DEVELOPMENT STANDARDS

General Provisions

a. These development standards form a part of the Technical Data Sheet associated with the Rezoning Petition filed by Crescent Resort Development, LLC (the "Petitioner") to accommodate development of a site, jointly owned by Petitioner and Wachovia Bank, N.A., and approximately 144.5 acre site located on Mallard Creek Church Road (the "Site"). Development of the Site will be governed by the Technical Data Sheet, these development standards and the applicable provisions of the Charlotte Zoning Ordinance (the "Ordinance"). Unless the Technical Data Sheet or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the Mixed Use Development District (MUDD), subject to the Optional provisions set out below, shall govern all development taking place on the Site. The development of the Site as a unified development under the Ordinance for the Mixed Use Development District (MUDD) district shall govern all development taking place on Tract 1 of the Site. Tract 2 shall utilize the innovative provisions of the Ordinance as outlined on the Technical Data Sheet and this Site Plan with respect to the development of the Site. Tract 2 is intended to be developed as a unified development under the Ordinance. Unless the Technical Data Sheet is accompanied by a Schematic Site Plan and two alternate development schematic site plans, which together depict three separate potential development scenarios for Tract A of the Site.

1. Permitted Uses

A. Tract A of the Site may be devoted to retail, office, day care, bank, hotel, commercial and restaurant uses (including any accessory uses as permitted in the MUDD district) in accordance with the development rights and development limitations set forth below under Paragraph A of Section 2, and the MUDD Optional Provisions set forth below under Paragraph C of Section 5. However, in no event shall any restaurants with drive through facilities be permitted on the Site.

B. Tract B of the Site may be devoted to a maximum of 240,000 square feet of office uses, and accessory uses as permitted in the MUDD district. In addition, one free standing restaurant pad site shall be permitted under the Ordinance for Tract B of the Site. Tract C shall utilize the Innovative provisions of the Ordinance as outlined on the Technical Data Sheet and this Site Plan with respect to the development of Tract C. Tract C may be developed with up to 300 single family detached homes and accessory uses associated therewith which are permitted under the Ordinance for the R-12MF or under prescribed conditions in the MX1 district.

C. Tract C of the Site may be devoted to single family detached homes together with any incidental or accessory uses associated therewith which are permitted under the Ordinance for the R-12MF or under prescribed conditions in the MX1 district.

2. Maximum Development

A. Tract A may be developed with up to 295,000 square feet of office uses and up to 100,000 square feet of commercial/retail uses, subject to the following provisions:

- Areas devoted to outdoor dining, courtyards and plazas are not included in the square footage noted above.
- Any floor area associated with a hotel, bank, day care center or other uses allowed under an office zoning classification will be counted as a part of the office uses noted in Section 2.A above.
- Up to 40,000 square feet of the 100,000 square feet permitted in Section 2.A above for commercial/retail uses may be converted to additional office square footage at a conversion rate of one (1) square foot of office space for every one square foot of commercial/retail space subject to a maximum of 240,000 square feet of office uses, and
- in the event Tract A is developed with a hotel, the maximum permitted square footage shall be 275,000 square feet (in lieu of the 295,000 square feet of principal commercial/retail uses will be permitted).

B. Tract B may be developed with up to 240,000 square feet.

C. Tract C may be developed with up to 300 single family detached homes.

3. MUDD-Optional Provisions

The Petition proposes utilization of the MUDD provisions to accommodate the following variations:

A. The MUDD-Optional signage plan includes an entry monument sign on Mallard Creek Church Road at the two entrances to the development, building mounted signage as depicted on Sheets 3A-3C of the Site Plan. The signs will be part of the architecture of the buildings and not exceed 6 feet in height and 10 square feet per side of each sign in size. The signage plan also includes building wall signage on buildings devoted to office and/or commercial/retail (valid only up to 10% of the building wall to which the sign is affixed) and one free standing sign for Tract B of the Site.

