



TRANSPORTATION AND CONNECTIVITY ADVISORY BOARD

CONDITIONAL REZONING

9.28.2021

150 East Rosemary Development

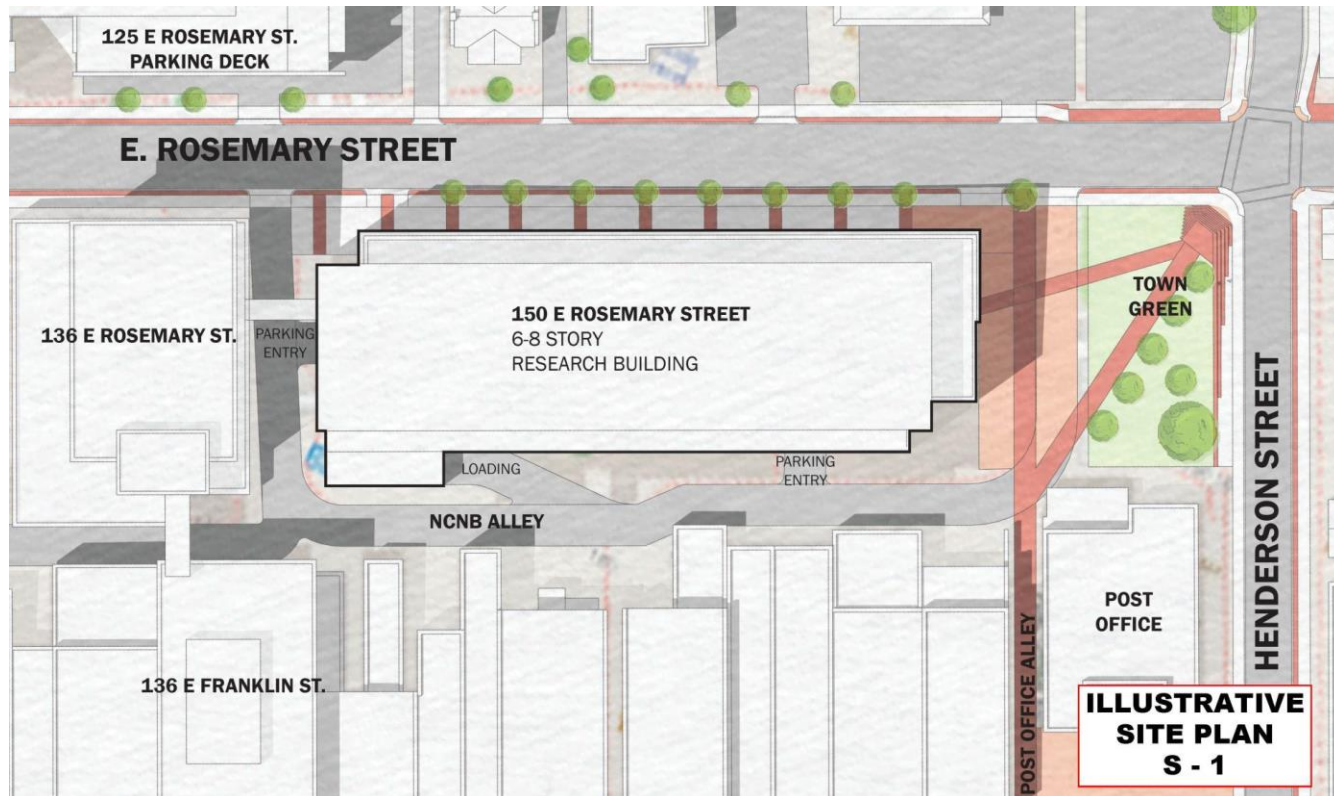
150 East Rosemary . Chapel Hill, NC . 27514





