Austin's Roads to the Future

'MoPac' Boulevard Controversy Reveals Need For Planning

By GLEN CASTLEBURY Staff Writer

Next month the district office Texas Highway Department will conduct a public hearing about its plans for building Missouri Pacific Boulevard.

Pacific. "MoPac" years of planning, will be a six-lane freeway running through West and Southwest Austin from Farm Road 1325 in the north to US 290 on the south.

For more than a decade the MoPac has been a dream of city hall administrations, the highway department and many citizens. Simply \$20 million stood between the dream and reality.

Just more than a year ago the highway department agreed to take the project off the shoulders of city hall. The state highway commission designated the expressway as "Loop 1" and ordered the District 14 office to get it built.

In the year since the highway department made its decision the MoPac plan has been brought into controversy.

Some of the controversy has been caused by the self-interests of "we don't want a highway in our back yard." This is understandable. Progress and change cost; somewhere can be anywhere, but it always will be someone's backyard.

But a large measure of the controversy has been produced out of concern for aesthetic and environmental considerations.

To a great degree this kind of controversy hasn't centered on the actual MoPac plan, but has dealt with the concept of MoPac and other transportation facilities "get planned" in the first place.

At the same time, the MoPac plan has been used as a vehicle for focusing attention, criticism and new ideas on other parts of Austin's long-range transportation plans.

The leading exponent of "a new look" for and at the longrange plans is Mrs. Fagan Dickson, chairman of the advisory board of the city's Parks and Recreation Department.

Mrs. Dickson has directed most of her thinking to a "Town Lake Expressway" or boulevard envisioned in the city's transportation

The problems and projections for this Town Lake thoroughfare are the subject of a thesis written by Mrs. Dickson. Mrs. Dickson had this paper printed and distributed at her own expense. The thesis has been adopted as the official position of the Parks and Recreation

The American-Statesman today is publishing the complete text of Mrs. Dickson's paper.

Highway department officials are reluctant to discuss Mrs. Dickson's conclusions because they don't believe the findings

are germaine to the MoPac. Basically, Mrs. Dickson contends that current plans for MoPac will throw too much traffic into the downtown area on a major thoroughfare along First Street, thereby eating up the greenbelt along Town Lake's north shore.

The highway department doesn't think so. First, highway officials say, the MoPac interchange at Lake Austin Boulevard is designed in such a manner that it can spin off traffic on any street designated by the city between First and

"The design will tie into all major streets," says District Engineer Tom Wood. "There is to decide on still time connections for all the freeways in the future."

"It is not the position of this department to tell anybody what they need there," Wood says.

Mrs. Dickson believes that a Town Lake thoroughfare when - and if - built should be routed north of First, probably along Third which is now filled with railroad tracks.

She bases much of her thinking on the contention that such a thoroughfare would be 300 feet wide. The thoroughfare is still so many years into the future that this could be valid.

But the Austin Transportation

Plan, which looks into the needs of the city through 1982, doesn't envision that 300 feet.

According to standards for construction listed in the study, a Town Lake thoroughfare should be 200 feet wide from the MoPac east to Lamar, and 168 feet wide as it comes through from Lamar to

From Trinity, the highway "seers" think the thoroughfare should cross Town Lake and tie into Riverside Drive and go east to Pleasant Valley Road.

These are all good exercises in engineering and aesthetics. There is a case for saying that the exercises must prove durable since there will be no need for a completed project before 1982.

The highway department refuses to put dates on projects for which they have neither jurisdiction nor money. The Town Lake thoroughfare has neither status with the highway department.

But projections show that by 1982 there will be 20,000 to 40,000 cars a day coming downtown from the west. At that time, highway department engineers say, "something is going to need to be done."

In that one phrase there is the catch to the highway department's refusal to fix dates on the list of priorities the Austin established by Transportation Plan, the product of a joint study by the

city, county, state and suburbs. The catch. . . "going to need." Priorities establish the logical order of projects based on one project creating a need - or logical extension - for another

The entire priority system. however, is subject to the rate and trend of growth.

When the Austin City Council considered the finished Transportation Plan last March. it ordered more study on the Town Lake thoroughfare and the proposed Central Expressway.

Neither the city nor the highway department has launched a specific restudy of these proposals. Planners simply contend study is a continuing thing.

The locations of only two projects have been pinpointed: the MoPac and modifications of Interstate 35 (though even the Interstate 35 plans are subject to revision).

