



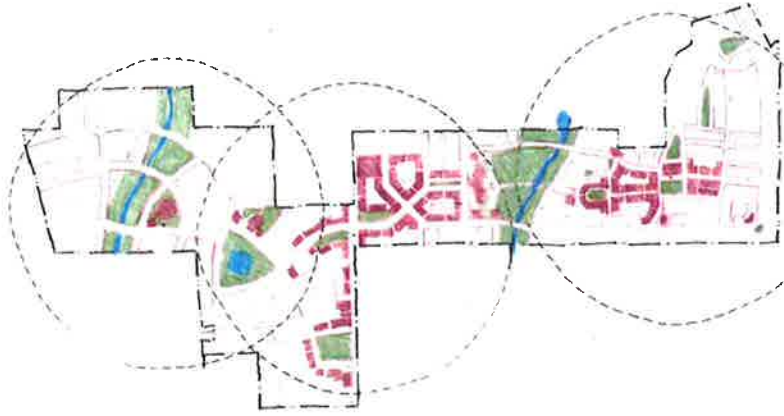
## APPENDIX



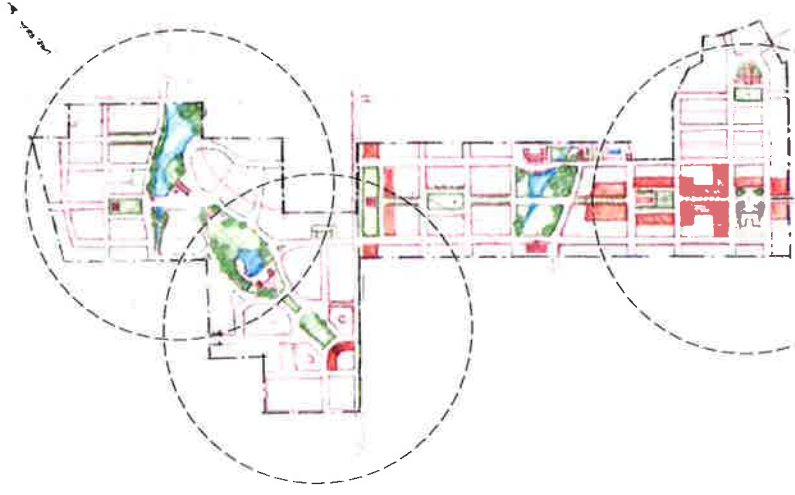
ROUND ONE PLAN A



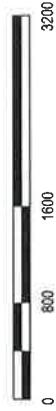
ROUND ONE PLAN B

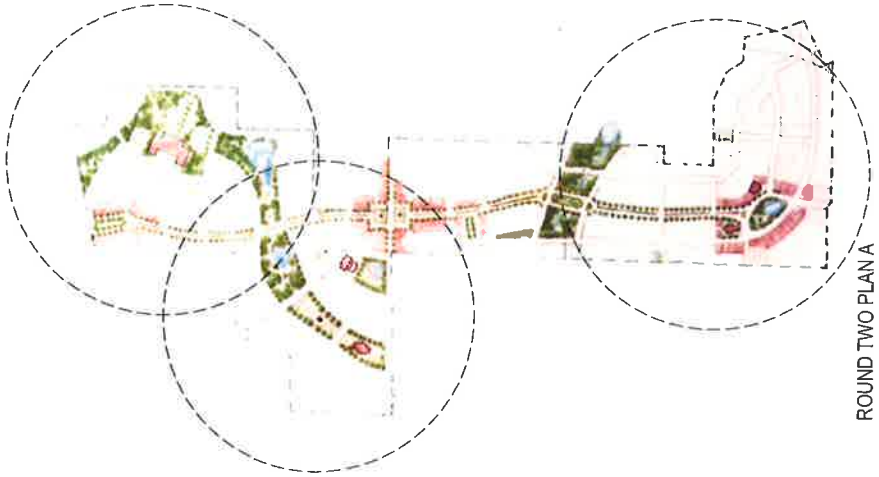


ROUND ONE PLAN C

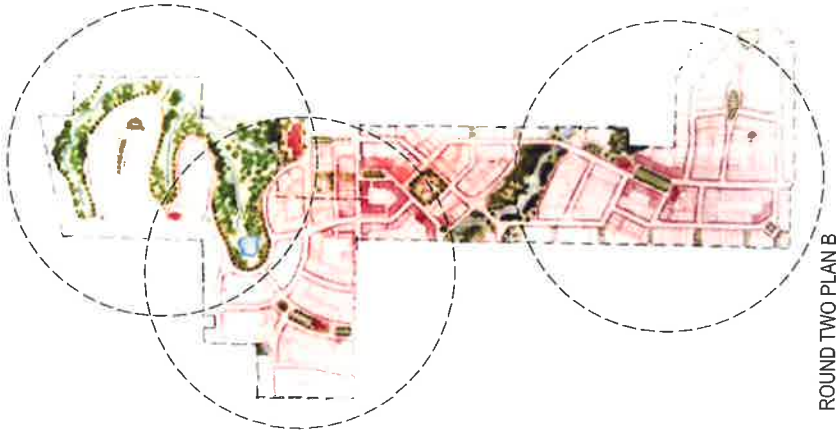


ROUND ONE PLAN D





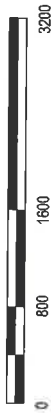
ROUND TWO PLAN A

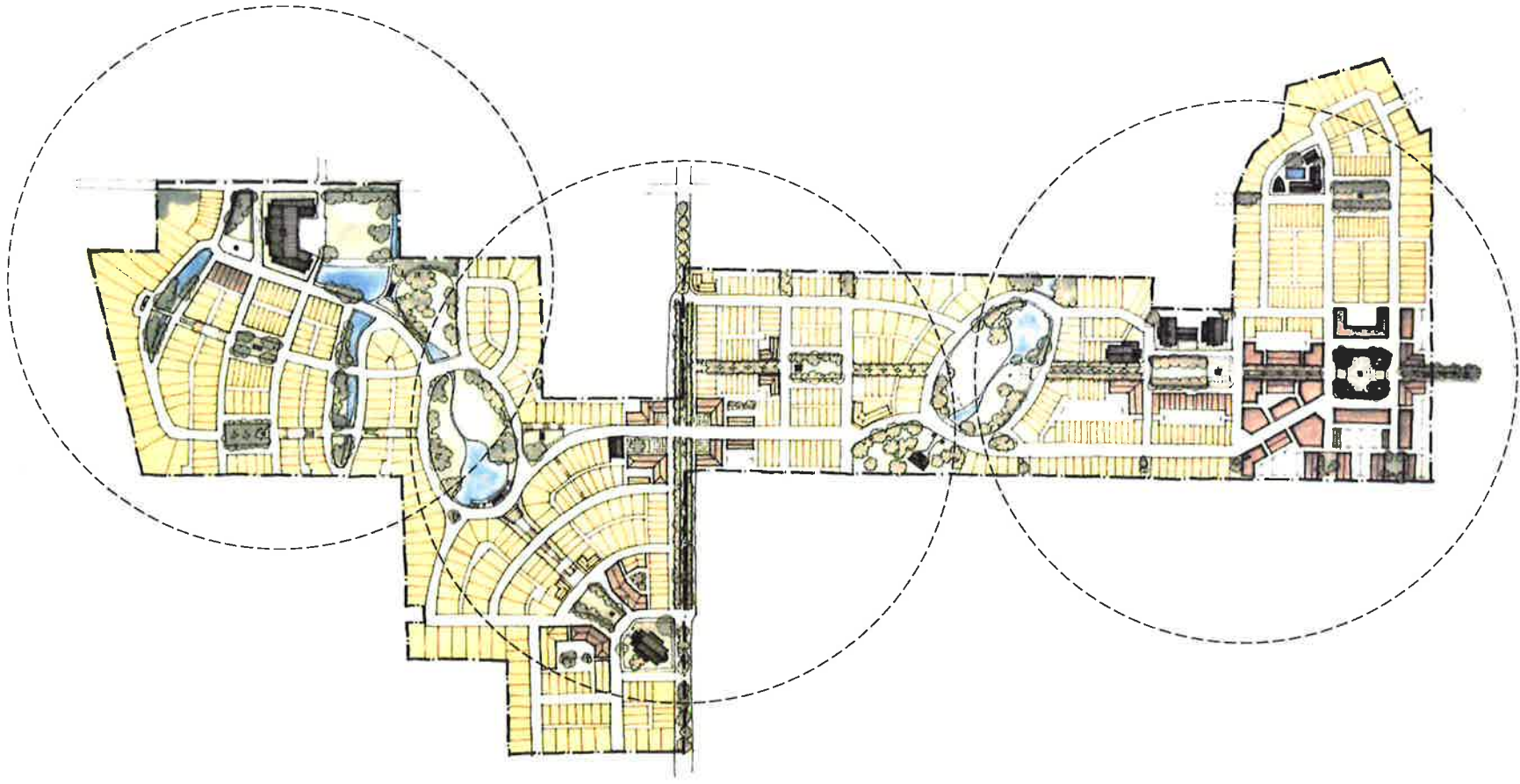


ROUND TWO PLAN B



ROUND TWO PLAN C





The third round of design synthesized the best ideas of the previous two rounds into one final master plan. This plan was overlaid and scrutinized for adherence to topography, which, in addition to other specific design considerations, resulted in the final master plan.





AERIAL VIEW OF HILLCREST, LITTLE ROCK, AR

The community of Hillcrest lies northwest of central Little Rock and is generally considered among the most pleasant urban environments in the region. A streetcar neighborhood from the early twentieth century, Hillcrest has a rich texture that characterizes good local urbanism. As shown in the satellite image above, Hillcrest is a medium density neighborhood whose street grid conforms to the hills and ravines found throughout the immediate area. The block structure diagram at the top of the following page reveals how Hillcrest's regular street grid contorts as it meets geographical features. The physical layout of this community has informed the design of the Midtown project in Bryant, only twenty minutes away by car. The way that Hillcrest's street grid handles topographical changes is a lesson easily transferred to Midtown's northern slopes.

The photos below show examples of Hillcrest's street character and architectural detail. Notice how the grade change at the front of the houses are handled with low retaining walls constructed from local fieldstone. The commercial center can be found only steps away from these residences, as shown in the block diagrams on the opposite page. Also, a mix of residential buildings types and sizes are found in close proximity to each other. The apartment/mansion building below fits in with large traditional homes yet contains four separate units.



