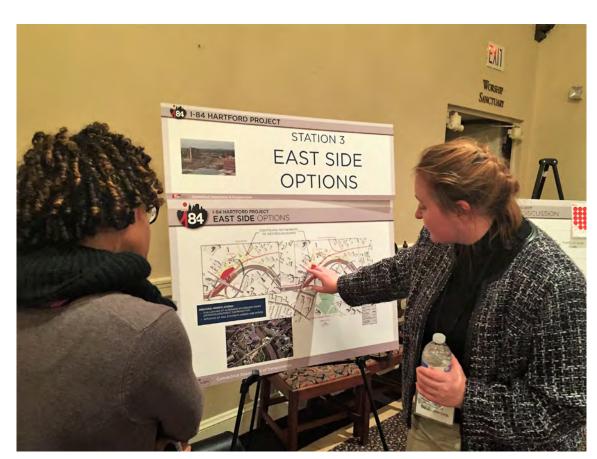
Rate your top two priorities:

Customer Service/ Ease of Use	Operational Efficiency	Cost Effective/ Value	Ease of Maintenance	Sustainability/ "Green" Design	Design Supports Economic Development	Integration with Surrounding Buildings/ Contextual	Safety / Security	Civic Presence/ Identity/ Visibility/ "Landmark"	Other Goals? (if so, list here)

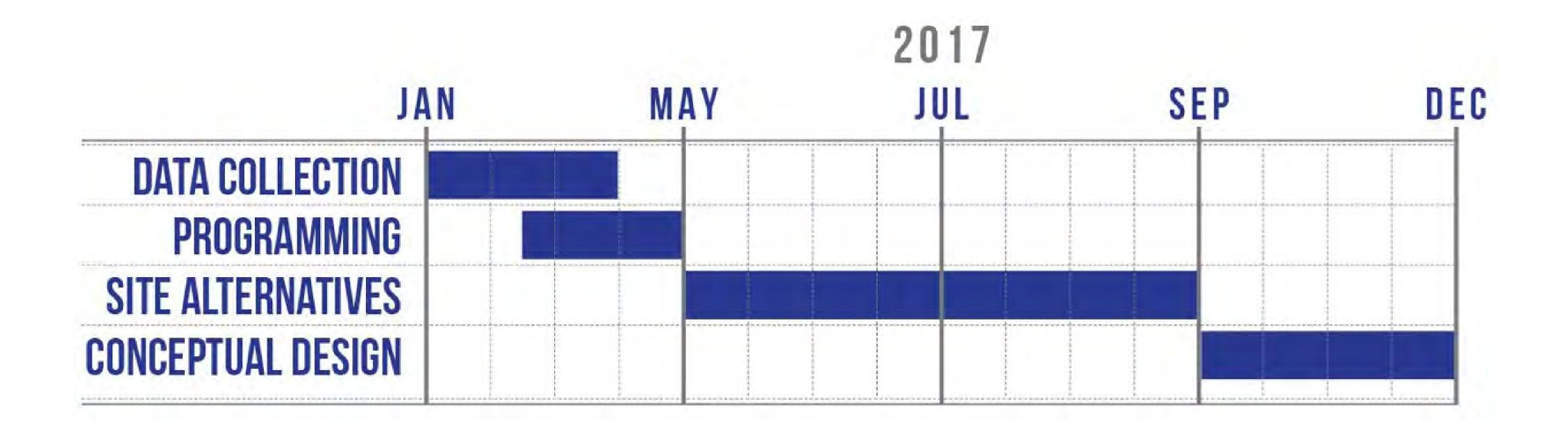
MULTIMODAL STATION PLANNING AND DESIGN

- Kicked off in January 2017
- •12 month effort
 - »Define program
 - »Develop site layout alternatives
 - »Identify preferred site layout
 - »Prepare conceptual design plans (15%)

