

Meeting Summary

On Friday, September 27, the City of Sacramento held the second stakeholder focus group meeting for the Sacramento Valley Station Master Plan. The meeting took place from 1:30 – 3:30 p.m. at Sacramento City Hall in Room #1119, located at 915 I Street in Downtown Sacramento.

The following project team members attended the stakeholder meeting:

City of Sacramento	Perkins and Will	Grimshaw Architects	ARUP	Nelson Nygaard	AIM Consulting
Greg Taylor	Geeti Silwal	Christina Tung	Anthony Bruzzone	Magnus Barber	Nicole Zhi Ling Porter
	Luca Giaramidaro	Hoang Nguyen	Kirstin Weeks		Taylor Coover
			Mathew Bamm		Elise Brockett

Twenty-six representatives from the following organizations attended the meeting:

Amtrak	Placer County Transit
Caltrans District 3	Rail Passenger Association of California and Nevada
Capitol Corridor Joint Powers Authority	Sacramento Area Council of Governments
City of Sacramento Public Works	Sacramento Metropolitan Air Quality Management District
Coach USA (owns Megabus)	Sacramento Regional Transit
Department of General Services	San Joaquin RTD
FlixBus	Yolo County Transportation District
Greyhound	

The meeting objectives included:

- To provide a project update on the Sacramento Valley Station Master Plan effort,
- Provide information about the Transit and Intercity Rail Capital Program (TIRCP) grant submission,
- Get feedback on the design of the station’s bus/mobility center, and
- Discuss and obtain input on the mobility framework that includes regional and local buses, bike network, light rail network, pedestrian paths, and pick up and drop off locations.

Project Overview

In 2018, the City concluded work on an initial conceptual planning that resulted in two master plan concepts. In 2019, the City is developing a preferred option and multi-phase implementation plan. In addition, the Bus/Mobility Center will move forward to 30% for construction funds grant application. In 2020, the Sacramento Valley Station Specific Plan will be completed to provide a pathway for expanding regional transportation services and developing the Sacramento Valley Station site with land uses supportive of transportation.

The plan area will be designed for sustainable principles on the City-owned site under the framework of the [International Living Futures Institute's Living Community Challenge](#) Vision Plan certification.

Meeting Format

Nicole Porter of AIM Consulting began the meeting by welcoming attendees and thanking them for their participation. Each stakeholder representative introduced themselves and the agency or organization they were representing. Greg Taylor of the City of Sacramento continued the meeting by providing a project update on the master plan effort and sharing information about the upcoming Transit and Intercity Rail Capital Program grant submission. Geeti Silwal of Perkins and Will gave an overview of the public realm concept and framework for transit access, the street network, and pick-up / drop-off zones. Geeti prompted stakeholders to think about and answer key questions about access points at the station. Next,

Magnus Barber of Nelson Nygaard presented the framework for bike connections and amenities in and around the station, and prompted stakeholders to answer questions about the planned bike facilities and access points at the station. Next, Christina Tung and Hoang Nguyen of Grimshaw Architects presented the proposed layout for the station's bus/mobility center. Throughout the presentation, stakeholders were encouraged to ask questions about the plans and provide their feedback. Nicole Porter concluded the meeting by thanking stakeholders for attending and encouraging those who still had questions to stay and discuss with the project team or fill out a feedback form.



Stakeholders listen to the opening presentation

Discussion

Below is a summary of the general discussion and stakeholder feedback, organized by topic.

Bicycle

Programming

- The station should have some retail and repair shops available for cyclists, like at Washington Union station.
- Increase ridership by having a bikeshare program such as JUMP and provide revenue stream with a repair or retail shop.
- Will the bike facilities be on the same level of the bus concourse?
- Is there a drop-off point planned for JUMP bikes and shared scooters?
- The cost of building the infrastructure for shower facilities is something that needs to be considered.



Christina Tung (left front), Hoang Nguyen (left behind), and Greg Taylor (right) listen to stakeholder input

Street Planning

- You need to be conscious of pedestrian cyclist conflicts. There is concern that cyclists will not use the bike lanes and can impede pedestrians accessing the station.
- Is there an access point for bicycles near 3rd Street on the west side of the station?

Other

- Is there a possibility for day-use lockers? For all uses, not just for cyclists.

Local and Regional Bus

Planning

- Sacramento Regional Transit is okay with the southbound local bus stop at 5th and G Street being located within the intersection.
- Is there a possibility for buses to stop and layover on the south side of G Street in the eastbound direction? Based on the position of the street network, there does not seem to be a direct way to get the #38 and #62 bus to the westbound terminal on L Street and exit via J Street.
- It would be ideal for Sacramento Regional Transit to have as many buses as possible from the south and east to terminate on eastbound G Street. Currently, the westbound stop on G street accommodates the #51 bus. Without stops on eastbound G Street, it is not considered an operational stop. It wouldn't work for the #30 and #38 bus.

-
- What is the clearance under the light rail tracks?
 - Infrastructure of the bus facility needs to be supportive of paratransit vehicles.
 - There is a need for long term electric charging for buses. Is there space for charging stations at the new bus site level?
 - Short-stop (15-minute) charging stations may not be the best allocation of resources. Identify a potential off-site location for long-term charging stations.
 - Plan to have a grid network / infrastructure in place for long-term charging. Bus operators will have to plan their schedules to have a 3-4 hour charge rather than a 10-minute top-off.
 - Is there pedestrian access to the intercity bus area?

Programming

- Will there be postal service at the station?
- Integrate informational displays between regional operators on a common passenger platform.
- Is there a place for secured data network (informational signs, etc.)?

Transfers

- Digital displays with real time notifications are important.
- There needs to be a good passenger intercept plan. Each system (bus and rail) will run different and the two systems might need unification. Often, the two are not regionally coordinated, and it is difficult to make everything flow.
- Will there be a transfer service for baggage?

Parking Level

Planning

- Ticketing machines are being used less and less. With ticketing online or via people's phones, they do not feel like it is needed in the future. Shift from kiosks or machines to mobile ticketing apps.
- If anything, there should be a central ticketing or kiosks for all providers at the bus level.
- Is there only electric vehicle charging on the lower level?
- Is there an opportunity for hydrogen fueling or other zero emission fuel sources?
- Where do the two elevators let riders off at?
- Is there an ADA accessible path from the light rail platform to the parking level?

- Will there be a pedestrian path from the parking structure to the light rail level?
- Alternative B for the parking level is not preferred, as Transportation Network Companies (TNC) are not considered environmentally friendly. Stakeholders liked the idea of a hybrid of the two parking level alternatives presented: having some parking and some space for micro-transit pick-up and drop-off.



Stakeholders discuss the station facility plans

- Have a mix of electric vehicle parking and carshare as opposed to just pick-up and drop-off.
- Have you considered mixing bus and private pick-up and drop-off?
- How many spaces will there be compared to what is in front of the historic station right now?
- Consider ADA requirements when designing for electric vehicle charging spaces.
- One side of the parking structure should have vines and the other side should have concrete. This would allow some light to come through. It is ideal for safety, crime prevention and shade in the parking structure. Anything to get some open air is a plus.

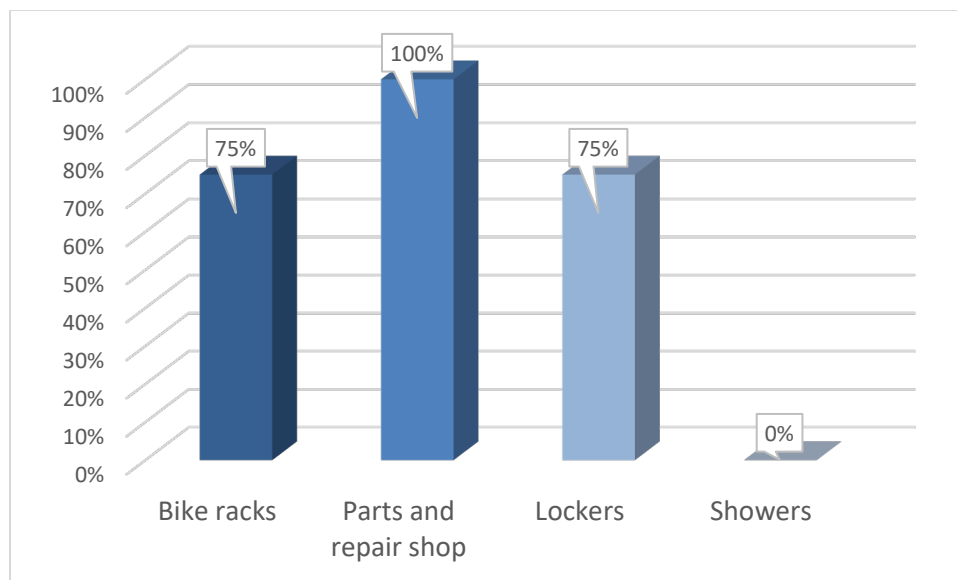
Programming

- Will there be a staffed ticketing counter in the parking structure?
- There should be a small commercial coffee shop at the small parking level so all passengers would not have to go up to the concourse.

Feedback Forms

Stakeholders had the option to fill out a feedback form related to various components of the station design and programming. See below for the responses collected.

1. The planning team is proposing that the southbound local bus stop at 5th and G Street should be located within the intersection, as close as possible to the pedestrian desire line to access the station along G Street extension. Are there any operational challenges associated with this location?
 - What is the interaction between buses and bike lanes at this location?
 - Yes. The concepts of operations for each bus transit should be examined so that we don't have transit flow issues.
 - None.
2. What and how many bicycle facilities should be provided in the station area?
 - Always slightly more than the market demand needs. G Street could use some access points to intercept bikes/scooters but also e-lockers.
 - Include electrical service at some of the racks for charging e-bicycles.
3. Which of the desired amenities should be included within the proposed bike facility at the tunnel level (-15'-0)?



- The lockers should be e-lockers.

4. Do you agree with the proposed locations for bicycle facilities?

- Yes, but intercept points are missing in some places like G Street Would like to also see the intercept from the Railyards side -- for context.
- More or less. Near all entrances.

5. What are the requirements for ticket machines and shading and seating?

- Ticket machines
 - i. Minimal, if at all. Ticketing probably won't use these costly devices.
 - ii. None.
- Shading/Seating
 - i. Seating on public side with infrastructure for misters and shade.
 - ii. Bench seating and covered area.
 - iii. Weather protected.



Greg Taylor (right) from the City of Sacramento discussing the project with a stakeholder representative.

6. What flexibility will the design team have with respect to design of wayfinding, bus shelters, incorporation of advertising etc. as part of an overall design package for the multi-modal station area?

- We need conduit and data / network storage in the area. Conduit for info screens and log intercept points and data storage for security cameras.
- Directional signage to the bus plaza. Availability for company branding - with directional signage.
- Clear signage in more than one language is crucial to navigating this transit center. The concourse, parking, and waiting areas must be clearly labeled.

7. Are enhancements to the pedestrian crossings at the G Street and 5th Street intersection appropriate, such as raised crosswalks, change of materials, etc.?

- Signal priority for bus and pedestrians so they aren't tempted to make risky decisions to catch connectivity train or bus. Consider scramble crosswalk.
- Lighted crosswalks (lights in street).
- No.

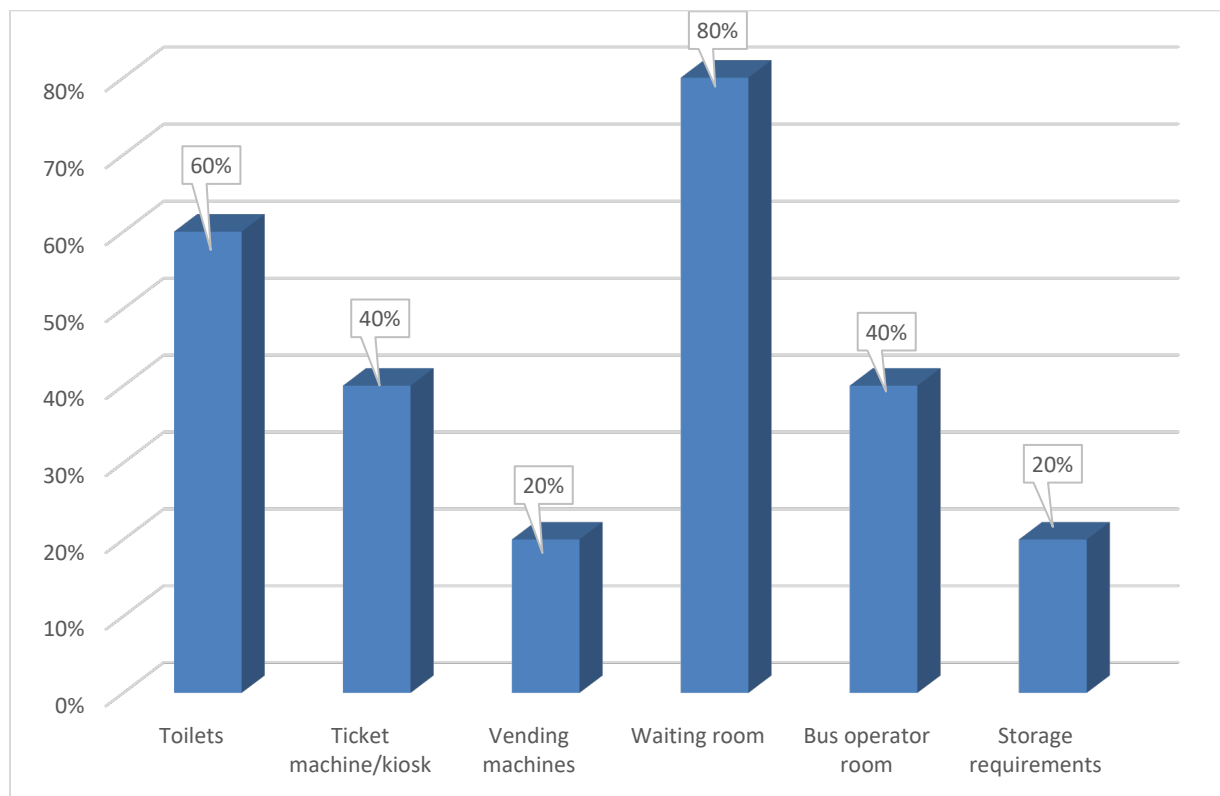
8. We are proposing ticketing machines at the parking level in order to accommodate ticketing for passengers who either park in this new structure or are dropped off here. Will this suffice?

- The use of ticketing machines is going away. If there must be machines, they should be ready to be phased out.
- We do not use ticket kiosks.
- In addition to ticket machines, there should be a ticketing counter where people can have any questions answered or an alternative when machines are out of service.

9. Are there additional amenities relating to rail services you would like to see integrated within the expanded tunnel passage? Currently, we are proposing toilets and vending machines.

- Toilets, and day-use lockers (i.e. Amazon lockers) to facilitate multiple uses and attract diverse riders as well as real time information signs.
- Passenger information display signs and conduit going to the right intercept points. Trash cans are needed near elevators near transfer platforms.
- None.
- I would like to see phone charging stations / outlets, workspaces / outlets for laptops, postal services with mail drop-off, and space for City of Sacramento information and brochures to promote the City.
- Nothing that makes the walls longer. Café and bar, coffee shop, etc.

10. What program components are required at the bus concourse level?



- Toilets should be available at the waiting room.
- Toilets should also be on the parking level below.
- Ticket machines or kiosks should only be included as needed in the short term – moving away from this with Cal-ITP project.
- Wouldn't vending machines conflict with restaurants at the station?
- Storage of what?

11. Several transfers between travel modes involve multiple changes of level, moving both up and down via a combination of stairs, ramps, escalators and elevators. Do you anticipate any challenges with this set of movements?

- Ensure redundancy in case of tech error with the elevator and escalator.
- As long as there is modal connection separation by path, which I see, I feel the movement plan is good overall. Much will depend on the level of transit service and informative wayfinding.
- No.
- Consider travelers with multiple bags, families with small children, disabled, elderly and provide cart service. Be sure to include signage in widely spoken languages for clear direction for transfers.
- Yes, if it will be difficult for people with limited mobility. Make sure there are non-mechanical backups for elevators and escalators.

12. Given that the light rail platforms will need to accommodate vertical circulation elements from the rail concourse above, what impact will this have on platform layout and/or operations?

- Elevation change should happen at points of near platform entry points.

13. Should bicycles be allowed to access the upper level concourse and pedestrian promenade?

- Yes, but only via walking the bike - this should be walking space.
- No, as they take up a lot of space and can obstruct walkways for passengers with multiple bags, wheelchairs, and walkers.
- Yes.

14. What type of bicycle access should be provided at the railyard site (i.e. ramps, elevators)?

- Through bicycle access at multiple levels - under via riding. Also walking via the concourse.
- Ramps, not elevators. Minimize use of mechanical systems.