Besides - or, possibly it's more accurate to say, along with - Mrs. Dickson's concern about the pinpoint location of the Town Lake thoroughfare, is a call for more emphasis on "environment problems" in planning streets and thoroughfares.

Representatives of the architectural profession repeatedly have urged attention for something besides the "origin-destination desire lines" in road planning.

PRIORITY MOPAC 1. MoPac 1968 Lake Austin Blvd. to Northland Dr. \$10 million. 1968 INTERSTATE 35 2. Interstate 35 1968 Airport Blyd. to 15th St. \$7.5 million 1968 MOPAC 3. MoPac 1970 Northland Dr. to FM 1325 \$4 million 1970 CROSSTOWN 4. Crosstown 1975 MoPac to Interstate 35 \$18.6 million 1975 INTERSTATE 35 5. Interstate 35 1973 Airport Blvd. to US-183 \$7.5 million. 1973 MOPAC 6. MoPac 1975 Town Lake to US 290 West \$2.6 million. 1975 CROSSTOWN 7. Crosstown 1980 Interstate 35 to East Loop \$12.2 million 1980 TOWN LAKE 8. Town Lake 1982 MoPac to Pleasant Valley Rd. \$11.3 million 1982 BEN WHITE 9. Ben White????? Overpasses S. 1st & Manchaca Rd. \$650,000 3333 CENTRAL 10. Central ????? 12th St. to I.H. 35 at US 290 \$25 million CAMP MABRY 11. Camp Mabry ???? MoPac to Central \$4.4 million 2222 CENTRAL SPUR 12. Central Spur ????? Central to US 183 \$6 million 5555

Board

Some Second Thoughts on Freeways . . .

(Editor's Note: Mrs. Fagan Dickson, chairman of the advisory board of the city Parks and Recreation Department, is concerned about planning for Austin's transportation needs. A paper written by Mrs. Dickson has been adopted as the advisory board's official position on the Missouri Pacific Boulevard project and related transportation considerations. Here is the text of her paper.)

The model and plans for the MoPac Boulevard will be shown to the public Tuesday, Feb. 6. This is supposed to be the final presentation before their official adoption and starting of work on this important traffic artery.

These plans and models perpetuate the concept that First Street must become an East-West Expressway.

When this plan was first shown at Public Hearing on March 16, 1967, the City Council WITHHELD approval of both the Central Expressway and the First Street Expressway "until further study is made". NO FURTHER STUDY HAS BEEN MADE.

The City Parks and Recreation Board want to make our reasons for opposing the use of First Street as an Expressway known before the public hearing.

We believe that First Street, which borders the Green Belt along the shores of Town Lake can make a greater contribution to the economic and aesthetic climate of our city if it is kept as a Parkway Drive.

It should not be forced to receive the extra burden of Express Traffic from Mo Pac Boulevard which other East-West streets, so far not studied, could better accommodate.

If First Street is used as this plan indicates, the present right of way in time will require widening. The paved portion of First Street presently is approximately 40 feet wide. The Thoroughfare as detailed in the Wise Plan are as follows:

"Major thorofares (right-ofminimum) expressways carrying major traffic flow between residential and the employment and business areas, linking the primary thorofares, and carrying interregional traffic. They would have no intersections at grade and would have complete limitation access." (page 41)

This would obviously take all of the Green Belt through downtown Austin and still not carry the traffic to the Central Business District but beyond it. This expressway would sever Town Lake from the Central Business District and the contributions which Town Lake can make both aesthetically and economically to this area of Austin will be destoryed.

We offer these professional opinions as basis for our own -. Wise Plan 1958 (Before Town Lake was created)

"Beautification of the Colorado riverfront has long been discussed. This area, if properly developed, might well be one of Austin's greatest economic assets. The possibilities for development are almost unlimited. "(Page 61)

"Along the Colorado River. frontage should be preserved and improved. A low water dam should be built, creating the potential for boating, swimming and fishing in the heart of the city. The proposed major thoroughfares along the Colorado River should be developed as parkways, comparable to Lamar Boulevard." (Page 66)

11. Kink, Taniguchi, Zisman Plan for Town Lake:

"The City should reconsider any plans to locate a thoroughfare between First Street and the lake. The future of the downtown and o potential waterfront development would be jeopardized by any more barrier created between it and the lake." (Page 13)

III. Hoffman Report 1965 "Downtown Austin, like other urban centers, is a logical focus for entertainment and recreational facilities which attract both resident and visitor. The Central Business District. as the economic heart of the city, should evince an atmosphere of vitality during the daytime and evening. The present base of entertainment and recreational facilities. principally commercial theaters and clubs, in the Austin Central Business District warrants further diversification.

