in acquiring land for implementation of this Plan.

Comprehensive Rezoning

In accordance with Section H. Comprehensive Rezonings of the Memphis and Shelby County Zoning Ordinance, the purpose of a comprehensive rezoning is to rezone areas in conformance with the principles of a comprehensive plan. The Comprehensive Rezoning Process will be instituted for the Uptown Area after the adoption of a comprehensive plan for the Area. Recommendations of the plan will be supplemented by a separate zoning report that will be followed by a rezoning application filed with the Land Use Control Board. Such an application may result in the amendment of the official zoning map(s) of the City of Memphis. It is anticipated that portions of the Community Redevelopment Plan can be undertaken prior to the completion of the Comprehensive Rezoning Process.

Design Guidelines

The Uptown Area is comprised of various historically/culturally significant minority communities and neighborhoods within the City of Memphis including Greenlaw-Manassas, Winchester Park, Bickford and the Pinch District. These areas represent some of the oldest neighborhoods containing historically significant structures, housing styles and places of historic significance such as Morris Park where slaves were sold prior to the Civil War. These historically/culturally significant neighborhoods possess their own character. The CRA Goals and objectives as stated in the Strategic Plan: CRA Workable Program (March 2001) recognize and respect existing neighborhoods where practical exclusive of special treatment areas/initiatives identified in the Community Redevelopment Plan for the Uptown Area. Efforts should be undertaken to recognize the existing character of the neighborhood as reflected in grid street patterns, housing styles, the rhythm of individual street setbacks. Design guidelines should be adopted to construct new houses that contain design elements in proper proportion to historic houses. The design guidelines should direct the construction of appropriate new residential and commercial developments (infill) and rehabilitate existing housing stock and commercial buildings. The guidelines should reflect basic approaches to design that will help build strong neighborhoods in the Uptown area.

Proposed Retention, Safeguards and Controls for Implementation

The CRA, in disposing of the land in the Project Area to be redeveloped, will in its contract and deed or other instruments of conveyance, include such terms and conditions as in the judgement of the CRA will be necessary or advisable to insure redevelopment of the Project Area and its use thereafter, in accordance with this Plan, and to prevent recurrence of the condition of blight or inappropriate land uses in this area. Such provisions will be contained in such contracts, deeds or other instruments of conveyance irrespective of whether they duplicate, in whole or part,

requirements of existing or proposed zoning ordinances or other local laws, ordinances or regulations with respect to the Project Area, so that such obligations may operate independently of such zoning or other laws, ordinances or regulations. In all instances, the improvements in the Project Area will be made in accordance with the applicable Memphis and Shelby County Zoning Ordinance provisions and regulations; building, electrical, plumbing and other local codes and ordinances; the requirements of this Redevelopment Plan; and such other requirements as may be set forth in the contracts between CRA and the redevelopers. Any contract or agreement for disposal of project land by sale, lease or rent shall contain, and the deed or deeds to the land shall contain a covenant that the redeveloper and its successors and assigns shall not discriminate upon the basis or race, color, creed, sex, marital status, or national origin in the sale, lease, or rental, or in the use or occupancy of the property or any improvements erected or to be erected thereon. It is intended by this Plan that CRA is beneficiary of all such covenants and obligations and that it shall be entitled to represent the interests and to act on behalf of the community in enforcing any covenants and obligations as to the redevelopment and continued uses of the Project Area in accordance with the Plan. Such contracts, deeds, or other instruments or conveyance, in addition to including such other terms and conditions as the CRA may find desirable in order to implement and effectuate the objectives of this Plan, will obligate the purchasers of land in the Project Area and their successors in interest to:

(1) Devote the parcels owned by them to and only to, uses and controls specified in this Plan;

(2) Diligently pursue the construction of the improvements as provided in the disposition contract, and to begin and complete such improvements within a reasonable time as provided by the contract;

(3) Make no changes, additions or alterations in such improvements after completion of their construction that are not approved by CRA as being in conformity with this Plan, or as it may be changed or amended; and

(4) Not reassign contract rights, resell or otherwise transfer the land or any part thereof or interest therein purchased by them prior to the completion of the improvements thereon without the approval of CRA and except in cases satisfactory with CRA, and not to speculate in or with respect to such land.

Real Estate Acquisition and Disposition

Through a private/public partnership between Lauderdale-Greenlaw, LLC, The Memphis Housing Authority (MHA) and the City of Memphis, a plan will be developed and executed which will modify the existing Uptown Area which includes: Hurt Village and Lauderdale Courts public housing projects, as well as a defined area in the Greenlaw/Manassas neighborhood. Acquisition and Disposition of 500 properties will occur within the overall Uptown area. The proposed acquisitions are depicted on maps at the end of this section. The maps identifies vacant lots (red) vacant dilapidated buildings (orange) and vacant buildings (yellow). It is from these three categories that the 500 acquisitions are planned.

The properties designated for acquisition is primarily vacant lots throughout the area. Acquisition is necessary to provide for the redevelopment of vacant and under-utilized land, to eliminate

structures which, because of poor initial construction, inadequate maintenance, obsolescence or other conditions, are not suitable for rehabilitation; to eliminate non-conforming land uses which are detrimental to the area or the redevelopment of Uptown ; to provide for the replatting of land and the development or adjustment of streets, alleys, and pedestrianways; and to assemble suitable disposition tracts for new commercial, residential, and institutional development. Large-scale property assembly will take place after approval of a redevelopment plan for projects within the district. It is not proposed to acquire all acquisition parcels at the time of approval of this Plan, but as funds are available and the private market would support redevelopment.

The Memphis Housing Authority/Division of Housing and Community Development has incorporated the Memphis Land Bank, Inc. through the Community Foundation of Greater Memphis to act as land bank for Uptown. This land bank was established to acquire and dispose of property of any kind or character by purchase, contract, gift, grant or otherwise for not for profit and public benefit purposes. This entity was established to assist the City of Memphis, its Division of Housing and Community Development and The Memphis Housing Authority in working through a private and public partnership with Lauderdale-Greenlaw, LLC. It is anticipated that City of Memphis will utilize both the Memphis Land Bank, Inc. and the powers of the CRA to assemble property for the redevelopment of the Uptown Area.

Properties designated for conservation may be acquired if a property owner fails to comply with a voluntary program of rehabilitation to eliminate building deficiencies and fails to comply or reach written agreement with the Memphis and Shelby County Redevelopment Agency (CRA) to abide by the design recommendations or review by commissions or authorized review panels of this Plan where the owner of the property shall have been notified and accorded a reasonable time, in no case less than ninety (90) days from the date of notice, to bring the structure into compliance with applicable building and housing codes or reach such an agreement; a property is found to be infeasible for rehabilitation because of the excessive relative costs of repairs, impracticality of necessary alterations, hardship on the owner, recalcitrance of the owner, or extremely deleterious conditions which would remain even if the structures could be rehabilitated; if any other conditions listed in this Plan pertain to the subject property or a property is determined to be necessary for a street right-of-way or utility easement as subsequently determined by final design and construction plans for project improvements.

