

150 E ROSEMARY STREET LAB/OFFICE BUILDING

TCAB Review

28 September 2021

E ROSEMARY STREET REDEVELOPMENT



UNC/McCorkle Place

136 E Rosemary
Renovation

150 E Rosemary
Lab/Office Building

125 E Rosemary
Parking Deck

Town Green

EXISTING CONTEXT – HISTORIC DISTRICT

HENDERSON ST

E ROSEMARY ST

PROJECT SITE

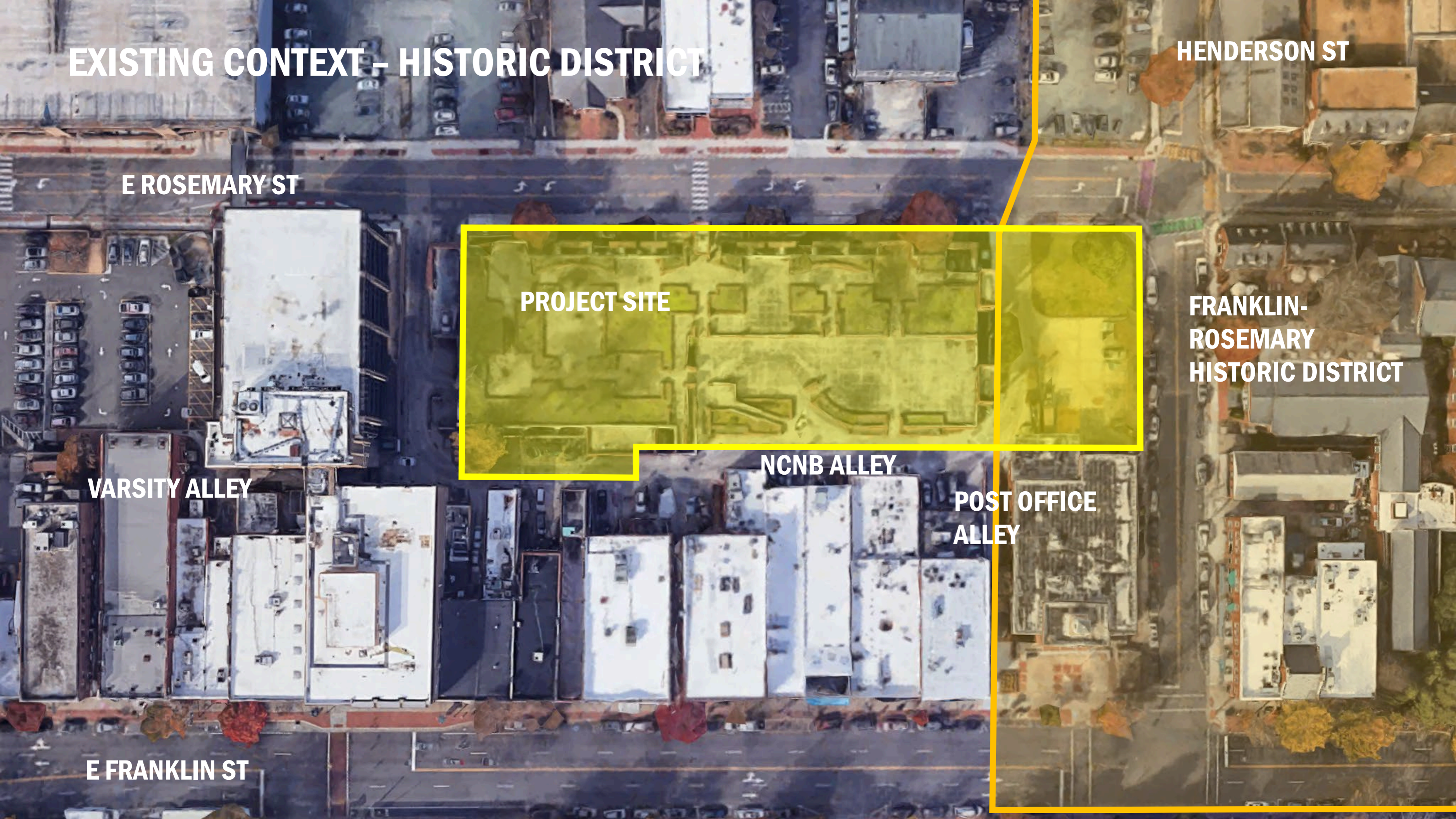
FRANKLIN-ROSEMARY
HISTORIC DISTRICT

Varsity Alley

NCNB ALLEY

POST OFFICE
ALLEY

E FRANKLIN ST



NCNB ALLEY

HENDERSON ST

E ROSEMARY ST

SITE

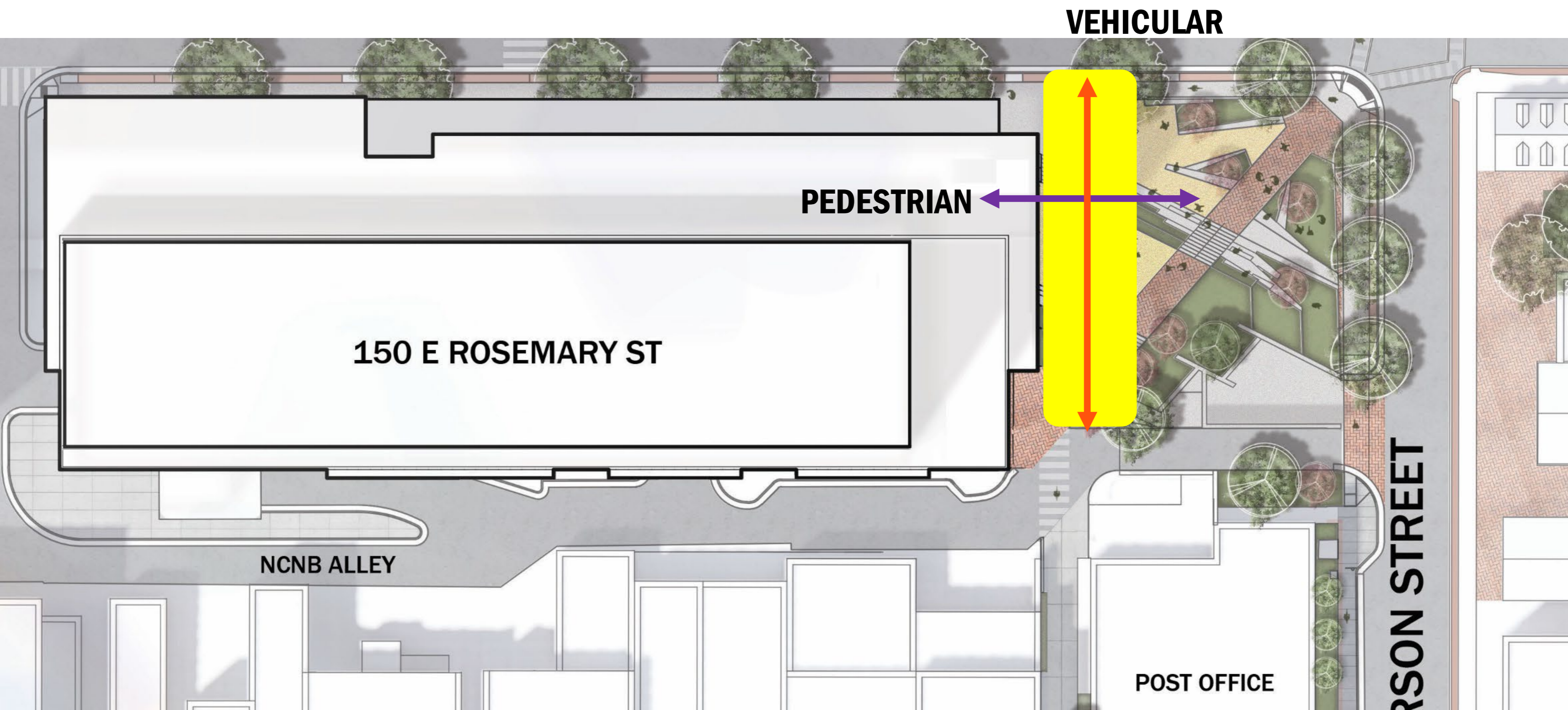
**FRANKLIN-
ROSEMARY
HISTORIC DISTRICT**

