



FOUR CORNERS TOWN CENTER ERIE, COLORADO

PROPOSAL FOR MASTER PLANNING
AND URBAN DESIGN SERVICES

May 03 2019

DRAFT





On the Cover: Kentlands, Maryland
This Page: Seaside's Town Center, Santa Rosa Beach, Florida



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May 03, 2019

The Town of Erie
Administration
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Via email

Attention: Mr. Malcolm Fleming
Town Administrator
mfleming@erieco.gov

Mr. Ben Pratt, CEcD
Economic Development Director
bpratt@erieco.gov

Mr. Fred Starr
Planning and Development Director
fstarr@erieco.gov

**FOUR CORNERS TOWN CENTER, ERIE, COLORADO
PROPOSAL FOR MASTER PLANNING AND URBAN DESIGN SERVICES**

Dear Malcolm, Ben, and Fred,

Thank you for the Town of Erie's interest in DPZ CoDESIGN (DPZ) and in our services for the above captioned development. We look forward to assisting you with the proposed Four Corners Town Center, towards its establishment as a unique, lively neighborhood; as a great place to live, work, visit, and recreate; an important focus of community pride; a model of sustainable growth; and an economic success.

Your vision for Four Corners Town Center is highly congruent with DPZ's planning and design philosophy. These include – apart from principles of traditional placemaking – approaches to creating viable and marketable plans for effective implementation. To these aims, DPZ offers: renowned professional expertise and prowess in the best and latest practices in planning, urban design, coding, and architectural design for mixed use urban centers (including innovative strategies for Sprawl Repair, Light Imprint design, and Lean Urbanism); expertise in cost-efficient and sustainable design and development; effective techniques for stakeholder engagement; and implementation know-how and experience – to successfully assist the Town in this initiative.

(Note: A DPZ Prospectus – including descriptions of our firm, of our initiatives, and of a selection of pertinent projects – was previously transmitted to the Town of Erie on April 4, 2019. For succinctness, and with the exception of certain topics we consider to be very relevant to the proposed work plan, we have not repeated such information herein.)

We are excited about the prospect of collaborating with the Town, and are committed to providing you with the highest quality of work. Moreover, in preparing the proposed work plan and timeline we have ensured that we have the capacity and capability to undertake and complete the scope in a timely, cost-efficient manner, as demonstrated by the success of our many prior downtown and town center master planning and development efforts.

We look forward to discussing this proposal with you in greater detail as the consultant selection process moves forward. Please feel free to contact us at +1 305 644 1023 x 1012 or at senen@dpz.com for any questions or requests for additional information.

Sincerely,



Senen M. A. Antonio
Partner

An aerial view of a modern town center at dusk. The scene is illuminated by warm string lights and the interior lights of a restaurant named 'LIFE KITCHEN'. Several palm trees are planted along the sidewalk. People are walking on the sidewalk, and a car is visible on the street. A large, semi-transparent red watermark is overlaid on the image.

ASSUMPTIONS;
UNDERSTANDING OF KEY ISSUES
(VIS-A-VIS ASPECTS
OF TOWN CENTER PLANNING
AND DESIGN)

Playa Vista, California



DownCity Providence, Rhode Island

There are several components to the successful preparation of the Master Plan and associated documents for the proposed Four Corners Town Center, ranging from clear communication of goals, to the skills and expertise of the team striving to meet those goals, to the approach taken in preparing the plan, and to simply finding the right fit between the client team/project stakeholders and the design team.

DPZ is dedicated to the idea of an urbanism for the social and ecological benefits that can accrue. We believe great places add to the sum of human happiness. We create benevolent urban places in the form of cities, towns, and neighborhoods which encourage walking, diversity, and complexity. Our projects generate the physical framework for a fulfilling human existence. But that isn't worth much unless these projects are built — and that they are only built within the realities and constraints of the market. Our clients would say, to their pleasant surprise, that we are very flexible and responsive with regards to understanding their circumstances of market, finance, permitting, and management. We demonstrate a sensitivity to our clients' needs to balance design vision and placemaking, implementability, and economic viability.

DPZ is experienced in producing master plans for town centers, mixed use districts, and downtowns; we not only are highly skilled but also have established ourselves as a firm on the cutting edge of planning and urban design innovations. We are creative and efficient in our planning and analysis processes; this is clearly evidenced in our Charrette process (described in the aforementioned Prospectus as well as later in this document), in which the plan proposals can be immediately analyzed, critiqued, and revised within compressed work cycles.

Our proposed Four Corners Town Center Master Plan will embody the Town of Erie's – and the pertinent developers' – development goals and, as appropriate, the community at large. The Master Plan will consider the envisaged mix of uses and densities in balance with the overall efficacy of the Plan in fostering connectivity, walkability, and neighborhood vibrancy and identity, through placement and design of the elements of the built environment.

Our proposed project Work Plan and schedule estimate an 24-week work period. We are confident that we can complete the scope/work product requirements in a timely and comprehensive manner within this proposed timeframe. Working closely with the Town's project team and other decision-makers, DPZ will guide this process from the analysis of the existing documents and conditions to the successful completion of the Master Plan and supporting documents, as described in this proposal.

Ultimately, DPZers sincerely believe we have the opportunity to create places where society and nature thrive with great diversity and complexity. We find our work to be terribly meaningful as well as enjoyable, and that is why we do what we do.

ASSUMPTIONS; UNDERSTANDING OF KEY ISSUES

ASSUMPTIONS

Based on communications between the Town and DPZ, including clarifications on the scope of work via emails dd April and May 2019, DPZ's assumptions – as they influence the scope and the preparation of our proposal – include the following:

- The Four Corners Town Center is envisioned to become a vibrant, sustainable, mixed use urban center on E County Line Road and Erie Parkway. As the name suggests, the aggregated parcels comprising Four Corners occupy all four quadrants at this intersection. Four Corners is the geographic center of the Town; the Historic Old Town lies to the northeast. Physical, visual, and programmatic connections between Old Town and Four Corners would be explored; the Downtown Redevelopment Framework Plan should be recognized and referenced as appropriate.
- The entire acreage comprising Four Corners total approximately 390 acres, though the areas under planning consideration comprise 145 acres distributed across five individual parcels. Per the Town, the 390-acre planning area is identified “in hope to create an component of continuity between uses and design, some of the study area has been developed, but the [five parcels] are in early stages of sketch plan by private developers”.

PARCEL	LOCATION	LAND AREA (ACRES)	PROPOSED DEVELOPMENT PROGRAM
1 RANCHWOOD	NW Quadrant	28.54 Acres	Multifamily Residential and Commercial uses with common areas, pocket parks, landscape buffers, access, etc.
1B TBD	NW Quadrant	30.23 Acres	TBD
2 REGENCY CENTERS	NW Quadrant	20.31 Acres	Provisional plan only for traffic planning purposes. The Town considers this area “up for grabs” from a planning perspective.
3 FOUNDRY BUILDERS	SW Quadrant	45.82 Acres	A prior sketch plan depicted Single Family Detached Residential, “Modern Homes” Residential*, Multifamily Residential, and Commercial uses. The sketch plan has lapsed, and its entire use is to be reevaluated. The only confirmed element would be the commercial development in the SE corner. <i>* a higher density single family detached type yet to be fully defined</i>
4 ERIE COMMONS	To the East on Erie Parkway	21.05 Acres	A since-outdated plan depicted six commercial pads on Erie Parkway. The parcel is zoned Commercial, though rezoning is envisioned to accommodate Residential uses.



(Left) Diagram showing the whole 390-acre Four Corners Town Center site (all areas in green), and the focus areas for planning and design (Parcels 1, 1B, 2, 3, and 4). (Provided by the Town of Erie)

It is thus DPZ's understanding that the five identified parcels are to be the main area of planning focus/intervention; this being said, the Town desires to ensure that the entire 390-acre Four Corners works cohesively (e.g. uses and connectivity) and an overall framework should be considered when contemplating future uses of the five subject parcels. A summary table with descriptions of the five parcels is provided on the prior page.

- The five parcels presently are owned by private developers in various stages of the planning process. Parcels 1 and 4 are in their initial sketch plan process, but the Town intends to evaluate existing zoning and developer proposals, and provide recommendations for updates/modifications. The developer of Parcel 1 currently is in discussions with the owner of Parcel 1B. None of the plans have been approved. It is DPZ's understanding that our scope would be premised on the various developers' programs (i.e. development mix and quanta) for these parcels, as the basis of the preparation of one or more alternate plans for each.
- There are other existing uses in the Four Corners Town Center – e.g. Walgreens, Burger King, the Shell station – that may or may not be in play. Assuming the Town envisions a more urban, mixed use, and walkable Four Corners, these uses having suburban pad configurations at the core of the Four Corners area (e.g. Walgreens occupies one of the actual Four Corners) are not aligned with that vision.

This being said, the traffic volumes and respective character of Erie Parkway and County Line Road and other nearby thoroughfares need to be vetted more thoroughly as part of this planning process to verify the extent to which these streets could be urbanized.