FACILITIES OF THIS TYPE SHOULD ENHANCE THE APPEAL OF THE DOWNTOWN AREA BY LINKING THE BUSINESS DISTRICT MORE CLOSELY WITH TOWN LAKE. A complex for the performing arts might logically be situated on the north shore of Town Lake. An open-air music amphitheater would fill a current void in Austin's entertainment and recreation inventory. Nearby eating and drinking establishments, some offering entertainment, would further help link the Lake to the balance of downtown. (page 167) WHERE SHOULD THIS ARTERIAL BE?

We propose a study of the area of the Third and Fourth Streets Railroad Trackage Area. Such a study might not only solve the First Street problem and preserve the values of Town Lake, but it might also bring about many related economic advantages.

A study of the Downtown Railroad areas is long overdue. For your interest, we submit the advice of professionals whose opinions you have paid

A. Koch-Fowler Plan (1928)

Under Transportation:

"A glance at the map showing the present retail business district shows that the retail business district area extends from Eleventh Street down Congress Avenue to Fifth Street where it spreads out east and west. IT DOES NOT EXTEND SOUTH OF FIFTH STREET ON ACCOUNT OF THE EXIST-ENCE OF THE SWITCH AND RAILWAY PROPERTY. The business cannot extend north on account of the capitol grounds. It is slow to widen out to the northeast and northwest on account of the rugged topography and steep grades, and is blocked on the south by the railway tracks. This shows the expansion of business in a shoe string fashion east and west along Sixth Street, and shows some business in the neighborhood of Tenth and Guadalupe Street which area is not highly desirable for retail business property because of the steep grades of the streets. THERE IS A LARGE SECTION DESIRABLE. HIGHLY POTENTIAL RETAIL

COLORADO STREET, BRAZOS STREET, SAN JACINTO STREET AND TRINITY ARE ALL IMPORTANT POTENTIAL BUSINESS STREETS, BUT PRESENT TERMINATED, AS FAR AS THEIR USE IS CONCERNED. AT FIFTH STREET. It should be made possible for these streets to extend south all the way to First Street and they would ultimately be available for retail business.

Congress Avenue is a wonderful street, and the axis upon which the State Capitol is built. Upon approaching Austin from the south it is necessary. on passing over the Colorado River Bridge, to pass through four or five blocks of very unattractive and neglected looking buildings, practically a blighted district, aside from the dangers attendant upon the grade crossing at Third and Fourth Streets. It is very doubtful if Congress Avenue of the future, through this district, would develop in the way that would be fitting to match up with the remainder of the street

Hearing Open to Public

A public hearing on plans for the Missouri Pacific Boule-

The District 14 office is on the east side of Interstate 35

Maps and schematics of the proposed expressway will be

north of Fifth Street.

The removal of these tracks

from West to East Avenue may

seem to be a very huge task as

pointed out above. However, if

this movement is attempted in

a progressive sort of way, it will

be surprising how much can be

accomplished in a few years.

We realize that there are

certain warehouses and other

industries being served by this

track in this area, but we also

insist that if the removal of

these industries are undertaken

in a progressive manner over a

period of years, the value of the

land reclaimed will far exceed

any portion of the cost of the

removal; and the city. IN

ADDITION TO PROVIDING

FOR A NORMAL EXPANSION

OF THE BUSINESS DISTRICT.

WILL REAP CONSIDERABLE

TAX REVENUE FROM THE

TIME, THE RAILWAYS ARE

USING CITY'S PROPERTY

AND HAVE APPROPRIATED

THE FULL WIDTH OF THIRD

STREET FOR THEIR STATION

YARDS, TO THE DETRIMENT

AT THE PRESENT

INCREASED VALUE ...

displayed at the hearing, according to District Engineer

vard will be held Tuesday, Feb. 6, at 10 a.m. at the District

14 office of the Texas Highway Department.

just north of the city.

BUSINESS PROPERTY SOUTH

OF FIFTH STREET, AND WE

HAVE BLOCKS ON EITHER

SIDE OF CONGRESS AVENUE

which, if it were available,

would provide for expansion of

the business district in a natural

way. The property values on

Congress Avenue going south

from Sixth Street drop very

abruptly at Fifth Street and

continue to decrease as the

river is approached. THERE IS

A CONSIDERABLE AREA OF

THIS PROPERTY SOUTH OF

THIRD STREET WHICH IS

PRACTICALLY A BLIGHTED

DISTRICT, AND WILL

REMAIN SO, SO LONG AS IT

IS CUT OFF FROM THE MAIN

BUSINESS DISTRICT BY THE

PRESENT RAILWAY

BARRIER. Austin cannot afford

to have its retail business

presence of an obstruction of

this nature; and while it may

not appear, at this time, to be

serious, it will be a very great

inconvenience and serious

disadvantage for the Austin of

Tomorrow. GUADALUPE

STREET, LAVACA STREET.

throttled by the

Tom Wood.

