

November 23, 2021

**150 E Rosemary St. Conditional Zoning  
Responses to Town Council comments from the meeting of November 17<sup>th</sup>, 2021**

***Issue: Lab uses/classifications***

**Response:**

In the Town of Chapel Hill Land Use Management Ordinance (LUMO) we find no specific references to lab uses nor anything that addresses what types of labs are allowed within the Town's zoning districts. Based on our team's collective experience, this is consistent with other major research hubs across the country, including Philadelphia, Baltimore, and Phoenix, as well as other North Carolina municipalities such as Durham and Winston-Salem, which do not identify types or levels of laboratory designs within their zoning ordinances.

The Center for Disease Control and Prevention (CDC) has developed the standards for Biosafety levels in labs that are followed for lab design in the United States. In addition to that, there are numerous codes, design standards and generally accepted best practices that apply to lab designs to ensure the safety of researchers and the public, as well as to protect the consistency and validity of the research being undertaken in the facilities.

Selected codes and standards that apply to lab design in the US:

Center for Disease Control and Prevention, Biosafety in Microbial and Biomedical Laboratories

National Institutes of Health, Design Policy and Guidelines

North Carolina Building Code

ASHRAE Laboratory Design Guide

NFPA 101: Life Safety Code

NFPA 90A: Standard for the Installation of Air Conditioning and Ventilating Systems

NFPA 30: Flammable and combustible liquids

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*Issue: Loading dock facilities*

Response:

There are examples of lab buildings of comp type and size in similar downtown locations with a single loading dock for reference. Below are photos of two life science/office buildings of similar or greater in size than the proposed building for 150 E. Rosemary Street- The Chesterfield in Durham and Wake Forest Biotech Place in Winston-Salem. While there is not a defined industry standard for the design of loading docks, Perkins Eastman designed the loading dock facility for 150 E. Rosemary based on precedent experience for similar projects that are now built and operational. The proposed loading dock facility takes into account site conditions for NCNB Alley with the goal to keep daily loading/unloading activities off the external public road network. The external facility together with the interior design has been optimized for the proposed building.

The Chesterfield, Durham  
284,000 SF



The loading dock facility for The Chesterfield is accessed off the public road network on West Main Street in Durham, where vehicles have to back down the alley to a small loading dock facility at the end of a dead-end alley.

Biotech Place, Winston-Salem  
242,000 SF



This facility faces the public side street at grade for this building where loading/unloading activities block traffic.

Both of these facilities are operational and are within a greater ecosystem of similar life science/lab use buildings in urban locations.

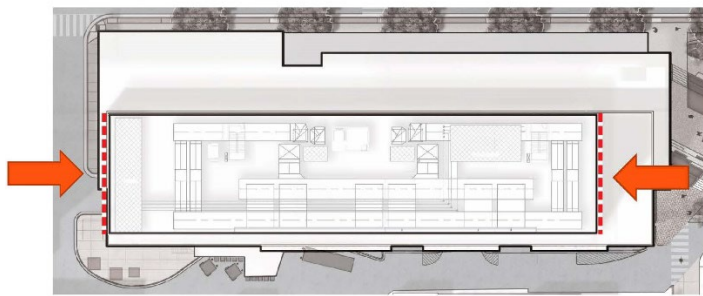
*Issue: Mechanical penthouse massing/articulation*

Response:

The design team studied the penthouse design further with our engineering team and confirmed that the physical size and height of the penthouse cannot be reduced, as the entire space is needed for mechanical equipment. The 3D view below shows the amount of equipment that is needed in this space.



Upon further study, however, the engineers believe that the air intake louvers can be re-located to the east and west ends of the penthouse, as shown below. As louvers will not be needed facing Franklin Street this allows for a greater range of cladding options than previously possible.



With this input the design team modified the massing and façade treatment facing Franklin Street. The following are the main goals of the revision:

- To create a clearer relationship between the Franklin Street and the Rosemary Street massing, which is intentionally broken into smaller, stepped masses to better relate to its context.
- To better integrate the mechanical penthouse with the overall architectural expression by engaging the projecting glass bay with the top of the building.
- To place more emphasis on the building façade and less emphasis on the mechanical level.
- To break up the expanse of the long masonry wall facing Franklin Street.



Revised Franklin Street elevation



Revised Franklin Street elevation, three-bay alternate

Penthouse cladding: The design team is also exploring a range of cladding options for the penthouse, including patterned perforated metal, colored glass, textured metal panels, and lighting.