ASSUMPTIONS; UNDERSTANDING OF KEY ISSUES

(Below) Events/activities at a typical DPZ Charrette:

- 1 Topical team work sessions with project decision-makers
- 2 Periodic interactive planning and design reviews
- 3 Continuous and concurrent planning and design
- 4 Final presentation



- Reviewing the Town's economic profile, the increasingly widening gap between the population/number of households and housing supply is notable. From empirical observation, the majority of residential development in Erie seems to be in the form of Single Family Detached dwellings. It is our understanding that – in consultation with the Town's Board of Trustees – the Town might consider the greater provision of Multifamily and Missing Middle housing towards narrowing this gap. Similarly, the statistics on Retail (Commercial) Leakage and gap reduction opportunities are significant and present great opportunities towards creating a truly vibrant, mixed use Town Center. Previously prepared ESRI information notwithstanding, the Town has expressed its willingness and ability to commission a market study to determine details of the capacity for additional residential and commercial uses in Four Corners.
- The Town has stated that undermining (from abandoned coal mines from long ago) took place in Parcels 1, 2, and 3 with mitigation requirements, along with stormwater requirements. We also noted gas well setbacks, and culvert setbacks on at least two of the five parcels. No formal studies have been completed beyond initial engineering analyses.
- Though not discussed with the Town, it is DPZ's understanding that flooding and stormwater management are significant issues for Erie and Boulder County at large. The integration of Light Imprint strategies – which DPZ pioneered – into the development proposals for Four Corners would be of utmost importance.
- Similarly, the planning and design of Four Corners will entail the use of pre-emptive Sprawl Repair techniques – also pioneered by DPZ – towards creating a true mixed use Town Center from the prevailing suburban development patterns and aligned with market demands.
- In addition to the economic data referenced above, the Town confirms that they shall be responsible for – and shall provide the consultant team with – information and guidance on other technical considerations (e.g. transportation, infrastructure/utility capacity, environmental issues, etc.) that might influence the contemplated development.
- In line with the previous item, the Town will provide DPZ with complete, up-to-date, and accurate project base materials (please see Stage 1 below).
- Last but not least, the development of the Four Corners Master Plan and associated documents is proposed to be undertaken in part via a Charrette (an interactive design workshop) with the participation of the Town leadership and staff, the pertinent developers, the DPZ team, and – as appropriate/required – other existing/potential development partners, other local decision-makers, and local citizens, as organized by the Town. This Charrette is envisioned to occur over 7 or so days (excluding travel) at an in-Town venue insofar as possible. Initial information on DPZ Charrettes was included in the DPZ Prospectus previously provided to the Town; more detailed information on DPZ Charrettes is available at <http://www.dpz.com/Charrettes/About>

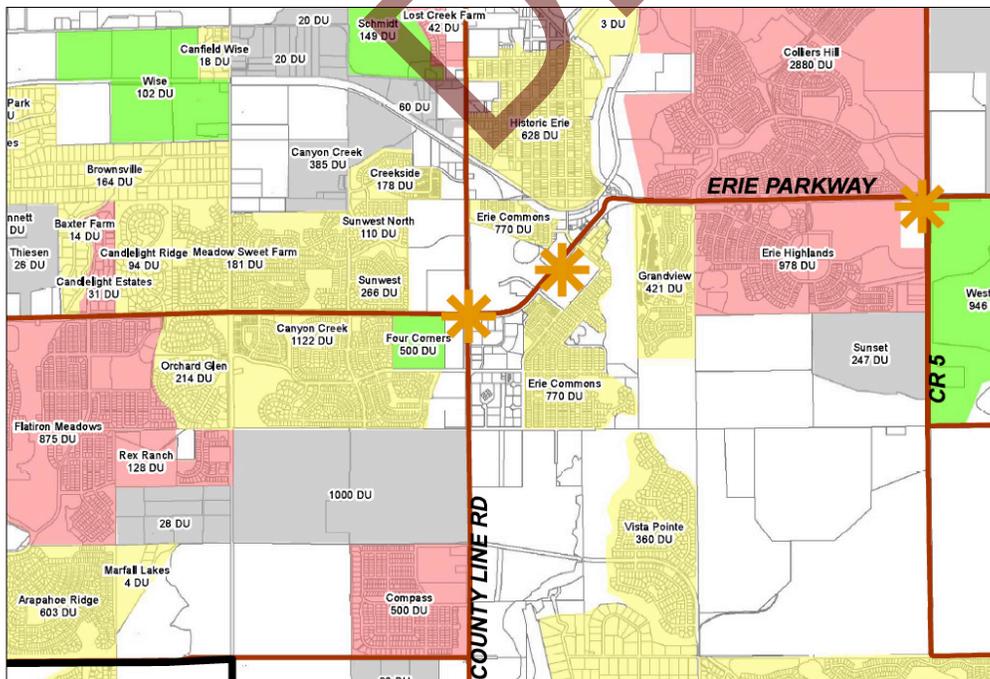
UNDERSTANDING OF KEY ISSUES VIS-A-VIS ASPECTS OF TOWN CENTER PLANNING AND DESIGN

DPZ is the premier expert in the area of insightful, traditional, sustainable planning for urban centers, and in the most successful concepts and mechanisms for developing vibrant and authentic mixed use communities. Successful planning and urban design efforts will grow from an understanding of the following broad concepts and ideas:

A Lively, Livable Town Center for Erie

DPZ’s planning and design philosophy is the platform of **New Urbanism**, a movement promoting mixed-use, traditional neighborhood planning over segregated-use suburban sprawl. We have been longtime advocates of urban growth through compact, pedestrian-oriented communities that continue to shape policy and have recently influenced new sustainability codes. As noted above, Four Corners lies at the geographic center of Erie, and also provides the opportunity for enhancing physical and/or visual linkages with the other neighborhoods and the community at large, as well as – being at the intersection of two major transportation corridors – enhancing the local sense of place.

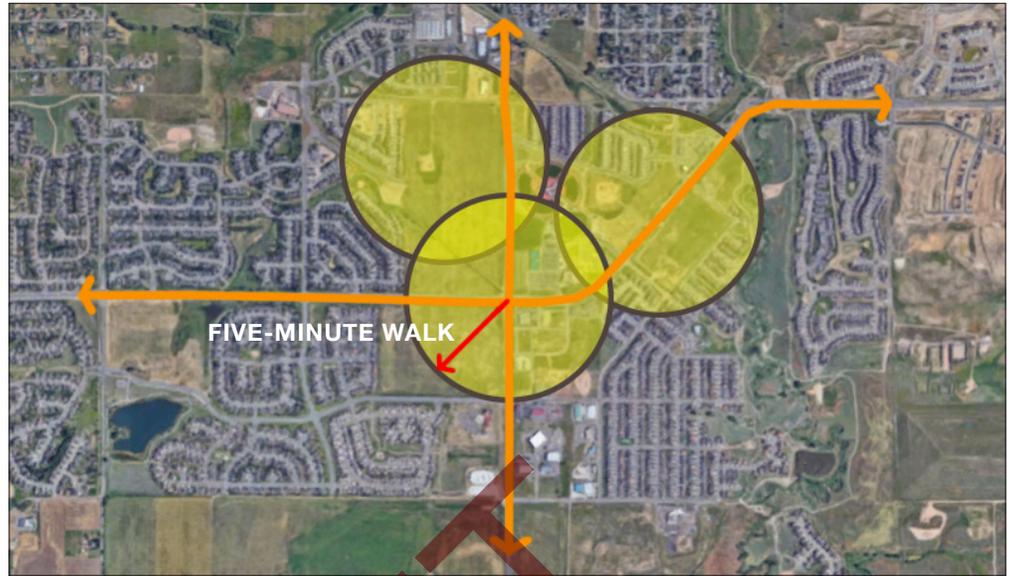
The Four Corners Town Center Master Plan presents the opportunity to comprehensively examine physical, functional, and visual connectivity across the quadrants framing this intersection. Similarly, the proposed new development should optimize connections with the Old Town, surrounding neighborhoods, and adjacent/nearby community amenities (e.g. Erie Community Center and Park, Boulder Valley Velodrome, Lehigh Park) and open spaces/natural amenities (e.g. Coal Creek to the east). The propitious location of the project site creates a great opportunity and flexibility to provide Town Center users and visitors convenient access to these local assets within walking distance.



(Left) Excerpt from Residential Development Conditions 2019 Map, Town of Erie, CO

ASSUMPTIONS; UNDERSTANDING OF KEY ISSUES

(Right) This diagram shows the notional pedestrian sheds overlaid on the Four Corners Town Center area. The circles show 5-minute walks from each center to the edge, representing the size of a complete, walkable neighborhood. One such shed notionally could be centered at the actual intersection of Erie Parkway and County Line Road, forming the core Town Center. The remaining areas are organized as other nodes and/or supporting neighborhoods.



Moreover, at about 390 acres, the overall size of the Four Corners Town Center suggests its structuring as **two or three interconnected, complete, mixed use, walkable neighborhoods**. As defined under New Urbanism, a neighborhood comprises some 125 acres, which is the area covered by a circle with a quarter-mile radius (i.e. a 5-minute walk). Planning and sociology studies have shown that a quarter-mile is the maximum distance a typical person will walk for his/her basic daily needs before driving. As such, a truly sustainable and walkable community is one structured in neighborhood increments of this size, with a modicum of basic daily needs and/or amenities provided within each neighborhood. The challenge for Four Corners is (a) planning the Town Center with a rational neighborhood structure and a balance of uses while (b) acknowledging the distinct parcels that comprise it and (c) complying insofar as possible with the respective developers' desired program.

Market-Real Plans and Strategies

Reviewing market opportunities and the competitive position of Four Corners, especially with respect to other nearby developments and imminent trends (e.g. closing the aforementioned gap between population growth and housing supply, including the need to rebalance local housing stock with more Multifamily and **Missing Middle** housing; mitigating Retail (Commercial) Leakage via this Town Center development (i.e. increased commercial/retail square footage), which in turn is expected to be supported by the underserved residential neighborhoods in the immediate vicinity) is integral to formulating the Village Master Plan.

DPZ expects the Town's market research team (in-house or a third-party consultant as discussed above) to provide a detailed development program as the basis for the Master Plan. Concurrently, there are global trends in housing that we anticipate to be relevant to Town Center development; demographic trends – more young adults with increased purchasing power, as well as a growing cohort of urban lifestyle-loving seniors; relocators and visitors from Denver and Boulder – create a demand for more diverse housing options

ASSUMPTIONS; UNDERSTANDING OF KEY ISSUES

in urbanizing suburban nodes. The additional commercial uses also are anticipated to support and balance the increased housing supply. The strategic location of the Four Corners Town Center helps to justify the desired urban densification. The success of the development in part will be dependent on the provision of authentic diversity in the housing offerings, in conjunction with a desired authentic diversity in resident demographics, and towards optimizing the locational opportunities described above.

Form-based planning and design (of which DPZ is the premier expert) will help ensure cohesion in form and character among the various building types, and compatibility of the proposed housing with the desired Town Center character. There should be a concerted effort to create connectivity between variegated housing forms. Often in the transition areas between different housing types of more conventional mixed housing development (e.g. the suburban residential developments surrounding the Town Center site), there are clumsy and abrupt juxtapositions, or, conversely, under-utilized space.

Housing over/adjacent to commercial space is another way of promoting housing mix. Doing so also provides a larger client/customer base for business owners in the Town Center. As a diverse 21st century neighborhood, the Four Corners Town Center could (and should) employ more innovative multifamily arrangements to better accommodate a variety of housing sizes and types. While the exact density figures are to be confirmed, DPZ is able to offer for the Town's – and the various developers' – consideration a range of innovative residential building types that achieve the desired densities at lower building heights and with better resultant urbanism.

Working with the Town's market experts, DPZ will review the proposed uses, development mix, and development intensities, translating market projections into a Master Plan for the Town Center's resilient growth. Overall, the Plan should eschew conventional patterns of development and optimize the opportunity to create a traditional, vibrant new center for Erie. As stated previously, DPZ will incorporate its **Sprawl Repair** techniques to pre-empt Four Corners being developed to sprawl.

DPZ also will consider a framework for successional planning, prioritizing steps of action and initiatives/catalytic projects for short, mid, and long-term implementation – i.e. break down the large task of Town Center development and outline an incremental approach to the design and economics of Four Corners (Note: While the scope of work in a sense is already structured in increments [given there are 5 separate parcels to plan], in addition to coordinating proposals for each parcel as stated above, the timing for development the parcels may vary from one to the other,

CONVENTIONAL SUBURBAN DEVELOPMENT



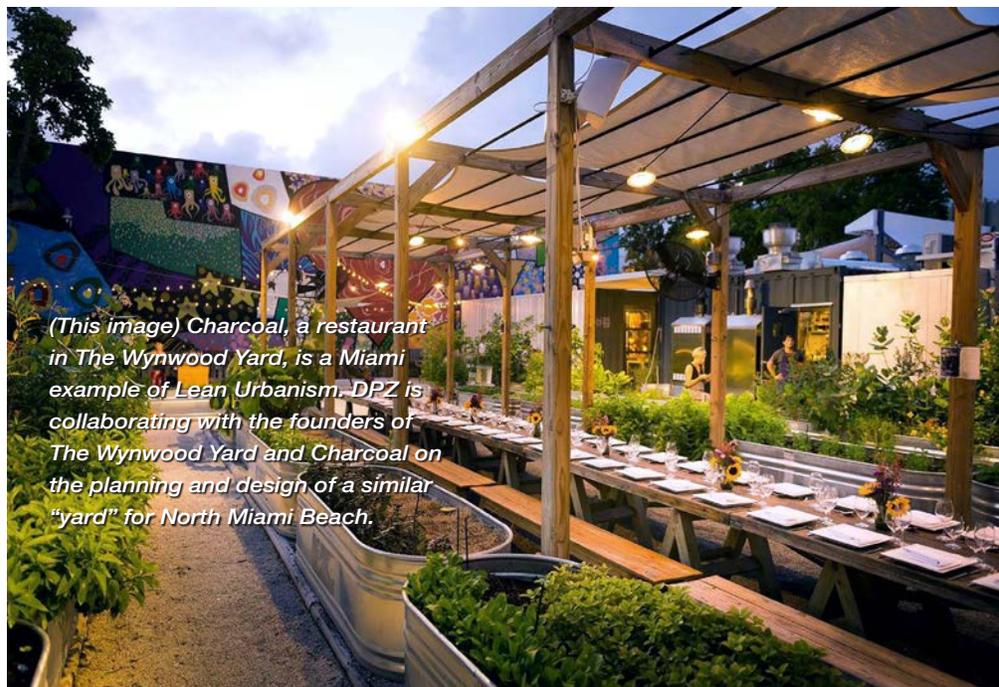
TRADITIONAL NEIGHBORHOOD DEVELOPMENT



"Conventional Suburban Development (CSD) versus Traditional Neighborhood Development (TND) excerpts from DPZ's Sprawl Repair Manual, contrasting a typical, sprawl-oriented shopping center at a crossroads site with a walkable, mixed use town center at an identical location.

The CSD illustration (Top) shows how thoroughfares and parking lots dominate the public realm.

The TND illustration (Bottom) shows how the mixed use, walkable urban fabric and placemaking (e.g. usable public spaces) take precedence.



(This image) Charcoal, a restaurant in The Wynwood Yard, is a Miami example of Lean Urbanism. DPZ is collaborating with the founders of The Wynwood Yard and Charcoal on the planning and design of a similar "yard" for North Miami Beach.

ASSUMPTIONS; UNDERSTANDING OF KEY ISSUES

and Four Corners is more likely to be developed incrementally). The tools and methods of DPZ's [Lean Urbanism](#) initiative help avoid practices that demand building at once to succeed. Smaller, more flexible steps can help better weather market shifts.

The Highest Quality Public Realm

Master planning efforts for Four Corners must also help create memorable and beautiful open space areas and facilities. Insofar as possible, enhancement and creation of linkages, and access to in-development and nearby open spaces are encouraged, towards the creation of a varied network of public spaces and amenities. Existing open space areas, amenities, and features – for example, and as mentioned earlier, Erie Community Center and Park, Boulder Valley Velodrome, Lehigh Park, Coal Creek – shall be incorporated into the new open space network catalyzed by the Four Corners Town Center.

(Below) DPZ's plan for Rosemary Beach locates the Town Center at the intersection of CR-30A and the town's Main Street. This is integrated with an explicitly expressed open space network of various types and sizes that provide relief to the density of the Town Center as well as green linkages for circulation and orientation for residents and visitors alike.

Identifying the principal destinations within the Four Corners Town Center as well as to other destinations outwith Town Center (e.g. the Old Town) will help determine the principal trajectories between them that should put in motion [logical green linkages among the major open spaces](#), along with commercial sub-nodes and civic/community facilities. Such open space linkages can then reinforce vehicular, cycling, and pedestrian connectivity across the proposed development, as well as to/from the surrounding network. They also provide a sequence of orientation points and trajectories, enhancing the identity and legibility of Four Corners. Subsequently, connections between these spaces, including streets, must also be acknowledged as elements of the public realm (this is discussed in more detail in the following subsection).



Planning for the Town Center's network of squares, parks, streets, and other open spaces and community facilities should therefore recognize their utilitarian/recreational function together with their "place-making" potential. Public parks, spaces, and structures must therefore be thought of as **gathering places as well as settings for the interpretation of Four Corners' identity and the desired community culture; stages for community events and activities; and bridges linking this new urban node to other surrounding neighborhoods.**



An Efficient, Safe, Comfortable Pedestrian Environment and Transportation Network

Connecting places and destinations; promoting pedestrian activity and public transit (e.g. JUMP bus lines and Via Mobility); providing ample and convenient parking; and ensuring local and regional accessibility are critical to the success of the Four Corners Town Center.

Often, density is blamed for traffic congestion and all the associated inconveniences. However, this is true only when uses are segregated and the places where people live are separated from the places where people need to go. In mixed use communities, most of the daily necessities are within walking distance, eliminating or greatly shortening vehicular trips.

The Master Plan, insofar as possible, should be prepared on the basis of an **urban block structure**, with moderately sized streetblocks and an interconnected street grid. This being said, interfaces among the various modes of circulation, including pedestrian movement and bicycle use, present significant challenges to an efficient, safe and equitable circulation network that is pleasantly walkable and/or bikeable and should be planned with care. Emergent opportunities for examination include the enhancement of the Town Center arrival/departure experience, and the introduction of a system of thoroughfare standards for Complete Streets that permit good connectivity using various modes of circulation. Improvements to thoroughfare design are strongly integrated with improvements to Town streetscapes and the overall open space network.

The **Complete Streets** approach for the Four Corners Town Center Master Plan will include strategies for introducing and/or enhancing green infrastructure stormwater management, vehicular lanes, intersection designs, curb radii and details, traffic calming and control, streetscaping and pedestrian amenities, bicycle lanes and facilities, parking lanes, access management, lighting, crosswalks, and accessibility standards among others. We recognize that Complete

(Above) Generous sidewalks, active ground-floor uses, and amenities such as awnings and street trees help establish more complete, human-scaled, walkable streets, and a better public realm overall, as seen at DPZ's Legacy Town Center in Plano, TX.



Diagrams from DPZ's Downtown Lake Charles (LA) Master Plan Report (Top) This pedestrian analysis of the frontages in the downtown shows a rating of pedestrian experience based on comprehensive observation using a frontage rating system: yellow denotes the best frontages and the good ones, the orange denotes the acceptable, and the blue denotes the poor ones, which are unlikely to be willingly used by pedestrians.

(Bottom) Derived from the pedestrian analysis, this diagram shows the proposed allocation of A streets in yellow and B streets in blue. The Code and Regulating Plan for Downtown Lake Charles encourages the A streets to be supported by best-quality frontages. The B streets allow the allocation of poor frontages which are inevitable.

Streets do not always look, or function, the same. All address pedestrian safety needs and comfort levels; some include designated bicycle facilities; some must accommodate large vehicles to serve as heavy vehicle routes; and all must be appropriately designed for prudent volumes and speeds of auto traffic that respect and support the surrounding land use context. Our multimodal street design approach thus will examine both transportation infrastructure and building patterns along routes proposed for the various modes. Making the transition from transit to travel on foot or bike is critical to connect the destinations within the Town Center and the area at large, while minimizing traffic volumes and parking demands.

