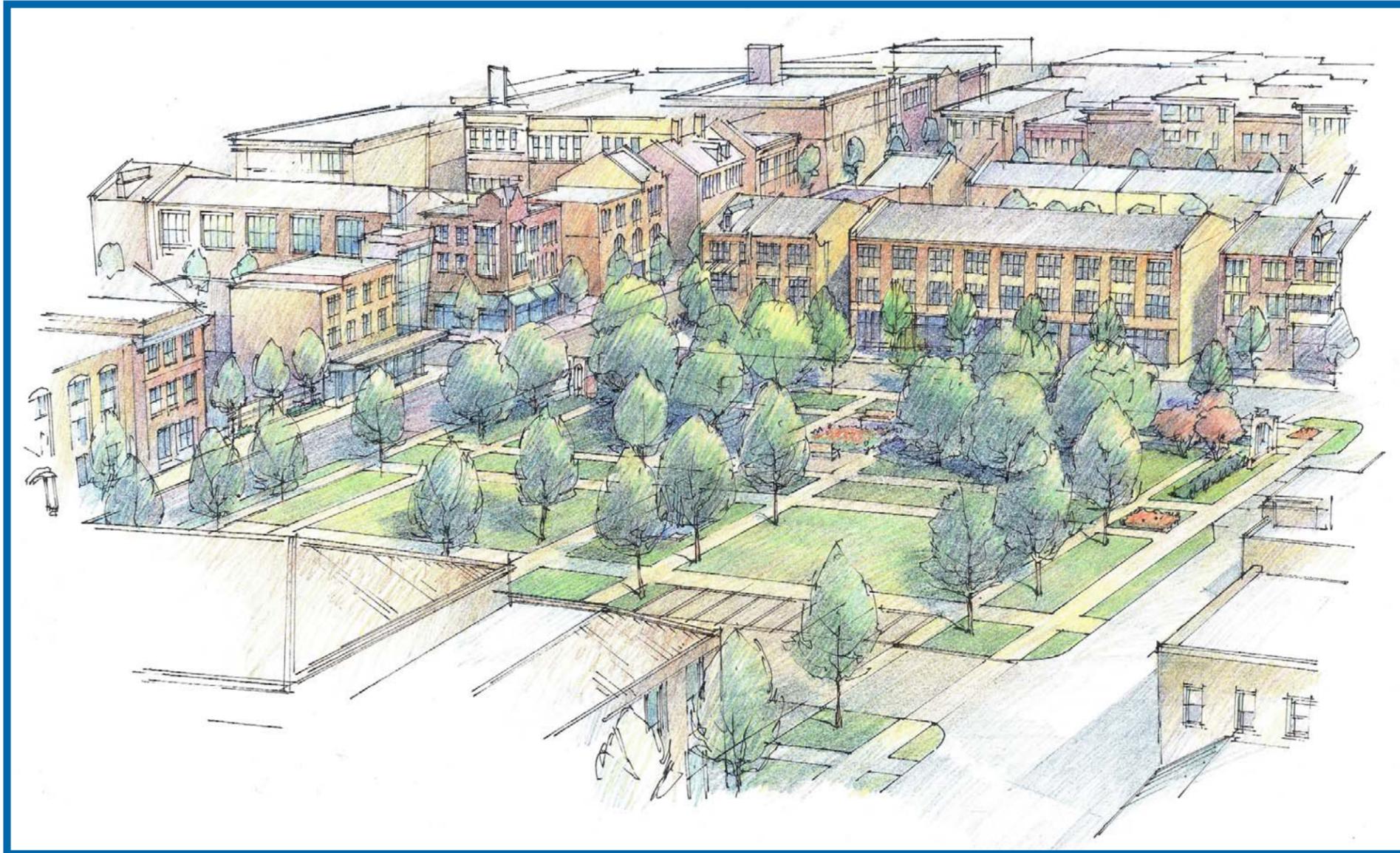


ERIE MID-TOWN MASTER PLAN CHARRETTE SUMMARY

Erie, Pennsylvania



October 2007

Prepared for:

ERIE REDEVELOPMENT AUTHORITY
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Architecture/Master Planning



Traffic Engineering



Management and Design Team



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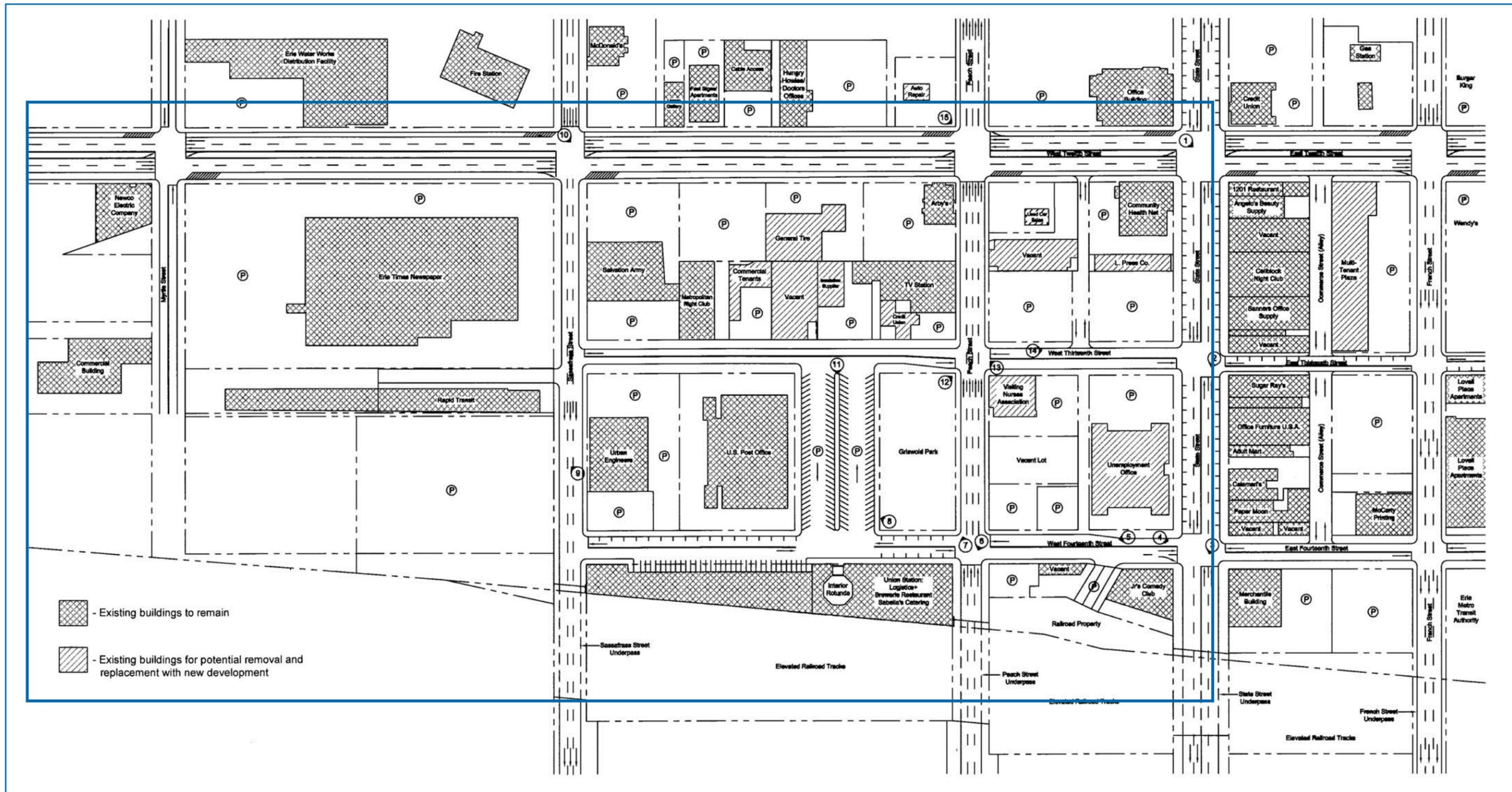
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12th and State Streets looking South



West 12th and Peach Streets looking South



Lovell Place



J R's Comedy Club



14th and State Streets looking East



Union Station along West 14th Street

Section A: Existing Site Photographs



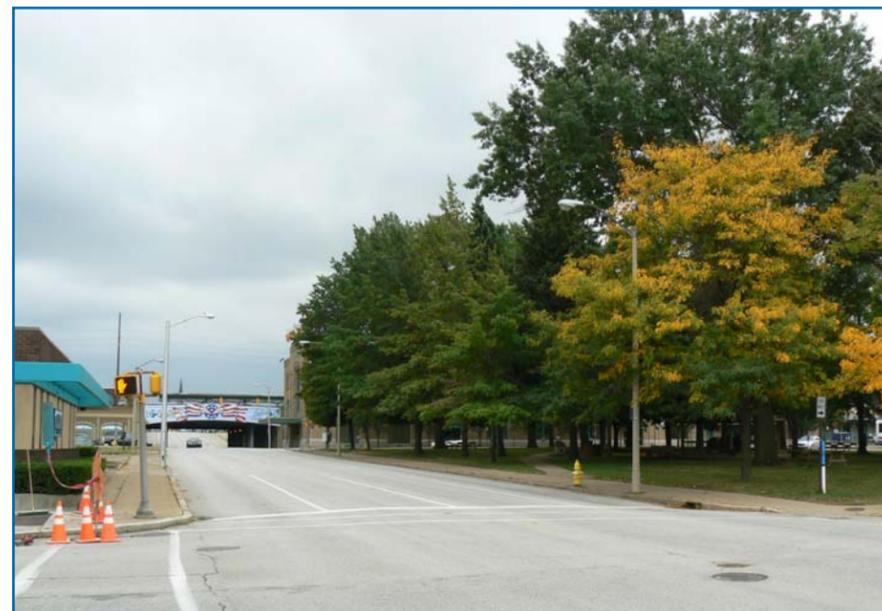
Post Office parking lot looking South at Union Station