Appendix

- Meeting invite
- Feedback form
- Presentation



Save the Date

Sacramento Valley Station Master Plan

Stakeholder Focus Group Meeting

FRIDAY, SEPTEMBER 27 1:30 - 3:30PM

**Sacramento City Hall, Room 1119
915 I Street, Downtown Sacramento**

SACRAMENTO VALLEY STATION MASTER PLAN

STAKEHOLDER MEETING - 09/27/2019
FEEDBACK FORM

Please provide any thoughts, observations, or remaining questions regarding any topics discussed today.

The planning team is proposing that the southbound local bus stop at 5th and G Street should be located within the intersection, as close as possible to the pedestrian desire line to access the station along G Street extension.

Are there any operational challenges associated with this location?

What and how many bicycle facilities should be provided in the station area?

Which of the desired amenities should be included within the proposed bike facility at the tunnel level (-15'-0")?

- | | |
|--|----------------------------------|
| ☐ Bike Racks | ☐ Lockers |
| ☐ Parts and Repair Shop | ☐ Showers |
- (assuming these will be provided by the operator of the bike establishment)*

Do you agree with the proposed locations for bicycle facilities?

What are the requirements for:

Ticket Machines _____

Shading and Seating _____

What flexibility will the design team have with respect to design of wayfinding, bus shelters, incorporation of advertising etc. as part of an overall design package for the multi-modal station area?

Are any enhancements to the pedestrian crossings at the G Street and 5th Street intersection appropriate, such as raised crosswalks, change of materials etc?

We are proposing ticketing machines at the parking level in order to accommodate ticketing for passengers who either park in this new structure or are dropped off here. Will this suffice?

SACRAMENTO VALLEY STATION MASTER PLAN

STAKEHOLDER MEETING - 09/27/2019
FEEDBACK FORM

Are there additional amenities relating to rail services you would like to see integrated within the expanded tunnel passage? Currently, we are proposing toilets and vending machines.

What program components are required at the bus concourse level?

- ☐ Toilets _____
- ☐ Ticket Machine/Kiosks _____
- ☐ Vending Machines _____
- ☐ Waiting Room _____
- ☐ Bus Operators Breakroom _____
- ☐ Storage Requirements _____

Several transfers between travel modes involve multiple changes of level, moving both up and down via a combination of stairs, ramps, escalators and elevators. **Do you anticipate any challenges with this set of movements?**

Given that the LRT platforms will need to accommodate vertical circulation elements from the rail concourse above, what impact will this have on platform layout and/or operations?

Should bicycles be allowed to access the upper level concourse and pedestrian promenade?

What type of bicycle access should be provided at the railyard site (e.g. ramps, elevators)

Name _____ Organization _____

Email _____

Please submit your feedback to the project team today or send via email to nporter@aimconsultingco.com, fax at 916-442-1186, or mail to 2523 J Street, Suite 202 Sacramento, CA 95816.

SACRAMENTO VALLEY STATION MASTER PLAN

STAKEHOLDER MEETING - 09/27/2019

GRIMSHAW TRANSIT DESIGN

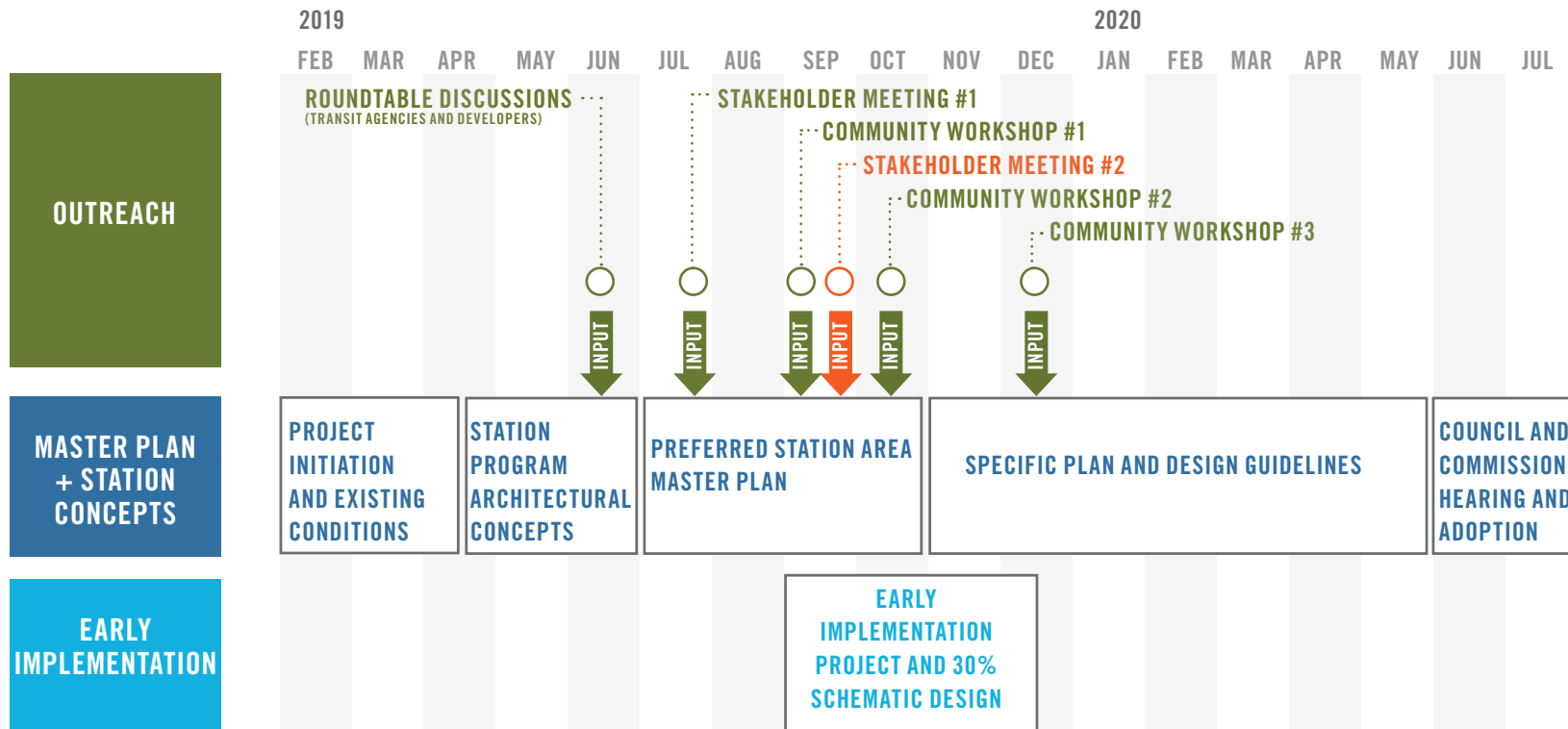
JOURNEY

PERKINS+WILL URBAN DESIGN

DESTINATION

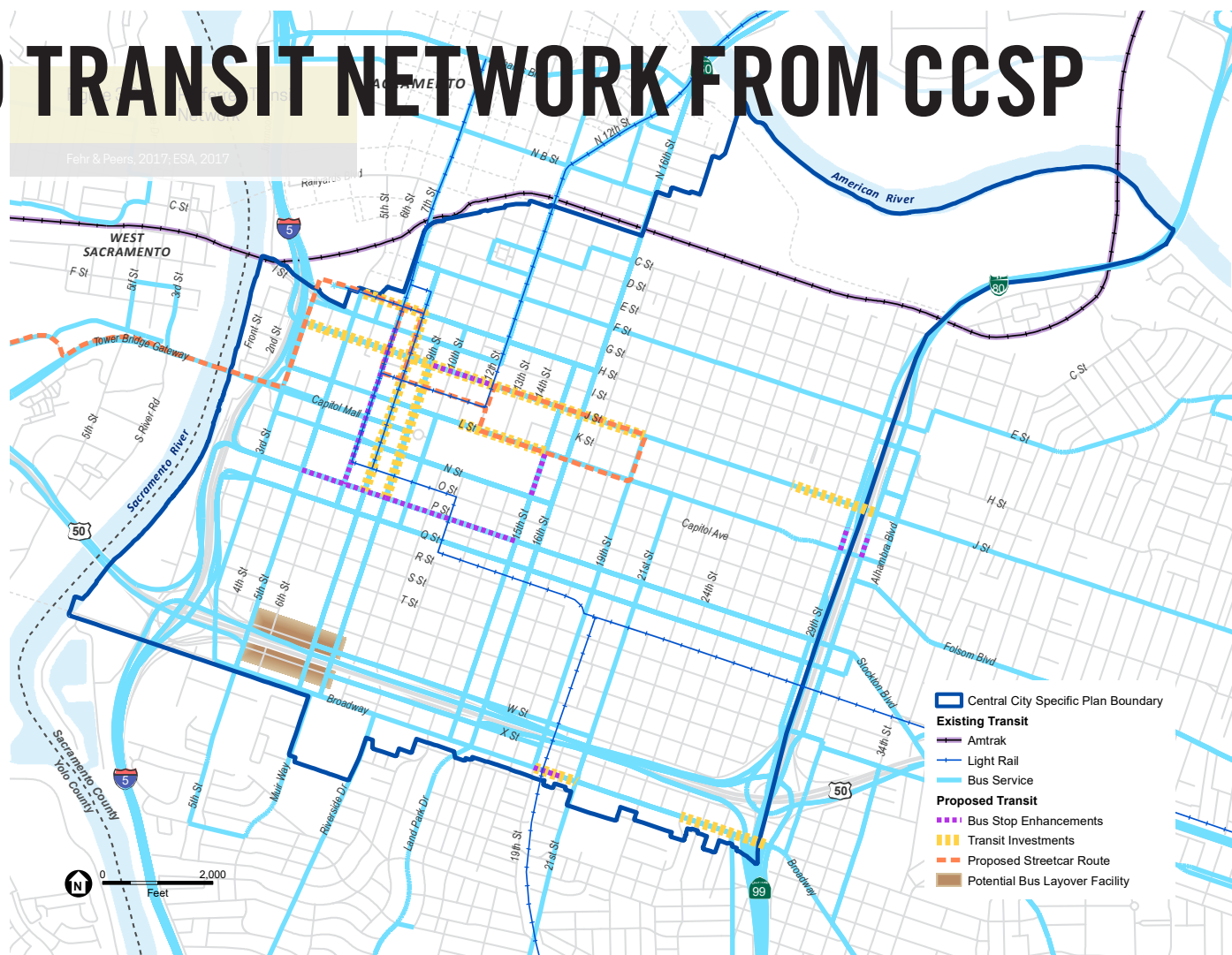
ARUP, NELSON/NYGAARD, AIM CONSULTING, EPS

PROCESS



PREFERRED TRANSIT NETWORK FROM CCSP

Fehr & Peers, 2017; ESA, 2017

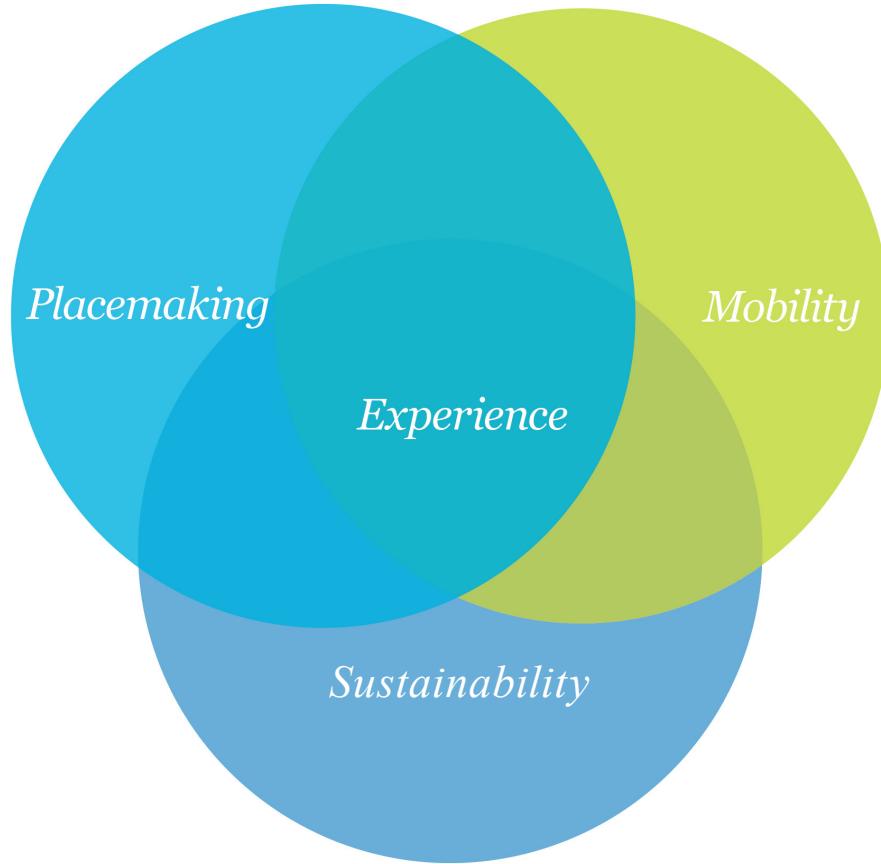


AGENDA

Presentation and Discussion

- Public Realm Framework
- Circulation Framework
- G Street Connection
- LRT and Bike Tunnel Connection
- F Street Connection
- Bus / Mobility Center

JOURNEY & DESTINATION



PUBLIC REALM CONNECTION



STATION CONNECTIVITY

Grade (+0') & Concourse level (+32.5')

Journey Moments:



Station Plaza



Art Experience
(Walkway)



Walkable Env.
(Doco DT)



Immerse in nature
(Crocker Park)



