



FUTURE PLANS—The proposed route of the Southern Expressway mentioned in the Memphis Urban Transportation Study has dotted a path in Planning Commission decisions, evidenced by the circular plots of ground along the proposed right-of-way. The Getwell leg of the proposed expressway also has come under the "insurance"

plan commissioners mentioned Thursday when they held a strip of Colonial Country Club ground out of a rezoning pot to keep the right-of-way clear of expensive developments, should the expressway be built in the future. The Summer Avenue Expressway, under construction, is shown by a dotted line. —Staff Photo

Planners Leave Expressway Room

The Planning Commission has begun restricting apartment and high-rise developments along a corridor reserved for the proposed Southern Avenue expressway which would cross the city from the Memphis-Arkansas Bridge to Poplar and Interstate 240.

The idea is to hold down acquisition costs when the purchase of rights-of-way begins in the late 1970s or early 1980s.

Although the Memphis Urban Area Transportation Plan is on its way to formal adoption by the city and county governments, the plan is already being followed by the Memphis and Shelby County Planning Commission.

The plan was drawn in order for Memphis and Shelby County to qualify for certain federal transportation funds, including money to build the present expressways. The new expressway generally would follow the trace of the Frisco and Southern Railways tracks across the city.

When the commission recommended rezoning of the Colonial Country Club property Thursday, it deleted high-rise zoning from the application for a strip along the northern edge of the club, varying from 175 feet deep on the east to 260 feet on the west.

The commission also has deleted a similar strip from Westwood Hills subdivision in Southwest Shelby County, to provide for eventual right-of-way acquisition for the proposed Great River Road, another element of the transportation plan.

Similar action has been taken elsewhere in the city and county, reserving land for future rights-of-way.

"This is not unusual—it's not the first time it's been done. It's just a normal, common practice that's been done in other cases, the same way," said Robert M. Wilkinson, acting director of planning for the Planning Commission.

But until this year, Memphis had no master transportation plan for the 1980s. Harland Bartholomew and Associates finished the design last April, paid for largely by federal planning aid.

The exact rights-of-way of

the proposed major streets and expressways have not been determined, Mr. Wilkinson said, but reserving land along the general corridor simplifies later detailed planning.

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