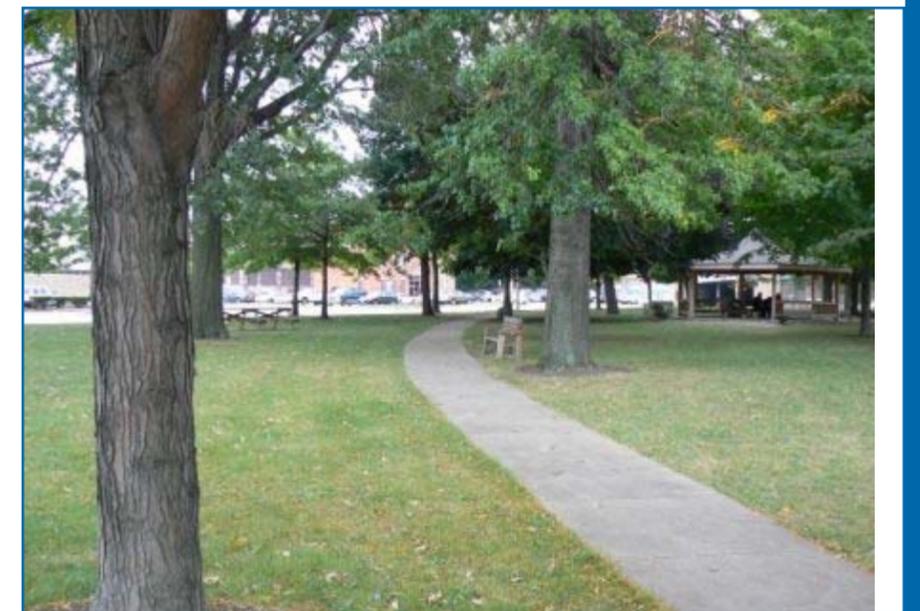
Post Office at Griswold Park



Post Office parking lot looking North at Union Station



State Street and Griswold Park looking South



Griswold Park

Section A: Existing Site Photographs



Rapid Transit building at 13th & Sassafras Streets



Metropolitan Night Club on West 13th Street



Union Station along West 14th Street looking towards Sassafras Street



Salvation Army looking Southeast



West 12th and Peach Streets looking West



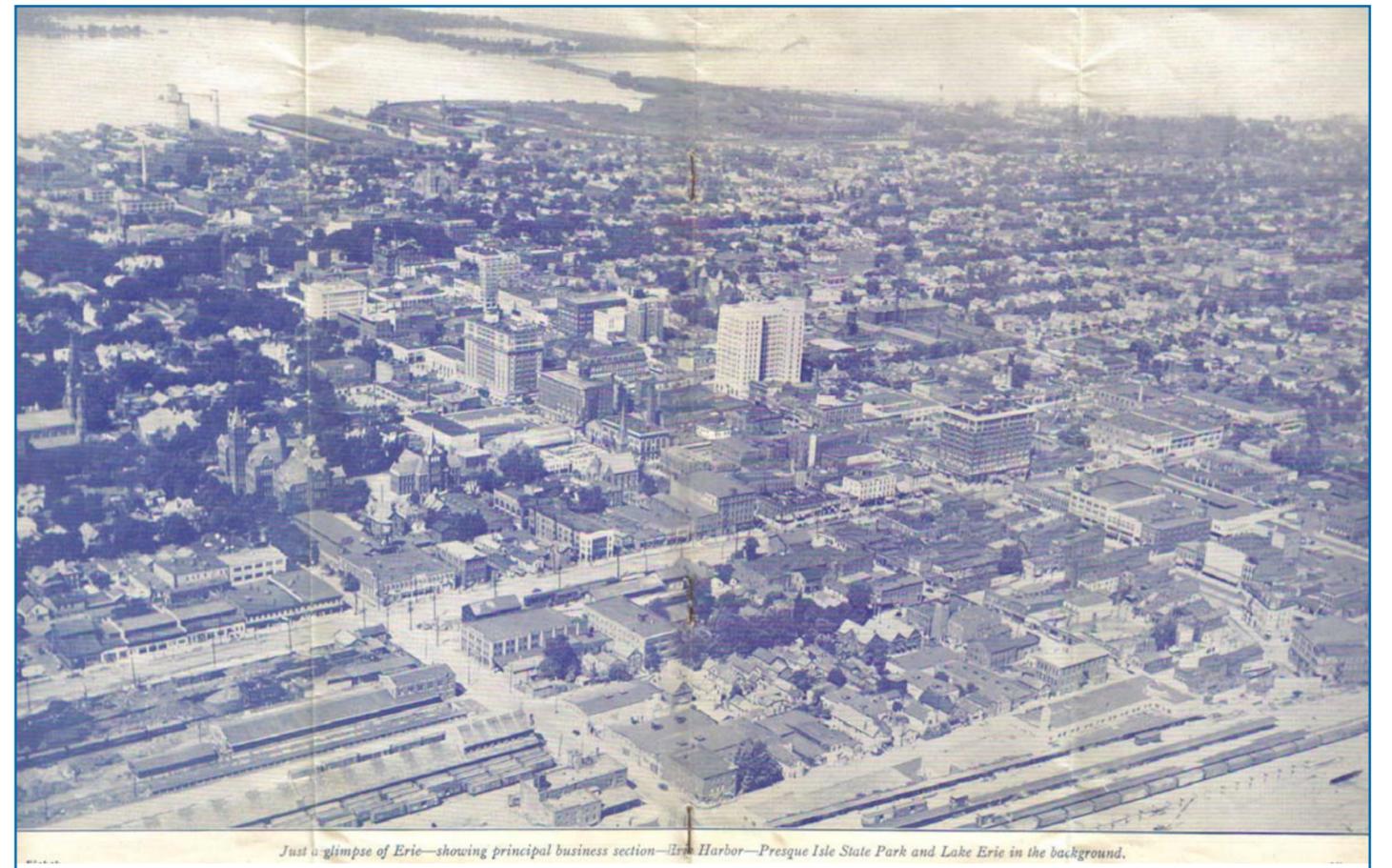
Urban Engineers Office at West 13th Street and Sassafras Streets

Section A: Existing Site Photographs



Established in 1795 from a plan created by Andrew Ellicott, Erie experienced growth and prosperity through the early-twentieth century. Downtown Erie began along the bluff overlooking Presque Isle Bay and expanded south along State Street. Downtown Erie evolved into a dense composition of every building type and architectural style. Since the 1960's with the advent of the suburbs, downtown Erie, as did most cities in America, suffered a decline resulting in the removal of much of its building fabric in an effort to reinvent itself. The results were not successful most of the time. Historic buildings that represented Erie's past and an anti-urban mindset erased what made Erie's downtown Erie.

The Mid-town Master Plan Charrette study area is a prime example of this urban evolution. Once almost entirely occupied by buildings housing residences, retail establishments, offices, warehouses, transportation facilities and manufacturing, it is now a haphazard collection of new and old buildings surrounded by parking. Prior to the 1920's development was small scale and filled in existing lots and gaps in the building fabric. Around 1930 the first large scale development to change the neighborhood consisted of raising the at-grade railroad tracks, a new train station and the clearing of an entire city block to construct the new Main Post Office and adjacent Griswold Park. During the 1960's and 70's federally funded urban renewal programs continued to methodically remove buildings in an effort to improve the neighborhood.



Section A: Site History



Definition of Charrette *(From Wikipedia)*

“The word **charrette** may refer to any collaborative session in which a group of designers drafts a solution to a design problem. While the structure of a **charrette** varies, depending on the design problem and the individuals in the group, **charrettes** often take place in multiple sessions in which the group divides into sub-groups. Each sub-group then presents its work to the full group as material for future dialogue. Such **charrettes** serve as a way of quickly generating a design solution while integrating the aptitudes and interests of a diverse group of people.

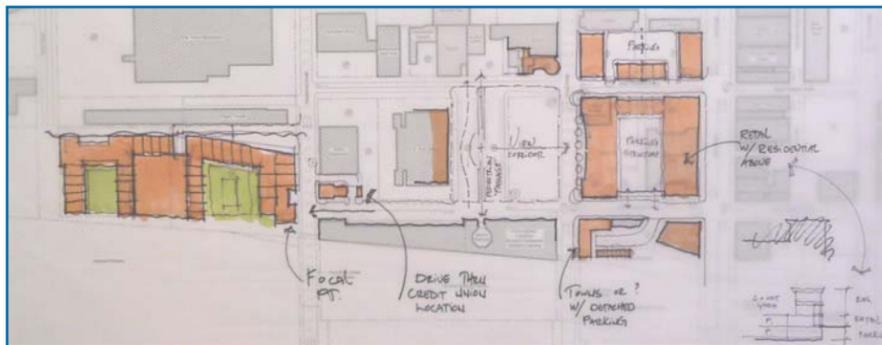
A **charrette** (pronounced [shuh-ret], often misspelled **charette** and sometimes called a design **charrette**) consists of an intense period of design activity.

Origins of the term "charrette"

Thought to originate from the École des Beaux-Arts in Paris in the nineteenth century, the word **charrette** is from the French for "cart" or "chariot". Student architects still working furiously at the very last minute on the grand illustrations that were their design presentations, literally, while in the school cart ("en charrette"), as it was wheeled through the streets of Paris on its way for submission to their professors.

Hence, the current meaning of work continuing up to a deadline, subsequently metamorphosed into the design use of the term.

In fields of design such as architecture, landscape architecture, industrial design, interior design, or graphic design, the term **charrette** may refer to an intense period of work by one person or a group of people prior to a deadline. The period of a **charrette** typically involves not only a focused and sustained effort, but also "all-nighters" or sleepless nights of toil. The word "**charrette**" may also be used as a verb, as in, for example, "I am **charretting**" or "I am on **charrette** [or: en **charrette**]," simply meaning I am working long nights, intensively toward a deadline.”



Our Charrette

Over Three days in October of 2007, one developer, three design firms, one traffic engineer and one illustrator met in downtown Erie to discuss the Mid-Town Master Plan.

Fourth River Development, LLC from Pittsburgh, represented another developer, Radnor Property Group, from Wayne. Both developers will carry the project forward. The Design Firms were LaQuatra Bonci Associates, Inc. from Pittsburgh, Looney Ricks Kiss, with offices around the country, and Kidder Wachter based in Erie. Also in attendance was the client, John R. Elliott, the Executive Director for the Erie Redevelopment Authority.

Over the course of the **charrette** we had meetings with some of the adjacent property owners, project stakeholders and others who had expressed interest in the project. We met with City officials and PennDOT to discuss the future growth of the City and the traffic concerns in the area.

Our work focused on a six-block area from 12th Street to the North, 14th Street to the South, Sassafra Street to the West, and French Street to the East. Several projects were identified as a focus of the study. There were key locations for housing and retail opportunities. Several options for each block were generated. Griswold Park was studied as an area to enhance and to provide future residents with the best use of that area.

On the final day the Mayor, Joseph Sinnott, was briefed on the process and given a presentation of the work completed. At noon, a press conference relayed this same information to the public.

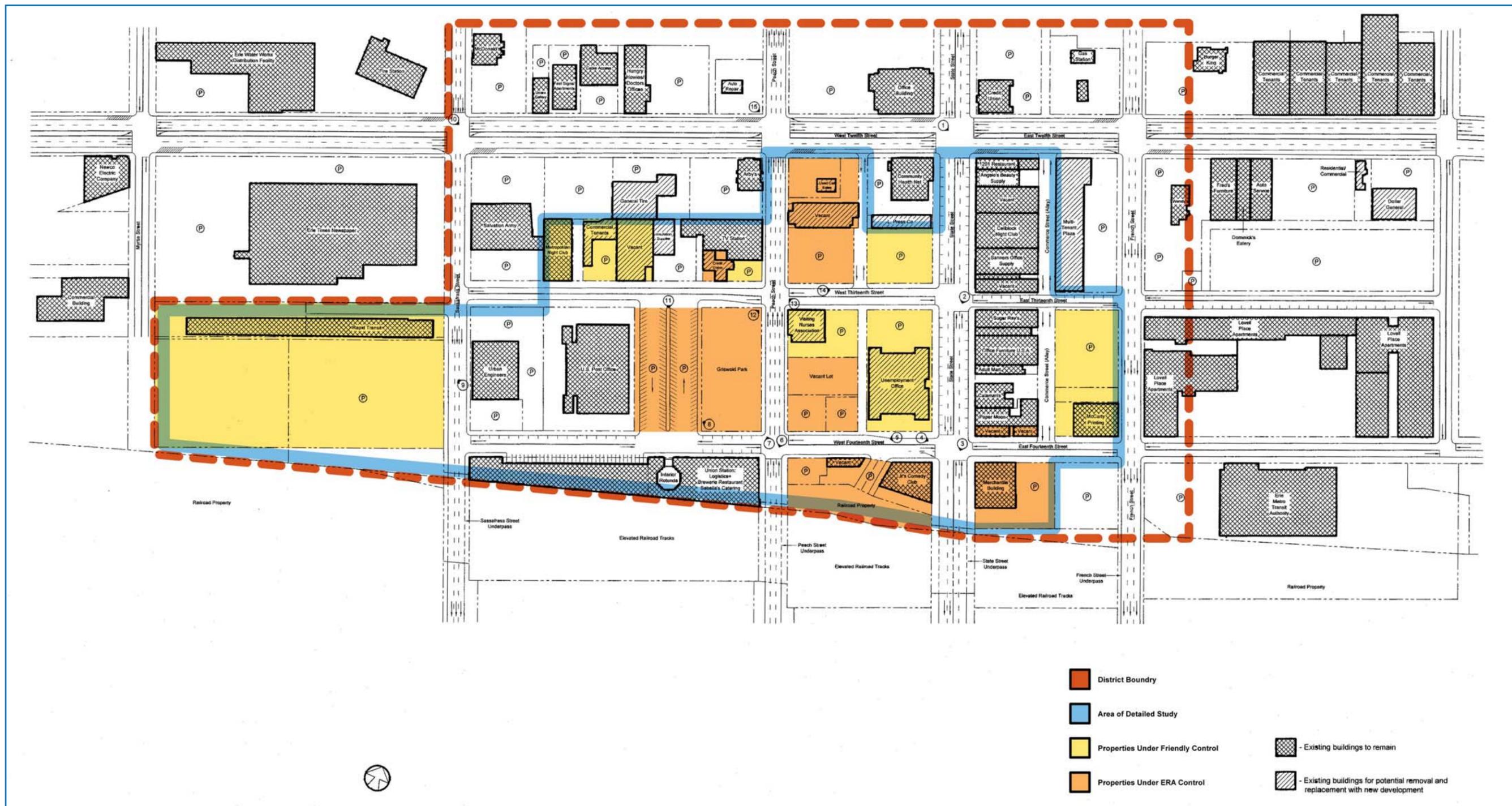
The result of the **charrette** was a vision and conceptual design for transformation of this neglected urban area. Townhouses grace the edges of the expanded and improved Griswold Park and Plaza. Parking has been distributed throughout the neighborhood, allowing redevelopment of surface lots. Supporting retail makes this new residential neighborhood a viable addition to downtown Erie.

