

Carraway Village Phase 3
Urban Designer Comments 10-02-24

Submitted by Brian Peterson, AIA, Urban Designer, Town of Chapel Hill

The following comments are in reference to the Carraway Village Phase 3 site plan, dated July 19th, 2024.

1. The proposed layout has a defined street grid allowing clear connectivity to earlier phases of Carraway Village.
2. Buildings, in general, front the streets in a positive manner. Townhouse units have individual sidewalks that connect the units to the streetscape.
3. Suggest that units fronting streets have porches, stoops, or other architectural features that create an engaging street frontage for pedestrians.
4. The sides of the multifamily units that abut the street should have an engaging façade design, and clearly communicate a sense of entrance into the buildings.
5. The single-family units feature the garage recessed back from the front plane of the house, which is effective in diminishing the visual impact of the garage door. Providing front porches on these units would help reinforce a neighborly character for the single-family cluster.
6. Similarly, consider designing the street in front of these homes to be less of a road and more of a shared common. For instance, the curb detail and paving materials selected can make the street space feel more like a woonerf mixed use space, accommodating cars, services, and people, while giving the clusters a “cottage court” character. This could make for a unique residential neighborhood space for Chapel Hill.
7. The multiuse trail that currently terminates on the north side of the Phase 2 tower is extended along the “main street” of Phase 3, which well-integrates the path into the center of the neighborhood.
8. Consider ways to preserve as many existing trees as possible along the southern edge of Phase 3, next to the existing Carraway apartment building and parking lot.
9. Consider opportunities to enhance the connection (adding street trees, additional landscape features) through the existing Carraway parking lot, between Phase 3 and Carraway Crossing. For example, a few angle parking spaces could be replaced with tree islands or landscape to give the parking lot drive more of a “street” character.