

SITE DEVELOPMENT DATA:

- ACREAGE: ± 2.21 ACRES
- TAX PARCEL #S: 157-173-03
- EXISTING ZONING: B-1
- PROPOSED ZONING: MUDD-0
- EXISTING USES: PROFESSIONAL AND GENERAL OFFICES USES.
- PROPOSED USES: RETAIL; EATING, DRINKING, ENTERTAINMENT, ESTABLISHMENTS (EDEE); AND PERSONAL SERVICE USES AS PERMITTED BY RIGHT, UNDER PRESCRIBED CONDITIONS AND BY THE OPTIONAL TOGETHER WITH ACCESSORY USES, AS ALLOWED IN THE MUDD ZONING DISTRICT (AS MORE SPECIFICALLY DESCRIBED AND RESTRICTED BELOW IN SECTION 3).
- MAXIMUM GROSS SQUARE FEET OF DEVELOPMENT: UP TO 65,000 SQUARE FEET OF GROSS FLOOR AREA OF RETAIL, EATING, DRINKING, ENTERTAINMENT, ESTABLISHMENTS (EDEE); AND UNDER PRESCRIBED CONDITIONS IN THE MUDD ZONING DISTRICT, PROVIDED, HOWEVER, THE ENCLOSED LOADING DOCK SHALL NOT BE PART OF THE GROSS FLOOR AREA FOR THIS PROVISION.
- MAXIMUM BUILDING HEIGHT: BUILDING HEIGHT WILL BE LIMITED TO THREE (3) STORIES. ARCHITECTURAL FEATURES SUCH AS SPIRES, MANSARDS, DOMES, AND THE LIKE AS WELL AS ROOF TOP MECHANICAL EQUIPMENT, AND SCREENS OR DEVICES USED TO SCREEN ROOF TOP STRUCTURES OR EQUIPMENT WILL BE ALLOWED AND WILL BE CONSIDERED PART OF THE ALLOWED THREE (3) STORY BUILDING HEIGHT.
- PARKING: A MINIMUM OF ONE PARKING SPACE PER 300 SQUARE FEET OF GROSS FLOOR AREA WILL BE PROVIDED.

1. GENERAL PROVISIONS:

a. SITE LOCATION. THESE DEVELOPMENT STANDARDS, THE TECHNICAL DATA SHEET, SCHEMATIC SITE PLAN AND OTHER GRAPHICS SET FORTH ON ATTACHED SHEETS RZ-1 AND RZ-2 FORM THIS REZONING PLAN (COLLECTIVELY REFERRED TO AS THE "REZONING PLAN") ASSOCIATED WITH THE REZONING PETITION FILED BY COTSWOLD PARTNERS, LLC ("PETITIONER") TO ACCOMMODATE THE DEVELOPMENT OF A HIGH QUALITY RETAIL USES; EATING, DRINKING ENTERTAINMENT ESTABLISHMENTS; AND PERSONAL SERVICE USES ON AN APPROXIMATELY 2.21 ACRE SITE LOCATED ON THE EAST SIDE OF RANDOLPH ROAD BETWEEN GREENWICH ROAD AND N. SHARON AMITY ROAD (THE "SITE").

b. ZONING DISTRICTS/ORDINANCE. DEVELOPMENT OF THE SITE WILL BE GOVERNED BY THE REZONING PLAN AS WELL AS THE APPLICABLE PROVISIONS OF THE CITY OF CHARLOTTE ZONING ORDINANCE (THE "ORDINANCE"). UNLESS THE REZONING PLAN ESTABLISHES MORE STRINGENT STANDARDS, THE REGULATIONS ESTABLISHED UNDER THE ORDINANCE FOR THE MUDD-0 ZONING CLASSIFICATION SHALL GOVERN ALL DEVELOPMENT TAKING PLACE ON THE SITE, SUBJECT TO THE OPTIONAL PROVISIONS PROVIDED BELOW.