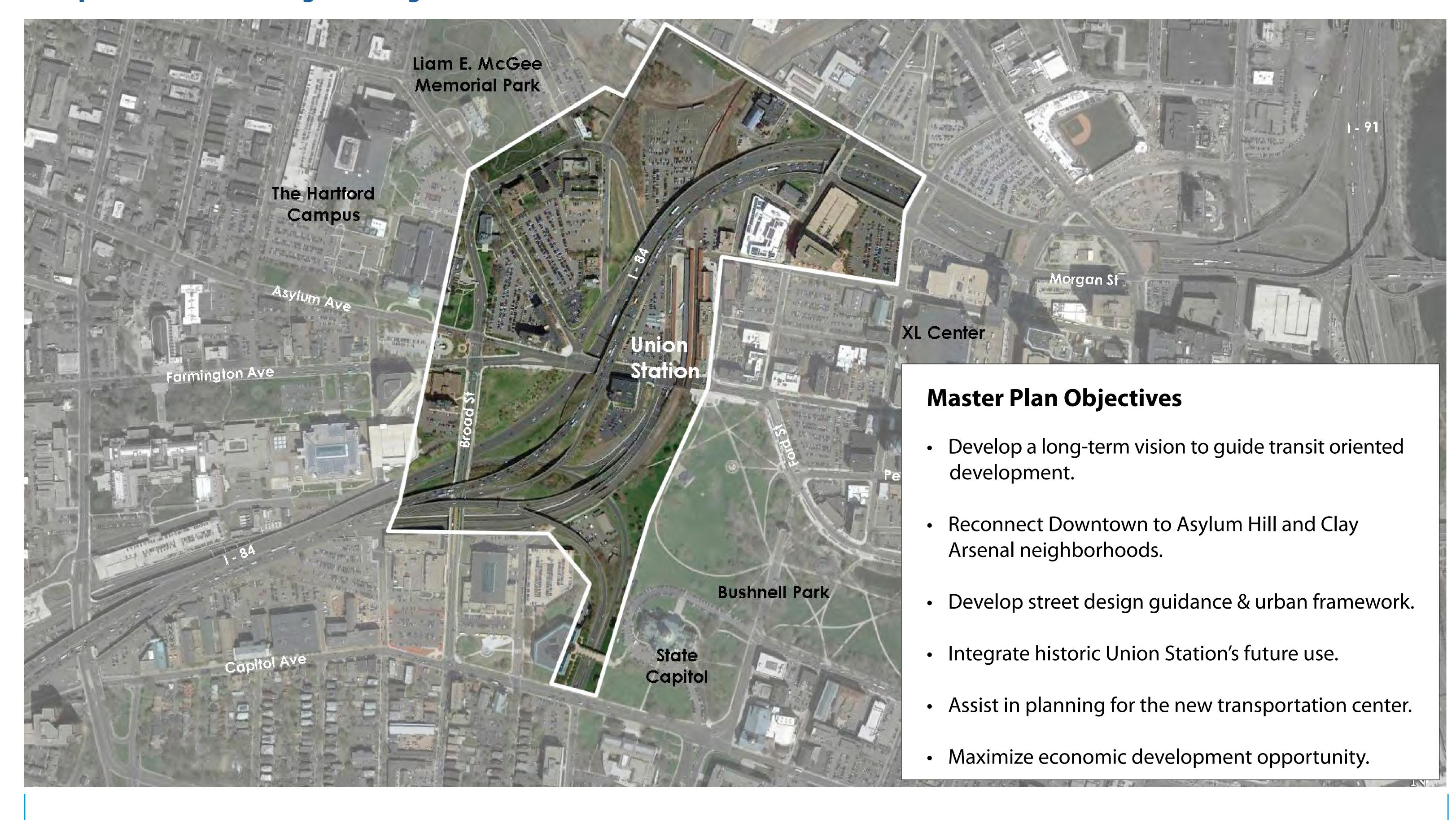






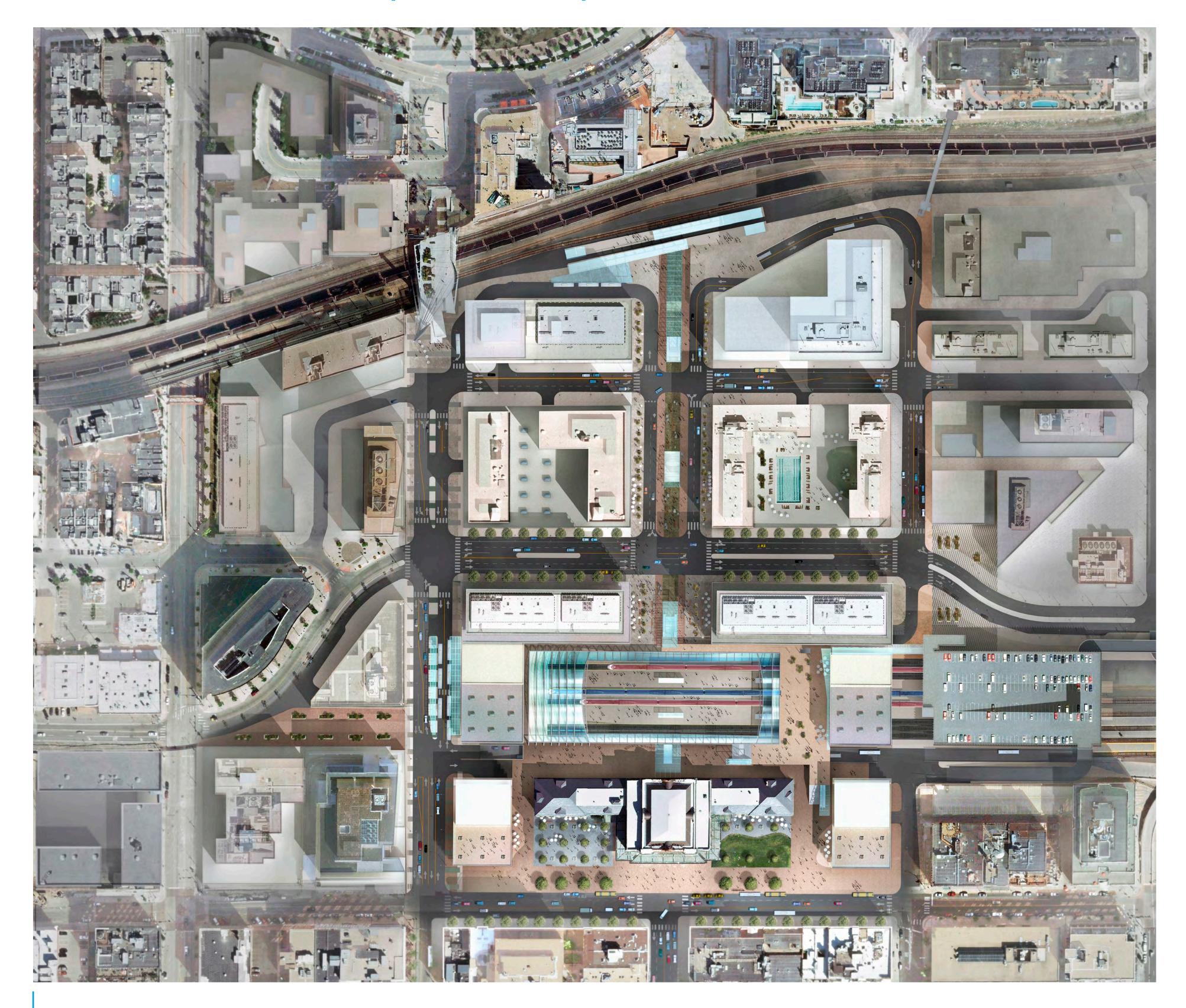


Capital Gateway Study Limits





Successful Master Plan Precedent UNION STATION, Denver, CO





Key Project Elements

- Creating a seamless connection between the region's light rail, commuter rail, regional bus, commercial bus, taxis, shuttles, and rental cars at one location within a mixed-use development of more than 1.3 million square feet.
- Providing public plaza space, improved bicycle and pedestrian access to adjacent neighborhoods and links between the central business district and burgeoning neighborhoods to the west.