RECOMMENDATION

- ☐ Recommend approval or denial of Ordinance A to the Town Council

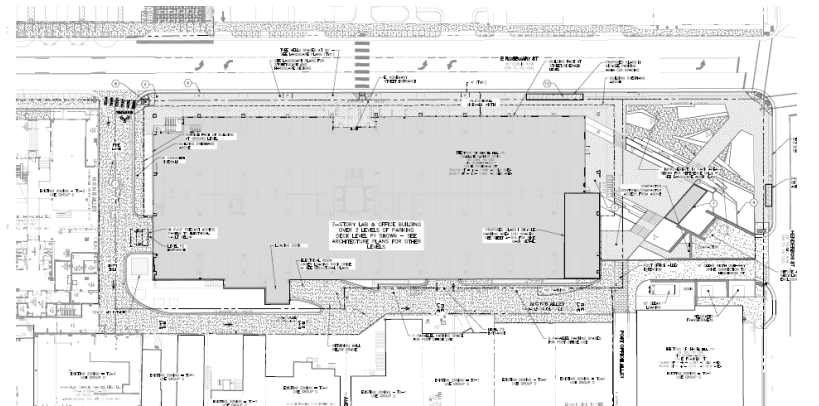
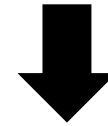
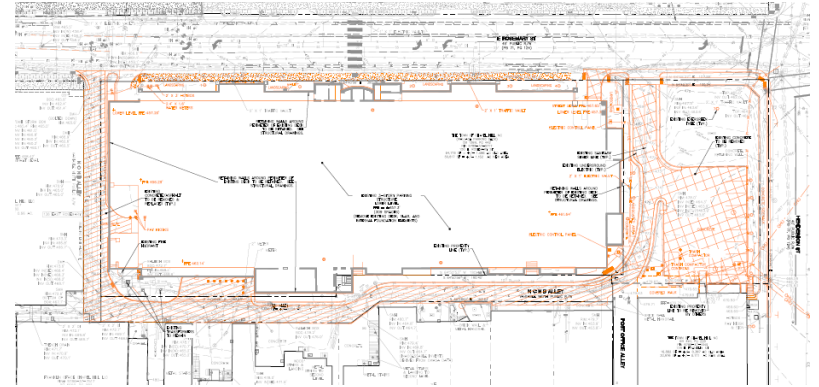




PROJECT SUMMARY

- ❑ Office and Commercial
 - ❑ 234,000 sq. feet of office
 - ❑ 3,000 sq. feet of commercial
 - ❑ Plaza on corner of Henderson and Rosemary

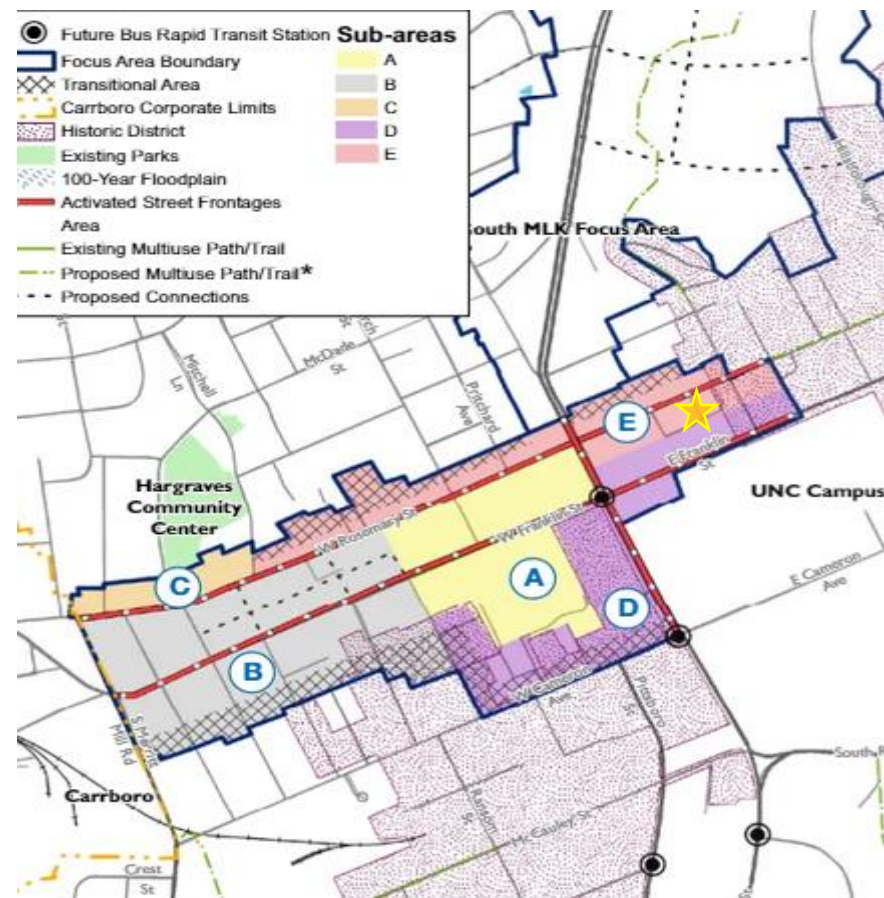
- ❑ Existing Zoning: TC-2
- ❑ Proposed Zoning: TC-3-CZ





KEY POINTS-*Evaluation*

- ☐ Downtown Future Focus Area
- ☐ Office and commercial included as intended uses for the area
- ☐ Within .5 miles of proposed NSBRT station





KEY POINTS-*Traffic Impact Analysis*

- ❑ Combined Rosemary Parking Deck and Office TIA
- ❑ Counts conducted in February 2020
- ❑ Parking deck project required to build improvements to MLK/North/Columbia intersection

