

The relief of trucking in that area, of trucking below grade without improving one street as service—there is also mass transit, although Dallas and many cities in North America are not yet ready to install such expensive items, at least under present arrangements, and they have to be planned for.

An entire city reaching from the regional airport of well over—how many acres is that?—20,000 acres, as well as from the regional post office system into the center of the city along the rails and then underground and up.

But also a local system, a local system of a different caliber and size and quality running from one end of town to the other, crisscrossing it, not significantly just for the town itself but probably capable of extension, but in the initial phases, the secondary type system, smaller than the subway system, attached immediately to vast parking garages, which, from the outskirts into the center, people may park in and then proceed by transit through the center of the city. And all of this encompassing once again this zone of 930 acres.

Our study begins in four zones, and I specifically will talk to you on the purple zone, the southward quadrant, 346 acres of land, in which this phenomena of renewal now is most evident and in which those principles that we are able to establish in this sector would be applied to the remaining sectors forming what we believe to be a model city.

This is not long range. This is doable today; and it is being done.

In the southwest sector outlined in black is the site of the new city hall, 10 acres, and the site of the convention center, some 30 acres, plus additional land assembled only recently from a bond issue for setting of city hall and for cultural and convention utility.

Along Main Street is the county courthouse area—the county area—some 12 acres in all.

In addition, Main Place, a private development of 10 acres, with two blocks in between, which will obviously go to future development.

And railroad land, one of the most important parts of development is the availability of the large-scale developments, in single ownership, for which the rails are one, or assembled by private enterprise or assembled in public sector, and in the Santa Fe area there are some 30 acres of land next to Dallas Morning News.

Here, we have continuity of large scale development, all occurring at the same time; and the matrix to this is a public improvement called Griffen Street, tying these elements together and tying it also to the expressway.

If we look specifically at this zone, this being a 67-acre zone and this a 140-acre zone, this is what we can do to introduce the multi-level core in the city on the basis of what is now in the way. The first zone, rather, the largest part of the development in the city at the moment, encompasses some 10 acres of land at a cost of \$100 to \$110 million into that zone and shown here is the underpass, the streets; the developments providing underground trucking, underneath the mainstream.

There has now become feasible, looking at the zone in the south, another 10 acres where there is major ownership, where they consider closing the streets that are presently there, introducing low grade—in this 10 acres—access from local trucking street at a second