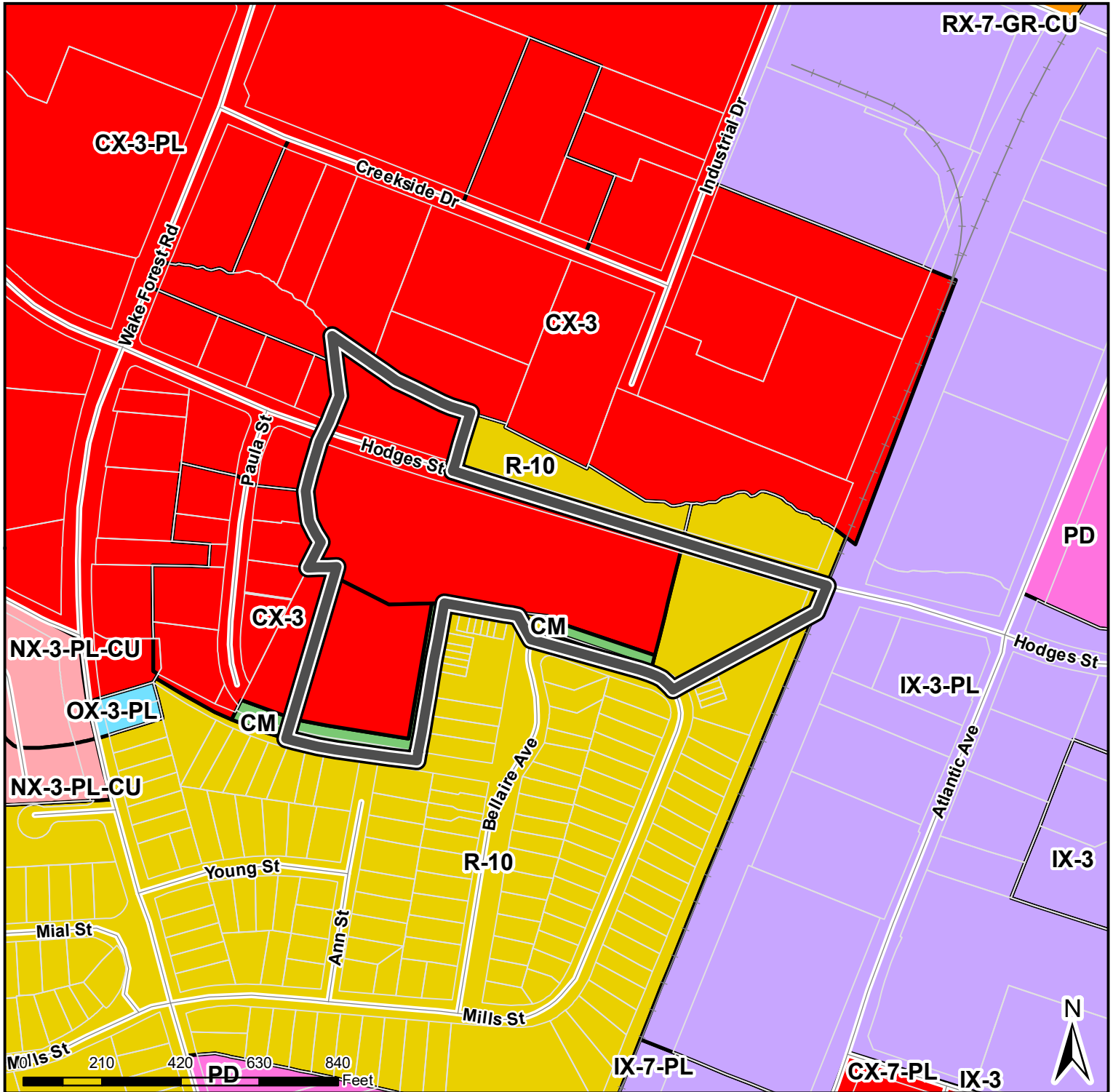
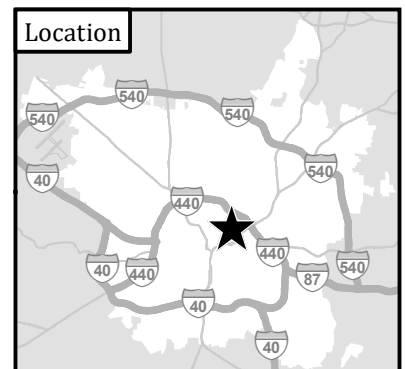


Existing Zoning

Z-63-2021



Property	912 Hodges St
Size	13.28 acres
Existing Zoning	R-10, CM, CX-3, & CX-3-PL
Requested Zoning	PD





Rezoning Application and Checklist

Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500

Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request			
Rezoning Type	<input type="checkbox"/> General use	<input type="checkbox"/> Conditional use	<input checked="" type="checkbox"/> Master plan
	<input type="checkbox"/> Text change to zoning conditions		
			OFFICE USE ONLY Rezoning case #
Existing zoning base district: PD	Height: 3	Frontage: PL	Overlay(s):
Proposed zoning base district: PD	Height: 5	Frontage:	Overlay(s):
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.			
If the property has been previously rezoned, provide the rezoning case number:			

General Information		
Date: 9/22/2021	Date amended (1):	Date amended (2):
Property address: 912 HODGES ST		
Property PIN: 1715117286		
Deed reference (book/page): 18443/810		
Nearest intersection: Hodges St and Paula St		Property size (acres): 13.28
For planned development applications only:	Total units: 345	Total square footage: 390,000
	Total parcels: 1	Total buildings: 2
Property owner name and address: BIN-HODGES LLC, 500 E MOREHEAD ST STE 200, CHARLOTTE NC 28202-3353		
Property owner email: jon@beacondevelopment.com		
Property owner phone: 704.926.1391		
Applicant name and address: Beacon Partners, 500 E MOREHEAD ST STE 200, CHARLOTTE NC 28202-3353		
Applicant email: jon@beacondevelopment.com		
Applicant phone: 704.926.1391		
Applicant signature(s): <i>Jon Morris</i> 87B37D0AD6774E1...		
Additional email(s):		

Conditional Use District Zoning Conditions		
Zoning case #:	Date submitted:	OFFICE USE ONLY Rezoning case # _____
Existing zoning:	Proposed zoning:	

Narrative of Zoning Conditions Offered
N/A

The property owner(s) hereby offers, consents to, and agrees to abide, if the rezoning request is approved, the conditions written above. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Property Owner(s) Signature: _____

Printed Name: _____

Page 2 of 15

REVISION 10.27.20

raleighnc.gov

Rezoning Application Addendum #1**Comprehensive Plan Analysis**

The applicant is asked to analyze the impact of the rezoning request and its consistency with the Comprehensive Plan. The applicant is also asked to explain how the rezoning request is reasonable and in the public interest.

OFFICE USE ONLY

Rezoning case #

Statement of Consistency

Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.

