

An approximately 8-acre portion of this area fronting on Connecticut Avenue is shown as the site for the new OAS headquarters.

Mr. GRAY. What hundred block is that on Connecticut Avenue?

Mr. BOZARTH. I am sorry, Mr. Chairman, but I cannot answer that right offhand.

Mrs. ROWE. It is about the 4500 block.

Mr. BOZARTH. This relatively large building would be in scale with Connecticut Avenue and with private development taking place across the street on the east side of Connecticut Avenue.

By locating the building on the side of the hill, it would be possible to meet the space needs of the OAS, including underground parking, without changing the established height of buildings or the skyline in this vicinity.

By maintaining and enhancing the character and quality of the existing open space adjacent to Connecticut Avenue, this can be a very attractive and prestigious setting for the headquarters of one of the most important international organizations in the Western Hemisphere.

A public open space is proposed along the southern edge of this site adjacent to Reno Road and Tilden Street, Northwest. This area is directly across from Melvin Hazen Park and is heavily wooded. Because of the steep topography some of this area is unbuildable and is eminently suitable for open space use.

The remaining approximately 16 acres would be available for the construction of individual chanceries by interested foreign governments on land to be leased or sold by the Department of State.

The buildings in the chancery portion of the international center would be relatively small in scale so as to—

1. Provide a more intimate setting for chanceries;
2. Retain as many of the natural assets and features of the hill as possible; and
3. Be consistent with adjacent residential developments.

A potential for eight large chanceries on the perimeter of the site and eight other smaller chancery sites on the top of the hill is indicated on the illustrative site plan.

Each chancery could be built on its own site to give each one its own identity and permit security. Access would be either from adjacent public streets or via an international system of access roads.

More detailed site plans and studies will be necessary as a basis for ultimately determining the exact number and size of the individual chanceries that can appropriately be accommodated in this area.

It is anticipated that the larger chanceries will provide most, if not all, of the necessary offstreet parking within their buildings for their staffs and visitors.

Onsite parking would be possible for the smaller chanceries, although extensive surface parking areas should be avoided because of the limited amount of land available and the adverse visual impact such parking would have on the setting for chanceries and the international center as a whole.

Exhibit No. 6 (see exhibit No. 6, p. 49), the first perspective, shows how the new OAS headquarters might be developed. To preserve the natural features of the site, this illustration retains as open space the