

DEVELOPMENT STANDARDS

General Provisions

These Development Standards form a part of the Technical Data Sheet associated with the Rezoning Petition filed by First Colony to accommodate development of a mixed use, pedestrian-friendly community on an 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 City of 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 provided below, shall govern all development taking place on Tracts A and B of this Site. The regulations established under the Ordinance for the Mixed Use-1 (MX-1) District shall govern all development taking place on Tract C of this Site. Tract C shall utilize the Innovative provisions of the Ordinance as outlined on the Technical Data Sheet and this Site Plan will constitute the approved MX-1 Innovative Site Plan. No subsequent (Innovative) site plan approval will be required. 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 Zoning Classification and subject to the maximum development provisions set forth below under Paragraph A of Section 2 and the MUDD-Optional Provisions set forth below under Paragraph C of Section 3. 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 townhomes for sale together with any incidental or accessory uses associated therewith which are permitted under the Ordinance by right or under prescribed conditions in the MUDD 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 by right or under prescribed conditions in the MX-1 district.

2. Maximum Development

A. Tract A may be developed with up to 200,000 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 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 use (generally depicted by Schematic Site Plan Alternate B), no more than 75,000 square feet of principal commercial/retail uses will be permitted.

B. Tract B may be developed with up to 63 townhomes.

C. Tract C may be developed with up to 395 single family detached homes.

3. MUDD-Optional Provisions

This Petition proposes utilization of the MUDD-Optional 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 as generally indicated on the Technical Data Sheet. The two monument signs shall blend with the architecture of the building and be at least 6 feet in height and 45 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 uses (only) up to 10% of building wall area to which the sign is attached up to a maximum of 150 square feet per tenant.

B. The MUDD-Optional plan allows parking in front of buildings generally in the manner indicated on the Schematic Site Plan.

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 buildings constructed within Tract A of the Site shall satisfy or exceed 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. All homes constructed within Tract C of the Site shall satisfy or exceed the setback, rear yard and side yard requirements established under the Ordinance for the Mixed Use-1 (MX-1) District.

5. Tract A Design and Performance Standards

A. Architectural Controls:

1. Surface level parking shall not be located between the buildings and Mallard Creek Church Road, except as provided in Section 3(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 facades and other specially designed architectural elements in conformance with Section 9.8506 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 or more sides of a dumpster area adjoin 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 amenities 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 to the rear of buildings facing Tract C, a brick screen wall will be provided along the loading area and/or service dock area, whichever is applicable, of Tract A. The brick screen wall will be a minimum of 10 feet in height. The screen wall will not be used in the event Tract A is developed in the manner depicted by Alternate Development Schematic Site Plan A or B.

B. Landscaping and Screening

1. Internal 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 rights-of-way and abutting properties as viewed from grade.

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

C. Streetscape Treatment

1. The streetscape treatment along Mallard Creek Church Road will conform to the Ordinance and include large maturing trees, supplemental shrubbery, sidewalks of at least six feet in width and planting strips of at least 8 feet in width. In the event there is surface level parking located between buildings and any portion of Mallard Creek Church Road (see Schematic Site Plans), the streetscape treatment along those portions of Mallard Creek Church Road shall also include a two and one-half to three feet in height solid masonry wall in order to screen such parking.

2. Outdoor dining and courtyard areas may be located within the established, but outside of the required, setback along Mallard Creek Church Road as generally indicated on the perspective on Sheet 3.

D. 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 46 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.

E. 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.

F. Any building(s) used principally for hotel or office uses will not exceed 60 feet in height. Other building(s) on Tract A will not exceed 40 feet in height.

6. Tract B Design Controls

A. 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 facades and other specially designed architectural elements in conformance with Section 9.8505 of the Ordinance.

B. Each of the townhomes will include attached garages.

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:

- a community pool,

- a cabana, and

- a boc ball.

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 2 two-inch shade trees 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 60 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 architectural construction plans and designs 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 a reversionary interest in any property not used for right-of-way purposes in the future) right-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 may 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 Royal Place:

- construction of a westbound right turn lane with 150 feet of storage and a 20:1 bay taper, and

- construction of the southbound approach to include dual left turn lanes with 150 feet of storage in each lane and a through-and-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 20:1 bay taper, and

- construction of a northbound left turn lane within the existing median with 200 feet of storage and a 15:1 bay taper, and

- construction of the southbound approach to include dual left turn lanes with 150 feet of storage in each lane and a through-and-right turn combination lane.

Scope of Intersection Improvements:

The Developer will be responsible for the costs associated with the design and construction of these improvements, and all other associated intersection and roadway modifications necessary as a result of these improvements as determined by CDOT and NCDOT, to include but not be limited to: lane realignments, median modifications, utility relocations, traffic signal modifications, pavement markings, and right-of-way acquisition dedication. The design of the southbound approaches to these intersections illustrated on the Site Plan are conceptual and precise locations of lanes, median design and associated elements will be finalized in conjunction with the intersection design process.

E. Notwithstanding anything to the contrary provided under Paragraph D above, the developer of Tract A may apply for building/driveway permits for up to 25,000 square feet of space to be developed within Parcels A-1, A-2 and/or A-3 of Tract A at any time after the design/construction plans for the following roadway/intersection improvements have been approved by CDOT and NCDOT and may apply for certificates of occupancy for such development after the following road improvements have been completed:

Intersection of Mallard Creek Church Road and Senator Royal Place:

- construction of a westbound right turn lane with 150 feet of storage and a 20:1 bay taper, and

- construction of the southbound approach to include dual left turn lanes with 150 feet of storage in each lane and a through-and-right turn combination lane.

Scope of Intersection Improvements:

The Developer will be responsible for the costs associated with the design and construction of these improvements, and all other associated intersection and roadway modifications necessary as a result of these improvements as determined by CDOT and NCDOT, to include but not be 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 these intersections illustrated on the Site Plan are conceptual and precise locations of lanes, median design and associated elements will be finalized in conjunction with the intersection design process.

