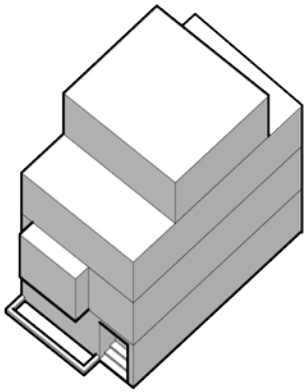
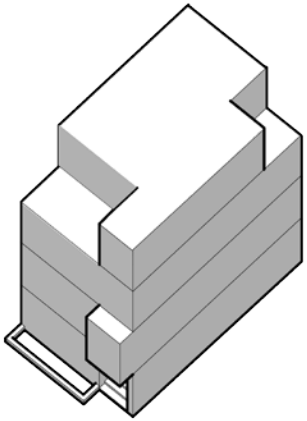
Examples

Rowhouse Types



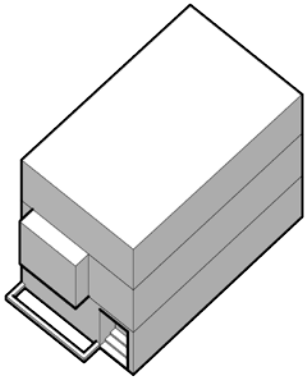
Type A

1,800 SF Living Area
400 SF Garage
2 parking spaces



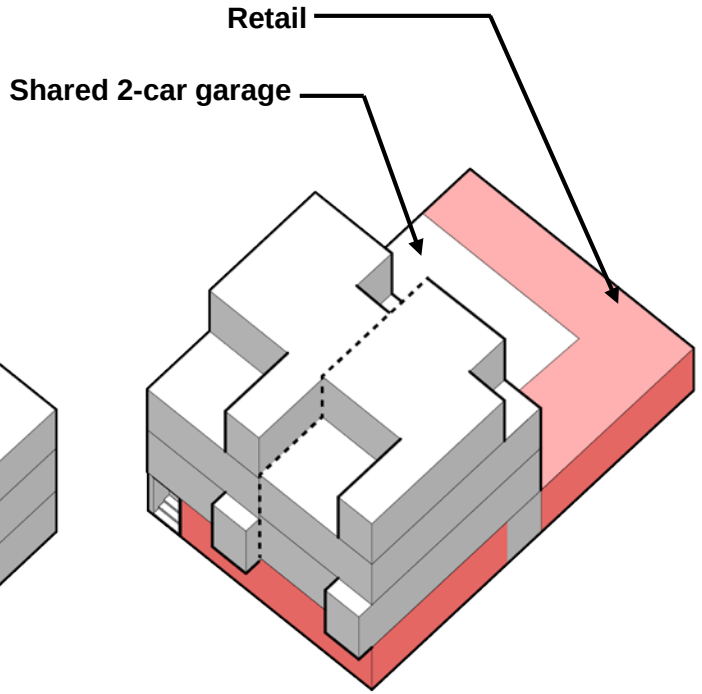
Type B

1,892 SF Living Area
400 SF Garage
2 parking spaces



Type C

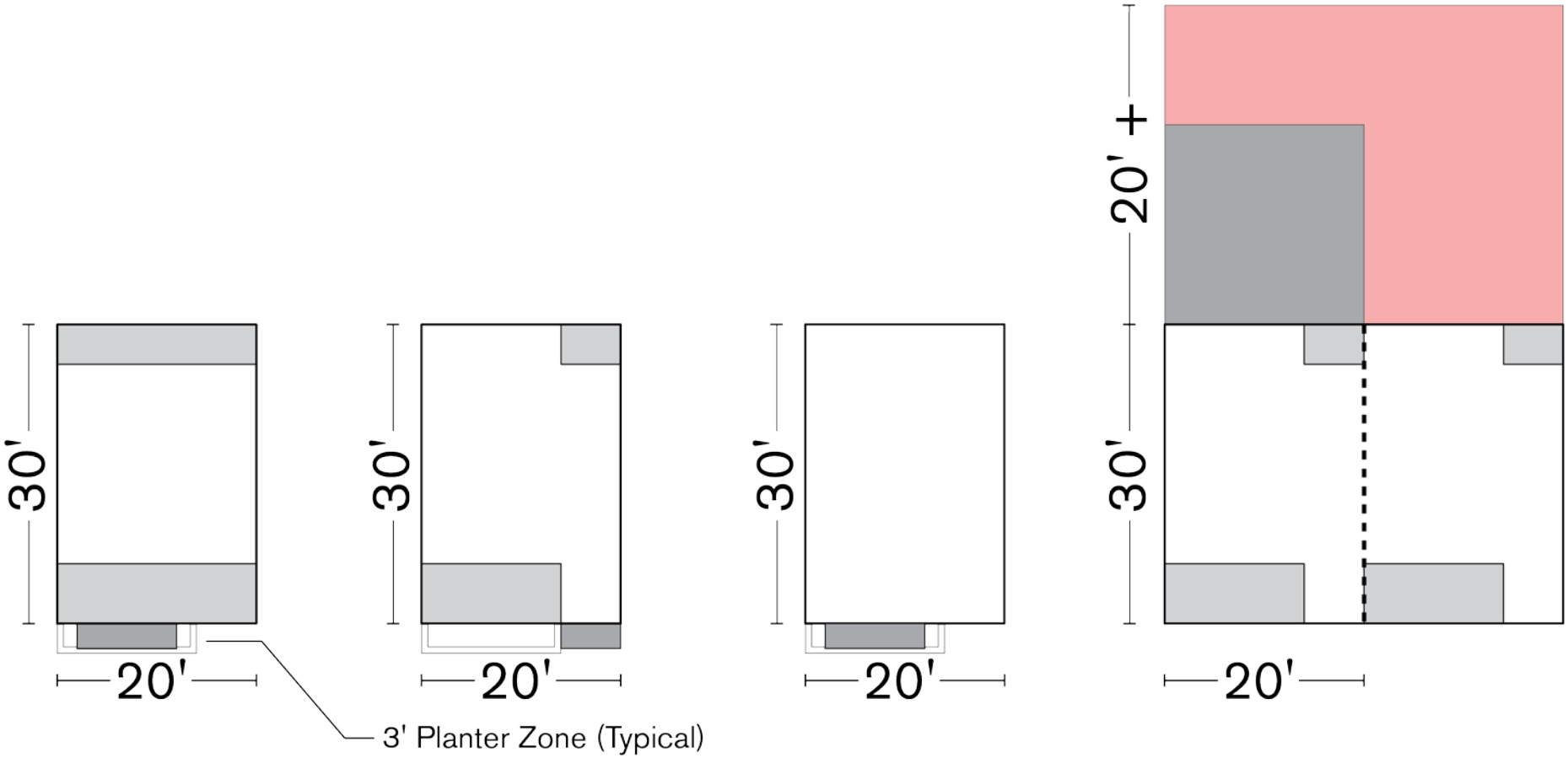
1,400 SF Living Area
400 SF Garage
2 parking spaces