- Provision for affordable/market-rate housing downtown with transit access and enhanced integrated public space.







Successful Master Plan Precedent UNION STATION, Washington, DC





Key Project Elements

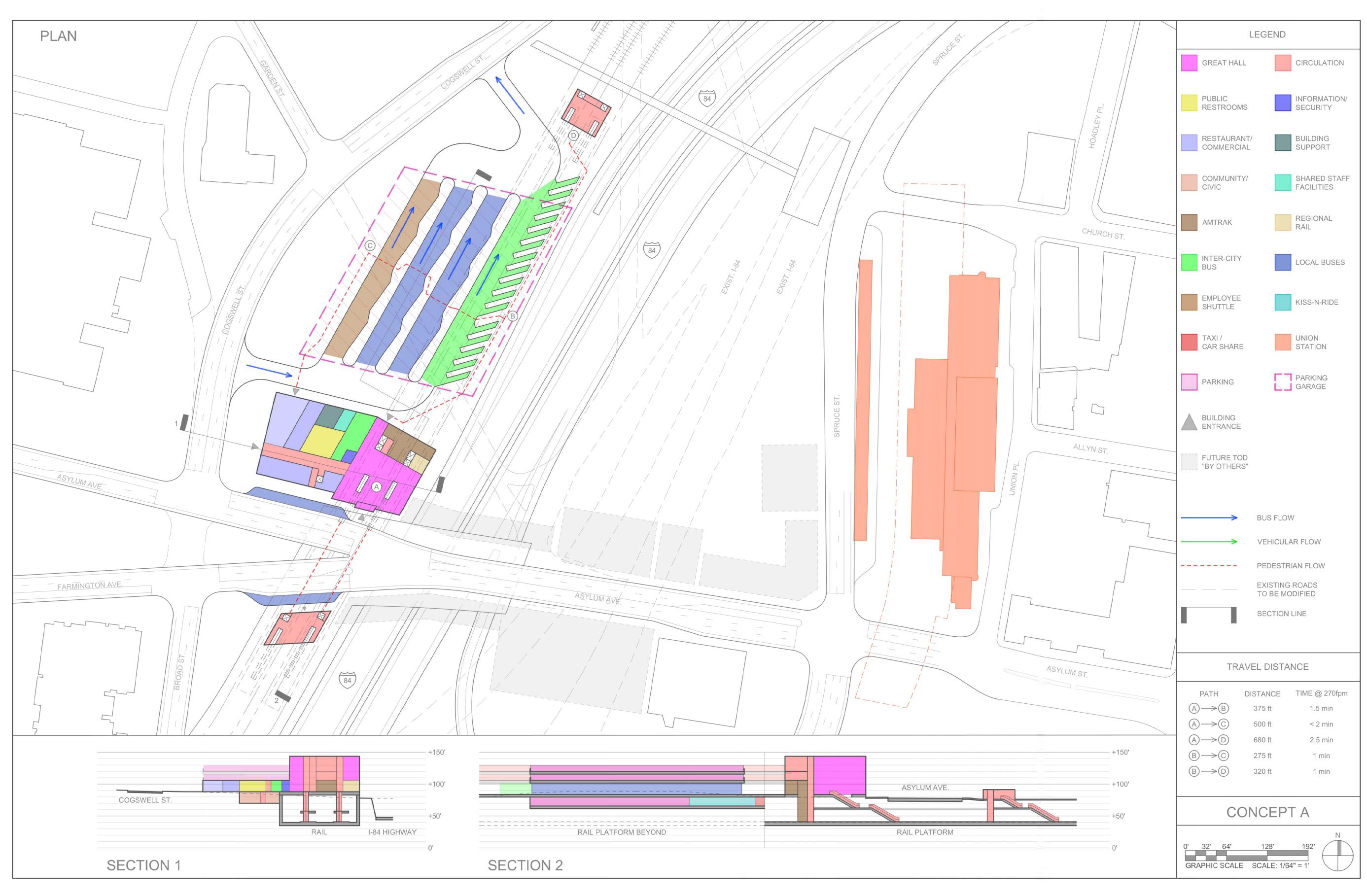
- Proposed new development is integrated into the historic station building.
- Create connections between Amtrak, commuter rail, transit and other transportation services.
- Unlocks up to 6 million square feet of space for transportation-related activities below the station and 3 million sq. ft. of air rights development.
- The design integrates new passenger concourses with significant retail and passenger amenities and a series of new street entrances with the existing station.