1. The proposed rezoning is consistent with the Future Land Use Map designation on the property of Neighborhood Mixed Use and Moderate Density Residential. Both designations are supportive of multifamily development as reflected in the PD zoning. The bulk of the site is currently zoned Commercial Mixed Use (CX). CX is a more intense zoning than the FLUM designation on the property and not aligned with the FLUM. The proposed PD zoning would bring the property's zoning into better conformity with the FLUM.
2. The proposed heights of four and five stories is consistent with the policies contained in Table LU-2 as a core/transit area within the Neighborhood Mixed Use. Consequently, the proposed height is appropriate.
3. The properties are within the Urban Form Map, which supports an urban frontage, but are also situated within a floodplain, which affects building placement. The PD zoning allows the proposed zoning to meet the policies of the urban frontage, including Policy UD 2.1 (Building Orientation), Policy UD 2.3 (Activating the Street) and Policy UD 3.4 (Enhanced Streetwalls), while respecting the environmental requirements connected to the floodplain.
4. The proposed rezoning would meet a number of additional policies contained in the 2030 Comprehensive Plan. It is consistent with PR 3.13 (Greenway Oriented Development), PR 3.8 (Multi-Modal Integration) and PR 3.11 (Greenway Transportation Network) by supporting an important linkage to the greenway system and encouraging a safe and healthy travel alternative. It supports ED 5.1 (Economic Development Amenities) by leveraging the City's parks and greenway system to enhance a multifamily development than can take advantage of those amenities. It converts a commercial site, containing a lay down yard for heavy equipment, into a mixed use development with bicycle and pedestrian infrastructure connected to the greenway system consistent with LU 6.5 (Mixed Use and Multi-Model Transportation). It creates the potential for substantially more housing units consistent with H 1.8 (Zoning for Housing). It supports a number of environmental policies including EP 2.6 (Greenway Systems) and EP 2.2 (Environmentally Sensitive Development) by creating a master plan supporting redevelopment of a heavy commercial site respecting the topography, riparian assets, water bodies and wetlands in the area.

Public Benefits

Provide brief statements explaining how the rezoning request is reasonable and in the public interest.

The rezoning is reasonable and in the public interest because it creates the opportunity for more housing on a heavy commercial site in an area adjacent to Midtown, which is emerging as a walkable, urban area. The rezoning supports the positive trends in this area as reflected in the recent Midtown-St. Albans Area Plan. It also helps meet the rising need for more housing in the City.

The rezoning is reasonable and in the public interest because it allows for the transformation of a heavy commercial site into a development that respects the natural features, including floodplain, water bodies and wetlands, while adding important bicycle and pedestrian connectivity to the City's greenway system.

Rezoning Application Addendum #2	
Impact on Historic Resources	<div>OFFICE USE ONLY</div> <div>Rezoning case #</div> <div></div>
<p>The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.</p>	
Inventory of Historic Resources	
<p>List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.</p>	
<div>N/A</div>	
Proposed Mitigation	
<p>Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.</p>	
<div>N/A</div>	

Urban Design Guidelines

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", OR;
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor" as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban form designation:

Click [here](#) to view the Urban Form Map.

1	<p>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</p> <p>Response: N/A</p>
2	<p>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</p> <p>Response: N/A</p>
3	<p>A mixed-use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed-use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed-use area should be possible without requiring travel along a major thoroughfare or arterial.</p> <p>Response: N/A</p>
4	<p>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</p> <p>Response: N/A</p>
5	<p>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</p> <p>Response: N/A</p>
6	<p>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</p> <p>Response: N/A</p>

7	<p>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high-volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</p> <p>Response: N/A</p>
8	<p>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</p> <p>Response: N/A</p>
9	<p>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</p> <p>Response: N/A</p>
10	<p>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</p> <p>Response: N/A</p>
11	<p>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</p> <p>Response: N/A</p>
12	<p>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</p> <p>Response: N/A</p>
13	<p>New public spaces should provide seating opportunities.</p> <p>Response: N/A</p>

14	<p>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</p> <p>Response: N/A</p>
15	<p>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</p> <p>Response: N/A</p>
16	<p>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</p> <p>Response: N/A</p>
17	<p>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</p> <p>Response: N/A</p>
18	<p>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</p> <p>Response: N/A</p>
19	<p>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</p> <p>Response: N/A</p>
20	<p>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</p> <p>Response: N/A</p>

21	<p>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</p> <p>Response: N/A</p>
22	<p>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</p> <p>Response: N/A</p>
23	<p>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</p> <p>Response: N/A</p>
24	<p>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</p> <p>Response: N/A</p>
25	<p>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</p> <p>Response: N/A</p>
26	<p>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</p> <p>Response: N/A</p>

Rezoning Checklist (Submittal Requirements)

To be completed by Applicant			To be completed by staff		
General Requirements – General Use or Conditional Use Rezoning	Yes	N/A	Yes	No	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Pre-application conference.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Neighborhood meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Rezoning application review fee (see Fee Guide for rates).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Completed application submitted through Permit and Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Completed Comprehensive Plan consistency analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Completed response to the urban design guidelines	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. Two sets of stamped envelopes addressed to all property owners of area to be rezoned and properties with 500 feet of area to be rezoned.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Trip generation study	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Traffic impact analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Conditional Use District:					
11. Completed zoning conditions, signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If applicable, see page 11:					
12. Proof of Power of Attorney or Owner Affidavit.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a Planned Development or Campus District:					
13. Master plan (see Master Plan submittal requirements).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
For properties requesting a text change to zoning conditions:					
14. Redline copy of zoning conditions with proposed changes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Proposed conditions signed by property owner(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Master Plan (Submittal Requirements)					
To be completed by Applicant			To be completed by staff		
General Requirements – Master Plan	Yes	N/A	Yes	No	N/A
1. I have referenced this Master Plan Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Total number of units and square feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. 12 sets of plans	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Completed application; submitted through Permit & Development Portal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Vicinity Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Existing Conditions Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Street and Block Layout Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. General Layout Map/Height and Frontage Map	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. Description of Modification to Standards, 12 sets	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Development Plan (location of building types)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Pedestrian Circulation Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12. Parking Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13. Open Space Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
14. Tree Conservation Plan (if site is 2 acres or more)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
15. Major Utilities Plan/Utilities Service Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
16. Generalized Stormwater Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
17. Phasing Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
18. Three-Dimensional Model/renderings	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
19. Common Signage Plan	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Date: July 16, 2021

Re: Property Located at 912 Hodges Street

Neighboring Property Owners:

You are invited to attend a neighborhood meeting on Tuesday, July 27th, 2021 from 5pm to 7pm. The meeting will be held virtually. You can participate online or by telephone. Please note that the presentation is planned to begin at 5pm and will be followed by an opportunity for questions and answers. Depending on attendance, the programmed portion of the meeting is likely to end between 5:30 and 6pm. The additional time is intended to allow for a late start in the event of any technical issues related to the virtual meeting, and your flexibility is appreciated. Once the meeting has been successfully completed, the online meeting, including the telephone dial-in option, will remain open until 7pm, and we will be happy to review the proposal or answer additional questions during this time.

The purpose of this meeting is to discuss a potential rezoning of 912 Hodges Street. The current zoning designation is a combination of CX-3, CX-3-PL, R-10, and Conservation Management (CM). The proposed zoning designation is Planned Development (PD) to accommodate a multifamily development with supporting commercial programming. The tree preservation within the existing CM zoned areas will be retained/expanded as part of this PD rezoning effort. Our goal is to gather comments through your participation in this virtual neighborhood meeting or, alternatively, through your written comments to the City of Raleigh Planning Department. After the meeting, we will prepare a report for the Raleigh Planning Department regarding the items discussed.

Prior to the submittal of any rezoning application, the City of Raleigh requires that a neighborhood meeting be held for all property owners and tenants within 500 feet of the area requested for rezoning.

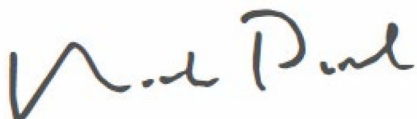
Information about the rezoning process is available online; visit www.raleighnc.gov and search for "Rezoning Process." If you have further questions about the rezoning process, please contact:

JP Mansolf
Raleigh Planning & Development
(919)996-2180
JP.Mansolf@raleighnc.gov

If you have any concerns or questions about this potential rezoning I can be reached at:

Mack Paul
Morningstar Law Group
919-590-0377
mpaul@mstarlaw.com

Sincerely,

A handwritten signature in dark ink, appearing to read "Mack Paul", is written below the typed name and contact information.