Type D

1,942 SF Living Area (over retail)
450 SF Shared garage
Shared entry
1 space/unit

Modular Potential



Type A
1,800 SF Living Area
400 SF Garage
2 parking spaces

Type B
1,892 SF Living Area
400 SF Garage
2 parking spaces

Type C
1,400 SF Living Area
400 SF Garage
2 parking spaces

Type D
1,942 SF Living Area (over retail)
450 SF Shared garage
Shared entry
1 space/unit

Rowhouse Family



Wood Palette

Brick Palette











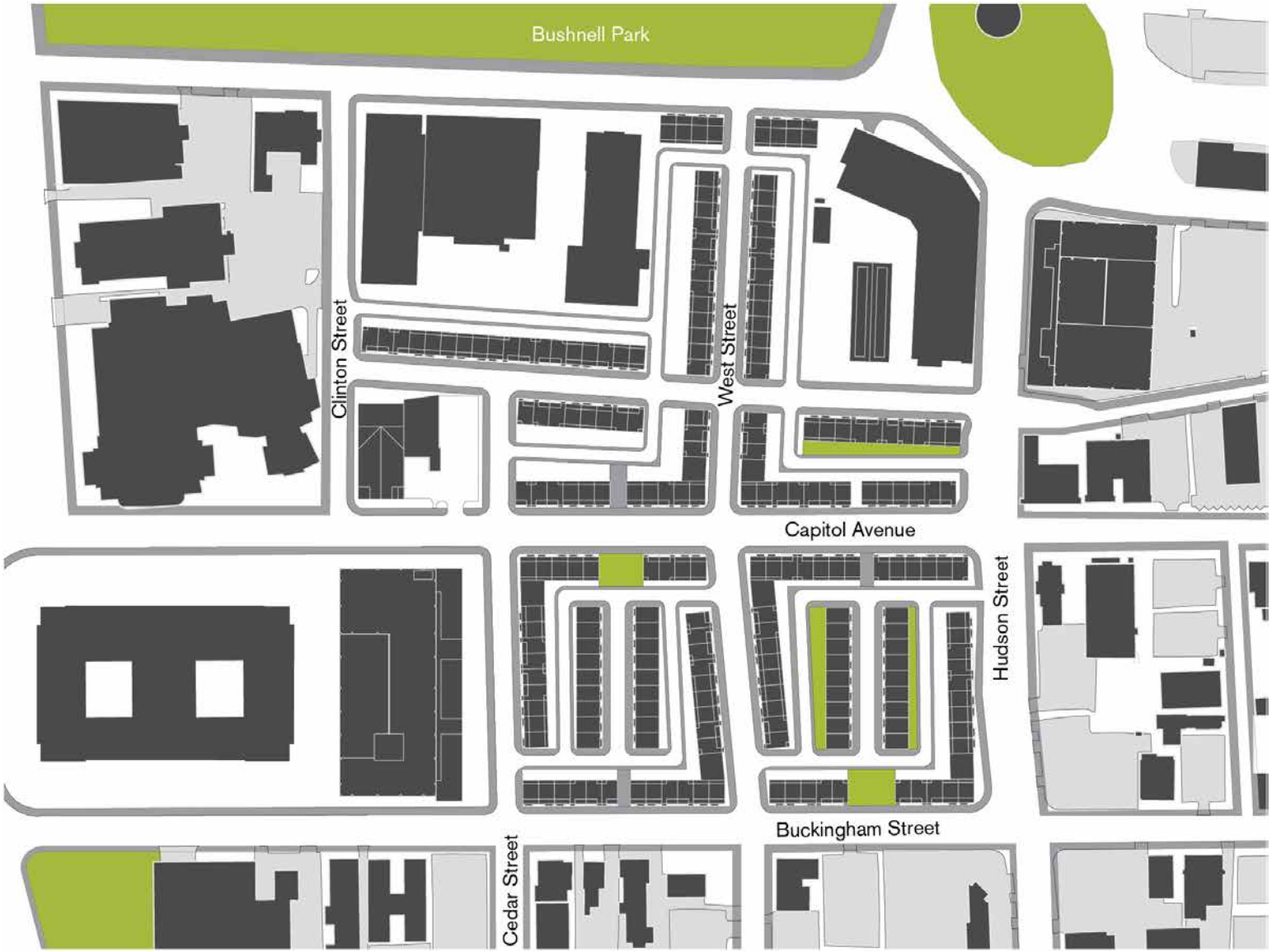
Type A

Type B

Type C

Type D

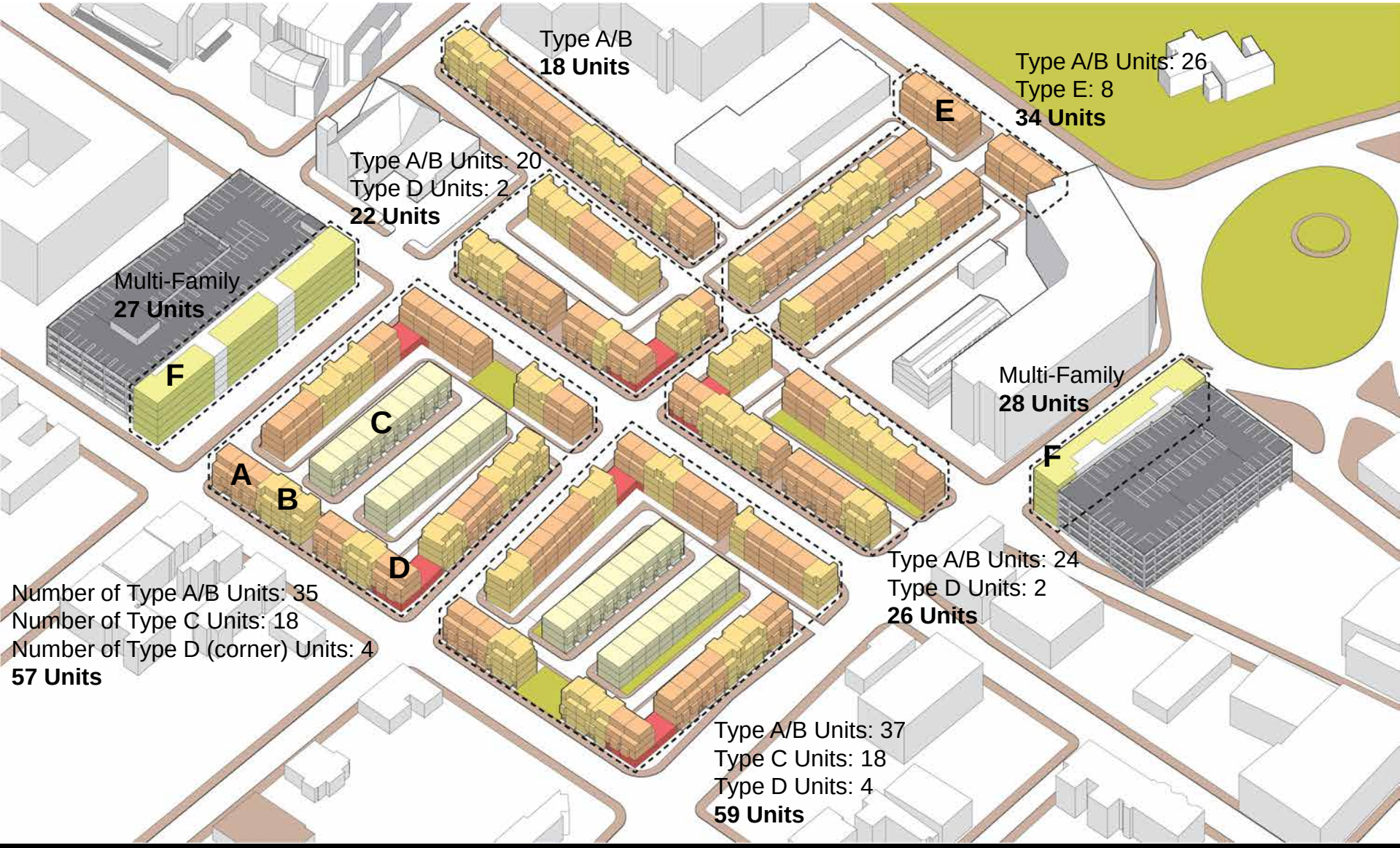
Rowhouse Test Fit



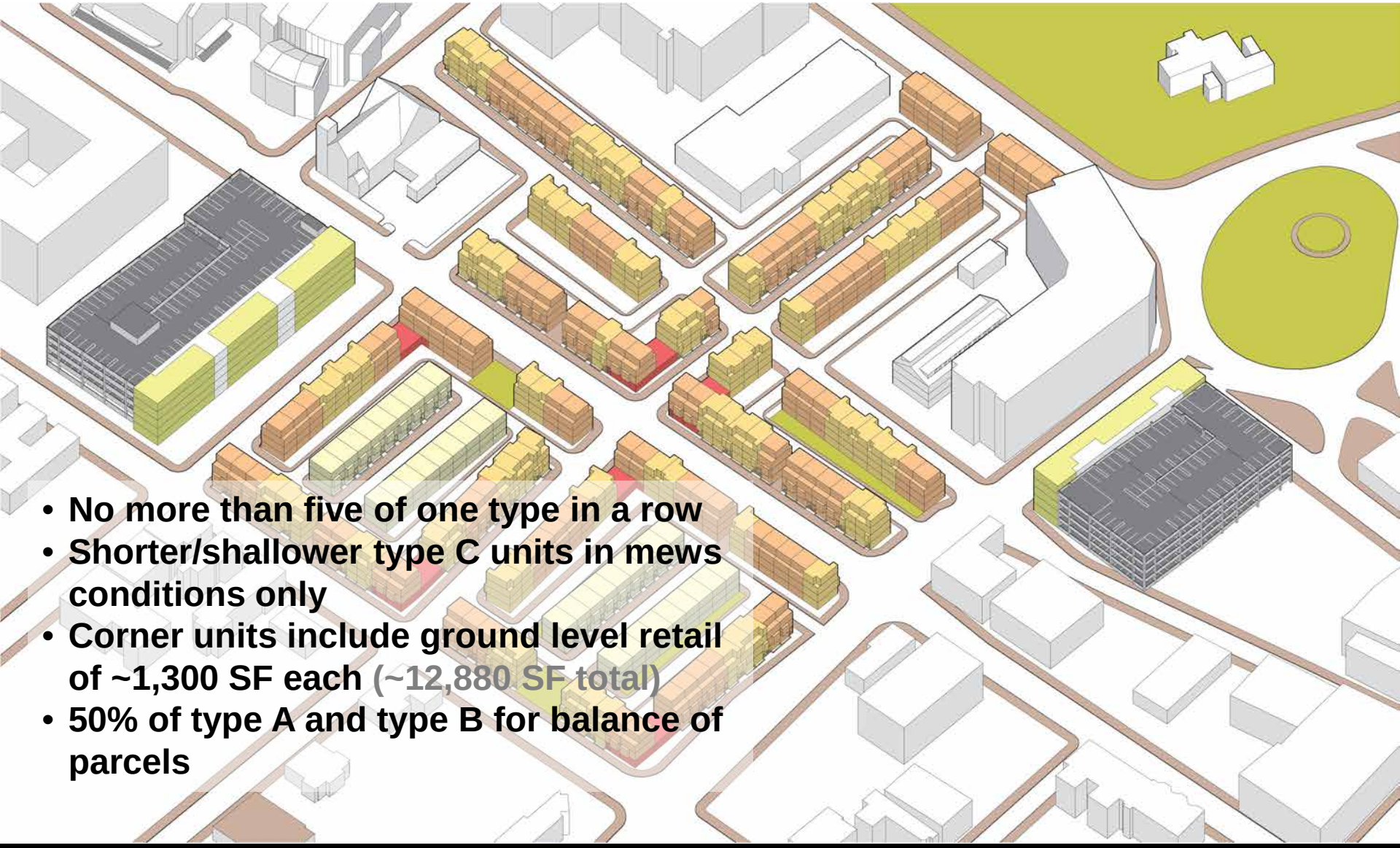
Rowhouse Test Fit Parcel Ownership

Neighborhood Aerial