B. The MUDD-Optional will allow parking in front of buildings primarily in the manner indicated on the Schematic Site Plans.

C. The MUDD-Optional plan includes limited drive-through facility provisions. In the event banks or other types of financial institutions are developed on the Site, they may include accessory drive through facilities. A convenience store facility may include gasoline pumps but such gasoline pumps must be oriented so that they are not facing onto Mallard Creek Church Road.

4. Setbacks, Side Yards and Rear Yards

A. All setbacks, side yards and rear yards along the boundary of the Site shall be as required by the setback, rear yard and side yard requirements established under the Ordinance for the MUDD District. Buildings and parking areas may be located within the development area boundaries.

B. Except as otherwise provided in Section 2.C of the Site Plan, in order to preserve the setback, rear yard and side yard requirements established under the Ordinance for the Mixed Use Development District (MUDD).

5. Tract A Design and Performance Standards

1. Surface level parking shall not be located between the buildings and Mallard Creek Church Road, except as provided for in Section 5(B) above.

2. Buildings constructed along Mallard Creek Church Road will contain windows which face this street and large expanses of solid walls for these buildings will be avoided through the introduction of articulated features and other similar designed architectural elements in conformance with Section 9.805b of the Ordinance and as generally depicted on the perspective on Sheet 3.

3. Dumpster areas will be enclosed on all four sides by an opaque wall with one side being a hinged opaque gate. If one of the sides of a dumpster area abuts a side or rear wall of a building, then the side or rear wall may be substituted for a side.

4. The design treatment shall include, at a minimum, the following elements as generally indicated on the perspective on Sheet 3:

a. a courtyard/plaza area and
b. seating areas.

5. In the event Tract A is developed in the manner depicted by the Schematic Site Plan and with loading areas or service docks located between the building and Mallard Creek Church Road, the Petitioner will install a decorative wall along the service dock area, whether it applicables of Tract A. The brick screen wall will be a minimum of 50 feet in length. The screen wall will not be required in the event Tract A is developed in the manner depicted by Alternate Development Schematic Site Plan on Sheet 3.

6. Landscaping and Screening
1. Interior areas of the Site shall be landscaped in accordance with the requirements of the City Code.

2. All roof mounted mechanical equipment will be screened from view from adjoining public right-of-way and abutting properties as viewed from grade.

3. All other screening and landscaping shall conform to the standards of the Ordinance.

7. Streetscape Treatment

1. The streetscape treatment along Mallard Creek Church Road will conform to the Ordinance and include large maturing trees, supplemental shrubbery, sidewalk of at least six feet in width and planting strips of at least 8 feet in width. In the event Tract A is developed in the manner depicted by the Schematic Site Plan and with loading areas or service docks located between the building and Mallard Creek Church Road, the streetscape treatment along those portions of Mallard Creek Church Road shall also include a low and ornamental fence feet in height solid masonry wall in order to screen such parking.

2. Outdoor dining and courtyards located within the setback area, but outside of the required sidewalk, setback along Mallard Creek Church Road is generally indicated on the perspective on Sheet 3.

8. Lighting
1. All parking lot lighting shall be designed such that direct illumination does not extend past any exterior project edge property line.

2. The parking lot lighting within Tract A shall not exceed 30 feet in height.

3. The lighting under the canopy of any convenience store constructed on Tract A shall be of the flat lens type (as opposed to a dropped lens) and may not exceed a maximum average of 16 foot candles under the canopy at grade level.

4. Any lighting attached to a rear exterior building wall facing the residential component in Tract C shall be capped and downwardly directed.

5. Wall-mounted decorative light fixtures such as sconces are permitted.

9. Parking
Off street parking and loading will meet the standards established under the Ordinance. At least one bicycle rack shall be provided at each building within Tract A.

7. Any buildings used principally for hotel or office uses will not exceed 60 feet in height. Other buildings on Tract A will not exceed 40 feet in height.