c. GRAPHICS AND ALTERATIONS. THE SCHEMATIC DEPICTIONS OF THE USES, PARKING AREAS, SIDEWALKS, STRUCTURES AND BUILDINGS, BUILDING ELEVATIONS, DRIVEWAYS, STREETS AND OTHER DEVELOPMENT MATTERS AND SITE ELEMENTS (COLLECTIVELY THE "DEVELOPMENT/SITE ELEMENTS") SET FORTH ON THE REZONING PLAN SHOULD BE REVIEWED IN CONJUNCTION WITH THE PROVISIONS OF THESE DEVELOPMENT STANDARDS. THE LAYOUT, LOCATIONS, SIZES AND FORMULATIONS OF THE DEVELOPMENT/SITE ELEMENTS DEPICTED ON THE REZONING PLAN ARE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS PROPOSED. 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. SINCE THE PROJECT HAS NOT UNDERGONE THE DESIGN DEVELOPMENT AND CONSTRUCTION PHASES, IT IS INTENDED THAT THIS REZONING PLAN PROVIDES FOR FLEXIBILITY IN ALLOWING SOME ALTERATIONS OR MODIFICATIONS FROM THE GRAPHIC REPRESENTATIONS OF THE DEVELOPMENT/SITE ELEMENTS. THEREFORE, THERE MAY BE INSTANCES WHERE MINOR MODIFICATIONS WILL BE ALLOWED WITHOUT REQUIRING THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE ORDINANCE. THESE INSTANCES WOULD INCLUDE CHANGES TO GRAPHICS IF THEY ARE:

- EXPRESSLY PERMITTED BY THE REZONING PLAN (IT IS UNDERSTOOD THAT IF A MODIFICATION IS EXPRESSLY PERMITTED BY THE REZONING PLAN IT IS DEEMED A MINOR MODIFICATION FOR THE PURPOSES OF THESE DEVELOPMENT STANDARDS); OR,
- MINOR AND DON'T MATERIALLY CHANGE THE OVERALL DESIGN INTENT DEPICTED ON THE REZONING PLAN; OR
- MODIFICATIONS TO MOVE STRUCTURES GRAPHICALLY DEPICTED ON THE REZONING PLAN CLOSER TO ADJACENT PROPERTIES BUT NO CLOSER THAN THE "EXTERNAL BUILDING LINE" (IN THIS CASE THE EXTERNAL SETBACKS, SIDE OR REAR YARDS) INDICATED ON SHEET RZ-1; OR
- MODIFICATIONS TO ALLOW MINOR INCREASES OR DECREASES IN THE MASS OF THE BUILDINGS THAT DO NOT MATERIALLY CHANGE THE DESIGN INTENT DEPICTED ON OR DESCRIBED IN THE REZONING PLAN.

THE PLANNING DIRECTOR WILL DETERMINE IF SUCH MINOR MODIFICATIONS ARE ALLOWED PER THIS AMENDED PROCESS, AND IF IT IS DETERMINED THAT THE ALTERATION DOES NOT MEET THE CRITERIA DESCRIBED ABOVE, THE PETITIONER SHALL THEN FOLLOW THE ADMINISTRATIVE AMENDMENT PROCESS PER SECTION 6.207 OF THE ORDINANCE. IN EACH INSTANCE, HOWEVER, SUBJECT TO THE PETITIONER'S APPEAL RIGHTS SET FORTH IN THE ORDINANCE.

d. NUMBER OF BUILDINGS PRINCIPAL AND ACCESSORY. THE TOTAL NUMBER OF PRINCIPAL BUILDINGS TO BE DEVELOPED ON THE SITE WILL BE LIMITED ONE (1). ACCESSORY BUILDINGS AND STRUCTURES LOCATED ON THE SITE SHALL NOT BE CONSIDERED IN ANY LIMITATION OF THE NUMBER OF BUILDINGS ON THE SITE. ACCESSORY BUILDINGS AND STRUCTURES WILL BE CONSTRUCTED UTILIZING SIMILAR BUILDING MATERIALS, COLORS, ARCHITECTURAL ELEMENTS AND DESIGNS AS THE PRINCIPAL BUILDING(S) LOCATED WITHIN THE SAME DEVELOPMENT AREA AS THE ACCESSORY STRUCTURE/BUILDING.

