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**Bridgewater - Countrywood - Eads
Annexation**

Study Area # 39

Memphis & Shelby County
Office of Planning & Development
June 19, 1995

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MUNICIPALITY RESERVE AREAS

Number of Acres In
Municipalities' Reserve Area
June 1995

<u>Municipalities</u>	<u>Reserve Area Acres</u>
Bartlett	11,888.21
Collierville	12,283.27
Germantown	235.18
Lakeland	3,813.27
Millington	36,946.56
Memphis	<u>206,296.12</u>
	271,462.61

Total Acres In Shelby County 502,498.94

NOTE: As of 6-19-95 There is no agreement as to a Reserve Area for Arlington--the area under discussion is included in the Memphis Reserve Area total.

Source: Office of Planning & Development, GIS, June 1995

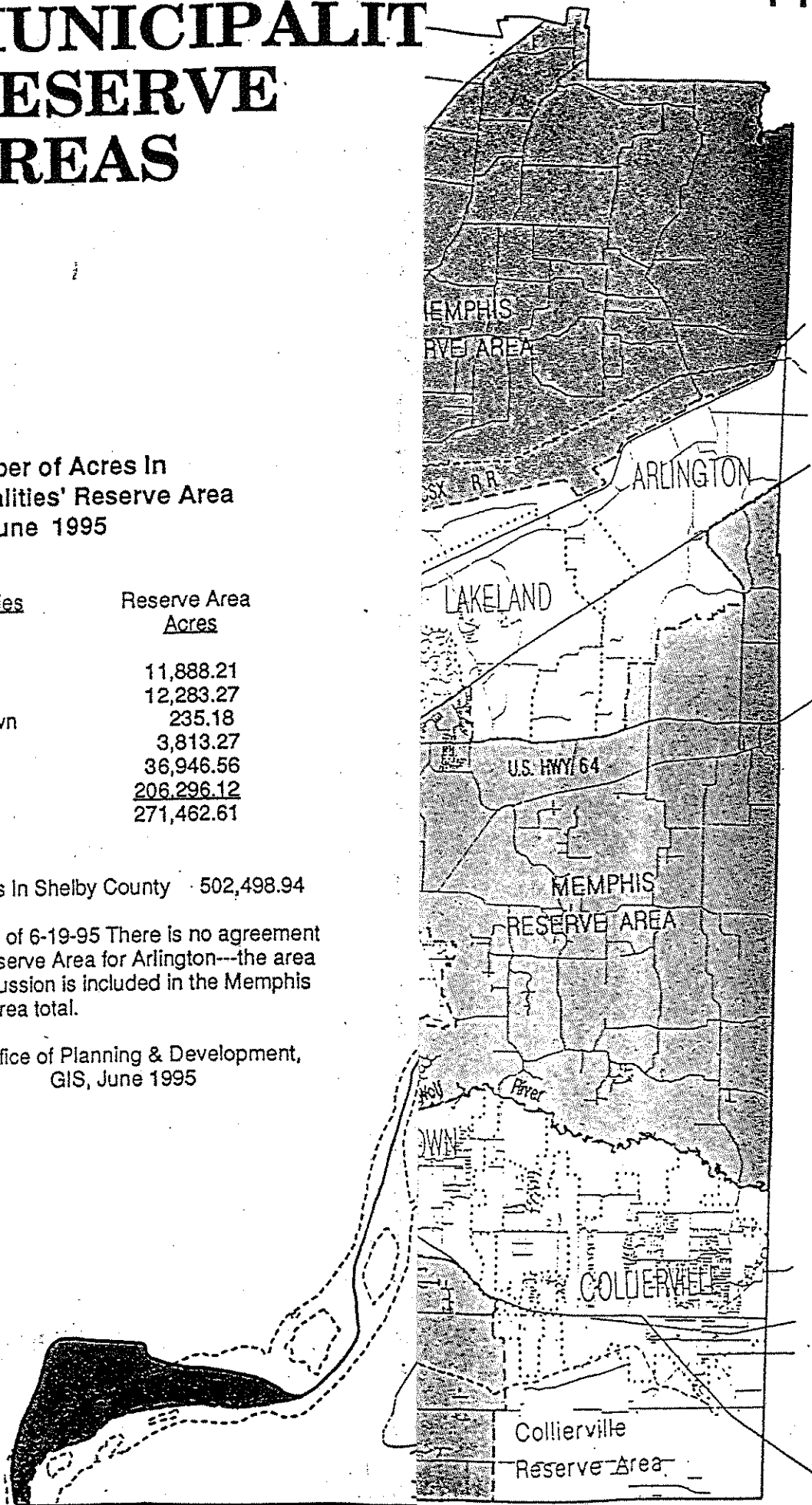
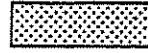

