EXECUTIVE SUMMARY

Once the Northwest Gateway and possibly North Gateway sites were chosen during the site selection process, the study team held a charrette. All options and configurations of the transit center were analyzed. The study team concluded that the North Gateway site was not a viable option to include in the conceptual layouts of the facility while still meeting the key goals of the project. The architectural team then created four conceptual layout schemes on the Northwest Gateway site and presented them to the public and stakeholders. All schemes could be constructed with or without a pedestrian and bicycle bridge over Haymaker Parkway. During the conceptual layout phase, the study team analyzed future traffic generated by the proposed facility and determined that Depeyster St. is an optimal location for automobile parking garage access.

After public and stakeholder input, Scheme 1 is the proposed conceptual layout option for the facility.

Scheme 1 does not require an access break on Haymaker Parkway and allows for a pedestrian and bicycle corridor along Erie St. Other key features of Scheme 1 are:

- Bus access on Depeyster St. and Main St.
- Car parking access on Depeyster St.
- Bus terminal is adjacent to proposed Main St. retail
- Car parking is adjacent to proposed Erie St. retail
- Large footprint of parking allows more parking per level than Schemes 3 & 4
- More green space outdoors than Schemes 3 & 4
- “Arena Plaza” at Haymaker/Main corner

It is recommended that Scheme 1 be considered with the pedestrian and bicycle bridge in order to best achieve the goals of the project. The decision on whether to construct the bridge will be determined during future planning for the project.

Following the conceptual layout phase, schematic plans were created for Scheme 1. Schematic plans and cost estimates are presented near the conclusion of this report.
CONCEPTUAL LAYOUTS

The study team chose the Northwest Gateway superblock, with development possibly extending into the North Gateway superblock, as the selected site. After the conclusion of the site selection phase, the study team held an internal design charrette with the project architects, planners, engineers, and others. During this process, all possible configurations of the bus terminal, parking, and other elements were analyzed. This process showed the study team that it was not feasible to place any structures in the North Gateway while still meeting the goals of the project. Therefore, it was decided that conceptual layouts of the facility would show the footprint of the building within the Northwest Gateway superblock (see Map 1).

The architectural team created four conceptual schemes. Each of the schemes occupies the Northwest Gateway superblock north of Erie St. Therefore, the building footprint is bound by Erie St., Haymaker Parkway, Main St., and Depeyster St.

Scheme 1 and Scheme 2 are similar, with the key feature being bus terminal access on Depeyster St. and Main St. Scheme 3 and Scheme 4 are similar, with the bus terminal access on Depeyster St. and Haymaker Parkway.

All schemes blend well with other plans being developed in downtown Kent. Particularly, the scheme options correspond well with redevelopment plans in the area immediately south and southwest of the Kent Central Gateway. It is also important to note that all schemes require purchases of property. The proposed building footprint is currently occupied by commercial properties, rental housing, and fraternity houses.

Size and Uses in Facility

The architectural team created the conceptual layouts so that they adhere to the slope and other intricacies of the Northwest Gateway site. The layouts include all of the necessary components that were listed in the program of transit needs. The layouts address the lack of specifics regarding non-transit uses by showing what is possible within the boundary of Main St, Depeyster St, Erie St, and Haymaker Parkway. The conceptual layout schemes show how much retail could be located at the facility as well as the amount of open or recreational space. The site also allows for a potential large development at the corner of Main St and Haymaker Parkway. The key aspect of these features is that they are shell space that could easily be office or apartments instead of retail. These spaces could also be reduced in size to create a smaller facility than what is shown in the schemes.

Pages 4 and 5 show the features and sizes of the four conceptual layout schemes.