2. OPTIONAL PROVISIONS.

THE FOLLOWING OPTIONAL PROVISIONS SHALL APPLY TO THE SITE:

- TO ALLOW VEHICULAR MANEUVERING, LOADING DOCKS AND A SERVICE AREA BETWEEN THE PROPOSED BUILDING AND COLWICK ROAD IN THE MANNER GENERALLY DEPICTED ON THE REZONING PLAN.
- TO ALLOW WALL SIGNS TO HAVE UP TO 200 SQUARE FEET OF SIGN SURFACE AREA PER WALL OR 10% OF THE WALL AREA TO WHICH THEY ARE ATTACHED, WHICHEVER IS LESS.
- TO ALLOW A WALL ALONG COLWICK ROAD THAT DOES NOT MEET STREET WALL REQUIREMENTS. STREET WALL WILL BE TREATED TO CREATE AN INTERESTING PEDESTRIAN EXPERIENCE BY THE USE OF CHANGES IN PATTERN, BUILDING MATERIALS, DECORATIVE GRILLS, DISPLAY WINDOWS AND LANDSCAPING.
- TO ALLOW THE SETBACK ALONG COLWICK ROAD TO BE REDUCED TO 13 FEET.
- THE DEFINITION OF "GROSS FLOOR AREA" OR "GSA" SET FORTH BELOW SHALL BE PERMITTED AND APPLIED IN THE MANNER DESCRIBED BELOW.

NOTE: THE OPTIONAL PROVISION REGARDING SIGNS IS AN ADDITION/MODIFICATION TO THE STANDARDS FOR SIGNS IN THE MUDD DISTRICT AND IS TO BE USED WITH THE REMAINDER OF MUDD STANDARDS FOR SIGNS NOT MODIFIED BY THESE OPTIONAL PROVISIONS.

3. PERMITTED USES, DEVELOPMENT AREA LIMITATIONS:

a. SUBJECT TO THE RESTRICTIONS AND LIMITATIONS LISTED BELOW, THE PRINCIPAL BUILDINGS CONSTRUCTED ON THE SITE MAY BE DEVELOPED WITH UP TO 65,000 SQUARE FEET OF GROSS FLOOR AREA OF RETAIL, EDEE, AND PERSONAL SERVICE USES AS PERMITTED BY RIGHT, UNDER PRESCRIBED CONDITIONS AND PER THE OPTIONAL PROVISIONS ABOVE TOGETHER WITH ACCESSORY USES ALLOWED IN THE MUDD-0 ZONING DISTRICT (AS PER THE DEFINITION OF GROSS FLOOR AREA BELOW). THE SQUARE FOOTAGE OF THE PROPOSED PARKING STRUCTURE WILL NOT BE CONSIDERED WHEN CALCULATING THE ALLOWED SQUARE FEET OF GROSS FLOOR AREA FOR THE SITE.)

PERSONAL SERVICE USES WILL BE DEFINED AS GOODS THAT PRIMARILY PROVIDE OR SELL A SERVICE TO CUSTOMERS VERSUS THE SELLING OF GOODS. A PERSONAL SERVICE USE MAY ALSO SELL PRODUCTS OR MERCHANDISED BUT THE SALE OF PRODUCTS AND MERCHANDISE IS TYPICALLY ANCILLARY. EXAMPLES OF PERSONAL SERVICE USES INCLUDE BUT ARE NOT LIMITED TO: BEAUTY SALONS AND BARBER SHOPS, SPAS, YOGA AND EXERCISE STUDIOS, NAIL SALONS, MASSAGE SHOPS, MARTIAL ART TRAINING STUDIOS, DRY CLEANING ESTABLISHMENTS, LOCKSMITHS, AND ALIKE.

FOR PURPOSES OF THE DEVELOPMENT LIMITATIONS SET FORTH IN THESE DEVELOPMENT STANDARDS (BUT NOT TO BE CONSTRUED AS A LIMITATION ON FAR REQUIREMENTS), THE TERM "GROSS FLOOR AREA" OR "GFA" SHALL MEAN AND REFER TO THE SUM OF THE GROSS HORIZONTAL AREAS OF EACH FLOOR OF A PRINCIPAL BUILDING ON THE SITE MEASURED FROM THE OUTSIDE OF THE EXTERIOR WALLS OR FROM THE CENTER LINE OF PARTY WALLS, PROVIDED, HOWEVER, SUCH TERM SHALL EXCLUDE ANY SURFACE OR STRUCTURED PARKING FACILITIES, AREAS USED FOR BUILDING AND EQUIPMENT ACCESS (SUCH AS STAIRS, ELEVATOR SHAFTS, VESTIBULES, ROOF TOP EQUIPMENT ROOMS AND MAINTENANCE CRAWL SPACES), ALL LOADING DOCK AREAS (OPEN OR ENCLOSED), OUTDOOR COVERS AND OUTDOOR DINING AREAS WHETHER ON THE ROOF OF THE BUILDING(S) OR AT STREET LEVEL (PARKING FOR OUTDOOR DINING AREAS WILL BE PROVIDED AS REQUIRED BY THE ORDINANCE OR THESE DEVELOPMENT STANDARDS).