F. 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 bonded in the manner established under the subdivision process:

Intersection of Mallard Creek Church Road and Claude Freeman Drive:

- construction of a westbound right turn lane with 150 feet of storage and a 20:1 bay taper, and

- construction of a northbound left turn lane within the existing median with 200 feet of storage and a 15:1 bay taper, and

- construction of the southbound approach to include dual left turn lanes with 150 feet of storage in each lane and a through-and-right turn combination lane.

Intersection of Mallard Creek Road and Galloway Road:

- construction of a northbound right turn lane with 150 feet of storage and a 20:1 bay taper.

If off-site right-of-way is required to accommodate this improvement, the developer of Tract C will make a good faith effort (which shall include the use of an independent appraiser to assess property values) to secure the necessary off-site right-of-way. If the developer of Tract C successfully acquires the necessary off-site right-of-way, the developer of Tract C will cause the improvement to be completed.

If right-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 attempt to acquire the right-of-way, the developer may request the City to condemn the property 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 costs associated with the design and construction of these improvements, and all other associated intersection and roadway modifications necessary as a result of these improvements as determined by CDOT and NCDOT, to include but not be limited to: lane realignments, median modifications, utility relocation, traffic signal modifications, pavement markings, and right-of-way acquisition/dedication. The design of the southbound approach to the Mallard Creek Church Road/Claude Freeman Drive intersection illustrated on the Site Plan is conceptual and precise locations of lanes, median design 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 Mecklenburg Land Development Standards Manual.

H. The developer of Tract C shall contribute \$50,000.00 toward the cost 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 five years of the date of approval of this Rezoning Petition. Such contribution shall be made within 60 days of a written request to 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 and connected to Tract C. In addition, signage at each of Tract C's Galloway Road entrances stating that no construction traffic is permitted to access the Site from Galloway Road must be posted at the time access to 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 modifications.

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 through the processing of a speed 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

Pedestrian and vehicular connections to adjoining parcels will be provided generally as shown on the Technical Data Sheet.

The establishment of the pedestrian connections to the adjoining office park(s) 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 would be made. The presence of wetlands may necessitate a cul-de-sac on the most easterly north/south street within Tract C (see Technical Data Sheet). The developer of Tract C will insure that such a cul-de-sac is installed. The developer of Tract C's wetland impacts would total more than 0.09 acre and 149 linear feet of stream impacts if this connection were made.

10. Fire Protection

Adequate fire protection in the form of fire hydrants will be provided to the Charlotte Fire Marshal's specifications. Plans for each building will be submitted to the Fire Marshal's office for approval before the construction of that building commences.

11. Water Quality Protection Measures

A. SWIM buffers shall be provided as required by the Ordinance.

B. Within Tract A, the Petitioner will provide bioretention area(s) or rain gardens(s) to provide additional treatment of stormwater runoff from parking and driveway areas, to the extent that approval can be obtained from the Urban Forestry Staff (and other City or County staff as applicable) to relocate, eliminate, or combine tree planting islands, thereby resulting in no net loss of parking spaces associated with the creation of bio-retention areas or rain gardens.

C. Within Tract A, storm water runoff will be managed through proven techniques which satisfy the standards imposed by the City of Charlotte Ordinances and the Charlotte Mecklenburg Storm Water Design Manual. The developer will install water quality structural BMP's within Tract A. Such BMP's are to be located outside the SWIM buffer. Surface level storm water detention may be located in common open space areas but not within setbacks or SWIM buffer areas. The detention shall tie to the existing storm water system(s). The developer shall have the receiving drainage system abutting the Site analyzed to ensure that it will not be taken out of standard due to this development. If it is found that the development will cause the receiving storm drainage system to be taken out of standard, the developer of Tract A shall provide adequate detention to prevent this from occurring. Should the existing receiving drainage system be deemed to be out of standard prior to development of its Site, the developer shall provide adequate detention to ensure that the system will not be additionally overburdened.

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

Section 401 Permit NCDENHR-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 NCDENHR rules that it is in need of extensive repairs due to safety issues. 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 provide the same amount of storm water storage that the pond presently provides for the 2, 10 and 100 year storm events.

12. Buffers

Zoning Ordinance buffers are not required between dissimilar land 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 properties, or the buffer may straddle the common property line and will be in accordance with plans and specifications that are subject to the review and approval of the Zoning Administrator.