Table ES-1. Weekday Vehicle Trip Generation Summary

Facility	Units	Daily Estimate			AM Peak Hour			Noon Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Existing Parking Trips (Reallocated to new deck)	726 spaces	1,416	1,416	2,832	190	17	207	148	113	261	75	206	281
Proposed Lot Growth Ratio (1,100 / 726) = "Net" New Trips	0.515	729	729	1,458	98	9	107	76	58	134	39	106	145
Total Trips To/From New Deck		2,145	2,145	4,290	288	26	314	224	171	395	114	312	426
General Office Building	200kSF	883	883	1,766	229	31	260	102	87	189	43	199	242



KEY POINTS-Traffic Impact Analysis

- ❑ TIA found increased traffic at North/MLK/Columbia intersection
 - ❑ Plan to address in parking deck improvements
- ❑ B & C grades expected at driveway to office parking deck
- ❑ Recommendation: “Single ... parking garage access location approximately 225 feet west of the Henderson Street intersection”

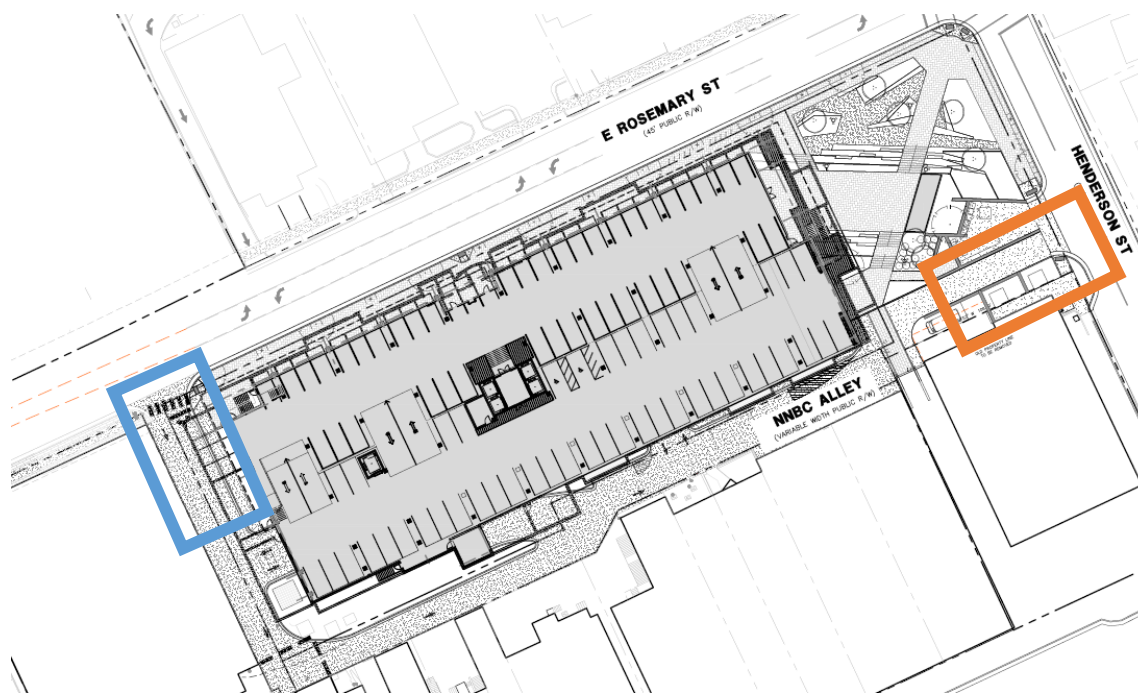
Table ES-2. Peak Hour Intersection Capacity Analysis Summary