Certain properties or portions thereof designated for acquisition may be exempted from acquisition as provided herein. Exemption may be made if it will not require a change in the Land Use Plan or plans for street or utility improvements; the exemption and/or permitted continuation of a non-conforming or detrimental use by CRA will not adversely affect the use and or/disposition of adjoining parcel agrees to or to be acquired or the redevelopment project as a whole; and the owner of any parcel agrees to eliminate any non-conforming use on the parcel as may be requested by CRA, to rehabilitate all structures on the parcel, use the land and structure in accordance with the provisions of this Plan for its duration, acquire such land as deemed necessary by CRA to conform to current local zoning and codes requirements, and/or sell any portions of the tract as deemed necessary by CRA for street right-of-way or other purposes. Any such exemption shall be made conditional until the owner has compiled with all of the requirements of a contractual agreement to be executed by and between the owner and the CRA.

In order to achieve the objectives of the Plan, it may be necessary for the CRA to acquire certain properties in the Project Area in addition to those vacant abandoned and underutilized parcels, as well as parcels which may be identified in sub area redevelopment projects within the district. Additional parcels may be acquired at the request of the owner to provide for necessary adjustments in utility easements of street, alley or pedestrian rights-or-way; to provide land for public use in connection with State or local projects; to provide for the redevelopment of abandoned railroad rights-of-way; to eliminate dilapidated or deteriorated structures which may be found to exist following subsequent surveys of interior conditions where the owner of the property shall have been notified and accorded a reasonable time, in no case less than ninety (90) days from the date of notice, to bring the structure into compliance with applicable building and housing codes; to provide clear and marketable title for vacant or abandoned properties; to eliminate any non-conforming uses, or local zoning; to provide for the proper development of vacant and poorly maintained lots; or to eliminate buildings which may encroach upon existing or planned rights-of-way whether they be totally or only partially located within the Project Area.

Eminent Domain

It is anticipated that a percentage of all negotiations will not result in a contract with a willing seller. Three of the primary causes may be the absence of clear title information, the seller's opinion that they are not being offered fair compensation, or unwilling sellers. In these and other instances where properties can not be contracted, the Developer will meet with Memphis Housing Authority/Division of Housing and Community Development and review the impact on the overall development plan. Jointly a decision will be made as to whether the parcels should be acquired through eminent domain. If the decision to proceed with condemnation is made, condemnation authority granted to the Memphis Housing Authority or the CRA will be utilized. The condemnation process will be consistent with the Community Redevelopment Act of 1998., Uniform Relocation Act (U.R.A.) and HUD guidelines.

Publicly Funded Projects

There were two major projects listed in a recent the City of Memphis Capital Improvement Program (CIP) which are within the Uptown Area, Riverfront Development and Second Street-Auction-North Thomas Road Improvements. The Riverfront Development Project involves the reconfiguration of the downtown harbor, providing new dock facility for steamboat lines, provide two new access points to Mud Island and create an urban lake at a cost of approximately $48,709,000. The above road improvements provides for the widening and extension of Second Street from Auction Avenue to North Thomas seven lanes with a cost estimate of $90,307,928. In addition to these projects there have been discussions during planning meetings that CIP funds designated for Greenlaw Community Center improvements include some landscaping and be timed to coincide with redevelopment of the Uptwon Area, maintenance and minor landscaping funds committed to the area retention ponds, and utilizing some of the street repaving funds to be timed with new development and road improvements mentioned earlier.

UPTOWN MEMPHIS

Acquisition Plan

N
W E
S

500 0 500 1000 1500 2000 Feet

Cartographic Services Provided By:
Memphis and Shelby County Division of Planning and Development

Key

- Study Area
- Demo Area
- Zoning Districts

Property Status

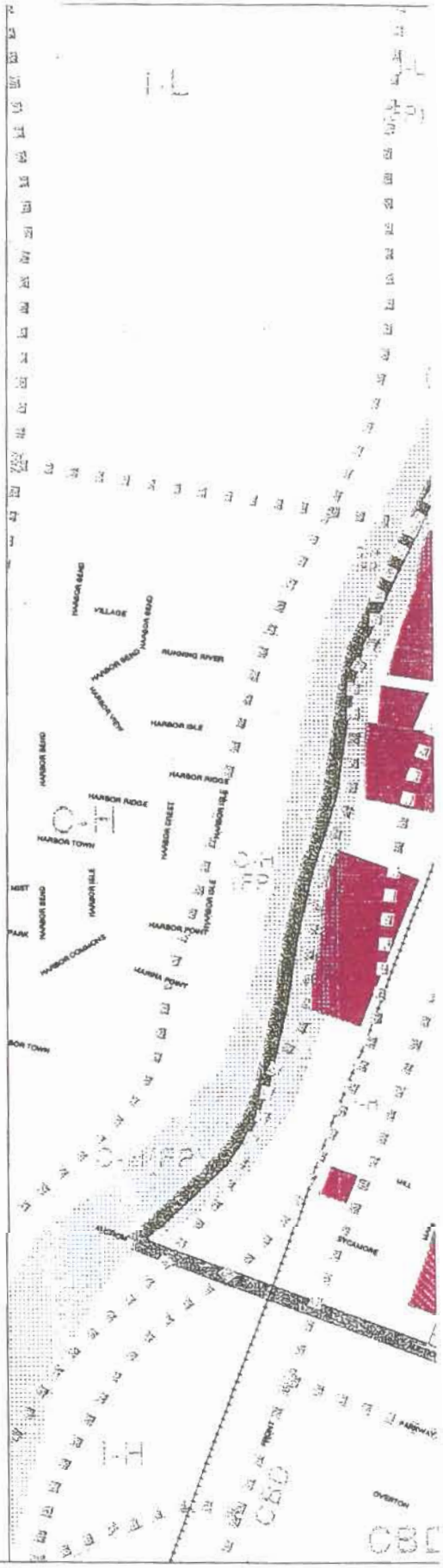
- Vacant Lot
- Vacant, Dilapidated Bldg.
- Vacant Bldg.
- Dilapidated Bldg.

Gov. Owned

- Shelby County
- City of Memphis
- Memphis & Shelby

Sources:

Memphis and Shelby County Division of Planning and Development
Shelby County Assessor of Property
Henry Turley Company



Washington Park
Caldwell Elementary
Bickford Community Center
Dave Wells Community Center
Porter-Leath Childrens Home
Humes Junior High
Greenlaw Community Center
Fifth/Sixth St.
Hart Village
R-D
R-MM
R-SS
C-H
I-L
I-H
JDM 12/10/99

Exhibit D

FIFTH/SIXTH STREETS DEMONSTRATION AREA

100 0 100 200 300 400 500 Feet

Cartographic Services Provided By:
Memphis and Shelby County Division of Planning and Development

