

way, as I explained earlier, around the plaza, up the ramp on this side of the building, which is the east side—

Mr. GRAY. This would be a four-lane ramp?

Mr. AUERBACH. This is a four-lane ramp that divides into three that services the railroad station and three that receive parking instructions.

Mr. GRAY. One way in each direction?

Mr. AUERBACH. One way up on this side, one way down on the other.

Mr. GRAY. Fine.

Mr. AUERBACH. Coming up the ramp—if you were going by taxi or by private automobile to the railroad station, you would peel off at this point [indicating]. The tour buses would peel off at the next side turn, double-height section of the parking structure that will accommodate them. And then the private automobile would proceed up the ramp. Three other decks would service private cars.

[Slide.] Once up on deck, it becomes this rather massive parking area, which is typical of fourth- and third-floor parking. It handles 1,148 cars per level. Visitors would have to find their way to an escalator system at the center, which takes them down, eventually to the first level of parking, which has 690 cars and 116 buses. At that point there is a more spacious area left where visitors can collect there, before descending down the escalator past the railroad station level to the esplanade.

[Slide.] Now, this is somehow out of sequence, but this is a view of the railroad shed that would be created by raising the garage to a 45-foot level. This level here [indicating] is the ticketing area. You can see the expansion the more gracious aspect of the railroad station can achieve.

Mr. GRAY. The visitor at that point would not have to go through the train station; he would be able to go from the parking level directly down into the esplanade, and then into the tourist center?

Mr. AUERBACH. That is right. If I could back off again—[slide]—these escalators coming from the visitors parking area bypass the railroad station.

Mr. GRAY. This is the point.

Mr. AUERBACH. There is another escalator or stair which can take the person from the railroad station down to the esplanade.

Mr. GRAY. You would also have 1 or 2 escalators.

Mr. SCHWENGEL. I would like to ask a question.

Mr. GRAY. Mr. Schwengel.

Mr. SCHWENGEL. This bus area, where the buses go, the ceiling will necessarily have to be higher than where the cars go; is that not true?

Mr. AUERBACH. Yes, sir.

Mr. SCHWENGEL. Because of some figures that I have seen on the future bus traffic to this area, I think maybe it might be well for you to consider putting those buses on top so that you will have an expanding facility and you can reduce your total height maybe, and so you can make room for as many as you may need, for all the buses coming.

Mr. AUERBACH. That is certainly worth considering.

Mr. SCHWENGEL. I would suggest your rethinking this question on where you park the buses.

Mr. AUERBACH. Yes, sir.

Mr. SCHWENGEL. Also I think it would be easier to control the traffic with the groups and direct them from buses. They will be under a