6. Tract B Design Controls

1. Buildings constructed along Mallard Creek Church Road will contain windows and shutters which face Mallard Creek Church Road and large expanses of solid walls for these buildings will be avoided through the introduction of articulated features and other specially designed architectural elements in conformance with Section 9.805b of the Ordinance.

8. Each of the townhomes will include attached garage.

C. Buildings will not exceed two stories or 40 feet in height.

7. Tract C Amenities, Landscaping and Design

A. Tract C will provide the following recreational amenities:
1. community pool,
2. cabana, and
3. a tot lot.

B. A landscape strip will be provided along a portion of the easterly project edge of Tract C, as generally indicated on the Technical Data Sheet. The plantings within the landscape strip will include 20 three-gallon shrubs and 3 twenty-eight feet per 100 linear feet and will be installed on Tract C within 10 feet of the property line.

C. Lots within Tract C shall not be less than 50 feet in width as measured at the setback line. Lots within the portion of Tract C as designated on the Schematic Site Plan shall not be less than 40 feet in width.

D. The streetscape treatment along Tract C's frontage on Galloway Road will be in accordance with the cross-section contained on Sheet 3.

E. A common open space landscape strip will be provided along Galloway Road. This common open space strip will be a minimum of 20 feet in width and measured from the right-of-way line along Galloway Road.

8. Vehicular Access

A. Vehicular access to Mallard Creek Church Road and Galloway Road shall be as generally depicted on the Technical Data Sheet.

B. The placement and configuration of these access points are subject to any minor modifications required to accommodate final site and building layouts and such other site and design and to any adjustments required for approval by the Charlotte Department of Transportation.

C. Petitioner agrees to dedicate and convey (by quitclaim deed and subject to a reservation for any necessary utility easements and encroachments) in fee simple title and free of all liens and encumbrances to the City of Charlotte for purposes in the future rights-of-way along Mallard Creek Church Road required to provide for a minimum of 50 feet of right-of-way from the centerline. If such right-of-way does not exist already, prior to the issuance of any certificate of occupancy for Tract A or B

D. Except as otherwise provided under Paragraph E below, no building/driveway permit may be issued for development taking place within Tract A or Tract B until after the design/construction plans for the following roadway/intersection improvements have been approved by CDOT and NCDOT. Except as otherwise provided under Paragraph E, no certificate of occupancy will be issued for development taking place within Tract A or Tract B until after the following road improvements have been completed:

Intersection of Mallard Creek Church Road and Senator Royall Blvd:
construction of a westbound right turn lane with 150 feet of storage and a 200 foot taper; and
construction of the southbound approach to include dual left turn lanes with 150 feet of storage in each lane and a through/right turn combination lane.

Intersection of Mallard Creek Church Road and Claude Freeman Drive:
construction of a westbound right turn lane with 150 feet of storage and a 200 foot taper; and
construction of a northbound left turn lane within the existing median with 200 feet of storage and a 15:1 taper; and
construction of the southbound approach to include dual left turn lanes with 150 feet of storage in each lane and a through/right turn combination lane.

Scope of Intersection Improvements:
The Developer will be responsible for the cost associated with the design and construction of these improvements, and all other associated improvements and other associated costs including but not limited to: lane realignments, median modifications, utility relocations, traffic signal modifications, pavement markings, and right-of-way acquisition/dedication. The design of the southbound approach to include dual left turn lanes with 150 feet of storage in each lane and a through/right turn combination lane, and associated elements will be finalized in conjunction with the intersection design process.

E. No final plats for residential development taking place within Tract C may be recorded until after the following road improvements have either been completed or be the subject of other arrangements under a roadway bond:

Intersection of Mallard Creek Church Road and Claude Freeman Drive:
construction of a northbound left turn lane within the existing median with 200 feet of storage and a 15:1 taper; and
construction of the southbound approach to include dual left turn lanes with 150 feet of storage in each lane and a through/right turn combination lane.

