



DONALD POWERS ARCHITECTS, INC.

140 UNION Street, Providence RI 02903

Architecture & Community Design

HIGHFIELD COMMONS | ROCHESTER NH

JUNE 7, 2009



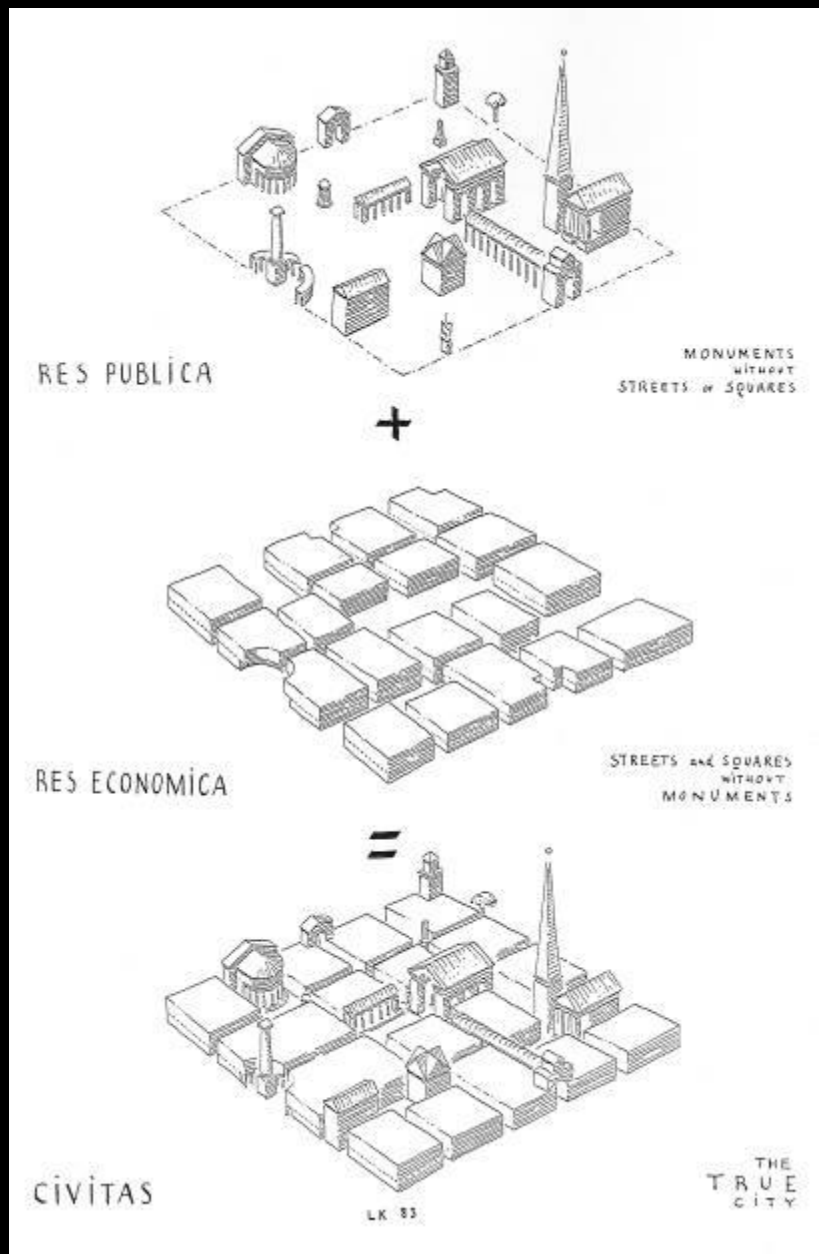


WHO WE ARE





We believe that our public places, neighborhoods and individual structures are the stage on which the life of the community is expressed and that the design of these places can either strengthen or detract from civic life.





- 1 ENTRY GREEN WITH LOW WALLS
- 2 ON STREET PARKING
- 3 DAY CARE WITH PLAYGROUND
- 4 NEIGHBORHOOD GREEN
- 5 PARKING BEHIND OR WITHIN BLOCK
- 6 PEDESTRIAN PATHS THROUGH BLOCKS
- 7 POCKET PARKS
- 8 PLAZA
- 9 PEDESTRIAN PATHS FROM PARKING
- 10 STORMWATER DETENTION
- 11 PARKING BELOW UNITS

UNIT TYPE LEGEND

1' = 10'