*Note: As of 23 November images of penthouse cladding studies in progress.*

*Issue: LEED level*

Response:

The building will achieve a minimum LEED Certified level. During the next design phase the design team and Owner will explore the possibility of pursuing higher LEED levels, such as Silver or Gold if it achievable within the project parameters.

*Issue: EV charging stations*

Response:

The current design includes EV charging stations for 20 electric vehicles.

The design accommodates additional charging stations to be added in the future, accommodating up to 36 vehicles.

*Issue: eBike charging stations*

Response:

We can accommodate 30 eBike charging stations, with the removal of one car parking space.

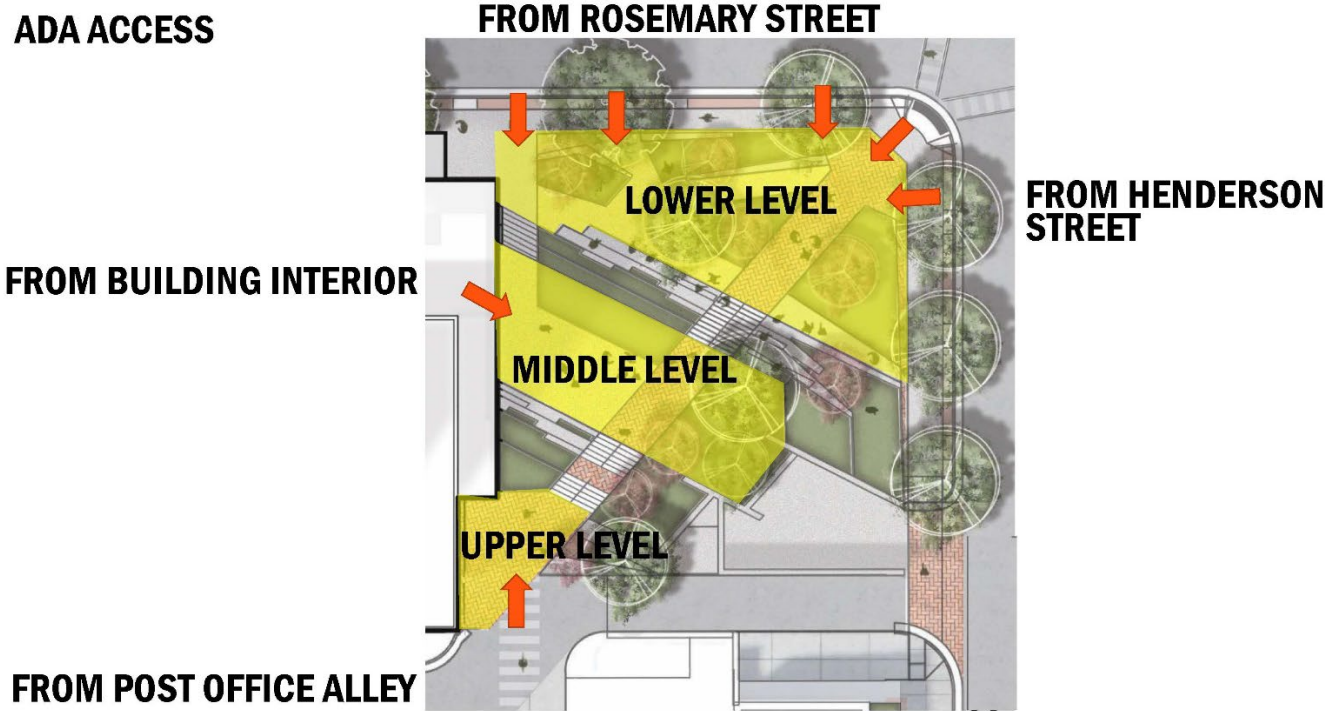
*Issue: ADA accessibility*

Response:

The existing space behind the post office is currently not handicapped accessible. The new park design will create a number of improvements over the current situation:

- The sidewalks on E Rosemary and Henderson Streets will be widened and fully handicapped accessible.
- The entire park will be exclusively for pedestrian use, without a vehicular drive bisecting the space.
- All levels of the park will handicapped accessible from various points on the perimeter, as shown on the diagram below.