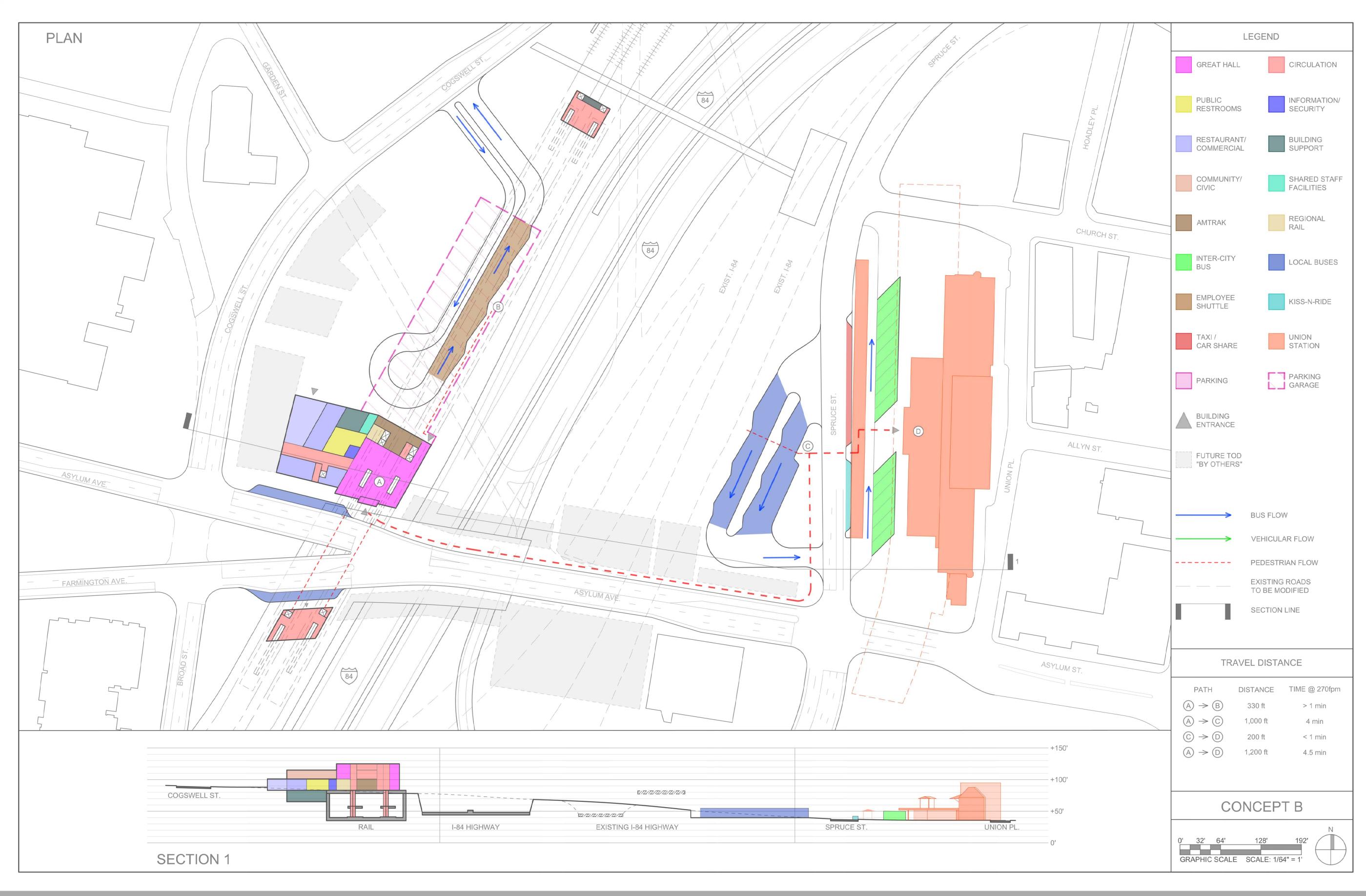


MULTIMODAL STATION PLANNING - Concept A



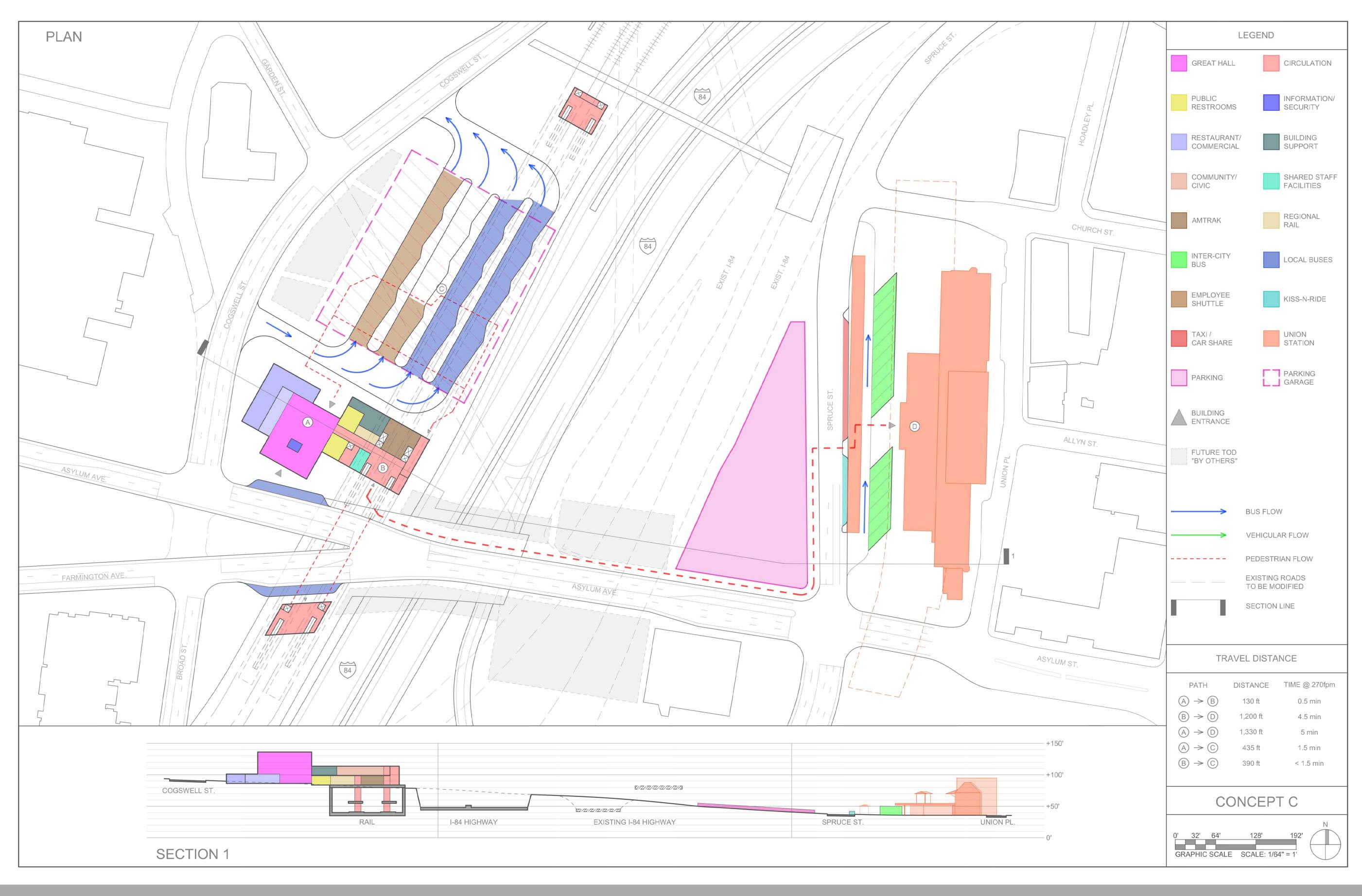


MULTIMODAL STATION PLANNING - Concept B



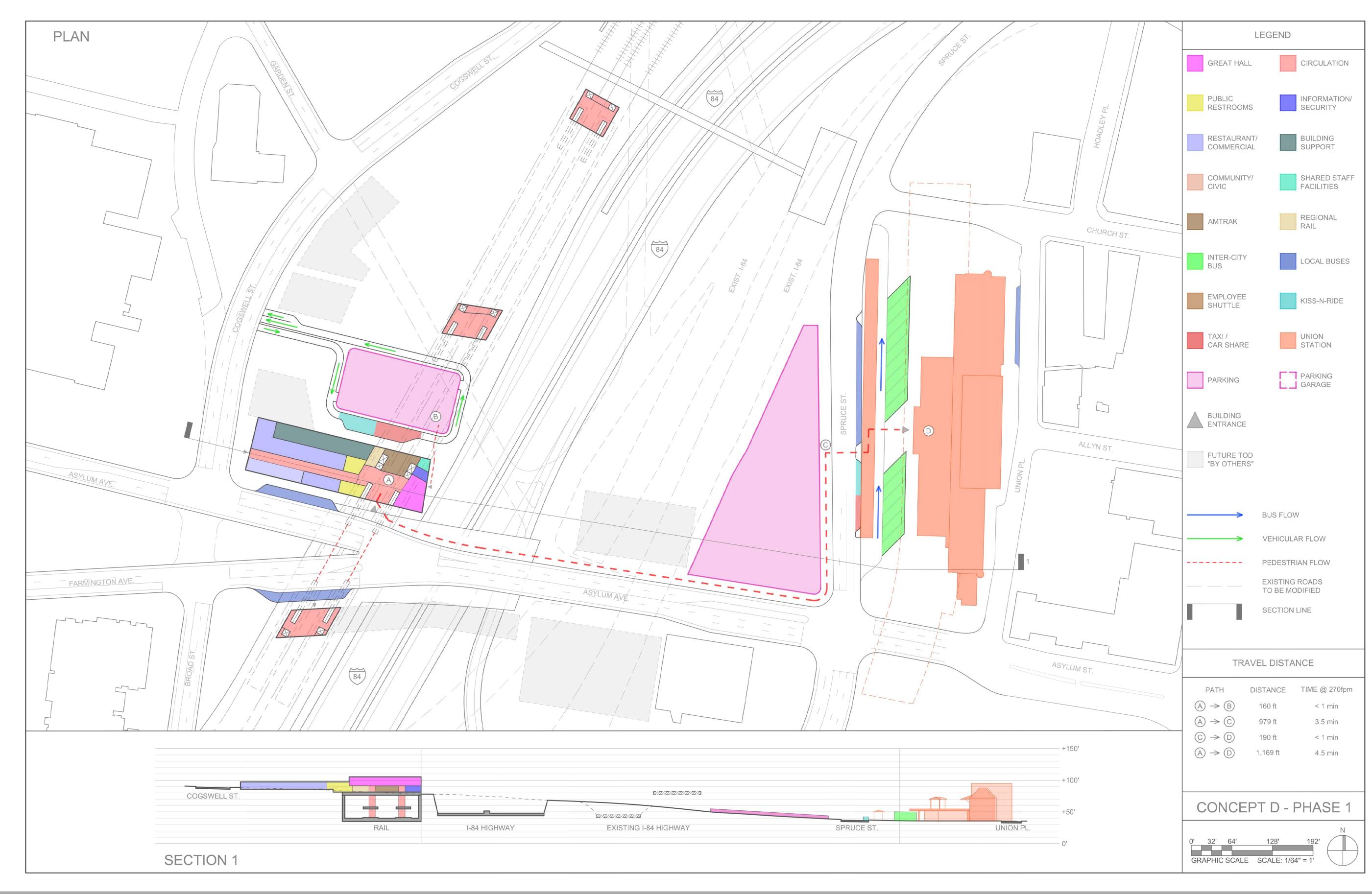


I-84 HARTFORD PROJECT MULTIMODAL STATION PLANNING - Concept C



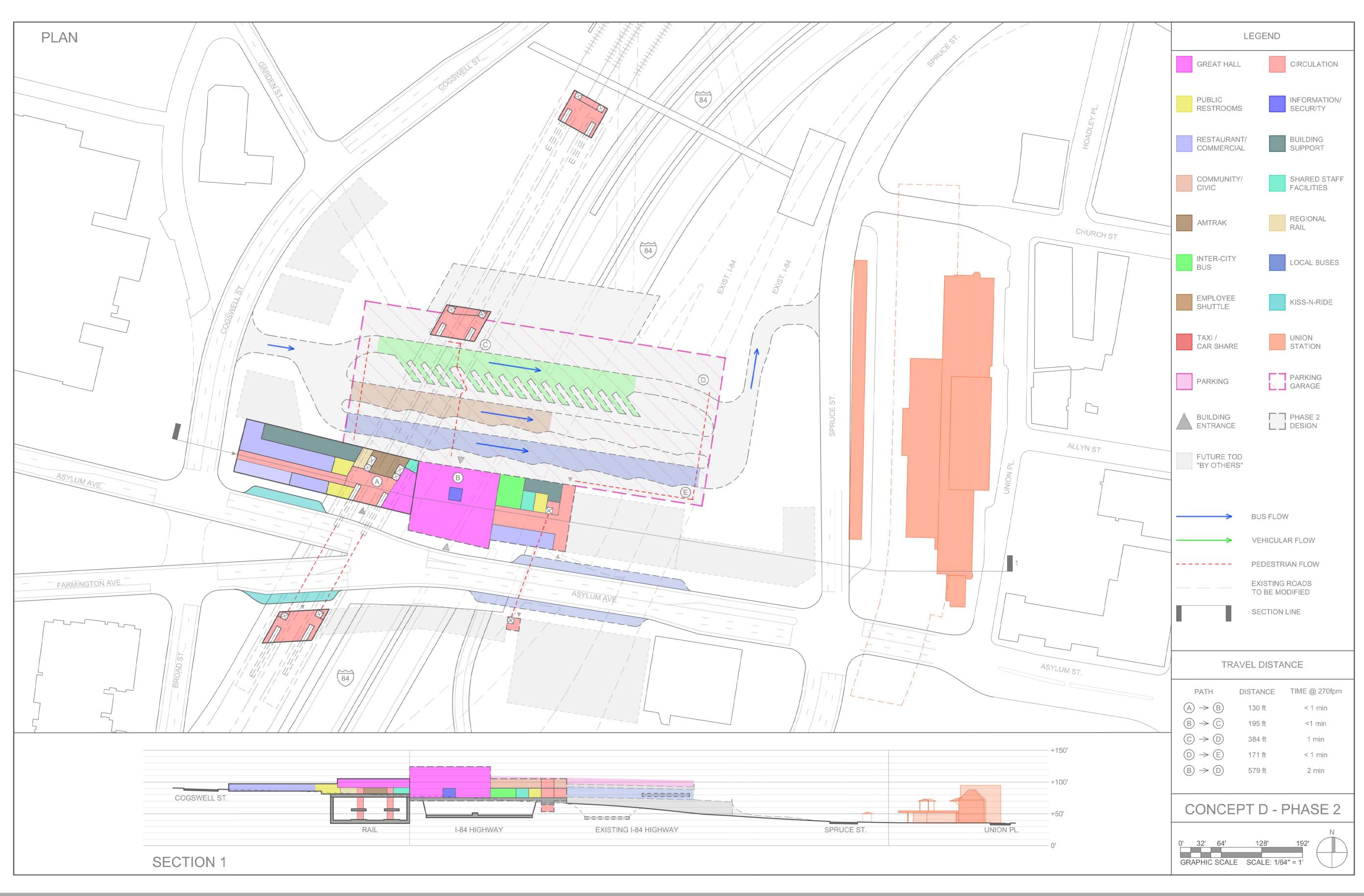


MULTIMODAL STATION PLANNING - Concept D- Phase 1



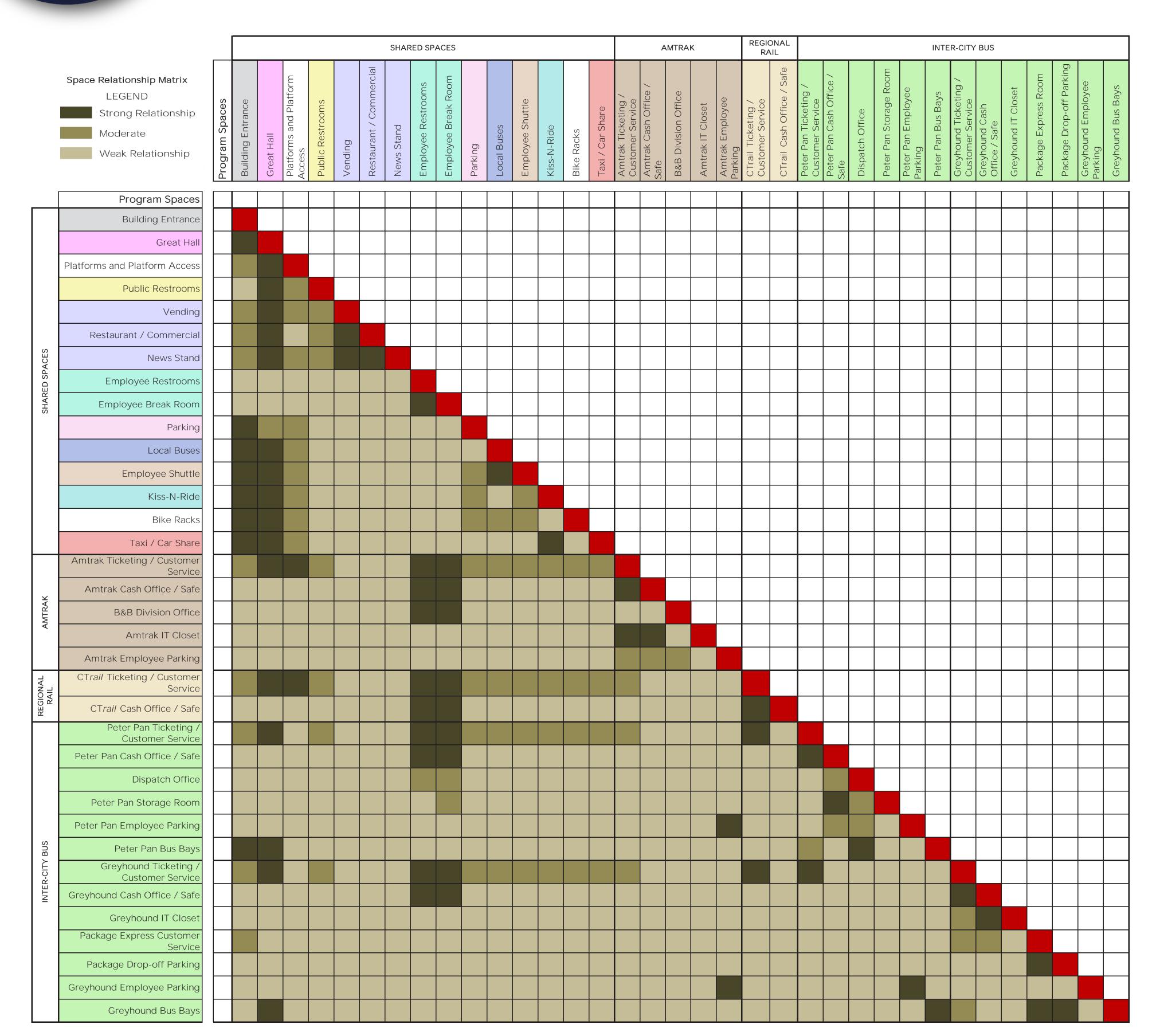