Key

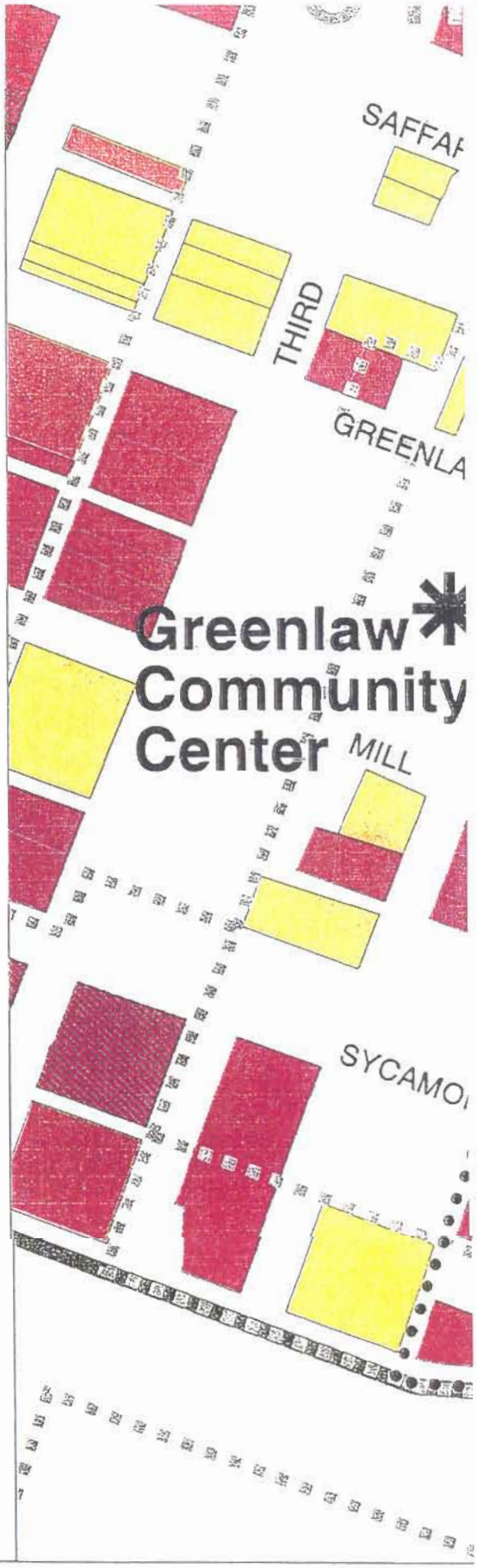
- Study Area
- Demo Area
- Zoning Districts

Property Status

- Vacant Lot
- Vacant, Dilapidated Bldg.
- Vacant Bldg.
- Dilapidated Bldg.

Gov. Owned

- Shelby County
- City of Memphis
- Memphis & Shelby



Sources:

Memphis and Shelby County Division of Planning and Development
Shelby County Assessor of Property
Henry Turley Company

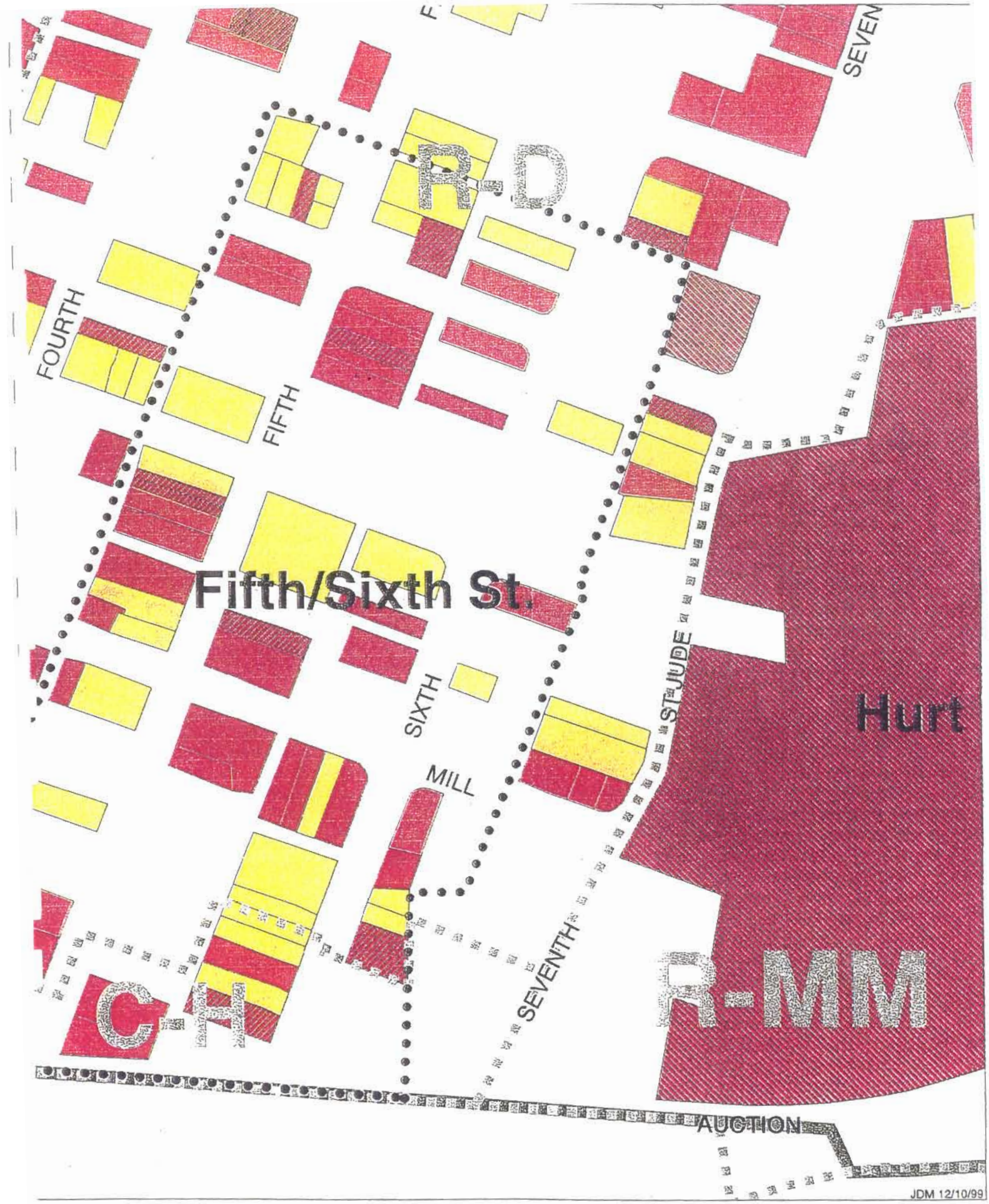

SEVEN
R-D
FOURTH
FIFTH
Fifth/Sixth St.
SIXTH
MILL
ST JUDE
Hurt
SEVENTH
R-MM
C
AUCTION
JDM 12/10/99

Exhibit C

Projected Costs

The projected costs which appear in Appendix A on the table titled "Uptown Redevelopment District – Housing Unit & Redevelopment Costs Computation" is based on current construction costs in the Memphis market. The table shown below is a summary table of projected cost for the Uptown Community Redevelopment.

Summary of Projected Costs for Community Redevelopment Uptown Area

Uptown Community Redevelopment Area	#New Dwelling Units	Timetable	COST
Hope VI Revitalization	1205	2001-2011	$160,000,000
Residential, Mud Island	1156	2001-2004	$187,150,000
Residential Market-driven	2460	2001-2016	$189,000,000
Mixed-Use, Market-driven	n/a	2001-2021	$ 49,000,000
Collateral Revitalization Projects	n/a	2001-2011	$1,045,000,000

Increment Revenues

Financing through increment revenues requires the taxing authorities to calculate the equalized assessed valuation of real estate at the time of the "blighted" or "slum" conditions are designated as a "community redevelopment area". This base amount of taxes that had previously been levied on the real estate continues to go to the taxing bodies serving the community redevelopment area. This system does not lower the tax revenues collected by the various taxing districts; nor does it impose special assessments on the redevelopment area. Nevertheless, the growth captured in property tax revenues generated in the community redevelopment area (the tax increment) above the base amount goes to a redevelopment trust fund. These funds are then expended to invest in various improvements required for the redevelopment area.

