In 2006, the Kent State University Area Transportation Projects Citizen's Advisory Committee created a Purpose & Needs Statement for a Multimodal Facility within Kent. The original statement is included in sections below, along with details of how the statement's points are addressed by the future Kent Central Gateway multimodal facility.

Original Purpose and Need text is in **bold**. Details on how the Kent Central Gateway facility meets the Purpose and Need are in *italics*.

The City of Kent and Kent State University have expressed the desire to enhance physical connections between downtown Kent and the University. Establishing a high-density multimodal facility can both capture traffic at primary roads and arterial systems (Haymaker Parkway) and transfer vehicle occupants to pedestrian, bicycle and transit systems connecting downtown Kent, the University and Northeast Ohio. The western area of campus is seeing renewed academic activities, cultural activities and special events.

The Kent Central Gateway facility will be a catalyst for higher utilization of land in Kent's downtown. Rather than pockets of vacant stores and parking lots in disrepair, the future of downtown Kent will be vibrant, with many pedestrians, bicyclists, and transit riders moving between downtown and the university to shop, eat, and socialize. Those visiting by car will be able to park in one space and enjoy the area on foot for the entire day.

Consideration should be given throughout the design and construction of the project to move people seamlessly through the system between the campus and the community. We visualize this facility to be a transfer station, encouraging people to change from personal vehicles to another form of transportation. The facility should act as both an arrival point for and a portal to the City and University. We see the possibility of such a facility encouraging people to patronize nearby private businesses, encouraging more business development around campus and into downtown Kent. We see that this facility could serve as a meeting place or destination in itself for classrooms, art events, and a welcome center for both the campus and the city. The facility can be a connector for both community and university. As such, it must be designed as a vital civic space.

The Kent Central Gateway facility will be located at the juxtaposition of the university campus and downtown Kent. The building will include a transit center, automobile parking, and bicycle storage so that visitors can come and go using a variety of transportation choices. The parking will include exclusive spaces for transit riders, so that the public can leave their car in Kent and take the bus to their final destination in such places as Cleveland, saving on gas and hassle at the same time. The facility will also be located along the Portage Hike & Bike Trail, providing a gateway to walking and biking throughout Kent. The facility will include retail spaces and will be adjacent to new shops, a conference center, and a hotel.

Consideration should be given throughout the design and construction of this project to minimize the possible negative impacts and accentuate the positive impacts the project may have on surrounding neighborhoods and business interests. It must build upon the transportation planning and other principles used in the Crain Avenue Bridge Project Purpose and Needs Statement, the Terrace Area Parking Purpose and Needs Statement, the

Bicentennial Comprehensive Plan, and other City/Campus Projects as they evolve. Further, the development of the multimodal facility needs to be integrated with improvements to Summit Street, and other City Transportation Projects.

During project planning, the team complied with the requirements of the National Environmental Policy Act to ensure negative impacts of the facility are minimized. The architecture of the multimodal center recalls the design of traditional buildings in downtown Kent, as well as the nearby Kent Fire Station. The Kent Central Gateway facility will support existing businesses by providing important transportation amenities, while also supporting new businesses that will result from an influx of private investment in downtown Kent. The facility builds upon previous transportation and planning projects by supporting efficient movement of people and goods throughout the city and university.

The project activity consists of:

A. Locating the facility to optimize University, City, Business, PARTA and user needs.

The Kent Central Gateway multimodal center will be centrally located between Haymaker Parkway (SR 59), Main Street, and Depeyster Street in Kent, Ohio. This location lies within one-half mile of Kent State University, downtown Kent, and the Cuyahoga riverfront. It will be the catalyst for revitalization of business in downtown Kent. The central location will provide PARTA with optimal potential to attract riders going to the several nearby destinations.

B. Encouraging economic development opportunities (e.g. welcome center, hotel, conference center, etc.) and enhancing Main Street as a connection between Kent State University and downtown Kent.

The Kent Central Gateway will be located across the street from a new hotel and conference center. Spurred by public investment, private developers Fairmont Properties and Pizzuti Group plan to create over 265,000 square feet of new development adjacent to the Kent Central Gateway. The facility will support existing businesses on Main Street by providing transportation amenities such as attractive transit service and car parking.

C. Designing a facility and associated components to meet the purposes and variety of the objectives listed below.

See responses below each point.