Railyard Landscape
Plaza

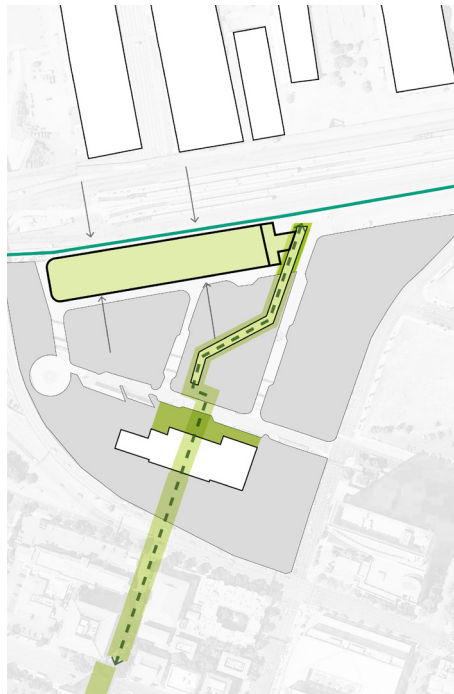


Plaza Concourse



Station Plaza

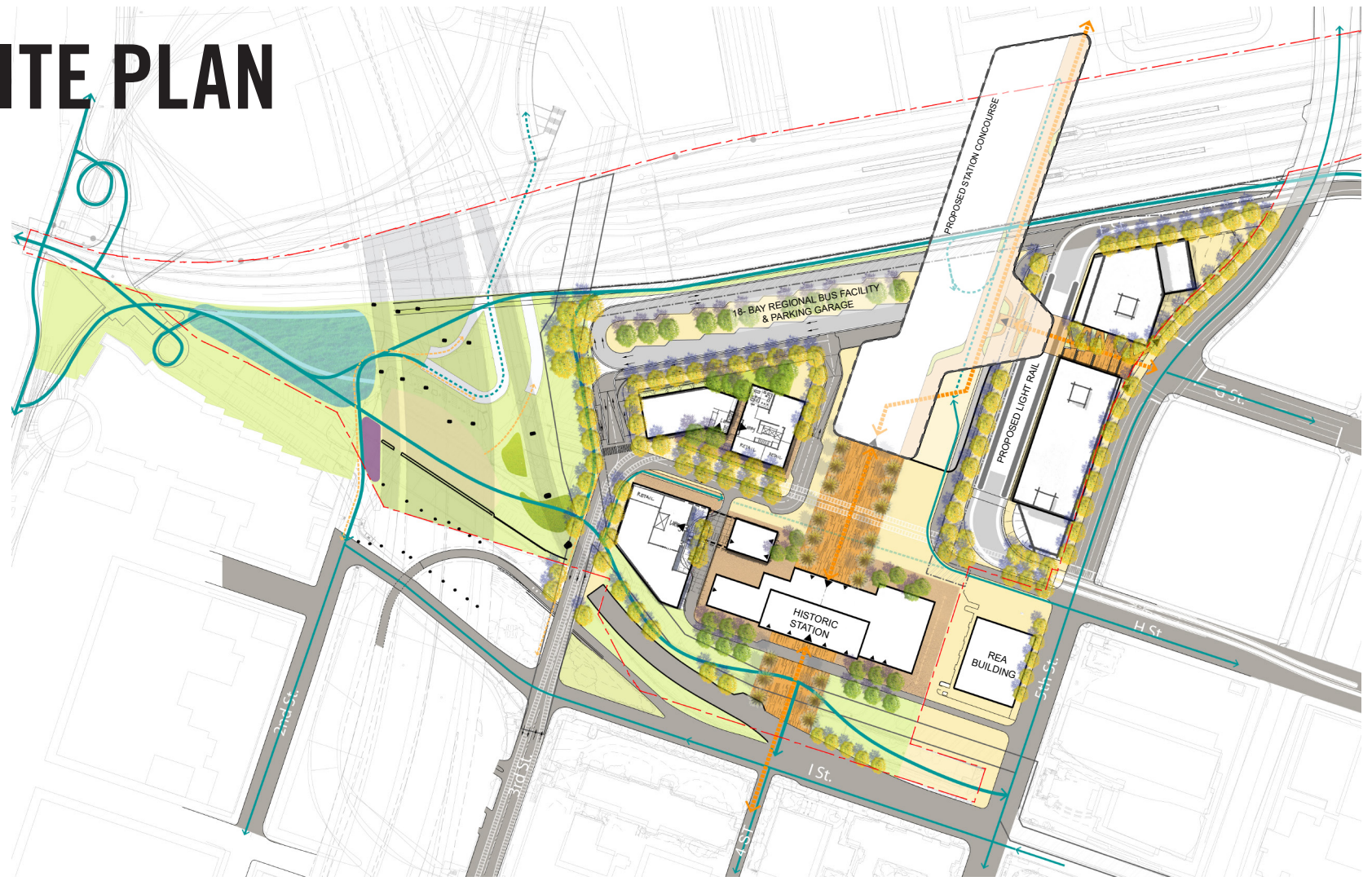
Bus Terminal



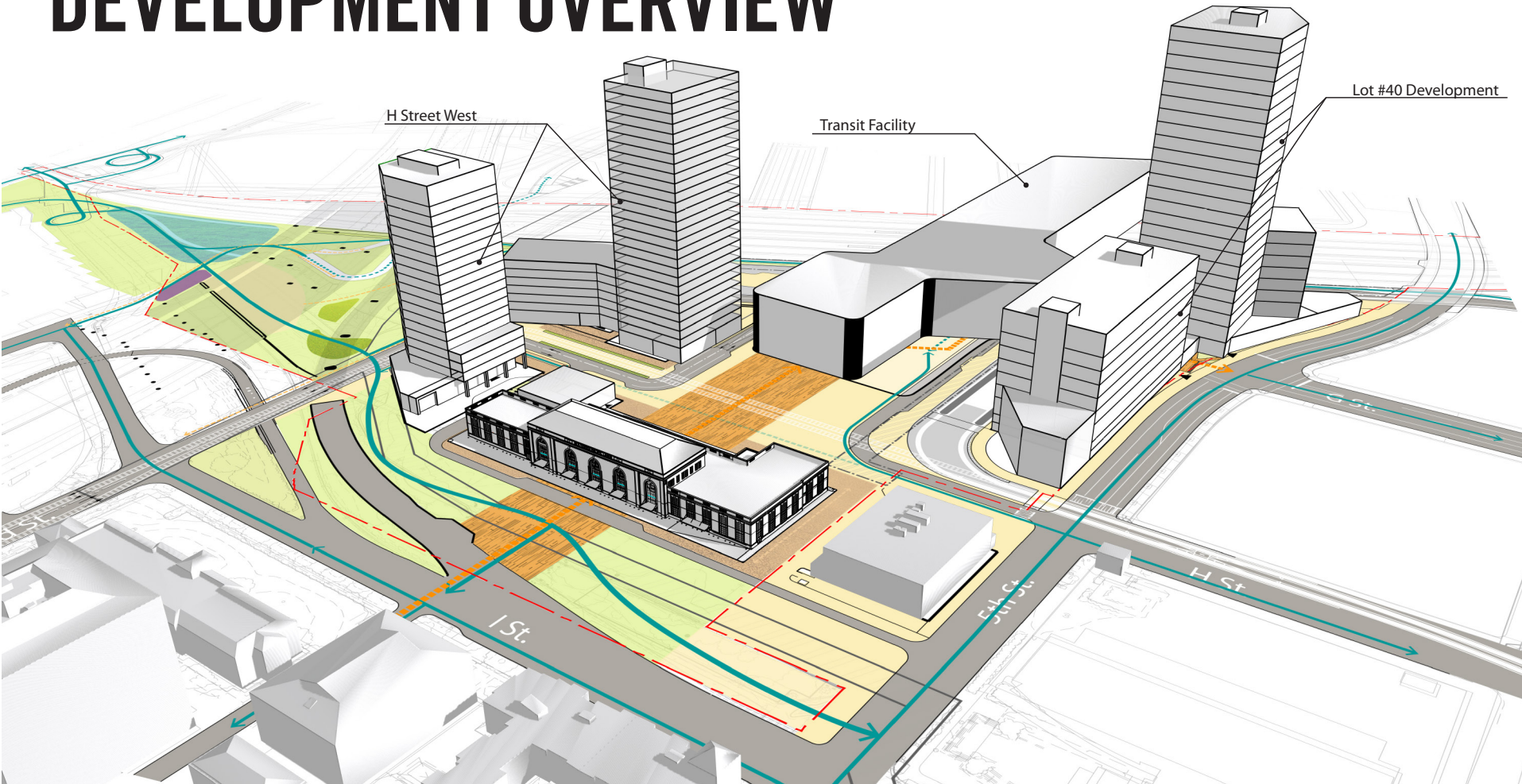
Station Concourse



SITE PLAN



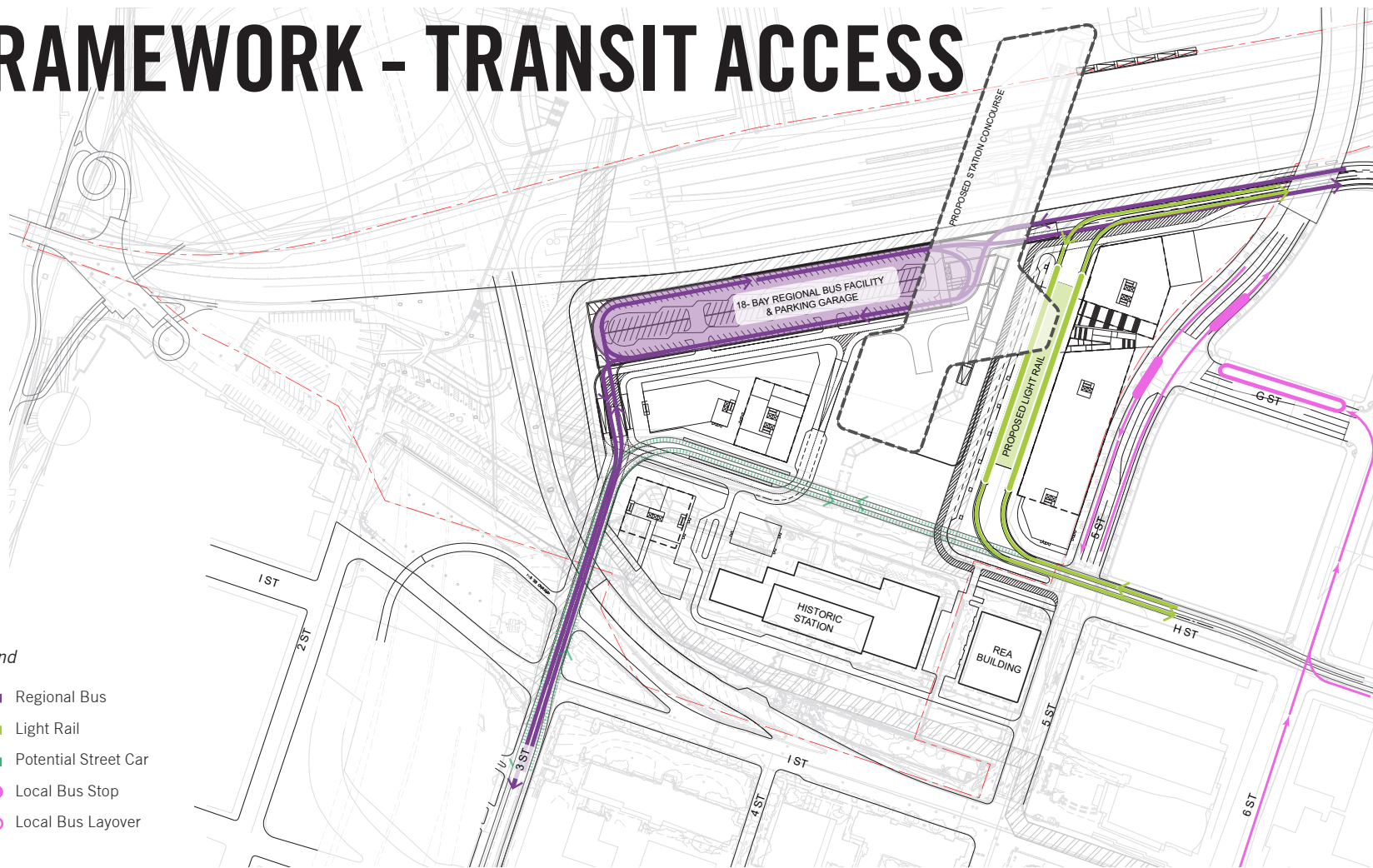
DEVELOPMENT OVERVIEW



FRAMEWORK - TRANSIT ACCESS

Legend

- Regional Bus
- Light Rail
- Potential Street Car
- Local Bus Stop
- Local Bus Layover



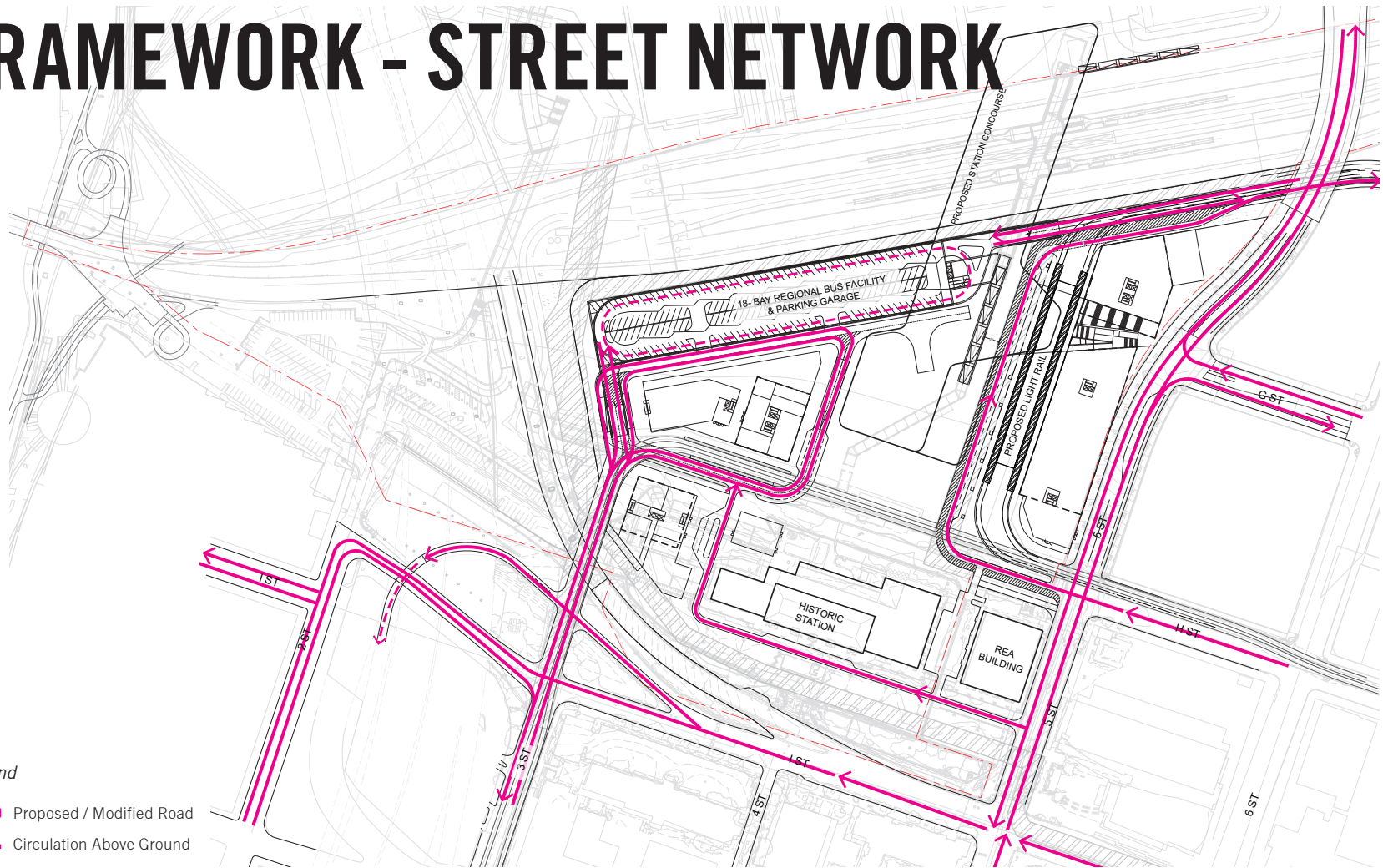
Questions

1. We are proposing that the southbound local bus stop at 5th and G Street should be located within the intersection, as close as possible to the pedestrian desire line to access the station along G Street extension. Are there any operational challenges associated with this location?

FRAMEWORK - STREET NETWORK

Legend

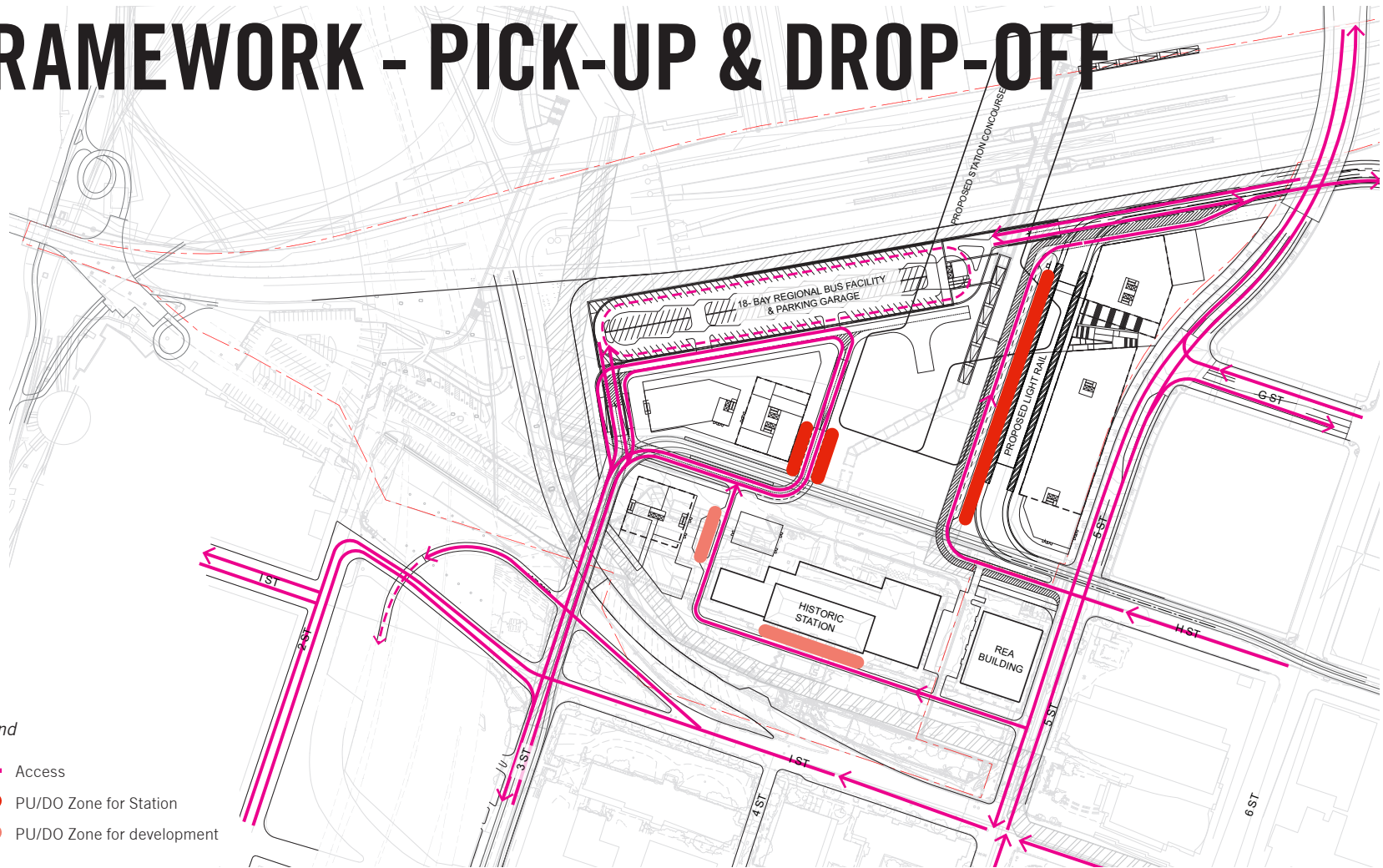
- Proposed / Modified Road
- Circulation Above Ground