Redevelopment in the Uptown Area is unlikely to occur or could be substantially delayed given the conditions of blight as well as condition of title and the diversity of ownership and the lack of private investment. The Uptown Area Developer and the Memphis Housing Authority/Division of Housing and Community Development is proposing that a redevelopment trust be established for the Uptown Area. The tax increment revenues for the area will be placed in the trust fund to be used to finance a portion of the community redevelopment activities for the area. Funds allocated to the trust fund will be used to finance the activities contained in the approved community redevelopment plan for the Uptown area. These costs are outlined in Appendix A on the table entitled "Memphis Housing Authority- Uptown Memphis HOPE VI Revitalization." The sources of the proposed funds are outlined as well as the use of the funds. This table includes both proposed public and private investment into the Uptown Area.

The activities of CRA will make the Uptown area conducive to new private development, which will result in increased tax revenues for Memphis and Shelby County. The area represents a very small portion of the tax base for the city and county. The taxing authorities will not be substantially impacted by a tax increment financing provision. The project will also generate substantial sales tax and other revenues to benefit of the City of Memphis, and the County of Shelby. The estimated total cost of all of the improvements associated with the Uptown Community Redevelopment Plan is

approximately $1,631,000,000.00. It is estimated that $14,000,000.00 of the total costs will be financed by increment revenues. See Appendix B for additional financial information.

Summary of Costs to be Financed by Increment Revenues

Redevelopment to be Financed by Increment Revenues	Time for Completion
Lauderdale Courts $6,338,438.00	2001-2004
Multifamily Residential (tax credit apartments)	2001-2004
Hurt Village $1,739,930.00	2001-2005
Other program and site costs $5,921,632.00	2001-2011

Any bonded indebtedness pledged against the increment revenues must be instituted in accordance with the State of Tennessee "Community Redevelopment Act of 1998. The statue states that any bond, note, or other form of indebtedness pledging increment revenues to the repayment thereof shall mature no later than 30 (thirty) years. Any revenue bonds issued through the CRA must mature within 20 years. The developer is proposing that both of these financing mechanism be designated as tools to implement the Uptown Community Redevelopment Plan.

Time Certain for Completion of Redevelopment

It is estimated that the time schedule for implementing and completing the Uptown Community Redevelopment Plan will be from the time period of 2001 to 2031.

VII. PLAN CONFORMANCE

Conformance with Workable Program

The Uptown Redevelopment Plan conforms to the Memphis and Shelby County Community Redevelopment Agency (CRA) Strategic Plan: CRA Workable Program adopted by Memphis and Shelby County Governments March 2001.

Conformance with Other Comprehensive Plans

The Community Redevelopment Plan for the Uptown Area has been reviewed by the local planning agency and found to conform to the comprehensive plan documents for Memphis and Shelby County. The Uptown Redevelopment Plan references these documents and incorporates general goals and specific policies and principles.

APPENDIX A

UPTOWN REDEVELOPMENT DISTRICT
HOUSING UNIT & REDEVELOPMENT COST COMPUTATION TABLE

Memphis Housing Authority

UPTOWN Memphis HOPE VI Revitalization

Sources and Uses

Number of Units	176	385	50	100	175	49	270		1205
Sources of Funds	Hurt Village On-Site Rental	Lauderdale Courts On-Site Rental	Tax Credit Project	Blocks A and B	Scattered-Site Rental	Hurt Village On-Site Homeownership	Off-Site Homeownership	Other Site or Program Costs	Total
Public Housing Funds - Hope VI	$1,971,591	$0	$0	$1,487,868	$16,383,611	$511,054	$2,345,015	$12,300,861	$35,000,000
Public Housing Funds - Comp. Grant	$0	$5,247,279	$0	$0	$0	$0	$0	$2,152,721	$7,400,000
Total Public Housing Funds	***$1,971,591***	***$5,247,279***	***$0***	***$1,487,868***	***$16,383,611***	***$511,054***	***$2,345,015***	***$14,453,582***	***$42,400,000***
Homeownership Sources	0	0		0		0	0		
Closing Cost to Buyer	$0	$0	$0	$0	$0	$0	$0	$0	$0
Home Buyers Down Payment	$0	$0	$0	$0	$0	$102,900	$747,082	$0	$849,982
City Low Income Down Payment and Closing Costs Assistance	$0	$0	$0	$0	$0	$120,000	$200,000	$0	$320,000
City Middle Income Down Payment and Closing Costs Assistance	$0	$0	$0	$0	$0	$174,199	$1,245,087	$0	$1,419,286
Home Buyers 1st Mortgage	$0	$0	$0	$0	$0	$3,240,257	$20,863,433	$0	$24,103,689
United Housing Second Mortgage	$0	$0	$0	$0	$0	$312,500	$1,187,500	$0	$1,500,000
Rental Unit Sources	$0	$0		$0		$0	$0		
Conventional Loan	$7,786,621	$12,905,706	$1,847,236	$2,770,854	$0	$0	$0	$0	$25,310,618
Net Tax Credit Raise	$3,970,146	$0	$1,926,631	$3,831,556	$0	$0	$0	$0	$9,728,333
Net Historic Tax Credit Raise	$0	$4,604,553	$0	$0	$0	$0	$0	$0	$4,604,553
TIF Funds	$1,739,930	$6,336,438	$294,168	$0	$0	$0	$0	$5,627,444	$14,000,000
City and County Commercial Revitalization Program	$100,000	$0	$0	$0	$0	$0	$0	$0	$100,000
City of Memphis Section 108 Loans	$2,912,418	$0	$0	$0	$0	$0	$0	$1,887,582	$4,800,000
City of Memphis Infrastructure Funds	$0	$0	$0	$0	$0	$0	$0	$3,100,000	$3,100,000
City of Memphis CDBG/HOME Funds	$0	$0	$0	$0	$0	$0	$0	$0	$0
FHLB AHP Funds	$0	$750,000	$0	$0	$0	$0	$0	$0	$750,000
State/County Transportation Funding	$0	$0	$0	$0	$0	$0	$0	$11,000,000	$11,000,000
Tennessee Industrial Infrastructure Program	$0	$0	$0	$0	$0	$0	$0	$1,500,000	$1,500,000
Memphis Light, Gas and Water Division	$0	$0	$0	$0	$0	$0	$0	$787,906	$787,906
Non-HOPE VI Supportive Services Funding	$0	$0	$0	$0	$0	$0	$0	$13,914,588	$13,914,588
Capital Gap	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	***$18,480,906***	***$29,845,976***	***$4,068,056***	***$8,090,278***	***$16,383,611***	***$4,460,909***	***$26,588,117***	***$52,271,103***	***$160,188,955***
Uses of Funds									
Program Management, Outside Counsel and Consulting Services	$0	$0	$0	$0	$0	$0	$0	$3,550,000	$3,550,000
Administration	$0	$0	$0	$0	$0	$0	$0	$1,190,000	$1,190,000
Management Improvements	$0	$0	$0	$0	$0	$0	$0	$400,000	$400,000
Community and Supportive Services	$0	$0	$0	$0	$0	$0	$0	$16,364,588	$16,364,588
Tenant Relocation	$0	$0	$0	$0	$0	$0	$0	$924,000	$924,000
Residential Unit Demolition and Abatement	$0	$0	$0	$0	$0	$0	$0	$3,297,000	$3,297,000
Site-wide Remediation and Abatement	$0	$0	$0	$0	$0	$0	$0	$500,000	$500,000
Site-Wide Infrastructure Costs	$0	$0	$0	$0	$0	$0	$0	$24,766,690	$24,766,690
Management and Community Facilities	$0	$0	$0	$0	$0	$0	$0	$428,825	$428,825
Retail Development	$5,120,000	$0	$0	$0	$0	$0	$0	$0	$5,120,000
Parking	$0	$0	$0	$0	$0	$0	$0	$850,000	$850,000
Off-Site Acquisition	$0	$0	$575,000	$1,150,000	$2,006,750	$0	$4,515,850	$0	$8,247,600
Residential Hard Costs	$6,985,320	$18,420,605	$2,140,000	$4,250,000	$8,699,500	$2,499,000	$13,770,000	$0	$56,964,425
Site Preparation	$1,760,000	$0	$0	$0	$0	$490,000	$0	$0	$2,250,000
Hard Cost Contingency	$874,532	$3,253,035	$214,000	$425,000	$889,950	$298,900	$1,377,000	$0	$7,332,417
Residential Soft Costs	$3,741,054	$8,172,336	$1,139,056	$2,265,278	$4,587,411	$1,173,009	$6,925,267	$0	$28,003,410
Total Development Cost	***$18,480,906***	***$29,845,976***	***$4,068,056***	***$8,090,278***	***$16,383,611***	***$4,460,909***	***$26,588,117***	***$52,271,103***	***$160,188,955***