FUTHAM PIKE - ROUTE 44

SMITHFIELD VILLAGE
PROPOSED SITE PLAN



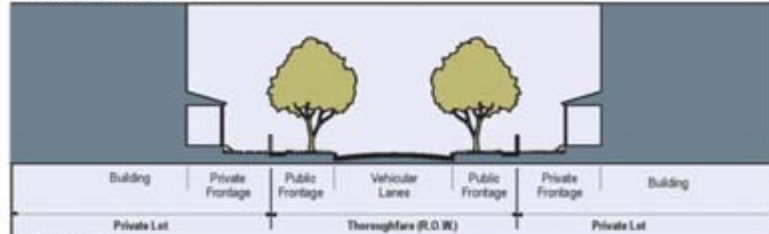
Site Plan



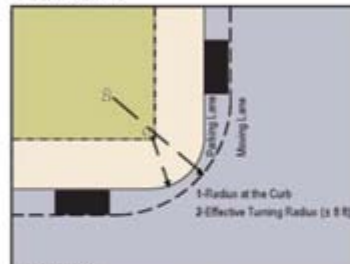


Roadways and Frontages

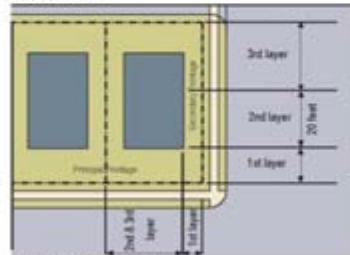
a. THOROUGHFARE & FRONTAGES



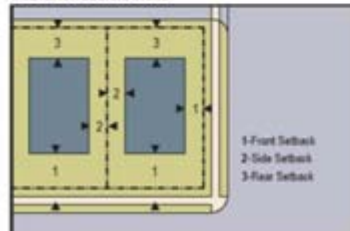
b. TURNING RADIUS



d. LOT LAYERS

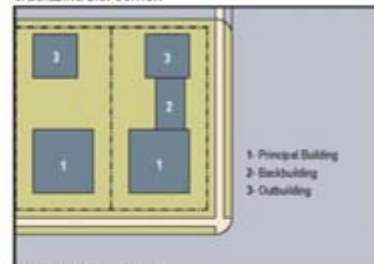


f. SETBACK DESIGNATIONS

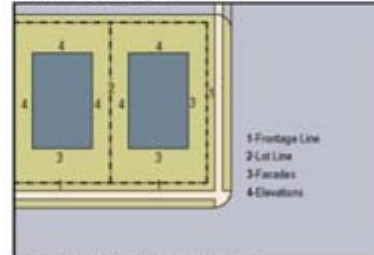


Source: Review 3.3

c. BUILDING DISPOSITION



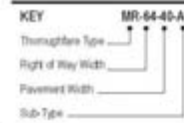
e. FRONTAGE & LOT LINES



g. NETWORK-BASED PEDESTRIAN SHED



SC45



THOROUGHFARE TYPES

Major Road	MR
Collector Road	CR
Local Road	LR
Countryside Lane	CL
Rear Alley	RA
Emergency Access	EA
Driveway	D

Thoroughfare Type	Local Road
Toronto Zone Assignment	T3, T4
Right of Way Width	50 feet
Pavement Width	26.5 feet
Paving Type	26.5 Asphalt
Design Speed	25 MPH
Traffic Lanes	2 lanes
Parking Lanes	One side, Parallel
Horizontal Curve Radius	100 feet minimum
Walkway Type	Sidewalk one side: 4' minimum
Planter Type	tree pits
Curb Type	4' applied granite
Grades	1% to 14%

Intersection Offset and Gradient:

Min. 200' between intersections on Major or Collector Road.

Min. 150' between intersections on Local Road or Country Lane.

- When Local Road is minor leg of the intersection, Max 5% for Min 50 ft from carway of main thru street.
- Where Local Road and Country Lanes intersect, the Max. gradient of the main thru street shall be 14%.

General Notes:

- Minimum curb return radius at street intersections shall be 15 feet. Do through intersections within the carway. Minimum ROW at street corners.
- Minimum roadway intersection angle 60 degrees.
- Maximum cul-de-sac length 1200 ft.
- Intersection Visibility
 - Local Roads and Country Lanes shall be cleared of all growth (exc.) level three feet higher than the centerline of the street within street ROW.
 - Sight triangles at intersections with Major Roads and Collector Roads. Policy on Geometric Design of Highways and Streets. A design speed of 25 mph shall be used for intersections with Collector Roads.
- Sight Stopping Distance shall meet AASHTO guidelines, based on design speed of 25 mph.

Architectural Styles



ADIRONDACK



ENGLISH COUNTRY



FRENCH COUNTRY



HUDSON RIVER DUTCH



SHINGLE



HUDSON RIVER GOTHIC



ENGLISH ARTS AND CRAFTS



GREEK REVIVAL

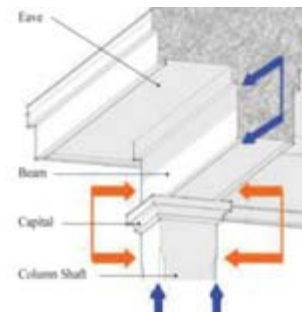
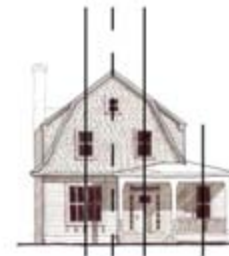
Sloping Lot Planning



Front Loaded: On the most steeply sloping and narrowest lots it may not be possible to tuck the garage behind or turn it away from the street. In these cases, the garage should always be set behind the primary facade of the home and should be part of a secondary volume or roof. There are many successful examples of neighborhoods planned in this fashion - it is the careful attention to detail and intentional de-emphasis of the garage space that will allow this strategy to be effective at Tuxedo Reserve.

Park Under: The strategy above common solution to downhill sloping lots is more tightly knit neighborhood. This strategy can be effective on fairly steep and narrow lots as should find much use in the neighborhood streets of Tuxedo Reserve. Bringing the garage down and if the home not only removes the garage from the street edge, but it provides natural location for a rear porch terrace ideally suited to take advantage of downhill views characteristic of Tuxedo Reserve.