MULTIMODAL STATION PLANNING - Concept D - Phase 2





MULTIMODAL STATION PROGRAMMING MATRIX



I-84 CONCEPT PROGRAM MATRIX											
AREA	CONCEPTS (SQFT)										
AKLA	Α	В	С	D-PHASE 1	D-PHASE 2						
GREAT HALL	9,600	8,940	8,940	2,300	17,000						
CIRCULATION	7,700	6,500	8,100	7,300	12,400						
PUBLIC RESTROOMS	2,300	2,300	2,300	1,600	2,300						
INFORMATION / SECURITY	330	330	300	-	400						
RESTAURANT / COMMERCIAL	6,240	4,860	4,860	5,350	7,100						
BUILDING SUPPORT	4,870	3,700	3,700	3,200	4,900						
COMMUNITY / CIVIC	2,320	2,000	2,000	-	2,300						
SHARED STAFF FACILITIES	780	750 + EXIST.	750	300	300 RAIL 600 BUS						
AMTRAK	4,200	4,200	4,200	4,200	4,200						
REGIONAL RAIL	690	690	690	580	690						
INTER-CITY BUS	4,920	EXIST.	EXIST.	EXIST.	4,920						
INTER-CITY BUS BAYS	16	EXIST.	EXIST.	EXIST.	16						