NCNB ALLEY

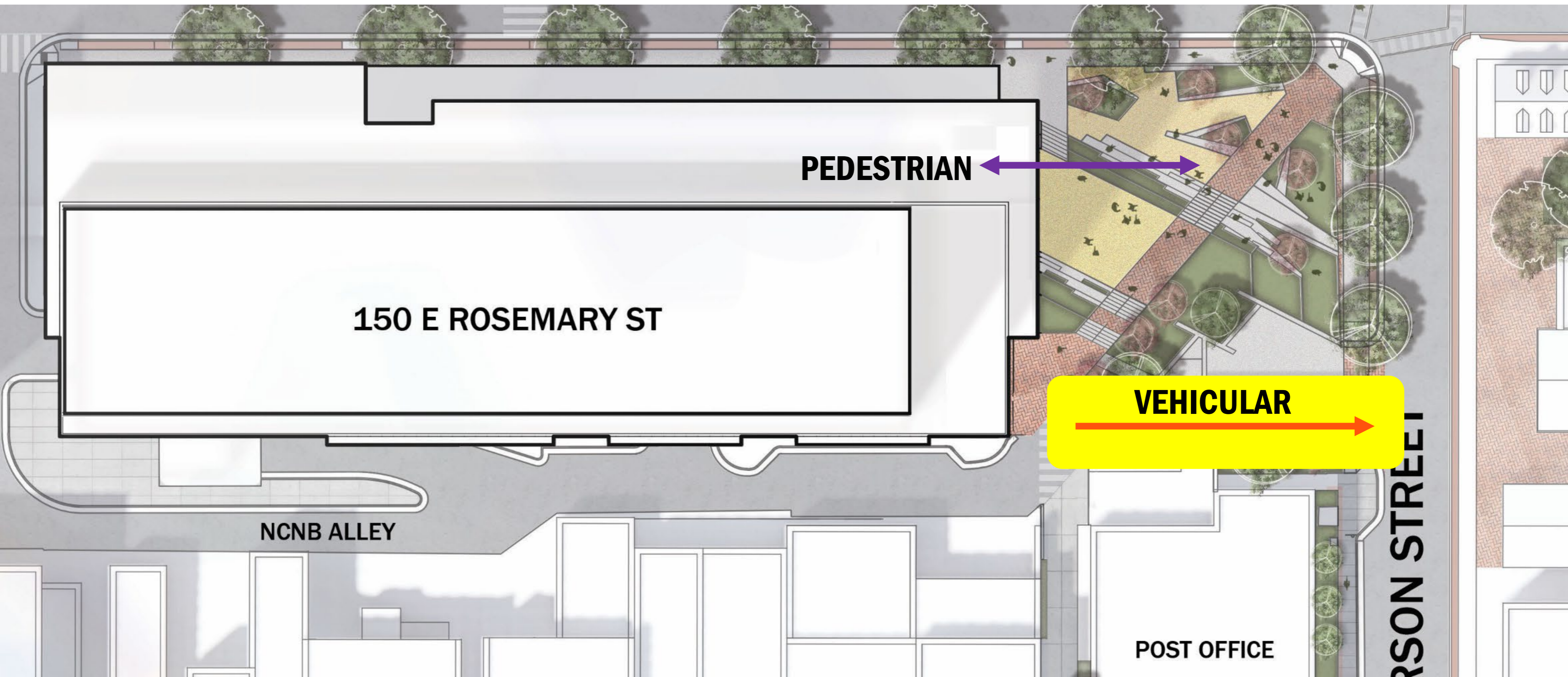
Varsity Alley

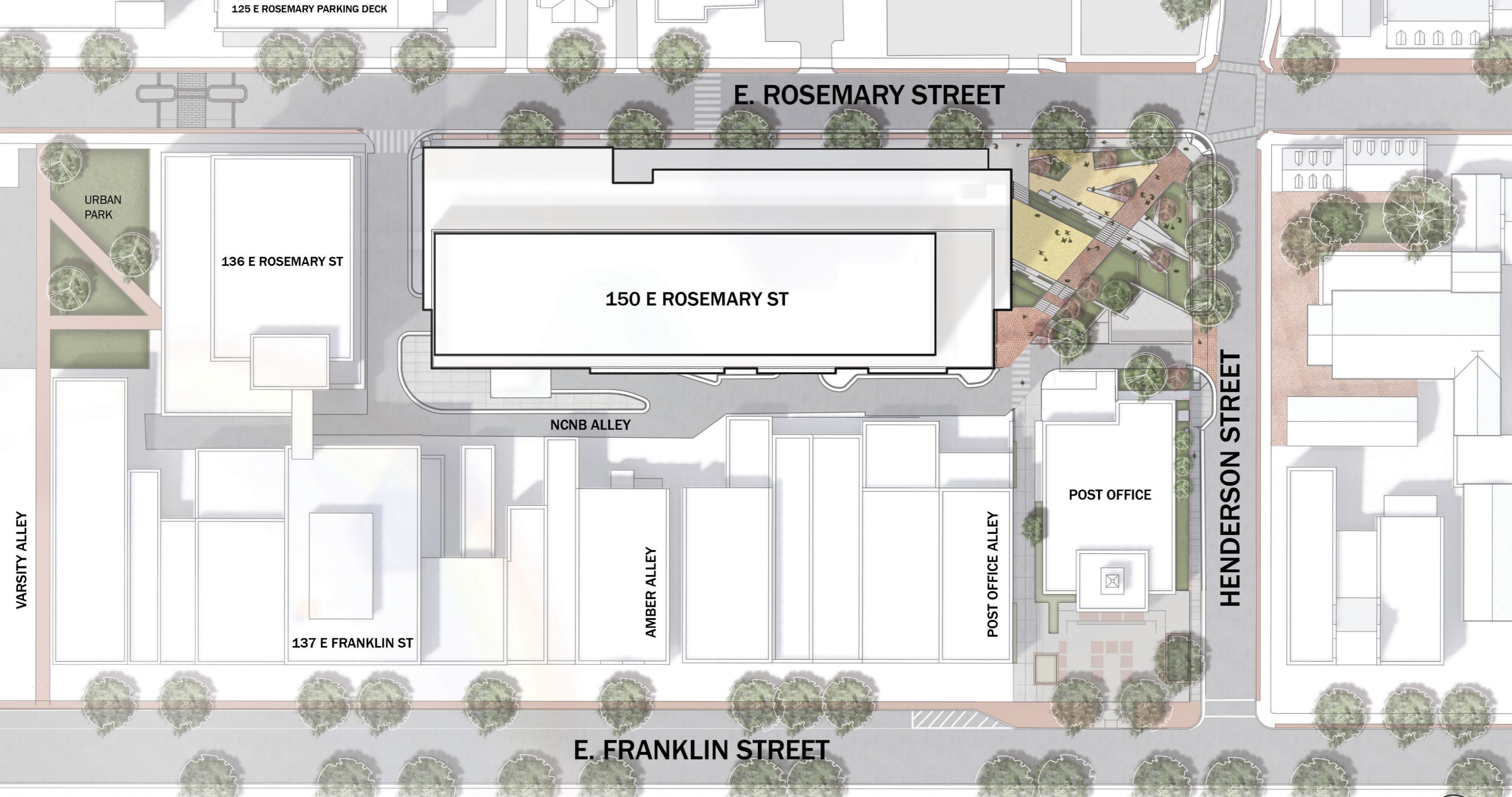
**POST OFFICE
ALLEY**

NCNB ALLEY – EXISTING ALIGNMENT



NCNB ALLEY – PROPOSED ALIGNMENT





E. ROSEMARY STREET

150 E ROSEMARY ST

136 E ROSEMARY ST

NCNB ALLEY

AMBER ALLEY

POST OFFICE ALLEY

POST OFFICE

HENDERSON STREET

137 E FRANKLIN ST

E. FRANKLIN STREET

PUBLIC REALM

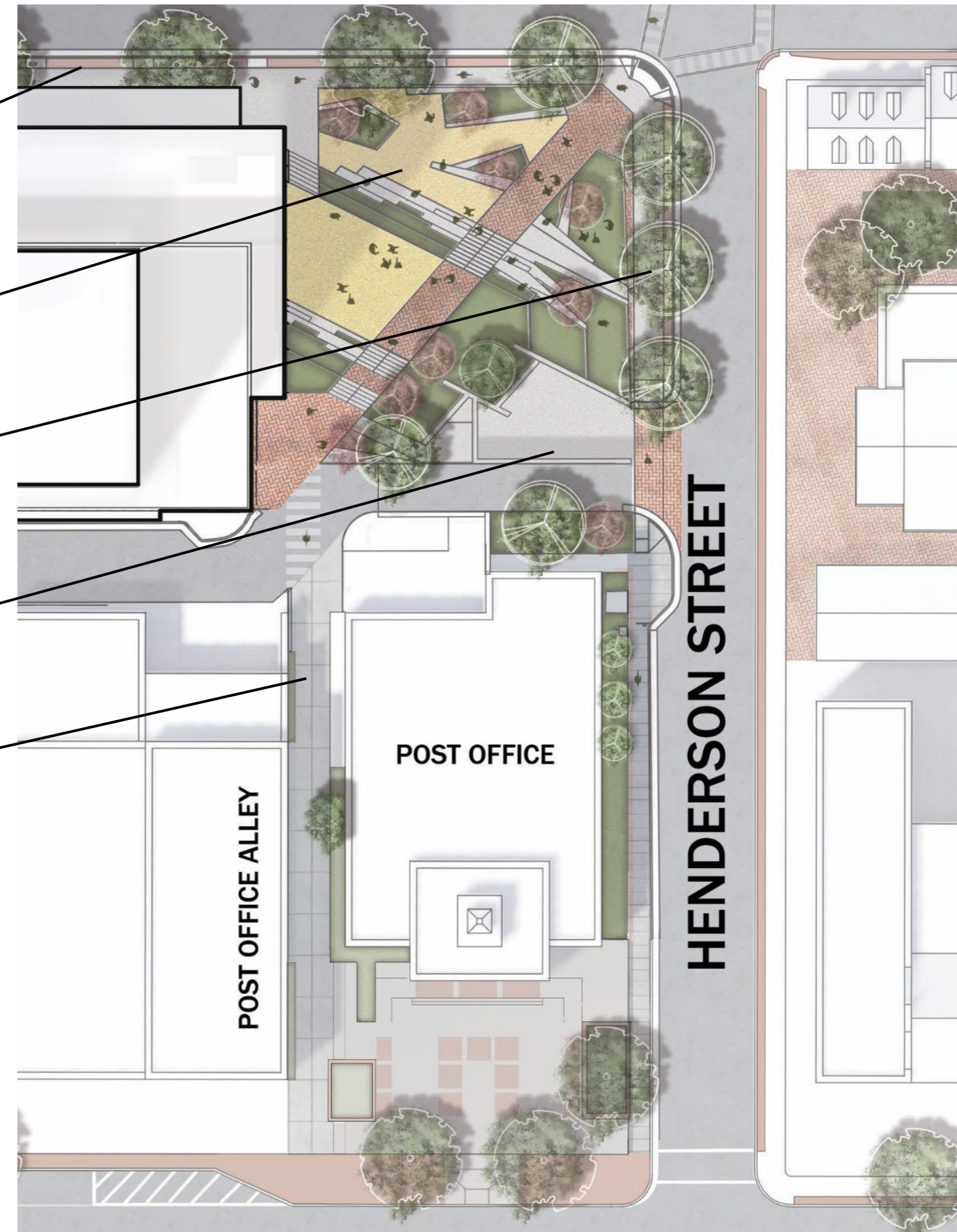
**E ROSEMARY STREET: WIDENED
SIDEWALK & NEW STREET TREES**

TOWN GREEN: PLANTING AND SEATING

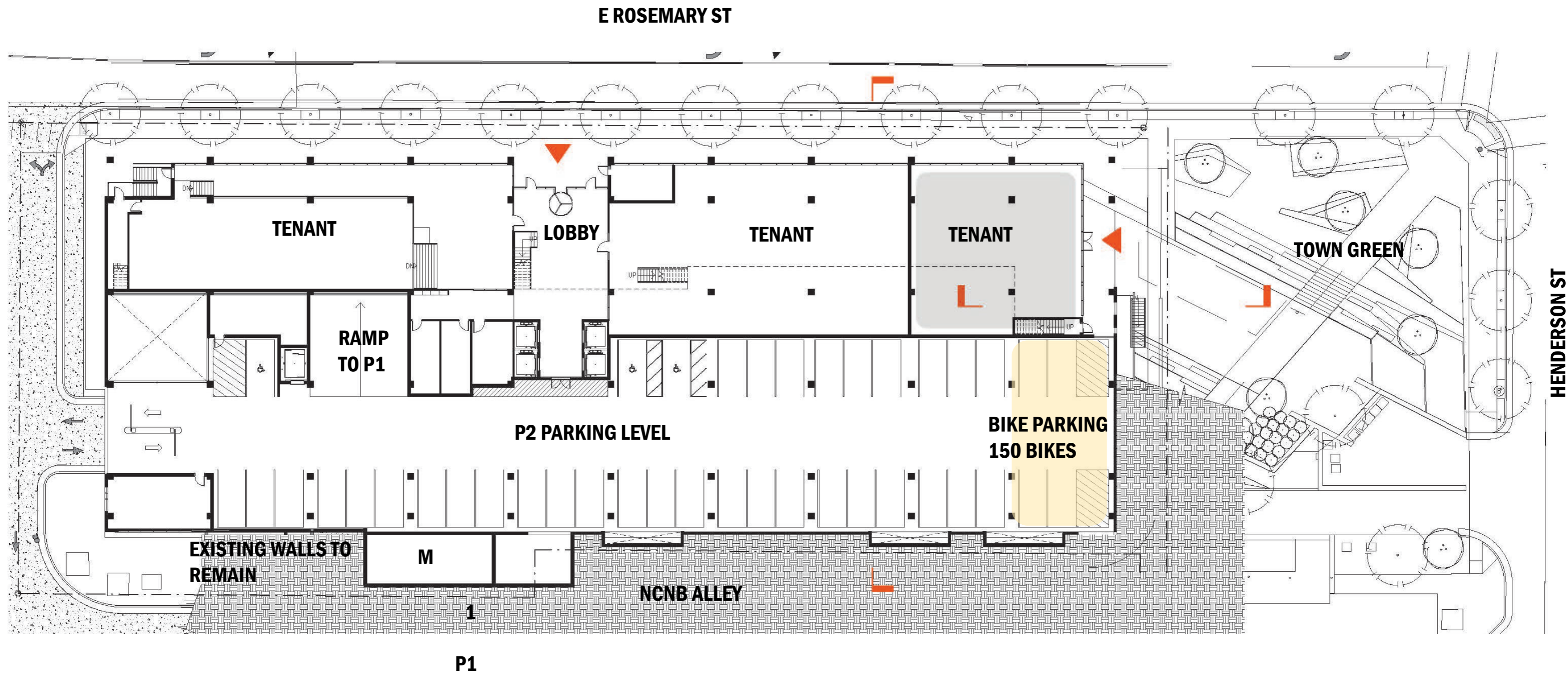
**HENDERSON STREET: WIDENED SIDEWALK,
CURBSIDE PARKING REMOVED**

**NCNB ALLEY: STRAIGHTENED, SERVICE
ELEMENTS SCREENED**