RESIDENTIAL STREET, HILLCREST



COMMERCIAL STREET, HILLCREST

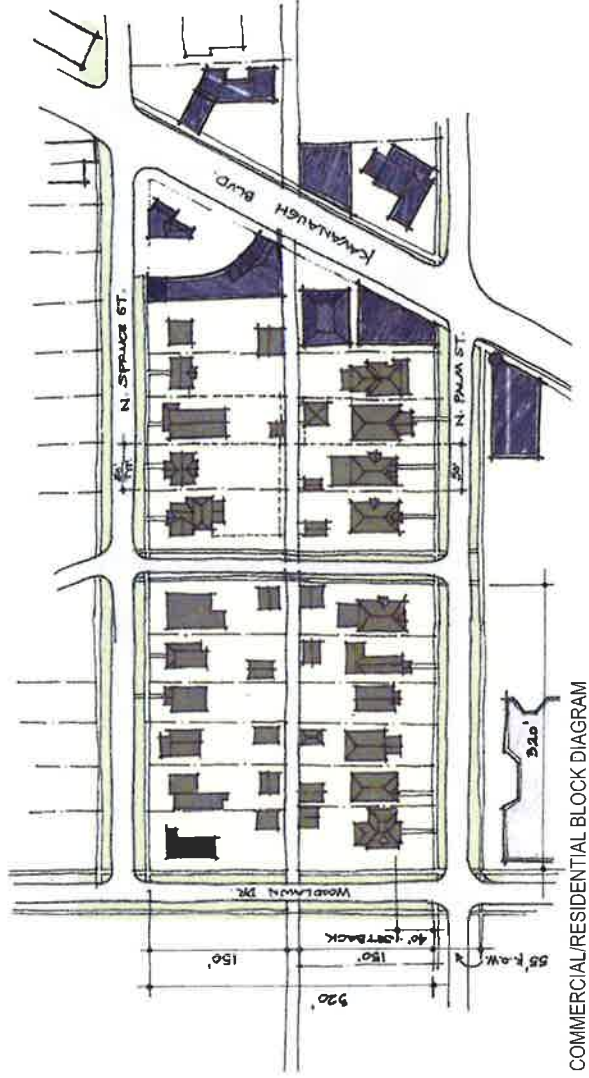
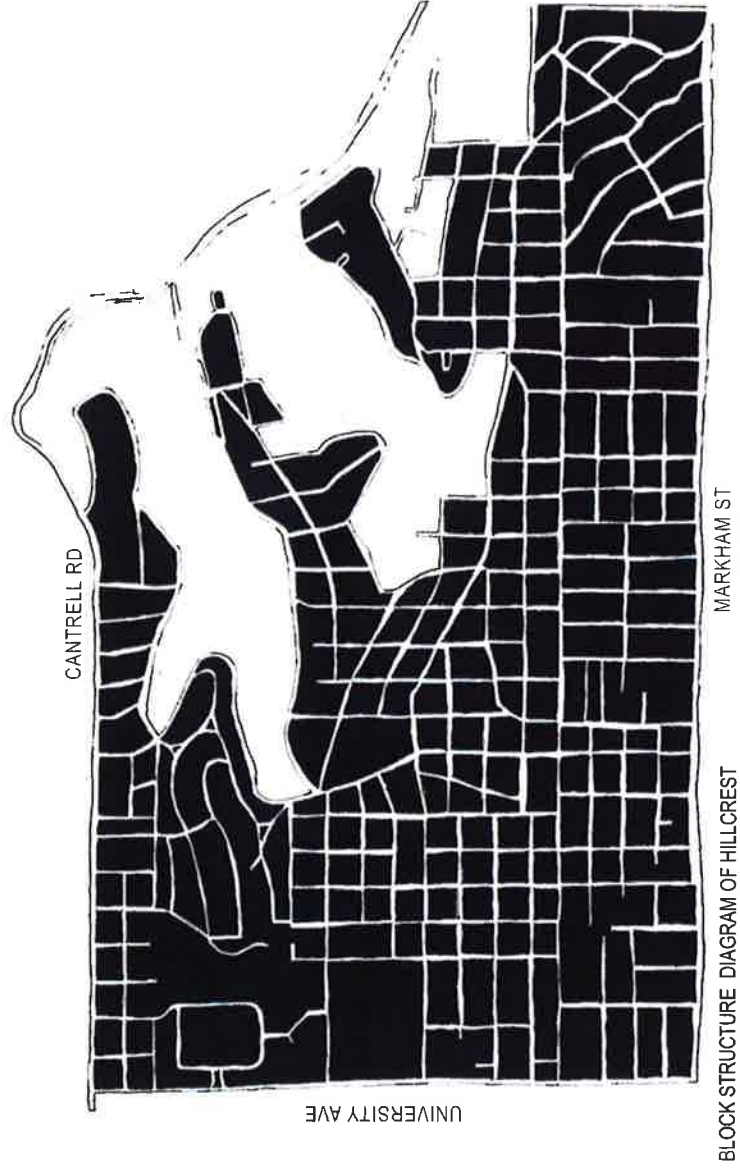


FOUR APARTMENT/MANSION BUILDING, HILLCREST



MID-SIZE APARTMENT BUILDING, HILLCREST









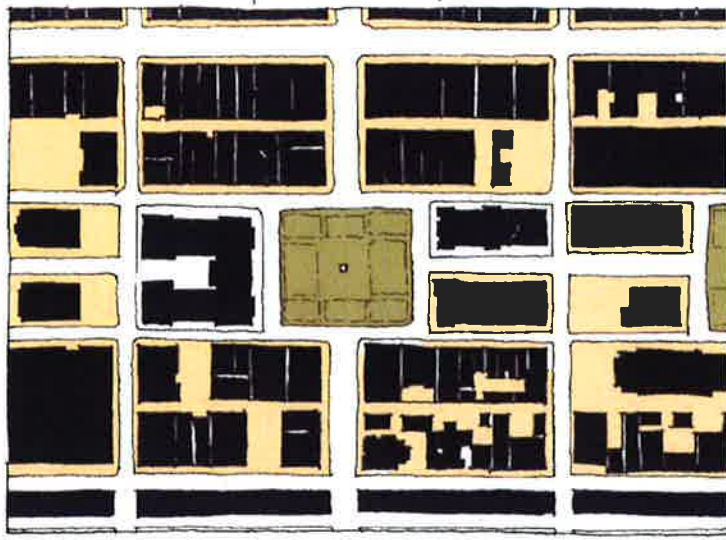
AERIAL VIEW OF SAVANNAH, GA



Wright Square in Savannah, Georgia, offers a great example of civic-oriented public space. Wright Square serves as the inspiration for Midtown's Government Square. Civic, commercial, and residences mix at a high density yet provide for a harmonious street frontage and a calm public green.