Section A: Charrette Process

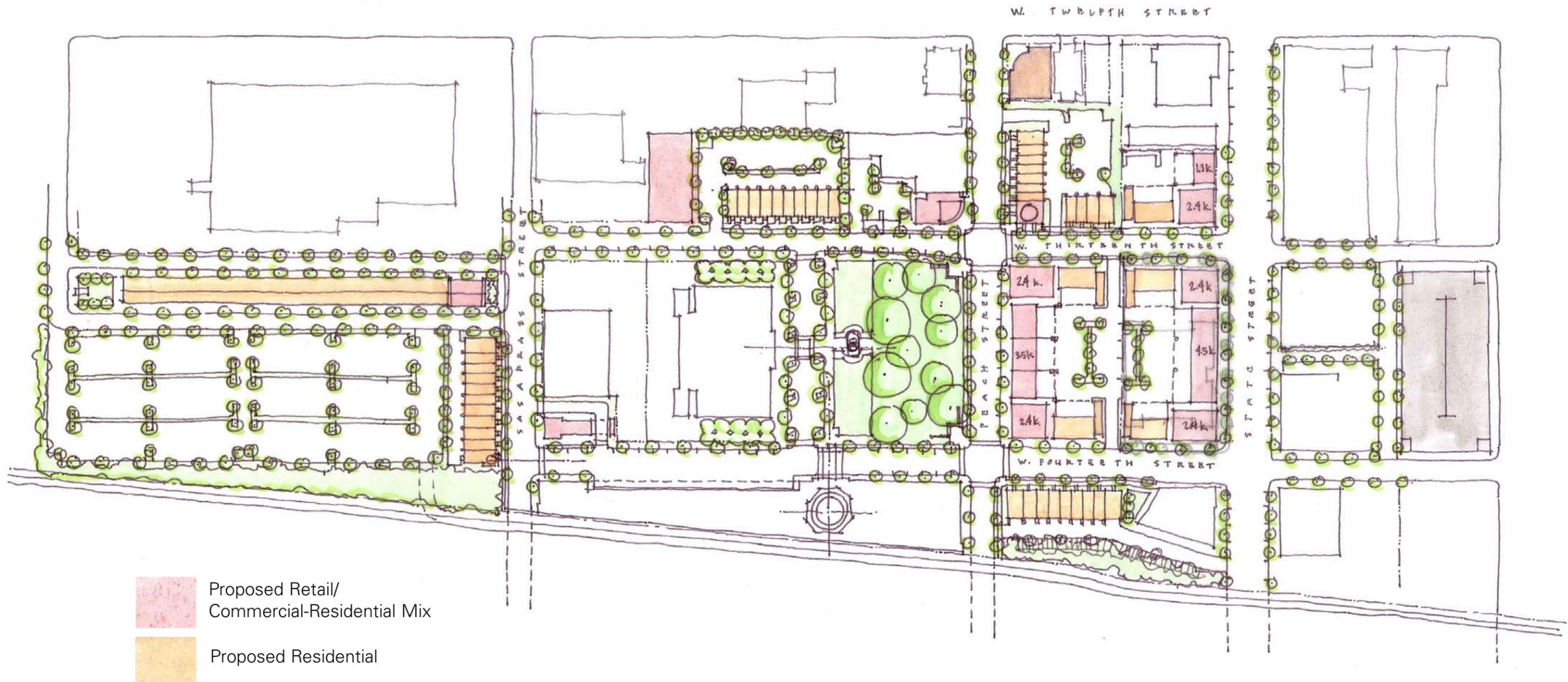


Section A: Charrette Process

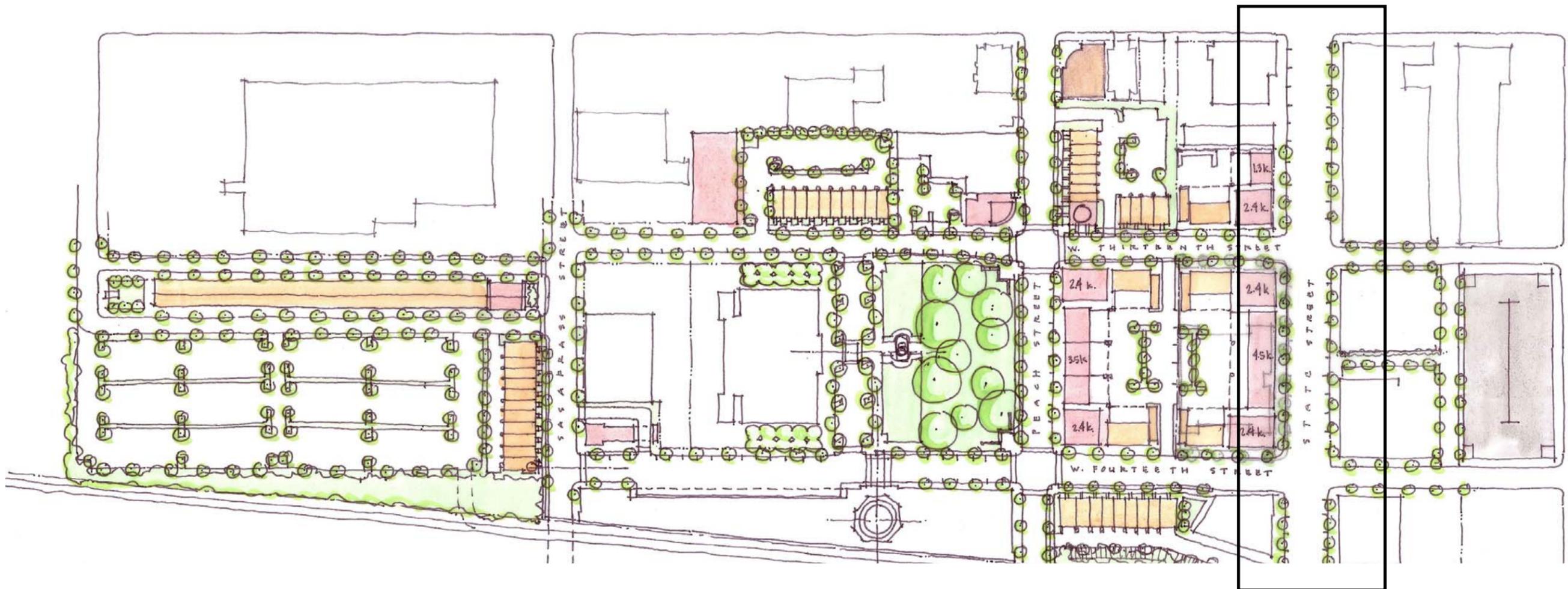
SECTION B: MASTER PLAN



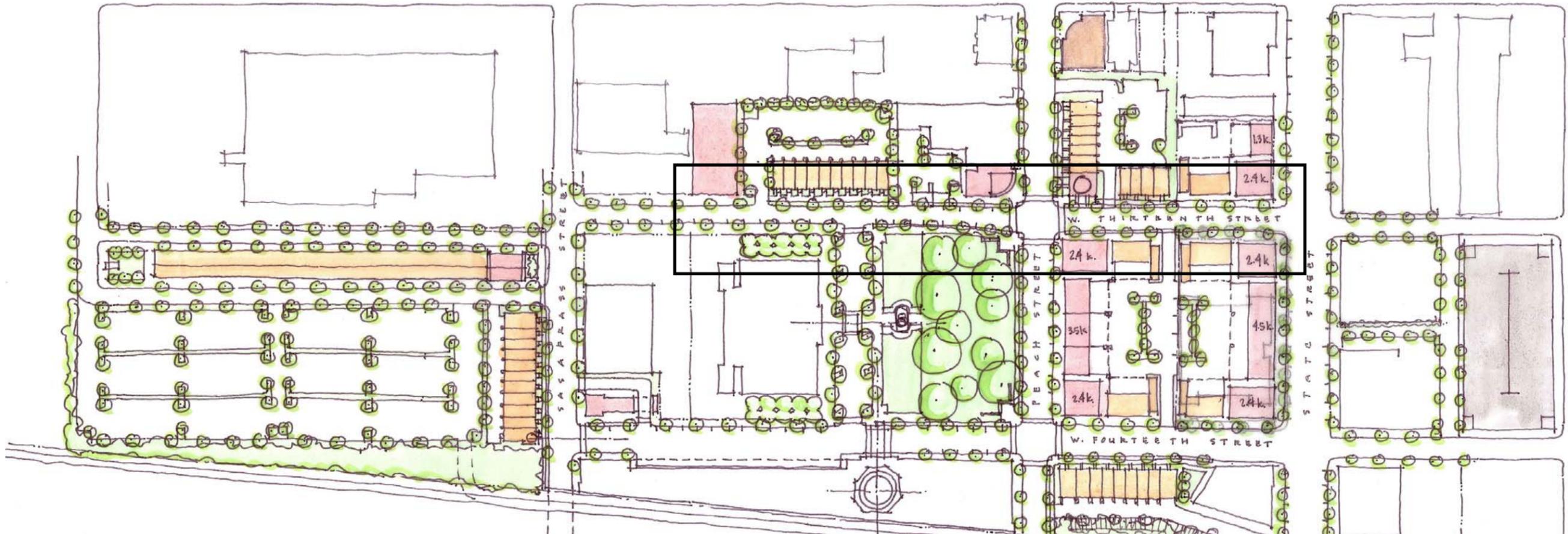
Section B: Project Focus Plan



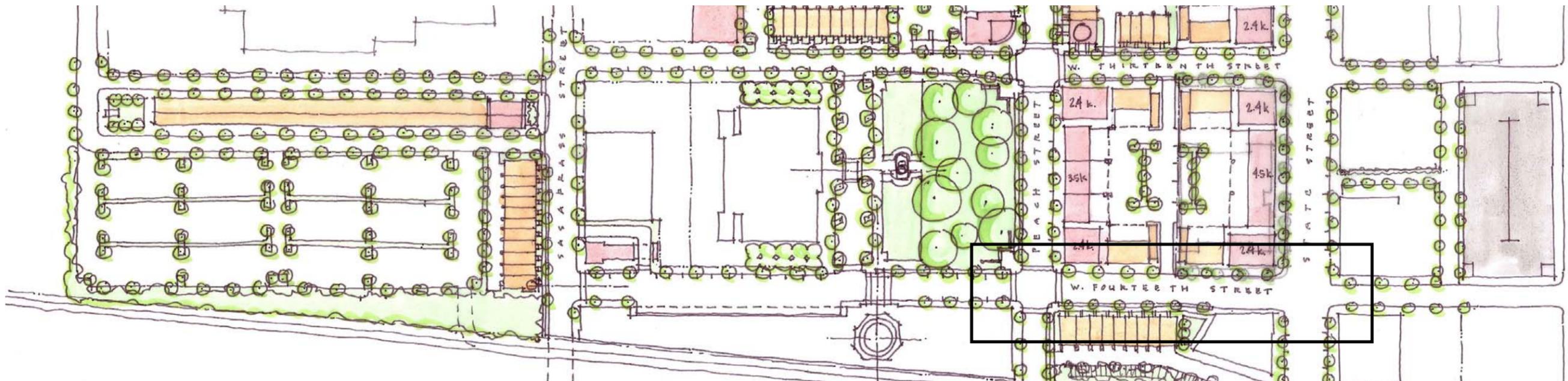
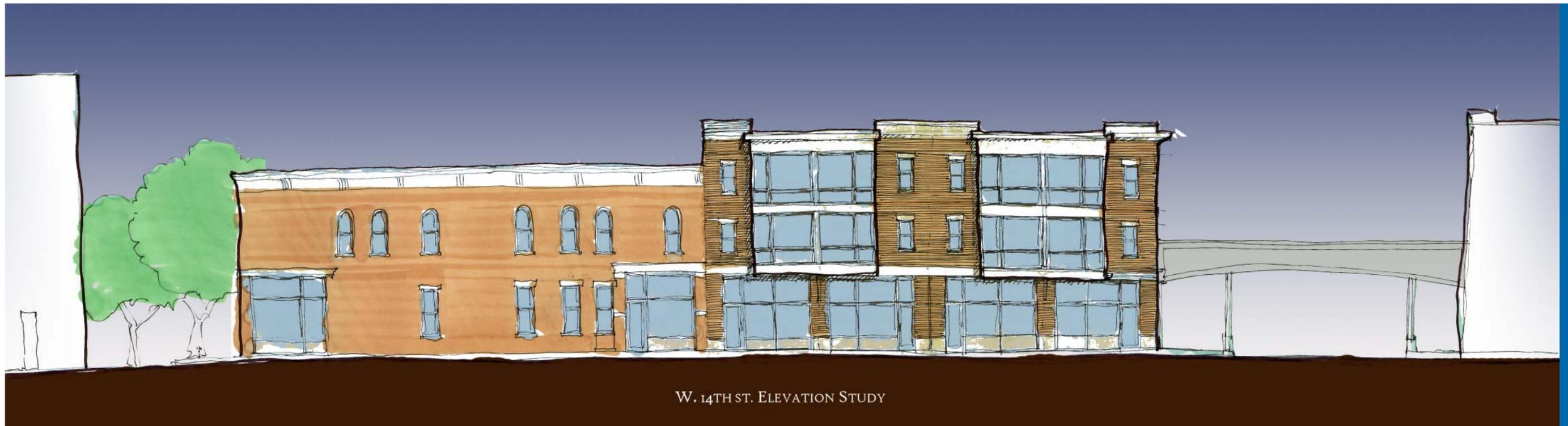
Section B: Overall Master Plan



