

Mr. PLAVNICK. Yes, sir. My name is Robert L. Plavnick, planning consultant, Washington, D.C.

Mr. Chairman, if I may take a moment to introduce the remainder of our consulting team, I would appreciate it.

Mr. GRAY. We would be delighted.

Mr. PLAVNICK. First is Mr. Clark Thomas, Mr. Robert Morris—

Mr. GRAY. Off the record.

(Discussion off the record.)

Mr. PLAVNICK. Mr. Seymour Auerbach, of Cooper & Auerbach.

I would just briefly like to make a couple of brief comments, and then Mr. Auerbach can explain the slides and we will hold the light for 1 second.

I believe in preparing this report, we had three objectives: first, to present the views of the various subcommittees and the committees; second, to provide the Commission with a design program which met the budget limitations that had been suggested by the Study Commission; and third, to provide you with an insight of the physical design that could be expected to make the Union Station into a viable and attractive Visitor Center.

If we may turn off the lights now, we can proceed into a brief session, if it is all right with you.

First, Mr. Chairman, just to orient everybody [slide] the Union Station is in the upper right corner. We here want to show the relationship to the Mall, to the proposed mass transit system, as you can see in the lines that cross through the area, and also to emphasize the Commission's recommendations as to why the Visitors Center was picked, the relationship of the Visitors Center to the transportation system, the historic quality of the building, the relationship to the places of interest at the Mall, the Capitol—and the second slide, please. [Slide.]

As we get a little more microscopic, you can see the relationship of the proposed garage and its size to the existing building.

The facility can easily be related to the proposed center leg freeway, which is now under construction, through the local street system, and a redesign of the Union Station Plaza.

I think one of the important points here is that we feel that the 4,000-car garage, approximately 4,000-car garage, can be adequately served by the street system without additional ramps to other local streets within the area. The entire circulation system can be off the front of the building.

I think we feel as a group that this works extremely well as a visitor center.

At this point, Mr. Chairman, with your permission, I would like Mr. Auerbach to proceed, explaining the steps we have gone through and the design scheme that we have in the brochure before you.

Mr. GRAY. Yes, will you please come forward.

State your full name for the record, please.

Mr. AUERBACH. My name is Seymour Auerbach, partner of Cooper & Auerbach, architects in Washington, D.C.

Mr. Chairman, is it possible for me to use the pointer at the screen?

Mr. GRAY. Yes. I am sure we can hear you.

Mr. AUERBACH. I guess the best way to explain the facilities that we have designed and the way they will be given is to sort of review