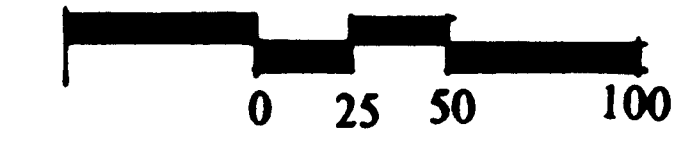


THE PRADO SITE PLAN



SITE DATA:

SITE AREA: 16.199 ACRES
EXISTING ZONING: INSTITUTIONAL
PROPOSED ZONING: O-1 (C);

BUILDING DATA:

BUILDING GROUP NO.	NO. BUILDINGS IN GROUP	BUILDING SQUARE FOOTAGE	PARKING REQUIRED
1	3	32850	109
2	4	30600	102
3	2	45000	150
4	2	27900	93
5	2	24000	80
6	2	29000	97
7	3	33300	111
TOTAL		222650	742

MCCOLLOUGH DR.

PLANNED INTERSECTION

J. S. HIGHWAY 29
NORTH TRUCK STREET

PROPOSED OFFICE PARK DEVELOPMENT
CHARLOTTE, N.C.
FOR
REALFIN, INC.
ATLANTA, GA.

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DESIGN TRADITIONS

James B. Stegall & Alys M. Stegall
DB 5985 Pg. 631
Part of lots 34-43

James B. Stegall & Alys M. Stegall
DB 5985 Pg. 631
Part of lots 34-43

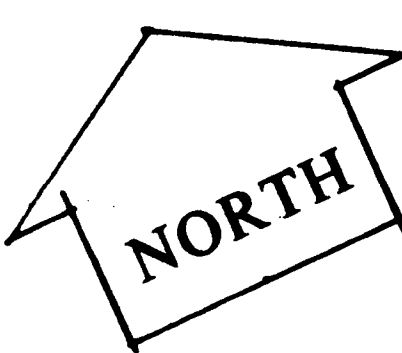
James B. Stegall & Alys M. Stegall
DB 5985 Pg. 631
Part of lots 34-43

HAMPTON PARK SUBDIVISION

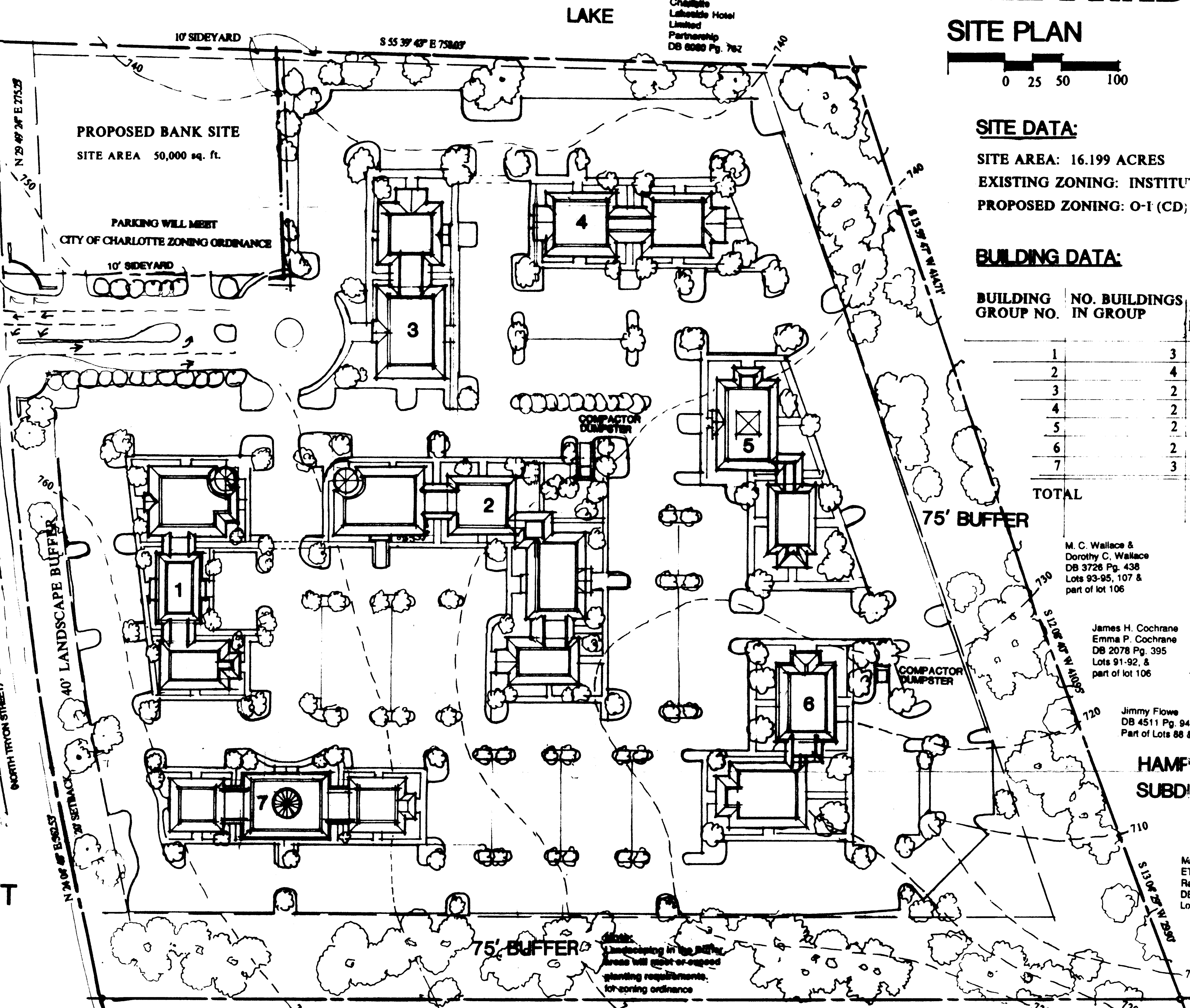
James Parks & Helle R. Parks
DB 1813 Pg. 465
Lots 44-59