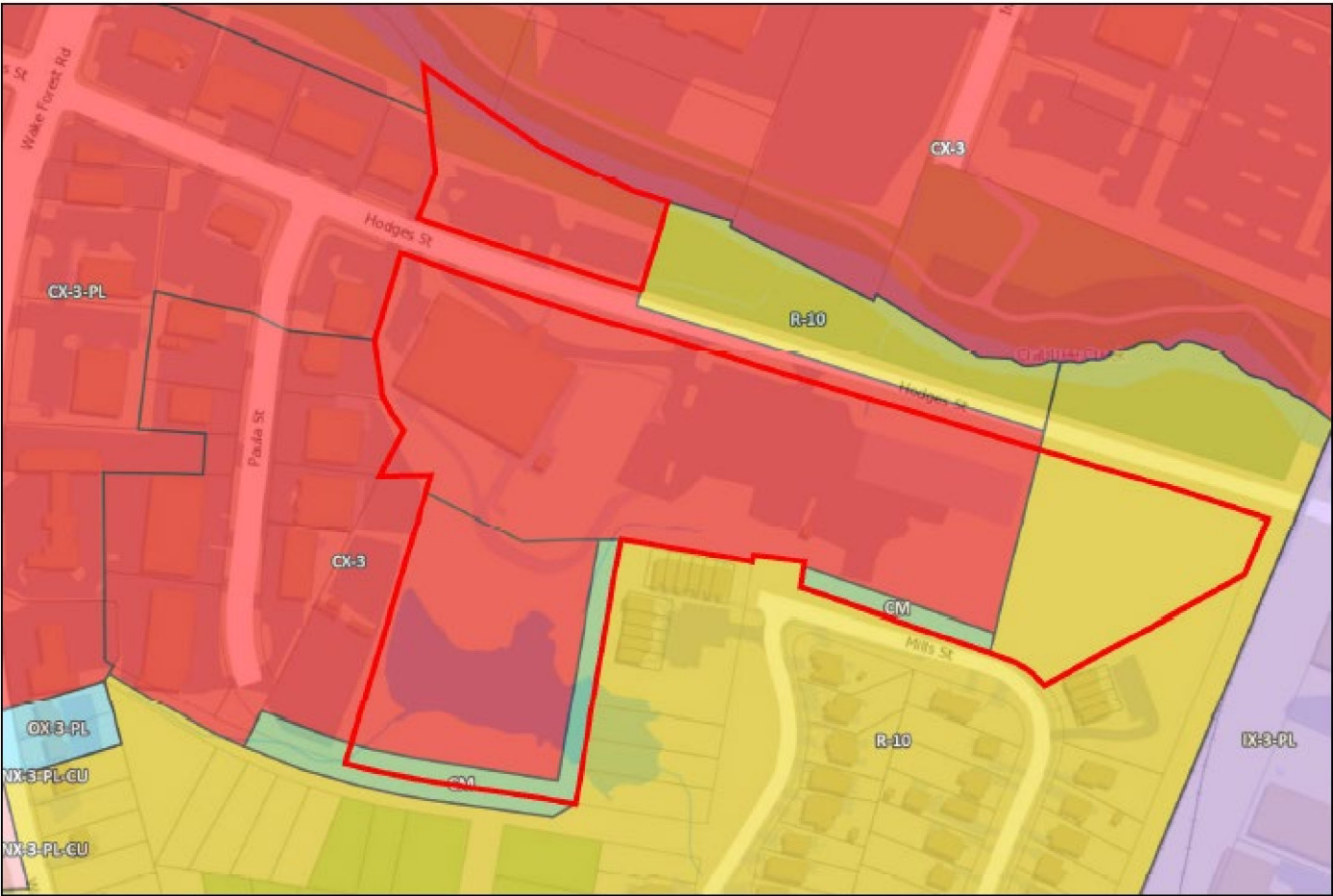
Neighborhood Meeting Agenda

- I. Introductions
- II. The rezoning process
- III. The project
- IV. Question and answer period

Aerial Photo



Zoning





SITE DATA

ACRES: ± 13.28 AC
PIN: 1715117286
EXISTING ZONING: Cx-3; CM; R-10
PROPOSED ZONING: PD

DEVELOPMENT SUMMARY

POD A: ± 8.96 AC
POD B: ± 4.32 AC
TOTAL SITE AREA: ± 13.28 AC
MAX. FLOOR AREA: ± 390,000 SF
MAX. RESIDENTIAL UNITS: ± 345 DU
MAX. BUILDING HEIGHT: 5 STORIES

LEGEND

- MAJOR STREET
- MINOR STREET
- PEDESTRIAN CONNECTION
- GREENWAY TRAIL
- CRABTREE CREEK
- PD BOUNDARY
- TREE PRESERVATION
- PROPOSED COMMUNITY AMENITY
- FUTURE GREENWAY CONNECTION

NOTES

1. THIS PLAN IS CONCEPTUAL IN NATURE AND IS SUBJECT TO CHANGE.
2. THIS EXHIBIT WAS PREPARED USING AVAILABLE RECORD INFORMATION, GIS MAPS, RECORD PLANS, AERIAL IMAGERY, AND LAND RECORDS.
3. THIS PLAN WILL BE SUBJECT TO REVIEW AND APPROVAL BY LOCAL AND STATE PLANNING AND ENGINEERING REVIEW AGENCIES.
4. THE WORK OF THIS PRODUCT IS THE PROPERTY OF URBAN DESIGN PARTNERS, PLLC. NO USE OR REPRODUCTION OF THIS PLAN IS PERMITTED WITHOUT WRITTEN AUTHORIZATION FROM URBAN DESIGN PARTNERS, PLLC.



HODGES STREET | LAND USE PLAN

RALEIGH, NC



JULY 14, 2021

555 Fayetteville St. 3rd Floor Raleigh, NC 27601 | urbandesignpartners.com | 919.275.5002



How to Participate in the July 27, 2021 Neighborhood Meeting
Re: 912 Hodges Street

- To participate by PC, Mac, iPad, iPhone or Android device,
 - Go to bit.ly/mlg07272021mtg to register for the meeting. (*Registration is necessary as we are required by the City of Raleigh to have a record of attendance.*)
 - Upon registration, you will receive a confirmation email with instructions on how to access the meeting.
- To participate by phone,
 - Dial one of the following numbers:
 - +1 312 626 6799
 - +1 929 436 2866
 - +1 301 715 8592
 - +1 346 248 7799
 - +1 669 900 6833
 - +1 253 215 8782
 - Enter Webinar ID: 962 7918 5401
 - Enter password: 977093
 - *For attendance purposes as required by the City of Raleigh, individuals participating via telephone will be unmuted and asked to identify themselves including their name and address.*

If you have difficulty connecting or have technical difficulties during the meeting, you can email us at meetings@mstarlaw.com or call 919-590-0366.

You are encouraged to join the meeting via your computer or smartphone so that you will have access to Zoom Webinar's interactive features including Raise Hand and Chat.

During the meeting, participants will be muted by default. Also, participants' video will be off by default, i.e. only the presenters will be visible.

