

still permits the developers to construct single townhouses, how can Federal agencies ignore this operation on a large tract within the Potomac tidal waters and the shores along the beautiful parkway which leads to Mount Vernon, our Nation's most honored shrine. If it is proper to prohibit high-density construction within a mile of the Potomac in Maryland to preserve the view from Mount Vernon Estate, certainly it ought to be equally important to preserve the beautiful view along the parkway to Mount Vernon itself, as well as the view of Virginia from the proposed park and parkways along the Maryland shore. Fairfax County now prohibits high-rise apartments within a half mile of the Mount Vernon Parkway. It would be both illogical and contrary to the public interest for the Federal Government to encourage unidentified land speculators to build high-rise apartments and commercial facilities along the parkway into Fairfax County.

(5) *Mount Vernon Parkway traffic congestion.*—The U.S. Department of Interior has consistently objected and opposed a relatively small high-rise apartment on a site near the Pepco plant at the northern end of Alexandria on the grounds that such construction would impose an additional traffic burden on the already overloaded parkway. Certainly, the traffic generated by the current proposal and high-rise development would produce a far more serious burden and here again much of this through traffic would pass through the overloaded residential and business areas of Alexandria. The present speed limit on Mount Vernon Parkway has been reduced to 40 miles per hour.

(6) *Public boating and recreation facilities.*—In spite of the enormous public interest in boating and related water sports, the Interior Department does not presently have any public marinas or boating areas convenient to residents of Alexandria or Fairfax County near Hunting Creek. Marinas are urgently needed now at Jones Point Park with direct access from the parkway for both area residents and high-mast pleasure craft which now require the majority number of Wilson Bridge openings. These openings, in turn, create dangerous and inconvenient hazards to high-speed highway traffic, particularly during rush hours.

(7) *Health hazards from dumping operations.*—During the years in which this large landfill operation will be under construction, highly dangerous and persistent conditions will result from heavily loaded truck traffic, noxious odors, and smoke resulting from open trash burning. Such conditions currently exist in San Francisco Bay and New Jersey areas. The Mount Vernon Parkway, the nearby Capital Parkway, Wilson Bridge, already have a high traffic fatality rate. It would be unfair and unrealistic to ignore the additional hazards which would result from the current proposal.

(8) *Economic impact.*—It has been reliably reported that Jimmy Hoffa's International Brotherhood of Teamsters Pension Fund reportedly paid about 200 times more per acre for a tract of 4.81 acres, the basis of the riparian rights claim for the instant proposal. Certain parties in the proposal reportedly would pay much less per acre for the adjoining larger tract extending almost across the bay to the Maryland boundary from Mount Vernon Parkway. It would be highly irresponsible, and most improper, for a Federal agency to authorize the present dumping application since this is the sole prerogative of Congress.

(9) *The real issues.*—The real issue in this case to be tested for this congressional subcommittee is not "Duck Versus Highrise" as glamorized by one newspaper in reporting the hearing, but in reality whether or not we do have enough dedicated men and women in the Congress to deny this consumption of natural resources so urgently needed by the present and ever-expanding population and whether these elected officials will perform their sworn duty to uphold the public interest above all others. Let us not acquiesce in the betrayal of the many for the benefit of the few. The waters of Hunting Creek and the Potomac are not the property of any greedy speculators or group who obtain their pieces of silver by ignoring the well-established, time-honored procedures of the U.S. Army Engineers and the U.S. Department of the Interior.

Mr. Chairman and members of the subcommittee, in the few minutes allocated to me today, I have enumerated the objectives of about 100,000 people. These people reside in the areas most closely identified with the subject proposal.

We feel to subtract these lands from the public domain, lands admitted as part of our heritage on the shores of Mount Vernon would usurp from the many and serve only the few. The financial benefit to be derived would accrue only to the landowners who would not and could not economically develop this land to its full recreational potential.