Project Objectives:

1. **Design a facility where all modes of transportation connect (transit, bicycle, pedestrian systems), thereby encouraging pedestrian and bicycle traffic.**

   The Kent Central Gateway will include a transit center, bicycle storage, pedestrian connections to nearby destinations, and will be located along the Portage Hike & Bike Trail.

2. **The facility should be designed to assure safety and security.**

   The facility will include security cameras and a staff person. The Kent Police Department is located nearby. The design of the facility will provide open areas that will allow for frequent movement of people throughout, providing a vibrant space that discourages undesirable behavior.

3. **The facility should integrate with the City's intelligent traffic planning.**

   Best practices in traffic planning have been used in coordination with City of Kent policies.

4. **The facility should take advantage of the topography.**

   The design of the building takes advantage of the topography by providing stores and pedestrian entrances at street level on Erie St. The back of the facility is built into the slope between Erie St and Main St, which limits the impact of the building's height when viewed from surrounding areas.

5. **The facility should be an attractive, unique facility integrating development opportunities (e.g. housing, office, etc.) along its frontage. It should be in tune with its surroundings, scaled accordingly and represent Kent's historical architecture.**

   The building's architecture recalls the design of buildings during the history of downtown Kent. Design elements mimic the look of the Kent Fire Station a few blocks away as well. The facility integrates space for stores and a potential restaurant within the building. New developments adjacent to the facility will include retail, office, housing, a hotel, and a conference center. The facility is scaled towards pedestrians on street level, with many windows, entrances, wide sidewalks, trees, and other elements to create an interesting, comfortable feel for visitors on foot.

6. **The facility should be designed to create/enhance multiple convenient connections between downtown Kent and Kent State University.**

   The Kent Central Gateway facility will be located at the juxtaposition of the university campus and downtown Kent. The building will include a transit center, automobile parking, and bicycle storage so that visitors can come and go using a variety of transportation choices. The facility will be located along the Portage Hike & Bike Trail, providing a gateway to walking and biking throughout Kent and the university. The facility will include retail spaces and will be adjacent to new shops, a conference center, and a hotel. These new developments will be prime destinations for Kent State University students and visitors, thereby increasing the interaction between the university campus and downtown Kent.

7. **The facility should be designed to accommodate future modification for alternate transportation needs (e.g. commuter rail, airport limousine, shared cars, electric cars, segways, intercity buses, taxis, car rental, bike parking, bike racks and lockers, bike rental, motorcycle parking, pedestrian access to the campus, Esplanade, downtown Kent, The Portage Hike & Bike Trail, etc.)**

   The Kent Central Gateway aims to accommodate all modes of transportation. It is located just blocks away from the railroad tracks that may potentially carry passenger trains in the future. Bike storage is included in the facility, and the Portage Hike and Bike Trail will provide a pedestrian and bicycle connection throughout the city and to the Esplanade on campus. The next generation of automobiles will be accommodated by charging stations, which will allow electric cars to get charged in the Kent Central Gateway's parking deck. The facility includes flexibility to accommodate additional services as the need arises in the future.

8. **The facility should utilize green building strategies and employ eco-friendly operational strategies.**

   The Kent Central Gateway will be a green facility that will be considered for LEED certification through the U.S. Green Building Council. The most "green" element to the facility is its emphasis on "alternative" transportation. Automobiles are one of the largest contributors of greenhouse gases and air pollution in the United States and throughout the world. Taking the bus, riding a bicycle, or simply walking are beneficial ways to support a cleaner environment. These activities are easier to do in a dense built environment where destinations are relatively close together. The Kent Central Gateway

facility will be built on currently underutilized land and will be in the center of Kent adjacent to Kent State University and downtown. This location makes it easy for visitors to leave their cars at home.

Additionally, the facility will obtain energy from solar panels on its roof and geothermal energy from the ground. Green spaces and vegetation will reduce the amount of storm water runoff from the facility.

9. **The facility shall be designed and operated so as to minimize the environmental impact on neighboring properties (i.e. noise and light pollution, water runoff, litter, etc.)**

   The facility is built into the slope between Erie St and Main St, which limits the impact of the building's height and lighting when viewed from surrounding areas. Green spaces and vegetation will reduce the amount of storm water runoff from the facility.