OF THE ADJOING PROPERTY OWNERS. The use of this street for station yards in the past has not been serious because the city has not had urgent need for this particular street for the purpose for which it was first provided, but before long this additional street space will be needed." (pages 44, 45 and 46)

This plan specifically recommended removing the track on the west and those across town and concentrating all railroad to the east. II. Wise Plan (1958)

"THE MISSOURI+PACIFIC RAILROAD HAS ITS MAIN LINE THROUGH THE AREA BUT THE PLAN PROPOSES THE RELOCATION OF THE MAIN LINE TO THE EAST ALONG THE EXISTING M. K. T. RAILRAOD ROUTE IN ORDER TO REMOVE THE RAILROAD OPERATION AND PERMIT THE BUILDING OF AN EXPRESSWAY THROUGH WEST AUSTIN." (page 34)

"RAILROADS railroads helped to build Austin and are essential to its continued growth and properity; at the present time, however, they pose special problems for metropolitan planning in the Austin area.

Railroad lines and part of the street system in Austin were laid out largely in the last when century, rail transportation was primary and highways were "feeders" of the rail lines. The rail and highway conflict was not created by the railroads, but by the historical of motor vehicle transport to volumes which have made obsolete the original street and rail pattern, its numerous crossings at grade, and the use of streets for rail movements. Train movements through

Austin, on and across city streets, LIMIT THE CAPACITY OF THE STREET SYSTEM AND CREATE HAZARDS TO PUBLIC SAFETY. THE DUPLICATION OF TRACKAGE IS COSTLY, INEFFICIENT, ANDDETRIMENTALTO NORMAL DEVELOPMENT. Artificial, economic and social barriers are formed, commercial development is retarded, and school sites are rendered inefficient. Resident and commercial property values are depreciated by the adverse effects of noise and smoke. In some cases, buildings are rendered uninhabitable for practical purposes.

At the same time, VEHICLE MOVEMENTS ACROSS RAIL LINES AT GRADE CREATE HAZARDS TO RAILROADS IN THE FORM LIMITATIONS, ACCIDENTS, PROPERTY DAMAGE, LAW SUITS, AND UNFAVORABLE PUBLIC RELATIONS.

As the city grows, the

increased vehicle volumes will require SEPARATION OF RAIL AND AUTOMOBILE TRAFFIC ON ALL MAJOR STREETS. RELOCATION OF THE RAILROADS IS THE MORE DESIRABLE SOLUTION AND. CONSIDERING THE COST OF NUMEROUS GRADE SEPARATIONS, WOULD NOT MUCH MORE EXPENSIVE, PARTICULARLY IF DONE IN CONJUNCTION WITH A REDEVELOPMENT PROGRAM."

PRIORITIES - These are the ex-

pressway system projects in-

visioned by the Austin Transporta-

tion Plan as needed by 1982. The

priorities aren't official. In the last

officially adopted priority system,

Interstate 35 modification was in

10th place and Central was in 2nd

place. The advisory committee of

"FINDINGS:

Central Austin is bounded on three sides by railroad lines: The Missouri Pacific Lines track on the west, the Southern Pacific Company (Llano Branch) line on the east, and the Missouri-Kansas-Texas Railroad and Missouri Pacific on Third and Fourth Streets, on the south.

During the last twenty-five years or so of planning studies in Austin, at least four proposals for reduction of trackage have been offered. These proposals have stressed the desirability of reducing tracks in the city by bringing all railroads to a union passenger station to be constructed on the East side of East Avenue, at Fourth or Fifth Proposals have called for

abandonment, by degrees, of

the Missouri Pacific right-ofway on the west side of the city. Southern Pacific Llano branch right-of-way through the east central part of the city, and the existing passenger stations. This would require construction of about FIVE MILES OF TRACK BETWEEN MCNEIL AND DESSAU, north of the city, to connect the Missouri Pacific and Southern Pacific tracks with the Missouri-Kansas-Texas Lines track over which trains would be brought into the city. Going south, a new railroad bridge would be required in the vicinity of Pedernales or Tillery Streets, connecting with the MISSOURI PACIFIC SPUR TRACKS TO BERGSTROM FIELD WHICH JOINS THE PRESENT MAIN LINE AT ELMO ROAD." (NOTE: This connection should be farther East to best serve the city today and to connect at the shortest "By 1940, when the City