Section B: Selected Project - State Street



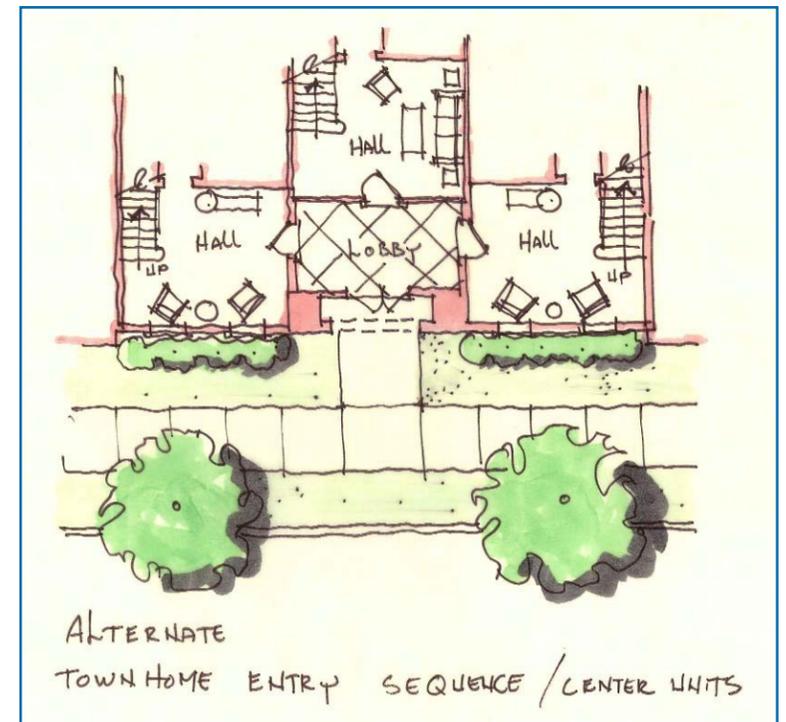
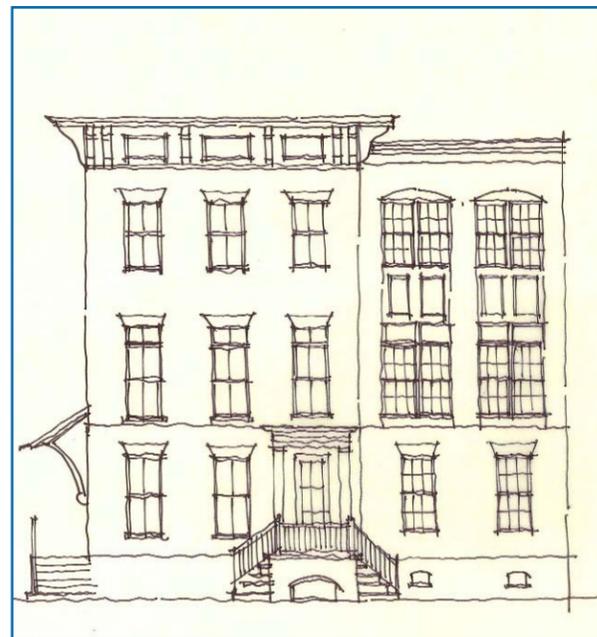
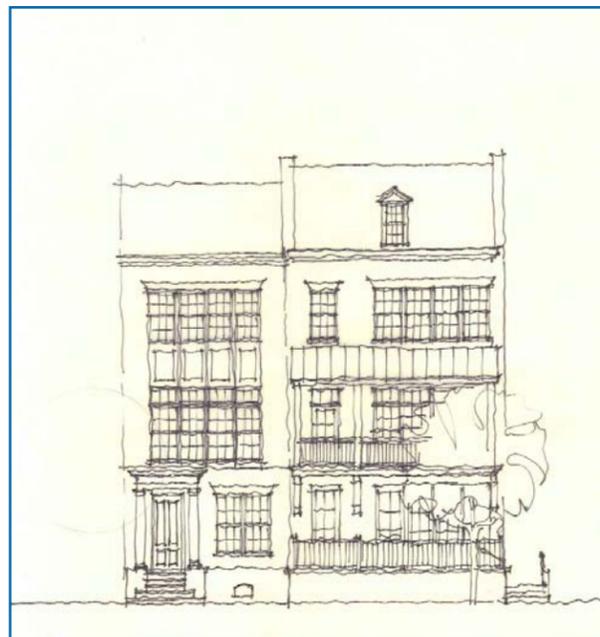
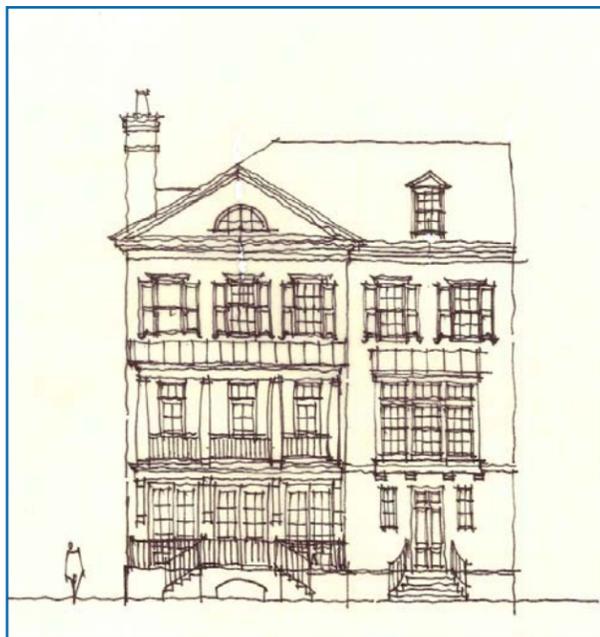
Section B: Selected Project - 13th Street



Section B: Selected Project - 14th Street

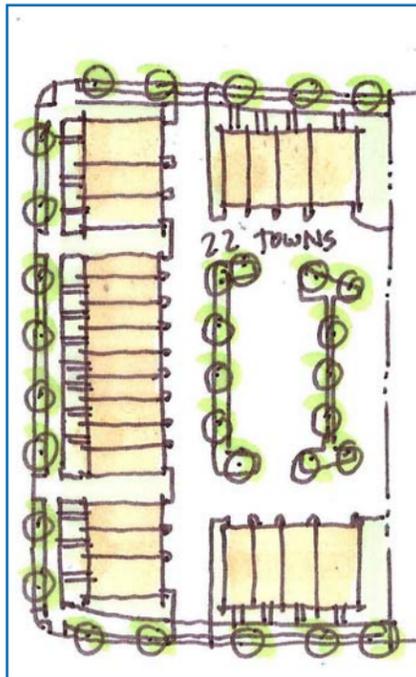
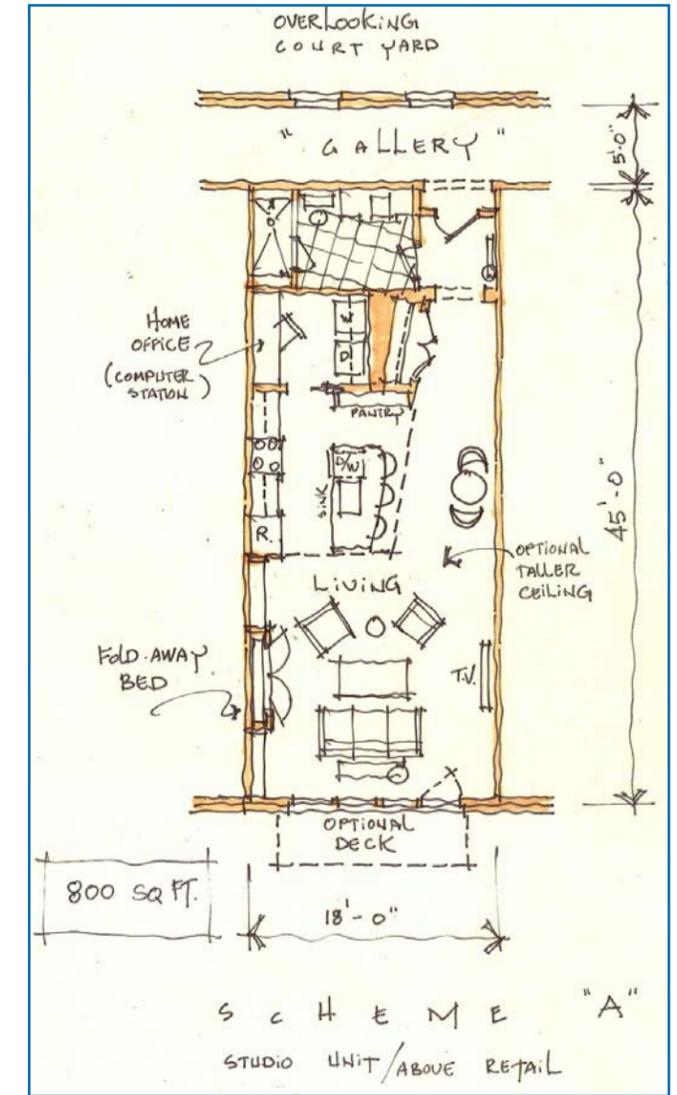
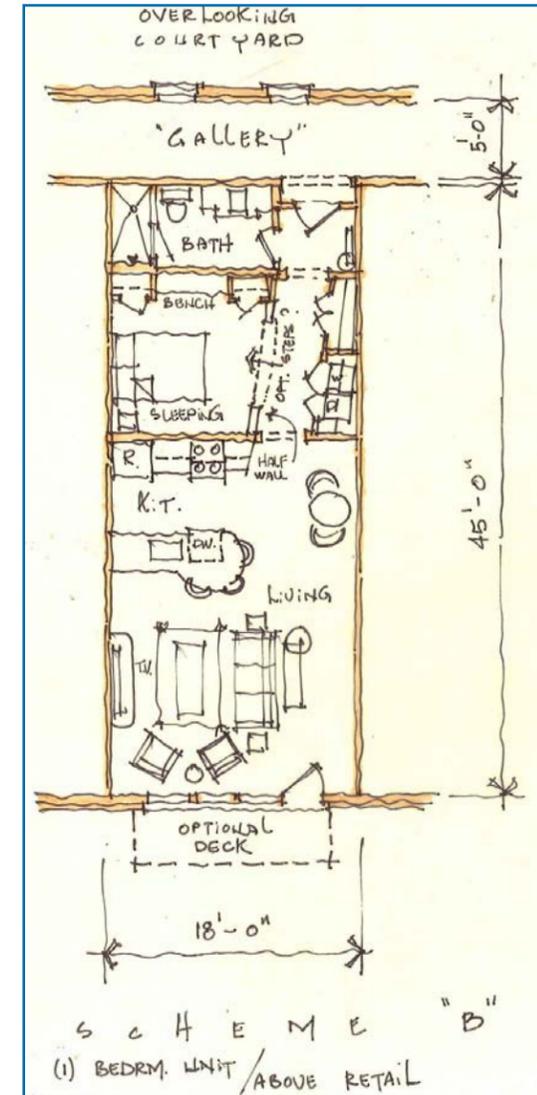
SECTION C: ARCHITECTURE

Charrette Summary



Facade studies

Section C: Townhouses

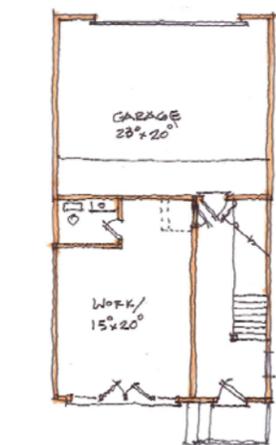
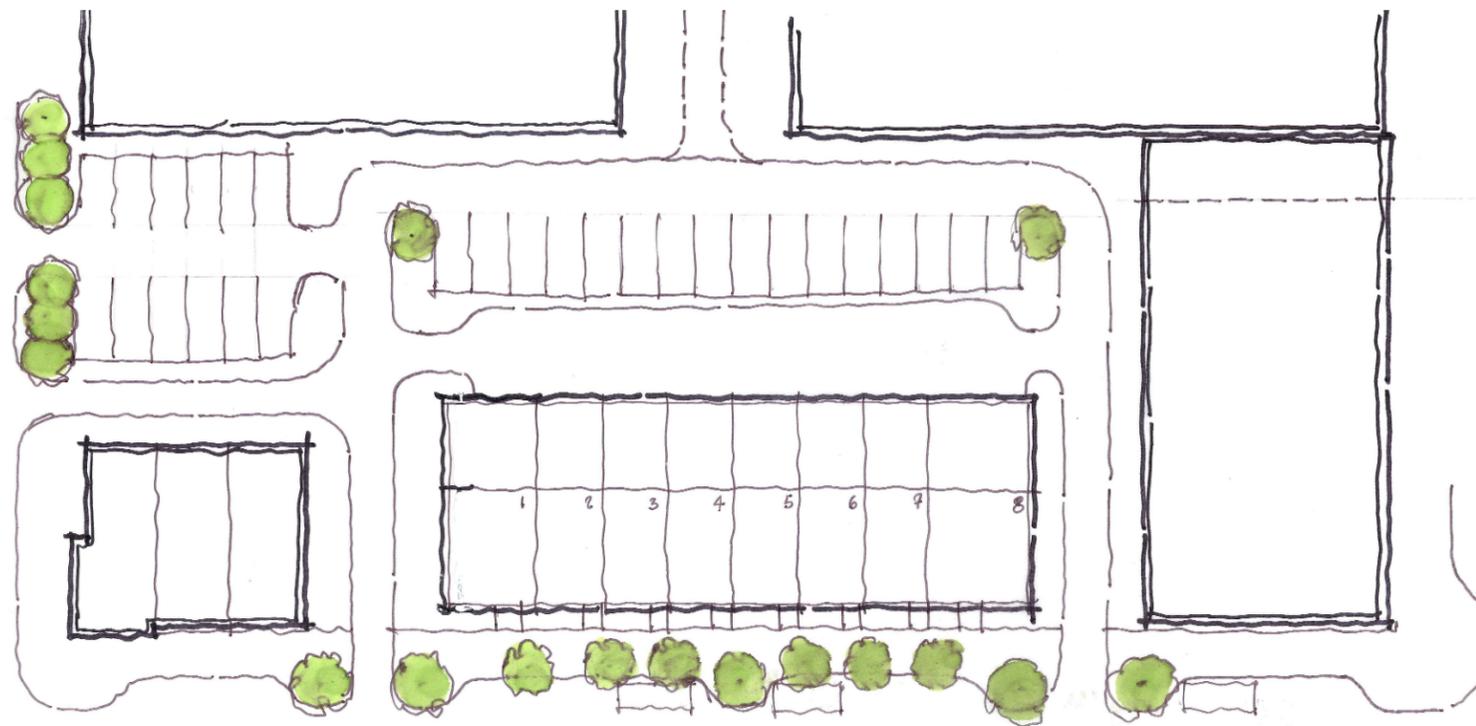


Typical Townhome Block Study

Recent downtown housing project by Looney Ricks Kiss

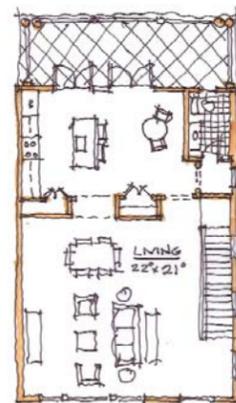
Section C: Townhouses

The 800 sq. ft. flat may be utilized above the retail spaces with their loft character, or, on the ground level. At ground level, the design allows for the flexibility of converting to retail space as the market need arises.