- If you are participating via your computer, iPhone or Android device, you can submit questions/comments by using the Raise Hand and/or Chat features. If you use Raise Hand, a panelist will either unmute you to allow you to speak or will chat with you to solicit your questions/comments.
- If you are participating via telephone, you can submit questions/comments prior to and during the meeting via email at meetings@mstarlaw.com. At the end of the Q&A period of the meeting, all callers will be unmuted to allow for questions/comments.



Rezoning Application and Checklist

Planning and Development Customer Service Center • One Exchange Plaza, Suite 400 | Raleigh, NC 27601 | 919-996-2500

Please complete all sections of the form and upload via the Permit and Development Portal (permitportal.raleighnc.gov). Please see page 11 for information about who may submit a rezoning application. A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved. For questions email rezoning@raleighnc.gov.

Rezoning Request				
Rezoning Type	<input type="checkbox"/> General use	<input type="checkbox"/> Conditional use	<input checked="" type="checkbox"/> Master plan	OFFICE USE ONLY Rezoning case #
	<input type="checkbox"/> Text change to zoning conditions			
Existing zoning base district: CX	Height: 3	Frontage: PL	Overlay(s): Also R-10, CM, & CX-3	
Proposed zoning base district: PD	Height: 5	Frontage:	Overlay(s):	
Helpful Tip: View the Zoning Map to search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.				
If the property has been previously rezoned, provide the rezoning case number:				

General Information		
Date:	Date amended (1):	Date amended (2):
Property address: 912 HODGES ST		
Property PIN: 1715117286		
Deed reference (book/page): 18443/810		
Nearest intersection: Hodges St and Paula St		Property size (acres): 13.28
For planned development applications only:	Total units: 345	Total square footage: 390,000
	Total parcels: 1	Total buildings: 2
Property owner name and address: BIN HODGES LLC, 500 E MOREHEAD ST STE 200, CHARLOTTE NC 28202-3353		
Property owner email:		
Property owner phone:		
Applicant name and address: Beacon Partners		
Applicant email:		
Applicant phone:		
Applicant signature(s):		
Additional email(s):		

SUMMARY OF ISSUES

A neighborhood meeting was held on July 27, 2021 (date) to discuss a potential rezoning located at 912 Hodges Street (property address). The neighborhood meeting was held at virtual (location). There were approximately 11 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Discussed rezoning process, why this is being rezoned to a planned development and not a different type of zoning, future land use, and estimated time frame from beginning of rezoning to construction starting, and then to completion of construction.
Discussed site and current condition of site, as well as neighbors and proposed tree buffer and green areas. Discussed why some trees would have to be removed, but how overall this would be an improvement on the site.
Discussed Land Use Plan and Concept Plan and that storm water management will be a part of this development, flood regulations and tree removal, flood plain management and improvement, removing very few trees and enhancing environment/wetlands/stormwater management, net positive increase in tree buffer
Discussed parking near near the buildings and parking is a part of this in connection to the Crabtree Creek Trailhead; discussed development is responsible for upkeep of parking areas as well as 24/7 security
Discussed connectivity to nearby neighborhood and trail; connection to nearby neighborhood is a City requirement and we worked with HOA, neighbors and City to put in a trail instead of a street, as well as safety of trail.
Discussed traffic improvement on Hodges, possibly bike lanes, but also other improvements.
Discussed average rent for project, market rate Class A, studio, 1 br, 2 br, max 345 units, potential retail, coffee shop, etc., high end property with high quality products and design.
Traffic study will be done on Hodges. Designation of Hodges will determine number of lanes, may be 3 lanes undivided with bike lanes, will be streetscape improvements, sidewalks, lighting, possibly bike lanes

SUMMARY OF ISSUES

A neighborhood meeting was held on July 27, 2021 (date) to discuss a potential rezoning located at 912 Hodges Street (property address). The neighborhood meeting was held at virtual (location). There were approximately 11 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

Discussed that amenities for development will only be for the buildings tenants due to insurance reasons.
Discussed area is meant to be improved to be more walkable and build on mid-town plan and is why this is being improved to residential instead of commercial
Discussed school district for development and increase in traffic, unknown at this time
Discussed next meeting is estimated to be in Oct/Nov. Everyone will receive a letter, can reach out to applicant with any questions

ATTENDANCE ROSTER	
NAME	ADDRESS
Michael Hershman	
Jay Martin	704 Fallon Grove
Mary Jennings	1056 Mills St
Melanie Lawson	1048 Mills Street
Anna Jones	2216 Bellaire Avenue, Unit 2
Andrew Morton	
Scott Moyer	2216-01 Bellaire Ave
Elizabeth Dils	
Denver Hill	207 Georrgetown Road
Shari	2135 Bellaire Ave.
Vianney Pouget	
Emma Eble	2218 Bellaire Avenue, 01
Suzanne Pritchard	2245 Bellaire Ave
Jennifer Smith	2133 BELLAIRE AVENUE
David Rees	
Elizabeth Morris	2233 Bellaire Avenue
Mary Rees	
Ira Mabel	
Lexi Chacalos - UDP	
Kirk spicer	2112 ann st
David and Sara Wilson	1016 Canterbury Road
We had 3 participants via phone - we do not have their names	

MASTER PLAN (MP-xx-2021)

Hodges Street Multifamily

PROPOSED PLANNED DEVELOPMENT DISTRICT

± 13.28 ACRES

OWNER:

BIN Hodges, LLC

DEVELOPER:

Beacon Partners

CONSULTANTS:

Mack Paul
Morningstar Law Group, L.L.P.

Brian Richards
Urban Design Partners

Original Submittal Date September 22, 2021

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SUMMARY INFORMATION

- A. Name of Development: Hodges Street Multifamily
- B. Name of Owner: BIN Hodges, LLC
500 E. Morehead Street, Suite 200
Charlotte, NC 28202-3353
- C. Name of Developer: Beacon Partners
500 E. Morehead Street, Suite 200
Charlotte, NC 28202-3353
- C. Applicant: Walker Gorham
BIN Hodges, LLC
500 E. Morehead Street, Suite 200
Charlotte, NC 28202-3353
505.350.1948
walker@beacondevelopment.com
- D. Attorney: Mack Paul
Morningstar Law Group, L.L.P.,
421 Fayetteville Street, Suite 530
Raleigh, NC 27601
Tel: 919.590.0377
mpaul@morningstarlawgroup.com
- E. Land Planner and Civil Engineer Brian Richards
Urban Design Partners
555 Fayetteville Street
Raleigh, North Carolina 27601
919.275.5002
brichards@urbandesignpartners.com

1. INTRODUCTION

This document and the accompanying exhibits submitted herewith (collectively, the "Master Plan") are provided pursuant to provisions of the Unified Development Ordinance (the "UDO") associated with the Planned Development ("PD") District for Hodges Street Multifamily (the "Development"). The Development encompasses approximately 13.28 acres on the south side of Hodges Street across from Crabtree Creek and between Wake Forest Road and Atlantic Avenue (the "Property"). The Property encompasses the former ice plex building training space for the Carolina Hurricanes professional hockey team, a lay down yard and a surface parking lot (the "Existing Conditions"). The Property also encompasses part of a pond to the south and a low, marshy area to the east adjacent to the CSX rail line. The Property is owned by BIN Hodges, LLC (the "Owner"). Beacon Partners is the developer, proposing to redevelop the property (the "Developer") for a multi-family development.

This area of the City is undergoing rapid transition from an older, industrial area serving the transportation corridors along Capital Boulevard, Atlantic Avenue and CSX Railroad. In its place, a mix of office, retail and residential developments are spreading from Downtown north and from North Hills (now Midtown) to the east and south. The Property sits at the epicenter of these trends. Acknowledging the recent evolution of the area as a growth center, the City of Raleigh embarked on a planning initiative which culminated in the adoption in December 2020 of "Walkable Midtown: The Midtown-St. Alban's Plan." This plan adopted a number of land use amendments, street plans and policies designed to encourage a more walkable, engaging environment for residents and visitors. The Property is just outside the bounds of this Plan.