FRAMEWORK - PICK-UP & DROP-OFF

Legend

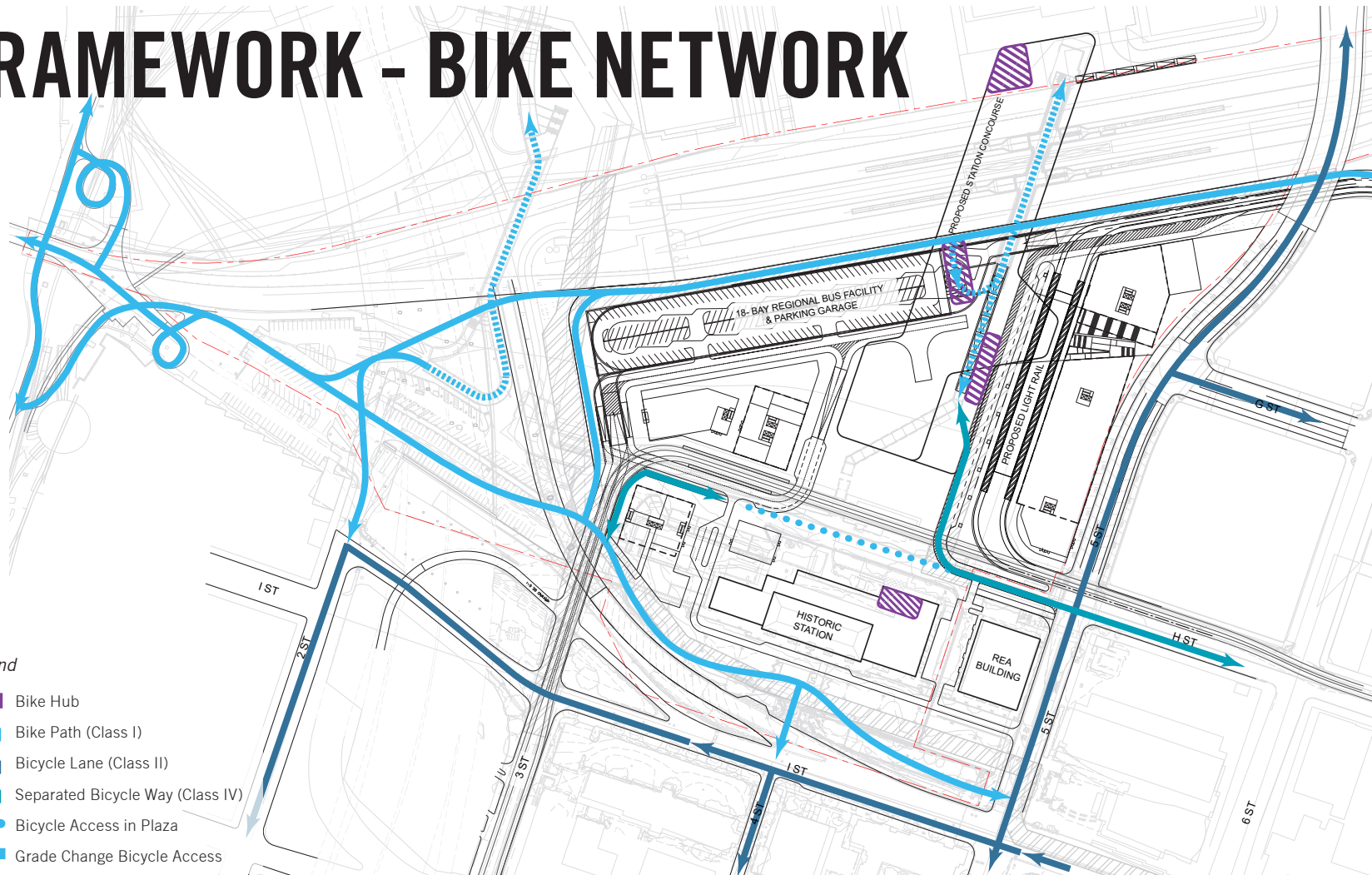
- Access
- PU/DO Zone for Station
- PU/DO Zone for development



FRAMEWORK - BIKE NETWORK

Legend

-  Bike Hub
-  Bike Path (Class I)
-  Bicycle Lane (Class II)
-  Separated Bicycle Way (Class IV)
-  Bicycle Access in Plaza
-  Grade Change Bicycle Access



BIKEWAY CLASSIFICATION

■ Bike Path (Class I)



■ Bicycle Lane (Class II)



■ Separated Bicycle Way (Class IV)



BIKE FACILITIES

PARKING STRUCTURE BIKE HUB:

- Secure long-term parking facilities (i.e. people leaving their bikes at the station, rather than bringing on train/bus)
- 1,800 square feet, 200 spaces, small retail space/bike workshop

PLAZA HUB & RAILYARDS HUB:

- Short term parking / parking for bikeshare bikes
- 15 racks (space for 30 bikes) each location
- Easy to add capacity if Jump Bikes continue to grow in popularity
- Signage/wayfinding to secure bike parking

OPTIONAL:

- Option to add individual electronic bike lockers to current unprogrammed space between plaza and Light Rail
- Can be added if/when demand for parking in parking structure hub runs out of capacity



Questions

1. What and how many bicycle facilities should be provided in the station area? Which of the desired amenities should be included within the proposed bike facility at the tunnel level (-15'-0")?

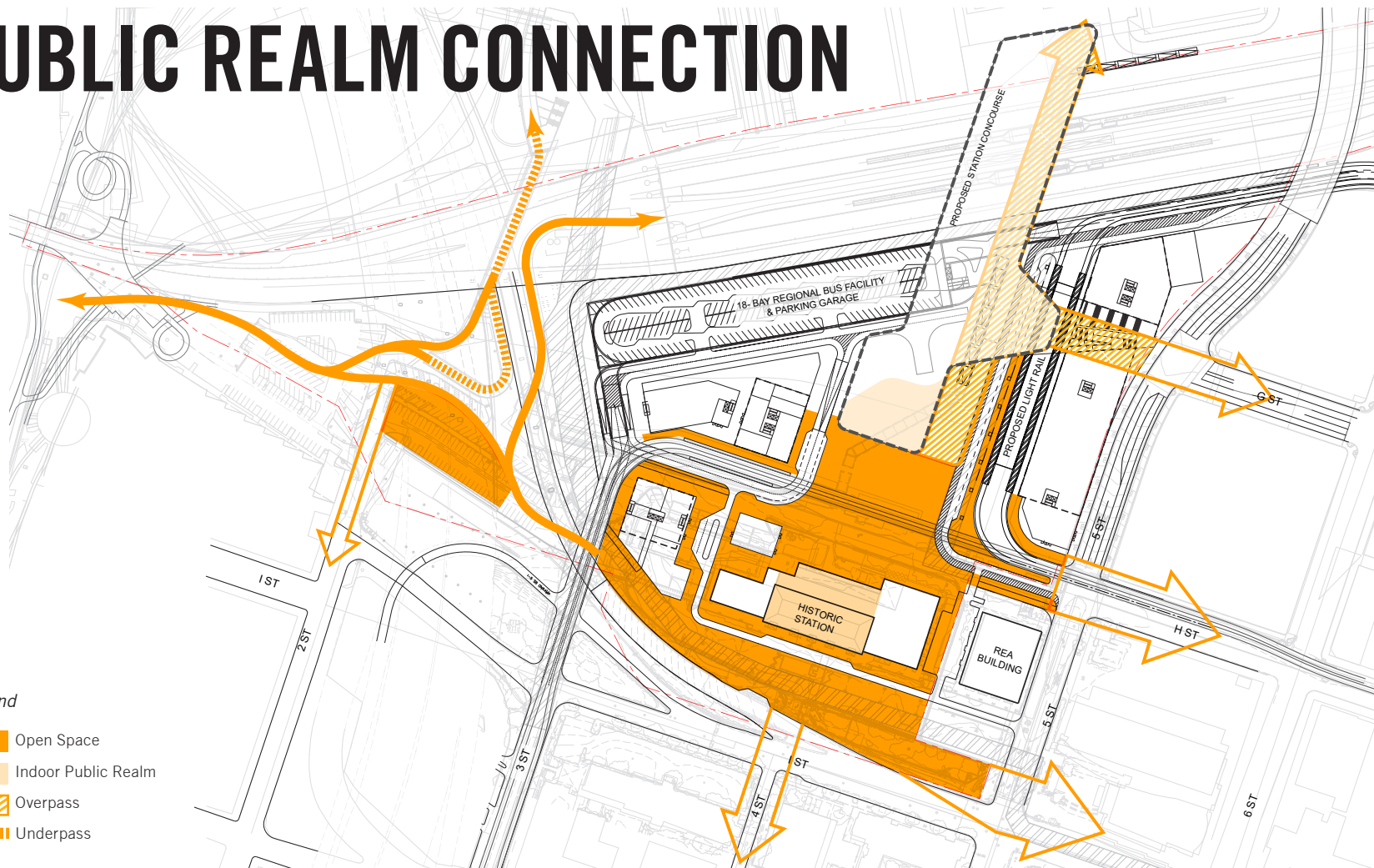
- Bike Racks
- Parts and Repair Shop
- Lockers?
- Showers (assuming these will be provided by the operator of the bike establishment)?

2. Do you agree with the proposed locations for bicycle facilities?

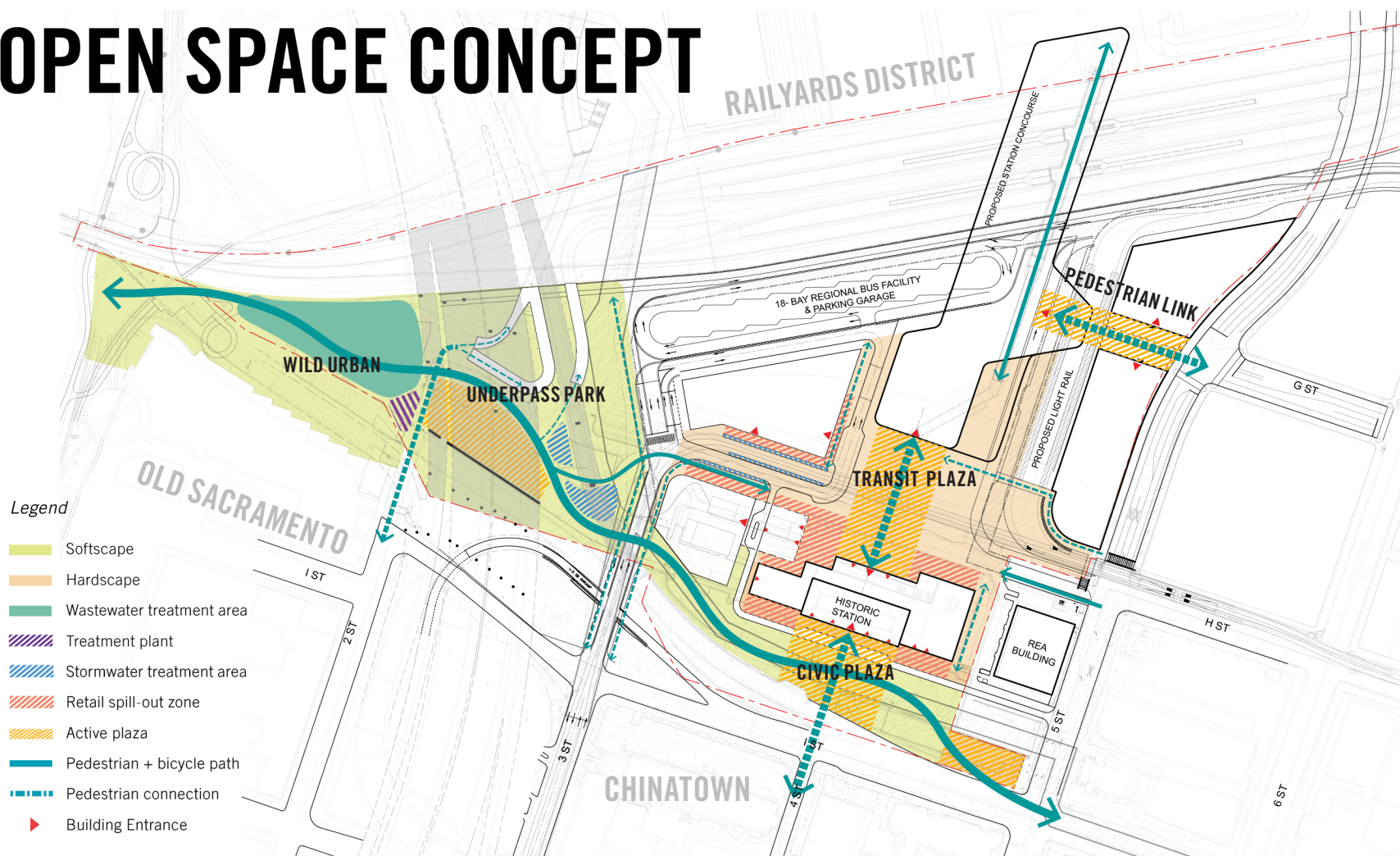
PUBLIC REALM CONNECTION

Legend

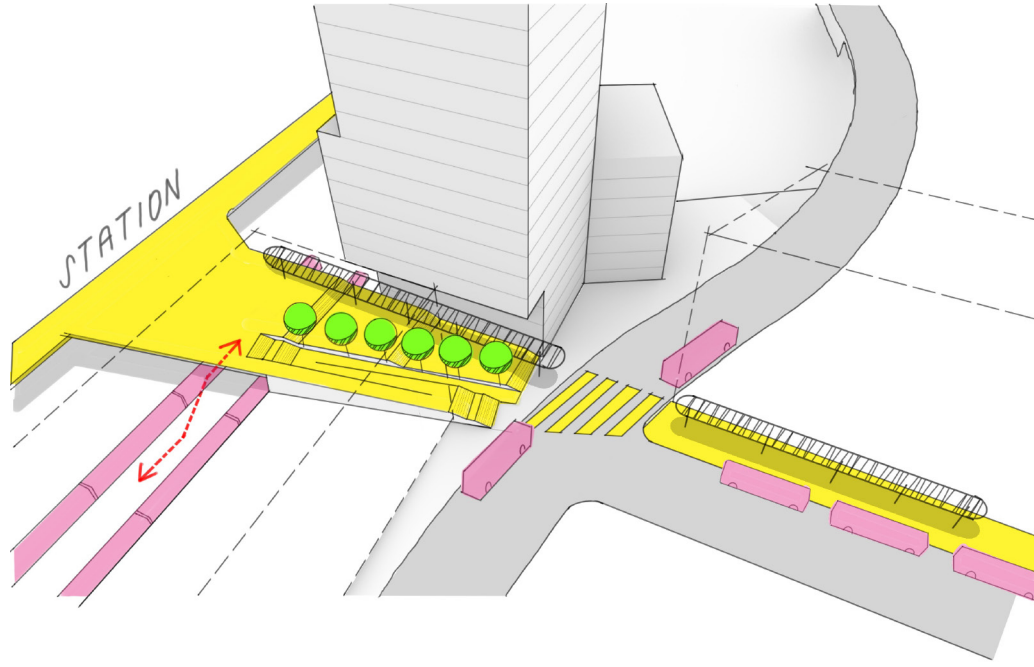
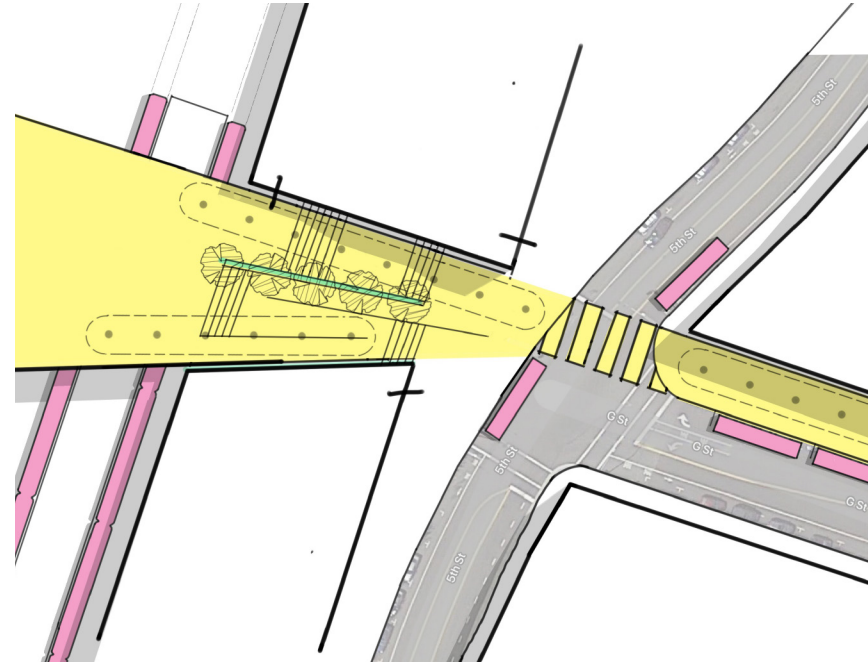
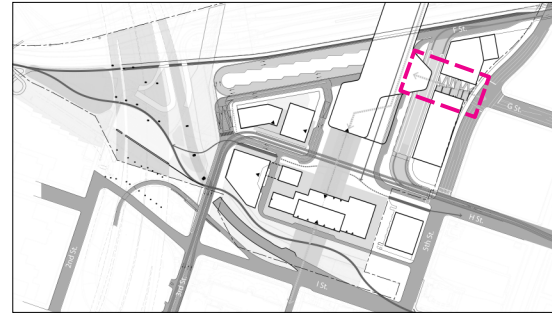
- Open Space
- Indoor Public Realm
- Overpass
- Underpass