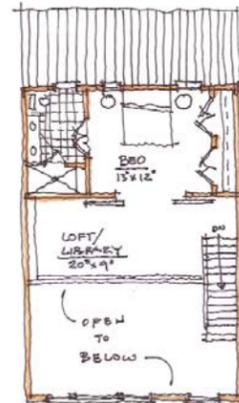


1st FLOOR PLAN
1/8" = 1'-0"
24' WIDE TOWN

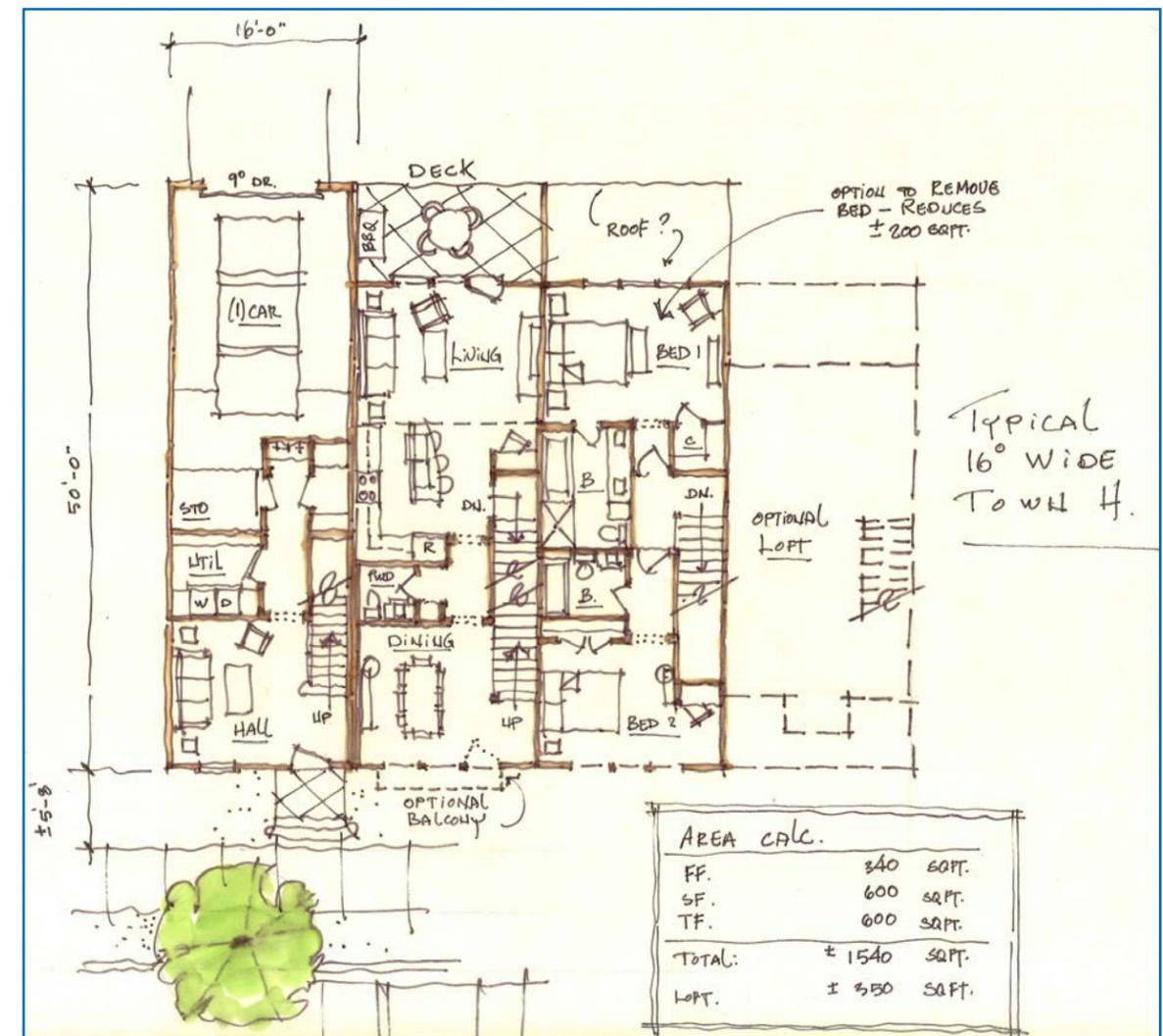
FIRST FL.	450 sq
2 nd FL.	740 sq
3 rd FL.	480 sq
TOTAL HEATED	1670 sq



2nd FLOOR PLAN
1/8" = 1'-0"
24' WIDE TOWN



3rd FLOOR PLAN
1/8" = 1'-0"
24' WIDE TOWN



These townhomes would be located in various areas as depicted on the site plan along Thirteenth Street and portions of Peach Street. 3-story townhouses of varying widths have been utilized to provide varying unit square footage sizes, with end units 24 feet wide and interior units 20 feet wide. The 3-story height relates to the existing streetscape. The ground floor units of the buildings provide the flexibility of live/work units, allowing for the main living to occur at the second level and above. These townhomes have the advantage of 2 car spaces enclosed within individual garages.

Section C: Townhouses

Description	Area	Units	Required Parking		Parking Provided				Parking Net
			Parking Ratio (spaces per unit or 1000 s.f.)	Required Parking	Covered	Garage structured	Surface	Street	
Block A									
3 story towns	(9) 16ft. wide townhomes @ 1540 s.f. ea. (2) 24ft. wide townhomes @ 1670 s.f. ea.	9 2	1.5 2	14 4	9 4				
				Sub-Total	18	13	294	8	298
Block B									
Credit Union	one story 2,500 s.f. w/ single drive through	2,500	5	13			10	4	
Post Office	no change			124			42		
				Sub-Total	137		52	4	-81
Block C									
3 story towns	(7) 16ft. wide townhomes @ 1540 s.f. ea. (2) 24ft. wide townhomes @ 1670 s.f. ea. (9) total units @ 14,120 total s.f.	7 2	1.5 2	11 4	7 4				
				Sub-Total	15	11	20	0	17
Block D (Phase I)									
3 story residential	1st floor (2) units @ 1200 s.f. ea. 2nd floor (15) units @ 800 s.f. ea. (2) unit @ 2000 s.f. ea. 3rd floor (15) units @ 800 s.f. ea. (2) unit @ 2000 s.f. ea.	2 15 2 15 2	1.5 1.5 1.5 1.5 1.5	3 23 3 23 3		20		19	
Retail	Ground floor retail	8,300	5	42			38	19	
				Sub-Total	96	20	38	19	1
Block D (Phase II)									
3 story residential	1st floor (2) units @ 1200 s.f. ea. 2nd floor (15) units @ 800 s.f. ea. (2) unit @ 2000 s.f. ea. 3rd floor (15) units @ 800 s.f. ea. (2) unit @ 2000 s.f. ea.	2 15 2 15 2	1.5 1.5 1.5 1.5 1.5	3 23 3 23 3		20		19	
Retail	8,300s.f.	8,300	5	42			38	19	
				Sub-Total	96	20	38	19	1

Block E									
3 story towns	(9) 16ft. wide townhomes @ 1540 s.f. ea. (2) 24ft. wide townhomes @ 1670 s.f. ea.	9 2	1.5 2	14 4	9 4				
Flat apartments	1st floor (1) unit @ 1200 s.f. 2nd floor (6) units @ 800 s.f. ea. (2) unit @ 2000 s.f. ea. 3rd floor (6) units @ 800 s.f. ea. (2) unit @ 2000 s.f. ea.	1 6 2 6 2	1.5 1.5 1.5 1.5 1.5	2 9 3 9 3	7			24	
Retail	5,700 s.f. total	5,700	5	29				14	20
Retail @ 12th & Peach	6,500 s.f. one story	6,500	5	33					
Existing Parking Lot	Existing Parking Lot			112					
				Sub-Total	216	20	38	20	-138
Block F									
News Building residential units	2nd & 3rd floor (3) 1600 s.f. townhomes	3	1.5	5					
Renovated warehouse	10 loft units	10	1.5	15					
Retail studio space	total 3000 s.f.	3,000	5	15				10	
3 story towns	(10) units @ 1540 total s.f. ea.	10	1.5	15	10			30	
				Sub-Total	50	10	40		1

Total Retail and commercial	Total Residential	Parking Req.	Parking Provided	Parking Surplus
34,300	143	625	722	97

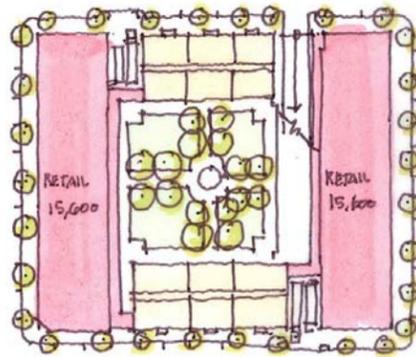


Currently, the majority of the neighborhood parking is accommodated in the large lot in front of the Post Office. Under the new plan, this lot will be reduced in size to reflect a more proper scale. A more consistent distribution of parking is accomplished by “self-parking” the residential and retail components and increasing the overall number of parking spaces with on-street parking. The result is parking adjacent to all uses. The charts above compare the new development and the total number of parking spaces provided.

In addition to the increased capacity, the on-street parking also acts as a “traffic calmer”. Typically travel speeds are reduced and by putting a vehicle between the travel lanes and the pedestrian zone, safety is increased.