As thoroughfares not only facilitate mobility but also create the character of the public realm, DPZ utilizes a method of prioritizing thoroughfare networks – streets within the Town Center may be designated as either Primary (A) or Secondary (B). The **A/B street technique** designates the more vehicular-oriented thoroughfares, where the pedestrian experience is of lesser quality, as secondary, or B streets. The streets of excellent pedestrian quality are designated as primary (A streets), and are required by code to maintain higher design/development standards (such as continuous, safe and interesting building frontage). This technique will allow for the inclusion of parking drives and access to parking structures/lots, and other necessary elements of urban life, while preserving a vibrant pedestrian network and accounting for gradual capital improvements. Prioritization of streets within the Town Center may also include identification of designs of the highest priority thoroughfares, as well as front street and side street differentiations.

Last but not least, careful consideration of parking requirements for Four Corners must be undertaken in tandem with planning for the access and circulation of motor vehicles, and **the application of form-based codes to development sites**; with the likely redevelopment of the surface parking lots, strategies will be developed for accommodating the increased parking demand. Parking management strategies should also be developed to minimize the impact of parking on people-oriented urban places within Four Corners, and to assist in maximizing the use of spaces and making informed decisions about the location, scale, and design quality of any proposed parking resources (e.g. employing shared parking ratios for compatible, alternating-peak uses such as “main street”/Town Center retail and community facilities).

Sustainable, Contextual Planning and Urban Design

The proposed Four Corners development provides the opportunity to introduce, incorporate, and enhance green development/sustainability strategies within a comprehensive approach to traditional community design. As stated in our Prospectus, DPZ's projects promote sustainable design through the incorporation of New Urban planning principles. In addition, DPZ's master plans also integrate contextual, sustainable infrastructure planning and design.

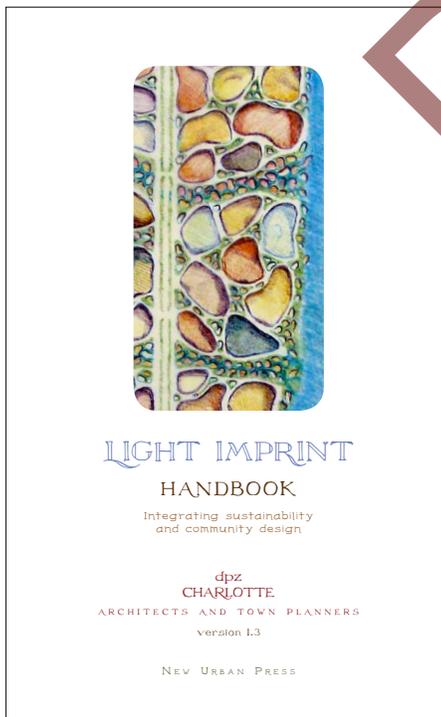
ASSUMPTIONS; UNDERSTANDING OF KEY ISSUES

Where applicable, optimizing light and ventilation, and conservation and enhancement of natural areas should be incorporated into site planning and design parameters, setting the green building goals for Four Corners. Last but not least, and as stated earlier, it is our understanding that flooding and stormwater management are significant issues for Erie and Boulder County at large. DPZ proposes the integration of our **Light Imprint** strategies for stormwater management into development proposals for Four Corners.

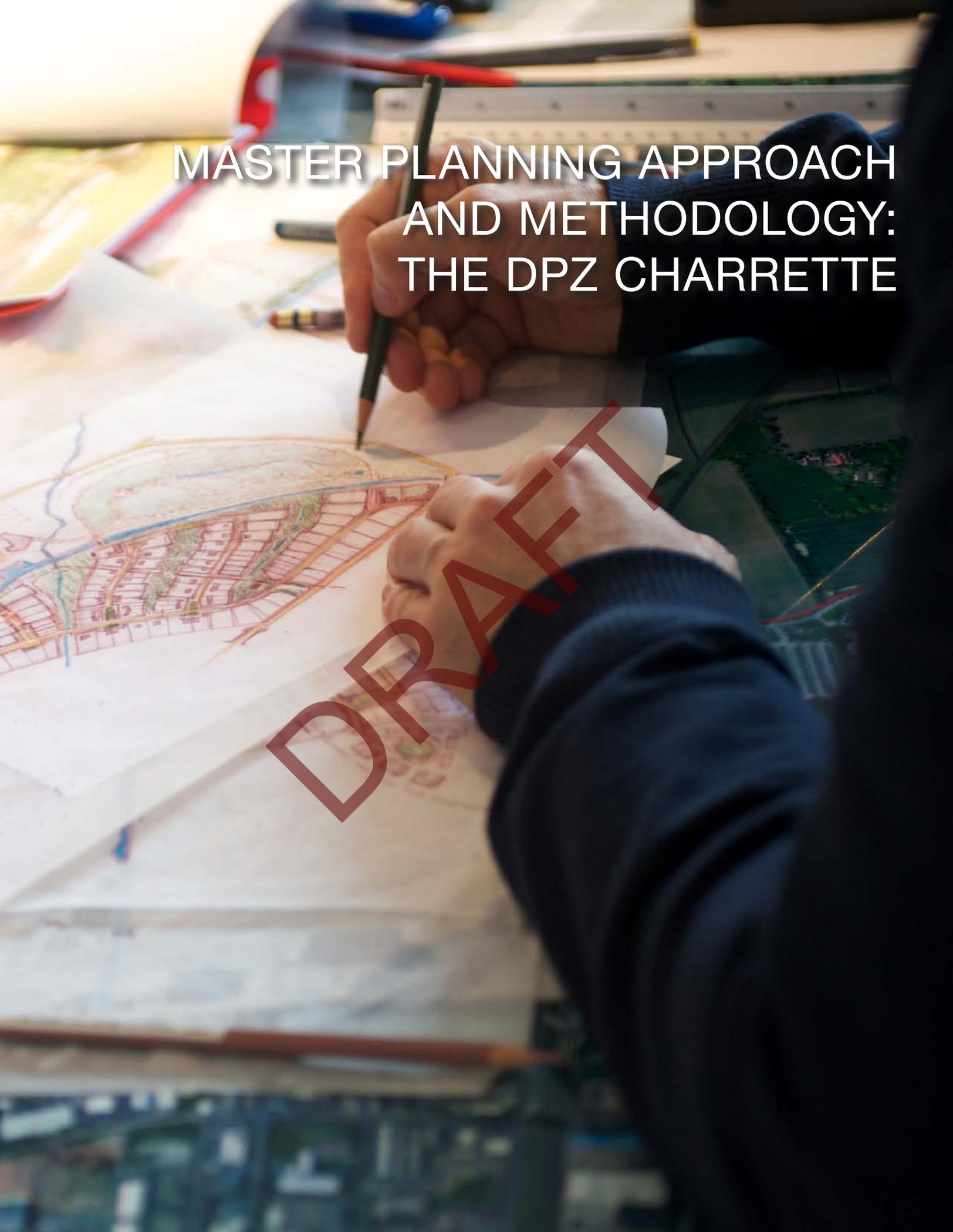
DPZ's sustainable development strategies comprise not just those pertaining to environmental and energy issues, but equally important, those concerning land use, cultural, architectural, and construction considerations as well. DPZ communities are designed within context, using forms and materials that are appropriate to the specific developmental, environmental, and aesthetic conditions of the locality. A significant aspect of our work is our innovative use of **planning regulations, tailored to the individual project, and addressing local architectural traditions and building techniques**. Among the goals for the Four Corners Town Center Master Plan would be to ensure that planning proposals are responsive most especially to the cultural foundation of the community, and thus are authentic and sustainable.

This is especially crucial to a growth and implementation strategy for Four Corners that is to occur over a period of time or that potentially involves municipal coordination. Providing all users – the Town and the developers – with easy-to-interpret regulating plans, standards, and graphic guidelines assures that the vision is met with an equivalent measure of “bricks and mortar” and sets the tone for the development of Four Corners well into the future.

Excerpts from DPZ's Light Imprint Handbook (Cover shown on the Left) (Middle) Suburban developments employ conventional engineering with excessive and costly infrastructure. This example shows oversized, out-of-context rain gardens and an expensive, high-maintenance grate skimmer box. (Right) Infrastructure in TNDs can be functional, inexpensive, and beautiful all at once. For example, planting strip trenches such as those in Portland, OR are a more environmentally sustainable means for managing stormwater in urban spaces.





A close-up photograph of a person's hands drawing a city plan on a desk. The person is wearing a dark blue sweater and is using a black pencil to draw on a white sheet of paper. The drawing shows a city layout with a river, roads, and buildings. In the background, there is a laptop keyboard and other desk items. The overall scene is brightly lit, suggesting a professional or academic setting.

MASTER PLANNING APPROACH
AND METHODOLOGY:
THE DPZ CHARRETTE

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MASTER PLANNING APPROACH AND METHODOLOGY: THE DPZ CHARRETTE

As stated earlier, DPZ proposes to employ the Charrette approach in undertaking the Master Plan scope of work.

A Charrette is a 7- or 8-day series of meetings, presentations, and sessions, during which our planning and design team generates – in real time – a comprehensive planning and development strategy while soliciting, coordinating, and comprehensively integrating the inputs of the Town project team and decision-makers; its developers and other consultants as appropriate; and, as required, members of the community.

With DPZ's Charrette methodology, the planning and design process moves efficiently and effectively from the concept Master Plan options to the recommended Master Plan and other associated documents in the span of the Charrette. The DPZ team produces concept plan alternatives beginning on day one, quickly moving forward to the preferred plan, regularly vetted by the Town project team and developers and completed by DPZ by the end of the Charrette. Across this finite, sequential number of days, the feasibility of alternative planning proposals are constantly tested and revised/refined (i.e. in relation to other workstreams and technical criteria such as economics, infrastructure, transportation etc.) via feedback loops with, and in the presence of, the Town project team, the developers, and other decision-makers. This is why DPZ's Charrettes are slightly longer, but highly more effective, than the processes of other firms, even those that purport to utilize a form of charrette or workshop.