LOCAL BUS	500	420	420	EXIST.	500						
LOCAL BUS BAYS	7	6	9	EXIST.	10						
LOCAL BUS BAYS - ASYLUM	4	4	4	4	7						
EMPLOYEE SHUTTLE	4	4	4	-	4						
KISS-N-RIDE STALLS	10	10 + EXIST.	10	5 + EXIST.	12						
TAXI / CAR SHARE STALLS	15	15	15	EXIST.	15						
PARKING STALLS	220 PER	105 PER	205 PER	45 + EXIST.	330 PER						

NOTES:

[·] EXIST. = EXISTING

[·] CAR AND TAXI DROP OFF STALL CALCULATED AT 18FT PER VEHICLE

[·] PARKING CALCULATED AT 400SQFT PER PARKING STALL

⁻ ACCOUNTS FOR STUCTURE AND CIRCULATION

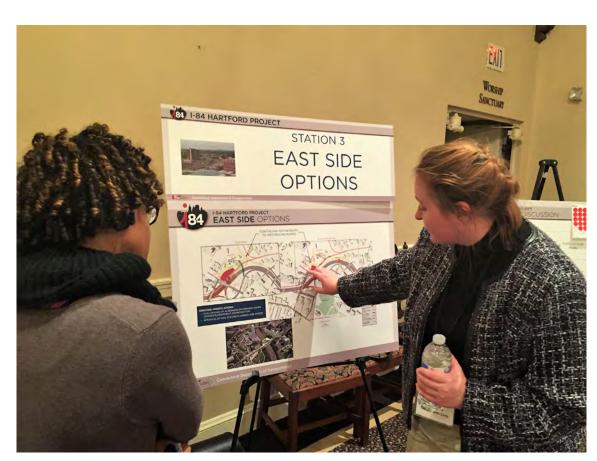


MULTIMODAL STATION STUDY AREA



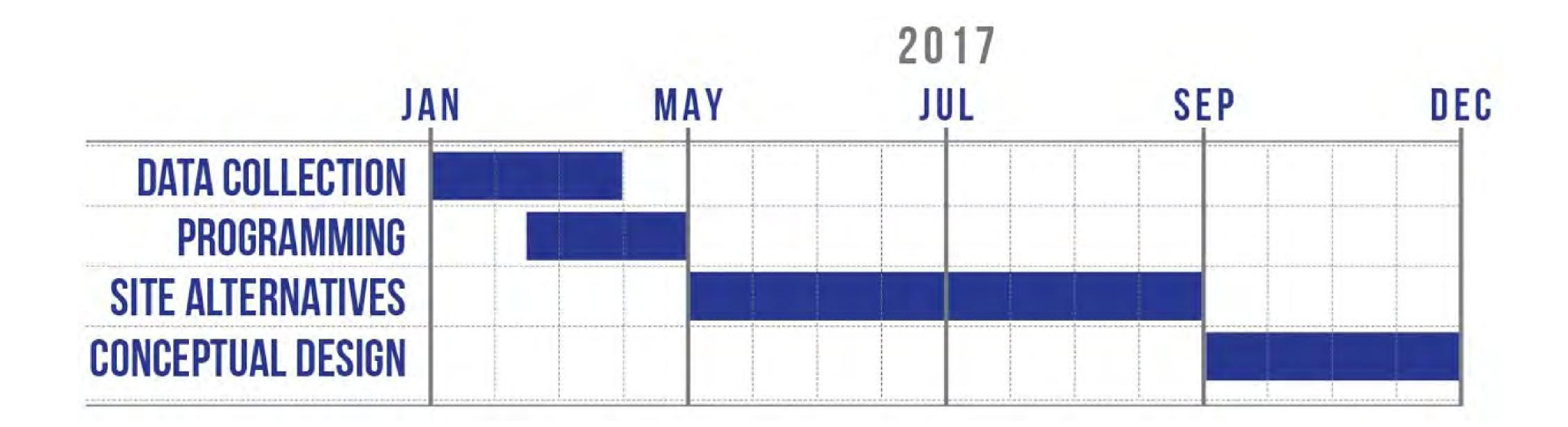
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COMPLETE STREETS ARE...

Safe



Comfortable Convenient





For all users...







... ages and abilities



Conceptual rendering of a redesigned Park Street under I-84