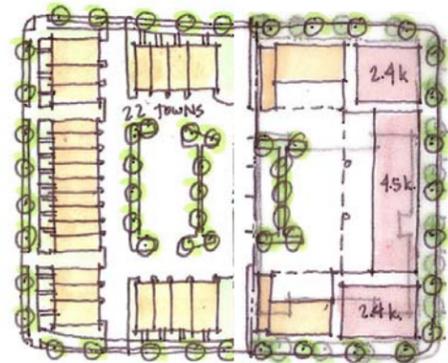
Section C: Housing Summary

Option A



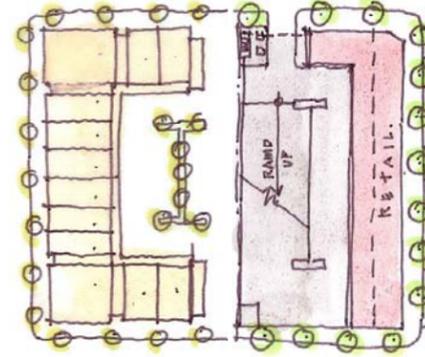
Ground Floor

Option B

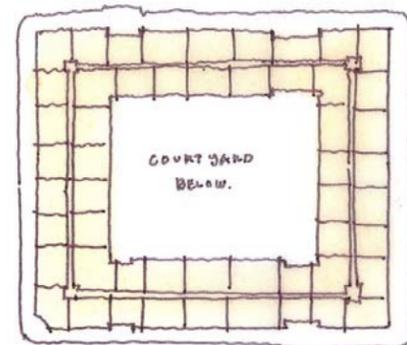


Townhouse with Surface Parking Retail with Surface Parking

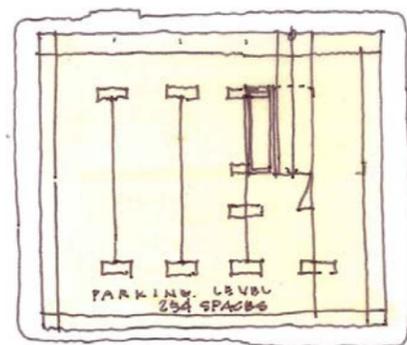
Option C



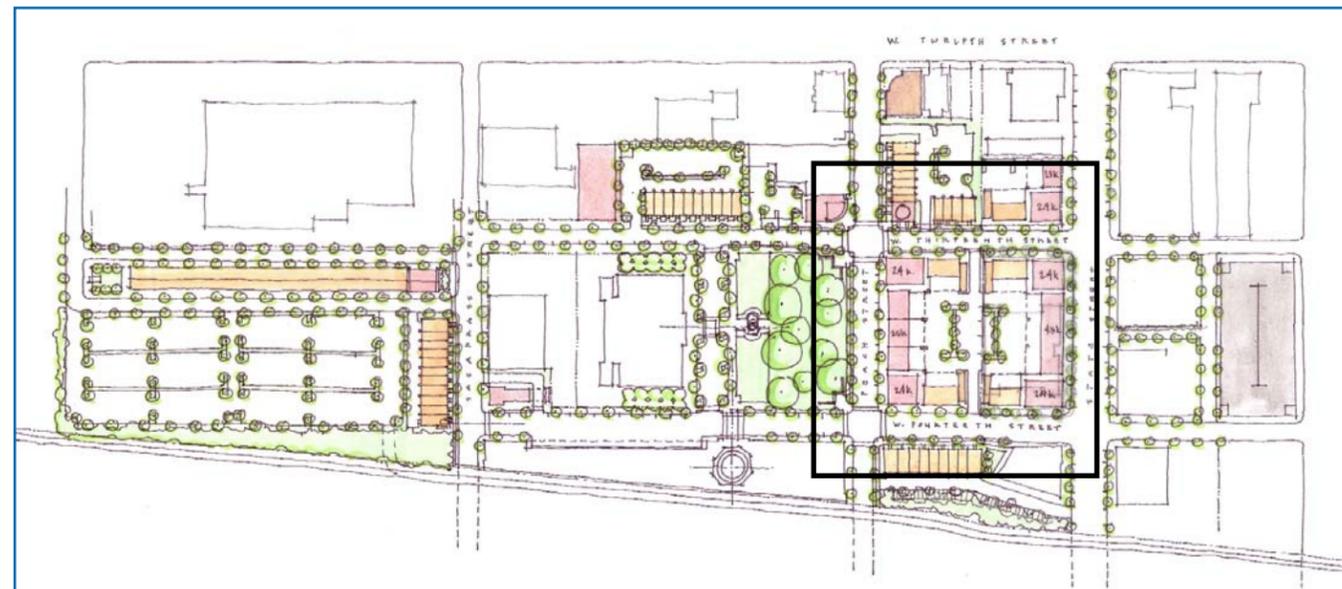
Multi-family Garage with Retail Liner



Typical Upper Floor Office or Residential



Typical Parking Level Below Grade



Site Key Plan - Mixed Use Block

At the center of the Master site plan, the block bounded by State on the East, Peach on the West, 13th Street on the North, and 14th Street on the South – has been studied as a Mixed-Use block. This block could contain a mix of Residential, retail, and Office uses.

Three Options indicated on this page illustrate general concepts for how this could be accomplished:

Option A – Contains ground floor retail shell space on both State, and Peach Streets, with residential units located on 13th and 14th. The upper 2 or 3 levels could be either Residential or Office in a courtyard configuration. Parking could be accommodated in a below grade parking level or parking could be provided in a nearby adjacent block.

Option B – The West side of the block contains a fee simple arrangement of 16' wide Residential Townhomes, while the East side of the block contains retail at the ground floor, and office or residential units on the upper 2 or 3 floors.

Option C – The West side of the block contains a Residential multi-family building with 3 levels of units. The East side of the block contains a parking structure with Liner space on State Street that could be ground floor Retail, with the upper 2-3 floors containing office or residential flats.

These ideas are for reference only, and it should be noted that these 3 scheme could be combined and rearranged to create multiple block arrangements between East and West side of the block. This Master plan encourages retail or residential uses at the ground floor of Peach Street facing the Park, and Retail uses at the ground floor of State Street.

Section C: Retail - Mixed Use Block Options

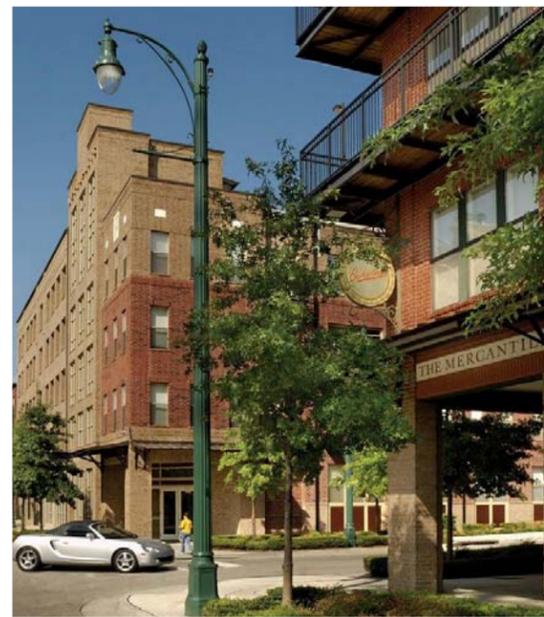
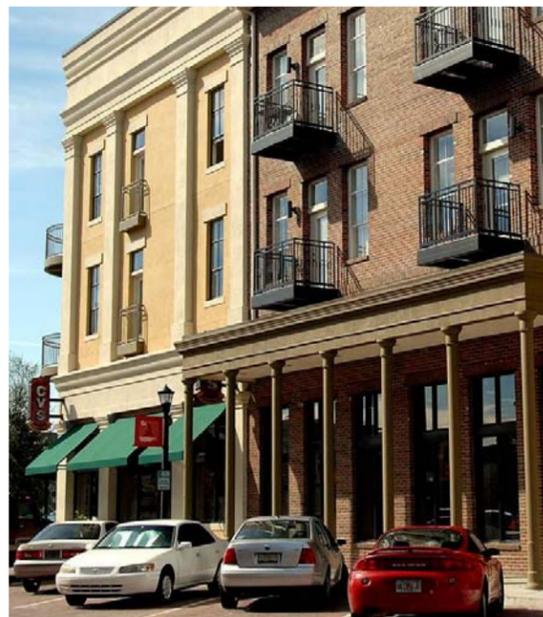


State Street is encouraged to be the primary retail center of this Master Plan. The architectural character of the buildings on State Street should be in keeping with the historic character of the existing structures on the opposite side of the street.

This character is defined by the flat roofs, and vertical proportion of the façade elements, the number and variety of the buildings, the 3 to 4 story scale of the buildings, and primarily by the ground floor storefronts for the retail uses.

The architecture of State Street should have a defined base and ground floor articulation that relates to the street. At the ground floor - the glass opening should be large, for adequate retail displays and window shopping, a clear 36" high signage band should be provided directly above the storefronts, a variety of good pedestrian level signage should be encouraged, awnings provided, and the quality of building materials should be elevated at the pedestrian zone.

Above the retail level of the building, the architecture can be simplified, as long as a pattern of punched window openings are provided, and vertical proportions are maintained. At the cornice line, the buildings should have a variety of cornice heights, and styles appropriate to the character of the building façade below



Recent downtown retail projects by Looney Ricks Kiss

Section C: Retail

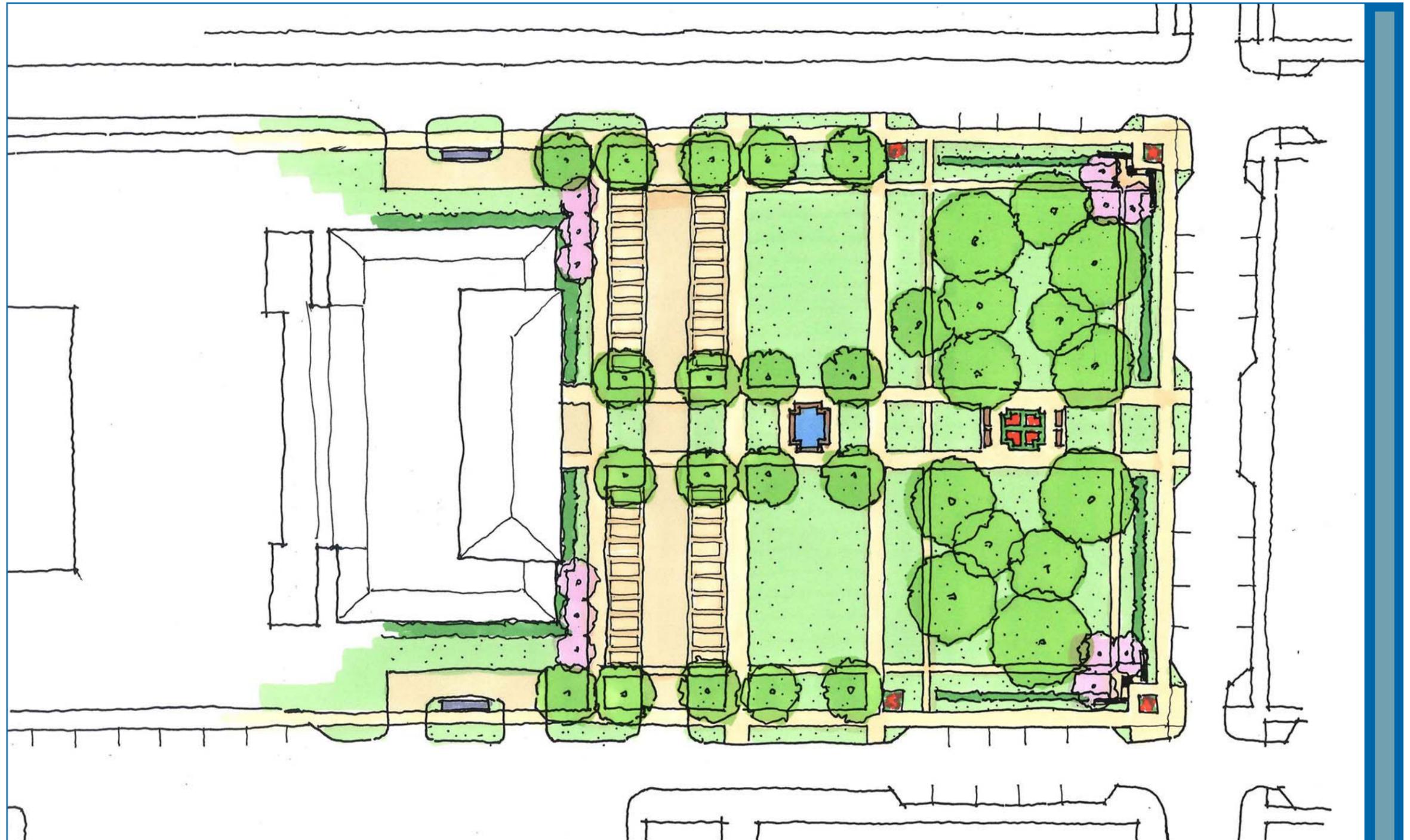
SECTION D: PARK DESIGN/STREETSCAPES

The majority of the existing parking in front of the Post Office has been redistributed throughout the neighborhood in the form of on-street parking.