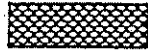
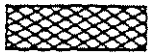


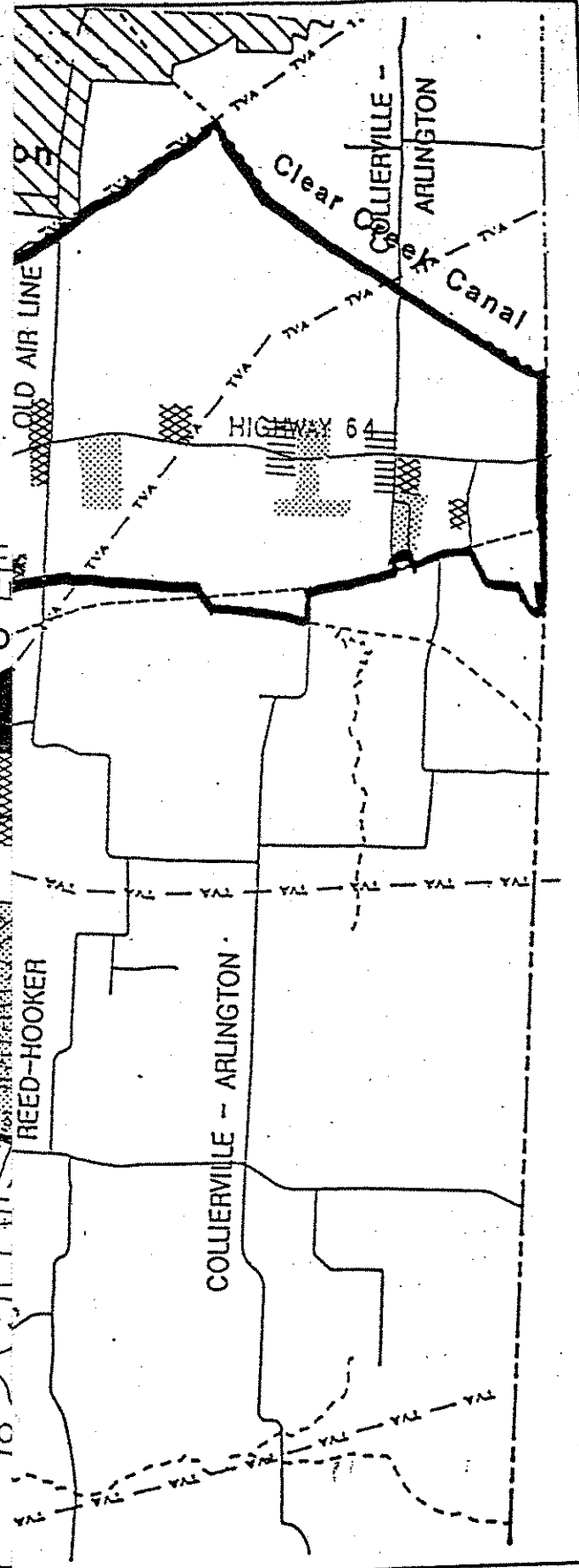


Figure 2

-  Residential
-  Commercial/Office
-  Mining/Gravel Pit
-  Public or Quasi-public
-  Recreational/Conservation
-  Vacant



BRIDGE

is and Shelby County
 ion of Planning and Development
 aphic Information System

1" = 4600'

6/12/95

I: INTRODUCTION

During the last three decades, the City of Memphis has established Annexation Reserve Area Agreements with all Shelby County municipalities except for the City of Arlington. The purpose of these agreements is to establish areas to be reserved for the future growth of each city. The agreements are mutually beneficial since they assist in the development of long range planning and prevent expensive litigation in resolving expansion area disputes. The current boundaries of the existing Memphis annexation reserve area are shown on Map 1. On February 11, 1993, the City of Arlington initiated annexation of an area that extends west of its city limits and south of U.S. Highway 64. The annexed area is within the Memphis Reserve Area. The Memphis City Council responded by initiating the annexation of the Bridgewater-Countrywood- Eads Area on March 21, 1995. This action forced the delay of the Arlington annexation effort for 6 months as required by State Law (Tennessee Code Annotated, 6-51-110). The delay provides sufficient time for Memphis to consider annexation of this portion of its reserve area.