APPENDIX B

ADDITIONAL FINANCIAL INFORMATION

Summary

Projections of TIF Revenues and TIF Uses contemplated for UPTOWN initiatives, show that TIF Revenues can satisfy UPTOWN needs, including infrastructure and repayment of a bridge loan for funding Lauderdale Courts redevelopment.

UPTOWN Redevelopment / TIF District	2001-2006	2001-2011
Development Capital Investment *	$360,000,000	$420,000,000
Increase to Tax Base *	$250,000,000	$300,000,000
Incremental Tax, Annual (end of period) *	$4,800,000	$5,600,000
Incremental Tax, Cumulative (through period) *	$15,500,000	$42,900,000
UPTOWN Budget Uses dependent on TIF Funds Source	$14,400,000	$19,800,000

* projections by UPTOWN Master Developer; attached schedules outline details and assumptions

Opportunities / Recommendations

- Alternate City, County, State, and other funding sources for infrastructure should be sought
- Deferred principal payments or extended term on Lauderdale Courts bridge loan could enable accelerated UPTOWN initiatives (attached analyses conservatively assume 5 year term @5.5%)
- Accelerated development, for example in Pinch and along east shore of Wolf River could accelerate TIF revenue
- Infrastructure and streetscape improvements similar to planned for HOPE VI scattered site regions would accelerate market-driven development and TIF revenue in adjacent regions.

Next

Next steps will include:

- UPTOWN Team agreement on infrastructure plans and phasing
- City commitment to execute infrastructure plans and pursue funds
- Completion of TIF District and funding mechanisms

Exhibits

A) UPTOWN Revitalization & Complementary Initiatives (Infrastructure)

B) Map of UPTOWN Phases

C) Map of UPTOWN Phase I Complementary Initiatives

D) Budgets for UPTOWN Complementary Initiatives (Infrastructure)

E) Development Investment within UPTOWN District

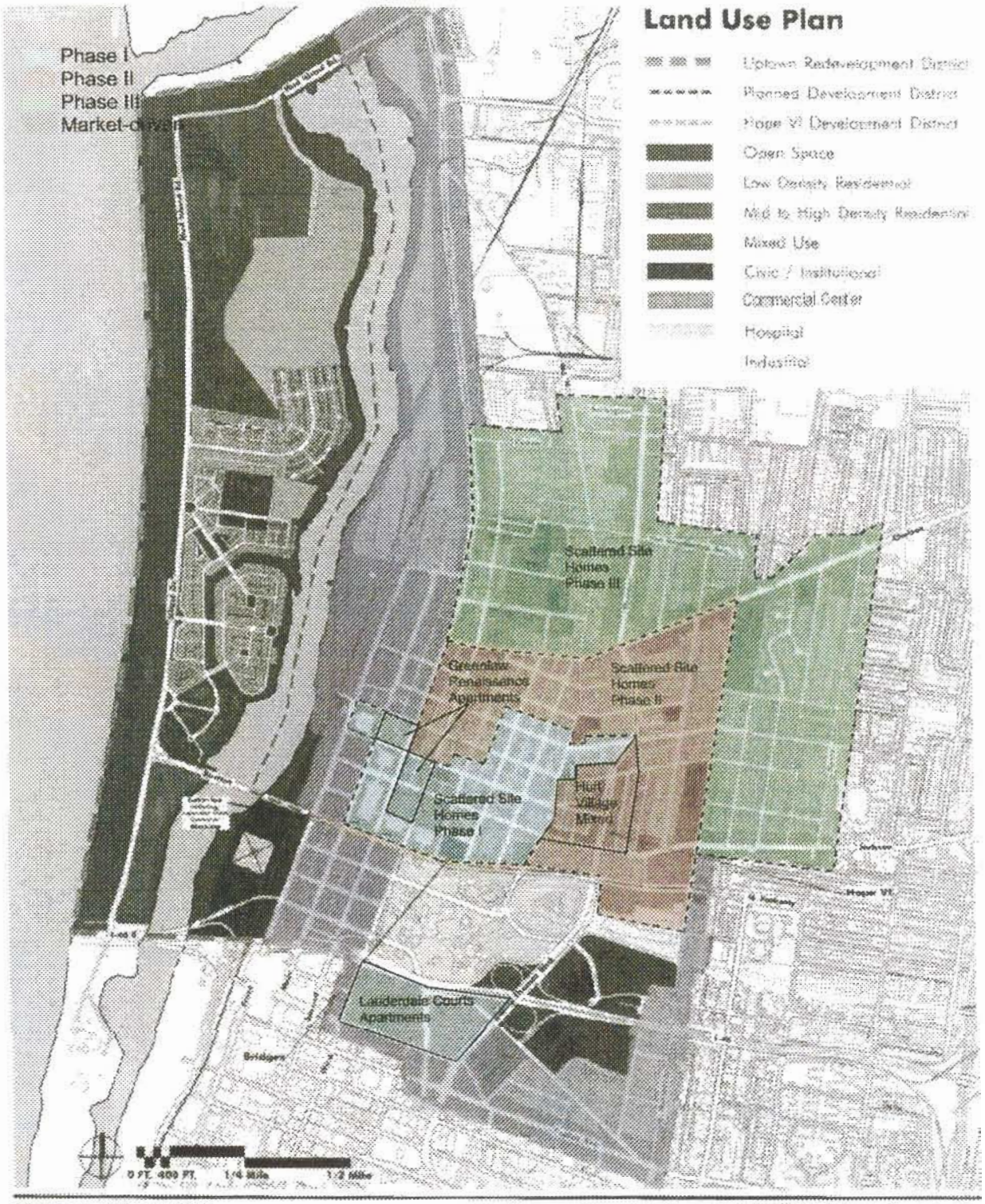
F) Schedule of TIF Revenue & TIF Uses within UPTOWN Redevelopment District