Neighborhood Aerial



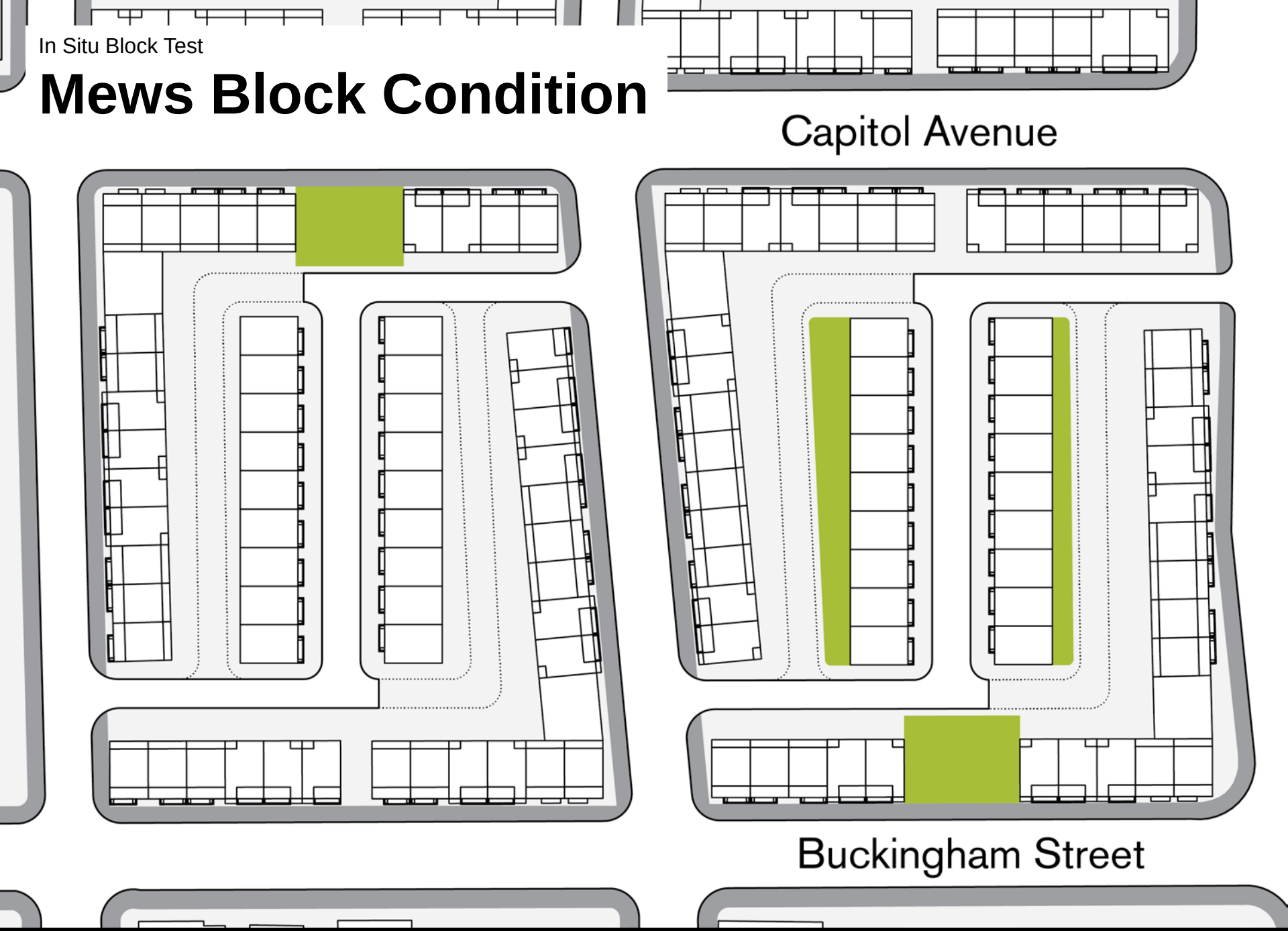
Neighborhood Aerial: Rowhouse Placement



- **No more than five of one type in a row**
- **Shorter/shallower type C units in mews conditions only**
- **Corner units include ground level retail of ~1,300 SF each (~12,880 SF total)**
- **50% of type A and type B for balance of parcels**

