

## **St Paul Village**

Applicant drawings dated 08-04-23

### **Design Comments**

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08-31-23

### **Summary of Applicant Meetings and the Review Process**

- Several meetings have occurred with the applicant team over the course of this project. The most recent was on 03-23-23.
- The attached images indicate a previous site plan (10-26-22) and the current (07-07-23). The following comments outline the urban designer suggestions regarding the earlier plan (comments 1-4) and how the comments were incorporated into the current plan (comments 1A-4A).

### **Incorporation of Changes into Current Plan**

1. Suggested moving the Sanctuary building closer to Rogers Road, and to make it an iconic structure architecturally, helping to establish the character of the development. Eliminate surface parking from the corner area.
  - 1A. The Sanctuary building has been relocated to the corner and angled to make a more visually appealing “gateway” into St. Paul Village. The angling motif has been applied to other buildings along the main internal street, which helps break down the scale of the larger buildings and adds some dynamism to the massing. A green space has replaced the surface parking at the corner of Purefoy and Rogers Road, a significant improvement.
2. The parking garage is creating an un-neighborly frontage along Purefoy Drive. Consider moving the garage to a more interior location on the site. Provide a view of active uses, such as a plaza, that can be seen while driving or walking along Purefoy.
  - 2A. The parking garage has been moved inward on site, and wrapped on three sides with housing, vastly reducing the visual impact of the parking structure from the Purefoy frontage. The frontage along Purefoy is now lined by a linear green space, and buildings with commercial, retail, and community uses. This appropriately places the most public uses along the principal public frontage. A “village center” has been provided as one first enters the site, and is viewable from Purefoy, and can become a focal point for residents and visitors to St. Paul Village as well as those who live in the adjacent neighborhoods. At the eastern portion of the Purefoy frontage, a small park helps transition into the adjoining residential neighborhoods.
3. Reduce surface parking along the central green space. Consider adding a floor to the parking structure to allow for this.
  - 3A. One additional garage floor has been added, the central green space is now fronted by residential buildings looking out onto the green.
4. Consider an alternative location for the multifamily building parking structure, one not along the central green. Break down the massing of the large multifamily building by adding courtyards and articulating the façade into vertical modules.
  - 4A. The parking structure is relocated to the street edge, freeing up the green space frontage for residential uses. The massing of the building has been broken down by the provision of courtyards facing the green. Additional vertical modules help reduce the mass. Further studies of articulation and material selection should continue to explore means to reduce the visual bulk and length of the building.

## Summary Comments

The current plan has improved significantly since earlier concepts. Of note is the care which has been taken to design the landscape into a series of varied, interesting, and connected open spaces and public places. This helps offset the large scale of some of the buildings and offers a range of experiences from active gathering to quiet reflection and enjoyment of nature.

Regarding the buildings, the team has worked over several iterations to break down the scale of the larger buildings through height variation, angling and offsetting massing elements, vertical module articulation, and via strategically placed building separations. Further efforts should be made to continue to refine and enhance these methods as detailed design proceeds. The heights of the buildings have been well calibrated to offer lower structures at the front of the site, near the Purefoy and Rogers Road intersection, and along the Purefoy frontage, while stepping up in height toward the interior and rear of the site.

Surface parking, which was problematic in earlier versions, is now largely reduced by the provision of parking structures, freeing up more land for open and amenity spaces. A village center is a welcome addition to the project as is the shared street between the parking ramp and the Neighborhood Center building. Opportunities for additional ground floor retail should be explored along the shared street, and in portions of the ground floor of the parking structure, possibly in the form of a “retail porch” like that being provided in the Town of Chapel Hill’s new East Rosemary Street Parking Structure.

# St. Paul Village Design Review Comments-Applicant Plans

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08-31-23

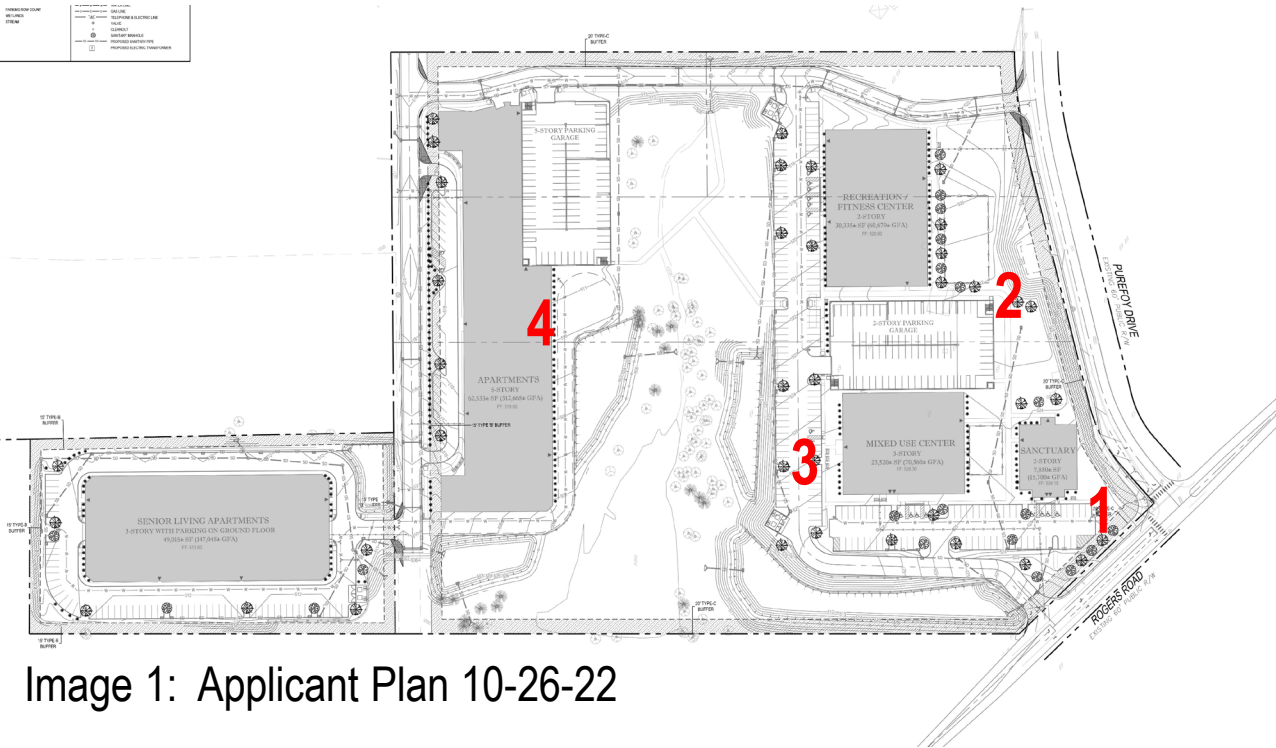


Image 1: Applicant Plan 10-26-22



Image 2: Applicant Plan 07-07-23