G) Assumptions for Complementary Initiatives & Infrastructure Budgets

2001-2002 UPTOWN	Phase I - Complementary Initiatives
Scattered Site phase I Acquisition & Redevelopment Greenlaw Renaissance Apartments phase I (A&B) Lauderdale Courts	Scattered Site phase I infrastructure + streetscape (16 blocks) Greenlaw Renaissance Apartment I infrastructure+streetscape (A&B) Greenlaw Renaissance parks (Gayoso Bayou ponds) Greenlaw Community Center landscaping Sycamore Ave. & alleys closure for Bridges site N.Parkway close; interim reconfig. Auction,D.Thomas, Jackson, Pkway Lauderdale Courts I-40 sound attentuation Lauderdale Street median

2003-2005 UPTOWN	Phase II - Complementary Initiatives
Hurt Village Greenlaw Renaissance Apartments phase II (C) Scattered Site phase II Acquisition & Redevelopment	Scattered Site phase II infrastructure + streetscape (32 blocks) Greenlaw Renaissance Apartment II infrastructure+streetscape (C) Hurt Village streets + typical infrastructure improvements Hurt Village Danny Thomas median Hurt Village parks (2) Widen Auction, reconfigure Parkway, Auction, Jackson, Mill

2006-2011 UPTOWN	Phase III - Complementary Initiatives
Scattered Site phase III Acquisition & Redevelopment	Scattered Site phase III infrastructure + streetscape (52 blocks) Other regions



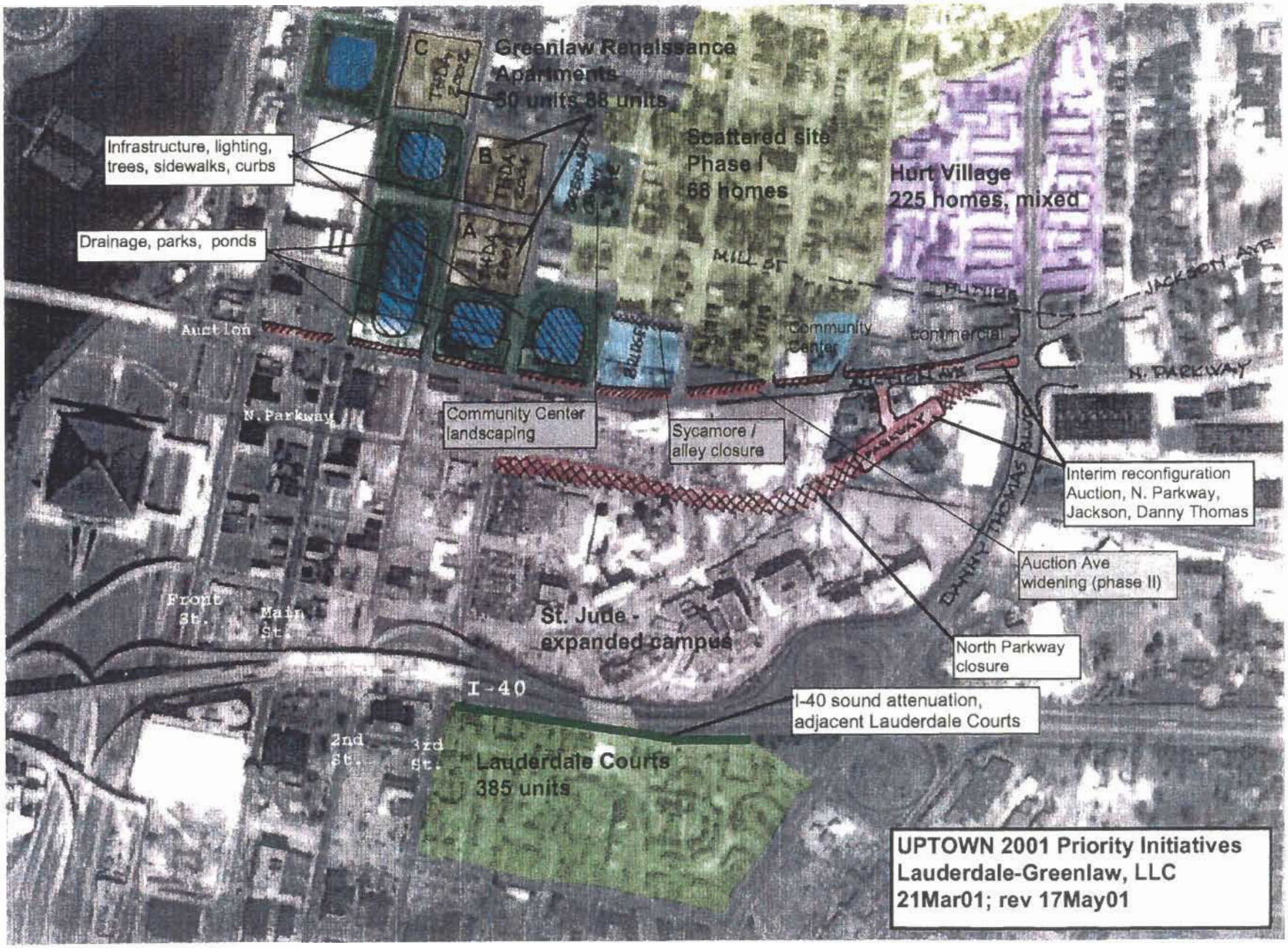
Uptown Memphis

Memphis and Shelby County Division of Planning & Development

Memphis Housing Authority

Lauderdale - Greenlaw LLC A Joint Venture of Belz Enterprises & Henry Turley Company

LRK


Greenlaw Renaissance Apartments
50 units 88 units
Infrastructure, lighting, trees, sidewalks, curbs
Drainage, parks, ponds
Scattered site Phase I
68 homes
Hurt Village
225 homes, mixed
MILL ST
JACKSON AVE
Auction
Community Center
commercial
N. PARKWAY
N. Parkway
Community Center landscaping
Sycamore / alley closure
Interim reconfiguration Auction, N. Parkway, Jackson, Danny Thomas
Auction Ave widening (phase II)
Front St.
Main St.
St. Jude - expanded campus
North Parkway closure
I-40
I-40 sound attenuation, adjacent Lauderdale Courts
2nd St.
3rd St.
Lauderdale Courts
385 units
UPTOWN 2001 Priority Initiatives
Lauderdale-Greenlaw, LLC
21Mar01; rev 17May01

2001-2002 UPTOWN	Phase I - Complementary Initiatives			
		USES		
Scattered Site phase I Acquisition & Redevelopment	Scattered Site phase I infrastructure + streetscape (16 blocks)	Typ. infrastructure + streetscape	$	1,072,000
Greenlaw Renaissance Apartments phase I (A&B)	Greenlaw Renaissance Apartment I infrastructure+streetscape (A&B)	Typ. infrastructure + streetscape	$	134,000
Lauderdale Courts	Greenlaw Renaissance parks (Gayoso Bayou ponds)	Park	$	900,000
	Greenlaw Community Center landscaping	Park	$	25,000
	Sycamore Ave. & alleys closure for Bridges site	Street (Bridges funded)	$	-
	N.Parkway close; interim reconfig. Auction,D.Thomas, Jackson, Pkway	Street	$	350,000
	Lauderdale Courts I-40 sound attentuation	Street (TDOT funded)	$	-
	Lauderdale Street median	Street	$	90,000
		TOTAL USES	$	2,570,000
		SOURCES		
	2001 A&D Budget allocated to Complementary Initiatives	CIP	$	775,000
	CIP allocated to N.Parkway Interim reconfig.	CIP, TIIPs	$	300,000
	2001 A&D Budget for typical infrastructure per-lot	CIP	$	242,050
	Assumed for gap	TIF	$	1,250,000
		TOTAL SOURCES	$	2,570,000