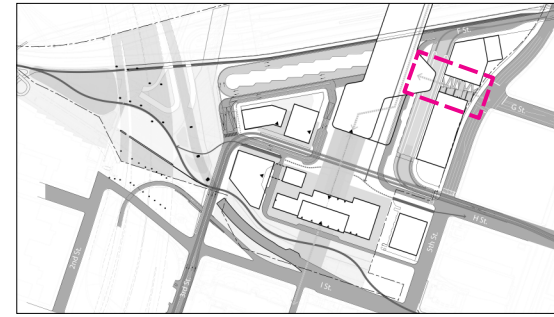
OPEN SPACE CONCEPT



G STREET CONNECTION



G STREET CONNECTION



Questions

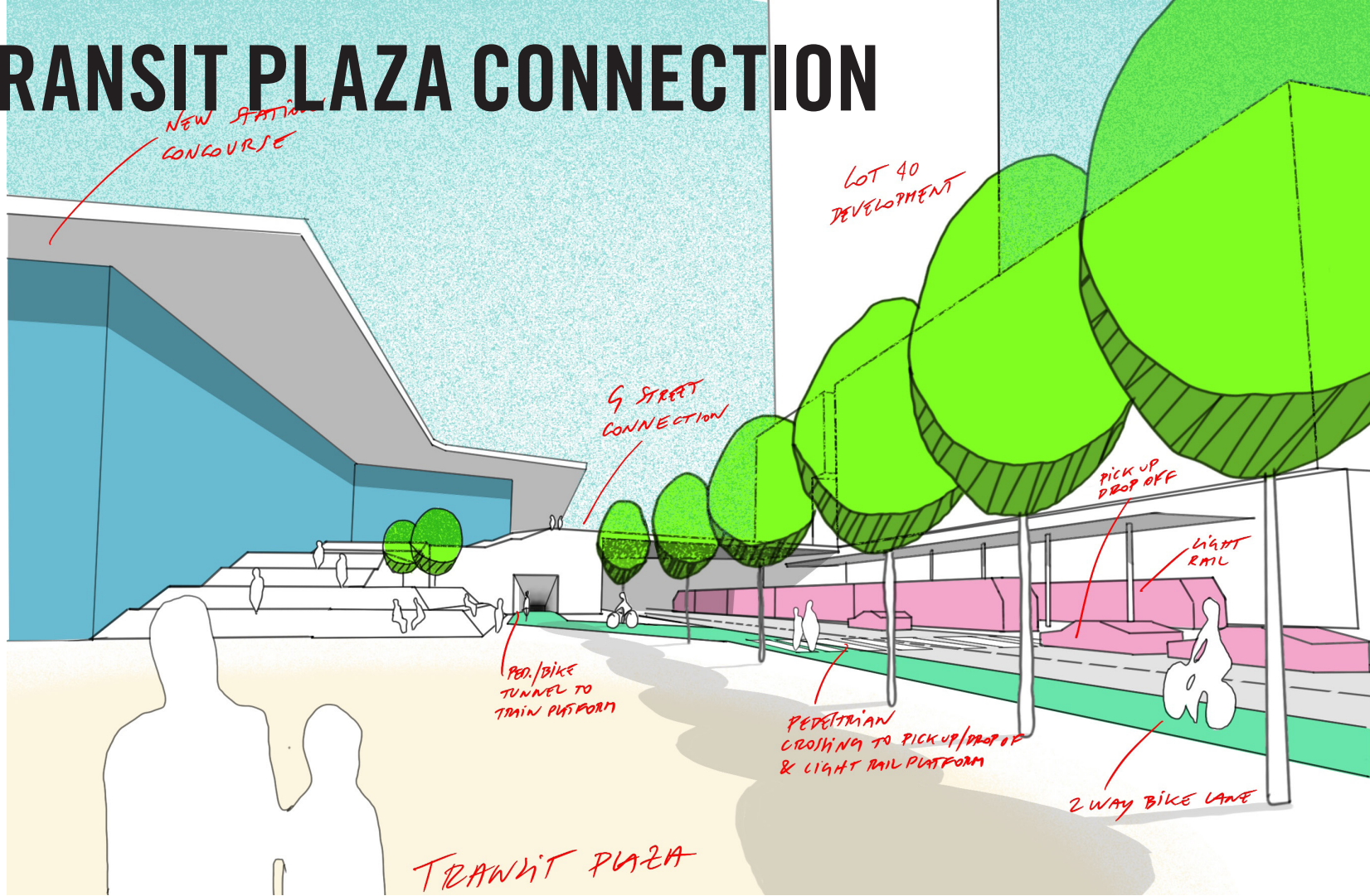
1. What are the requirements for:

- Ticket Machines
- Shading and Seating

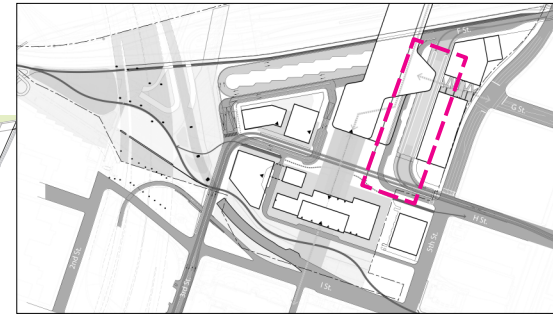
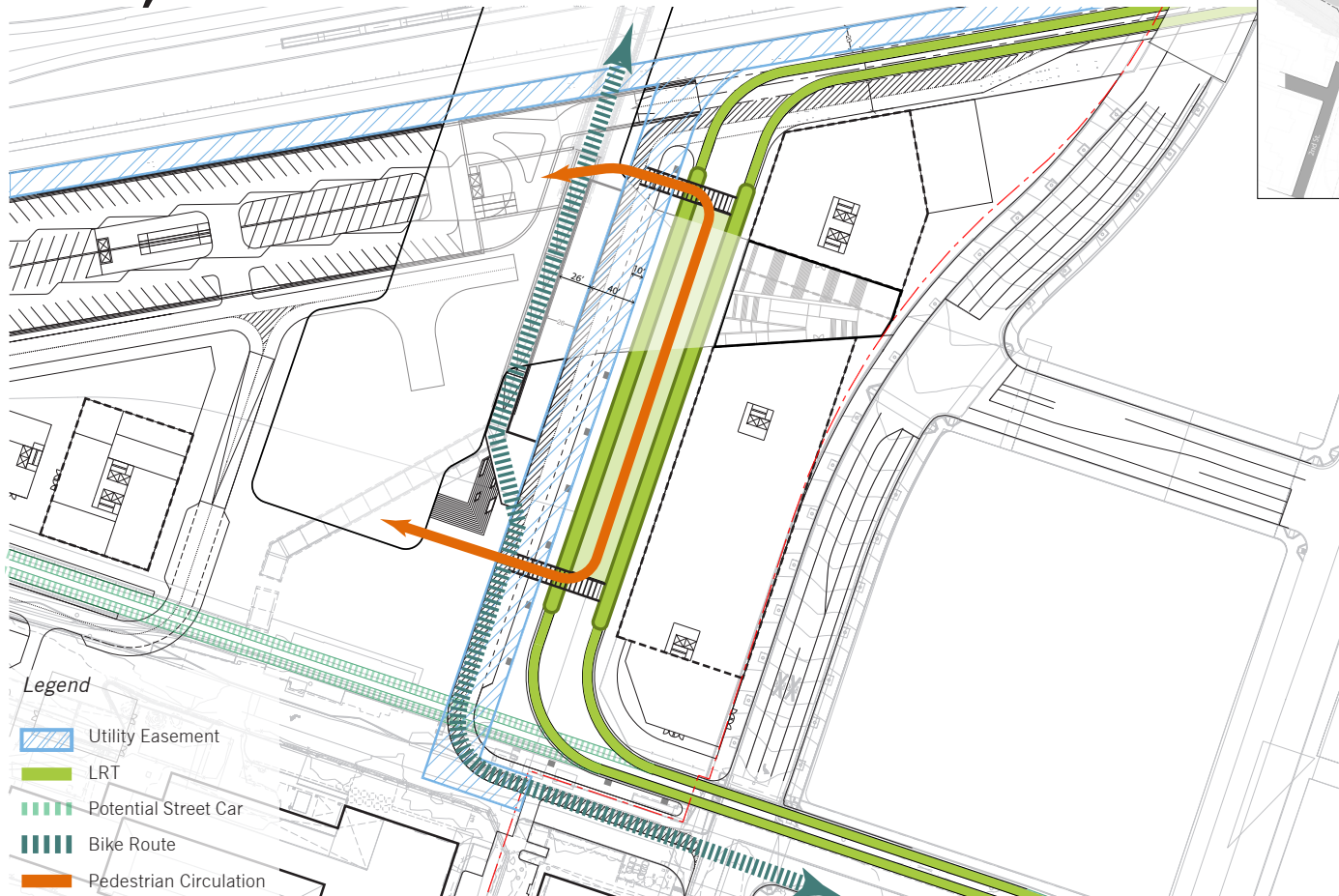
2. What flexibility will the design team have with respect to design of wayfinding, bus shelters, incorporation of advertising etc. as part of an overall design package for the multi-modal station area, if this deviates from SacRT standards?

3. Are any enhancements to the pedestrian crossings at the G Street and 5th Street intersection appropriate, such as raised crosswalks, change of materials etc?

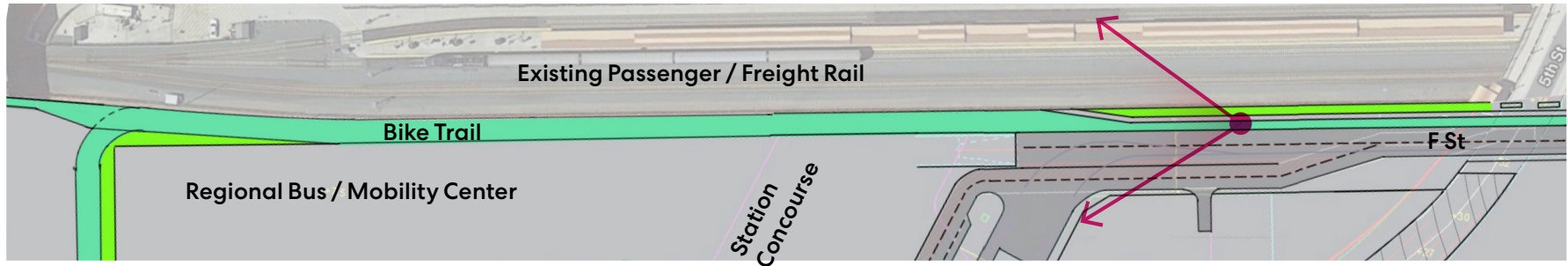
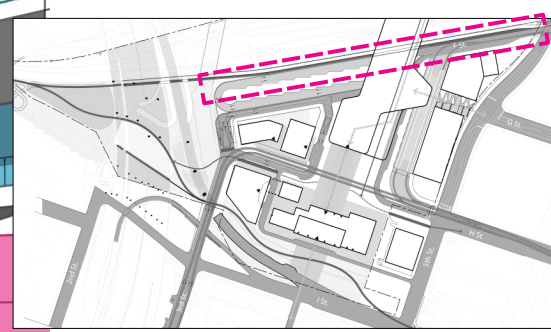
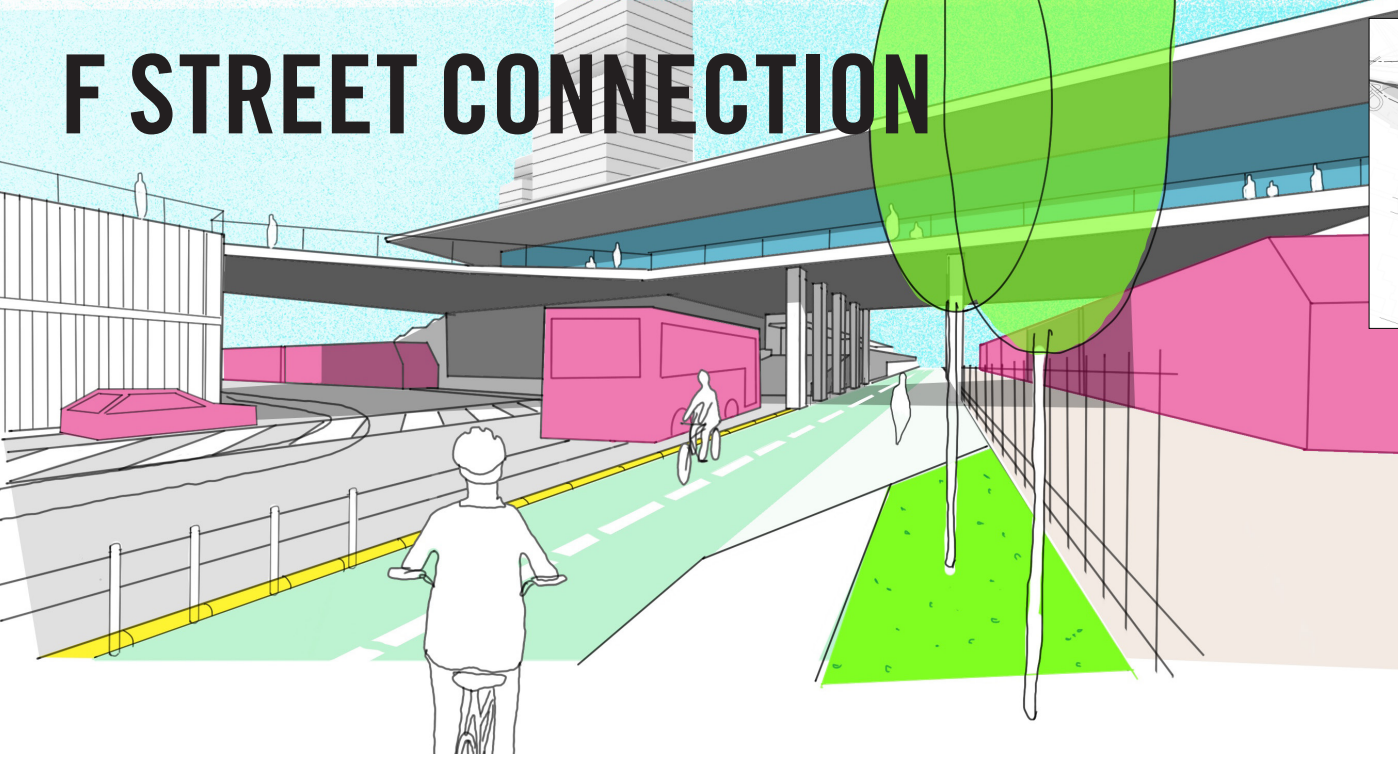
TRANSIT PLAZA CONNECTION



LRT, BIKE TUNNEL CONNECTION



F STREET CONNECTION



STATION PRECINCT PLANNING

FULL BUILD - 2040
CONCOURSE LEVEL (+32')

The architectural site plan illustrates the Station Precinct Planning for the Full Build in 2040, specifically the Concourse Level (+32'). The plan shows a long, curved concourse with multiple train platforms, a central station building, and surrounding infrastructure including roads and parking areas. The drawing is a detailed line plan with various labels and dimensions.