Engineering and Planning Departments submitted a Tentative Railroad Program for discussion with the railroads. residential development had extended the city across the tracks in many places. The proposed industrial district was therefore moved further east, to the Missouri-Kansas-Texas and Southern Pacific main line tracks, and the Southern Pacific Llano Branch line was proposed

for abandonment by degrees over a period of years. This study was prompted by the city's desire to bring its land use zoning up to date, and to coordinate its street planning with the Master Plan of Highways in Travis County proposed by the State Highway Department. The future location of railroads was believed to be crucial to the determinations of industrial districts and highway

grade separations.

of Commerce.

The 1944 proposals raised the question of railroad relocation in the framework of concern for post war development. A report entitled "A Brief Outline of Transportation in Austin as it Relates to the Plan for the City" was prepared by G. S. Moore. City Planning Engineer, on Traffic and behalf of the Transportation Committee the City Plan Commission. The Chairman of the Committee, John H. Frederick, was also president of the Austin Chamber

IN 1948, the Commission and its consultant, Charles Granger, submitted detailed plans and profiles for railroad relocation. A citizen's Railroad Relocation Committee, appointed by Mayor Tom Miller. reviewed the proposals and with discussed them The Committee's report was issued in 1950. Their recommendation was that the city investigate the costs of making a survey to determine preliminary cost estimates and "if this cost seems reasonable. that the city appropriate the necessary funds and direct the engineering firm to progress towards the complete study of the railroad relocation problem". (Report of H. K. Snell, Chairman, Railroad Relocation Committee, to the City Council, July 3, 1950).

Since 1950, no action has been implement the taken to Committee's recommendation." (page 55) ECONOMICS OF REMOVAL:

If the major thorofare plan is followed with the railroads remaining at their CONSTRUCTION OF FORTY-FOUR GRADE SEPARATIONS. EIGHT OF THESE WOULD BE ALONG THE PROPOSED MISSOURI PACIFIC BOULEVARD; and they would have to be interchanges as well. if highways are constructed beside the railroad tracks. However, the cost of separations to clear both the street and the railroad involving longer and higher overpasses underpasses, WOULD BE SUBSTANTIALLY GREATER IF THE RAILROAD REMAINS THAN IF IT IS REMOVED.

If the railroads are relocated,

then the thorofare plan would require the construction of only EIGHTEEN ADDITIONAL GRADE SEPARATIONS OR THIRTY FEWER THAN IF THE RAILROADS REMAIN AT PRESENT LOCATIONS. At an average grade separation CONSTRUCTION COST of \$500,000, which is conservative. this would REDUCE THE EXPENDITURE ON THE THOROFARE PLAN BY ABOUT \$15,000,000. This saving should adequately cover the cost of railroad relocation. estimated by Dr. H. K. Snell, chairman of the 1950 Railroad Relocation Committee, TO BE IN THE VICINITY OF

the Austin Transportation plan, a

joint study by the city, county,

state and suburbs, doesn't put tar-

get dates on the projects. The dates

shown are at best "educated

guesses" based on expected

growth, construction time and a

logical sequence of projects.

\$12,000,000." (page 56) "CONCLUSIONS:

It is recommended that the City of Austin engage an engineering consultant to determine the feasibility of relocating railroads along the lines indicated; including:

(1) Analysis of the problems

mentioned previously. (2) A study of the conditions related to the problem and a of realistic recommendations which would be acceptable, if possible, to all parties involved (the city and

the railroads). (3) A physical plan and an operating plan for the relocation of the tracks and related

Recommendations concerning legal and economic problems involved in joint operation of trackage and

terminals by the railroads. (5) Statements and schedules of costs, savings, value of reclaimed land, etc., due to relocation.

(6) Preliminary engineering drawings and cost estimates for relocation by stages. (7) Recommendations in

to priorities for

Recommendations concerning a financing plan for participation by the City. County and Railroad in

Recommendations regarding the nature and location of a Union Terminal, including a financing program.