Intersection of Mallard Creek Church Road and Galloway Road:
construction a northbound right turn lane with 150 feet of storage and a 200 foot taper.

If offsite rights-of-way is required to accommodate this improvement, the developer of Tract C will make a good faith offer to acquire such rights-of-way which include the cost of an independent appraiser to assure property owners to secure the necessary offsite rights-of-way. If the developer of Tract C successfully acquires the necessary offsite rights-of-way, the developer of Tract C will cause the improvements to be completed.

If rights-of-way not owned by the developer of Tract C is required to complete this work and the developer of Tract C fails in its good faith efforts to acquire such rights-of-way, then Tract C will not be required to contribute the funds to complete the project and agree to pay for all costs and expenses associated therewith.

Design/construction plans for these proposed road improvements must be submitted as a part of the preliminary plans for development taking place within Tract C.

Building permits for residential development covered by the particular plat involved may be applied for after the final plat has been recorded.

Scope of Intersection Improvements:
The Developer will be responsible for the cost associated with the design and construction of these improvements, and all other associated improvements and other associated costs including but not limited to: lane realignments, median modifications, utility relocations, traffic signal modifications, pavement markings, and right-of-way acquisition/dedication. The design of the southbound approach to include dual left turn lanes with 150 feet of storage in each lane and a through/right turn combination lane, and associated elements will be finalized in conjunction with the intersection design process.

G. The developer of Tract C shall provide standard collector street improvements along that portion of the southern half of the right-of-way for Galloway Road abutting Tract C in accordance with the Charlotte Residential Collector Street Development Standards Manual.

H. The developer of Tract C shall contribute 530,000.00 toward the costs of installation of a traffic signal at the intersection of Galloway Road and Mallard Creek Road to CDOT or NCDOT, whichever may be applicable, if the traffic signal is installed within three years of the date of the first building permit issued for Tract C. This contribution that be made within 60 days of a written request by the developer of Tract C by the appropriate agency.

I. The traffic circle indicated on the Schematic Site Plan shall conform to the standards for an urban compact or mini-roundabout as defined in the Federal Highway Administration's manual entitled Roundabouts: An Informational Guide. In the event the developer of Tract C determines that the design of the traffic circle cannot comply with these standards, the traffic circle may be eliminated.

J. At least one of the access points to Mallard Creek Church Road will be constructed during the initial construction phase of Tract C. Prior to the issuance of the first building permit for Tract C, the developer of Tract C will provide a bond for the construction traffic to gravitate across the Site from Galloway Road to exit to Mallard Creek Church Road. Upon Mallard Creek Church Road becomes available. Temporary access will not be permitted at either of the signalized intersection locations on Mallard Creek Church Road without necessary traffic signal modification.

K. The developer of Tract C will contribute to the City funds for the cost of installing two speed humps on Galloway Road should the City determine it desirable in the processing of a speeds hump request and the standard evaluation procedures that such speed humps should be installed, and such determination is made within five years of the date of approval of this Rezoning Petition.

9. Connectivity

A. Vehicular and Pedestrian Connections to adjoining parcels will be provided generally as shown on the Technical Data Sheet. The establishment of the pedestrian/vehicular connections to the adjoining office parkcity to the west and to the adjoining church to the east is contingent upon the approval of the owners of those respective adjoining properties to which the connections are made. The Petitioner will provide a pedestrian/vehicular easement to the adjoining parcels to facilitate such connections. The Site Technical Data Sheet. The developer of Tract C will not install curbing in the location of or permit sheetflow from Tract C to adjoining property in such areas that would cause such sheetflow to cross the sidewalk.