Intersections	Peak Hour	2020 Existing		2022 No-Build		2022 Build		2022 Build Mitigated		2023 No-Build		2023 Build																																										
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay																																									
W. Rosemary Street & Church Street	AM	B	11.3	A	9.2	A	9.4	No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	A	9.4	A	9.6																																								
	NOON	B	10.8	A	9.5	A	9.5				A	9.4	A	9.5																																								
	PM	B	15.8	B	13.9	B	13.8				B	13.8	B	13.7																																								
W. Rosemary Street & NC 86	AM	C	25.4	C	26.6	C	26.7				C	24.2	C	24.6																																								
	NOON	C	32.3	C	29.6	C	32.8				C	26.3	C	26.5	C	27.8																																						
	PM	C	34.6	D	35.9	D	51.2				C	33.4	C	34.3	D	41.6																																						
E. Rosemary Street & Henderson Street	AM	A	8.0	A	8.5	A	9.4				No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	A	9.5	B	10.3																																					
	NOON	B	12.7	B	12.4	B	12.7							B	12.8	B	13.6																																					
	PM	B	13.4	B	11.3	B	11.2							B	12.5	B	12.7																																					
E. Rosemary Street & Hillsborough Street	AM	B	14.8	B	15.0	B	15.0							No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	B	15.4	B	15.1																																		
	NOON	B	18.8	B	15.5	B	15.3										B	15.7	B	15.7																																		
	PM	B	17.5	B	17.4	B	17.6										B	17.6	B	17.5																																		
W. Franklin Street & Church Street	AM	A	6.4	A	7.8	A	7.7										No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	A	7.7	A	7.7																															
	NOON	B	10.7	B	11.8	B	12.9													B	13.1	B	13.5																															
	PM	B	15.0	B	18.3	B	18.6													B	18.9	B	19.1																															
Cameron Ave/Country Club Rd & Raleigh Street	AM	C	22.8	C	23.7	C	23.2													No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	C	23.4	C	24.0																												
	NOON	C	20.4	C	21.0	C	20.8																C	20.9	C	21.1																												
	PM	C	29.6	C	30.7	C	30.4																C	30.6	C	30.9																												
Franklin Street & NC 86 (Columbia Street)	AM	C	33.1	C	30.5	C	31.1																No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	C	30.3	C	30.5																									
	NOON	D	40.8	D	41.0	D	40.9																			D	40.7	D	41.0																									
	PM	D	49.8	E	58.7	E	58.0																			E	59.5	E	59.7																									
E. Franklin Street & Henderson Street	AM	A	7.4	A	7.8	A	7.9																			No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	A	7.9	A	7.5																						
	NOON	B	12.7	B	12.6	B	12.4																						B	12.5	B	13.2																						
	PM	B	15.8	B	13.5	B	12.4																						B	12.3	B	13.2																						
E. Franklin Street & Hillsborough Street / Raleigh Street	AM	C	32.0	C	22.6	C	22.6																						No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	C	22.5	C	22.6																			
	NOON	C	29.9	C	23.6	C	24.2																									C	24.0	C	23.7																			
	PM	C	31.9	C	21.6	C	21.4																									C	21.5	C	21.7																			
NC 86 (MLK Jr. Blvd) & N. Columbia Street / North Street**	AM	C	15.1	C	15.7	C	16.4																									No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	B	11.5	B	11.6																
	NOON	B	14.6	C	15.3	C	16.0																												B	18.7	B	19.8	B	19.6														
	PM	F	85.5	F	119.6	F	181.3																												C	23.7	C	24.1																
NC 86 (MLK Jr. Blvd) & Longview Street	AM	A	9.4	A	9.5	A	9.6																												No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	A	9.6	A	9.7													
	NOON	A	5.5	A	5.6	A	5.6																															A	5.6	A	5.6													
	PM	A	8.0	A	8.1	A	8.1																															A	8.1	A	8.1													
W. Cameron Avenue & NC 86 (Pittsboro Street)	AM	C	24.0	B	17.1	B	17.3																															No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	B	17.4	B	17.5										
	NOON	C	21.5	B	19.9	C	20.3																																		C	20.4	C	20.5										
	PM	C	30.8	C	21.0	C	20.4																																		C	20.3	C	20.1										
Cameron Avenue & NC 86 (S. Columbia St)	AM	C	32.1	C	27.9	C	28.3																																		No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	C	28.5	C	28.8							
	NOON	C	33.4	C	32.6	C	33.3																																					C	33.5	C	33.8							
	PM	D	47.9	D	45.5	E	55.8																																					E	59.3	E	65.5							
E. Rosemary St & Recommended Parking Deck Primary Driveway*	AM	N/A	N/A	N/A	N/A	N/A	N/A																																					No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	B	14.1	C	20.0				
	NOON	N/A	N/A	N/A	N/A	N/A	N/A																																								C	15.5	C	15.6	C	16.4		
	PM	N/A	N/A	N/A	N/A	N/A	N/A																																								C	15.5	C	15.5	C	16.5		
E. Rosemary St & Recommended Office Bldg Primary Driveway*	AM	N/A	N/A	N/A	N/A	N/A	N/A																																								No change to projected traffic volumes – Little to Marginal Change in Operations Expected Compared to the 2022 Build – Original Access Scenario	C	24.5	N/A	N/A	N/A	B	13.1
	NOON	N/A	N/A	N/A	N/A	N/A	N/A																																											N/A	N/A	N/A	B	12.6
	PM	N/A	N/A	N/A	N/A	N/A	N/A																																											N/A	N/A	N/A	C	15.6



KEY POINTS-*Parking*

- ☐ 158 vehicle parking spaces
- ☐ Existing access on **Rosemary**
- ☐ 181 bicycle parking spaces
- ☐ New exit-only access on **Henderson**





RECOMMENDATION

- ☐ Recommend approval or denial of Ordinance A to the Town Council