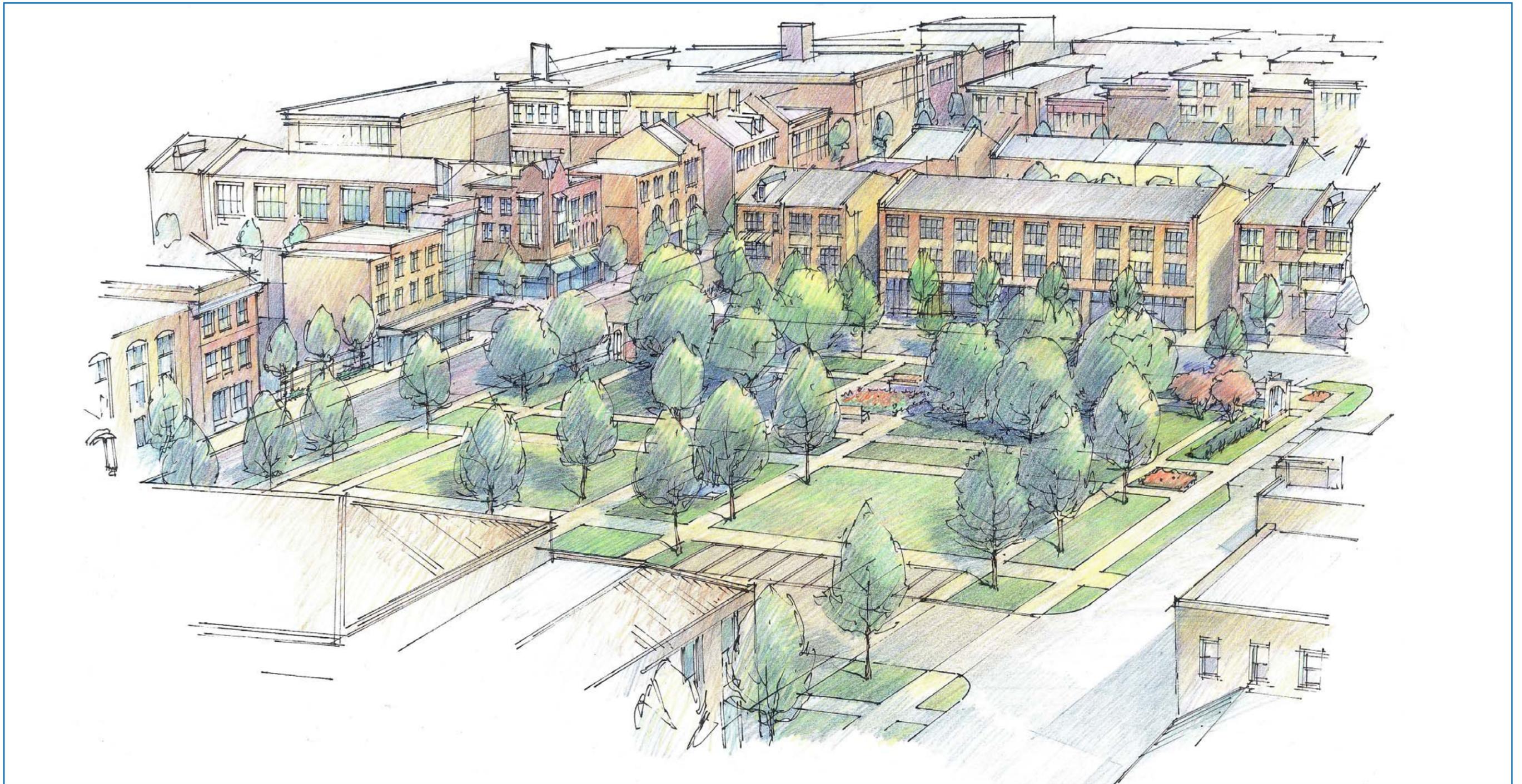
The new park design opens up the area and creates a more user-friendly space. By trimming errant branches and bringing additional sunlight into the park, a more beautiful experience is created. Hedges are envisioned to line Peach Street to create a border between the pedestrian and vehicular uses to provide a safer environment.

A new plaza is envisioned for the area on axis with Union Station. This area can serve a dual role as parking and public gathering space for festivals and community activities. Griswold Park will be expanded to include a water feature and gardens.

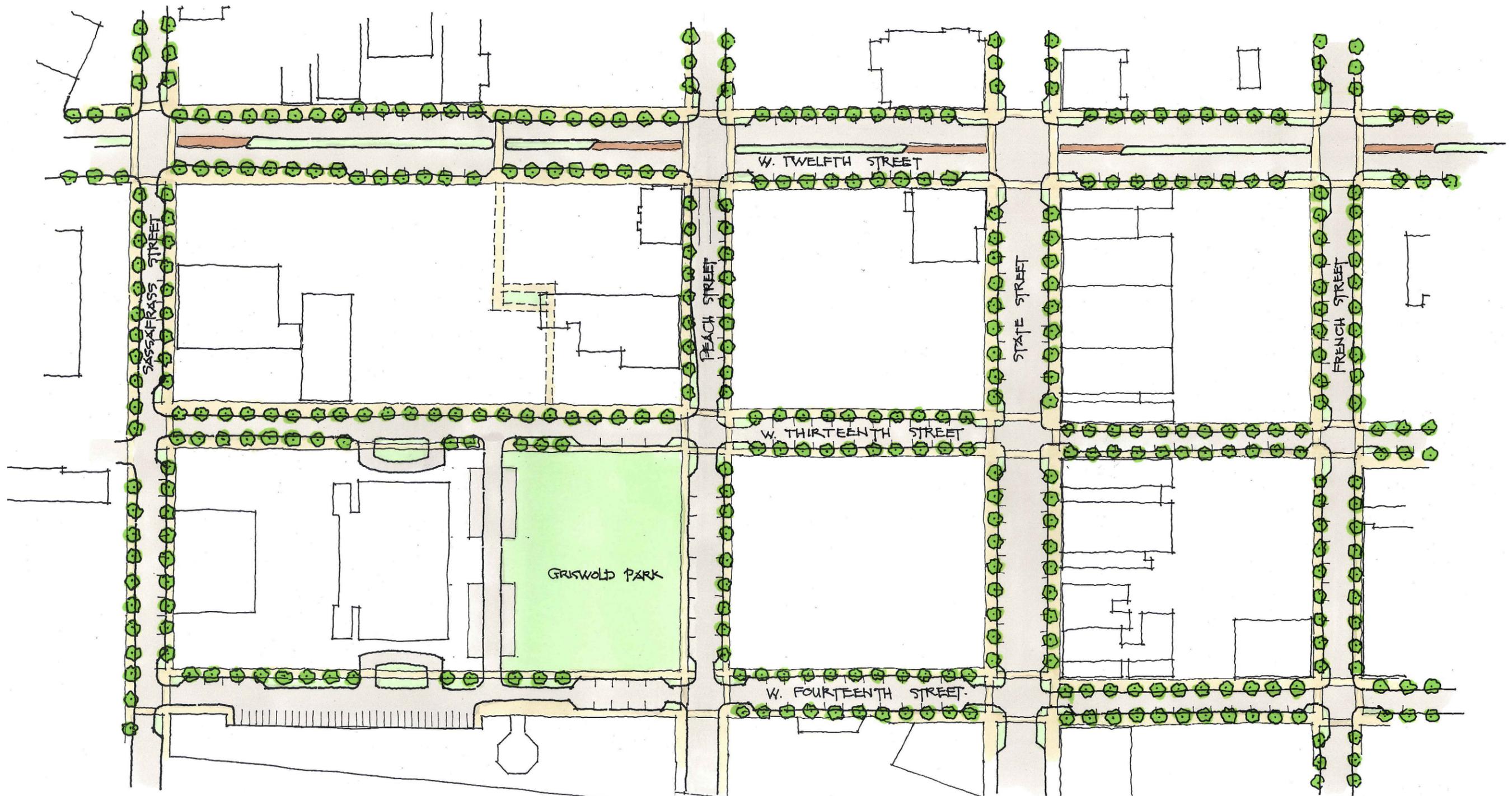
The mail drop-off boxes will be relocated to the sides of the Post Office to accommodate traffic coming in from either West or East.