Charrettes provide fora for ideas, offer immediate feedback to the planners/designers and give mutual authorship to the plan by all those who participate. The Charrettes that DPZ orchestrates ultimately accomplish the following goals:

- all those influential to the project develop a vested interest in the design and the shared experience of the charrette builds broad support for its vision;
- the group of design disciplines work in concert to produce a set of finished documents that address all aspects of design;
- inputs of all the players are collectively organized at one meeting and thereby eliminates the need for prolonged, sequential discussions that can delay conventional planning projects and lose the momentum of constituents; and
- a better final product is created through the assimilation of many ideas in a dynamic, collaborative and cost effective process.

(Note: The Town determines the composition of its Charrette participant team and the degree of public engagement. DPZ seeks to have, at a minimum, the project decision-makers, the developers, and other third-party consultants as appropriate (e.g. the market analyst/economics resource), participate and provide inputs to the planning proposals and associated documents as they are being developed. With inputs of such players collectively organized in sequential, succinct, coordinated work sessions, we eliminate the need for prolonged, uncoordinated discussions that can delay this project and than can lose the momentum of decision-makers; a better final product is created through the assimilation of many ideas in a dynamic, collaborative, and cost effective process.)

PLANNING APPROACH AND METHODOLOGY: THE DPZ CHARRETTE



The Charrette itself commences at a local studio space where the DPZ team, the Town project team, the developers, and – as desired – other local stakeholders (e.g. the local community) assemble for the period of the workshop. DPZ will set up a working office, complete with drafting equipment and supplies, computers, and other office equipment. Planning/design goals and proposals for Four Corners will be prepared and refined, addressing recommended/preferred uses, mix and development intensity; building footprints, height, form, and design character; and streetscape and public space design and enhancements.



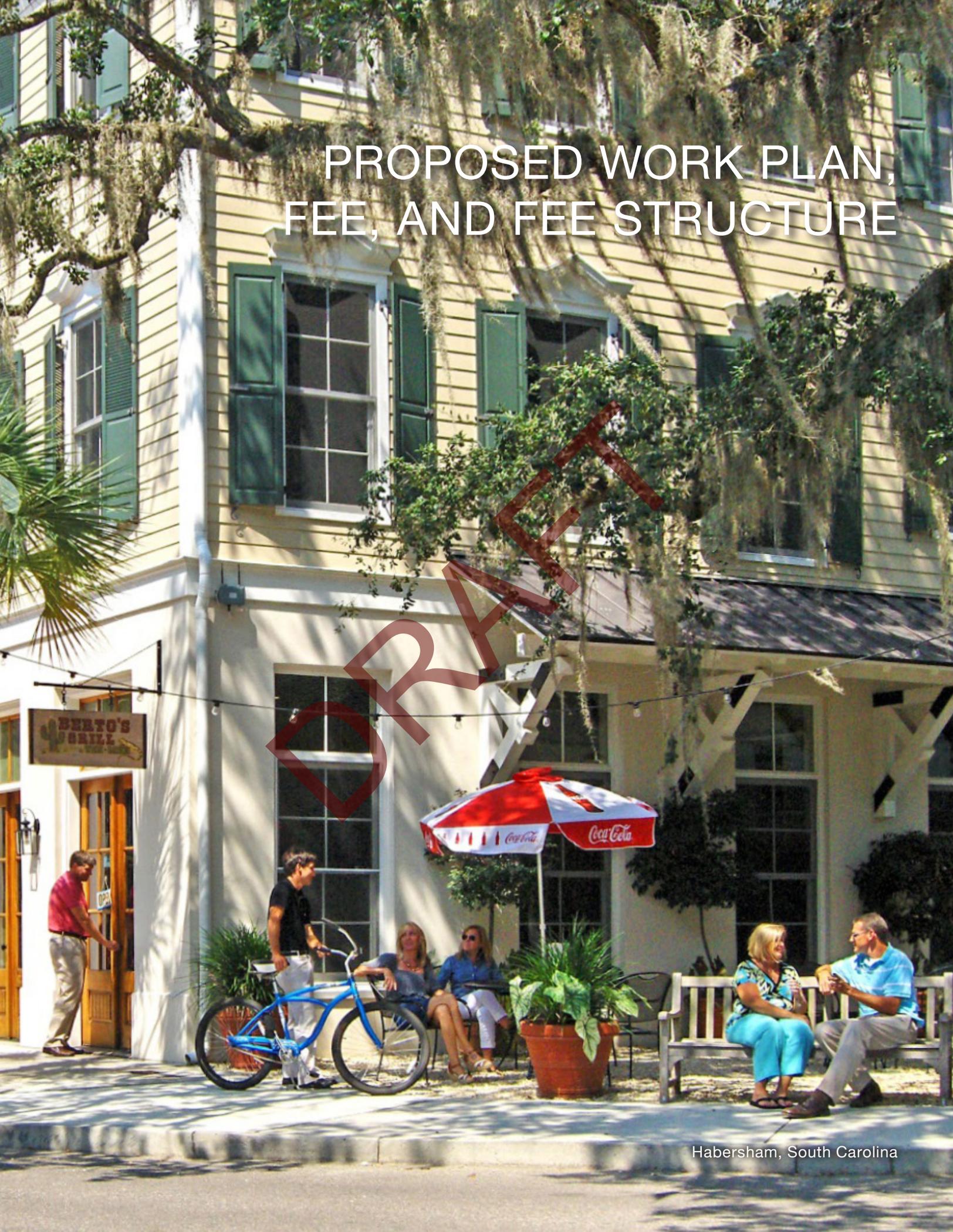
The services for the Charrette portion of the scope includes the following:

- **A Pre-Charrette site tour** in the Town of Erie, CO by the DPZ Partner-in-Charge and/or DPZ Project Manager.
- **An opening lecture presentation** to the development team and other invited participants on the first afternoon/evening of the Charrette. All of the basic principles of good planning and urban design are reviewed at the opening presentation, establishing some common reference points.
- **Leadership of the DPZ design team.** DPZ anticipates bringing a team of between 7 to 8 individuals to prepare all of the graphic documents and provide technical information as required. DPZ is typically responsible for paying the sub-consultants that we bring for their time spent at the Charrette; the Town will be responsible for the fees of its third-party sub-consultants - if any.
- **Assistance with organization and coordination of all Charrette meetings and presentations.** We will work with the Town to arrange, organize, and structure the necessary meetings with all appropriate City departments, constituents, and stakeholder groups. With the DPZ Partner-in-Charge and DPZ Project Manager at the helm, the team members participate in the sessions and begin developing planning/design proposals immediately on the first day of the Charrette. The proposals and strategies are further tested with the various decision-makers over the course of the Charrette, with leading options taken forward and achieving stakeholder “buy-in”.
- **A final presentation on the last night of the Charrette.** As with the opening lecture, the media exposure and size of this event is up to the Town. The presentation of the plans shapes the perception of the project. All of the work produced during the Charrette will be presented and explained at this time.
- **Completion and refinement of the drawings following the Charrette.** There will be minor refinements that need to be made to the documents leading into, and following, the Charrette. Often, new information becomes available that affects the work. Our fee includes a full generation of post-Charrette revisions to the planning documents, as required.



The full Work Plan incorporating the Charrette process is described in the subsequent pages. Additional, general information on DPZ's Charrette methodology (including videos of a couple of DPZ Charrettes) may be viewed at <http://www.dpz.com/Charrettes/About>

PROPOSED WORK PLAN, FEE, AND FEE STRUCTURE





Playa Vista, California

PROPOSED WORK PLAN

DPZ has prepared a proposed Work Plan that outlines the approach to, and schedule for, completing the Four Corners Town Center Master Plan and associated documents. The schedule includes general timeframes and milestone deliverable dates that would be refined with the Town as needed.

The Work Plan – which incorporates the Charrette process described earlier – estimates a provisional project timeline of some 24 or so weeks from Project Initiation to the completion of the Final Master Plan Report. The Work Plan does not include the process/time pertaining to the approval of the Four Corners Town Center Master Plan by Town officials. The proposed schedule also has not accounted for national holidays, and will be adjusted once the start date has been confirmed.

DPZ's proposed Work Plan comprises the following main Tasks:

- Task 1 Project Initiation**
- Task 2 Project Analysis; Pre-Charrette Tasks and Preparations**
- Task 3 Milestone Task: Four Corners Town Center Master Plan Charrette**
- Task 4 Milestone Deliverable: Draft Four Corners Town Center Master Plan Report**
- Task 5 Milestone Deliverable: Final Four Corners Town Center Master Plan Report**

DPZ is confident that we can complete the scope in an efficient and comprehensive manner within this proposed timeframe. Working closely with the Town project team, the developers, and other decision-makers, we will guide this process from the analysis of the existing documents and conditions to the successful completion/approval of the master plan and supporting documents. Details are provided below.

Task 1 Project Initiation (Weeks 1 - 6)

1.1 Project Initiation Team Work Session and Site Tour (Week 1): The DPZ team will conduct a project initiation meeting with the Town at the Town Hall or some other suitable venue to discuss the project history, prior planning efforts, and other technical studies; to discuss an overview/general analysis of area, current zoning, and entitlements; and to review and comment on the development program, elements mix, proximities, and market demand.

The work session shall also include the clarification of project goals and objectives; a review the project design approach and guiding principles; a discussion of any needed refinements the scope of work and schedule; and the establishment of management and communication protocols.

PROPOSED WORK PLAN, FEE, AND FEE STRUCTURE

Last but not least, the initiation meeting will include a review of the available project base information (including those prepared by the Town, the developers, and/or your third-party consultants), and the subsequent identification of data gaps to be remediated. The Site Tour also will be conducted as part of the project initiation.

Deliverables:

Finalized Project Work Plan and Schedule

Finalized Goals and Objectives. Process, and Deliverables

1.2 Base Plan Information, Data Gathering, and Review (Weeks 2 - 6): The DPZ team will work with the Town and developers (and as appropriate, other pertinent entities) to identify relevant planning studies, reports, and development proposals (e.g. prior/current plans by the various pertinent developers, the Town's Downtown Redevelopment Framework Plan, and any other prior/current master plan studies and reports), policy documents (e.g. The Town's Zoning Map and regulations), and potential research data for use in the master planning process.