In Situ Block Test

Mews Block Condition



In Situ Block Test

Mews Block

Rowhouse Test Fit Stats

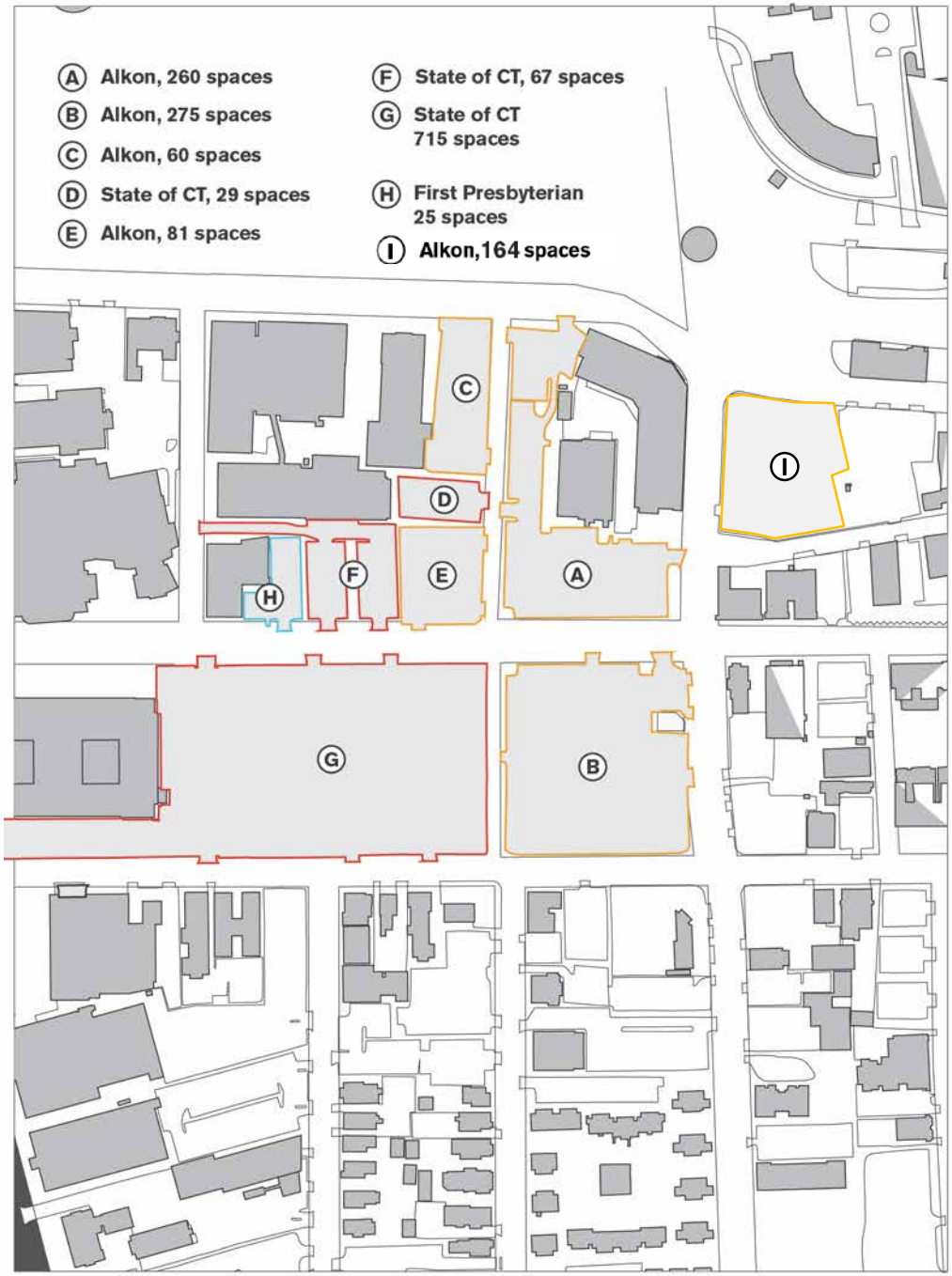
RESIDENTIAL UNITS	Number	GSF	GSF(-Garage)	Spaces/Unit	Total Spaces
Type A1 - 3-bed	26	2,200	1,800	2	52
Type A2 - 3-bed	26	2,200	1,800	2	52
Type A3- 3-bed	25	2,200	1,800	2	50
Type B1 - 3-Bed	30	2,292	1,892	2	60
Type B2 - 3-Bed	20	2,292	1,892	2	40
Type B3 - 3-Bed	33	2,292	1,892	2	66
Type C1 - Mews Rowhouse	10	1,800	1,400	1	10
Type C2 - Mews Rowhouse	10	1,800	1,400	1	10
Type C3 - Mews Rowhouse	8	1,800	1,400	1	8
Type C4 - Mews Rowhouse	8	1,800	1,400	1	8
Type D - Corner Units	6	1,942	2,342	1 (shared garage)	6
Type E - Stick Built	8	2,500	2,100	2	16
Type F - Multi Family	55	1,000		1 (garage)	55
Total	**265**				**435**

