SCHEMATIC PLANS

Input from the public and stakeholders indicated that Scheme 1 was the preferred scheme among the four presented. Therefore, the study team moved forward to further develop Scheme 1 from conceptual layout to schematic plan. The schematic plans are presented on the following pages.
CONCLUSION

The study team proposes Scheme 1 as the preferred conceptual layout option for the Kent Central Gateway. The majority of public input during the open houses in April appeared to have favored Scheme 1 out of the four schemes presented. After considering public opinion and the features of the four options, the Steering Committee also favored Scheme 1.

Scheme 3 and Scheme 4 require a Limited Access break in Haymaker Parkway in order to allow a bus access driveway. An LA break requires approval from the Ohio Department of Transportation. A driveway off Haymaker Parkway was not favored by the public and stakeholders because it would likely affect traffic flow and would be difficult for buses to efficiently enter and exit the terminal. Additionally, the Haymaker Parkway bus access reduces the amount of recreational open space on site, which was a disadvantage of Scheme 3 and Scheme 4.

The key disadvantage of Scheme 2 was the parking garage access on Erie St. The site location allows for Erie St. to become a pedestrian and bicycle corridor, and the parking access in Scheme 2 might interfere with that movement.

Scheme 1 removes the parking access on Erie St. and places it on Depeyster St. Traffic analysis shows that Depeyster St. is an ideal location for the parking access because it is currently underutilized and was constructed to handle more automobile traffic. Scheme 1 does not require an access break on Haymaker Parkway and allows for the pedestrian corridor along Erie St. The 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 and cost estimates were created for Scheme 1. The schematic plans and cost estimates will guide future design and planning as the Kent Central Gateway moves forward towards construction.