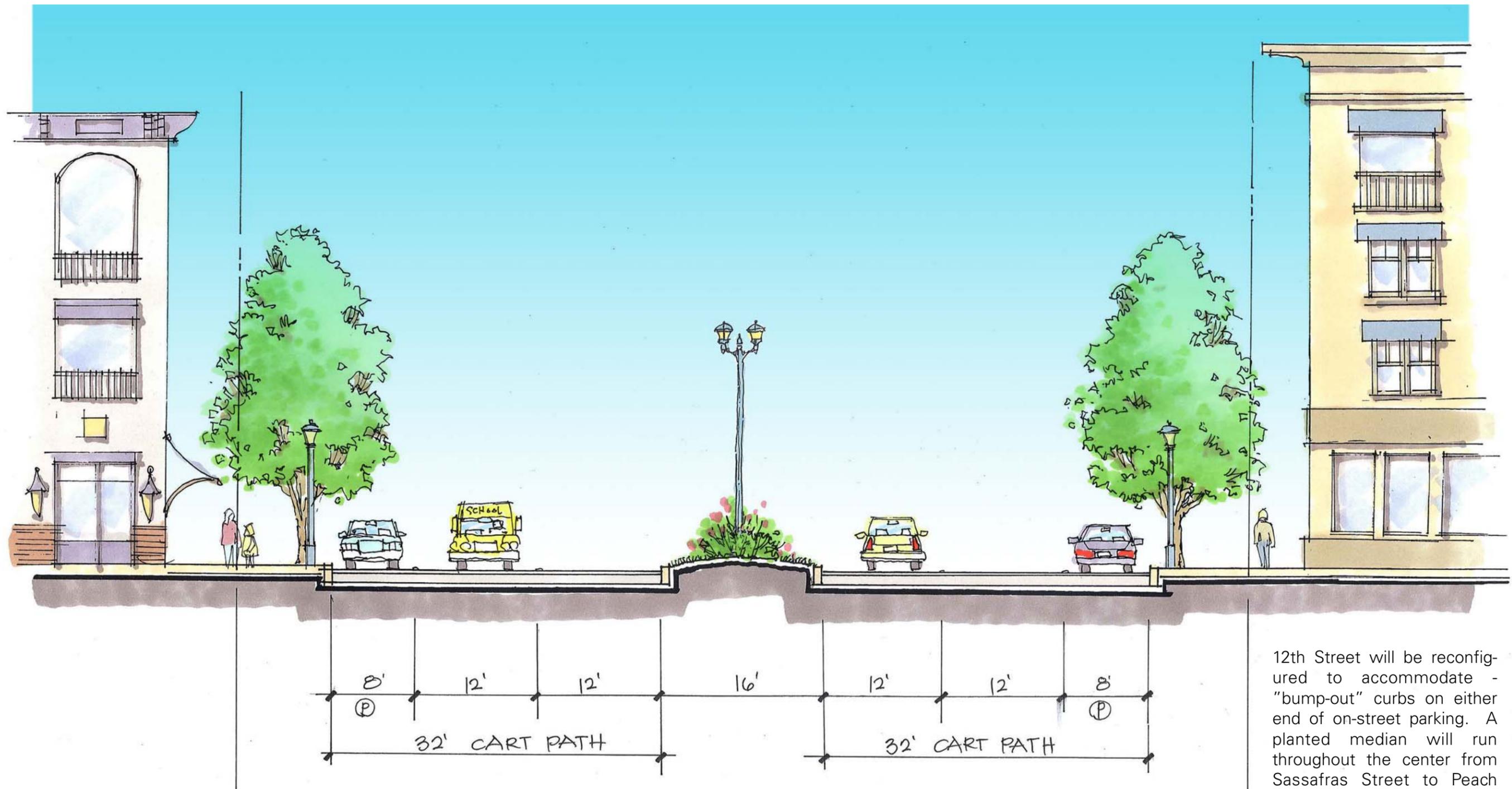
Section D: Griswold Park - Plan



Section D: Griswold Park - Perspective

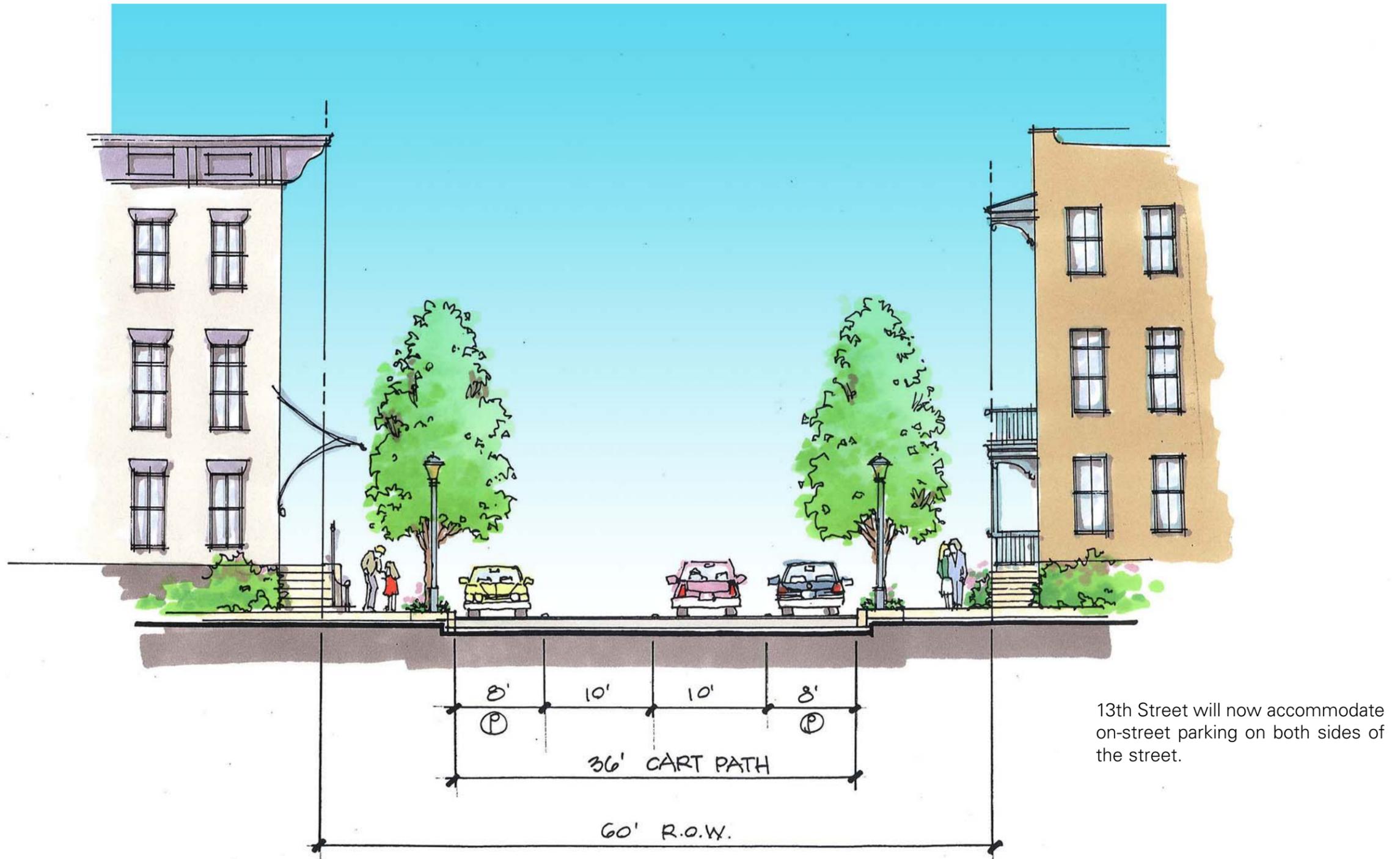


Section D: Street Sections - Plan



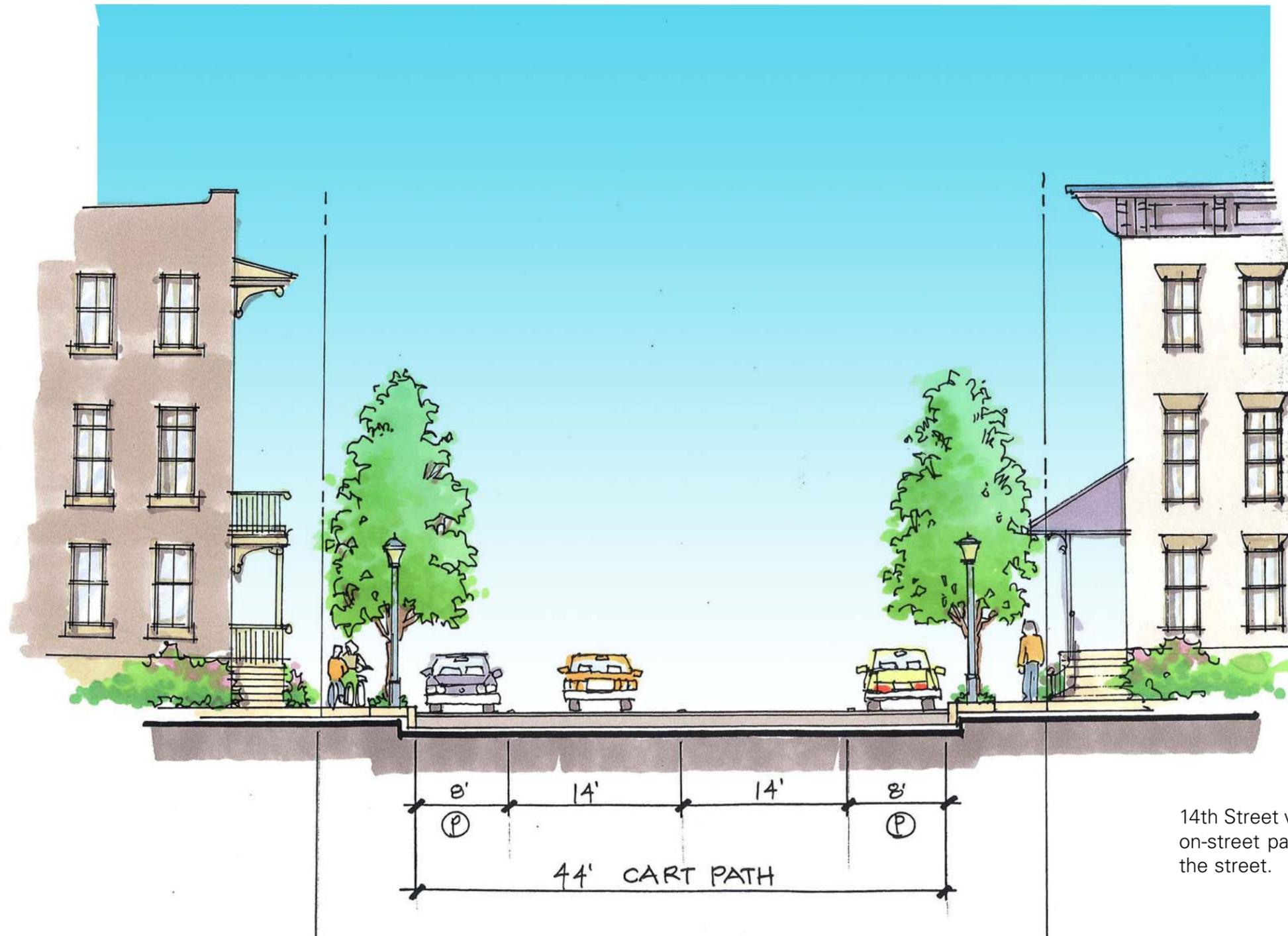
12th Street will be reconfigured to accommodate - "bump-out" curbs on either end of on-street parking. A planted median will run throughout the center from Sassafra Street to Peach Street.

Section D: Street Sections - 12th Street



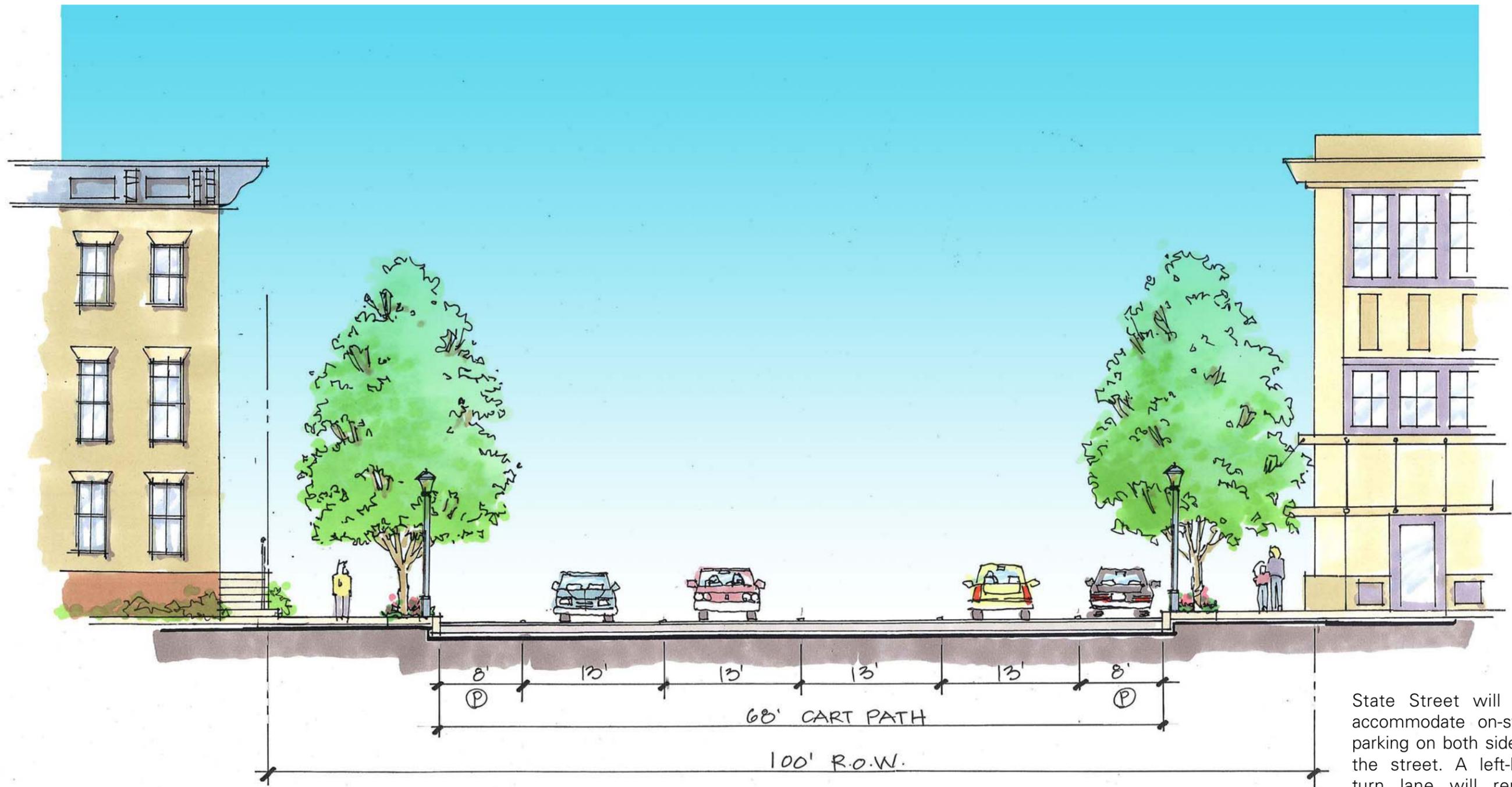
13th Street will now accommodate on-street parking on both sides of the street.

Section D: Street Sections - 13th Street



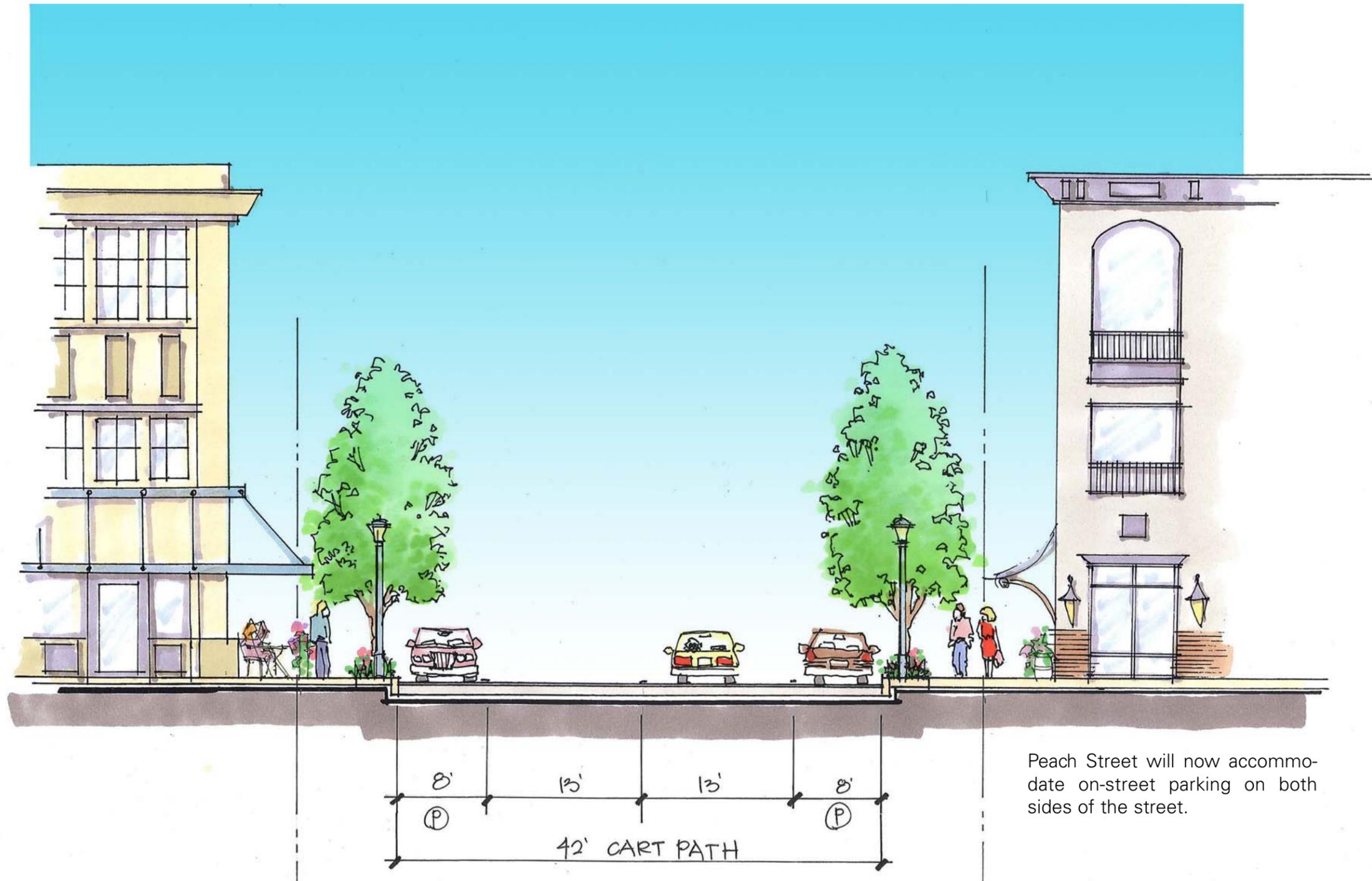
14th Street will now accommodate on-street parking on both sides of the street.

Section D: Street Sections - 14th Street



State Street will now accommodate on-street parking on both sides of the street. A left-hand turn lane will remain where State Street meets 12th Street.

Section D: Street Sections - State Street



Section D: Street Sections - Peach Street



Examples of site furnishings and lighting proposed for the expanded Griswold Park and Plaza

Section D: Site Amenities