This report examines the current and future development trends of the proposed annexation area as well as presents the cost and benefits of the area becoming a part of the City of Memphis. This study will not only demonstrate the area is appropriate for annexation by Memphis on its own basis, but will also establish that annexation is necessary for the protection of both Memphis and the proposed annexation area.

II: GROWTH AND DEVELOPMENT TRENDS:

EXISTING LAND USE:

The 19.5 square mile study area is located within the Memphis Annexation Reserve Area, east of the current City limits. (Refer to Map 2.) To avoid confusion, the study area can best be described in terms of two subareas. These subareas are used solely for clarity of description: the study area should be treated as a whole for all analysis.

Subarea A is generally bounded by the Memphis City Limits on the east and south; Interstate 40 on the north; and Morning Sun and Berryhill Roads on the west.

This subarea contains sanitary sewers and is developing at densities comparable to the City of Memphis. It is composed of several large residential subdivisions including Countrywood, Carol Wood Lakes and Autumn Creek. As indicated in Map 2, the major residential concentrations are in the eastern portion of the subarea and are adjacent to Germantown Parkway. The Parkway is also the location of the majority of the existing commercial development, with concentration in the Cordova and Club Centers. There is limited office and industrial development occurring within this area.

Subarea B lies to the east of Subarea A and is bounded by Morning Sun on the west; U.S. Highway 64, the T.V.A. easement and Clear Creek on the north; Fayette County Line on the east; and Grays Creek on the south.

This section of the study area is mainly without sanitary sewer and is developing at a rural density. The major concentration of residential development is adjacent to Morning Sun Road and in the community of Eads. Limited commercial development occurred mainly at intersections along U. S. Highway 64. There is no significant industrial or office development in the area.

The annexation area is changing from a rural to a suburban area as agricultural and rural land are replaced by urban ones. Table 1 presents the acreage by land use category within the annexation area: Figure 2 presents a generalized geographic distribution of these uses. As is typical of most suburban areas, the prevalent land use is residential. Residential land use accounts for 72 percent of the developed area. Single family dwellings account for 89 percent of the residential development. Commercial land use accounts for only 6.6 percent of the developed area. There is no industrial development in the study area. The majority of the 726 acres contains 2 golf courses and conservation easements along Fletcher Creek.

**TABLE 1
EXISTING LAND USE - 1995**

LAND USE	ACRES DEVELOPED	PERCENT OF AREA	PERCENT OF TOTAL AREA
Residential	2,569.4	72.0%	20.5%
Single Family	2,166.2	60.7%	17.3%
Townhouse	104.0	2.9%	0.8%
Multi-family	299.2	8.4%	2.4%
Office/Commercial	234.9	6.6%	1.9%
Mining	37.7	1.0	0.3%
Recreation/ Conservation	726.5	20.4	5.8%
TOTAL DEVELOPED	3,568.5	100.0%	28.5%
Public/Quasi-Public	521.7	NA	4.2%
Transportation	632.4	NA	5.1%
Vacant	7,776.9	NA	62.2%
TOTAL AREA	12,499.5	NA	100.0%

Source: Memphis/Shelby County Office of Planning and Development land use survey prepared March, 1993 and June, 1995

POPULATION; DENSITY AND GROWTH:

Two indicators reflecting the need of an area to be annexed and provided urban level services by a municipality are its population growth and its density. Table 2 indicates the study area's 1,201 persons per square mile is the fourth highest density of all areas annexed in the last 23 years. Despite the fact that this area is geographically the largest, containing 19.5 square miles. Table 3 reveals the area has had a 97 percent increase in population between 1990 and 1995. If the current growth trend continues, the area will have a population of 35,266 by the year 2000.