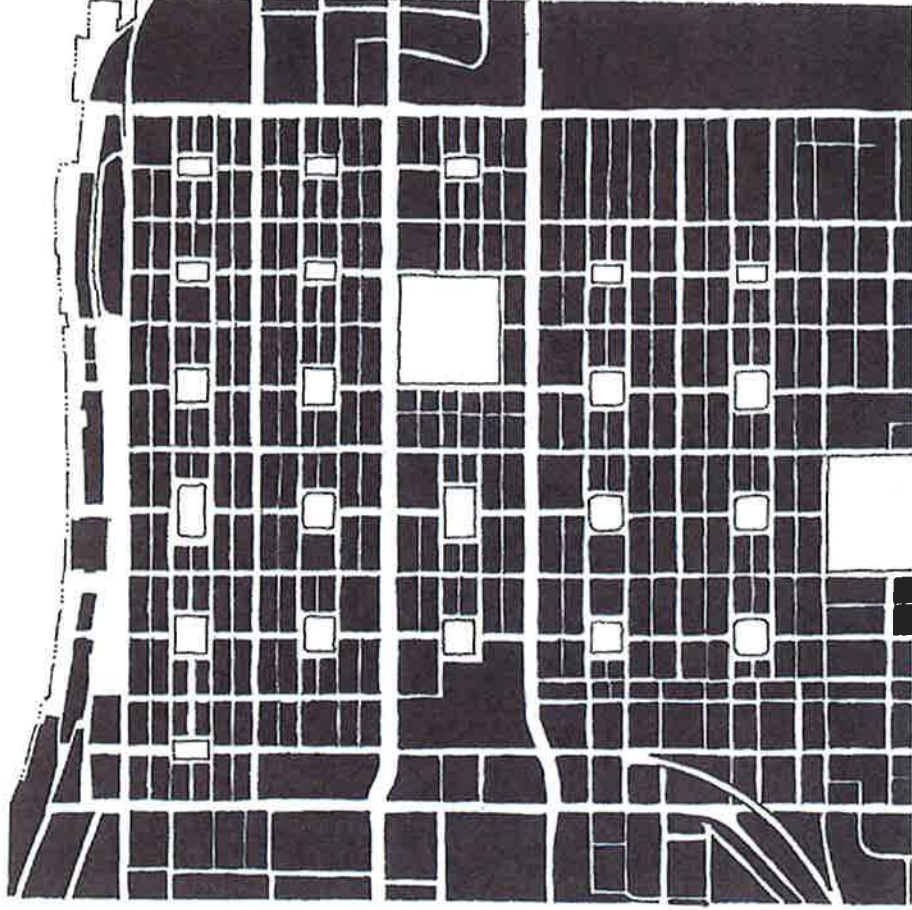


VIEWS OF WRIGHT SQUARE, SAVANNAH, GEORGIA



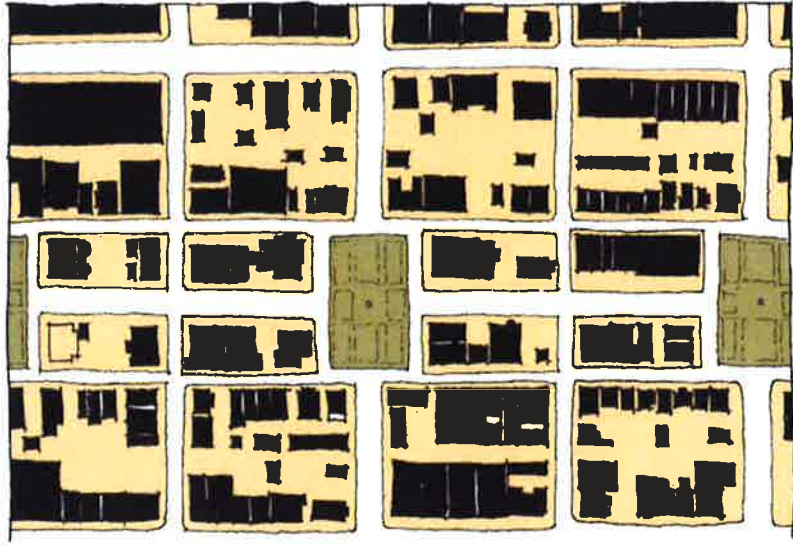
WRIGHT SQUARE DIAGRAM





SAVANNAH SQUARE STRUCTURE DIAGRAM

Columbia Square is an example of a well-scaled neighborhood public space. It serves as the precedent for some of Bryant's residential squares and greens. The surrounding neighborhood structure also serves as a model of a well integrated mixed-use and mixed-scale residential neighborhood. Columbia Square includes detached and attached single family residences, apartment buildings, garage apartments, and retail at various scales within a very close proximity.