STATION PRECINCT PLANNING

FULL BUILD - 2040
CONCOURSE LEVEL (+32')

The architectural site plan illustrates the Station Precinct Planning for the Full Build in 2040, specifically the Concourse Level (+32'). The plan shows a long, curved concourse with multiple train platforms, a central station building, and surrounding infrastructure including roads and parking areas. The drawing is a detailed line plan with various labels and dimensions.

STATION PRECINCT PLANNING

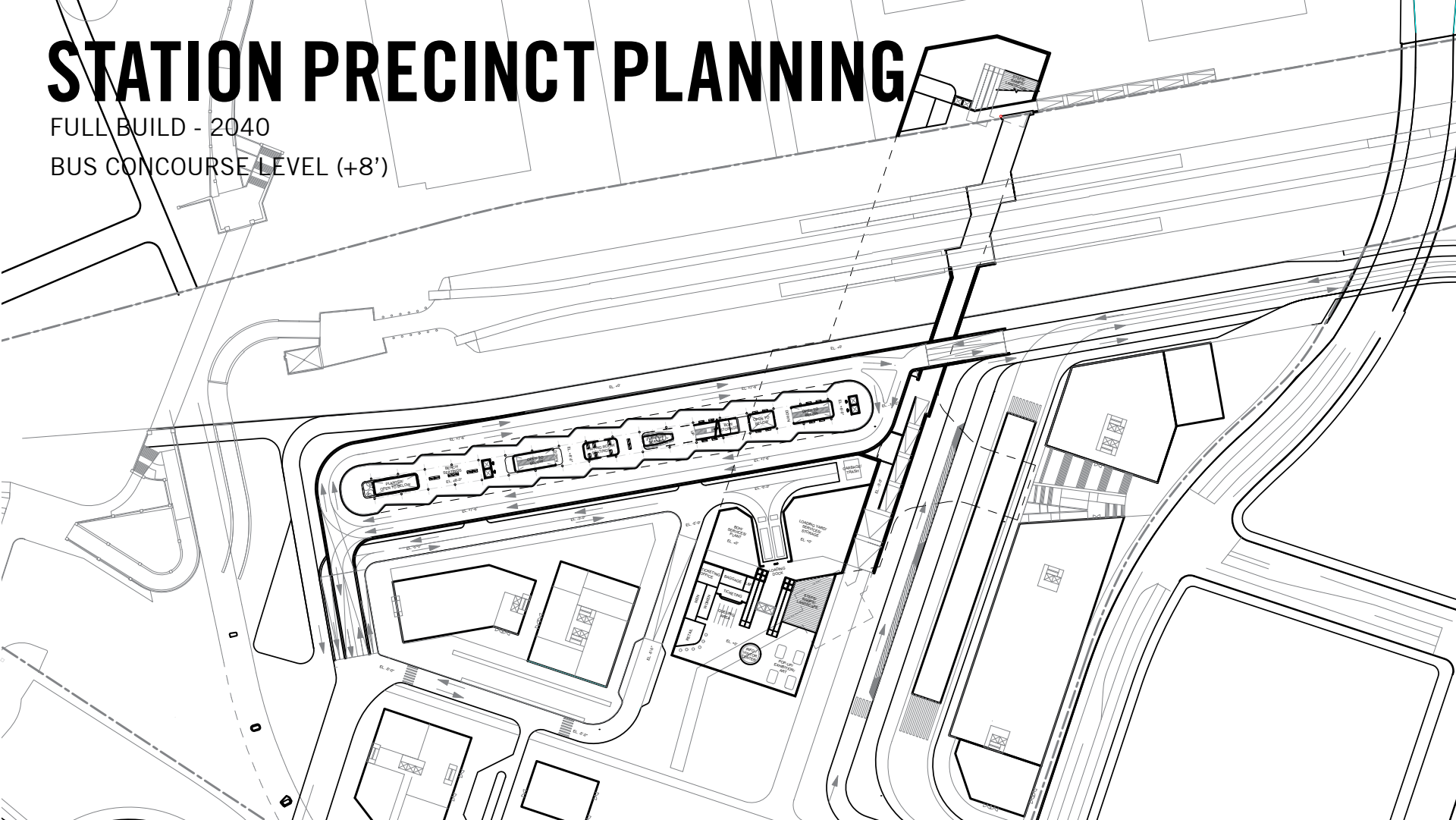
FULL BUILD - 2040
CONCOURSE LEVEL (+32')

The architectural site plan illustrates the layout of the Station Precinct. A prominent feature is the long, curved concourse with several train platforms. Adjacent to the concourse is a central station building containing a ticket office, waiting area, and other facilities. The plan also shows surrounding infrastructure, including roads, parking areas, and landscaping. Various annotations and dimensions are provided throughout the drawing.

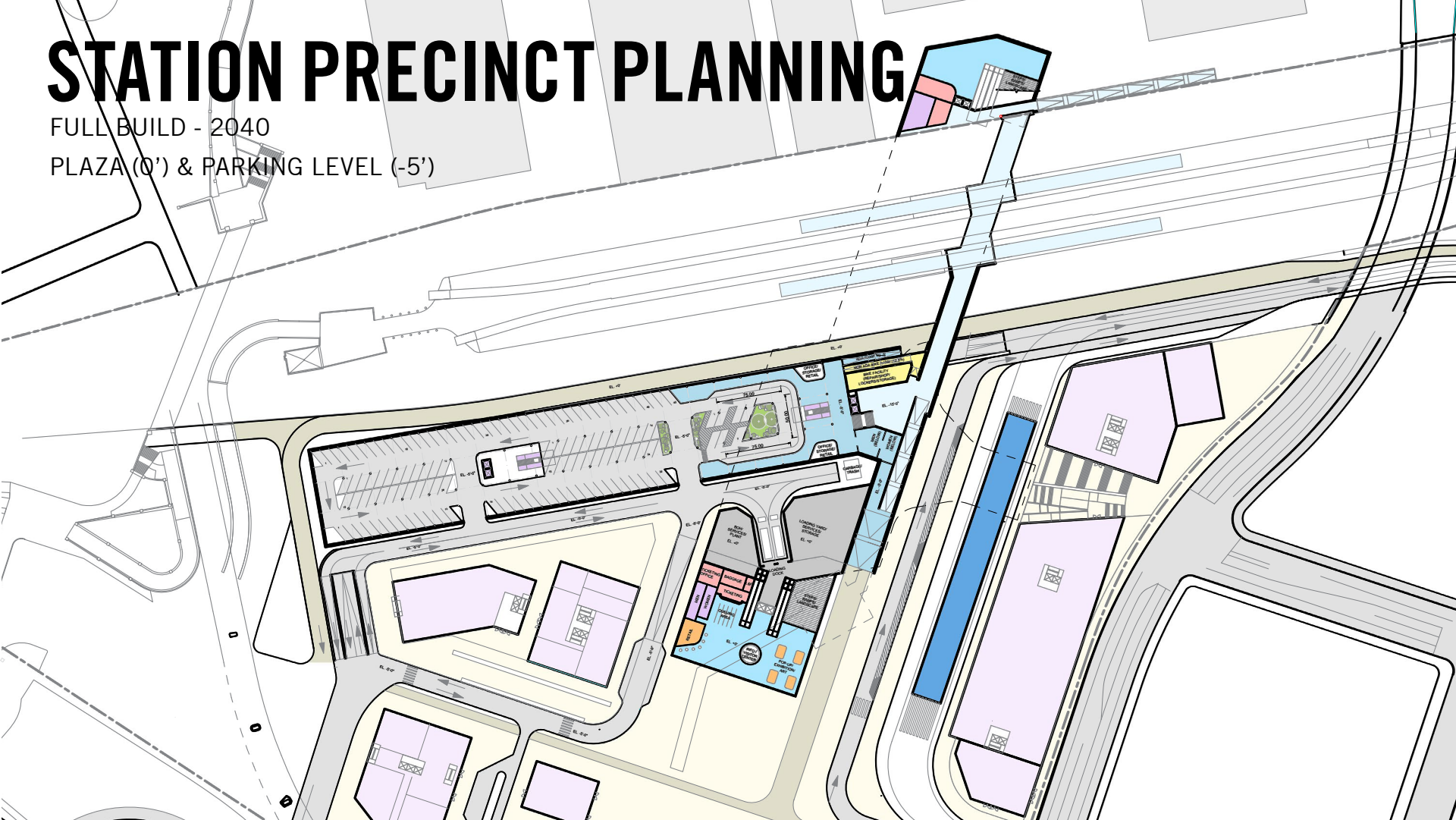
STATION PRECINCT PLANNING

FULL BUILD - 2040

BUS CONCOURSE LEVEL (+8')

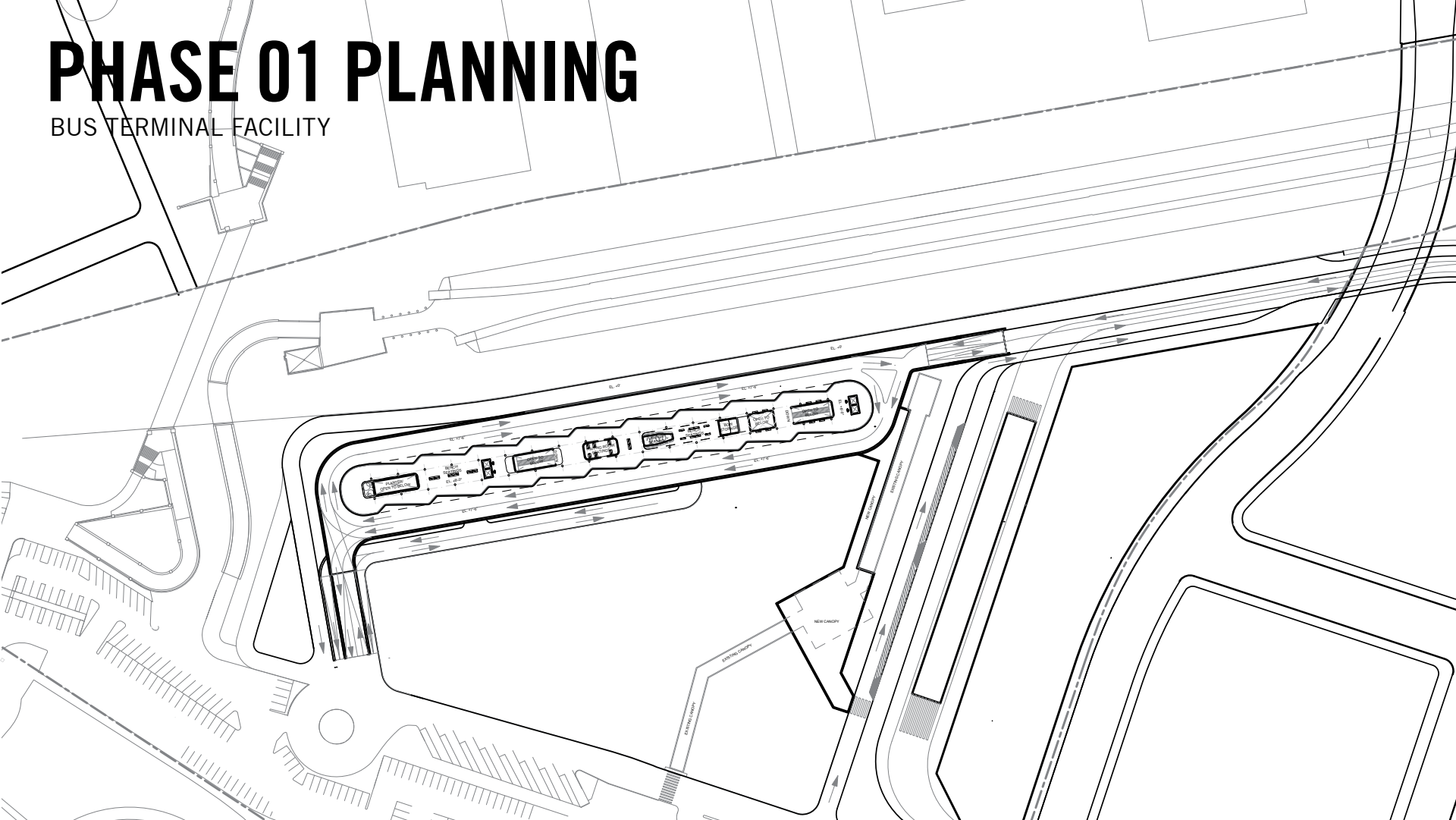


PLAZA (0') & PARKING LEVEL (-5')



PHASE 01 PLANNING

BUS TERMINAL FACILITY



BUS TERMINAL FACILITY

PHASE 01 - ACCESS & COMPONENT OVERVIEW



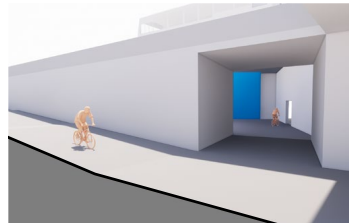
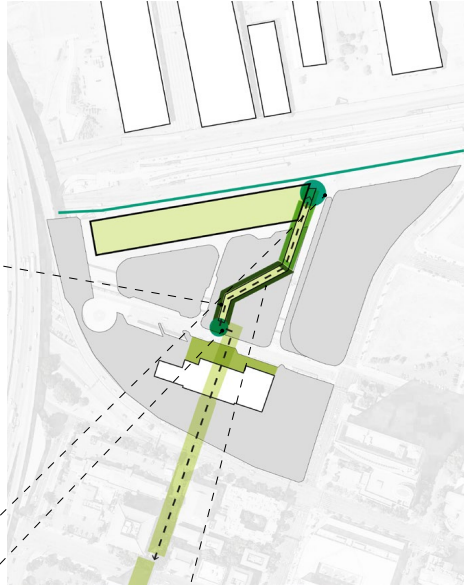
Existing Canopy structures