**TABLE: 2
ANNEXATION AREA DENSITY COMPARISON**

AREA	YEAR ANNEXED	LAND AREA (sq. mi.)	POPULATION DENSITY (persons/sq. mi.)
Raleigh	1972	12.70	945
Kirby-Hacks Cross	1975	4.41	199
Whitten Road	1975	1.30	1,220
Southeast Memphis	1987	15.61	2,564
Cordova	1990	7.5	314
Hillshire-Stonebridge	1993	4.99	2,252
Study Area	NA	19.53	1,201
City of Memphis	NA	285	2,274

FUTURE DEVELOPMENT TRENDS:

During the next five years, the majority of development will continue to occur in the western section of the study area. This development trend is principally due to the availability of large tracts of vacant land coupled with the availability of sanitary sewer. Table 3 indicates that 4,396 residential units will be constructed during the first five years after annexation. This development will consist mainly of medium density single family subdivisions.

**TABLE 3:
5 YEAR POPULATION AND HOUSING PROJECTIONS**

YEAR	POPULATION	HOUSING UNITS
1995	23,453	8,754
1996	25,815	9,626
1997	28,178	10,507
1998	30,541	11,388
1999	32,904	12,269
2000	35,266	13,150

Commercial development within the study area is expected to be limited to the areas adjacent to Germantown Parkway. Projections indicate approximately one million square feet will be constructed during the next five years and will be distributed in a mixture of neighborhood and regional centers. The existing development densities coupled with the projected residential and commercial growth during the next five years will further increase the need for urban level services, particularly in the western portion of the study area.

III: URBAN SERVICES

Following is a listing of necessary services to be provided by the various City Divisions during the first five year after annexation.

FIRE PROTECTION

Fire protection to the study area is presently provided from the Shelby County Fire Department Station at 2780 Rock Creek Parkway near Highway 64. The Ambulance and emergency medical services are currently provided by Shelby County through a contract with MEDIC Ambulance Inc.

Extension of the City's higher standard of the protection to the entire study area with require the construction of two additional fire station in the western section of the study area, and a temporary structure will be located in the eastern section of the study area.

POLICE PROTECTION

Currently the study area is located in the Sheriffs Office Patrol District 4. This district contains 80 square miles and is covered by 2 patrol cars per shift. Following annexation two new patrol wards will be created containing only the study area. The Police Division will assign four patrol cars to the area.

PUBLIC SCHOOL

Currently there is one county elementary school located within the study area. During the first five years after annexation Memphis will construct 3 additional elementary schools, 2 middle schools and 1 high school.

PARKS AND RECREATION

Currently the study area contains only one developed public park, located on Whitten Road. There are also two undeveloped park sites owned by the Shelby County Conservation Board. These sites are located on Chimneyrock Boulevard behind Chimneyrock Elementary School and near Bridgewater Road. Following annexation the Memphis Park Commission will purchase a total of 35 acre for neighborhood park sites. All the park sites, totalling 65 acres, will be developed during the first five years after annexation. The Park Commission will also develop an agreement with the City School Board for use of the recreation facilities within the six proposed school sites. The park(s) will offer full array of recreation activities and programs currently offered to city residents.

SOLID WASTE MANAGEMENT SERVICES

Shelby County does not provide any type of garbage or refuse pickup service in the study area. All current sanitation services are contracted by residents with private firms. Annexation will result in the same curbside pickup service as provided throughout Memphis. All single family residences will receive regular twice--weekly curbside garbage collection and weekly curbside trash pickup. Other sanitation services provided by Memphis include regularly scheduled street sweeping, weed-cutting on public rights-of-way and vacant lots, clean-up of illegal dumping, and collection of roadside litter.

SANITARY SEWERS

Sewer laterals will be extended in the study area as development occurs. The sewer line construction is financed by a sewer fund which does not receive tax revenues. User fees are the primary source of funds for the extension of interceptor and collector sewer lines. Annexation will have little direct effect on sewer fund revenues.

STREET IMPROVEMENTS AND LIGHTING

After annexation Memphis will construct a number of street improvement to provide better vehicular and pedestrian access within the study area. These improvements are as follows:

- ▶ Widening of Dexter Road to 6 lanes from Whitten Road to Appling Road
- ▶ Widening of Dexter Road to 6 lanes from Appling to Germantown Road
- ▶ Adding Additional lane on each side of Germantown Road between Macon Road and I-40.
- ▶ Construction of Appling Road to 6 lanes from Mullins Station Road to Dexter Road.
- ▶ Construction of Cordova Road to 5 lanes from Appling Road to Germantown Road.

Memphis will assume all responsibility for maintaining the public streets and stormwater drainage within the study area following annexation. Memphis will also erect signs and traffic signals as conditions warrant them. Street lights will be installed and maintained on all public streets by the Memphis Light, Gas and Water Division within the first five years after annexation.