B. Within Tract A, the Petitioner will provide bioretention area(s) or rain gardens(s) to provide additional treatment of stormwater runoff from the proposed development in lieu of the requirements set forth in the Charlotte Mecklenburg Storm Water Design Manual. The developer will install the bioretention area(s) or rain garden area(s) in accordance with the standards of the Charlotte Mecklenburg Storm Water Design Manual. The developer will install the bioretention area(s) or rain garden area(s) in accordance with the standards of the Charlotte Mecklenburg Storm Water Design Manual. The developer will install the bioretention area(s) or rain garden area(s) in accordance with the standards of the Charlotte Mecklenburg Storm Water Design Manual. The developer will install the bioretention area(s) or rain garden area(s) in accordance with the standards of the Charlotte Mecklenburg Storm Water Design Manual.

C. Within Tract A, the developer will use commercially reasonable efforts to acquire sufficient offsite drainage easements to the extent that such easements are required to accommodate the drainage from the Site. The developer will install the necessary drainage system sloutting the Site in accordance with the standards of the Charlotte Mecklenburg Storm Water Design Manual. If it found that the development will cause the receiving drainage system to be overtaxed or in need of a retrofit, the developer will be responsible for the cost of such detention to prevent this from occurring. Should the existing, receiving drainage system be deemed to be out of standard prior to development of the Site, the developer shall provide adequate detention to ensure that the system will not be additionally overburdened.

The following agreements must be contacted prior to construction regarding wetland and water quality permits:

Section 401 Permit NCDENR-Raleigh Office
Section 404 Permit US Army Corps of Engineers

Within Tract C, the existing pond identified on the Schematic Site Plan shall be retained unless the NCDENR rules that it is in need of restoration or upgrade in order to meet its original design. If this ruling is received, the developer of Tract C may either 1) make the repairs and retain the pond, or 2) construct a water holding area in the same general location as the existing pond and construct a new dry detention pond to meet storage that the pond presently provides for the 2, 10 and 100 year storm events.

12. Buffers

A. Buffer areas and buffers are not required between dissimilar and uses within the Site. Any required buffer between Tract C and its adjoining properties may be provided either on Tract C, on the adjoining property or partially on each. The Petitioner may establish the common property line and will be in accordance with plans and specifications that are subject to the review and approval of the City Arborist.

13. Amendments to Rezoning Plan

A. Future amendments to the Technical Data Sheet, Site Plan and Innovative Development Standards may be applied for by the then owners of the Site or Tracts within the Site in accordance with the provisions of Section 6.207 of the Ordinance.

14. Binding Effect of the Rezoning Documents and Definitions

A. If this Rezoning Petition is approved, all conditions applicable to development of the Site imposed under this Technical Data Sheet (collectively the "Rezoning Petition") will be binding upon, and inure to the benefit of, the Petitioner and the owner or owners of the Site and their successors in interest and assigns.

B. Throughout these Development Standards, the terms, "Petitioner" and "owner" or "owners" of the Site shall be understood and construed to include the lessees, assignees and successors in interest and assigns of the Petitioner or the owner or owners of the Site from time to time who may be involved in any future development thereof.

C. The development depicted on the Schematic Site Plans is schematic in nature and intended to describe the general arrangement of uses on the site. Accordingly, the configuration, location and arrangement of the principal buildings and parking areas on the Schematic Site Plans are schematic in nature, and subject to the provisions set forth under the Development Standards, may be modified in modifications during design development and construction phases within the maxim re-development area. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance. Minor building locations and parking spaces may be located inside or outside development area boundaries to the extent permitted by the Ordinance.

INNOVATIVE DEVELOPMENT STANDARDS

For the Residential Uses allowed on the Site, the following Innovative Standards are being requested:
An approval of the use of the following Innovative Standards will be utilized in conjunction with the development in the Site concurrently with the approval of the following Rezoning:

SINGLE FAMILY DETACHED HOMES

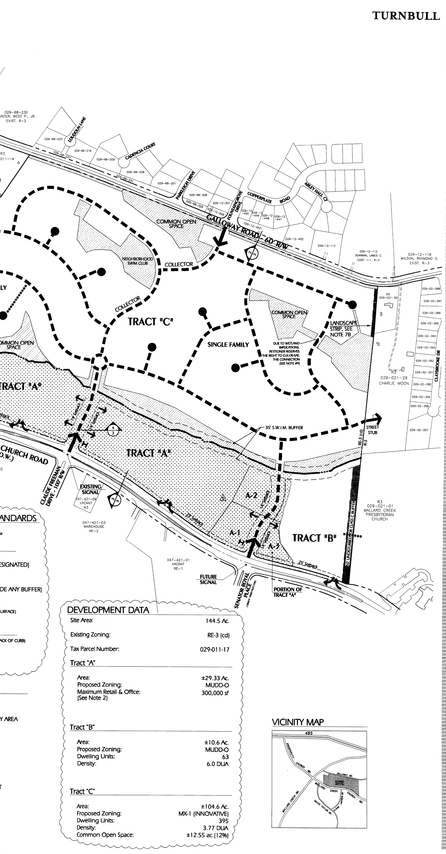
MINIMUM LOT SIZE	5,500 SF
MINIMUM LOT WIDTH	50' & 60' (AS DESIGNATED)
MIN. SIDE YARD	3'
MIN. REAR YARD (INTERNAL)	10'
MIN. REAR YARD (EXTERNAL)	45' (MAY INCLUDE ANY BUFFER)
INTERNAL BUFFER	0'
SWIM CLUB PARKING	1 SPACE/200 SF (AT OF POOL WATER SURFACE)

TOWNHOMES

MIN. FRONT SETBACK	10' (FROM BACK OF CURB)
MIN. REAR YARD	10'
INTERNAL BUFFER	0'

SYMBOL LEGEND

- PROPOSED PUBLIC STREET
- COMMON OPEN SPACE/AMENITY AREA
- COMMERCIAL/OFFICE
- BUFFER
- PUBLIC STREET ACCESS POINT
- INTERNAL ACCESS POINT
- RIGHT TURN IN/RIGHT TURN OUT
- MONUMENT SIGN
- PEDESTRIAN ACCESS
- CENTERLINE EXISTING CREEK



DEVELOPMENT DATA

Site Area:	144.5 Ac.
Existing Zoning:	RE-3 (cd)
Tax Parcel Number:	029-011-17

Tract "A"

Area:	±29.33 Ac.
Proposed Zoning:	MUDD-O
Maximum Retail & Office: (See Note 2)	300,000 sf

Tract "B"

Area:	±10.6 Ac.
Proposed Zoning:	MUDD-O
Dwelling Units:	53
Density:	6.0 DUA

Tract "C"

Area:	±104.6 Ac.
Proposed Zoning:	MX-1 (INNOVATIVE)
Dwelling Units:	355
Density:	3.77 DUA
Common Open Space:	±12.55 ac (12%)

VICINITY MAP

TURNBULL ● SIGMON DESIGN

Turnbull Sigmon Design
1001 Morehead Square Dr.
Suite 530
Charlotte, NC 28203
Phone: 704.335.9200
Fax: 704.335.0882

LAND DEVELOPMENT DESIGN SERVICES

NORTH CAROLINA C-2238 NORTH CAROLINA C-157

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4500 Cameron Valley Parkway
Charlotte, NC 28211

FIRST COLONY

LPA Lat Purner & Associates, Inc.

SCALE: 1"=200'

The Arbors
City of Charlotte
North Carolina

FOR PUBLIC HEARING

Technical Data Sheet

Petition # 2002-142

PROJECT NUMBER: 02063
DRAWN BY: TCS
DESIGNED BY: BRT
ISSUE DATE: 11/18/02

APPROVED BY CITY COUNCIL
DATE _____

NO.	DATE	REVISIONS
5	02-14-03	ADD REMOVED DETAIL 4.3.
4	02-21-03	ADD REVISED PER CMPC COMMENTS
3	01-03-03	TCS REVISED PER CMPC COMMENTS
2	12-20-02	TCS REVISED PER CMPC COMMENTS
1	12-05-02	TCS REVISED PER CMPC COMMENTS

NO. DATE: 01-15-03 REVISIONS:

1 OF 3

INSET
Schematic Site Plan: Alternate "A"

INSET
Schematic Site Plan: Alternate "B"

TURNBULL ● SIGMON DESIGN

Turnbull Sigmon Design
1001 Morehead Square Dr.
Suite 530
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Charlotte, NC 28211

FIRST COLONY

LPA Lat Purner & Associates, Inc.