COLUMBIA SQUARE DIAGRAM



VIEWS OF COLUMBIA SQUARE, SAVANNAH, GA





EXISTING UTILITY EASEMENT LOOKING SOUTH



STUDYING THE TOPOGRAPHY OF THE SITE NEAR THE PROPOSED CENTRAL PARK.



EXISTING WOODLANDS AT THE PROPOSED CENTRAL PARK



HIGHEST POINT ON THE SITE, NEAR HILLTOP ROAD



ROLLING TOPOGRAPHY NEAR HILLTOP ROAD AND MILLER RD



HIGHEST POINT ON THE SITE, WITH EXISTING WATER TOWER IN VIEW





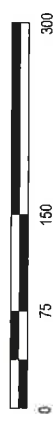




AERIAL VIEW OF EXISTING ENTRANCE



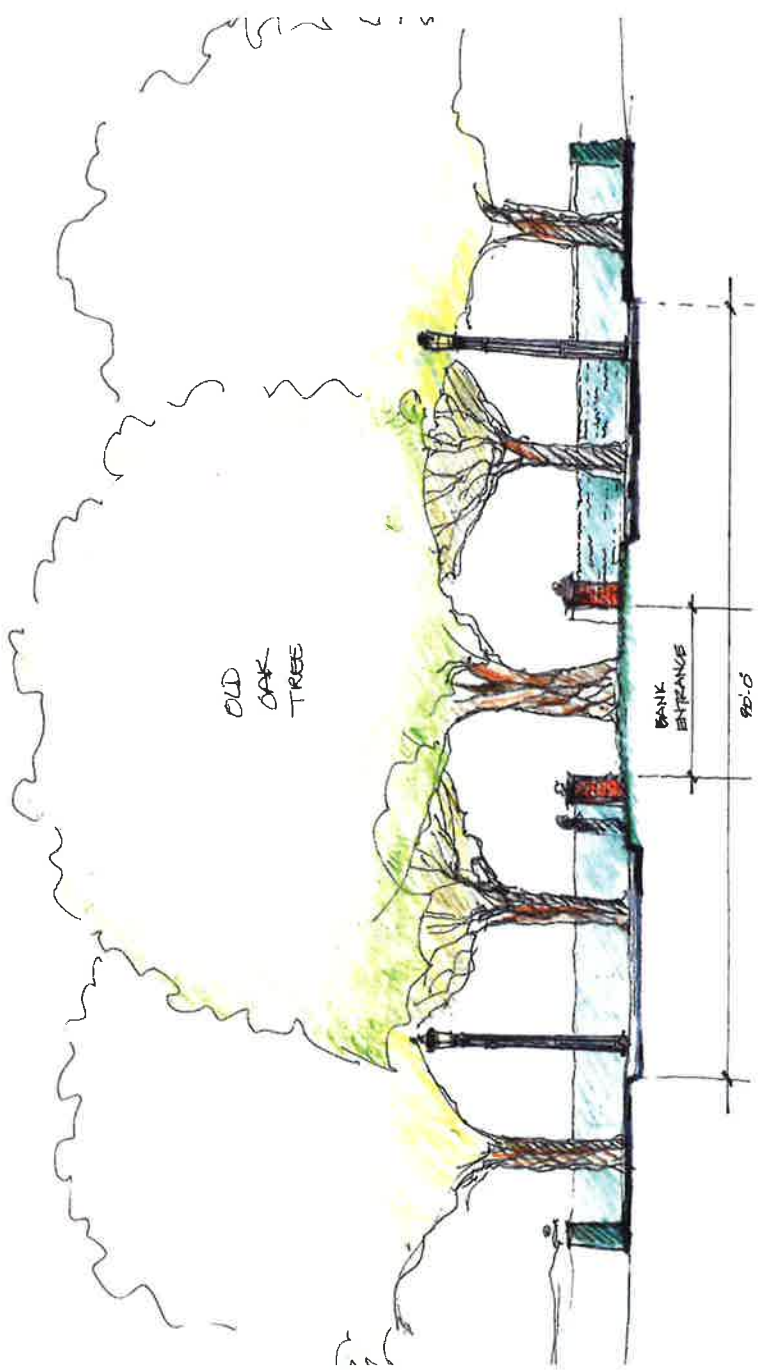
AERIAL VIEW OF PROPOSED ENTRANCE



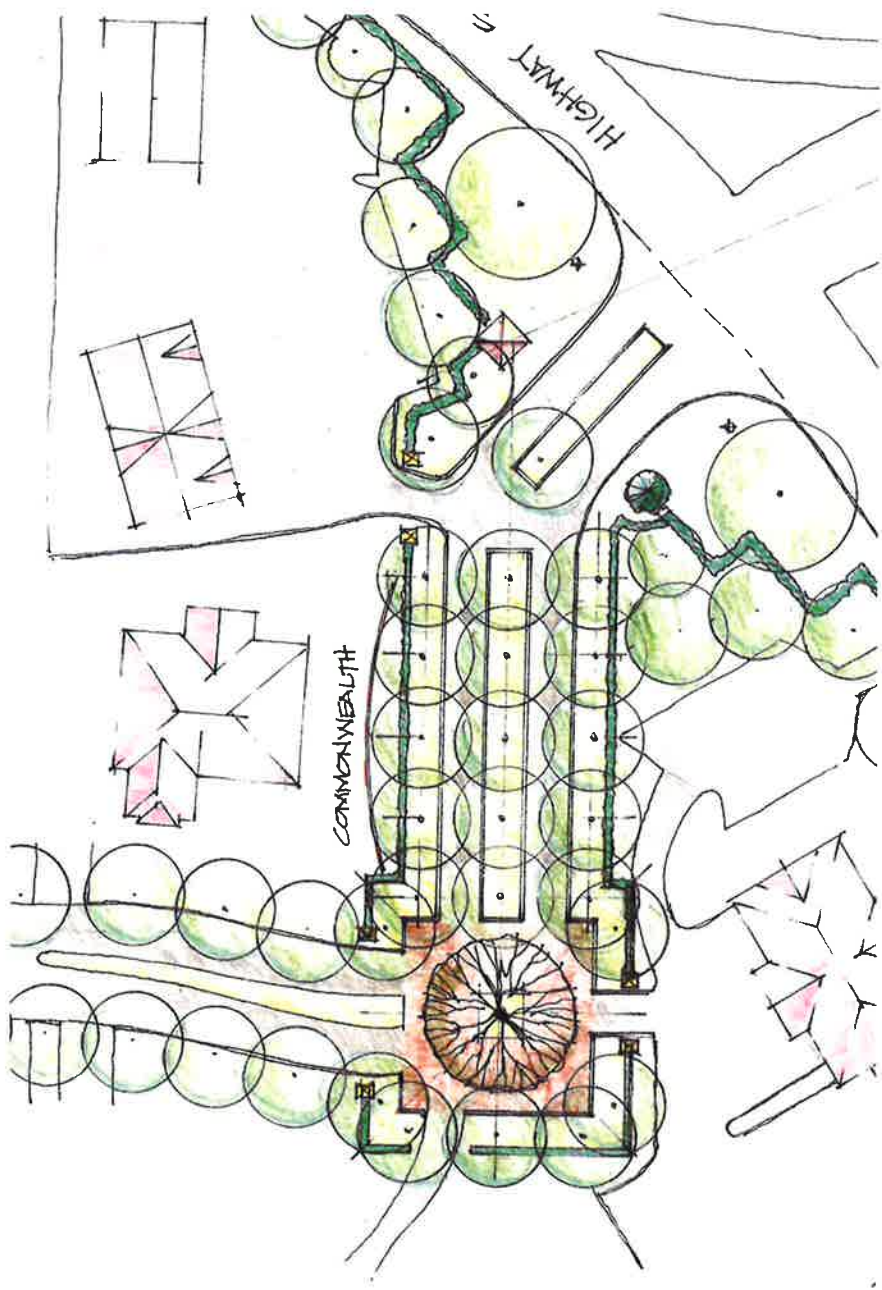
The Commonwealth/Highway 5 intersection landscape plan reorganizes and beautifies what is currently an awkward and misused roundabout. The details of the landscape plan will also announce the presence of Midtown and provide a safe and pedestrian friendly gateway.