The Development includes the construction of two multi-family buildings to provide much needed residential units and enhanced pedestrian connections through the Property. In addition, it will include a pedestrian and bicycle connection to the Crabtree Creek greenway system, recreational amenities for the public and walking trails. The Development is proposed at densities appropriate to the location of the Development, market conditions, Comprehensive Plan guidance, the nature of land uses in the vicinity, and the City's investment in existing infrastructure. Accordingly, the Master Plan sets forth density and square footage limitations as well as modifications to the UDO as appropriate to accomplish the development program described herein.

2. COMPREHENSIVE PLAN

The Master Plan for the Development addresses the redevelopment of approximately 13.28 acres located in the Midtown area. For a graphic depiction of the area to be rezoned, please refer to the existing conditions plan submitted with this Master Plan as plan sheet P-1. The purpose of this rezoning and Master Plan is to support, in an economically viable manner, the redevelopment of the Property, which a) provides the public significant recreational amenities in this part of the City, b) provides a number of additional residential units to meet the increasing demand for housing stock, c) improves pedestrian and bicycle circulation in the area and d) provides a more compatible use to the neighborhood to the south and future development to the north.

The Future Land Use Map ("FLUM") identifies the Property as split between Neighborhood Mixed Use, Moderate Density Residential and Public Parks and Open Space. The Property is currently zoned a combination of Commercial Mixed Use up to three stories with Parking Limited (CX-3-PL), Residential 10 (R-10), and Conservation Management (CM). The CX zoning extends well into the area

designated Moderate Density on the FLUM, recognizing that area's heavy commercial use as a lay down yard. The Property is also contained within the Urban Form Map, encompassing the growth center at Midtown and the transit corridor along Capital Boulevard. Consistent with the FLUM and Urban Form Map, the Development proposes two multifamily buildings with four occupied floors while maintaining the areas designed Parks and Open Space in their current use. The areas currently zoned CM will remain as natural areas buffering nearby residential areas. The Development proposes to include new recreational amenities for the public, including walking trails, playground, pedestrian bridge and greenway connection. In addition, the Development will further a number of policies in the Comprehensive Plan. For example, it will serve as a pedestrian-oriented development with improved circulation within the Property and to surrounding street networks. It will also facilitate the redevelopment of an underutilized site with uses incompatible to the evolving residential area.

3. INTENT FOR PD DISTRICTS

The proposed Development meets the intent of the PD District in several ways. In particular, the PD District will help the Development to achieve a high quality project design. It will facilitate the integration of a cohesive development that allows residents access to a range of amenities, including parks and open space and recreational amenities, better pedestrian and bicycle circulation throughout the area that is walkable and medium scale. The PD District allows the Development to update an older industrial site in keeping with the evolution of Midtown as a walkable destination for residents, businesses and related amenities. The Development is appropriately scaled and places minimal impact on the area's infrastructure. Finally, the PD acts as a relief valve to the prescriptive aspects of the UDO. The site is largely within a floodway and floodplain, which will impact building placement, making building type requirements, an urban frontage along Hodge Street and connectivity a challenge. As such, this master plan will provide a customized framework for redevelopment of the site in keeping with the vision of the Comprehensive Plan.

4. GENERAL DESIGN PRINCIPLES AND URBAN DESIGN GUIDELINES

The Development meets the General Design Principles for PD Districts in a number of ways. It creates an opportunity for new residential development to meet the City's growth. Internal connections provide convenient pedestrian access throughout the Development along with connections to the surrounding area, tying into the Crabtree Creek greenway system. While respecting the limitations of development within the floodplain, the buildings will create a more urban street wall, wide sidewalks and streetscape and elimination of parking between the buildings and the street. The Development will also provide new connectivity for the neighborhood to the south and Hodges Street and the Crabtree Creek greenway. Therefore, it will create a bicycle and pedestrian friendly environment throughout, accommodating circulation and tying into the proposed greenway trail that provides connectivity throughout the City, including to the Neuse River Trail.

The Development will be well-integrated and provide ample recreational amenities – both passive and active – to serve the public. A substantial buffer and landscaping surround the Development. Architecture and landscaping will provide a cohesive design to the buildings and surroundings, fitting with the topography, site and climate. For example, new buildings will face the public streets, affording easy access for pedestrians and helping to delineate streets and mask parking lots. The Development will restore drainage for a large pond on the site and thereby reduce flooding in

the area. Finally, the development pattern has a scale and building setback that ensures the residents have ample access to open space and light.

In addition, the Development incorporates a number of elements of the Urban Design Guidelines. For example, open spaces provide convenient seating opportunities and are integrated throughout the Development. In particular, the Development includes a number of amenity areas and open space such as walking trails, park, playground and bicycle connections. Internal connections provide ease of circulation and access for residents along with sidewalks for pedestrian mobility. The Development transitions to the adjacent neighborhood and includes substantial buffering and landscaping and enhanced screening. It also provides a new connection to the surrounding public street network and greenway system, improving interconnectivity in the City.

5. DEVELOPMENT OF PARK AND GREENWAY CONNECTION

The Development shall include a multi-use path that bisects the Property and connects Bellaire Avenue to Hodges Street, allowing bicycle and pedestrian circulation from the neighborhood to the south to the Crabtree Creek greenway trail system. With approval of the City, the Development will improve the City-owned property located at 940 Hodges Street as a public amenity for the Crabtree Creek greenway system, including one or more of the following: open field, playground, seating area, bicycle repair facility, community garden, dog park, walking trail and public art. Further and subject to a Development Agreement that addresses cost reimbursement and timing of the improvements, the Development shall construct a bridge over Crabtree Creek to provide a connection from the south side of the creek to the greenway system.

6. LAND USE INTENSITY

Land use intensities for the Development are described in the site data table on plan sheet P-2 submitted with this Master Plan. The maximum development intensities can be transferred among subdistricts so long as the overall limitation on intensities for the three subdistricts is not exceeded. Notwithstanding other permissible uses allowed on the Property, the overall maximum intensity is 345 residential units, 75,000 square feet of retail use and 225,000 square feet of office use. Subdistrict sizes are shown on Plan Sheet P-2 submitted with this Master Plan. In Phase 1, the Development shall include at least two of the following building types: apartment, townhome, civic, mixed use, general, and open lot.

The maximum land use intensities for each subdistrict and building types shown in the land use plan are outlined below:

- A. Subdistrict A
 - 1. **Uses and Density.** Subdistrict A may be developed for up to 173 dwelling units, 35,000 of retail use and 110,000 of office use.
 - 2. **Building Height.** Buildings located in Subdistrict A shall be limited to 5 stories and 80 feet in height.
 - 3. **Building Type.** Subdistrict A may contain Apartment and Townhome Building Types for residential uses and Civic, General, Mixed Use, and Open Lot Building Types for nonresidential uses.

- B. Subdistrict B
 - 1. **Uses and Density.** Subdistrict B may be developed for up to 172 dwelling units, 40,000 of retail use and 115,000 of office use.
 - 2. **Building Height.** Buildings located in Subdistrict B shall be limited to 5 stories and 80 feet in height.
 - 3. **Building Type.** Subdistrict B may contain Apartment and Townhome Building Types for residential uses and General Building, Mixed Use Building and Open Lot Building Types for nonresidential uses.
- C. Subdistrict C
 - 1. **Uses and Density.** Subdistrict C may be developed for recreational and parking uses in addition to parks and open space.
 - 2. **Building Height.** There shall be no buildings located in Subdistrict C other than civic.
 - 3. **Building Type.** Subdistrict C may contain Open Lot and Civic Building Types for the above specified uses.

