

know of your work and some of your problems in Seattle, and have been briefed by your Representative here on the problems. You insist on moving forward in that area. I think you have given fine testimony, and I am sure the committee will take very seriously your recommendations and observations.

Mr. KLUCZYNSKI. Any further questions or comments?

The gentleman from Nebraska, Mr. Denney.

Mr. DENNEY. Mr. Mayor, I am concerned about the statement on page 4 of your statement, about three paragraphs down, where it says:

We urge that in any fringe parking program it be absolutely clear that the legislation is not intended to support near commercial developments which might become traffic generators in their own right.

Now, if this Congress would authorize fringe parking, which seems to be a program that is being considered to help the mass transportation program and alleviate the congestion in the cities, how in the world are we going to prevent commercial enterprises from springing up around these areas?

Mayor BRAMAN. Well, as a part of a planned transportation system which would be approved by the regional planning authorities, which is now required, as you know, by the regulations or the act of Congress, administered by the HUD, the use of this provision could only be as part of a planned transportation system and controlled as such.

In other words, if it were located in one of, say, at the border of the city of Seattle, it would have to be located in such a way and fenced in or controlled so that it could not be used as a parking lot for business to grow up around, and, consequently, would not be a generator of that kind of business. It would not be there and available to them.

Mr. DENNEY. You mean that you would fence in the lot so they could not get out and go purchase their groceries before going home?

Mayor BRAMAN. Basically, this would be the idea.

Certainly, the regulations by which it would be controlled are not developed and would take a great deal of thought, and I have confidence that the administering authority will have the capability of laying down regulations that will control this to the best interest of the user. But, at the same time, I think it is quite apparent that if we made it possible for people to use this as a place to park and do their shopping, that it would be, in fact, an infringement upon the trust fund, if that were the source of revenue, because it would not at that point be providing any relief to the movement of traffic.

Mr. DENNEY. Would you not have to require a system of zoning in and around this parking area, where commercial enterprises could not set up?

Mayor BRAMAN. This would be one of the ways in which it could be reached and could conceivably be one of the provisions required for the approval of the plan.

Mr. DENNEY. If it is zoned, the larger areas in there will not be running into more expense and taking the fund out of the Highway Trust Fund. Whenever you zone and limit a certain area, then you deprive that property owner of certain value of his property; is that not so?