

MAYOR BRAMAN. Well, of course, there is a broad argument on the whole principle of zoning, whether or not this is an infringement on the right of the property owners. But I think that is probably moot to the point we had here.

If I understand you right, you are suggesting that the area around one of these parking lots would be zoned as residential, or something of that nature, that would not permit commercial development?

MR. DENNEY. I am asking if that might not be the ultimate effect of requiring no businesses to locate in and around that area.

MAYOR BRAMAN. At the local level, to whatever degree local authority would be setting, administering the regulations concerning the use of this parking lot, this would be the tool that would be used.

I do not foresee, though, that this would be necessary.

It seems to me that the regulation itself could provide that this would have to be a controlled lot. It was directly part of the transportation system.

MR. DENNEY. Well, I want you to give some thought to it, and I think the committee should have some information on it.

This is a question of whether or not, here again, the Federal Government is stepping into the field of private enterprise. How do we know an enterprise could not establish parking areas to help alleviate the condition in the city, which I recognize exists right here in the District of Columbia?

MAYOR BRAMAN. Well, I do not think there would be any reason why we would say that a parking lot would have to be developed as part of a transportation system, utilizing this method.

We have it in Seattle in our Northgate Shopping Center, almost at the north city limits, and at the present time we have a grant under the program of testing controlled bus transportation. We call it our Blue Streak System, which is just going into effect, and it is planned on using the lot in the north end which would serve as a parking area also. But that lot itself would not be the kind of a lot we are talking about under this proposal.

Certainly, even with this proposal, it is possible to have that sort of a lot; then we do not need to use the provision here.

MR. DENNEY. Could a plan be written out that would be financed by revenue bonds through parking meters for people to move in, occupy their space, pay their meter fee, or whatever it is, and pay off those bonds rather than take any money out of the Highway Trust Fund? That is the thing that is bothering me.

MAYOR BRAMAN. Do you want to make a comment on that, Mr. Pikarsky?

MR. PIKARSKY. In Chicago we are considering that quite seriously. I believe that, to supplement one of the earlier questions, you had, Mayor Braman, suggested perhaps the use of the parking facility might be predicated on the use of a transit ticket for a bus line or something else that would tend to tie it into the relieving of congestion on the highway system rather than allow it to be used for commercial enterprises there.

It might be that there might be a schedule of fares, if you have a ticket on the bus line, it may be a nominal fare. If you do not have that, the fare may be rather excessive, and would discourage you from using it for improper purposes, in the concept we are speaking of.