

Now, this is 1.6 million square feet. We do not envision 1.6 million square feet of just exhibits. You would probably want to have film theaters, maybe a restaurant—or restaurants.

We also envision at this end of the building [indicating] a whole separate ramp system, which would come out onto L Street, possibly K, or possibly H Street here.

Mr. GRAY. If I could interrupt you here, this would take care of people concerned with the regular traffic. There would be the additional automobiles generated by 11,000 automobiles, 7,000 in your facility and 4,000 in ours.

Do you envision this could be built coming in from back ramps?

In other words, you would envision helping the situation and not causing additional congestion by the construction of your own ingress and egress ramps, is that not true?

Mr. POWELL. That is true, that that would have to be worked out.

We have not made a complete traffic circulation study of how these ramps would be.

Mr. GRAY. What I am getting at, if you come in from the front with these four main ramps and park in our Government-owned parking facility that we hope will accommodate 4,000 vehicles, there is no way you could get from there on up to your other parking area.

Mr. POWELL. Let me just interject, sir, to say there would be, we certainly do plan ramps all the way from L Street here running back to these 7,000 parking spaces.

Mr. GRAY. I am talking about the front plaza of Union Station into the Government-owned parking facility, you would not have ramps leading into your parking facility; is that not true? You would have a separate entrance entirely, which would come off either K or L Street in the back?

Mr. POWELL. We could do it that way if it was desired to be done that way.

Mr. GRAY. The reason I mentioned that, Mr. Plavnick and some of the others have indicated the present traffic studies indicate that about 5,000 vehicles a day is all that we can carry in front of the Union Station Plaza.

Mr. POWELL. I understand.

Mr. GRAY. So our concern, the concern of the gentleman from Iowa and myself, would be if you build 7,000 parking places, you have 4,000 Government-owned, that is 11,000; the existing streets in front of Union Station would not accommodate those.

Mr. POWELL. This is true.

Mr. GRAY. So the point I am making is you would not envision compounding that problem, but merely go the backside of K or L Street with your own entrances for your separate facility?

Mr. POWELL. Absolutely. However, under whatever plan the Secretary of the Interior might come up with, we would like to make the 7,000 spaces available in some way, whether from the back or front or both, to the visitors. Because our whole project here is geared toward making a significant contribution to the Visitor Center as an addition to the facilities already conceived by yourself and your Commission.

Mr. GRAY. Out of the \$300 million plan, do you have any idea how much you have allowed for ramp access, ingress and egress?