7. MODIFICATIONS REQUESTED PURSUANT TO UDO SECTION 4.7.2

This PD District proposes certain modifications to the UDO pursuant to UDO Section 4.7.2. They are as follows:

A. New Streets and Block Perimeter

Given the existing street network in the vicinity as well as surrounding floodway, floodplain and conservation area, the Development shall be exempted from the new streets requirements contained in Article 8.4. In addition, block perimeter standards contained in Article 8.3 shall be satisfied for the Development based upon the proposed 10' wide multi-use path bisecting the Property and connecting Bellaire Avenue to Hodges Street. The public street network as conceptually shown on the plan sheets will not create any lots without direct street frontage or create safety issues or contribute to congestion.

B. Use Standards

This master plan selects Office Mixed Use (OX) district as its base district, which is appropriate for properties identified as a combination of Neighborhood Mixed Use, Moderate Density Residential and Public Parks and Open Space on the Future Land Use Map.

C. Building/Structure Setbacks and Build-To

Given the surrounding floodway and floodplain on the Property, the Development shall be exempt from the building/structure setback requirements and build-to requirements contained in Article 3.2.

D. Parking Setbacks and Parking Reduction

Given the surrounding floodway and floodplain on the Property as well as the existing parking area in Subdistrict C, the Development shall be exempt from the parking setback requirements contained in Article 3.2. In addition, the parking requirements contained in Article 7.1 shall be reduced by 15%. Each subdistrict shall provide parking based on the numbers of units contained within it.

E. Lot Dimensions

The Existing Building in Subdistrict A as of the date of this master plan was constructed on a single lot prior to lot and dimension requirements. The Property may be subdivided in the future. The minimum lot dimension area and width requirements applicable to the building types in Article 3.2 shall not apply.

F. Floor Heights

The Existing Building in Subdistrict A as of the date of this master plan was constructed prior to minimum floor heights. Therefore, there shall be no minimum ground floor elevation requirement applicable to Subdistrict A.

G. Transparency

The Existing Building in Subdistrict A as of the date of this master plan was constructed prior to minimum transparency requirements. Therefore, there shall be no transparency requirement applicable to Subdistrict A. Due to the floodway and floodplain on the Property and the need to elevate buildings, the ground level of buildings in the Development shall be exempt from transparency requirements.

H. Blank Wall

The Existing Building in Subdistrict A as of the date of this master plan was constructed prior to maximum blank wall space requirements. Therefore, there shall be no maximum blank wall area requirement applicable to Subdistrict A.

I. Landscaping and Screening

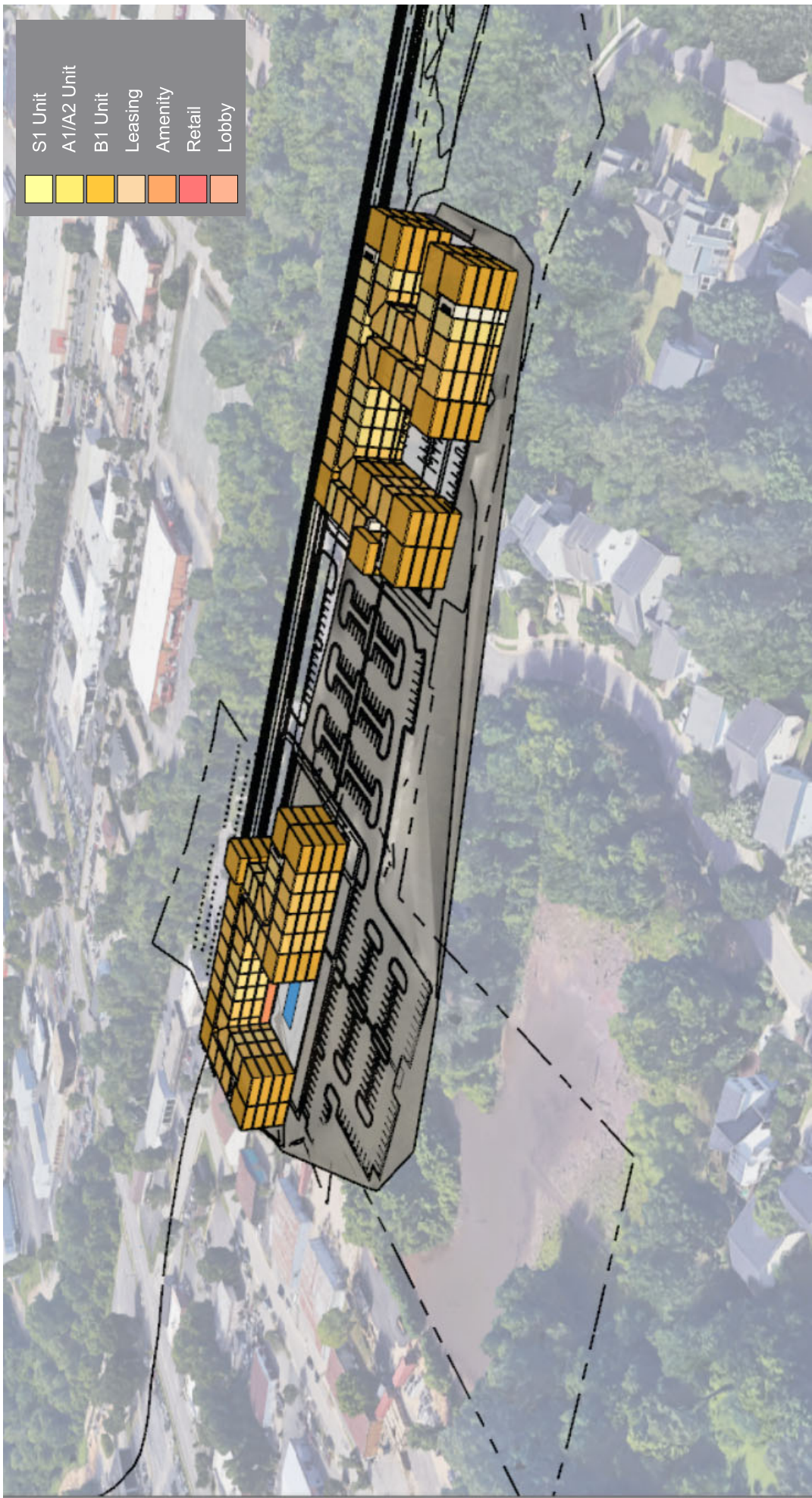
The Existing Building in Subdistrict A as of the date of this master plan has landscaping and screening installed under standards different from those in the UDO. Consequently, Subdistrict A shall be exempt from landscaping and screening requirements. In addition, due to the floodway and floodplain on the Property, the Development shall be exempt from the retaining wall requirements contained in UDO Section 7.2.8.D.

J. Open Space/Outdoor Amenity Area

The Development shall exceed 10% open space per the standards contained in UDO Article 2.5 and reflected in P-4 Pedestrian Circulation and Open Space Plan. Open space totals may, with the consent of the City Administration, be shifted or reallocated among subdistricts or lots within the Development. Given the substantial amount of open space and existing floodway and floodplain on the Property, the outdoor amenity area requirement shall be reduced to 5%. Subdistricts A, B, and C shall meet the outdoor amenity requirements cumulatively among the various subdistricts or individually within the lots or subdistricts in the Development.