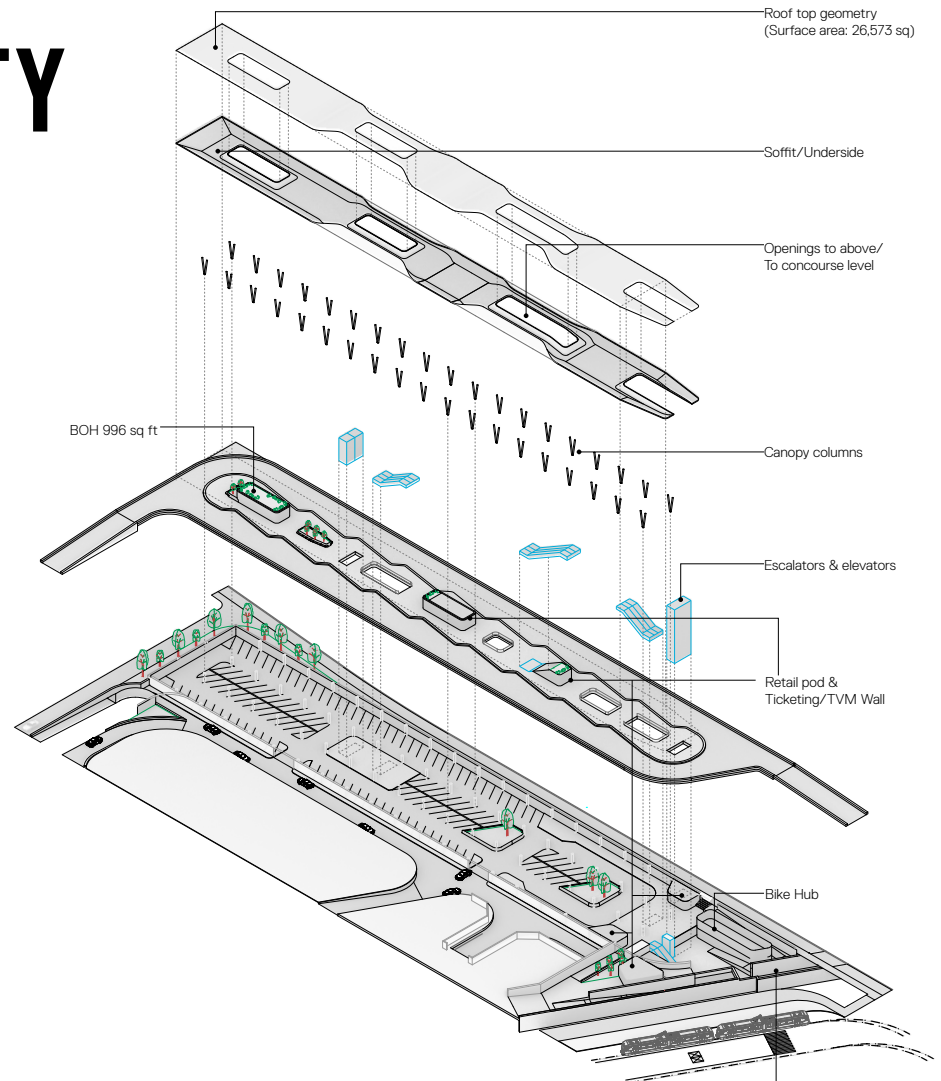
Existing Entrance



Bus Station Entrance

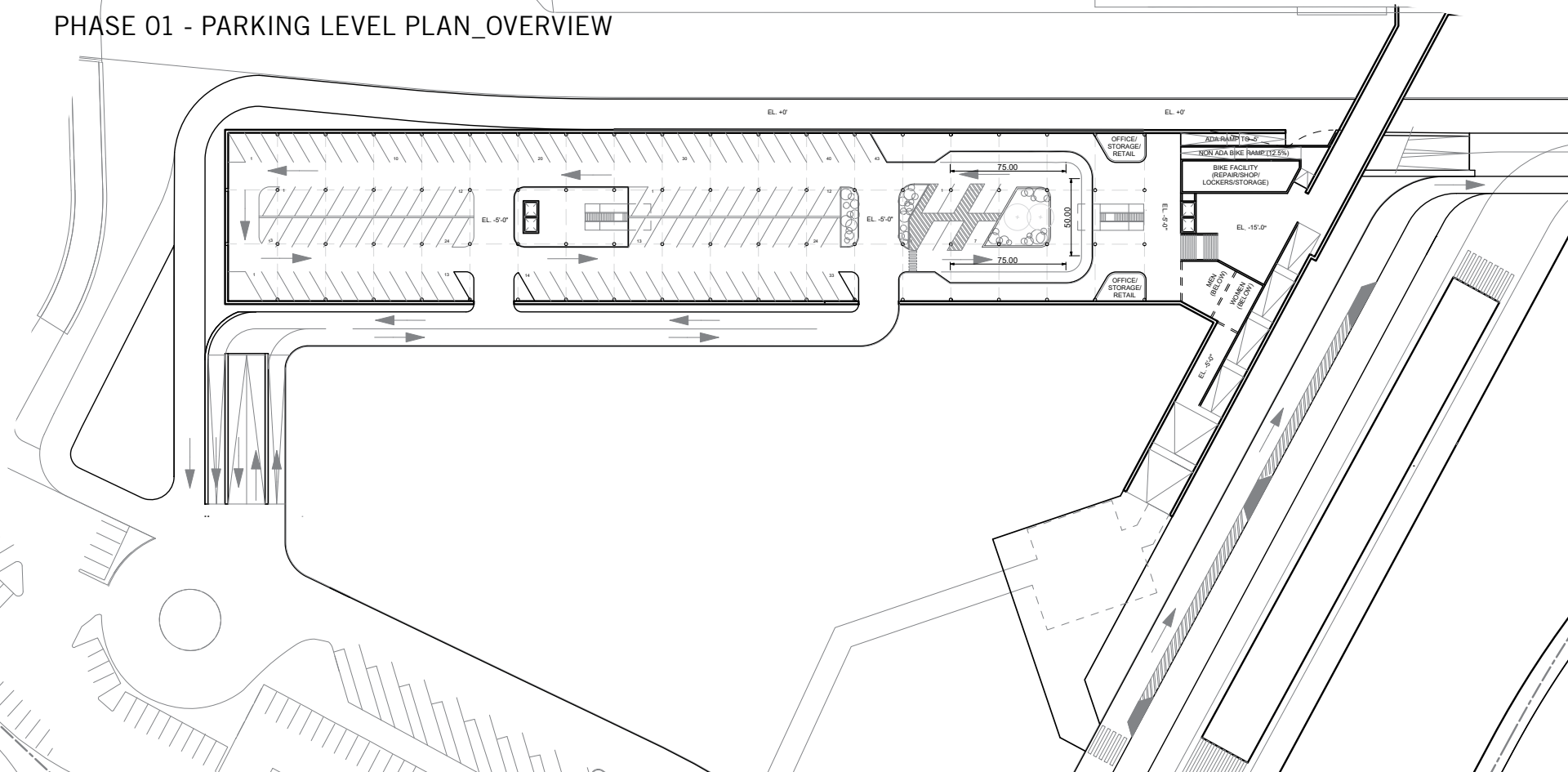


Ramp Connection



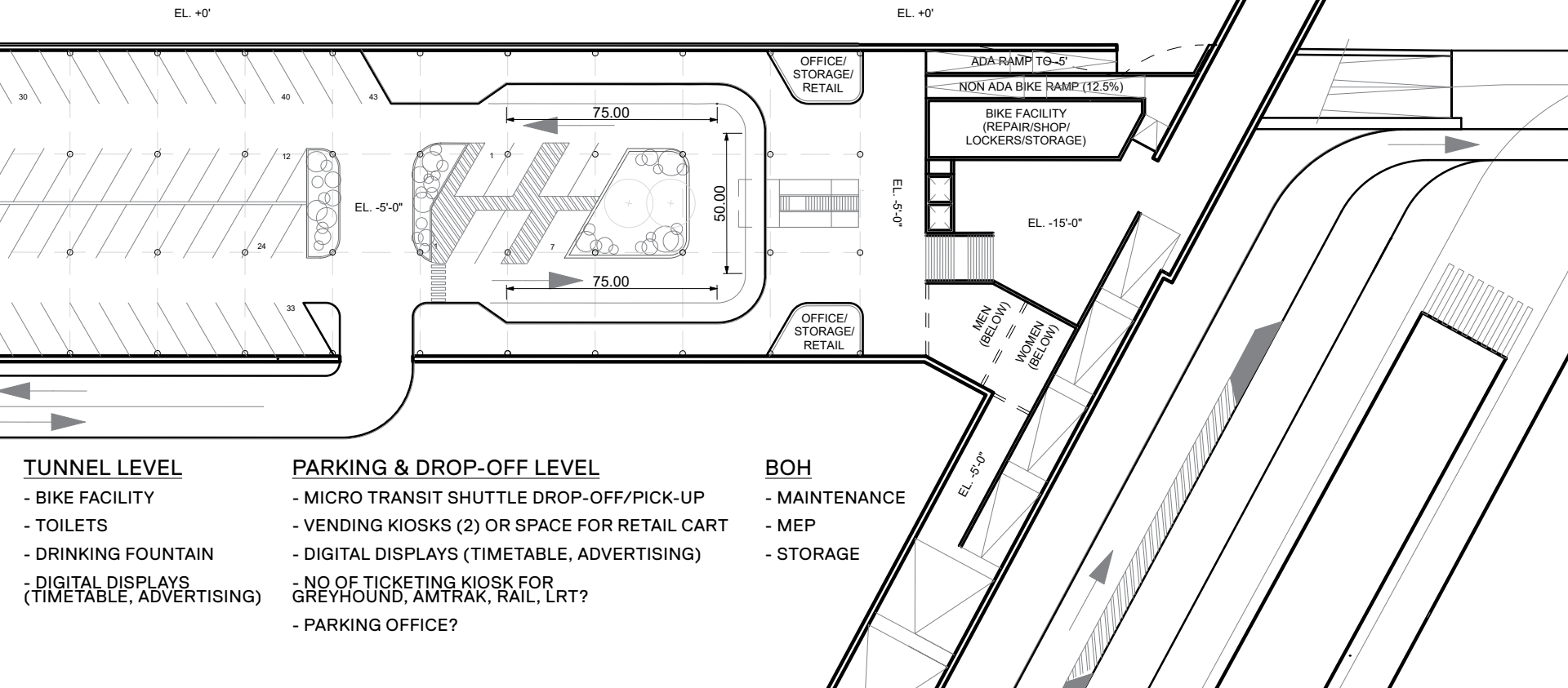
BUS TERMINAL PLANNING

PHASE 01 - PARKING LEVEL PLAN_OVERVIEW



BUS TERMINAL PLANNING

PHASE 01 - PARKING LEVEL PLAN PROGRAMMING



TUNNEL LEVEL

- BIKE FACILITY
- TOILETS
- DRINKING FOUNTAIN
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)

PARKING & DROP-OFF LEVEL

- MICRO TRANSIT SHUTTLE DROP-OFF/PICK-UP
- VENDING KIOSKS (2) OR SPACE FOR RETAIL CART
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)
- NO OF TICKETING KIOSK FOR GREYHOUND, AMTRAK, RAIL, LRT?
- PARKING OFFICE?

BOH

- MAINTENANCE
- MEP
- STORAGE

Questions

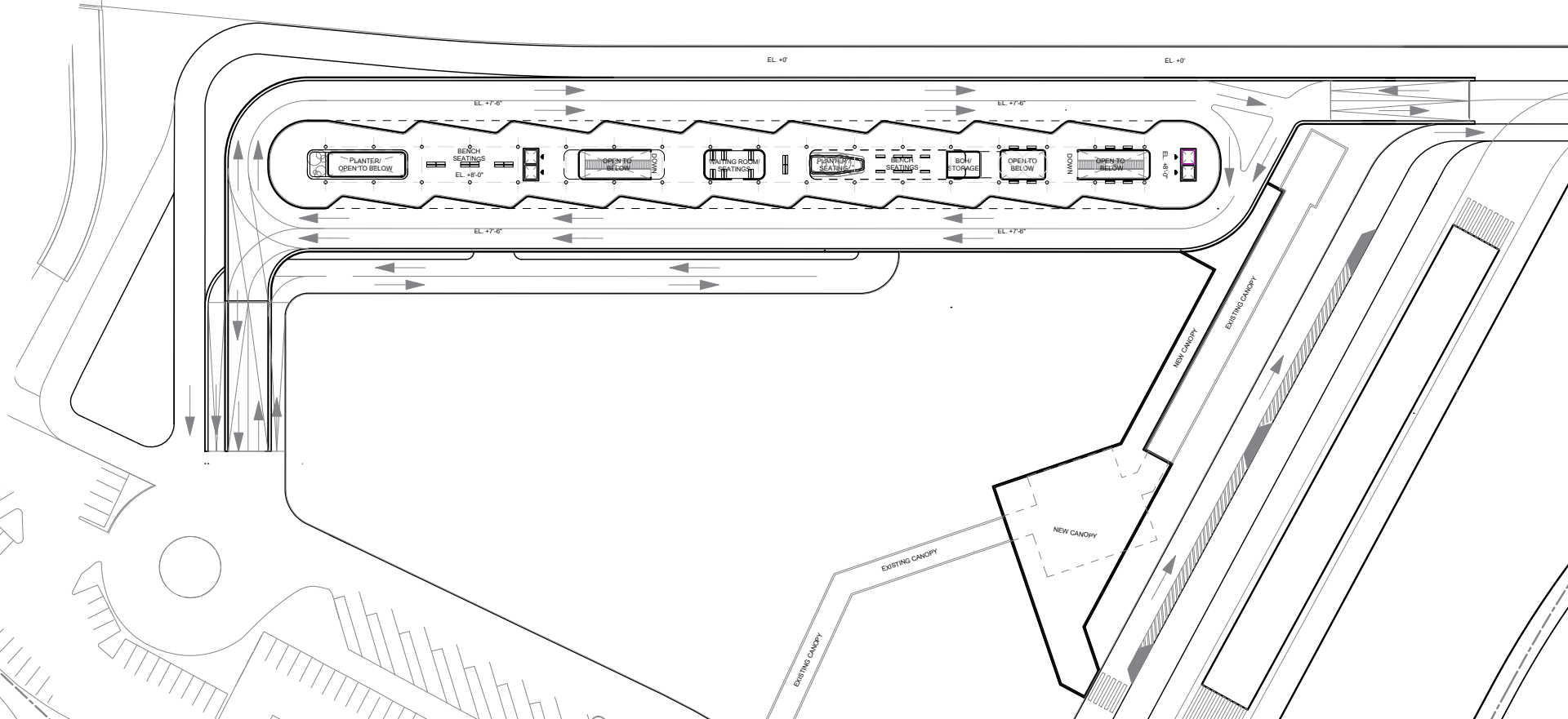
1. We are proposing ticketing machines, but not a staffed ticket office, at the parking level in order to accommodate ticketing for passengers who either park in this new structure or are dropped off here. Will this suffice?
2. Are there additional amenities relating to rail services you would like to see integrated within the expanded tunnel passage? Currently, we are proposing toilets and vending machines.

PHASE 01 - PARKING LEVEL PLANNING ALTERNATIVES



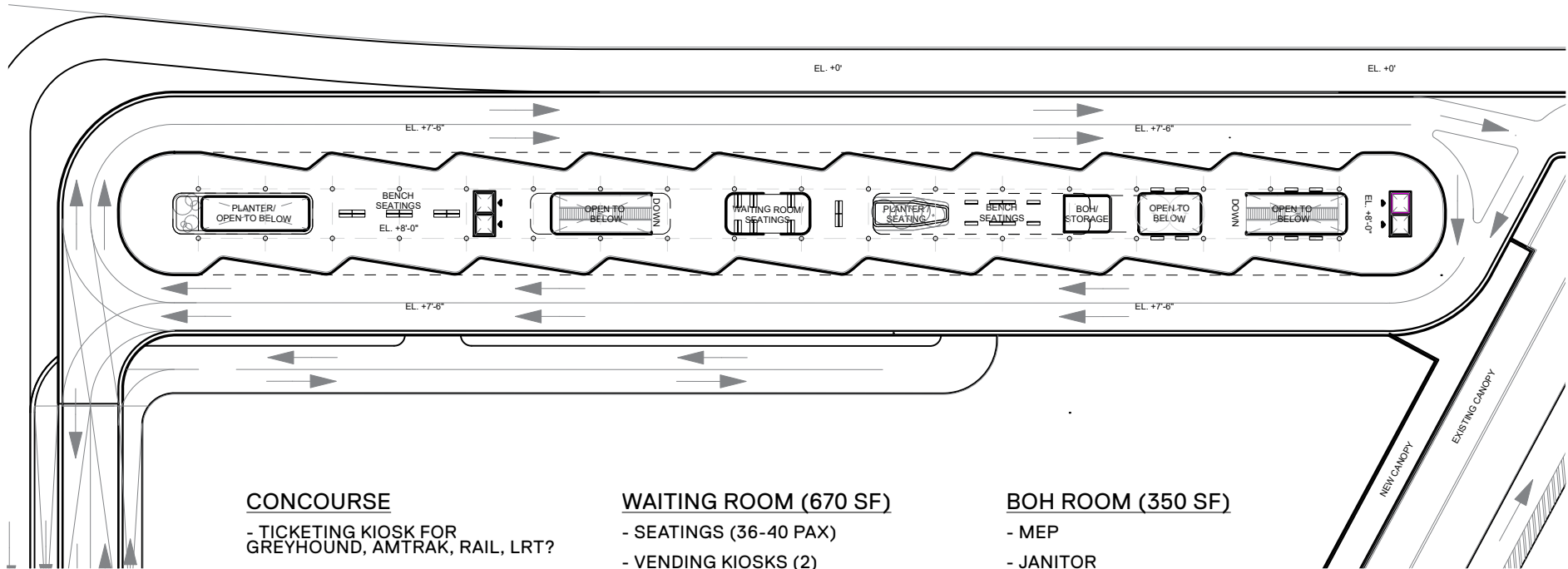
BUS TERMINAL PLANNING

PHASE 01 - BUS CONCURSE LEVEL OVERVIEW



BUS TERMINAL PLANNING

PHASE 01 - BUS CONCURSE LEVEL PROGRAMMING



CONCOURSE

- TICKETING KIOSK FOR GREYHOUND, AMTRAK, RAIL, LRT?
- (4) VENDING MACHINES
- DRINKING FOUNTAIN
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)

WAITING ROOM (670 SF)

- SEATINGS (36-40 PAX)
- VENDING KIOSKS (2)
- DIGITAL DISPLAYS (TIMETABLE, ADVERTISING)

BOH ROOM (350 SF)