In the spring of 1953, The City of Richmond, California, whose railroad relocation problem is similar in magnitude to that of Austin, sought and received estimates from three of the nation's leading engineering firms concerning the cost of a similar relocation program. The bids received were in the range of \$20,000 to \$35,000. It seems reasonable to assume that the cost of an engineering study in

The consistent

Austin would fall within that

range. "(pages 56 and 57)

(See VIEW, Page A26)

VIEW: Some Second Thoughts

(Continued from Page A20)

recommendatons of all City Planners to remove industry revitalization. Central Business east which would be advantageous to industry. Rail-include the following: and truck routes are there. Utilities are convenient. itself to lends to be a valuable part of any District. such formula. With these plans "Goals for Downtown Developmen" listed in The Hoffman Report (1965), could be accomplished by such planning.

clearly recognize the problems Business District. evident in some civic and business groups services.

development and support of a the Central program of downtown that can

District points up the objectives and assumptions to the Central Business District advantages of creating an under which a Central Business from all segments of the region Industrial Park Area out to the District redevelopment program for both private automobiles should be conceived. These and mass transit.

Lake would offer the Recreation encourage the flow of private vehicular traffic.

blighted, uneconomic, obsolete recommends: or deteriorating structures.

the heart of attractive in its

have expressed a need for f) Provide for new uses within Business District supplement support existing establishments.

It is helpful to give the basic g) Improve the accessibility

h) While increasing a) Formulate a program for concentration of uses within the preserving and strengthening Central Business District, best be provided through housing sub-divisions for b) Remove the impediments which would minimize the industrial workers, and Decker to private investment and conflict between pedestrian and

formerly crowded several hundred workers on a few acres in a central city location will, when moved to open utilize 10, 20 or 40 acres and will average 25 or 30 workers per net acre of site.

This requirement places a premium on availability of large sites; and industry will, by and large, favor those cities which provide such sites. served by adequately transportation and utilities.

the Central Business District as reduce congestion through development of industrial development of sufficient the heart of the Austin region. | carefully planned facilities "tracts". An industrial tract will have a great variety of site sizes, to meet the needs of opportunities which have proven capital in the Central Business i) Protect the tax base of the needs of large plants which downtown Austin." (page 160) must build outside the urban c) Remove or rehabiliate The Wise Plan (1958) center, and also the needs of smaller plants, many of which "A factor in demand for will provide supplies and d) Provide room for growth industrial space is the "spread-services to the larger plants. A THIS REPORT STATES: for activities and functions that out" of modern plants on large tract development makes Some residents of Austin belong within the Central sites, with most operations on possible the most economical the ground floor and with space extension of water supply. presented by the deterioration e) Make Downtown Austin for loading, storage and sewers, streets, fire and police physical employee parking, which was protection to many plants. S downtown. Public officials and appearance and its available not available in older industrial Industrial Industrial management districts. Industries which generally dislikes isolation; the e successful establishment of one of industry usually brings others to b the area, once the facilities are available.

> The desirability of this type of J development is perhaps best d exemplified by the industrial growth in Dallas since World 11 War II. In a ten year period, Dallas has developed 14 planned C industrial districts, comprising approximately 10 per cent of the n planned industrial acreage in h the United States. In 1946 the li Trinity Industrial District in Dallas consisted of 1200 acres of 0 open land. Today, there are 550 b firms employing 9,500 people u and occupying 500 acres of the district. The development of the remaining 700 acres is currently underway. In approximatey one year, one million square feet of office, warehouse and manufacturing floor space has been built in Brook Hollow, another industrial district in Dallas. At the same time that this tremendous industrial growth has occurred in Dallas, the city has been able to retain its excellent residential and commercial characteristics and actually improve them on through the additional employment and tax values added by new industries." (page 33)

We believe that it is essential to study these alternatives NOW before we are committed to all of the aspects of the Mo Pac plan.

LIVING ROOM

Early American Gun Cabinet \$8995 One only. Reg. 129.95 \$89

Early American Love Seat. Decorator Fabric and Color. 1 Q095 One only. Reg. 239.95 . .

Royal Blue Sofa, Three Cushion, Loose Pillow Back. One only. Reg. 279.95

Traditional Love Seats. Velvet in Red and Blue, 2 only.

DINING ROOM

18th Century Mahogany Dining Room Suite. Table, Reg. 429.00 SALE 2995 6 chairs, China.

Contemporary Walnut Buffet by United. Reg. 239.95

Hard Rock Maple 46" Round Table with 8 Maple Chairs, 20095 2 Leaves. Reg. 360.95

Contemporary Walnut China, Glass Doors, by Garrison. Reg. 269.95

Round Pedestal Table, 44",