Jesse W. Blanton & Maggie B. Blanton
DB 2770 Pg. 378
Lots 51 & 52

New Hampton Presbyterian Church
DB 980 Pg. 308
DB 983 Pg. 6



- General Notes:**
- Maximum building height is 4 stories 40'.
 - Boundary information dated 10/23/91 by E.S.P. Associates - Joseph Bruno & MCRLS #3315. Topographic information from City of Charlotte Topo Map.
 - Screening shall meet or exceed ordinance requirements.
 - Accessory structures normally associated with office development will be permitted outside of building limits in accordance with applicable ordinance standards.
 - This site plan is intended to show only general development character. Minor adjustments in building and parking lot size and arrangement will be permitted to accommodate final architectural design and to adjust to site features. Building footprint shall be contained within "Building Area" boundaries.
 - Requirements of the tree ordinance will be met or exceeded.
 - Site development will meet all requirements of the ordinance.
 - Screening structure requirements will be met. It is anticipated that it will occur as surface storage in parking lots or on-site storage ponds.
 - Five hydrants will be required on site.
 - Maximum FAR is .41.
 - Petitioner/Developer shall be responsible for the engineering design and construction of the following transportation improvements prior to issuance of first building permit:
 - A southbound US 29 left turn lane with 425 feet of storage
 - A northbound US 29 right turn lane along the entire frontage
 - An eastbound McCollough Drive right turn lane (length to be determined by the traffic consultant and approved by CDOT)
 - A 100 foot driveway easement shall be provided in order to install and maintain vehicle loop detectors for traffic signal operation.
 All transportation improvements are to be installed as per CDOT standards. It is understood that CDOT shall be responsible to provide the necessary right-of-way for the improvements described in paragraph 11(C) (at no cost to petitioner/developer) above and the failure of CDOT to provide such right-of-way shall not delay or affect the issuance of any building permits or certificates of occupancy.
 - A minimum of 150 feet of internal channelization shall be provided within the proposed driveway.
 - Petitioner/Developer may be responsible for funding the cost of signal modifications required for the driveway connection to the US 29 McCollough Drive intersection if NCDOT will not reimburse CDOT for all costs.



Project
THE PRADO
SITE PLAN

Lot#	Subdivision
Date	Revised
5/8/92	8/28/92

Square Footage

DESIGN TRADITIONS
 1200 Ashwood Parkway • Suite 250 • Atlanta, Ga. 30338 (404) 671-9100

Job#	Tube#
92085	

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Please Note:
 Design Traditions Atlanta assumes no liability for any home constructed from this plan. It is the responsibility of the purchaser of this plan to verify the following before beginning actual construction:
 1) Builder or contractor must verify ALL DIMENSIONS prior to proceeding with construction.
 2) Contractor must verify compliance with all local building codes in the area where the home is to be constructed.
 3) Plans indicate locations only; engineering aspects should incorporate actual site conditions.
 Caution must be exercised in making any changes in this plan. Only qualified designer, architect, contractor or structural engineer should attempt modifications, as even minor changes in one area of the house could lead to major problems in another area.

Drawn	Sheet#
	92-5 Realfin, Inc.
APPROVED BY CITY COUNCIL	of
7/20/92	