WATER, ELECTRIC AND GAS SERVICES

Memphis Light, Gas and Water division provides gas and electricity to the entire study and provide water to the west area of the study area. The Shelby County Board of Public Utilities provides water to the east area. MLG & W will purchase those water lines constructed by the Board of Public Utilities at a cost of one million dollars. The extension and/or improvement of electrical and gas lines will not require the use of and tax revenues.

EMERGENCY MANAGEMENT

The study area currently lacks emergency warning sirens to provide advance warning of severe weather or other potential threats to safety and welfare. The Memphis and Shelby County Emergency Management Agency will install ten emergency warning sirens within the first year after annexation to give residents throughout the study area audible warnings of such threats.

IV: FINANCIAL ANALYSIS:

REVENUE ESTIMATES

Annexation of the Bridgewater-Countrywood-Eads area will result in additional revenues for the City of Memphis from the following sources:

- 1) property tax revenues, based on assessed valuation;
- 2) State-shared revenues, based on population as determined by a Special Census of the annexed area;
- 3) City service fees, gross receipt taxes, automobile fees and telephone franchise taxes based on the number of housing units;
- 4) State aid and distribution of funds for education based on the number of public school students; and
- 4) local option sales tax revenues from this area.

Revenues estimates are presented in Table 4 for the period beginning January 1, 1996 through fiscal year 2000. Growth of the revenue base was projected according to the population and housing growth presented in Table 3 and land use growth described in section II. All tax rates and distribution formulas were assumed to remain stable throughout the period. The revenue estimates are of course subject to many uncertainties, such as the impact of the economy upon state-shared taxes and upon the rate of growth in the area.

**TABLE 4:
FOUR AND ONE-HALF YEAR REVENUE ANALYSIS¹
1996 - 2000**

OPERATING FUND REVENUES

Property Tax	29,710,900
Automobile Fees	3,416,400
State shared Revenues	6,270,464
Telephone Franchise Fees	683,280
Cable TV Franchise Fees	640,575
City Service Fees	4,441,320
Local Sales Tax	17,938,697
Gross Receipts Tax	<u>956,730</u>

TOTAL OPERATING FUND	64,058,366
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DEBT SERVICE REVENUES

Property Tax	12,090,939
State Shared Tax	<u>2,764,787</u>

TOTAL DEBT SERVICE REVENUES	14,855,726
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SCHOOL REVENUES

Property Tax	18,956,648
Net Local Sales Tax	<u>(13,812,797)</u>

TOTAL SCHOOL REVENUES	<u>5,143,851</u>
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TOTAL REVENUES FROM ALL SOURCES	<u>84,057,943</u>
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¹Reflects Fiscal Years 1996 through 2000 anticipating revenues as of effective annexation date of January 1, 1996.

COST ANALYSIS

Projected costs for the first five years following annexation are presented in Table 5 for capital costs and Table 6 for operating costs. Only those costs that would represent major additional commitments for services and facilities from the City of Memphis due directly to annexation are included. Costs related to services that are now provided by the City beyond its corporate limits and reimbursed through user charges or other agreements are excluded, as are those services provided County-wide in which Memphis shares the costs with Shelby County government. In addition, costs associated with off-site impacts of the development are not included. Such costs would include intersection improvements and traffic signalization.

Costs were determined by a survey of all City agencies directly affected by the proposed annexation. Each agency was asked to provide capital costs by project and operations and maintenance costs by category. To insure compatibility, all costs are shown in 1995 dollars.

Capital Costs

The capital costs presented in this analysis represent estimates and projections of additional expenses that would be incurred as a result of annexation. They should not be considered to be specific budget items for any specified fiscal year. Some projects, such as road construction and drainage improvements, may be accomplished through the private land development process. Capital costs are generally financed through General Obligation Bonds over a 20 year period. The capital cost analysis reflects the annual debt service requirements of these bonds.

Operating Costs

Operating costs are presented as estimates and projections of the additional expense that will be incurred by the City in provision of services to the study area. These costs are based upon such factors as number of households, type of households, projected growth of housing, population and non-residential uses and the number of miles of streets and infrastructure in the study area.

Operating costs are subject to adjustment based on changes in the factors listed above. These projected costs should not be considered to be specific budgetary items. The projected operating costs have a direct impact on the general revenue fund of the City.