PARKING	Total Spaces
Garage	574
Surface	79
Total	**653**

RETAIL	GSF
Ground Level	**~12,880**

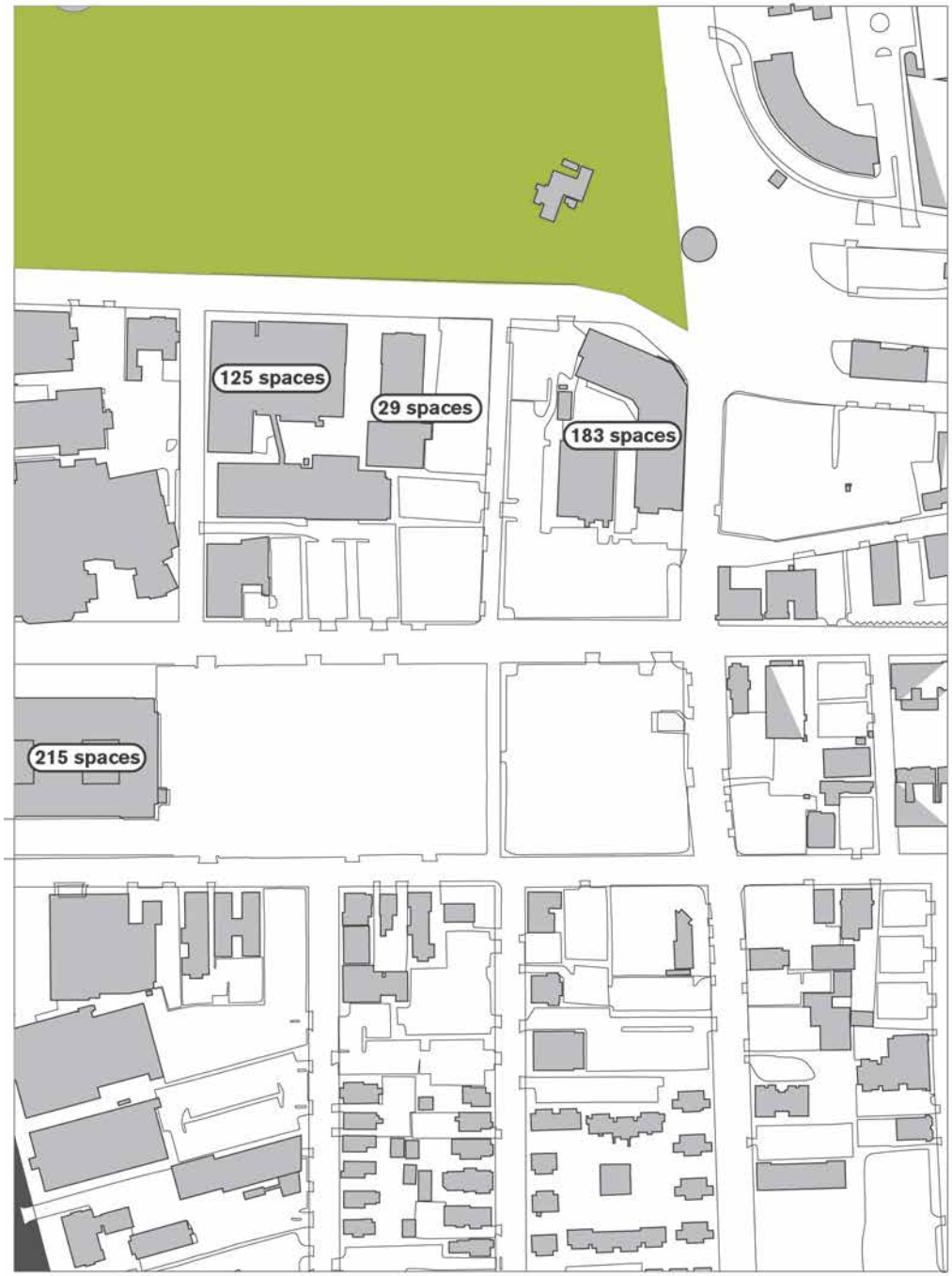
Existing Parking Lots

- **~1676 spaces in total (not counting the church's lot)**



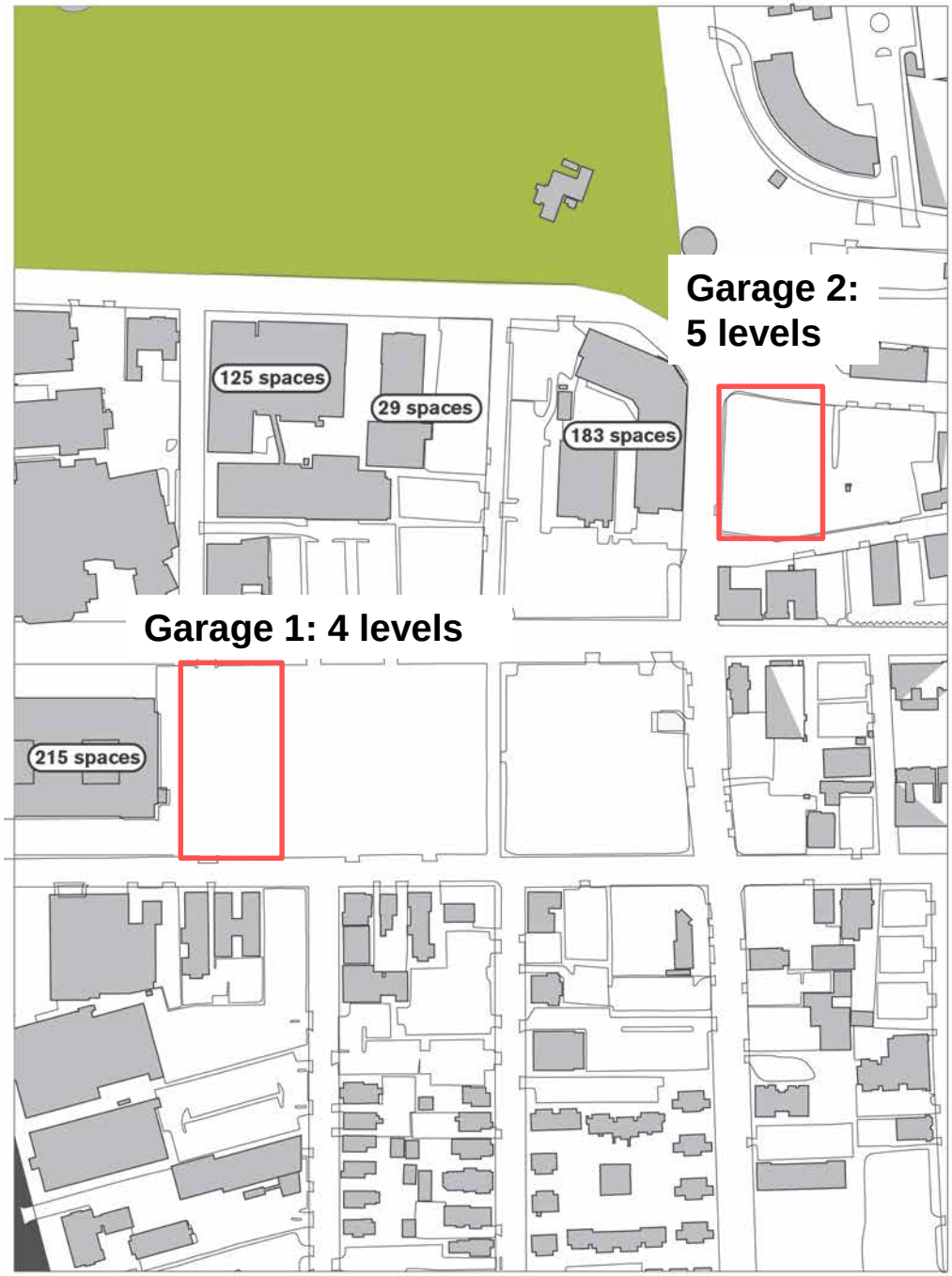
552 Spaces Needed

- **79 Elm Office**
  - **190,000 gsf at 65% efficiency, at 1,000 sf/space = 125 spaces**
- **Appellate Court**
  - **29 spaces in existing lot**
- **Large State Office:**
  - **326250 gsf at 65% efficiency, at 1,000 sf/space = 215 spaces**
- **55 Elm Retrofit:**
  - **146 units x 1.25 = 183 spaces**