13. Amendments to Rezoning Plan

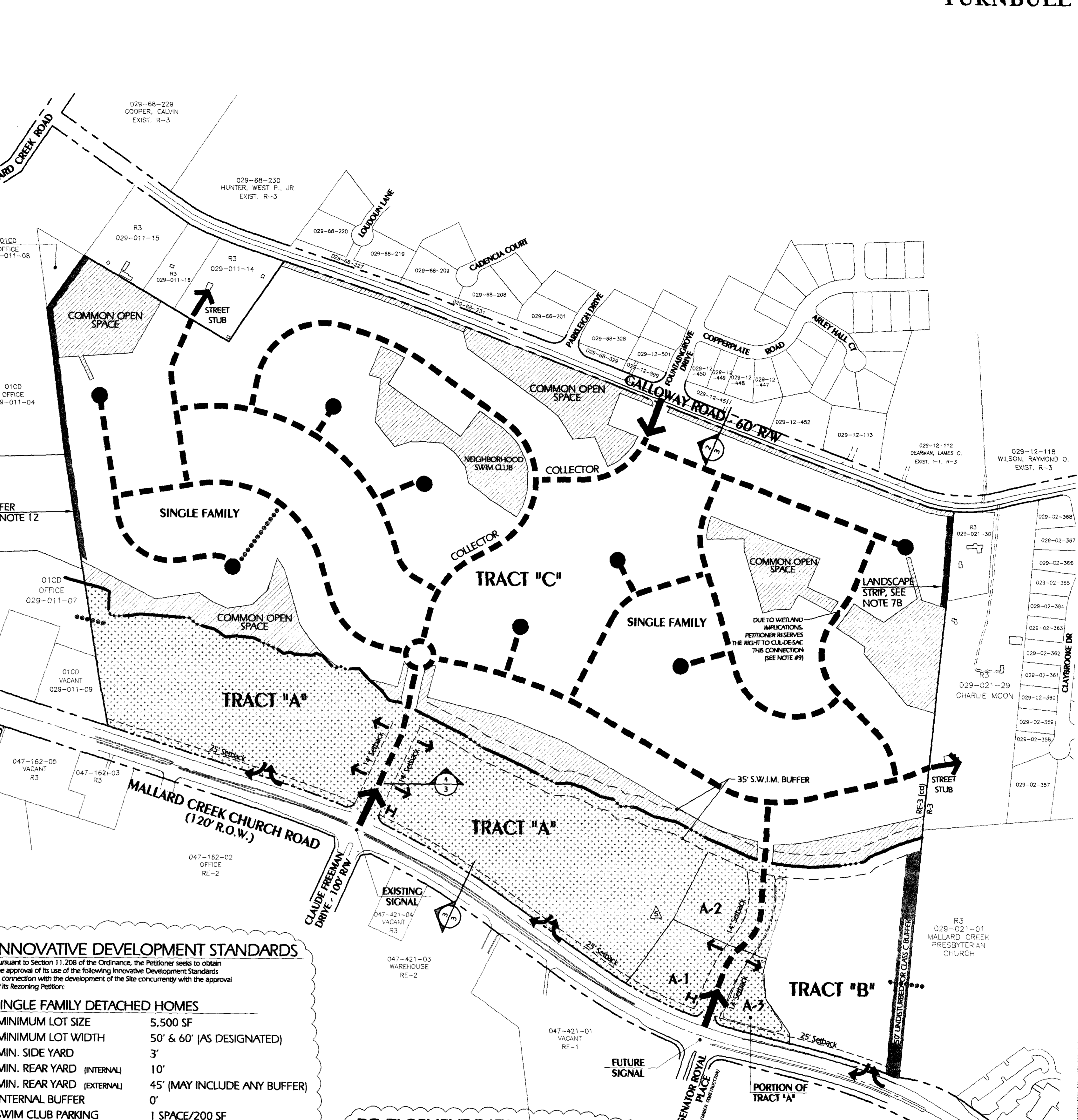
Future amendments to the Technical Data Sheet, the Schematic Plan and these Development Standards may be applied for by the then Owner or Owners of the Tract or Tracts within the Site involved in accordance with the provisions of Chapter 6 of the Ordinance.

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 will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.

B. Throughout these Development Standards, the terms "Petitioner" and "owner" or "owners" shall be deemed to include the heirs, devisees, personal representatives, 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 Plan is schematic in nature and intended to describe the general arrangement of uses on the Site. Accordingly, the configuration, placement and use of the building footprints as outlined on the Schematic Site Plans are schematic in nature, and subject to the provisions set forth above under Architectural Controls, may be altered or modified during design development and construction phases within the maximum development area boundaries established on the Technical Data Sheet. Street and parking layouts may also be modified to accommodate final building locations and parking spaces may be located inside or outside development area boundaries to the extent permitted by the Ordinance.



INNOVATIVE DEVELOPMENT STANDARDS

Pursuant to Section 11.208 of the Ordinance, the Petitioner seeks to obtain the approval of its use of the following Innovative Development Standards in conjunction with the development of the Site consistent with the approval of its Rezoning Petition:

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 (SF OF POOL WATER SURFACE)

TOWNHOMES

MIN. FRONT SETBACK	10' (FROM R/W OR 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
H	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:	300,000 sf
[See Note 2]	

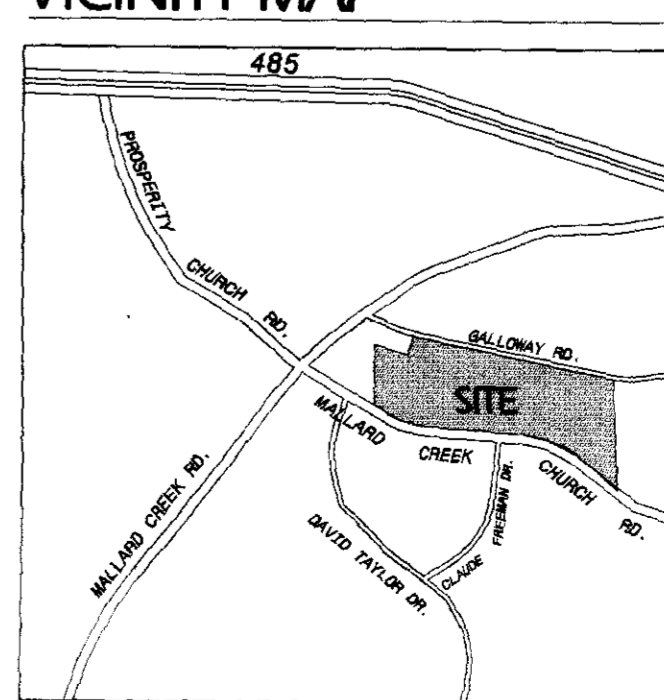
Tract "B"

Area:	±10.6 Ac.
Proposed Zoning:	MUDD-O
Dwelling Units:	63
Density:	6.0 DUA

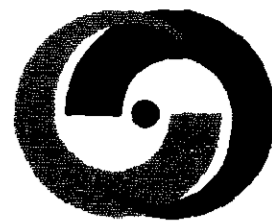
Tract "C"

Area:	±104.6 Ac.
Proposed Zoning:	MX-1 (INNOVATIVE)
Dwelling Units:	395
Density:	3.77 DUA
Common Open Space:	±12.55 ac.(12%)

