

locate. And it is around this core, the freeway loop—the dark black lines—are located. The loop itself does not define an average CBD system. In Philadelphia it is 2 miles long, 1 mile wide, and in Dallas about a mile and a half long.

The one thing that remains constant is the core. It is that constant element that we feel we can improve in the next 30 years, before we reach the year 2000.

But the past is prolog, as it says on the door of one of the major buildings of this city.

Inside this freeway loop—and we must show you some of the past—it is typical of any North American city. Through main lines, the streets run through with the traditional Main Street. The town grows up basically with all the elements I have described, office space, 4 million square feet in major buildings in the period of 1900 to 1931.

But in the depression years and the war years, 1932 to 1949, a million square feet. But in the succeeding years, 1950 to 1966, 13 million square feet of office space, comparing to New York City which built 75 million.

This is the cluster of office buildings, and you can see once again the cyclopiian approach—big, huge buildings, half-block, full-block, three-block developments, drawing in thousands of people daily, tens of thousands, as well as thousands of tourists to the hotels, plus the thousands that come into the major shopping areas, major department stores. And the shops are in between.

This is the healthy tissue of any city, but then the danger signals appear immediately. The town must be served. The parking garages that normally must live and service these areas, but these in itself are not of really great danger—what worries us most of all in American cities are the parking lots, 460 acres of land we have measured in downtown Dallas within 931 acres is covered with asphalt, and this is typical of every city of North America of its size and scale.

First of all, of all these components of circulation that we are concerned about, is trucking. The freeway loop and its interchanges that encompass the city with the major expressways that come in, part of the Interstate Highway System, the major trucking routes, we propose that in Dallas, on existing streets, without any great investment changes, that we should regulate the flow of trucks through the city on principal highways to service within the area, as well as the minor trucking routes.

In addition, since trucking cannot find its way through the streets without double parking—because there are no lanes in Dallas and since double parking and triple parking is a common experience in all North American cities, we have now studied this area, shown in orange, divided into a number of districts, for which seven we have now and are now convinced that a bilevel trucking district can be introduced siphoning off directly from the major interchange.

These brown lines represent just such trucking underground systems.

Within the realities of real estate problems, we got large-scale developments which are presently underway and others which are in the making or about to come in the future, and introduce the system into compartments, hopefully then one day that they can ultimately be linked and make an entire network of low-grades in Dallas to service the trucking industry.