**TABLE 5:
FOUR AND ONE-HALF YEAR CAPITAL COST ANALYSIS¹
1996 - 2000**

AGENCY		
Fire Services	6,175,597	
Police Services	0	
Parks	5,050,000	
Public Works	5,868,500	
Solid Waste Management	0	
Engineering	13,450,000	
Emergency Management	<u>400,000</u>	
CITY AGENCY TOTAL		30,944,097
 Memphis Board of Education		 68,550,000
 Memphis Light, Gas & Water		 <u>4,804,900</u>
 TOTAL CAPITAL COSTS		 104,298,997²

¹Reflects Fiscal Years 1996 through 2000 anticipating costs as of effective annexation date of January 1, 1996.

²The Debt service requirement on this amount is estimated to be \$14,634,796 for the MLG&W and City Agencies capital items and \$34,364,190 for the Board of Education. Debt Service includes long term (20 year) bonds for capital improvement projects and short term bonds for capital equipment.

**TABLE 6:
FOUR AND ONE-HALF YEAR OPERATING COST ANALYSIS¹
1996 - 2000**

GENERAL FUND

Fire Services	30,902,119	
Solid Waste Management	8,264,621	
Engineering	764,340	
Parks	408,000	
Police Services	4,253,700	
Emergency Management	5,400	
Public Works	<u>3,826,530</u>	
TOTAL -CITY OPERATING FUND		48,424,710
Board of Education		<u>10,494,390</u>
TOTAL OPERATING COSTS		<u>58,919,100</u>

¹Reflects Fiscal Years 1996 through 2000 anticipating costs as of effective annexation date of January 1, 1996.

FUND BALANCE ANALYSIS

The annexation of the Bridgewater-Countrywood-Eads annexation area will have a negative financial impact on the City of Memphis for the first five years after annexation. Revenues are obtained from a variety of sources and allocated to three general categories: General Fund, Board of Education, and Debt Service. This analysis shows that Board of Education and Debt Service costs exceeded revenues for the time period.

The General Fund is used to finance the daily operations of the City. Increased revenues to this account due to annexation will be reduced by any increases in operating expenses. Over the four and one-half year period following annexation, it is estimated that \$48,424,710 of the increased General Fund revenues will be required to finance increased operating expenses. This provides Memphis with an estimated \$15,633,656 surplus of General Fund revenues.

It is estimated that the portion of the property tax and other revenue sources allocated to Debt Service will generate \$14,855,725 during fiscal years 1996-2000. The increased debt service for the payment of capital improvement items due to annexation for the same period is \$14,634,796. Debt Service revenues exceed payments by

\$220,929. The total impact on City finances for the 4.5 year period is estimated to be a surplus of \$15,854,585.

The Board of Education has an intricate funding formula shared between State, County, Federal and local governments. When combined with the increased local fund expenditures for students presently served by Shelby County plus the debt service allocated to the annexation area, the net impact on the Board of Education is a negative \$39,714,729.

Table 7 presents the five year impact of annexation on Memphis's fund balances.

**TABLE 7:
FOUR AND ONE-HALF YEAR IMPACT ON FUND BALANCES¹
1996 - 2000**

CITY OF MEMPHIS

OPERATING FUNDS

Revenues 64,058,366

Expenditures 48,424,710

Operating Fund Balance 15,633,656

CAPITAL IMPROVEMENT PROGRAM

Debt Service Revenues 14,855,725

Debt Service Expenditures (14,634,796)

CIP Fund Balance 220,929

TOTAL CITY FUND BALANCE 15,854,585

BOARD OF EDUCATION

OPERATING FUNDS

Revenues 5,143,851

Expenditures (10,494,390)

Operating Fund Balance (5,350,539)

CAPITAL IMPROVEMENT PROGRAM

Debt Service Expenditures (34,364,190)

CIP Fund Balance (34,364,190)

TOTAL BOARD OF ED. FUND BALANCE (39,714,729)

**TOTAL IMPACT ON CITY OF MEMPHIS AND
BOARD OF EDUCATION FUND BALANCE** (23,860,144)

¹Reflects Fiscal Years 1996 through 2000 anticipating effective annexation date of January 1, 1996.