- MEP
- JANITOR

Questions

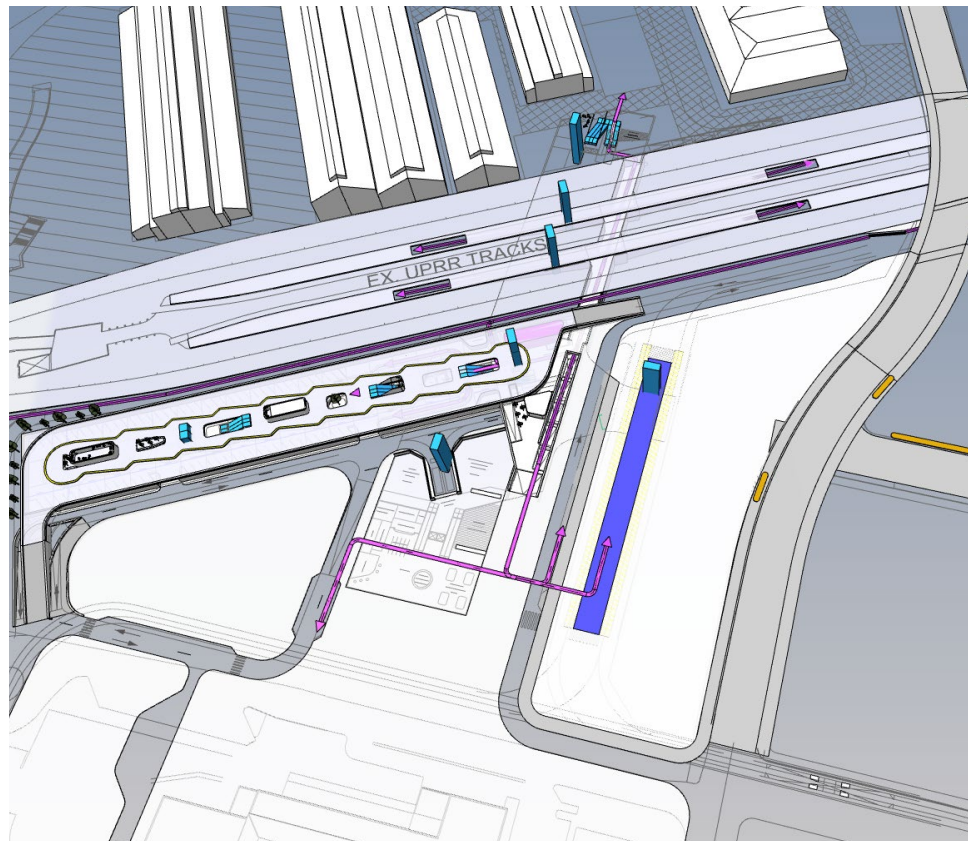
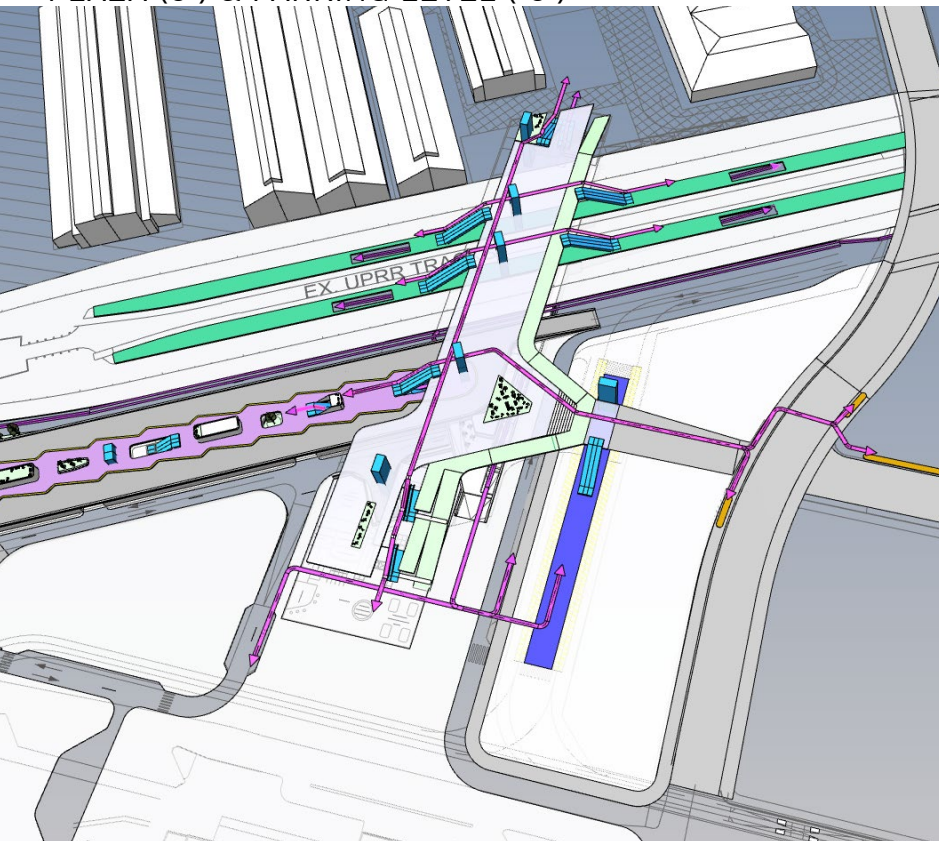
1. What program components are required at the bus concourse level?

- Toilets – need to confirm number per gender (planned at expanded tunnel level)
- Ticket Machine/Kiosks – need to confirm number of kiosks and for which services
- Vending Machines (provision for 4)
- Waiting Room – capacity to be confirmed (no. of seats, no. of digital information displays, amenities) and ventilation strategy (natural vs. mechanical)
- Bus Operators Breakroom – waiting, restrooms (shared with passengers)
- Storage Requirements

STATION CIRCULATION

FULL BUILD - 2040

PLAZA (0') & PARKING LEVEL (-5')

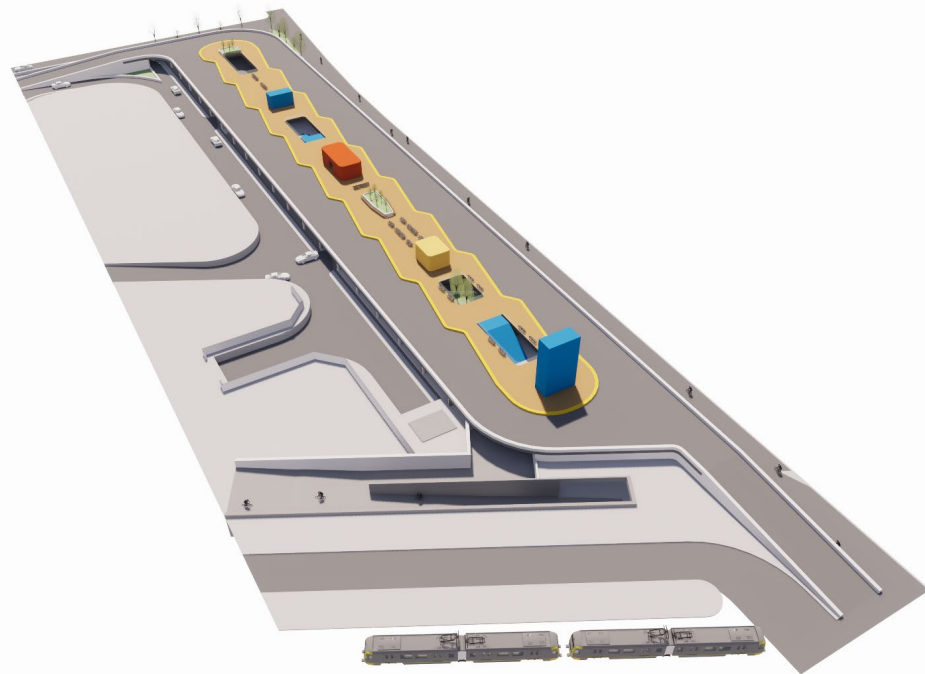
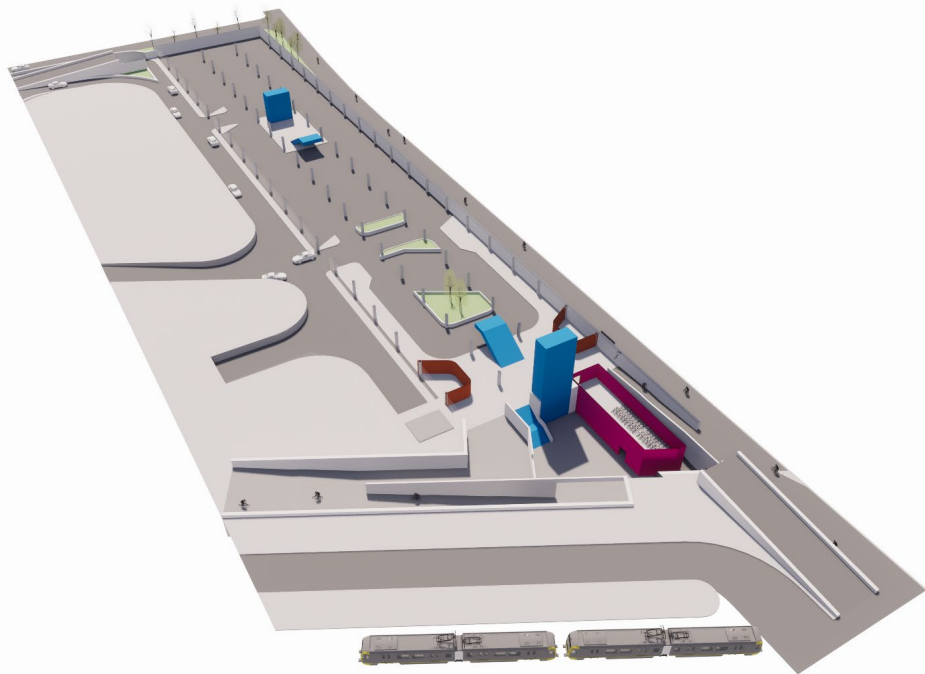


Questions

1. Several transfers between travel modes involve multiple changes of level, moving both up and then down again (or vice versa) via a combination of stairs, ramps, escalators and elevators, to accommodate existing conditions and proposed multi-level facilities. Do you anticipate any challenges with this set of movements?
2. Given that the LRT platforms will need to accommodate vertical circulation elements from the rail concourse above, what impact will this have on platform layout and/or operations?
3. Should bicycles be allowed to access the upper level concourse and pedestrian promenade?
4. What type of bicycle access should be provided at the railyard site (e.g. ramps, elevators)

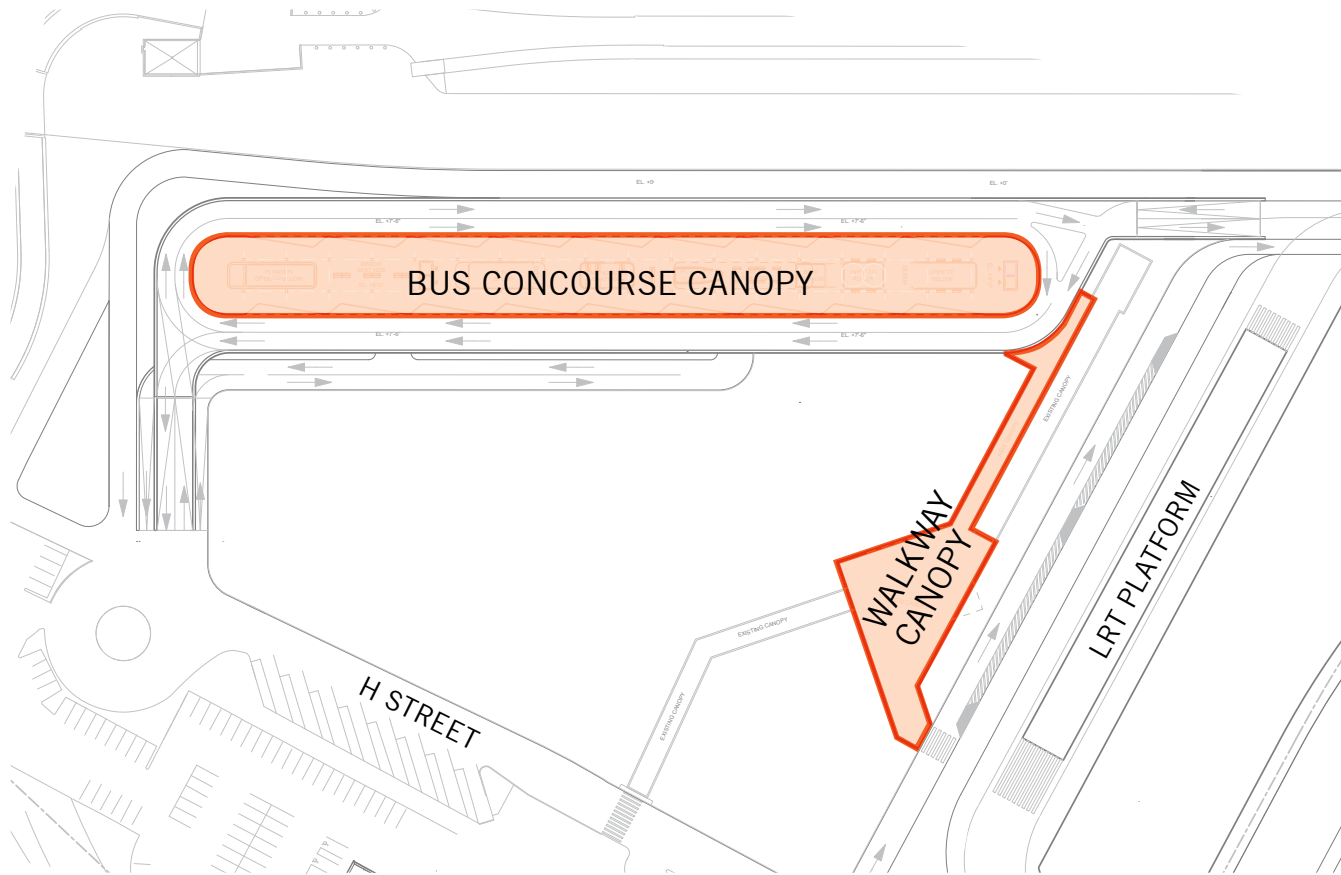
BUS TERMINAL CIRCULATION

PHASE 01 - CIRCULATION

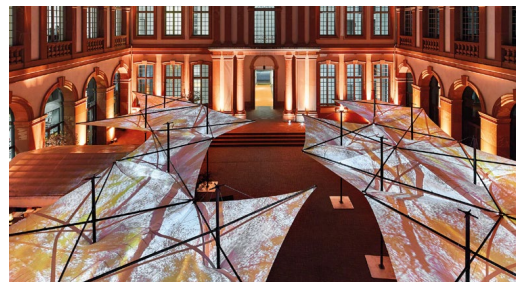
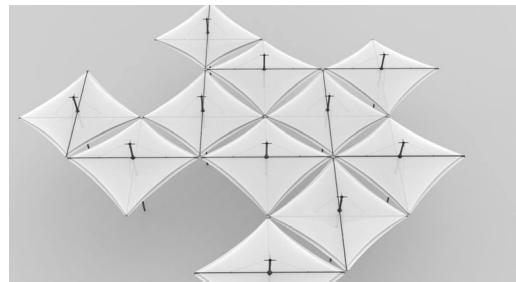


CANOPY STRUCTURE

EXTENT OF PROPOSED CANOPY ADDITION



MODULAR CANOPY SYSTEM

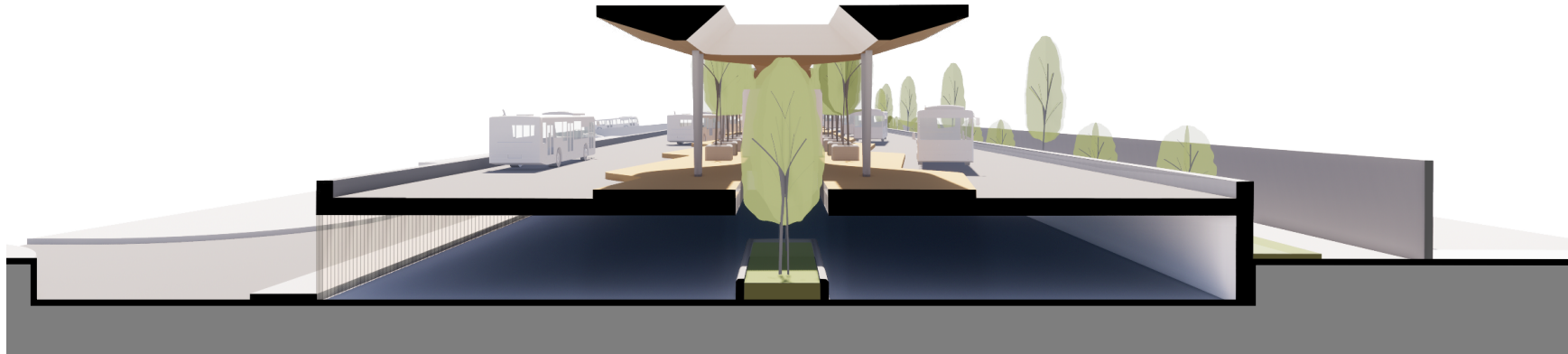


BIOPHILIC INTEGRATION



BIOPHILIC INTEGRATION

BUS CONCOURSE DESIGN



Questions ?