**ADA ACCESS**

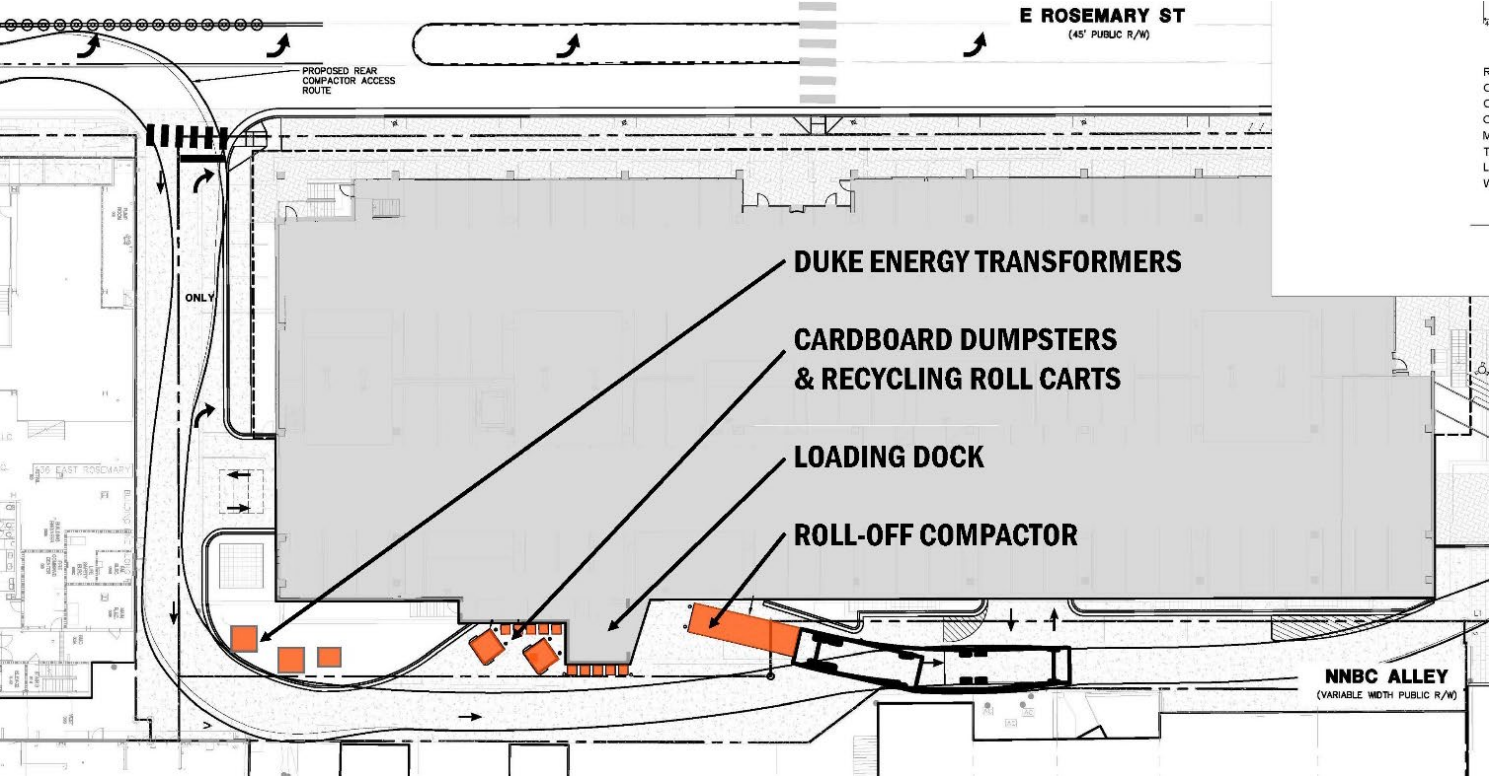




**Issue: Trash facilities location:**

Response:

The design team and Owner met with GFL to discuss potential options for locating the trash facilities on Henderson Street. The result is that GFL believes that they can remove the trash via NCNB alley and has agreed to issue a Will Serve letter to the location show in the diagram below.



With this scenario a compactor would be located next to the loading dock for 150 E Rosemary and would be accessed by a rear-loading truck, as shown on the diagram.

The impacts of the revised layout are as follows:

- The trash compactor and recycling containers which will serve multiple business along NCNB Alley and the post office will be located on private property. This will require that an easement be created on the property in order to access and maintain the waste facilities.
- Given that this arrangement will be replacing the current arrangement already in place, the Town will continue to manage the solid waste operations as is currently done.
- The loading dock width for the 150 E Rosemary building will be significantly reduced, although the design team believes it will still be functional.
- The trash enclosure facing Henderson Street will be removed and the space will be redesigned as park space, as shown below:

