vironment, get pedestrians out of the streets, get trucks on a different level as well, and at the same time revamp traffic patterns, widen streets only where necessary, provide ample off-street parking, preferably on the periphery of the core, attached to the freeway loop, and, above all, provide new levels for trucking, whether above or below grade, depending upon the lay of the land.

These new improvements, to be effective, should be extensions of the highway system, logical extensions from the hand to the fingertip. And this holds especially true for the city core.

Until lately the ingredients of the multilevel city have been applied only piecemeal. New York City's Rockefeller Center is of course the best known example in the States, Montreal is the best known in Canada.

Elsewhere, isolated underpasses have been built at critical intersections, and streets have been closed here and there to create a small pedestrian mall.

But even the few superblock developments with open plazas, which some of our cities have managed to carve out of their downtown districts, have turned out to be nothing more than little islands surrounded by swollen seas of traffic.

The multilevel approach has never been applied on a significant scale, or with the conviction of the followthrough to show whether it really was a practical remedy for congestion without sacrificing density, whether it really could upgrade land value and land use, whether it really could restore movement, interest and vitality to the threatened core and whether, finally, it could by osmosis and extension significantly repair and improve the whole millieu of the city.

Today, for the first time, the multilevel core is actually being applied on just such a scale and with just such conviction. This is within the city of Dallas. And although the experience has just begun, it is the first steps in a major breakthrough in dealing with the problems of the central city and the future development of downtown areas of North America.

I would like now to show you what is taking place in Dallas, and how we expect it to work.

[Showing of slides.]

Mr. PONTE. This map that you see in front of you is the city of Dallas in 1875. It is like any other city.

The streets were improved over a period of years, up until the end of the Second World War.

In this scale you can see the small streets, but the first major improvement in Dallas was a central artery coming in from the north. And this indicated the cyclopian approach to our planning problems and scale.

Just recently now, since the war, the freeways have been built—cyclopian indeed.

This is the freeway loop that encompasses every American city. In Dallas it encompasses an area of some 930 acres.

For example, this is a selected number of cities in the country. Cities that locate usually on waterways, they are followed in a period by rails and then the roadways. In each of these cities of varying population, populations you know, the center core represented by the red dot is approximately 200 to 300 acres of hard activity where all the office buildings, movie houses, major department stores and restaurants