VICINITY MAP

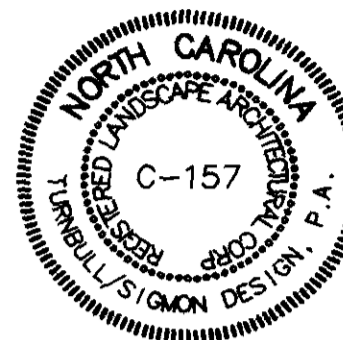
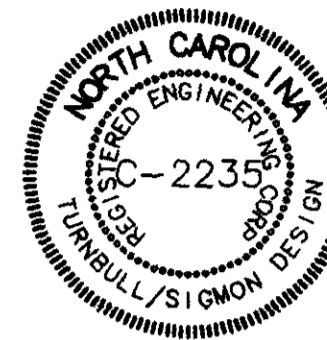


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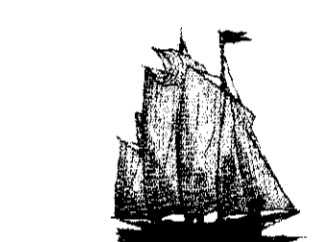
LAND DEVELOPMENT DESIGN SERVICES



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FIRST COLONY

4500 CAMERON VALLEY PARKWAY
CHARLOTTE, NC 28211



FIRST COLONY

LPA

Lat Purser & Associates, Inc.

SCALE: 1" = 200'

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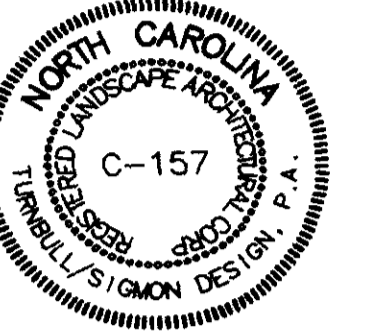
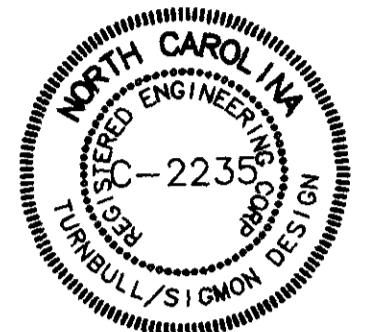
0 100 200 400 600

0 100 200 400 600



Turnbull Sigmon Design
1001 Morehead Square Dr.
Suite 500
Charlotte, NC 28203
Phone: 704.529.6500
Fax: 704.522.0882

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CHARLOTTE, NC 28211



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Lat Purser & Associates, Inc.