DPZ will review these studies and plans, the local ordinances and codes, and any other applicable documents. DPZ, with assistance and provision from the Town and developers, will also begin collating the base plan information (maps, surveys, and other baseline data) needed for the physical planning and design.

The items below are among the other materials and data the DPZ team will collate and format, with assistance from the Town:

- Base maps (GIS/CAD), aerial photography, eye-level site photos, and other pertinent digital survey information at the regional and local scales, of the project site/s and the surrounding context;
- Four Corners' current regulatory context: land use regulations, municipal policies, and other regulations affecting the Town Center development and its environs;
- Civil works/utilities data, impact assessments, and other studies for the site and its context; proposed municipal capital improvements and civic infrastructure projects;
- Other reports and datasets pertinent to Four Corners and prepared as part of previous planning efforts, as well as documentation of local and regional precedents of development; and
- Other approved development plans and proposed capital improvements in pertinent neighboring areas.

*(Note: The DPZ team will rely on the completeness and accuracy of the project base information available to date. The DPZ team shall not be responsible for updating and/or correcting such information, or updating and/or correcting documents produced from the same. A full, itemized list of project information/base materials that DPZ typically requires for its planning and design work shall be provided upon contract award.)

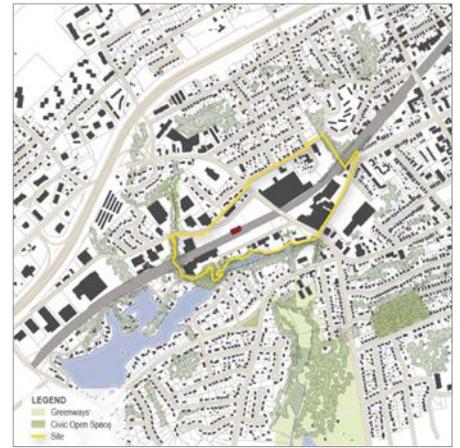
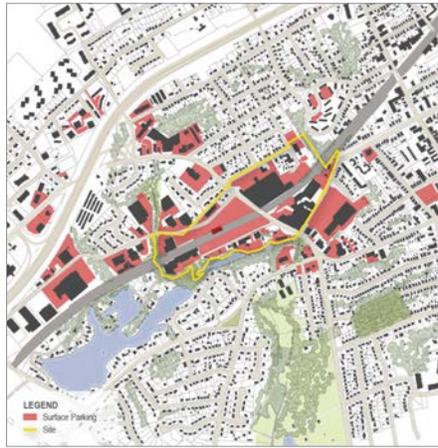
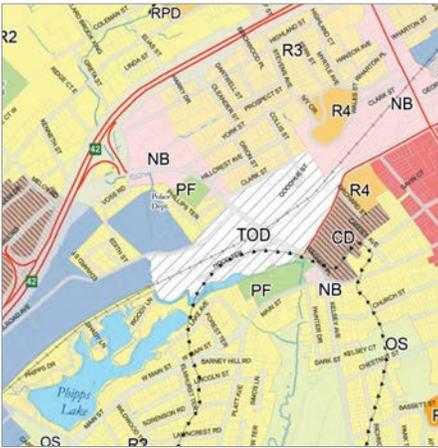
Deliverables:

Finalized Project Base Information/Materials



(Above, Top to Bottom)

- 1 A typical Project Initiation Team Work Session
- 2 Initial review of project parameters
- 3 Site tour and documentation



Task 2 Project Analysis; Pre-Charrette Tasks and Preparations (Weeks 3 - 8)

2.1 Site and Data Analyses (Weeks 3 - 8): The DPZ team will conduct (desktop) site and data analyses to identify existing aspects, opportunities, and constraints pertinent to Four Corners Town Center and its environs. We will use data and observations from the Project Initiation work session and Site Tour, as well as other sources, to understand how the various elements in the existing materials/documents interface under existing conditions, and to build an understanding of how other pertinent plans relate to current conditions and to the proposed redevelopment. The DPZ team will review and analyze – in addition to land use and zoning matters – planning and urban design aspects pertinent to local form and character, as well as the opportunities and constraints pertaining to civil works and infrastructure.

Under this task, we also anticipate that the Town and/or its third-party consultants will undertake other due diligence tasks/prepare pre-design technical studies (e.g. market study/development program), as appropriate. DPZ anticipates that all data and analyses collated and prepared by the Town and/or its third-party consultants shall be made available to the DPZ team.

Deliverables:
Desktop Site and Data Analysis

2.2 Pre-Charrette Preparations (Weeks 3 - 8): Prior to the Charrette, DPZ will work with the Town and developers on a draft schedule and an annotated agenda for the Charrette. The Pre-Charrette preparations shall also include the logistical planning for the Charrette. These aspects include but are not limited to arranging travel, accommodations, and local transportation for DPZ team members; setting up the Charrette studio; and coordinating other Charrette requirements such as Charrette meals, Charrette supplies, etc.

DPZ will develop a Charrette schedule to meet the needs of the Town and developers in the service of the project, including determining necessary meetings and

(Above, Left to Right)
Sample Pre-Charrette base mapping and analyses from DPZ's West Haven TOD (CT) Master Plan:

- 1 Existing zoning
- 2 Existing surface parking and underutilized land
- 3 Existing open space network

PROPOSED WORK PLAN, FEE, AND FEE STRUCTURE

Locations		Wednesday May 4	Thursday May 5	Friday May 6	Saturday May 7	Sunday May 8	Monday May 9	Tuesday May 10
Presentations	8:00 am	Breakfast	Breakfast	Breakfast	Breakfast		Breakfast	Breakfast
600 Orange Drive Vacaville, CA	9:00 am	Set-Up Studio	DPZ Team Briefing	DPZ Team Briefing	DPZ Team Briefing		DPZ Team Briefing	DPZ Team Briefing
	10:00 am	DPZ Team Briefing	Meeting 1: Transportation	Meeting 4: Utilities and Stormwater	Design		Meeting 7: Zoning & Implementation	Design and Production
Topic Meetings & Studio	11:00 am	Site Tour				Design		
600 Orange Drive Vacaville, CA	Noon							
Presentations and Discussions	1:00 pm	Lunch Out	Lunch In	Lunch In	Lunch In		Lunch In	Lunch In
Public Welcome	2:00 pm	Design	Meeting 2: Environment	Meeting 5: Housing Market	Design	Day Off	Design and Production	Design and Production
Topical Meetings	3:00 pm		Design	Design	Progress Presentation 3:00 pm			
	Public Welcome		4:00 pm	Meeting 3: Open Space and Civic Program				
DPZ Team Briefings Design Team Only	5:00 pm		Design	Design	Design			
	6:00 pm	Opening Presentation 6:00 pm	Design	Design				
Design Design Team Only	7:00 pm		Dinner Out	Dinner Out	Dinner Out		Dinner Out	Closing Presentation 6:00 pm
	8:00 pm							

(Above) A sample DPZ Charrette Schedule; specific topics, timing, and sequence of sessions will be mutually determined by the Town, the developers, and by DPZ, tailored to the needs of the Four Corners Town Center.

presentations. We expect to have two (2) Pre-Charrette coordination meetings (telecon and/or webconference) with the Town and developer team.

Deliverables:
 Charrette Schedule and Annotated Agenda
 Charrette Logistics

Task 3 Milestone Task: Four Corners Town Center Master Plan Charrette (Weeks 9 - 10; Note: The Charrette is proposed to comprise 7 days, excluding travel, straddling two weeks and inclusive of a weekend.)

The Charrette would be held at a local studio space (i.e. we assume this could be provided by the Town or by the developers in or close to the Four Corners Town Center area, where the DPZ team, the Town and developers team, other consultants (e.g. the Town's/the developers' third-party consultants), and other local stakeholders (e.g. other development partners, local members of the community [by invitation]), assemble for the period of the workshop. The DPZ team will set up a working office, complete with drafting equipment and supplies, computers, and other office equipment.

Planning/design goals and proposals for the Four Corners Town Center will be prepared and refined, addressing recommended/preferred uses, mix, and development intensity; building footprints, height, form, and design character; and streetscape and public space design and enhancements.

On the first day of the Charrette, a thorough briefing on site data and project planning/design parameters will be provided by the Town, developers and/or your third party consultants. The first afternoon/evening may include a DPZ presentation on the New Urbanism/Smart Growth as it pertains to mixed use Town Centers and urban infill, and to the specific conditions of, and opportunities offered by, Four Corners.

The DPZ team immediately produces a number of concept options for the Master Plan and associated documents, quickly moving forward to the preferred Plan, as vetted by the Town and developers team, assessed by other decision-makers/stakeholders, and completed by the end of the Charrette. Within the span of the Charrette, the concept options are constantly tested and revised/refined (i.e. in relation to other workstreams and technical criteria such as economics, infrastructure, etc.; it is not unusual for several rounds of concept options to be developed at the Charrette).

Through our experience, we have determined the elements and techniques necessary to deliver the most feasible and sustainable Town Center Master Plans. Most if not all of the work products described in the next pages are to be produced at the Charrette, either in draft or in final form.