Architectural Principles



Landscape Guidelines



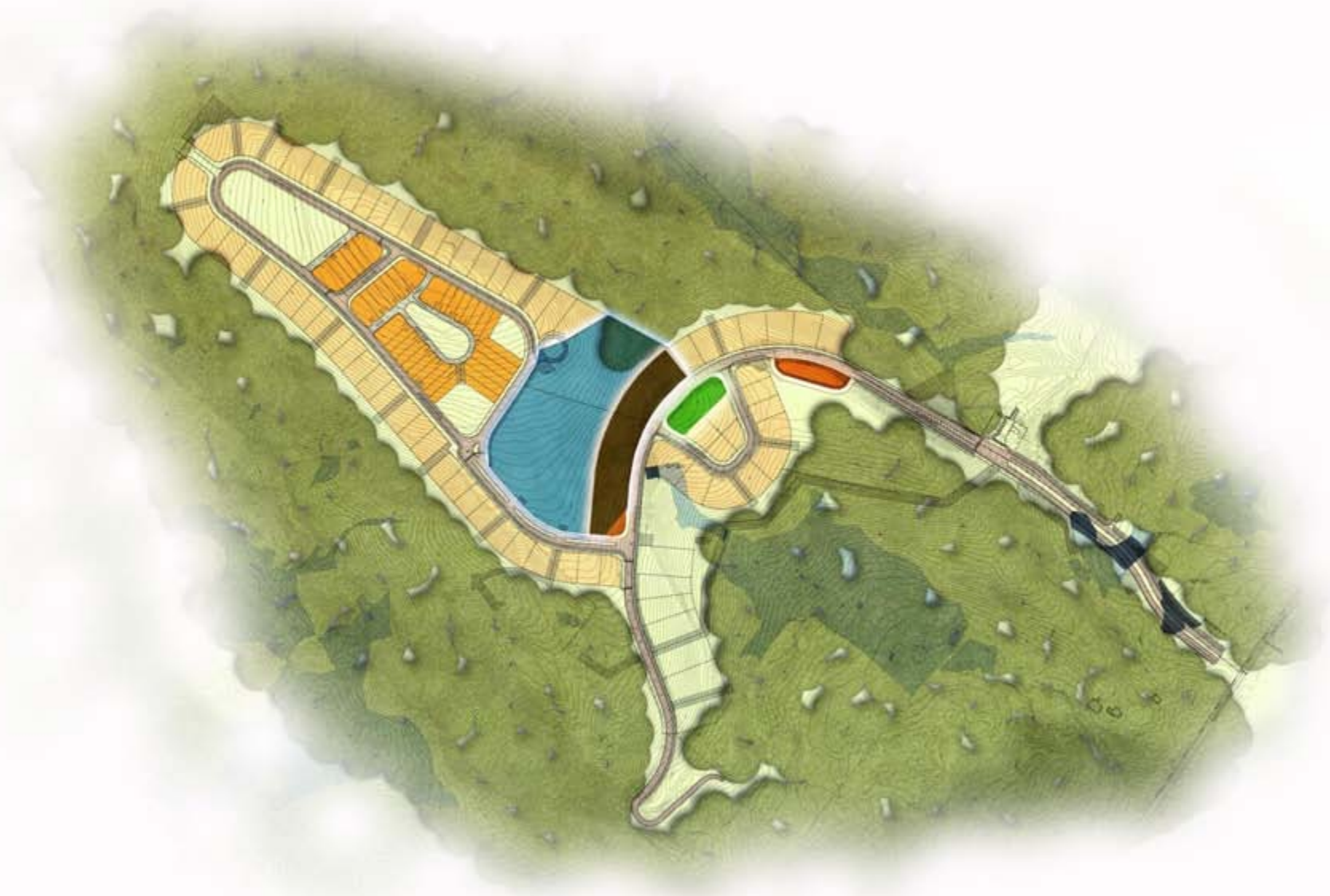
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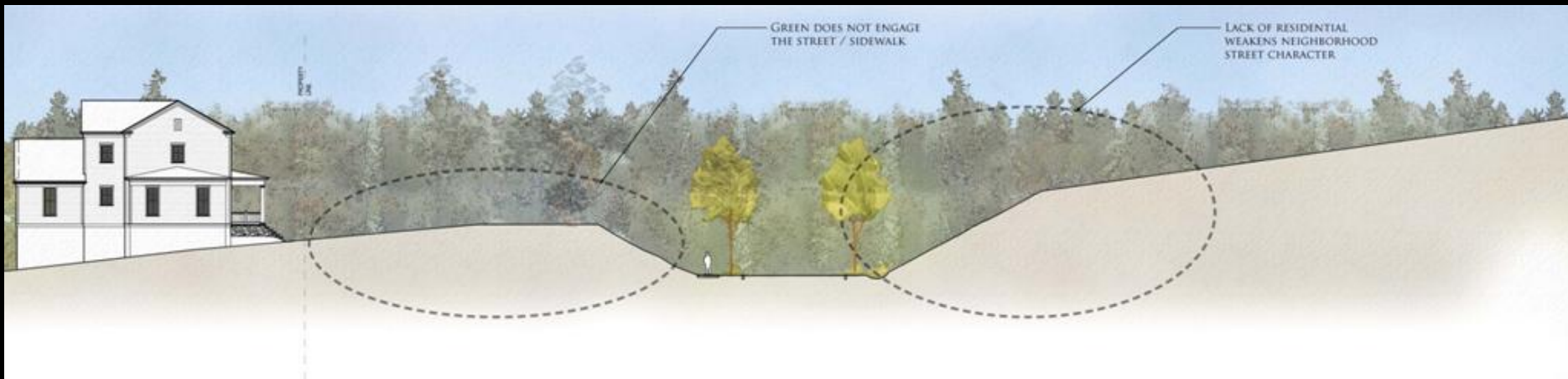