0 50 100 200 300

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: SRT

ISSUE DATE: 1/17/03

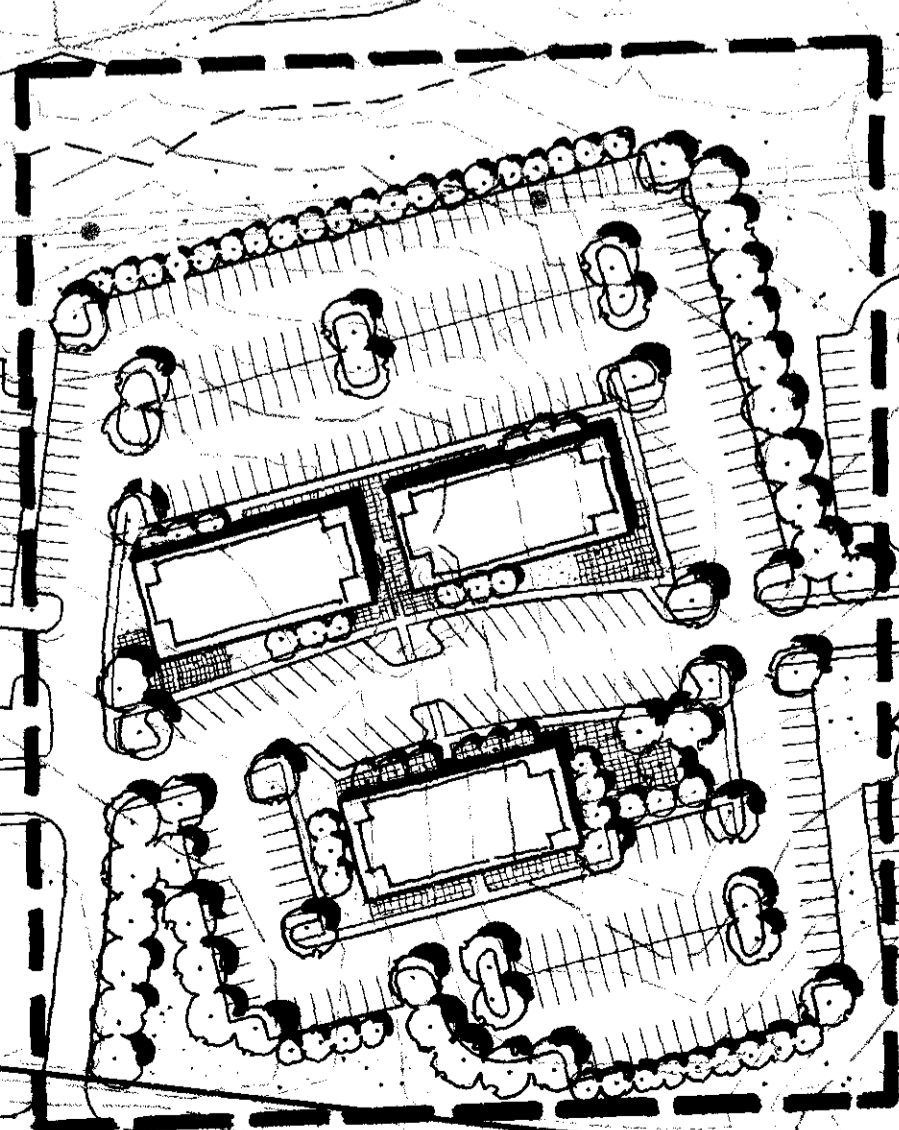
APPROVED BY CITY COUNCIL

DATE: 3/1/03

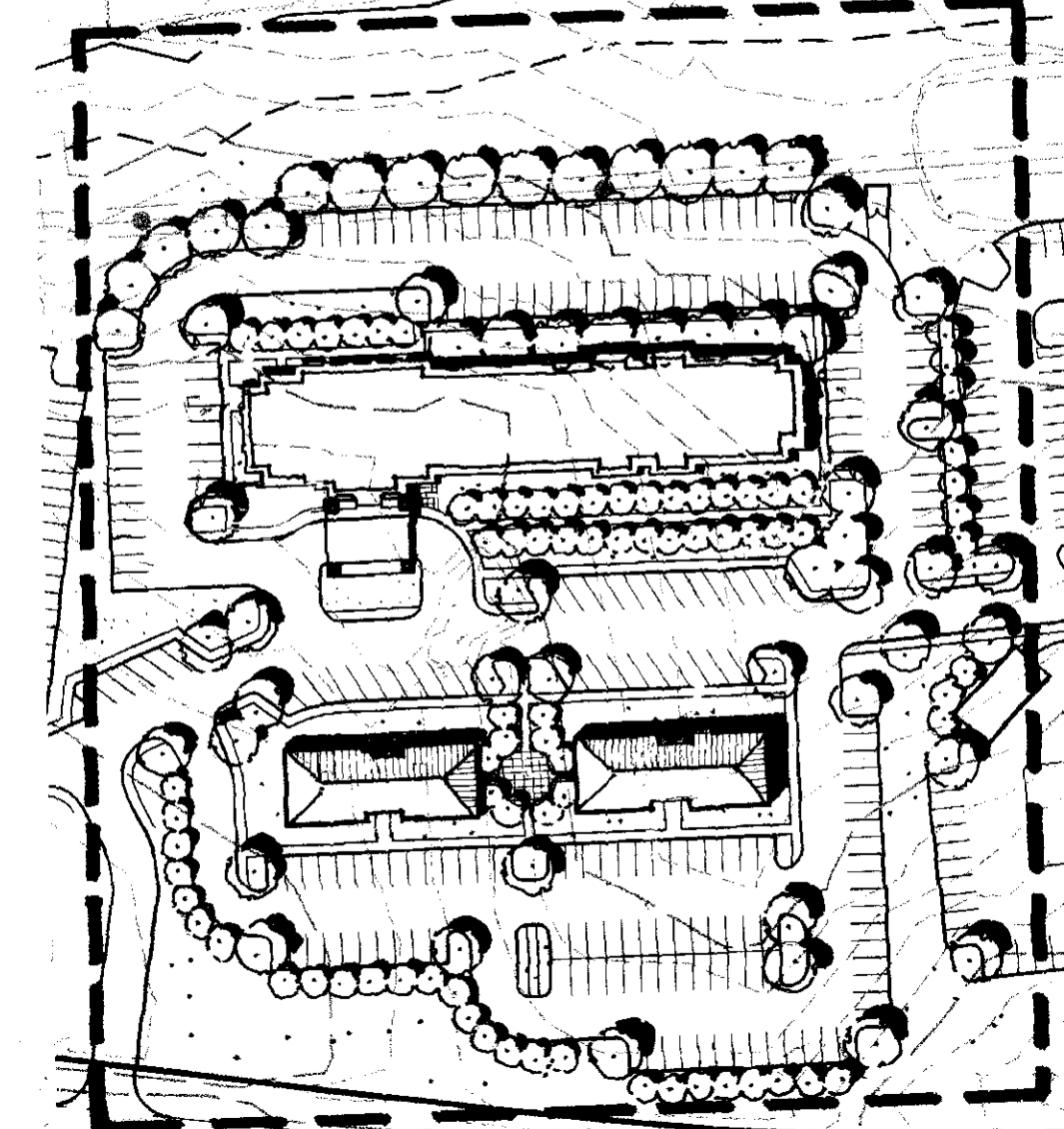
2-02-21-03 TCS REVISE PER CMPC COMMENTS
1-01-21-03 TCS REVISE PER CMPC COMMENTS
NO. DATE BY REVISIONS



See Inset Alternates
This Sheet

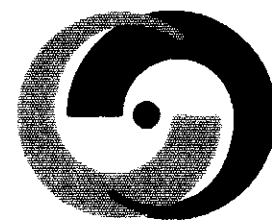


INSET
Schematic Site Plan: Alternate "A"



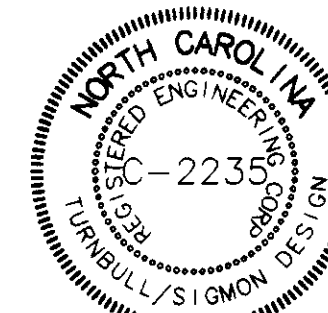
INSET
Schematic Site Plan: Alternate "B"

SENATOR ROYALL
DRIVE
(UNDER CONSTRUCTION)



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Phone: 704.529.6500
Fax: 704.522.0882

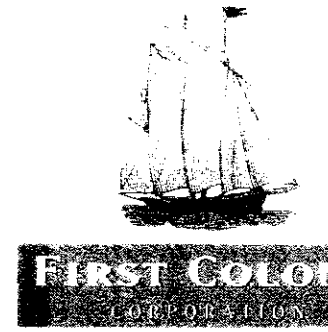
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FOR PUBLIC HEARING