Illustrative Documents

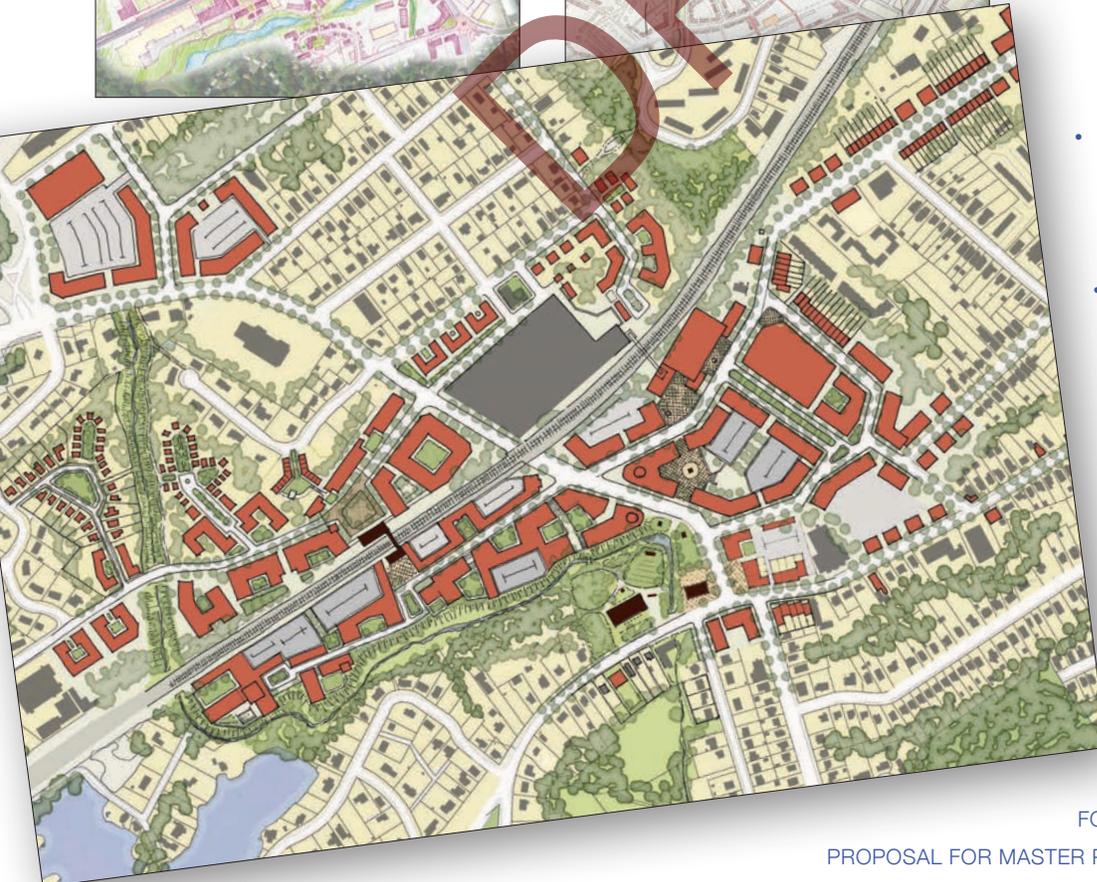
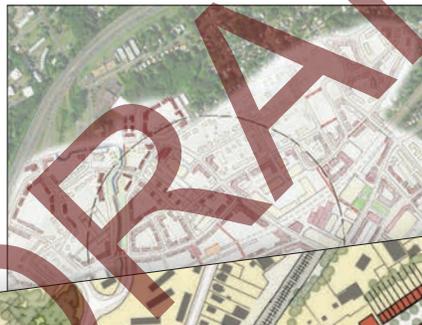
- **a series of Four Corners Town Center Plan Concept Options** and a **Recommended Four Corners Town Center Illustrative Master Plan***, hand-drawn to scale and rendered in color, which shall depict recommendations for the disposition of the Town Center development, and which at a broad level, will address land uses; general locations for private and public tracts; surface infrastructure, access and circulation; proposed massing and form; the schematic delineation of other design features and the surrounding context;
 - * *Derived from the Concept Options*
- **a set of Illustrative Detail Plans**, (5 to 6 no.*), hand-drawn to scale and rendered in color, showing the ideal build-out of key portions of the Recommended Four Corners Town Center Illustrative Master Plan;
 - * *Including one for each of the five parcels; concept options per parcel are anticipated to be developed as part of the Town Center Plan Concept Options above*
- **Perspective Drawings/3D Renderings**, by hand and/or computer-generated (5 to 7 no.*), rendered in color, showing typical thoroughfares, parks, greens, squares, plazas, and/or other locations. Revisions to the Perspective Drawings after the Charrette shall be considered Additional Services;
 - * *Including one for each of the five parcels*



- (Above) Events/activities at a typical DPZ Charrette:
- 1 Topical team work sessions with project decision-makers
 - 2 Periodic interactive planning and design reviews
 - 3 Continuous and concurrent planning and design
 - 4 Final presentation

PROPOSED WORK PLAN, FEE, AND FEE STRUCTURE

(All Images Below) At a DPZ Charrette, the DPZ team immediately begins exploring Master Plan Concept Options (Four Small Images), testing ideas in real time against technical considerations and client/stakeholder feedback, funneling towards a preferred plan configuration (Large Image). The Concept Options shown on the facing page were developed as part of DPZ's West Haven TOD (CT) Master Plan (an urban infill site similar to the Four Corners Town Center site); all Concept Options are developed to a substantial level of detail to allow meaningful evaluation and comparison.



- **Diagrams** such as:
 - the project vicinity and location
 - the existing urban structure and development context
 - the concept of neighborhood planning
 - civic buildings and civic spaces
 - the private lots/land parcels
 - the open space network
 - the vehicular network (circulation [roads and servicing] and parking)
 - the proposed development phasing;
- **Schematic Prototypical Building Floor Plans and Elevations**, at a scale appropriate for the building types, based upon a mutually agreed architectural syntax; and
- **Initial Yield Calculations and Other Take-Offs and Plan/Metrics** for the Recommended Illustrative Master Plan.

Regulatory Documents

- **a Regulating Plan** keyed to the Urban Regulations and the Street Sections. This plan regulates the land use, building use, and density of the various building types that occur in the Master Plan;
- **Thoroughfare Standards** specifying the various street designs within the public rights-of-way shown in the Regulating Plan;
- **Urban Regulations** specifying each lot/building type in terms of use, setbacks, heights, ancillary elements, parking, retail frontage, building entrances and encroachments, function per floor, signage, storefront specifications, and any special requirements; and
- **Architectural Standards** describing desired building design in terms of materials and configurations.

The aforementioned Regulatory Documents are essential elements to the effective implementation of the Four Corners Town Center Master Plan, and ensure that the Master Plan is a living guide for decision-makers. The regulations and standards become vital documents given, as noted previously, the intent to have multiple third-party architects design individual buildings within the Village.

Phasing/Implementation Documents

The Four Corners Town Center Master Plan shall be designed concurrent with a proposed Phasing/Implementation Plan (Note: Incorporating the regulatory elements – specifically the Urban Regulations and the Architectural Standards – in the development CC&Rs ensures that the Town Center Master Plan is a living document concurrently adhering to the Town's overall vision and intent, fostering predictability and preserving value). Moreover, as described previously, the Phasing/Implementation Plan also is anticipated to include proposed initial/incremental interventions for early activation and placemaking as part of a “Lean” development strategy.

We anticipate that minor refinements may be needed to the documents after the Charrette. Often, new information becomes available and/or the Town and/or developers may have further comments that may affect the work products.

As described in detail below, our proposed scope includes one round of post-Charrette revisions to the Master Plan documents.



(All Images Above)
Two of several Perspective Drawings prepared as part of the West Haven TOD study

Deliverable:

PowerPoint and/or PDF of the raw Charrette production, as described above

Task 4 Milestone Deliverable: Draft Four Corners Town Center Master Plan Report (Weeks 11 - 20)

4.1 Draft Four Corners Town Center Master Plan Report Preparation and Submission (Weeks 11 - 16): Following the Charrette, DPZ will compile the documents and

PROPOSED WORK PLAN, FEE, AND FEE STRUCTURE

(Top Row)

Sample pages from the Development Code prepared as part of the West Haven TOD study

(Bottom)

Sample page from the Urban Regulations prepared as part of the Xi Shui Dong Master Plan study, describing storefront specifications

recommendations developed thereat (along with the Pre-Charrette analyses conducted under Task 2), and deliver the Draft Four Corners Town Center Master Plan Report (“Draft Report”) to the Town and developers. Information therein will include drafts of the work products described above. The Draft Report will also include a summary of the Charrette process, including the evaluation of the Conceptual Master Plan Options. The Draft Report shall be in Adobe PDF format with a hardcopy provided to the Town and developers.

WEST HAVEN TOD ZONE REGULATIONS

TOD ZONE REGULATIONS

35.1 STATEMENT AND PURPOSE

35.1.1 The purpose of the Transit-Oriented Design (TOD) zone is to guide the physical development of the area by capitalizing on the locational attributes of the West Haven Train Station area.

35.1.2 The TOD zone is intended to:

- Provide a walkable, mixed use and attractive community including protection of the environment and open spaces.
- Encourage a harmonious relationship between different land uses.
- Reduce sprawl.
- Enhance the existing development fabric and infill undeveloped areas by encouraging the redevelopment of sites and/or adaptive reuse of existing structures where possible.
- Provide improved mobility and greater health benefits of a pedestrian environment through an enhanced public realm.
- Preserve the character of adjacent neighborhoods.
- Protect environmentally sensitive lands and provide adequate open space.

35.2 DESCRIPTION AND INTENT

35.2.1 This provision exists to encourage the adaptive reuse of existing structures and new mixed-use development within a walkable, pedestrian-friendly public realm.

35.2.2 The TOD District shall:

- Encourage the retention and/or the adaptive reuse of existing buildings and new infill construction that accommodates the demands of the automobile, while prioritizing forms of circulation (transit, walking and cycling).
- Promote and encourage the adaptive reuse and infill structures that respect the architectural heritage of West Haven, and are in keeping with the scale of surrounding communities.
- Encourage the seamless integration of residential, office, commercial, light industrial, and civic uses that do not attract large volumes of traffic and that present pedestrian-friendly facades to the street.
- Discourage commercial strip development that break the urban street fabric and negatively impacts the pedestrian environment.
- Minimize visual and functional conflicts between residential and non-residential uses within and adjacent to the TOD development.
- Provide a range of retail experiences, including shops for daily neighborhood needs as well as more specialized products for a wider market.

35.3 APPLICABILITY / RELATIONSHIP TO OTHER PARTS OF ZONING CODE

35.3.1 This Section shall apply to all streets, public right-of-way, projects, buildings and uses occurring within the TOD zone, as shown on the City of West Haven's Zoning Districts Map.