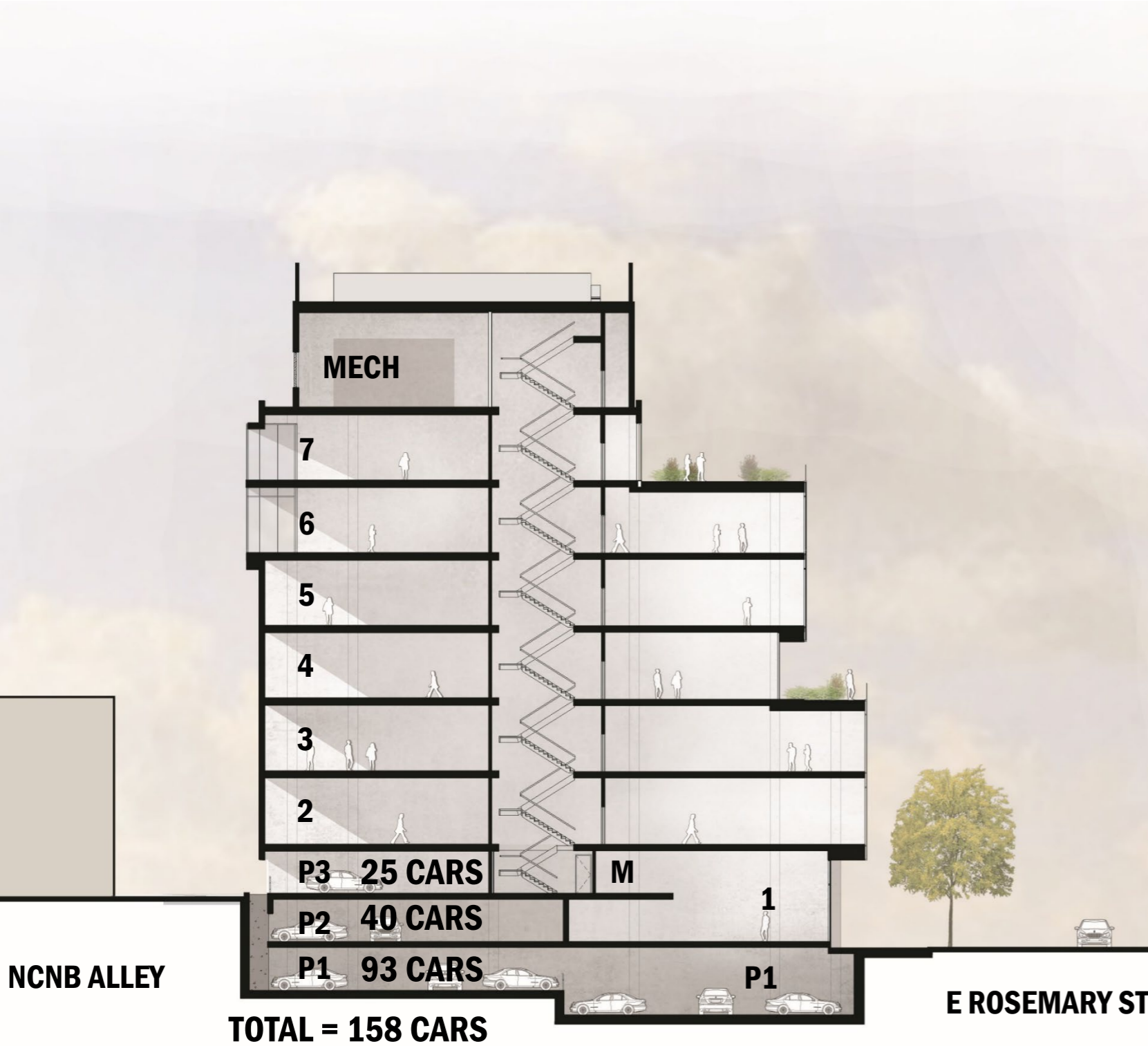
**POST OFFICE ALLEY: EXTENDED
TO E ROSEMARY AND CORNER**



1ST FLOOR PLAN



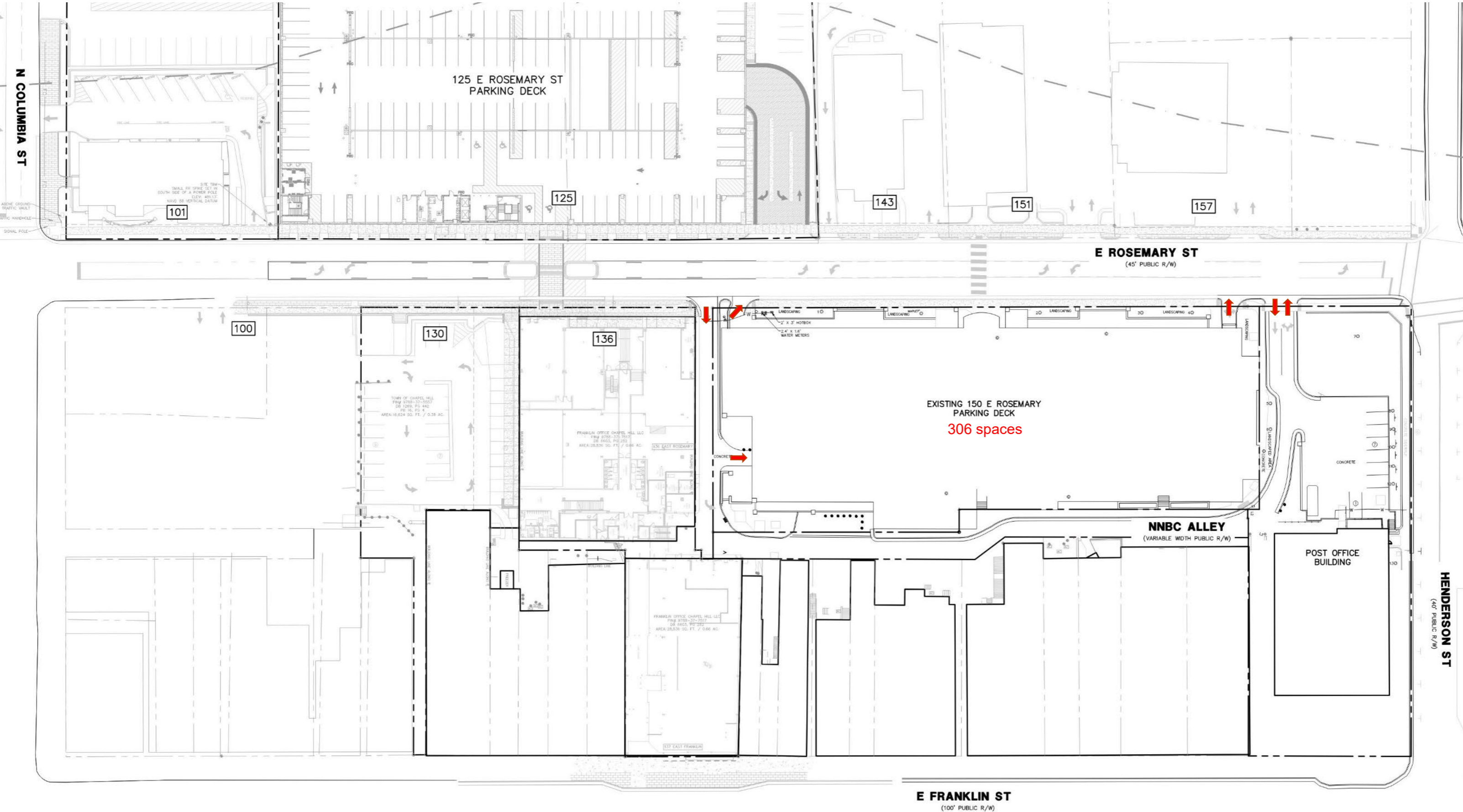
SECTION & ELEVATION



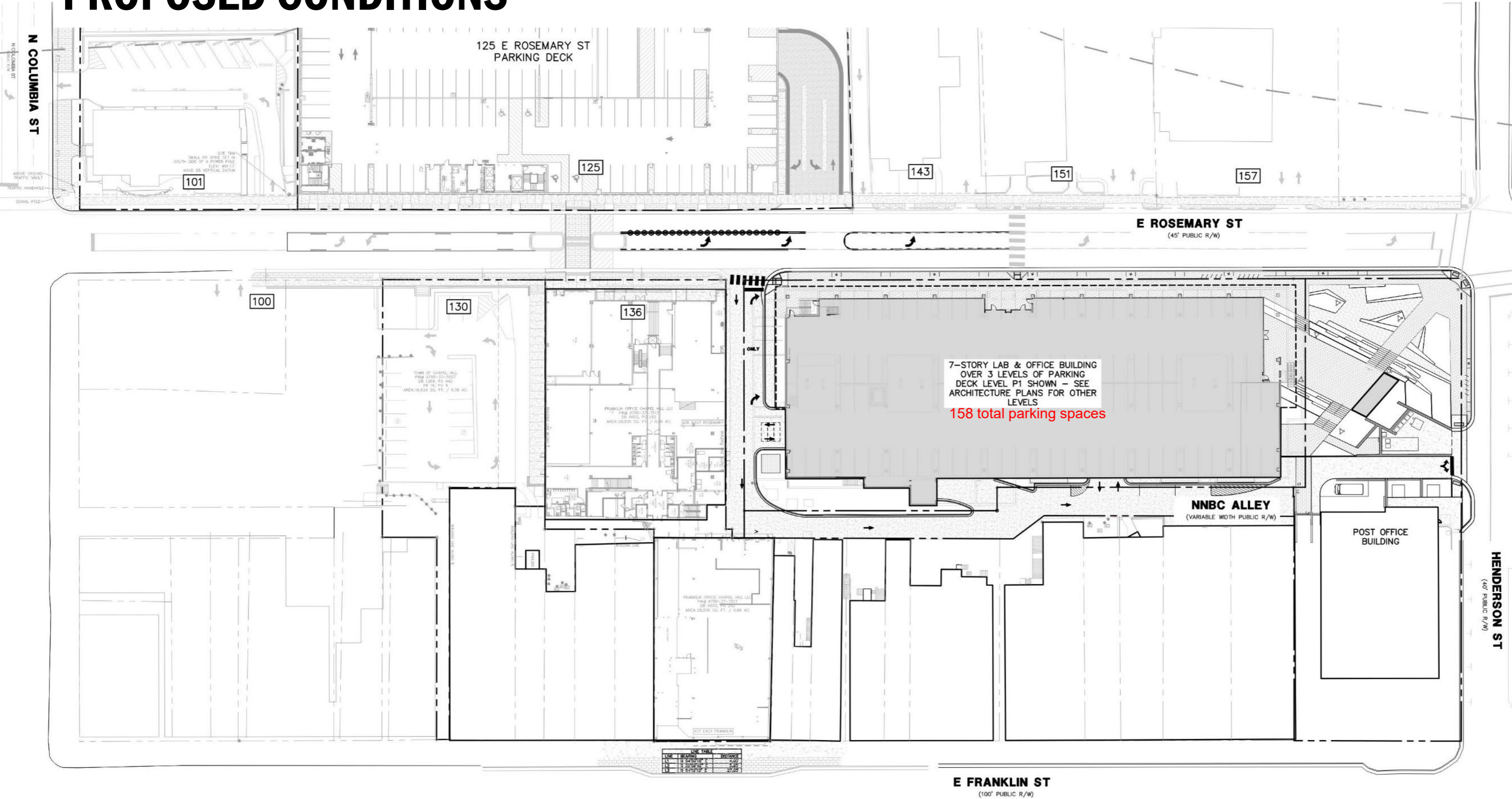
ROSEMARY STREET VIEW



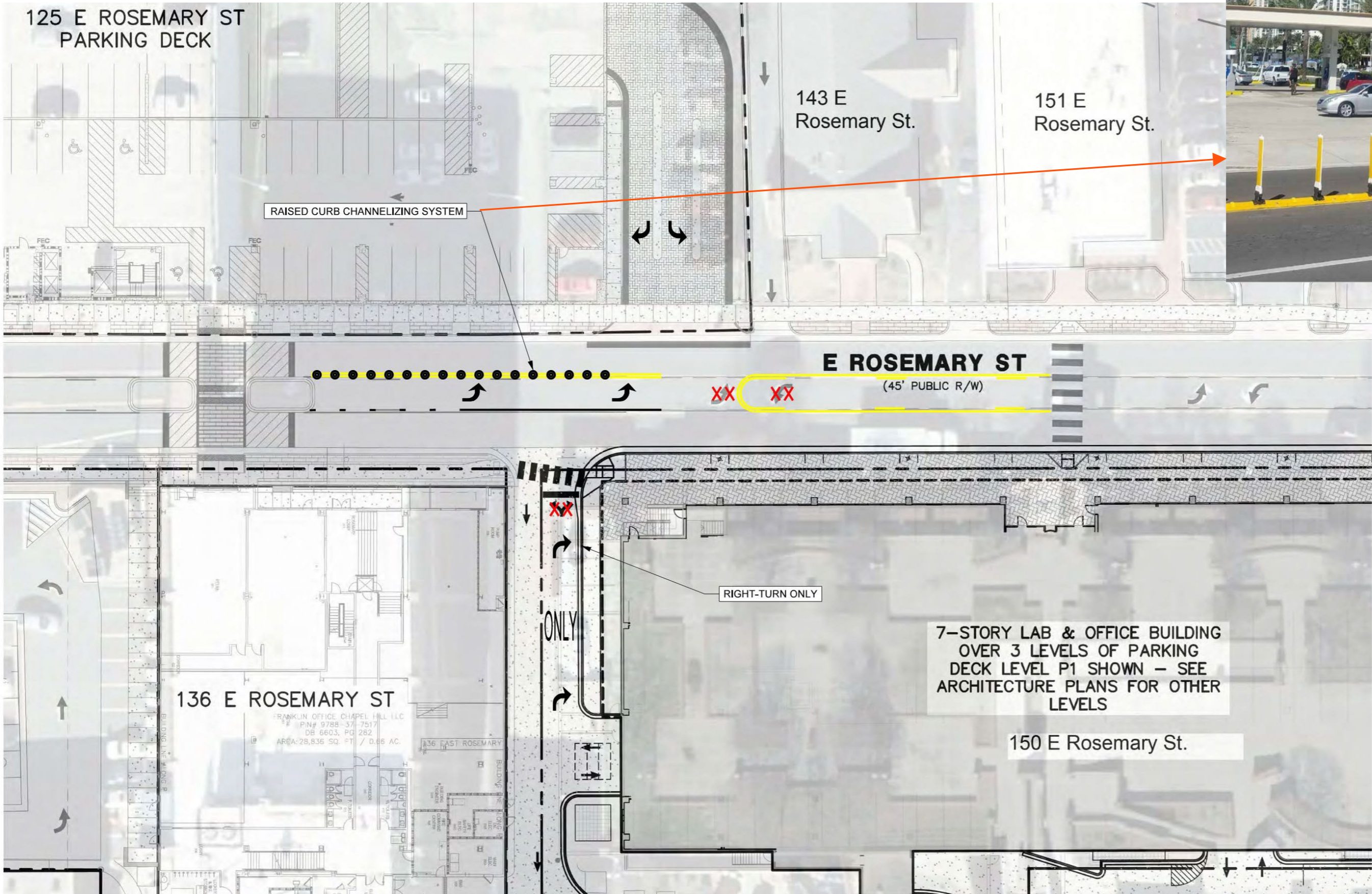
EXISTING CONDITIONS



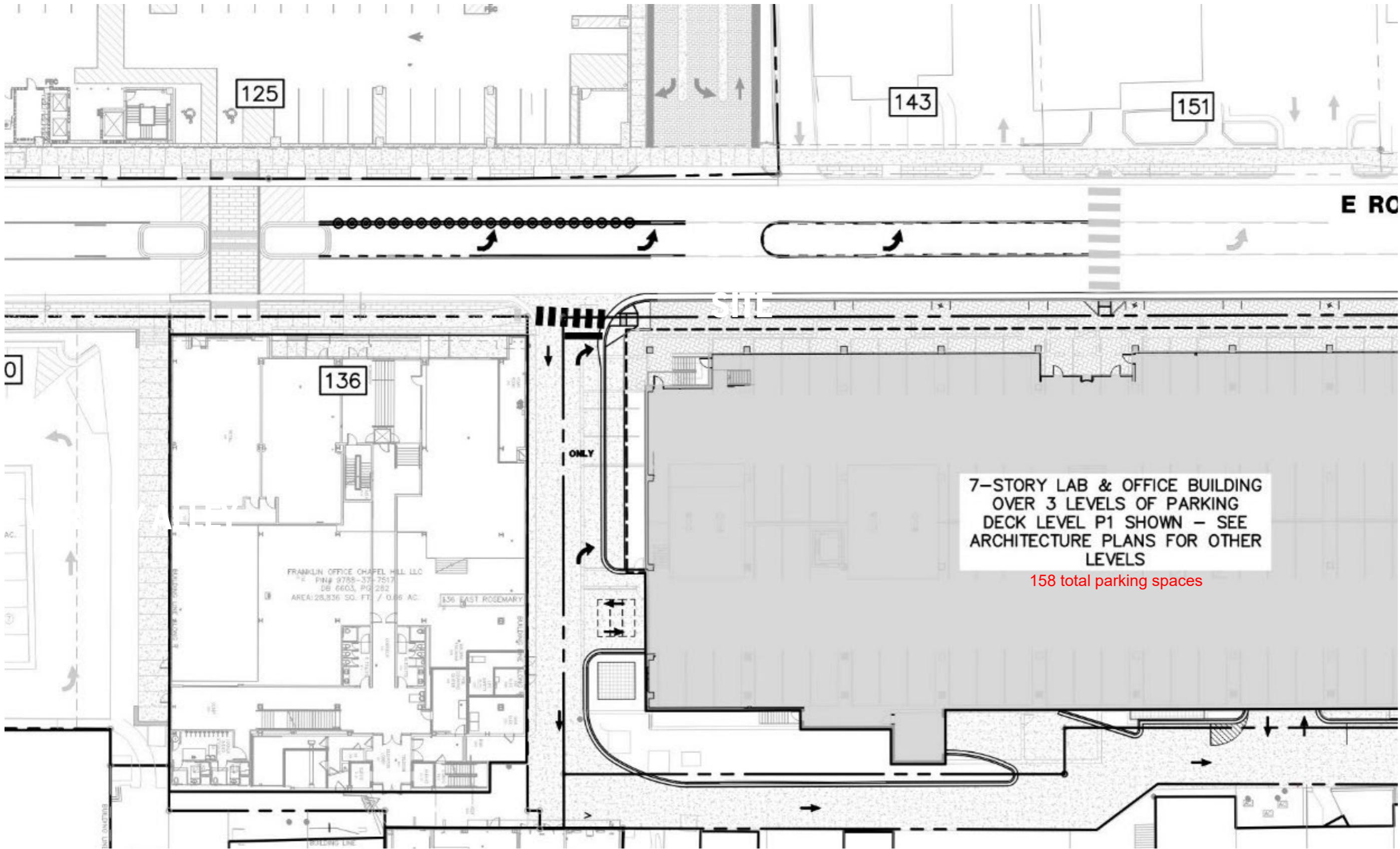
PROPOSED CONDITIONS



VHB RECOMMENDATIONS – E ROSEMARY ST DRIVEWAY



PROPOSED CONDITIONS



HNTB QUESTIONS

- 1) Though no specific office building site plan was complete at the time of the TIA, it was assumed that access would be provided along the site frontage and, as no comments were made at the time