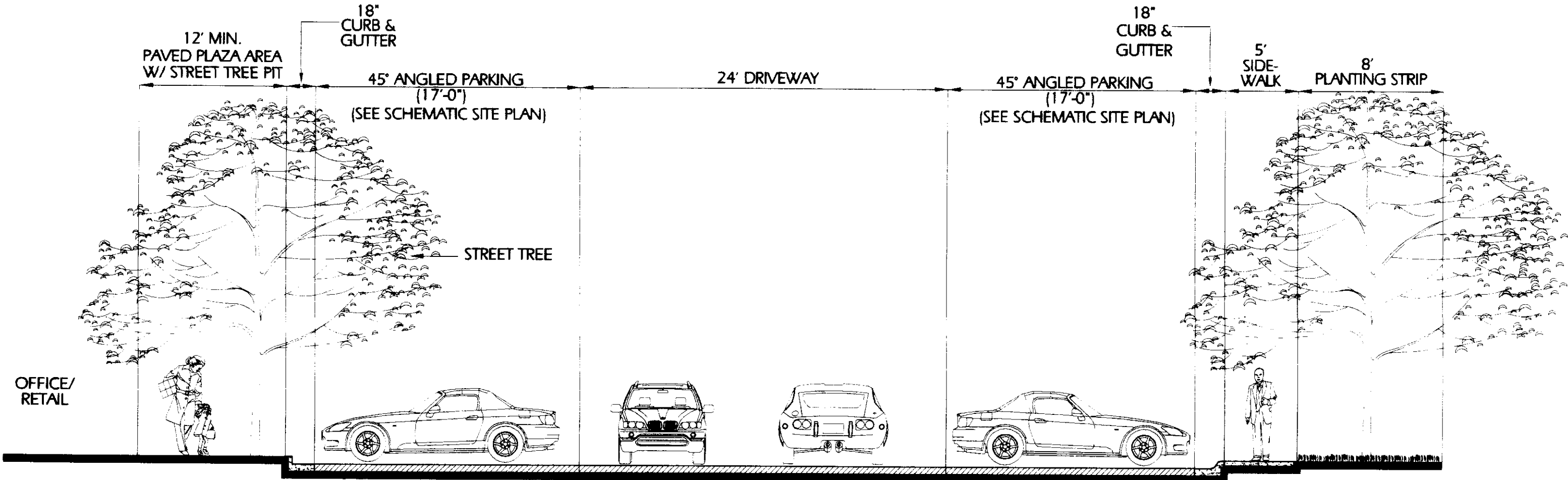
Sections and Graphics

Petition #2002-142

PROJECT NUMBER: 02063
DRAWN BY: JKK, SFC
DESIGNED BY: SRT
ISSUE DATE: 1/17/03

APPROVED BY: [Signature]
DATE: [Signature]

3-03-14-07 ABS REMOVED DETAIL 4.3
02-21-03 TCS REVISE PER CMPC COMMENTS
01-21-03 TCS REVISE PER CMPC COMMENTS
NO. DATE BY: REVISIONS:

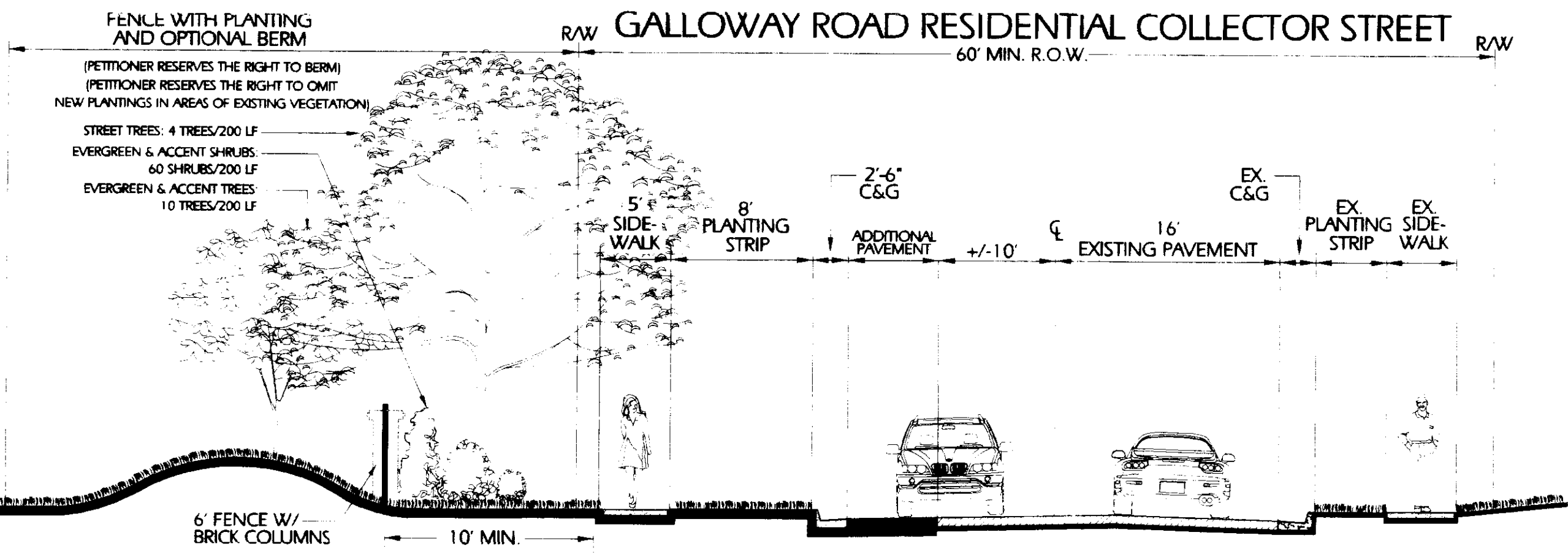


1 STREET CROSS SECTION: THROUGH COMMERCIAL OR OFFICE
3 N.T.S.

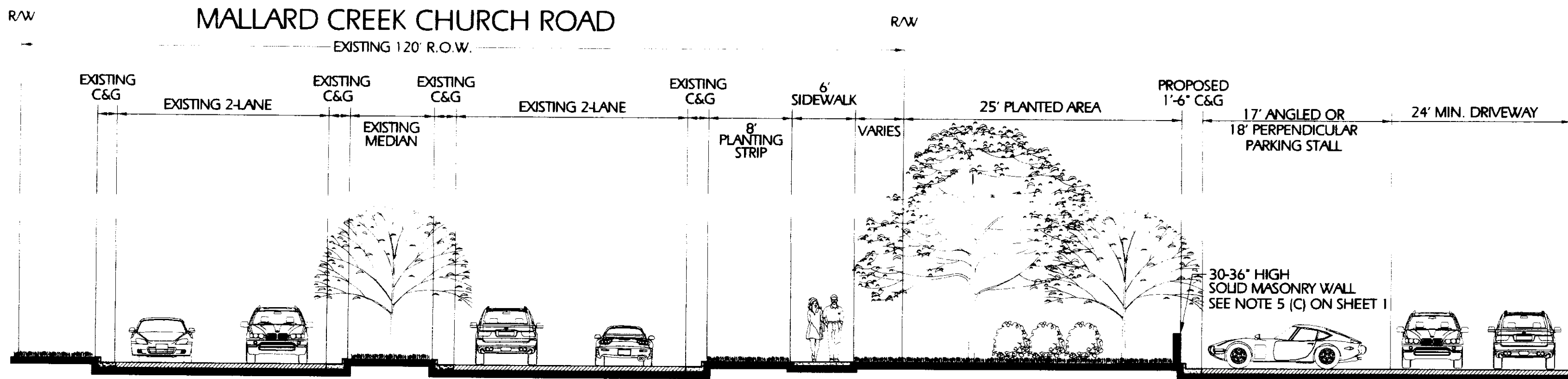
Where reverse frontage lots exist, the bottom of the fence will be no more than 1' below the curb height of Galloway Road.

The landscape treatment along Galloway Road will consist of a brick entry monument at Fountain Grove Drive, a wood fence with brick column accents, and the landscape plantings listed below. So that the landscape planning can have the maximum aesthetic effect, petitioner may arrange the plant material "en masse" or in a rigid spacing; however, in no instance may the amount of plants for every 200 lineal feet of planting be less than the following:
i. Street Trees: Four (4) 3" caliper trees
ii. Evergreen and Accent Trees: Ten (10) 5-6' tall trees
iii. Evergreen and Accent Shrubs: Sixty (60) 24" tall shrubs

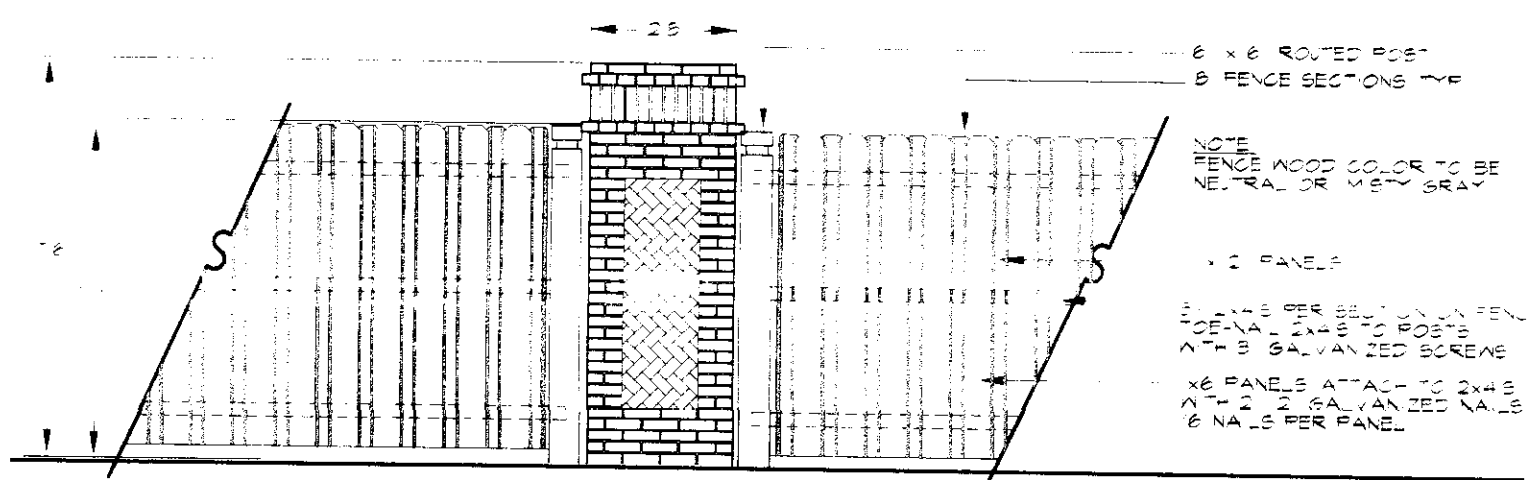
Where existing trees are preserved in the common area, the street tree requirement will remain unchanged, but any existing trees or shrubs may be credited toward meeting the planting requirements noted.