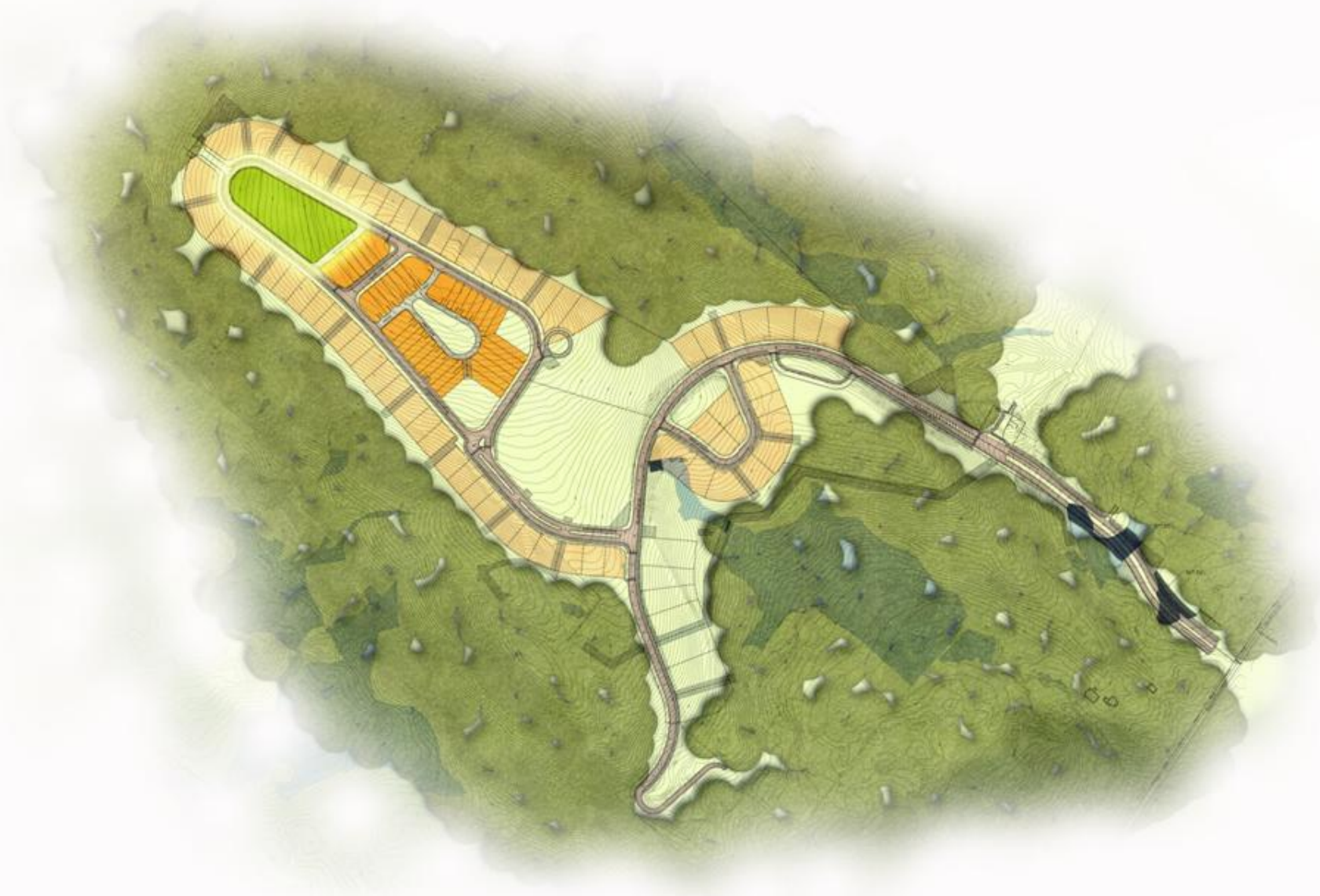




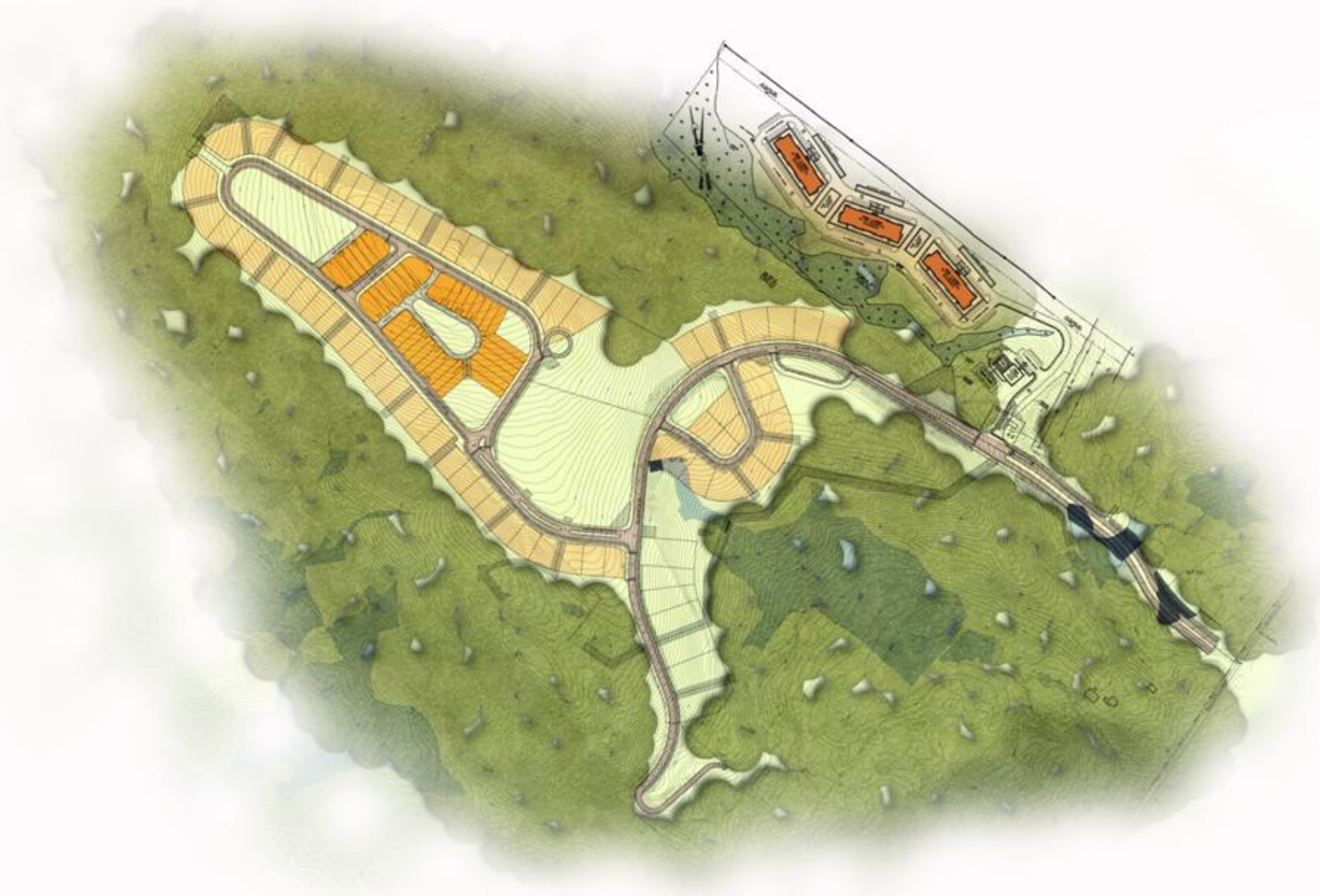


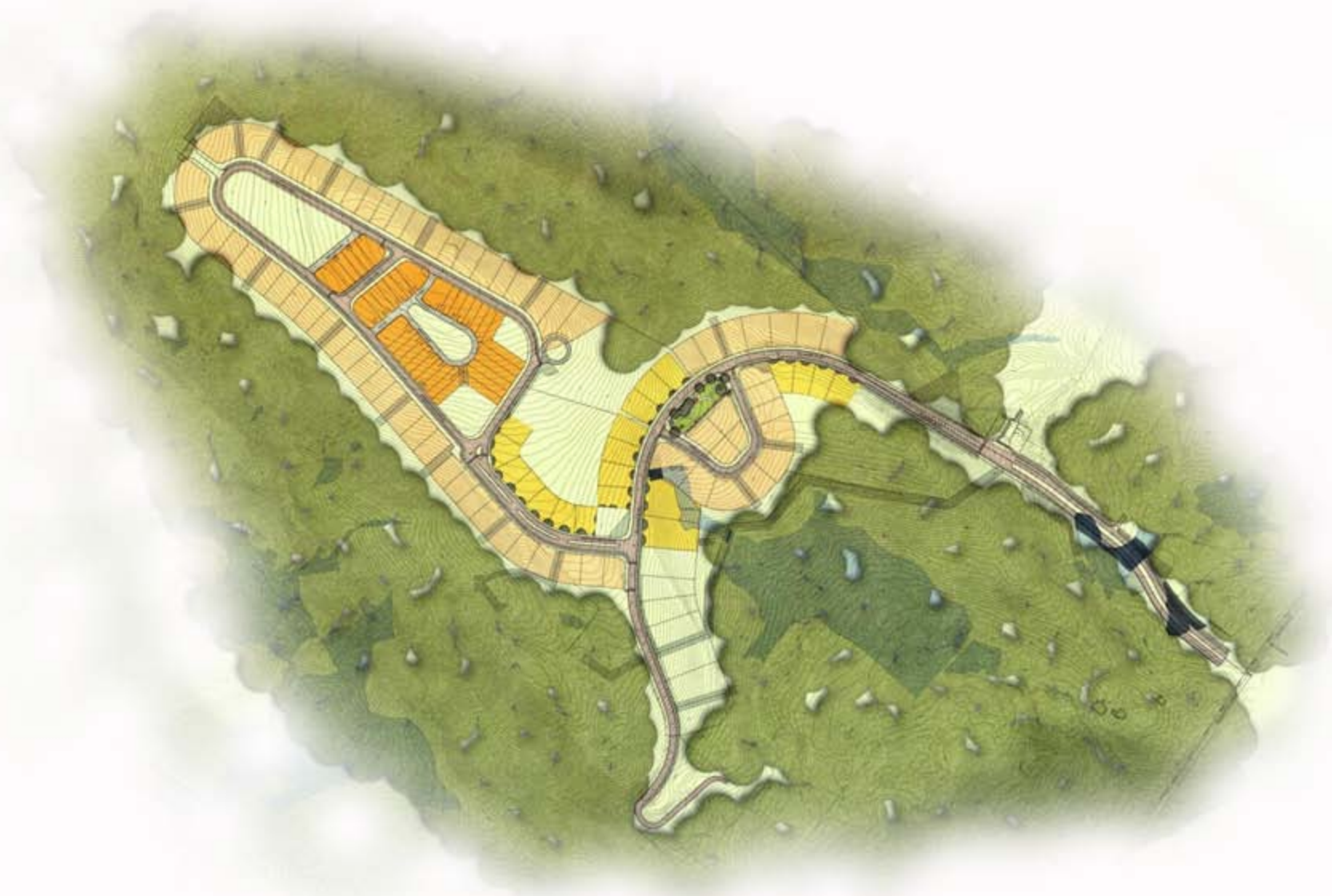








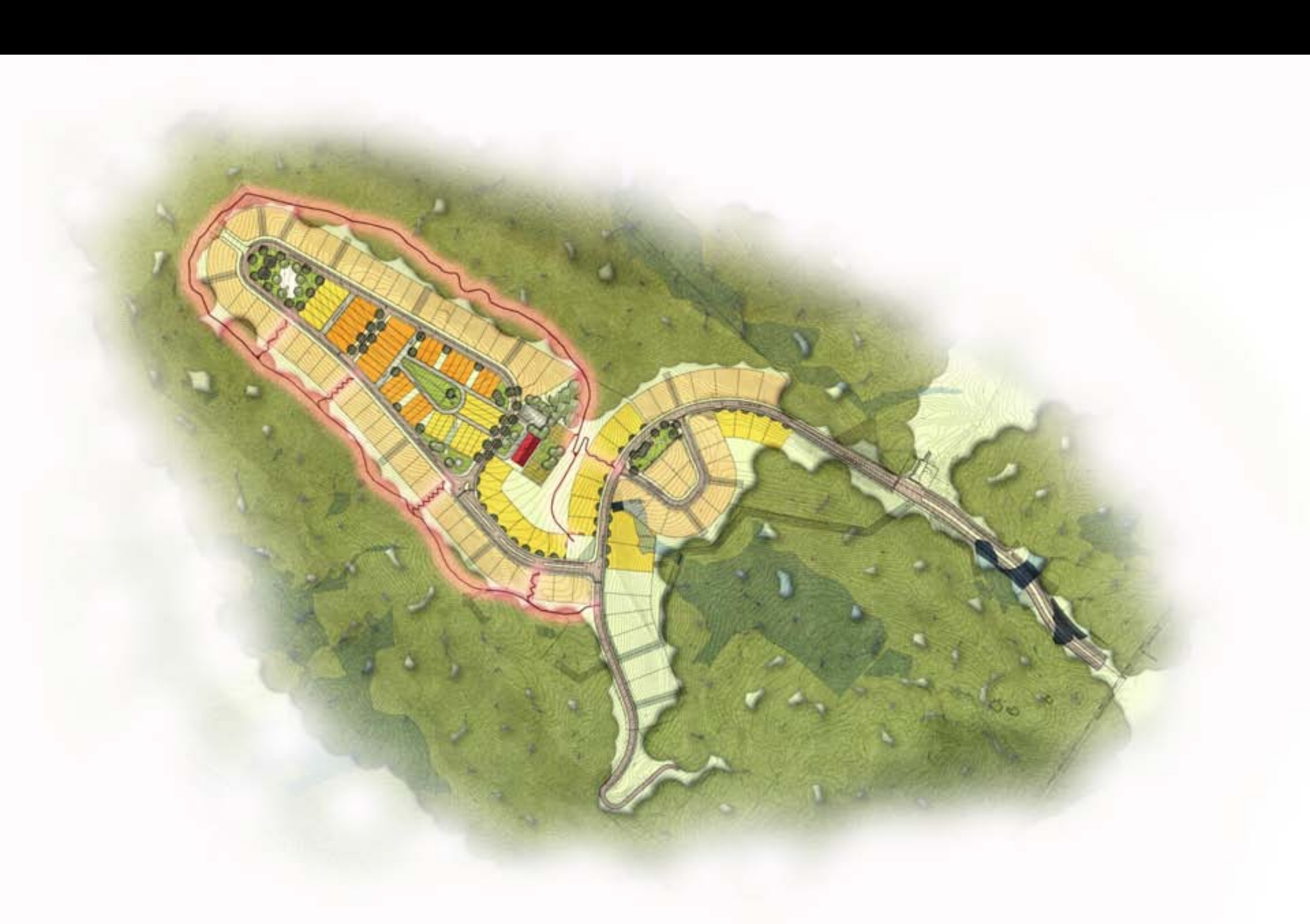


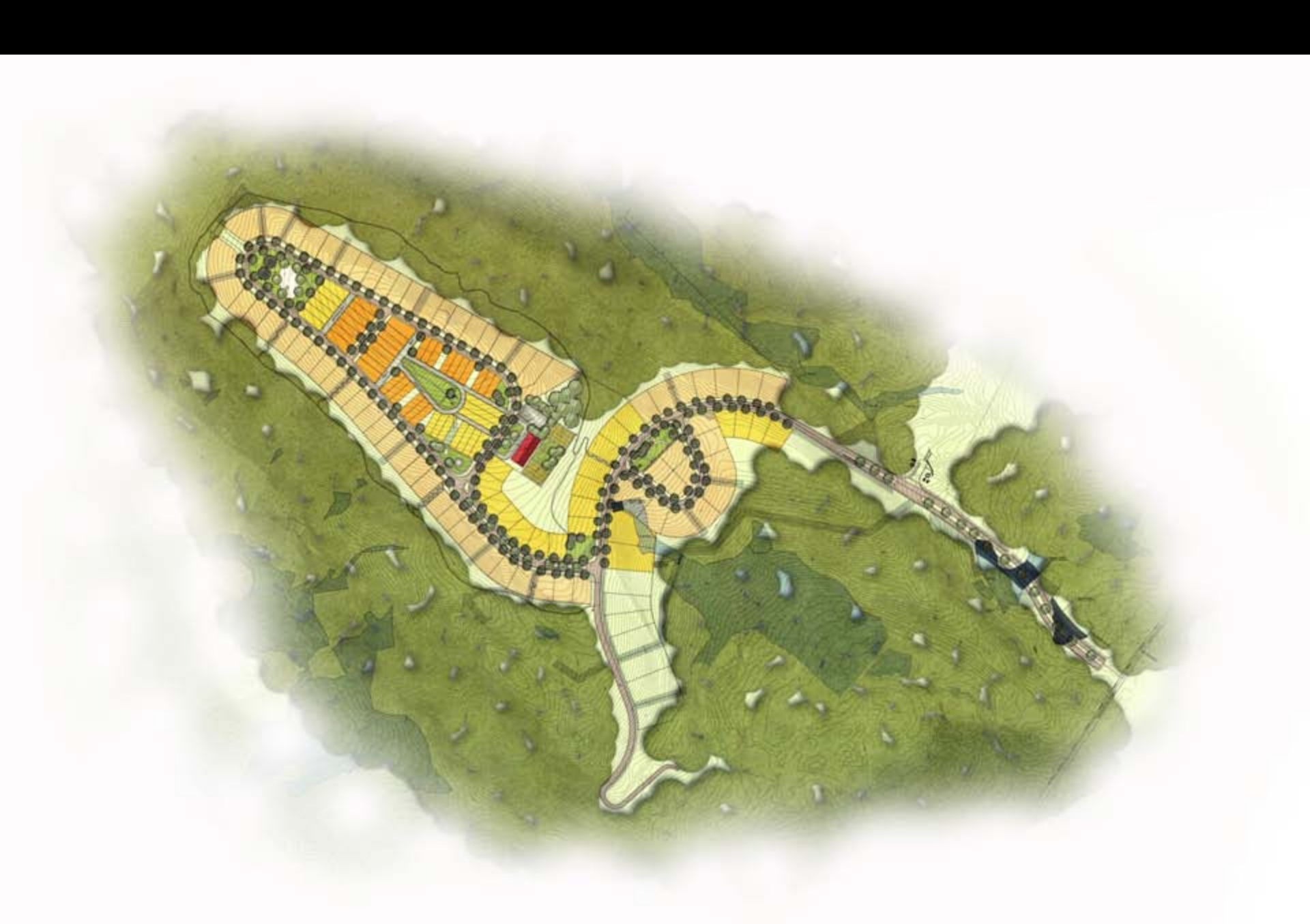


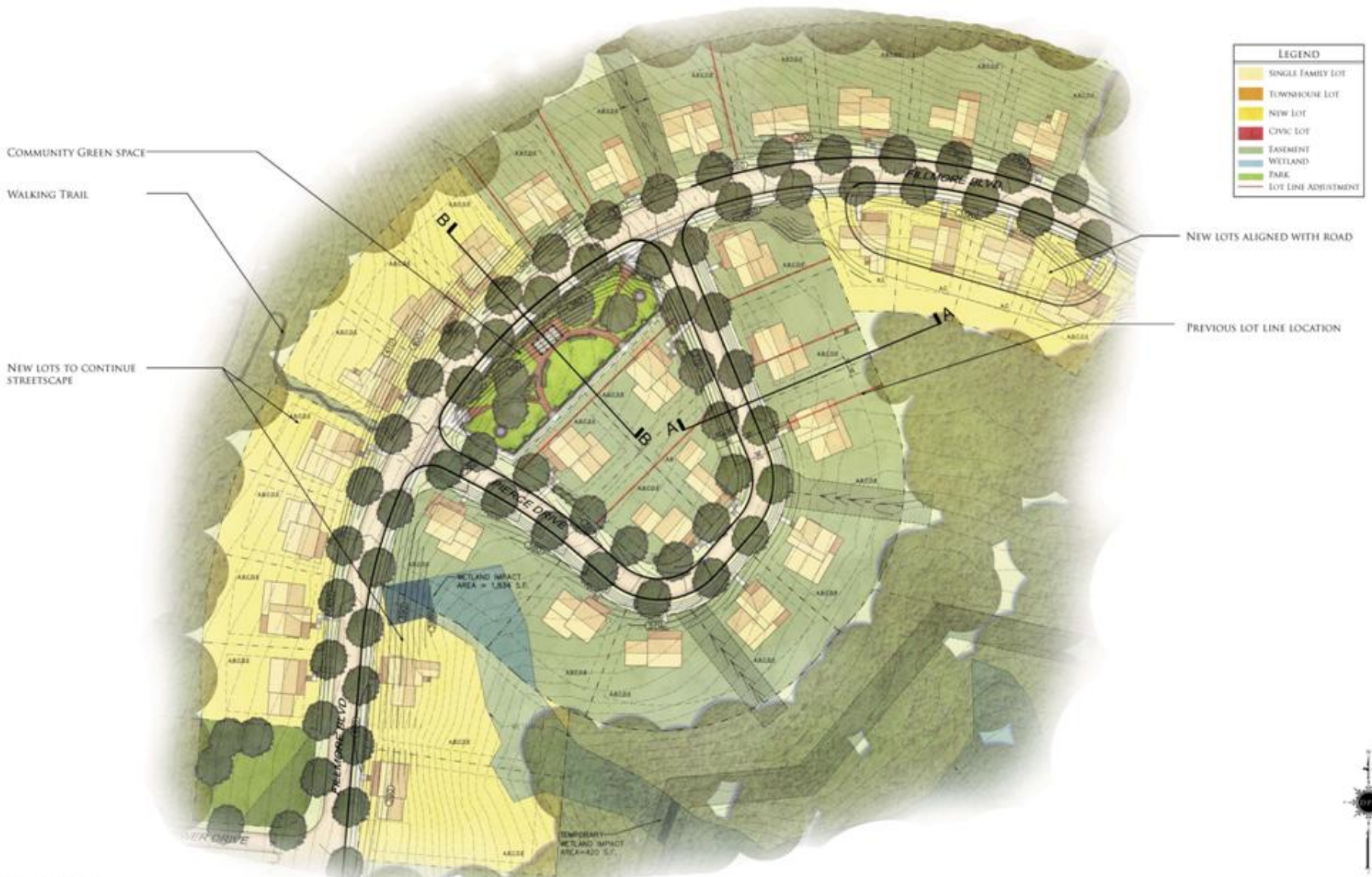












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PROPOSED REGULATING PLAN PHASE IA - ENLARGED

PLAN IA ENLARGED PLAN
SCALE = 1" = 20'

JUNE 01, 2010

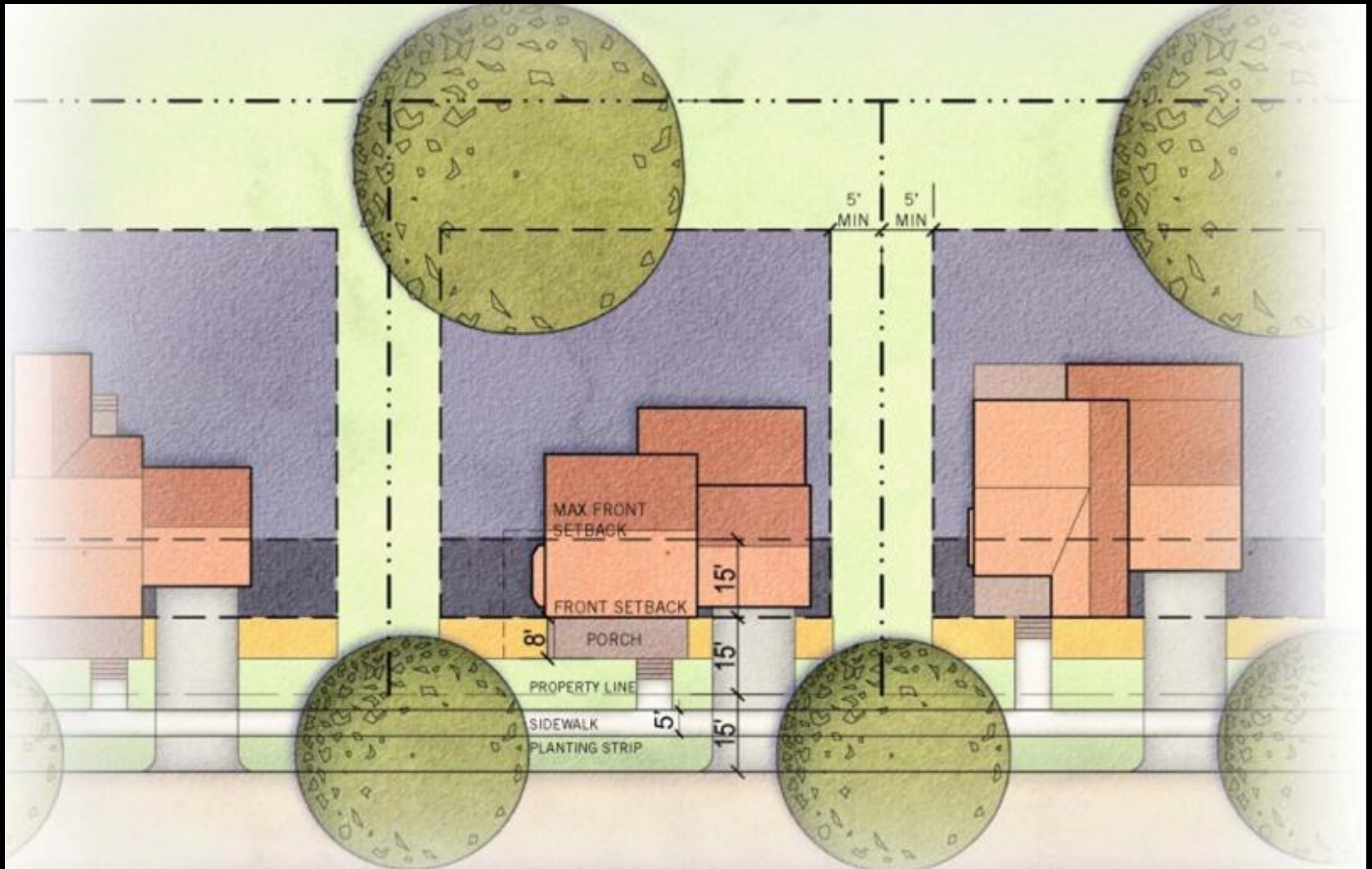


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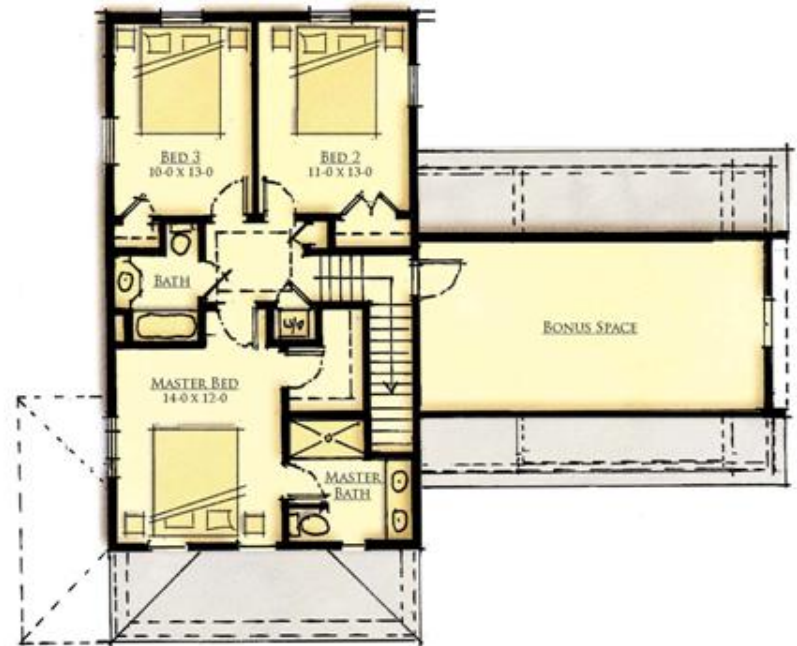






FIRST FLOOR PLAN

SCALE: 1/8" = 1'-0"



SECOND FLOOR PLAN

SCALE: 1/8" = 1'-0"



SQUARE FOOTAGE TOTALS

TOTAL HEATED - 1672 SF (2,088 SF W/ BONUS)

FIRST FLOOR HEATED - 836 SF

SECOND FLOOR HEATED - 836 SF

BONUS ROOM W/ DORMERS - 416 SF



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FLOOR PLANS- UNIT TYPE 'A'

JUNE 01, 2010

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TYPE 'A' ELEVATIONS

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TYPE 'B' ELEVATIONS

JUNE 01, 2010



SQUARE FOOTAGE TOTALS	
TOTAL HEATED -	1,874 SF
FIRST FLOOR HEATED -	1,158 SF
SECOND FLOOR HEATED -	716 SF



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FLOOR PLANS- UNIT TYPE 'C'

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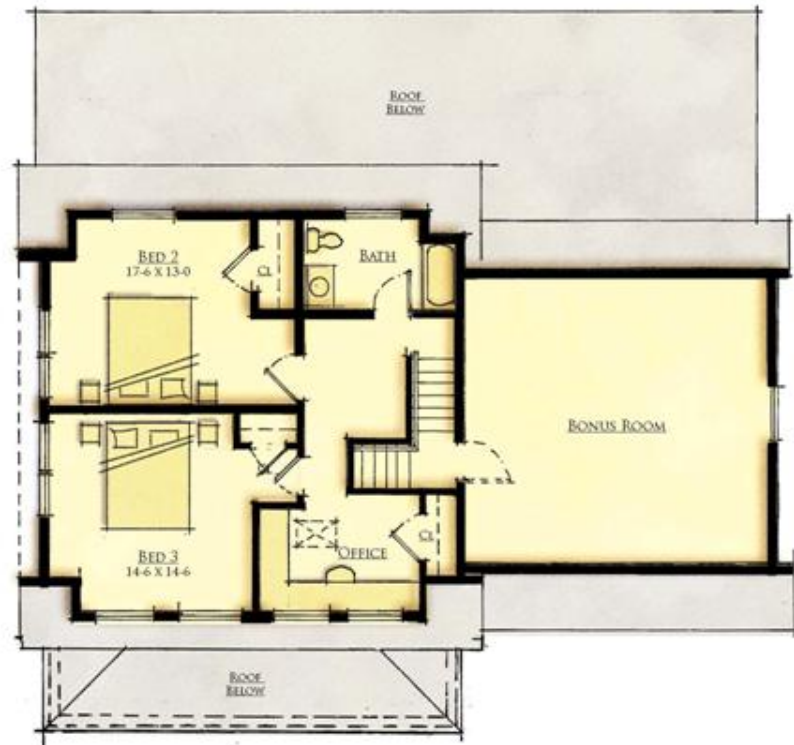
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TYPE 'C' ELEVATIONS

JUNE 01, 2010



FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



SQUARE FOOTAGE TOTALS

TOTAL HEATED - 2,000 SF (2,493 SF W/ BONUS)
 FIRST FLOOR HEATED - 1,248 SF
 SECOND FLOOR HEATED - 752 SF
 BONUS ROOM - 493 SF



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FLOOR PLANS- UNIT TYPE 'D'

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TYPE 'D' ELEVATIONS

JUNE 01, 2010



FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



SQUARE FOOTAGE TOTALS

TOTAL HEATED - 2,308 SF (2,801 SF W/ BONUS)

FIRST FLOOR HEATED - 1,421 SF

SECOND FLOOR HEATED - 887 SF

BONUS ROOM - 493 SF



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FLOOR PLANS- UNIT TYPE 'E'

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JUNE 7, 2009

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TYPE 'E' ELEVATIONS

JUNE 01, 2010