2-Garage Scenario

- **607 spaces needed**
  - **552 spaces for existing bldgs**
  - **27 spaces for Garage 1 apts (3 residential levels; 4 garage levels)**
  - **28 spaces for Garage 2 apts (4 residential levels; 5 garage levels)**
- **653 spaces provided**
  - **574 in garage/lot**
  - **79 on-street**
- **Surplus of 46 spaces**



Interior Block Parking: Examples

An important condition for controlling the streets was to resolve the parking of cars inside the blocks. The following options were developed: the individual parking space, the inner parallel street (inside the block), and the half-sunken parking garage. The street could be reduced to its basic identity: a 39-foot profile with one-way traffic and double sidewalks. The scheme provides one parking place per house.

Interior Block Parking: Examples

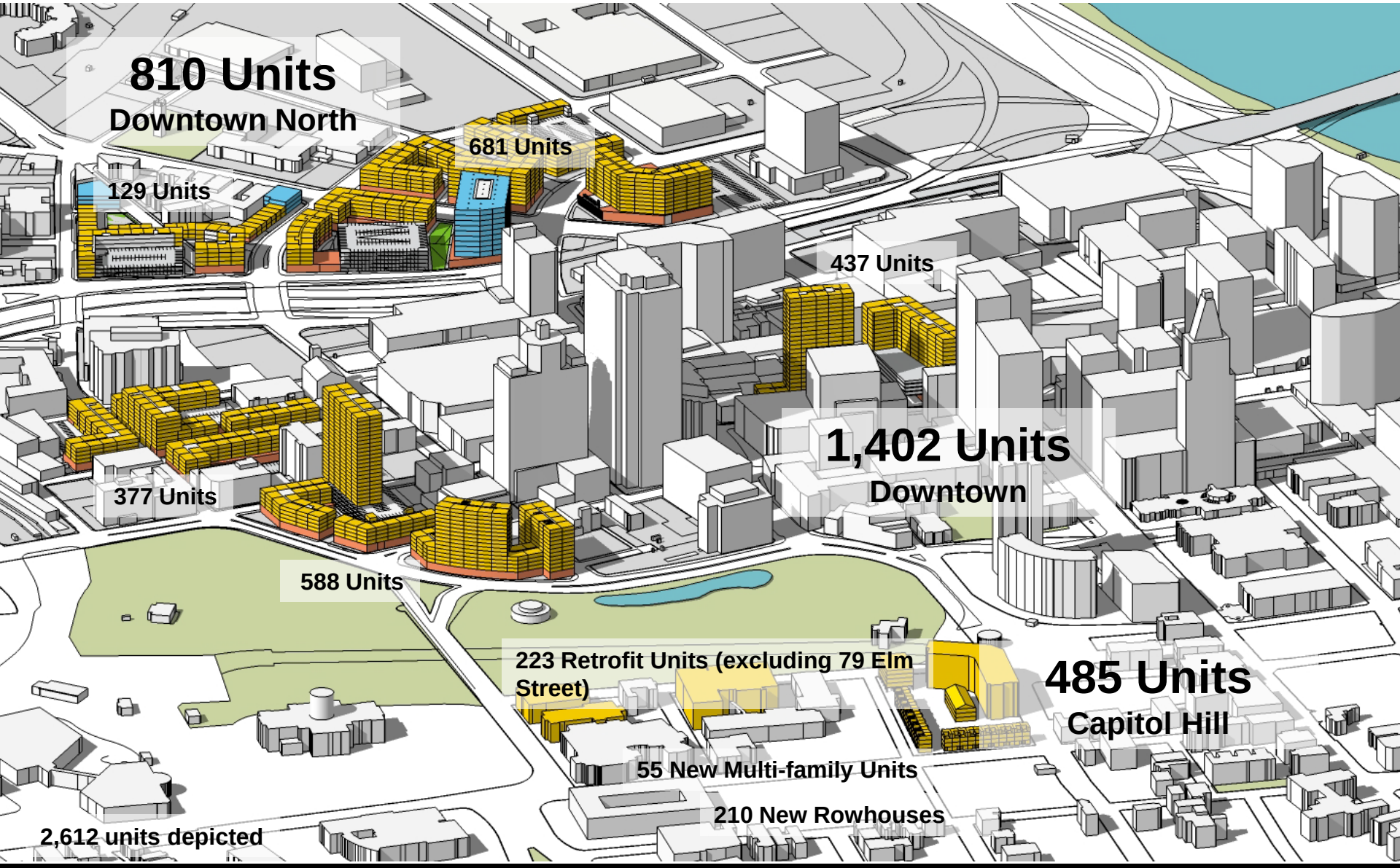
Interior Block Parking: Boston's Back Bay

Mews Block

Mews Condition – Interior Block ‘Street’

Toward Bushnell Park along West St.