4. TRANSPORTATION IMPROVEMENTS AND ACCESS:

I. PROPOSED IMPROVEMENTS:

THE PETITIONER PLANS TO PROVIDE OR CAUSE TO BE PROVIDED ON ITS OWN OR IN COOPERATION WITH OTHER PARTIES WHO MAY IMPLEMENT PORTIONS OF THE IMPROVEMENTS, THE IMPROVEMENTS SET FORTH BELOW TO BENEFIT OVERALL TRAFFIC PATTERNS THROUGHOUT THE AREA IN ACCORDANCE WITH THE FOLLOWING IMPLEMENTATION PROVISIONS:

THE FOLLOWING TRANSPORTATION IMPROVEMENTS ARE ALSO ILLUSTRATED ON FIGURE 8

LOCATED ON SHEET RZ-3 OF THE REZONING PLAN. FIGURE 8 ON SHEET RZ-3 IS TO BE USED IN CONJUNCTION WITH THE FOLLOWING NOTES TO DETERMINE THE EXTENT OF THE PROPOSED IMPROVEMENTS (REFERENCE TO A NUMBER WHEN DESCRIBING AN IMPROVEMENT CORRESPONDS TO THE NUMBER FOUND ON FIGURE 8 ON SHEET RZ-3 FOR THE PROPOSED IMPROVEMENT).

THE FOLLOWING ROADWAY IMPROVEMENTS WILL BE MADE BY THE PETITIONER AS PART OF THE REDEVELOPMENT OF THE SITE AS PROPOSED BY THE REZONING PLAN:

- CONSTRUCT A WESTBOUND RIGHT TURN LANE ON GREENWICH ROAD AT RANDOLPH ROAD WITH 125 FEET OF STORAGE AND A 35-FOOT BAY TAPER (TO AN EXISTING DRIVEWAY). WITH THIS IMPROVEMENT THE PAVEMENT SHOULD BE MARKED AS A THREE-LANE SECTION.
- EXTEND THE EXISTING SOUTHBOUND LEFT TURN LANE STORAGE ON RANDOLPH ROAD AT GREENWICH ROAD FROM 190 FEET TO 250 FEET OF STORAGE AND 100-FOOT BAY TAPER (ALL WITHIN THE EXISTING MEDIAN AND MAXIMIZED DUE TO AN EXISTING ADJACENT NORTHBOUND LEFT TURN LANE).
- INSTALL A RAISED MEDIAN (A MAXIMUM OF THREE-FEET WIDE) ON RANDOLPH ROAD COMMENCING AT GREENWICH ROAD AND TERMINATING NORTH OF THE EXISTING SHOPPING CENTER DRIVEWAY LOCATED MIDWAY BETWEEN GREENWICH ROAD AND N. SHARON AMITY ROAD. THIS IMPROVEMENT IS REQUIRED TO ELIMINATE LEFT ENTERING AND LEFT EXITING MOVEMENTS TO/FROM THE PROPOSED RIGHT-IN/RIGHT-OUT ONLY DRIVEWAY (ACCESS "A") DESCRIBED LATER IN THIS DOCUMENT. AS PART OF THE CONSTRUCTION OF THIS MEDIAN THE PETITIONER WILL CONSTRUCT A PEDESTRIAN REFUGE ISLAND AS GENERALLY DEPICTED ON THE REZONING PLAN. IT IS NOTED, HOWEVER, THAT THIS MEDIAN IMPROVEMENT IS NOT INTENDED TO RESTRICT TURNING MOVEMENTS IN RANDOLPH ROAD RELATED TO THE COTSWOLD MALL USE ACROSS RANDOLPH ROAD NOR THE ADJACENT RESTAURANT USE TO THE SOUTH OF THE SITE CURRENTLY OCCUPIED BY CHIC-FILET.