35.3.2 All development shall comply with the standards and guidelines in this Section.

35.3.3 All applications for building construction are required to conform to applicable building code and life safety-related health ordinances. The provisions of this Section, when in conflict, shall take precedence over those of other codes, ordinances and standards, except for those Local Health, Safety and Building Codes.

West Haven TOD Code | West Haven, CT 11

TABLE 35.1: TOD FORM STANDARDS

TOD ZONE REGULATIONS

Table 35.1.6: Live-Work

Use Occurrence	Height
Lot (Live-Work) (m)	15'
Lot (Live-Work) (ft)	4.5'
Lot (Live-Work) (m)	7.50'
Lot (Live-Work) (ft)	2.25'
Other (Live-Work) (m)	20'
Other (Live-Work) (ft)	6.00'

SETBACKS

Property Building	Height
OT (Front Setback) (m)	2.1'
OT (Side Setback) (m)	2.1'
OT (Rear Setback) (m)	2.1'
OT (Front Setback) (ft)	0.64'
OT (Side Setback) (ft)	0.64'
OT (Rear Setback) (ft)	0.64'

BUILDING HEIGHT

Property Building	Height
OT (Live-Work) (m)	15'
OT (Live-Work) (ft)	4.5'
Other (Live-Work) (m)	20'
Other (Live-Work) (ft)	6.00'

PAVING

Surface	Area (%)
Open	10%
Other	90%

NOTES

1. Maximum Building Height is based on 100% maximum height.

2. For illustrative purposes only. Not intended to suggest architectural style or detailing.

22 | West Haven TOD Code | West Haven, CT

4.2 Draft Four Corners Town Center Master Plan Report Review with the Town and Developers (Weeks 17 - 20): The Town and developers will review the Draft Report and will provide coordinated and aggregated comments to DPZ. We would prefer one copy with all comments, which will be incorporated into the Final Master Plan Report. (This review is envisioned to include an in-person coordination meeting/review between the Town, the developers, and DPZ on Week 20.)

Deliverable:

(From DPZ) Draft Four Corners Town Center Master Plan Report (6 printed copies and one PDF copy) (From the Town and developers) One set of aggregated comments on the Draft Report

Task 5 Milestone Deliverable: Final Four Corners Town Center Master Plan Report (Weeks 21 - 24)

DPZ will use reasonable efforts to incorporate the Town's/the developers' requested changes in the Final Four Corners Town Center Master Plan Report (“Final Report”). DPZ will complete the Final Report and

STOREFRONT SPECIFICATIONS

Materials

Storefront Materials. Storefronts shall be built of wood, custom metal work, extruded aluminum, or steel frame.

Glass. Storefront facades must be a minimum of 70 percent floor-to-ceiling glass. Storefront glass shall be clear no more than 10% tinted, as any dark tint will reduce the visibility of the display behind the reflecting reflection. Reflective (mirror) or colored glass shall be permitted to the maximum of 30% of the storefront glass. The percentage of the storefront facade shall be reduced if replaced by an LCD and/or Plasma.

Neon is permitted inside the building and may be permitted outside the building subject to the approval of the Master Architect.

Configurations

Unified Design. The storefront door, signage and lighting shall be designed as a unified design.

Entrance doors shall comply with the following guidelines / recommendations:

- Entrance doors should be of glass or contain significant glass to allow visibility into businesses.
- Entries shall be recessed to allow the door to swing out without obstructing pedestrian flow.
- Retail entrances shall be encouraged at corners.
- Where appropriate, sliding / folding doors that allow the activity of the business to open adjacent to and onto the public sidewalk should be installed.

Each front side shop shall have one double door, 6 feet wide door at the main entry and one door 6 feet wide door entry from any loading dock or service hallway. All other door openings may be single 32" door or minimum code size.

STOREFRONT SPECIFICATIONS

E.8

08/20-E-GUIDELINES.MXD
December 17, 2008

deliver the same to the Town and developers within four weeks after receipt of comments by and from the Town and developers on the Draft Report.

In addition to the above, DPZ, at the request of the Town, is able to make up to two (2) follow-up presentations to the Town of Erie. The dates for the presentations are to be mutually agreed between DPZ and the Town.

Deliverable:

Final Master Plan Report (6 printed copies and one PDF copy)

Project Start Date and Schedule

DPZ Charrettes (Task 3) are scheduled on a 'first-come, first-served' basis. At the time of proposal preparation, our next available Charrette block is in July 2019; please note that Tasks 1 and 2 and all other due diligence efforts outwith the scope described herein must precede the Charrette.

We would need to execute a contract and receive the retainer stated above in order to commence the work and reserve the slot for the Charrette; this retainer may be provided in advance of contract execution.

Other Notes:

Additional Services can be provided through individual task orders. Excluded but potential Additional Services by DPZ may comprise, but are not limited to, the following:

- *Additional visits to Erie, CO or other location for meetings with and/or presentations to the Town, the developers, or others (Professional services fee of \$1,200 to \$2,000 per day per person; reimbursable expenses excluded)*
- *Major revision to DPZ's Master Plan documents beyond the one round contemplated herein, that would require alterations to a significant portion of the deliverables*

In addition to previously stated exclusions, also excluded from DPZ's services are the following:

- *Preparation of additional technical project and site information including but not limited to base mapping, program development, transportation/traffic assessment, environmental assessment, infrastructure assessment, and the like*
- *Calculations of development impact on schools, detailed plans of individual buildings*
- *Services of other consultants such as local architects, engineers, a land use attorney, a public relations consultant, etc.*
- *Leading the approvals process nor assembling the required documents*
- *Preparation of building construction documents*



Vickery Village, Georgia

FEE PROPOSAL AND FEE STRUCTURE

Fee Proposal and Fee Structure

DPZ is pleased to submit, for the Town of Erie's consideration, our proposed fee and fee structure to undertake the scope described in the preceding section.

The proposed fee comprises **U.S. Dollars Two Hundred Eighty Five Thousand (\$285,000.00)**, excluding expenses, to be structured as follows:

- \$40,000.00 as a non-refundable retainer, covering Task 1 Project Initiation and a portion of Task 2 Project Analysis; Pre-Charrette Tasks and Preparations, due upon signing of the Agreement;
- \$15,000 due upon completion of Task 2 Project Analysis; Pre-Charrette Tasks and Preparations;
- \$155,000 due upon completion of Task 3 Milestone Task: Four Corners Town Center Master Plan Charrette, due on the last day of the Charrette;
- \$55,000 due upon submission of the Draft Four Corners Town Center Master Plan Report under Task 4; and
- \$20,000 due upon submission of the Final Four Corners Town Center Master Plan Report under Task 5.

The proposed fee above is that for DPZ and our invited consultants. They do not include any cost for third-party consultants retained by the Town nor the developers, your agents nor your partners, nor expenses for items arranged by the Town nor by the developers.

Reimbursable Expenses

Reimbursable expenses will be in addition to the above fees and include, as appropriate, the costs of airfare and other transportation, accommodations, meals, postage, delivery, reprographics, and other costs incurred by DPZ in its service to the Town and/or the developers.

Please note that the above expenses may be significantly lowered if the Town and/or the developers are able to provide some of the Charrette requirements. Such items that might be provided directly include, but are not limited to, the Charrette studio space (i.e. at a suitable local office/workspace, in an empty storefront, or other similar space which then Town and/or the developers might already control); office/studio furniture and equipment locally available and which the Town and/or the developers might already own, etc.

Expenses may further be reduced should the Town, the developers, and/or your other private sector partners also have the ability to provide other related services and products (e.g. hotel rooms; Charrette studio furniture/equipment rental; local transportation, meals for the team while in Erie, etc.) either comp'd or at discounted rates.

PROPOSED WORK PLAN, FEE, AND FEE STRUCTURE

(Below)

Various DPZ town center and district master planning efforts:

(Top Left) Mashpee Commons, Mashpee, MA

(Top Right) Hannibal Square, Winter Park, FL

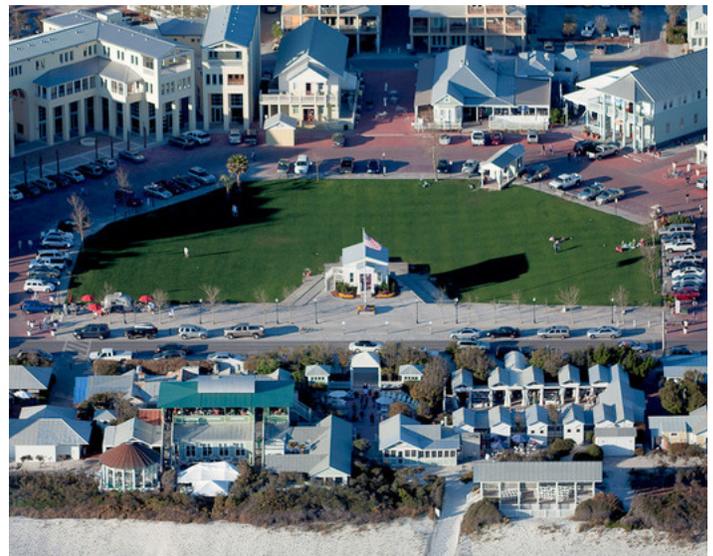
(Bottom Left) Legacy Town Center, Plano, TX

(Bottom Right) Seaside, Santa Rosa Beach, FL

Additional deliverables that are one-time products, such as physical scale models, or finite services, such as branding/marketing, the production of a project video/brochure, and/or other additional project material, are to be priced on a case-by-case, hourly or lump sum basis; the cost for these are not included in our fee proposal above.

DPZ would be happy to discuss our fee proposal vis-a-vis the proposed scope and deliverables with the Town and developers, e.g. explore opportunities for refining/modifying portions of the proposal to arrive at a lower cost if desired, should we be selected to undertake the work.

This proposal remains valid and irrevocable for a period of ninety (90) days following the date of submission indicated in our Cover Letter. The period may be extended by written mutual agreement between the Town and DPZ, should we be considered for engagement.



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