LANDSCAPE ARCHITECTURE: GARR CAMPBELL ASSOCIATES

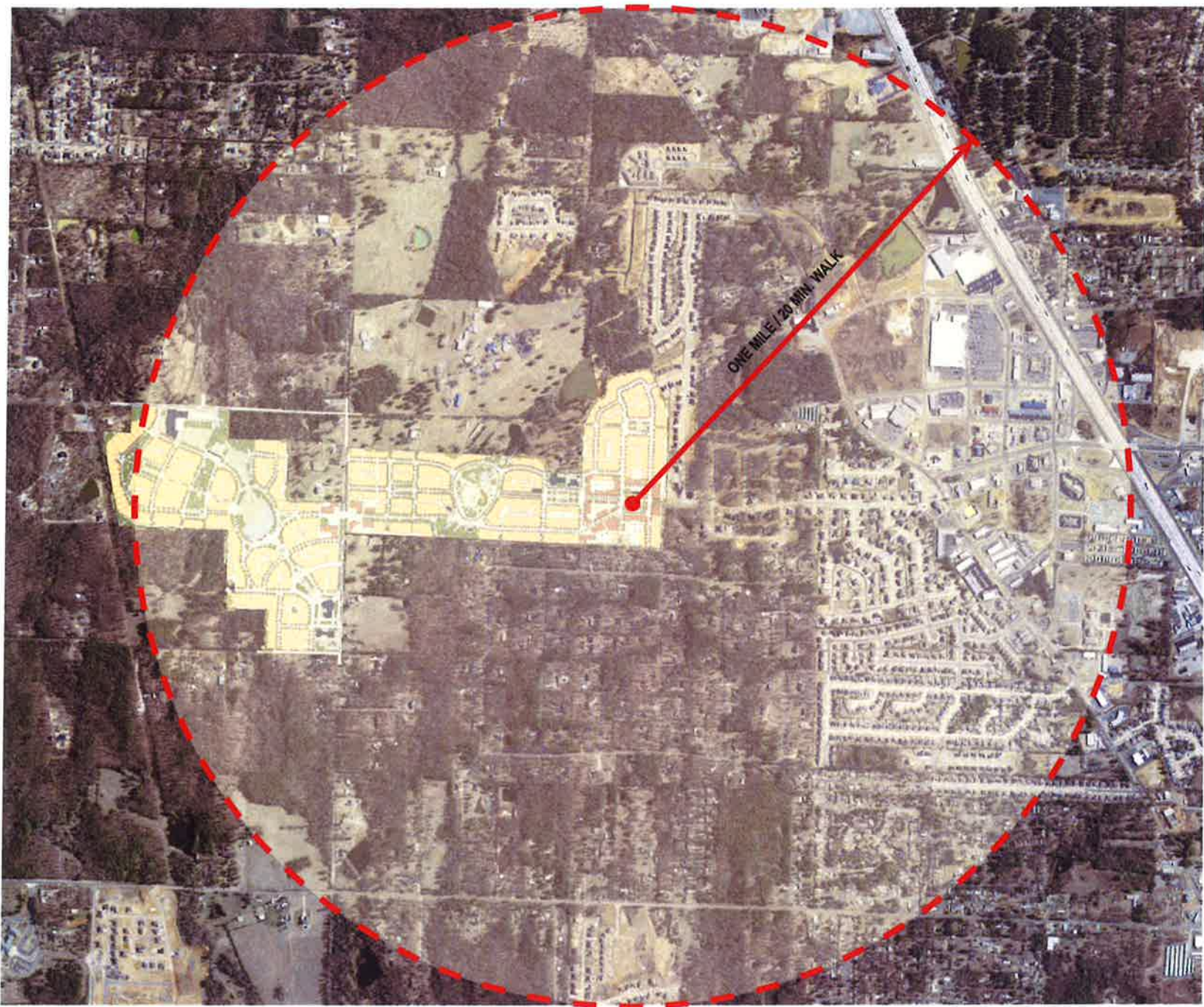




PROPOSED ENTRANCE SECTION







● ONE MILE RADIUS / 20 MIN. WALK

The above diagram depicts a one mile radius from Market Square, the commercial center of Midtown. Various conditions, from rural to suburban, exist within this one mile catchment zone. The most predominant feature is the large amount of residential units to the immediate south and west of Midtown's Town Center. These approximately 2500 already existing "rooftops" will support Midtown's Town Center, as it provides an attractive alternative to the conventional suburban retail currently clustered along the Highway 30 / North Reynolds Road interchange to the south.