K. Common Signage Plan

The Development shall be subject to a common signage plan contained in the plan sheets.



AERIAL LOOKING NW

JDAVIS >

Hodges Street | Raleigh, NC
September 17, 2021



AERIAL LOOKING NE

JDAVIS >

Hodges Street | Raleigh, NC
September 17, 2021



AERIAL LOOKING SE



Hodges Street | Raleigh, NC
September 17, 2021



AERIAL LOOKING SW

JDAVIS >

Hodges Street | Raleigh, NC
September 17, 2021

PLANNED DEVELOPMENT DISTRICT/MASTER PLAN
REZONING CASE # / TRANSACTION CASE #
MASTER PLAN CASE # / TRANSACTION CASE #
RALEIGH, NORTH CAROLINA



1. SUBSTRUCTURES AND THEIR CONFIGURATIONS ARE SUBJECT TO CHANGE IN ACCORDANCE WITH THE MASTER PLAN.

2. THE ENVIRONMENTAL FEATURES SHOWN ARE SUBJECT TO CHANGE. A FINAL JURISDICTIONAL DETERMINATION OF THE LOCATION AND EXTENT OF ALL ENVIRONMENTAL FEATURES PRESENT ON SITE WILL BE PROVIDED AT TIME OF FENITING.

3. THIS PLAN PROPOSES A DESIGNATED JOINTED PUBLIC ACCESS PASEWAY WITH A 10' WIDTH, RUNNING NORTH-SOUTH THROUGH THE PROPERTY CONNECTING RESIDENTIAL COMMUNITY TO HOGUES STREET, IN ADDITION THE PLAN PROPOSES IN COLLABORATION WITH THE CITY OF PALM BEACH AND RECREATION A NEW PEDESTRIAN BRIDGE THAT WILL CONNECT THE SOUTH SIDE OF CAMBREE CROFT TO THE CAMBREE GROUNDWAY TRAIL TO THE NORTH.

4. PARTS OF THE DEVELOPMENT ARE PROPOSED TO BE COMPLETED IN PHASE 2. HOWEVER, PROJECT PHASING IS SUBJECT TO CHANGE. PHASING MAY FOLLOW EXISTING OR PROPOSED PROPERTY LINES AND BE SUBJECT TO FUTURE SUBMITTALS AND ENVIRONMENTAL DETERMINATIONS. REQUIRED OPEN SPACE MAY BE MET WITH A SINGLE SUBSTRUCTURE OR MAY BE PROVIDED IN MULTIPLE SUBSTRUCTURE AREAS THROUGHOUT THE DEVELOPMENT.

5. OPEN SPACE IS IDENTIFIED IN CONCEPT ONLY AND IS SUBJECT TO CHANGE BASED ON A FINAL PALM AND ENVIRONMENTAL DETERMINATIONS. REQUIRED OPEN SPACE MAY BE MET WITH A SINGLE SUBSTRUCTURE OR MAY BE PROVIDED IN MULTIPLE SUBSTRUCTURE AREAS THROUGHOUT THE DEVELOPMENT.

6. STORMWATER MANAGEMENT CONTROLS WILL BE PROVIDED TO MEET BOTH CITY OF PALM BEACH AND STATE OF FLORIDA STANDARDS. THEY MAY BE PROVIDED ON AN INDIVIDUAL SUBSTRUCTURE OR MAY BE PROVIDED AS A SHARED FACILITY.

7. STORMWATER MANAGEMENT CONTROLS MAY EITHER BE IMPLEMENTED ABOVE GROUND OR BELOW GROUND OR A COMBINATION OF THE TWO. THE LOCATIONS OF THESE WILL BE DETERMINED AT THE TIME OF FENITING.

8. TREE CONSERVATION AREAS ARE IDENTIFIED IN CONCEPT ONLY AND ARE SUBJECT TO CHANGE BASED ON A FINAL PALM AND ENVIRONMENTAL DETERMINATIONS. THE AMOUNT OF REQUIRED AND PROVIDED TREE CONSERVATION MAY DIFFER FROM THAT SHOWN ON THIS PLAN.

Sheet Index

C-1.0	COVER SHEET
C-2.0	EXISTING CONDITIONS
C-3.0	STREET & BLOCK PLAN
C-3.1	PEDESTRIAN CIRCULATION, OPEN SPACE, & SIGNAGE PLAN
C-3.2	DEVELOPMENT & PARKING PLAN
C-3.3	PHASING PLAN
C-6.0	UTILITY & STORMWATER PLAN
LS-1.0	TREE CONSERVATION PLAN

CONTACT INFORMATION	
DESIGN DEVELOPER	
BEACON PARTNERS 1000 W. 10TH AVE. SUITE 200 CHARLOTTE, NC 28202	PHONE 984.203.1386
CIVIL ENGINEER & LANDSCAPE ARCHITECT	
URBAN DESIGN PARTNERS P.L.L.C. 555 FAYETTEVILLE ST., 3RD FLOOR CHARLOTTE, NC 27601	PHONE 919.753.3602
LAND USE/ATLORNEY	
NORTHSTAR LAW GROUP 471 FAYETTEVILLE STREET SUITE 500 CHARLOTTE, NC 27601	PHONE 919.586.0317

HODGES STREET MULTIFAMILY
BEACON PARTNERS

COVER SHEET

1712 Hodges Street Raleigh, NC 27608

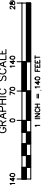
500 E MOREHEAD ST STE 200
CHARLOTTE, NC 28202

NO. DATE: BY: REVISIONS:

Project No: 21-RDU-026
Date: 09/20/2021
Designed By: UDP
Checked By: BAR
Sheet No:

C-1.0

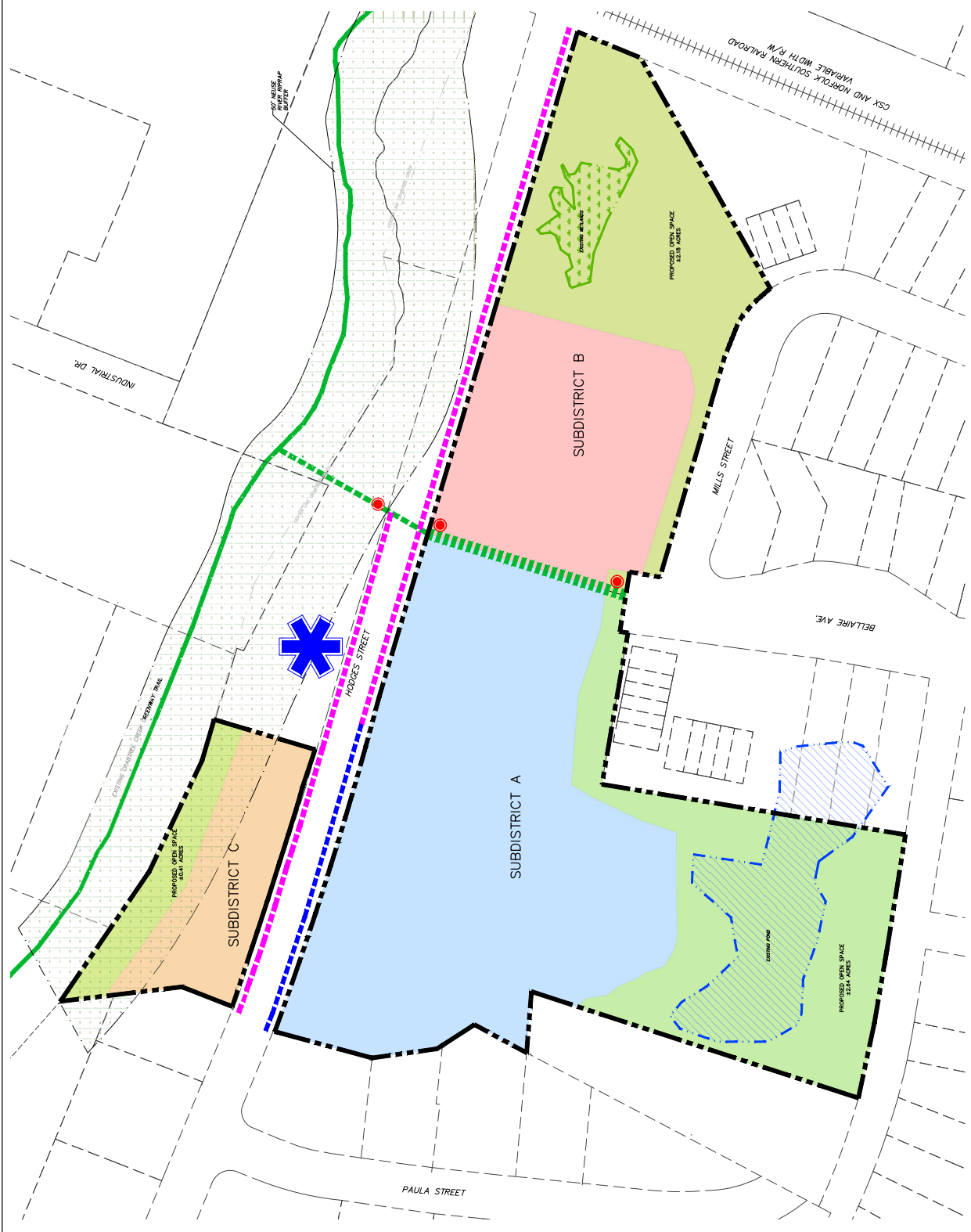
SUBJECT TO CHANGE - FINAL LOCATIONS AND
EXTENT TO BE DETERMINED AT TIME OF PERMITTING



GRAPHIC SCALE

0 30 60

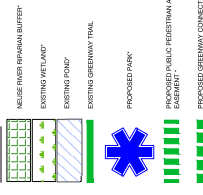
1 INCH = 60 FEET



GENERAL NOTES:

- [illegible]

LEGEND:



SITE DATA:

TOTAL SITE AREA	= +/- 13.28
RIGHT OF WAY DEDICATED	= +/- .08 ACRES
NET SITE AREA	= +/- 13.20

SUBDISTRICT A	= +/- 7.60 ACRES
SUBDISTRICT B	= +/- 4.25 ACRES
SUBDISTRICT C	= +/- 1.50 ACRES

USE CHART.

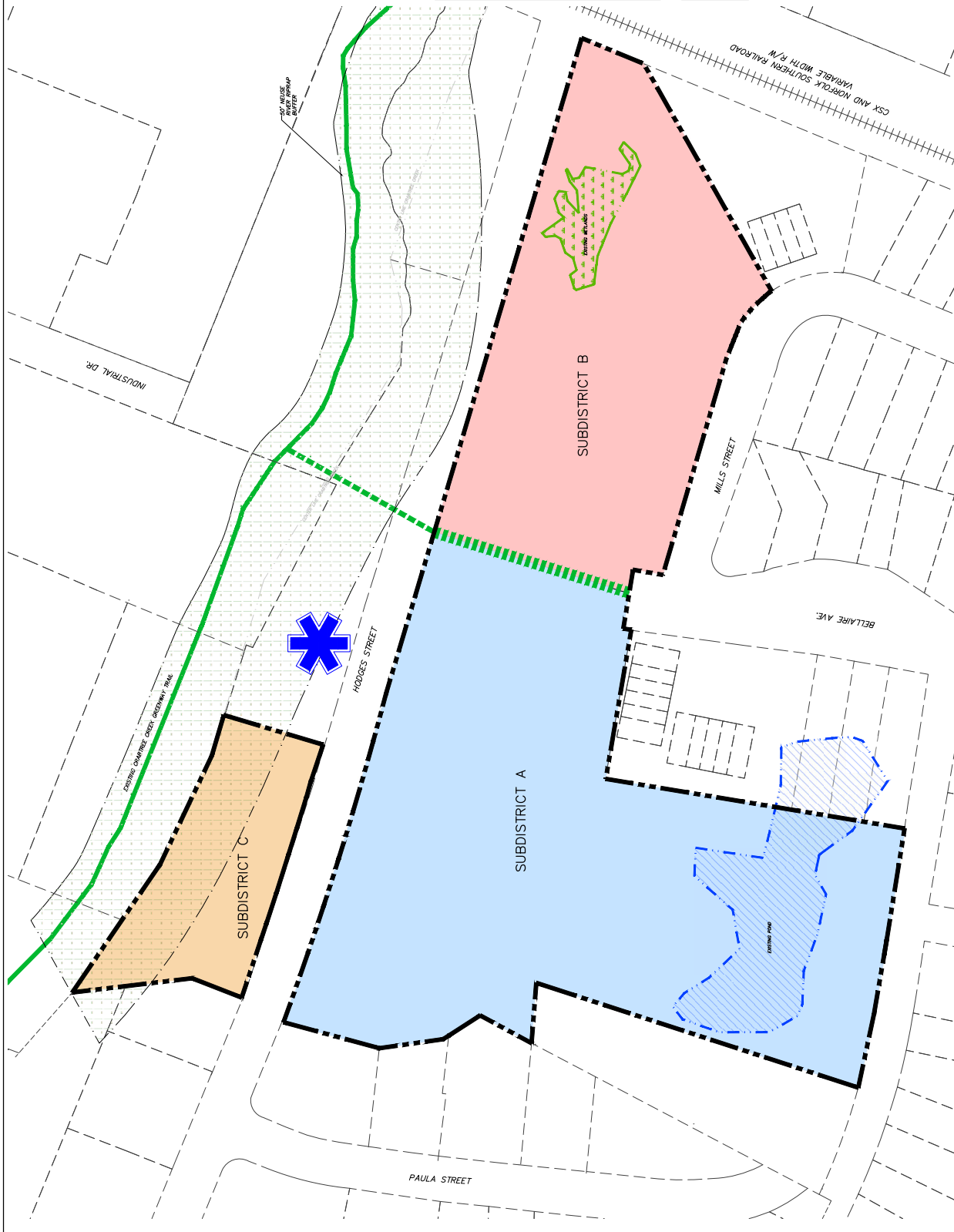
SUBJECT TO CHANGE - FINAL SIZE AND EXTENT OF SUBDIRECTS TO
SUBMIT

RESIDENTIAL - 36 INCHES MAXIMUM
RETAL = \$75,000 SF MAXIMUM
OFFICE = \$225,000 SF MAXIMUM

SUBDIRECT A = 173 UNITS & \$5,000 SF RETAL & 10,000 SF OFFICE
SUBDIRECT B = 173 UNITS & \$5,000 SF RETAL & 10,000 SF OFFICE
SUBDIRECT C = NON-SEMI OPEN SPACE

ALL RESIDENTIAL AND NON-RESIDENTIAL DISTRIES ARE TRANSFERABLE BETWEEN SUBDIRECTS.

THE APPLICANT DEVELOPER ON ALL FUTURE PRELIMINARY SUBMITTALS SHALL INCLUDE LISTING OF ALL EXISTING AND PROPOSED SQUARE FOOTAGES AND THE REMAINING LISTED AMOUNT OF EACH.



GRAPHIC SCALE