2 GALLOWAY ROAD LANDSCAPE TREATMENT
3 N.T.S.



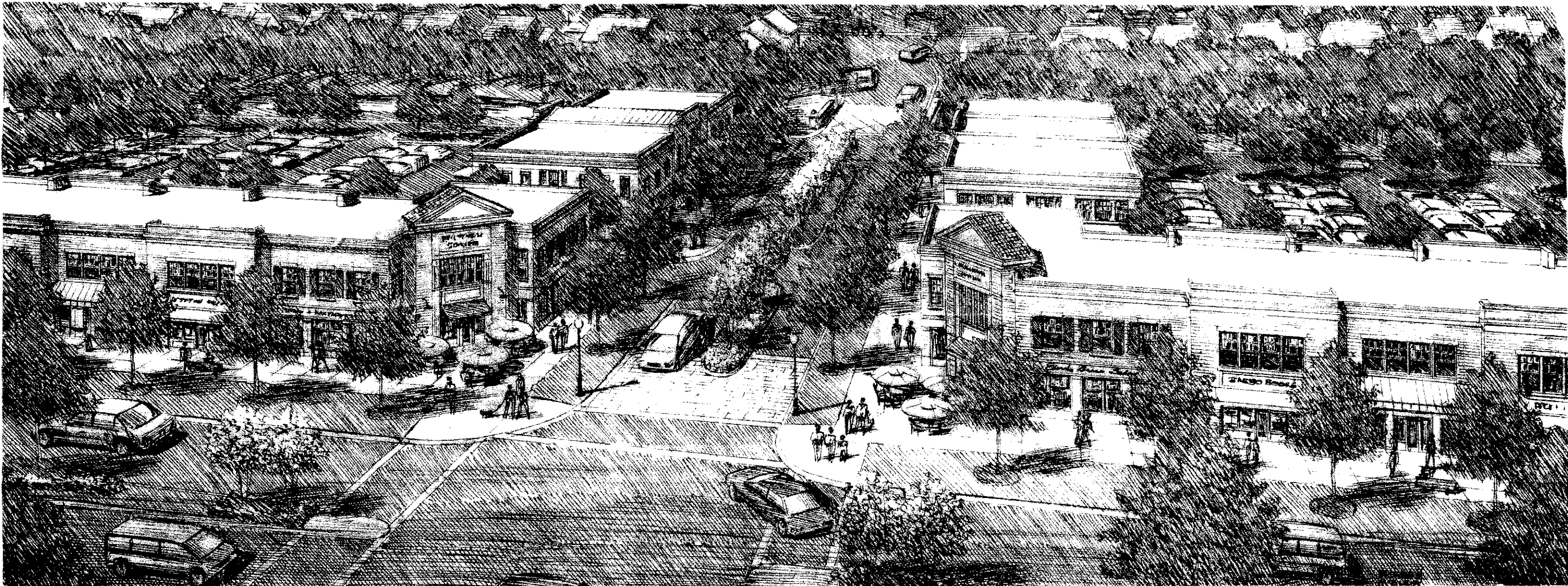
3 CROSS SECTION: MALLARD CREEK CHURCH ROAD @ PARKING AREAS
3 N.T.S.



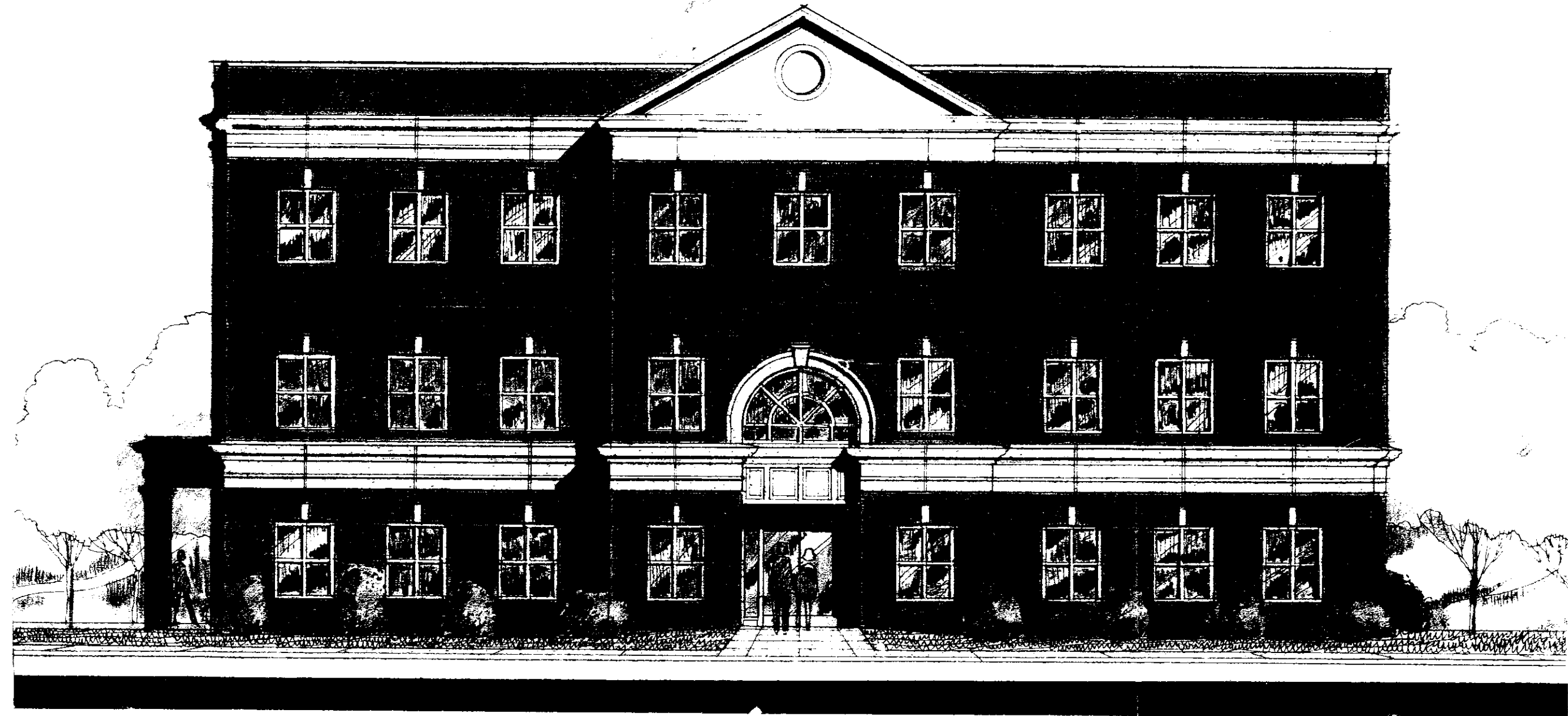
5 FENCE ELEVATION AT GALLOWAY ROAD
3 N.T.S.



2-STORY RETAIL / OFFICE BUILDING



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



3-STORY OFFICE BUILDING