APPENDICES

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**APPENDIX A:
PLAN OF SERVICES**

PLAN OF SERVICES
BRIDGEWATER-COUNTRYWOOD-EADS ANNEXATION AREA
STUDY AREA 39

POLICE

Patrolling, radio response to calls and other routine police services using present personnel and equipment will be provided on January 1, 1996.

FIRE SERVICES

Fire Protection by the present personnel and equipment of the fire suppression force, within the limits of available water and distance from fire stations, will be provided on January 1, 1996.

EMERGENCY MEDICAL SERVICES

Emergency medical services will be provided, including ambulance and paramedic service, on January 1, 1996 by the closest available fire station with an ambulance.

WATER

1. Water for domestic, commercial and industrial use will be provided at City rates from existing lines on January 1, 1996. Thereafter, water will be provided from new lines as extended in accordance with current policies of the City. The City will purchase any additional lines owned by the Shelby County Board of Public Utilities.
2. Water for fire protection is generally available throughout the area to be annexed. The installation of additional water lines and fire hydrants to meet the standards applicable in the City will be completed by January 1, 1997.

SANITARY AND STORM SEWERS

1. The necessary interceptor and trunk sewers serving urban development within the annexation boundaries are in place to just west of Canada Road. Additional intercepting and trunk sewers will be constructed as warranted by the progress of land development in accordance with existing sewer extension policy.
2. When needed, construction of new collector sewers in the previously developed portions of the annexed area will be completed in accordance with priorities set by the governing body through the Capital Improvement Program. Residences and commercial and industrial properties will then be connected to those servers in accordance with current policies.
3. Drainage improvements in the previously developed portions of the annexation area will be made with priorities set by the governing body through the Capital Improvement Program and the current City policies regarding emergency repairs.

SEWAGE TREATMENT

Wastewater from the existing sewers of the annexed area will continue to be treated by the City treatment plant(s) in accordance with State and Federal regulations on January 1, 1996.

REFUSE COLLECTION

Refuse collection service will be provided by the City in the annexed area on January 1, 1996. Curbside pickup, in accordance with City of Memphis standards will be in effect on January 1, 1996.

STREETS

1. Emergency maintenance, (repair of hazardous chuck holes, measures necessary for traffic flow, etc.) will begin on January 1, 1996.
2. Routine maintenance, on the same basis as in the present City, will begin in the annexed area when funds from the State gasoline tax based on the annexed population are received.
3. Reconstruction and resurfacing of streets, installation of storm drainage facilities, construction of curbs and gutters and other such major improvements as the need thereof is determined by the governing body, will be accomplished through the Capital Improvement Program of the City and the provisions of the Subdivisions Regulations.
4. Traffic signals, traffic signs, street markings and other traffic control devices will be installed as the need thereof is established by appropriate study and traffic standards.

STREET LIGHTING

In those areas of the annexed area that are substantially developed with commercial and residential uses on the effective date of the annexation, street light construction will begin within six months of January 1, 1996 and the entire area will be served by July 1, 1999. In all other such areas that are developed subsequent to January 1, 1996, street lights will be installed in accordance with the policies currently in effect throughout the City.

ELECTRICITY

The Memphis Light, Gas and Water Division will provide electrical service throughout the annexed area utilizing the distribution system existing on January 1, 1996 at the same rates applicable throughout the balance of the City, and thereafter from new lines in accordance with current policies of the City.

GAS SERVICE

The Memphis Light, Gas and Water Division will provide gas service throughout the annexed area utilizing the distribution system existing on January 1, 1996 at the same rates applicable throughout the balance of the City, and thereafter from new lines in accordance with current policies of the City.

SCHOOLS

1. Students currently served by the County school system may remain in their current schools, as arranged through negotiations with the County.
2. Any school facilities currently operated by the County school system may be acquired for the Memphis school system, subject to negotiations between the Memphis and Shelby County Boards of Education.

RECREATION

1. A recreation program adapted to the existing facilities will be extended to the annexed area on January 1, 1996.
2. Additional recreational facilities (at the same standards existing in the City), as the need thereof is determined by the governing body, will be provided in the annexed area through the Capital Improvement Program of the City.

INSPECTION SERVICES

Any inspection services now provided by the City (automobile, building, electrical, plumbing, gas, housing, weights and measures, sanitation, etc.) will begin in the annexed area on January 1, 1996.

