

the problems that we saw, the opportunities we garnered from the various circumstances presented us and how they fit together. One of the first opportunities that presented itself was the fact that traffic survey indicated that we could approach the building from the front, rather than having some of the tourists from out of town coming in through some of the rather industrial sorts of streets that lie behind the station. We thought it would introduce them visually to the old landmark in quite a respectable manner.

Also in investigating the existing building, we found the architecture of the concourse, the portion at the rear of the building, which at the present time extends to this point [indicating], did not really match the basic building and some historical investigation indicated, and some consultation with various archeological experts, indicated to remove those ends of the concourse would not damage the building.

We were then presented with the fact all the people using the Visitor Center would now be entering it from the rear rather than the front, and this became sort of an inversion use of the building. [Slide.]

We then, from these points, decided by removing the ends of the concourse, we could keep all the ramps on our own property, on the railroad property, avoiding any complication with the District of Columbia Highway Department or Capitol Grounds, or what-have-you—right in one package. There will be service around to the back. And by removing the proposed 4,000-car garage from the building, we could create a rather broad esplanade, or garden, and introduce the visitors to the Visitor Center in a respectable, gracious manner. [Slide.]

This is a cross-section that cuts right through the building complex. You can see how the various elements relate one to another, including a railroad station.

We feel the railroad station will be generating visitors by excursion trains. People from the Northeast Corridor, rapid rail system, will be coming into Washington in increasing numbers. We feel that facility should be incorporated as carefully and as graciously as possible into the whole.

So we took the 4,000-car garage, we moved it 90 feet from the existing building, about the width of the typical District of Columbia street, and raised it up in the air 45 feet, to provide a shed for the new railroad station. In other words, the garage is way up in the air and it becomes a shed in a contemporary manner, somewhat reminiscent of the old railroad sheds of Europe.

The railroad station ticketing and passenger facilities are in the midlevel above the tracks and below the garage.

Other advantages besides the involvement of all elements of one entity is an economic one. We are able, for instance, to provide a roof for the railroad station by using the garage. [Slide.]

In the plan, this is the plaza in front of the existing landmark. We have taken off that much concourse from either side [indicating]. We have created the esplanade. The ramps come up to Union Station level at this point and this is the garage itself, being four levels covering that much of the track area [indicating]. [Slide.]

This is a side view of the model, which is on the table, and I think it is a way to introduce us to just sort of a trip through the building if we were a tourist coming to the city, coming off the Center Leg Free-