

matter, the many enterprises that have to carry on their business in such hostile surroundings.

Clearly the time is past for makeshift measures which are for all practical purposes impotent to alleviate the congestion, let alone recover anything of the beauty, the dignity, and the human convenience that we should expect in the central districts of our great American cities.

What must strike any student of the anatomy of American cities is that the average size of the core is between 70 and 100 blocks or 2 to 300 acres, and this holds good for any American city, whether its population is half a million or a million or 2 million.

In fact, midtown Manhattan, with all its cars, is only 400 acres.

The reason for this curious conformity seems to be that this dimension encompasses the distances a businessman is willing to walk to meet his lawyer, his accountants, his clients, or a housewife to do her downtown shopping. Despite all the advances in transportation and communications, businessmen still insist on meeting and dealing with each other face to face; and the core conforms to necessity.

The fact is, as you well know, there is no substitute for physical confrontation at the office in a conference room or over lunch daily and at a moment's notice, if need be.

And the downtown area automatically adjusts itself to the convenience of human legs.

The core is compact, and will remain compact because it wants to be, because it has to be. There are sound economic reasons for this, as well.

As I mentioned a moment ago, there are enormous investments, public and private, that are already locked into downtown areas for years to come. Further investments, equally huge, in the sums of hundreds of millions of private capital, are being made there at this very moment. Despite the hazards, the drawbacks, and the gloomy prophecies, more money is pouring into downtown than ever before. These investments are obviously going to be protected and not thrown overboard by dissolving the core. This is the sector that is a manageable unit for traffic consultants and planners and for politicians.

And it is the one in which we can make immeasurable improvements. The clincher, of course, is to keep in mind that the whole character and spirit of the city life depends upon this compactness, and on this coming together of many people in one place at one time.

The question, then, is: how do you keep the core compact and concentrated, but relieve the congestion? And how do you make it convenient and attractive and interesting?

And the solution that planners are increasingly turning to is the so-called multilevel city center, or, to be more precise, the multilevel core.

This is the path which we have set ourselves to accomplish in Dallas during the next decade. This is the goal which we want to illustrate today on the screen.

Now, briefly, there is nothing new or startling or mysterious about this notion of a multilevel core. Give the problem to any reasonably intelligent high school class and they would probably come up with the same idea that Leonardo da Vinci came up with 500 years ago: if you want to break up congestion and create a pleasant downtown en-