PLANNING AND ZONING

Planning, zoning and subdivision regulations for the unincorporated area of Shelby County as contained in the Joint Ordinance and Resolutions numbers 2524, 3064 and 3352 respectively, and as they may be amended, are also the planning, zoning and subdivision regulations for the City of Memphis. The services provided by the Office of Planning and Development, the Land Use Control Board and the Board of Adjustment will continue to be the same in the annexed area after January 1, 1996. The existing zoning of the annexed area will be maintained until the need for changes is determined by the governing body in accordance with the Zoning Ordinance.

MISCELLANEOUS

All City of Memphis administrative, health, construction codes, and similar services and regulations will apply to the area on January 1, 1996.

**APPENDIX B:
BOUNDARY DESCRIPTION**

PROPOSED ANNEXATION TO THE CITY OF MEMPHIS

Beginning at a point in the existing Memphis City Limits, said point being the intersection of the easterly right-of-way line of Whitten (WMC) road with the southeasterly right-of-way line of Interstate Highway No. 40; thence northeastwardly along the southeasterly right-of-way line of Interstate Highway No. 40 to its intersection with the southerly right-of-way line of U.S. Highway No. 64; thence eastwardly along the southerly right-of-way line of U.S. Highway No. 64 to its intersection with a southward projection of the existing Lakeland City limits and the easterly property line of the William B. Tanner 12.07 acre parcel (D01-59-192); thence northwardly along said southward projection to a point on the northerly right-of-way line of U.S. Highway No. 64; thence eastwardly along the northerly right-of-way line of U.S. Highway No. 64 to a point on the southeast corner of the Eva Anderson 5.633 acre parcel (D01-60-48), said point also being located on the existing Arlington City Limits; thence northwardly along the existing Arlington City Limits to its intersection with the southeasterly right-of-way line of a Tennessee Valley Authority (TVA) Transmission Line; thence northeastwardly along the southeasterly right-of-way line of said TVA Transmission Line to its intersection with the centerline of the Clear Creek Canal; thence southeastwardly along the centerline of the Clear Creek Canal and its meanderings to its intersection with the Shelby-Fayette County Line; thence southwardly along the Shelby-Fayette County Line to its intersection with the southwestwardly right-of-way line of Seward Road; thence in a generally northwestwardly direction along the southwestwardly right-of-way line of Seward Road to a point where said road turns westwardly; thence westwardly along the southerly right-of-way line of Seward Road to its intersection with the westerly right-of-way line of Jefferson Road; thence northwardly along the westerly right-of-way line of Jefferson Road to a point where Jefferson Road turns westwardly; along the north side of the Town of Eads Public Square; thence westwardly along the southerly right-of-way line of Jefferson Road to its intersection with the easterly right-of-way line of Collierville-Arlington Road (Madison Street); thence southwardly along the easterly right-of-way line of Collierville-Arlington Road (Madison Street) to a point where said road turns westwardly; thence westwardly and southwardly along the southerly and easterly right-of-way line of Collierville-Arlington Road to its intersection with the centerline of the Grays Creek Canal; thence in a generally westwardly direction following the centerline of the Grays Creek Canal and its meanderings to its intersection with the westerly right-of-way line of Pisgah Road; thence northwardly along the westerly right-of-way line of Pisgah Road to its intersection with the southerly right-of-way line of Lenow Road; thence southwestwardly along the southerly right-of-way line of Lenow Road to its intersection with the westerly right-of-way line of Morning Sun Road; thence northwardly along the westerly right-of-way line of Morning Sun Road to its intersection with the southerly right-of-way line of Grove Road; thence westwardly along the southerly right-of-way line of Grove Road to its intersection with the easterly right-of-way line of Berryhill Road; thence southwardly along the easterly right-of-way line of Berryhill Road to its intersection with the southerly right-of-way line of Macon Road; thence westwardly and southwardly along the southerly and easterly right-of-way line of Macon Road to its intersection with the northerly right-of-way line of the Seaboard Systems Railroad; thence southwestwardly,

along the northerly right-of-way line of the Seaboard Systems Railroad to its intersection with the existing Memphis City Limits; thence in a generally westwardly direction following the existing Memphis City Limits to its intersection with the easterly right-of-way line of Whitten (WMC) Road; thence northwardly following the existing Memphis City Limits and the easterly right-of-way line of Whitten (WMC) road to its intersection with the southeasterly right-of-way line of Interstate Highway No. 40, said point of intersection being the point of beginning.