2003-2005 UPTOWN	Phase II - Complementary Initiatives			
		USES		
Hurt Village	Scattered Site phase II infrastructure + streetscape (32 blocks)	Typ. infrastructure + streetscape	$	2,144,000
Greenlaw Renaissance Apartments phase II (C)	Greenlaw Renaissance Apartment II infrastructure+streetscape (C)	Typ. infrastructure + streetscape	$	67,000
Scattered Site phase II Acquisition & Redevelopment	Hurt Village streets + typical infrastructure	Street +infrastructure +streetscape	$	4,062,500
	Hurt Village Danny Thomas median	Street	$	560,000
	Hurt Village parks (2)	Park	$	800,000
	Widen Auction, reconfigure Parkway, Auction, Jackson, Mill	Street	$	11,000,000
		TOTAL USES	$	18,600,000
		SOURCES		
		TIF (amount assumed in HOPE VI)	$	7,700,000
		State, County, City, TIIPs	$	11,000,000
		TOTAL SOURCES	$	18,700,000

2006-2011 UPTOWN	Phase III - Complementary Initiatives			
		USES		
Scattered Site phase III Acquisition & Redevelopment	Scattered Site phase III infrastructure + streetscape (52 blocks)	Typ. infrastructure + streetscape	$	3,350,000
	Other regions	Infra., streetscape, park, street, ...		0
		TOTAL USES	$	3,350,000
		SOURCES		
		TIF	$	3,350,000
		Other	?	
		TOTAL SOURCES	$	3,350,000

UPTOWN Infrastructure 2001-2011 TIF	$	12,300,000
Lauderdale Courts (5yr@$1,520,00/yr) TIF		$7,610,000
UPTOWN TIF Uses, 2001-2011	$	19,910,000

DEVELOPMENT INVESTMENT

		unit/acre	% devel	acre	# units	$/unit	Develop Cost [$]	Increment TaxBase [$]	Increment Tax /yr [costx25%x0.0691]
UPTOWN Revitalization									
Hurt Village On-Site Rental	2002-2005	-	-	-	176	$ 55,000	$ 9,620,000	PILOT	$ -
Lauderdale Courts On-Site Rental	2002-2005	-	-	-	385	$ 56,000	$ 21,674,000	PILOT	$ -
Greenlaw Renaissance Apartment Phase II (C)	2002-2005	-	-	-	50	$ 47,000	$ 2,354,000	PILOT	$ -
Greenlaw Renaissance Apartment Phase I (A&B)	2002-2005	-	-	-	100	$ 47,000	$ 4,675,000	PILOT	$ -
Scattered-Site Rental	2002-2005	-	-	-	175	$ 56,000	$ 9,789,000	PILOT	$ -
Hurt Village On-Site Homeownership	2002-2005	-	-	-	49	$ 67,000	$ 3,288,000	$ 3,288,000	$ 60,000
Off-Site Homeownership	2002-2005	-	-	-	270	$ 56,000	$ 15,147,000	$ 15,147,000	$ 260,000
					1205		$ 66,547,000	$ 18,435,000	**$ 320,000**
MUD ISLAND RESIDENTIAL *									
Arbors + Riverset Apartments	2001	-	-	-	-	-	-	PILOT expire 2001	$ 490,000
Mud Island, north, low density (homes)	2001-2004	7	100%	79	553	$ 175,000	$ 96,775,000	$ 96,775,000	$ 1,670,000
Mud Island, south, mid-to-high density (condominiums)	2001-2004	15	100%	10	150	$ 350,000	$ 52,500,000	$ 52,500,000	$ 910,000
Mud Island Harbortown condominiums	2001-2002	-	-	-	68	$ 250,000	$ 17,000,000	$ 17,000,000	$ 290,000
Mud Island Harbortown (homes, remaining lots)	2001-2002	-	-	-	60	$ 250,000	$ 15,000,000	$ 15,000,000	$ 260,000
					831		$ 181,275,000	$ 181,275,000	**$ 3,620,000**
MARKET DRIVEN DEVELOPMENT Residential *									
UPTOWN scattered site residential	2001-2016	6	10%	480	288	$ 50,000	$ 14,400,000	$ 14,400,000	$ 250,000
Wolf Riverfront (East Shore), west of 2nd residential	2001-2011	6	75%	80	360	$ 150,000	$ 54,000,000	$ 54,000,000	$ 930,000
South/ East of Lauderdale Courts, residential	2001-2016	6	25%	68	102	$ 50,000	$ 5,100,000	$ 5,100,000	$ 90,000
Mixed Use, Pinch residential (own)	2001-2011	10	35%	90	315	$ 75,000	$ 23,600,000	$ 23,600,000	$ 410,000
Mixed Use, Pinch residential (rent)	2001-2011	-	35%	-	315	$ 75,000	$ 23,600,000	PILOT	$ -
					1380		$ 120,700,000	$ 97,100,000	**$ 1,680,000**
MARKET DRIVEN DEVELOPMENT * - Mixed-Use		building /mile	% devel	miles	# building	$ /building			
Mixed Use, 2nd St. corridor	2001-2021	294	25%	1.7	125	$ 309,375	$ 38,700,000	PILOT	$ -
Mixed Use, Poplar	2001-2021	294	25%	0.4	29	$ 309,375	$ 9,000,000	PILOT	$ -
Mixed Use, Thomas, north of Chelsea	2001-2021	294	25%	0.1	7	$ 309,375	$ 2,200,000	PILOT	$ -
							$ 49,900,000	$ -	$ -
* projections by UPTOWN Master Developer				**New Housing Units**	**3400**	**TOTAL**	**$ 418,000,000**	**$ 297,000,000**	**$ 5,620,000**