SCALE: 1"=100'

The Arbors
City of Charlotte
North Carolina

FOR PUBLIC HEARING

Schematic Site Plan

Petition #2002-142

PROJECT NUMBER: 02063
DRAWN BY: JKK, SFC
DESIGNED BY: BRT
ISSUE DATE: 11/18/02

APPROVED BY CITY COUNCIL
DATE _____

NO.	DATE	REVISIONS
2	02-21-03	TCS REVISE PER CMPC COMMENTS
1	12-05-02	TCS REVISE PER CMPC COMMENTS

NO. DATE: 01-15-03 REVISIONS:

2 OF 3

STREET CROSS SECTION: THROUGH COMMERCIAL OR OFFICE
N.T.S.

Where reverse frontage lots exist, the bottom of the fence will be no more than 5' below the curb height of Galloway Road.

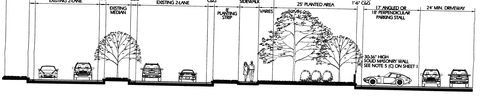
The landscape treatment along Galloway Road will consist of a brick entry monument at Fountainglove Drive, a wood fence with brick column accents, and the landscape plantings listed below. So that the landscape planting can have the maximum aesthetic effect, petitioner may arrange the plant material "en masse" or in a rigid spacing; however, in no instance shall the spacing be less than one every 200 linear feet of planting be less than the following:

i. Street Trees: Four (4) 2" caliper trees
ii. Evergreen and Accent Trees: Five (05) 5.6' tall trees
iii. Evergreen and Accent Shrubs: Sixty (60) 24" tall shrubs

Where existing trees are preserved in the common area, the street tree requirement will remain unchanged, but any existing trees or shrubs may be credited toward meeting the planting requirements noted.

GALLOWAY ROAD LANDSCAPE TREATMENT
N.T.S.

RETAIL / OFFICE VIEW AT MALLARD CREEK CHURCH & CLAUDE FREEMAN
(ARTIST'S CONCEPTUAL RENDERING)



CROSS SECTION: MALLARD CREEK CHURCH ROAD @ PARKING AREAS
N.T.S.

3-STORY OFFICE BUILDING

FENCE ELEVATION AT GALLOWAY ROAD
N.T.S.

2-STORY RETAIL / OFFICE BUILDING

TURNBULL ● SIGMON DESIGN

Turnbull Sigmon Design
1001 Morehead Square Dr.
Suite 530
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Phone: 704.335.9200
Fax: 704.335.0882

LAND DEVELOPMENT DESIGN SERVICES

NORTH CAROLINA C-2238 NORTH CAROLINA C-157

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Charlotte, NC 28211

Overcash•Demmitt Architects

FIRST COLONY

LPA Lat Purner & Associates, Inc.

The Arbors
City of Charlotte
North Carolina

FOR PUBLIC HEARING

Sections and Graphics

Petition #2002-142

PROJECT NUMBER: 02063
DRAWN BY: JKK, SFC
DESIGNED BY: BRT
ISSUE DATE: 11/18/02

APPROVED BY CITY COUNCIL
DATE _____

NO.	DATE	REVISIONS
2	02-14-03	ADD REMOVED DETAIL 4.3.
1	02-21-03	ADD REVISED PER CMPC COMMENTS

NO. DATE: 01-15-03 REVISIONS:

3 OF 3