

trucking street which would then run down two levels below grade and enter the private sector. Twenty acres of land would be serviced by only two truck entry points—20 acres of land which, if developed in a lot-by-lot fashion, with which we are now shackled, would now have to have 30 truck entry points, double parking, or maneuvering to get back into the building.

The truck docks are shown there in black. That is trucking in this same area.

In this zone, which is slightly less than 67 acres, shown in yellow, the pedestrian system exists below grade. That system that you see in red represents the promenades and corridors and underpass streets. Within 20 years, that system would have extended itself to the main place; from the United Fidelity Building to the new hotel, Holiday Inn; so in any one of the buildings existing on this line, you could pass from one point to another without crossing the street. The relief to traffic is from 10 to 20 percent, not having people in intersections where there are cars.

This is now being extended into the Kennedy Plaza, within a few years—3 years. With the completion of the main flanks in 1975, this system would extend itself to the entire 10-acre zoning, connected with the GAO Building now under construction in the south.

Therefore, it is not logical that a hop, skip and a jump will resolve itself through a central college which now owns those two blocks, privately developed, ultimately close to the 10 acres in the city, on this area, and having at least 60,000 people a day, all of which would have us trucking underground, below the pedestrian level, which is above them—the street above that—and finally, the parking between them.

This is, in the very center, now being achieved by virtue of public and private enterprise. It is in this sector that the extension of the TOPICS program makes possible this kind of thing in the southern area, and our last area, the zone I pointed out, extends from city hall, the city area, and convention hall area. This is to be completed in 1970—the existing auditorium, construction to the north and the new city hall itself. It is on the railroad lines, from the trucking spot of the local system. This same zone will have a pedestrian level instead of being low grade. They will pass above the street levels, over the platforms, into the zone of the entire city hall, and finally, ultimately, extend themselves to the private development of the railroad lines.

They feed together, all the apartment houses, public functions in this zone, and tying together these major points which were described, at this point.

It is these elements which we as planners, are not opposing, and as part of the long range plans, they are dual, and they are graspable and in hand.

In addition, we intend or hope to recommend to the city of Dallas the controlling, which will be changed for district zoning, to provide that space below grade, which may one day become pedestrian levels and be allowed to have access to the public sector as the streets are created above grade. By this means, we hope to make the downtown a livable area, which is the aim of those in Dallas, which the mayor has described to you.