			TIF REVENUE										
			2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
UPTOWN Revitalization	Increment TaxBase [$]	Increment Tax /yr [cost x25%x0.0691]	Phase I %Devel.Complete		Phase II %DevelopmentComplete			Phase III %DevelopmentComplete					
Hurt Village On-Site Rental	PILOT	$ -											
Lauderdale Courts On-Site Rental	PILOT	$ -											
Greenlaw Renaissance Apartment Phase II (C)	PILOT	$ -											
Greenlaw Renaissance Apartment Phase I (A&B)	PILOT	$ -											
Scattered-Site Rental	PILOT	$ -											
Hurt Village On-Site Homeownership	$ 3,288,000	$ 60,000	0%	0%	30%	70%	100%	100%	100%	100%	100%	100%	100%
Off-Site Homeownership	$ 15,147,000	$ 260,000	0%	10%	30%	50%	70%	90%	100%	100%	100%	100%	100%
	$ 18,435,000	$ 320,000	$ -	$ 26,000	$ 96,000	$ 172,000	$ 242,000	$ 294,000	$ 320,000	$ 320,000	$ 320,000	$ 320,000	$ 320,000
MUD ISLAND RESIDENTIAL *													
Arbors + Riverset Apartments	PILOT expire 2001	$ 490,000	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Mud Island, north, low density (homes)	$ 96,775,000	$ 1,670,000	0%	15%	30%	60%	100%	100%	100%	100%	100%	100%	100%
Mud Island, south, mid-to-high density (condominiums	$ 52,500,000	$ 910,000	0%	0%	40%	80%	100%	100%	100%	100%	100%	100%	100%
Mud Island Harbortown condominiums	$ 17,000,000	$ 290,000	0%	20%	80%	100%	100%	100%	100%	100%	100%	100%	100%
Mud Island Harbortown (homes, remaining lots)	$ 15,000,000	$ 260,000	0%	40%	80%	100%	100%	100%	100%	100%	100%	100%	100%
	$ 181,275,000	$ 3,620,000	$ 490,000	$ 902,500	$1,795,000	$2,770,000	$3,620,000	$3,620,000	$3,620,000	$3,620,000	$3,620,000	$3,620,000	$3,620,000
MARKET DRIVEN DEVELOPMENT Residential *													
UPTOWN scattered site residential	$ 14,400,000	$ 250,000	0%	0%	0%	5%	20%	30%	40%	50%	60%	75%	100%
Wolf Riverfront (East Shore), west of 2nd residential	$ 54,000,000	$ 930,000	0%	0%	0%	10%	30%	60%	90%	100%	100%	100%	100%
South East of Lauderdale Courts, residential	$ 5,100,000	$ 90,000	0%	0%	0%	5%	20%	30%	40%	50%	60%	75%	100%
Mixed Use, Pinch residential (own)	$ 23,600,000	$ 410,000	0%	0%	0%	10%	30%	60%	90%	100%	100%	100%	100%
Mixed Use, Pinch residential (rent)	PILOT	$ -											
	$ 97,100,000	$ 1,680,000	$ -	$ -	$ -	$ 151,000	$ 470,000	$ 906,000	$ 1,342,000	$ 1,510,000	$ 1,544,000	$ 1,595,000	$ 1,680,000
MARKET DRIVEN DEVELOPMENT * - Mixed-Use													
Mixed Use, 2nd St. corridor	PILOT	$ -											
Mixed Use, Poplar	PILOT	$ -											
Mixed Use, Thomas, north of Chelsea	PILOT	$ -											
	$ -	$ -											
* projections by UPTOWN Master Developer	$ 297,000,000	$ 5,620,000											
Annual TIF Revenue			$ 490,000	$ 928,500	$ 1,891,000	$ 3,093,000	$ 4,332,000	$ 4,820,000	$ 5,282,000	$ 5,450,000	$ 5,484,000	$ 5,535,000	$ 5,620,000
Cumulative TIF Revenue			$ 490,000	$ 1,400,000	$ 3,300,000	$ 6,400,000	10,700,000	15,500,000	20,800,000	26,300,000	31,800,000	37,300,000	42,900,000

		TIF USES										
	BUDGET	% of Development Budget / Year										
Lauderdale Courts ($6,500,000@5.5%,5yr)	$7,610,000		20%	20%	20%	20%	20%					
Hurt Village infrastructure, streetscape	$560,000			30%	30%	40%						
Hurt Village streets & parks	$4,862,500			30%	30%	40%						
Greenlaw Renaissance Apartment phase II (C)	$67,000		100%									
Phase I Scattered Site Complementary Initiatives	$1,250,000	20%	80%									
Phase II Scattered Site Infrastructure +Streetscape	$2,144,000			0%	0%	0%	0%	60%	40%			
Phase III Scattered Site Infrastructure +Streetscape	$3,350,000						0%	40%	60%			
TIF Uses 2001-2006	**$14,300,000**											
TIF Uses 2001-2011	**$19,800,000**											
Annual TIF Uses		$250,000	$2,590,000	$3,150,000	$3,150,000	$3,690,000	$1,520,000	$2,630,000	$2,870,000	$0	$0	$0
Cumulative TIF Uses		$250,000	$2,840,000	$5,990,000	$9,140,000	$12,830,000	$14,350,000	$16,980,000	$19,850,000	$19,850,000	$19,850,000	$19,850,000
Annual Net [Source - Use]		$240,000	-$1,190,000	$150,000	$3,250,000	$7,010,000	$13,980,000	$18,170,000	$23,430,000	$31,800,000	$37,300,000	$42,900,000
Cumulative Net [Source - Use]		$240,000	-$1,440,000	-$2,690,000	-$2,740,000	-$2,130,000	$1,150,000	$3,820,000	$6,450,000	$11,950,000	$17,450,000	$23,050,000

UPTOWN INFRASTRUCTURE BUDGET ASSUMPTIONS

UPTOWN SCATTERED SITE Acquisition & Redevelopment							
Phase I Scattered Site Infrastructure + Streetscape	$	1,206,000	18 blocks	$	67,000	/block	including sites "A" & "B"
Phase II Scattered Site Infrastructure +Streetscape	$	2,211,000	33 blocks	$	67,000	/block	including site "C"
Phase III Scattered Site Infrastructure +Streetscape	$	3,484,000	52 blocks	$	67,000	/block	

OTHER MAJOR COMPLEMENTARY INITIATIVES							Reference
Greenlaw Renaissance parks (Gayoso Bayou ponds)	$	900,000	Acquire land, grade, landscape, fence, etc.				L-G est.
Greenlaw Community Center landscaping	$	25,000					L-G est.
Sycamore Ave. & alleys closure for Bridges site	$	-					Bridges funding assumed
N.Parkway close; interim reconfig. Auction,D.Thomas, Jackson, Pkway	$	350,000					L-G est.
Lauderdale Courts I-40 sound attentuation	$	-					TDOT funding assumed
Lauderdale Street median	$	90,000	1540	ft	$ 60	/ft	L-G est.
Hurt Village streets + typical infrastructure improvements	$	4,062,500	6250	ft	$ 650	/ft	HOPE VI, Hruby 042001
Hurt Village Danny Thomas median	$	560,000	1120	ft	$ 500	/ft	HOPE VI, Hruby 042001
Hurt Village parks (2)	$	800,000	2	ea	$ 400,000	/park	HOPE VI, Hruby 042001
Widen Auction, reconfigure Parkway, Auction, Jackson, Mill	$	11,000,000	City/County/State				MOU, HOPE VI

TYPICAL RESIDENTIAL BLOCK Infrastructure + Streetscape								Reference
Alley repair, repave, curb	$	35,700	600	ft	$ 60	/ft		L-G est.
Sidewalk repair/replace, as needed; assumed ~12.5% each block	$	2,775	150	ft est.	$ 18.50	/ft	est. length required	L-G est.
Curb & gutter repair/replace, as needed	$	2,700	150	ft est.	$ 18.00	/ft	est. length required	L-G est.
Street trees	$	7,800	1200	ft	$ 325	/tree	spacing ft: 50	L-G est.
Street lights	$	18,000	1200	ft	$ 1,500	/light	spacing ft: 100	L-G est.
Typical infrastructure + streetscape /block	$	67,000	/block					

300'x300' blocks with bi-directional alleys 16 lots/block