of recommendations and TIA submittal, I'm wondering why at this point would they choose to locate all inbound access at the current alley when the TIA recommendation was for an access point much further away from the E. Rosemary Deck access – particularly if it was known that the E. Rosemary Access was going to be the primary access point for that deck?

Due to the building programming and configuration of the deck levels below grade, creating a drive connection within the building's E. Rosemary St. façade proved to be difficult from a design perspective. Also, leaving the one-way alley connection to E. Rosemary just east of the building would take significant usable area away from the Town Green we have been asked to create in this area and would disconnect the Town Green from the building – the opposite of what we are trying to accomplish. This is the reason the one-way alley connection is proposed on Henderson St. We recognize that left-turn conflicts would be an issue on E. Rosemary St. given the originally proposed driveway configuration, so we have modified the E. Rosemary driveway such that it will function as a right-in/right-out driveway and are proposing channelization and pavement markings to aid in its function.

- 2) We had assumed 200 office building parking deck spaces in the TIA and the interaction of those with Grubb leased spaces in the E. Rosemary Deck has effects on trip generation/distribution and assignment – for both the E. Rosemary Deck and the office building deck parking. They are now showing 170 spaces. Has the allotment of leased spaces in the E. Rosemary Deck changed as well? We need to know this because we may have to redo all the scenario volume development assumptions and not just those related to the office building.

We are currently proposing 158 total parking spaces in the deck below the office building.

- 3) I see they have an exit onto Henderson St now? Is that for office building traffic as well as post office/existing alley traffic? I see no other access points for traffic other than this one and the full access point on E. Rosemary at the existing alley – is that correct?

Yes, the intent is for the Henderson St. exit to be used by the office building traffic and the post office/existing alley traffic. This and the proposed RIRO driveway at E. Rosemary St. are the only proposed access points.

- 4) I see they are reporting 228,000 SF of office/lab space. We had assumed 200,000 SF of space in the original TIA. Unless they have specific breakouts of office and lab space, I'd recommend updating the trip gen and keeping it conservative by using just office space as the generating variable.

The current application is for 234,000 sf of office/lab space and 3,000 sf of retail

- 5) They are indicating 3 levels of parking – which I assume are all internally connected but how many spaces are on each level and are they going to have specific space assignments or is it general open parking? This may have an implication on exiting traffic patterns and portioning of trip distributions if there are 2 potential ways out now.

The lower 2 levels are connected internally and the parking on those levels will be general, open parking. The 3rd level can be accessed only from the alley entrance on the south side of the building and the parking on that level will be assigned.

THANK YOU