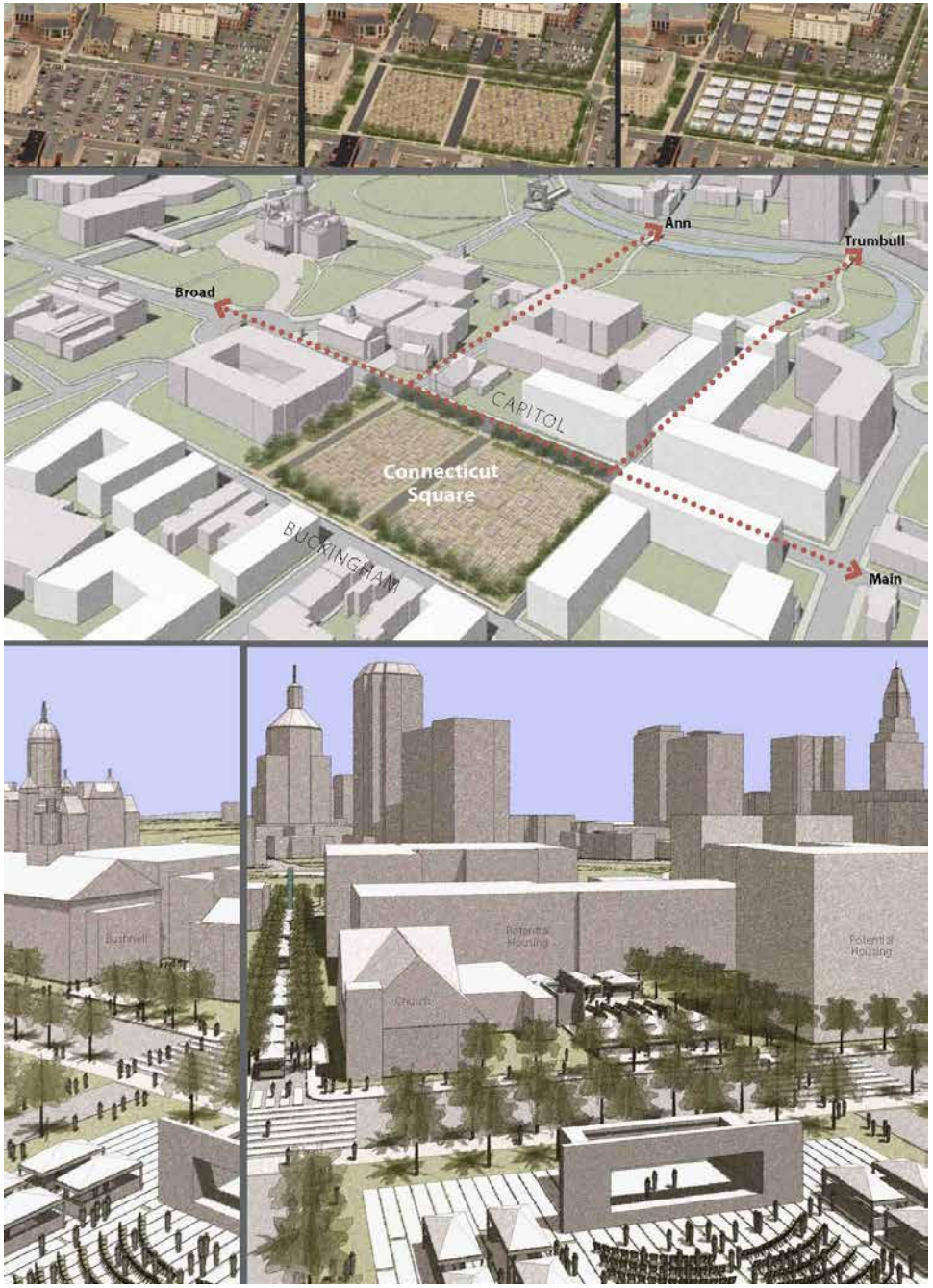
Downtown Residential Development Scenario



iQuilt Plan

Connecticut Square at Capitol Ave

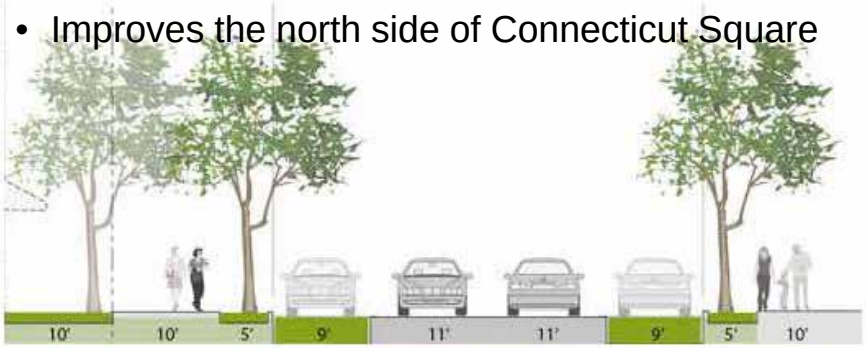
- Transformation of a 6.3 acre, 700-car State owned surface parking lot into a sustainable, mixed-use public square.
- The space will continue to serve much of the time as parking for the State and for Bushnell patrons.
- New electrical and lighting infrastructure will allow the square to host festivals, markets and performances on nights, weekends, and holidays.
- Its new perimeter landscaping will enhance the surrounding streets and neighborhoods.
- Green infrastructure for stormwater will make the Connecticut Square and its surrounding streets a model of multi-use, sustainable design.

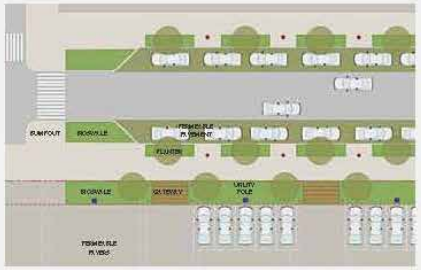


iQuilt Plan

Capitol Ave Streetscape Design

- Creates a Complete Street connecting Downtown with the State's Legislative Office Building and State Capitol
- Environmental Improvements-Crosswalks of permeable pavers, bioswales
- Provide amenities for a broader range of users-Transit riders, Cyclists, Pedestrians
- Improves the north side of Connecticut Square





Proposed street and sidewalk reconfiguration of Capitol Avenue, with potential housing and mixed uses on the north side along Connecticut Square

iQuilt Plan

Pulaski Circle

- This project will reconfigure the existing but obsolete traffic circle with a smaller (148’ diameter) two-lane roundabout, designed to modern standards.
- This will dramatically improve the area’s walkability, while accommodating vehicular traffic in a more efficient manner.