d. CONSTRUCT A NEW PRIVATE STREET AS GENERALLY DEPICTED ON THE REZONING PLAN THAT CONNECTS RANDOLPH ROAD AND COLWICK ROAD APPROXIMATELY 600 FEET NORTH OF SHARON AMITY ROAD.

e. CONSTRUCT MEDIANS AS GENERALLY DEPICTED ON THE REZONING PLAN ON THE FUTURE PRIVATE STREET DESCRIBED ABOVE AND IN RANDOLPH ROAD TO ELIMINATE LEFT ENTERING AND LEFT EXITING MOVEMENTS TO/FROM THE STREET. THESE MEDIANS WILL BE DEMONSTRATED BY THE SIGNALIZATION OF THIS INTERSECTION IN THE FUTURE. SHOULD THE ACCESS ON THE WEST SIDE OF RANDOLPH ROAD BE RECONFIGURED TO LINE UP WITH THE PROPOSED PRIVATE STREET, IT IS NOTED, HOWEVER, THAT THIS MEDIAN IMPROVEMENT IS NOT INTENDED TO RESTRICT TURNING MOVEMENTS IN RANDOLPH ROAD RELATED TO THE COTSWOLD MALL USE ACROSS RANDOLPH ROAD NOR THE ADJACENT RESTAURANT USE TO THE SOUTH OF THE SITE CURRENTLY OCCUPIED BY CHIC-FILET.

f. THE PETITIONER WILL CONSTRUCT A SIDEWALK ALONG THE SOUTHERN BOUNDARY OF COLWICK ROAD FROM THE SITE'S NORTHERNWESTERN PROPERTY BOUNDARY TO GREENWICH ROAD AS GENERALLY DEPICTED ON THE REZONING PLAN. THE SIDEWALK WILL BE CONSTRUCTED WITHIN THE EXISTING RIGHT-OF-WAY OF COLWICK. THE WIDTH OF THE SIDEWALK WILL BE DETERMINED AT THE TIME OF PERMITTING BASED ON AVAILABLE RIGHT-OF-WAY. IF THERE IS INSUFFICIENT RIGHT-OF-WAY TO CONSTRUCT THE SIDEWALK THE PETITIONER WILL REQUEST THE NECESSARY EASEMENTS FROM THE ADJUTING PROPERTY OWNER TO ALLOW THE SIDEWALK TO BE CONSTRUCTED. PROVIDED, HOWEVER, THE EVENT SHALL NOT BE REQUIRED TO PROVIDE THE NECESSARY EASEMENTS TO ALLOW THE SIDEWALK TO BE CONSTRUCTED, THE PETITIONER WILL NOT BE REQUIRED TO CONSTRUCT THIS SEGMENT OF SIDEWALK FROM THE SITE'S NORTH WESTERN PROPERTY BOUNDARY TO GREENWICH ROAD.

g. SUBJECT TO THE CONDITIONS DESCRIBED IN THE NEXT SENTENCE, PETITIONER COMMITS TO MAKE TRAFFIC CALMING IMPROVEMENTS TO CHISWICK ROAD IN THE FORM OF A "NARROWED SINGLE LANE" WITH ACCOMPANYING LANDSCAPING SUBSTANTIALLY IN THE FORM GENERALLY DEPICTED ON FIGURE 10N SHEET RZ-3 OF THE REZONING PLAN (THE "CHISWICK IMPROVEMENTS"). THE CHISWICK IMPROVEMENTS SHALL BE COMPLETED PRIOR TO THE CERTIFICATE OF OCCUPANCY FOR THE FIRST USES CONSTRUCTED ON THE SITE; PROVIDED, HOWEVER, PETITIONER SHALL NOT BE REQUIRED TO BEGIN AND THEREAFTER COMPLETE CONSTRUCTION OF THE CHISWICK IMPROVEMENTS UNTIL THE CITY STAFF HAS COMPLETED APPROVALS AND PERMITS FROM CDOT AND ANY OTHER GOVERNMENTAL DEPARTMENT OR AGENCY ALLOWING SUCH CONSTRUCTION AND (I) ANY AND ALL CONSENTS/EASEMENTS OR OTHER APPROVALS FROM RESIDENTS/OWNERS OF PROPERTY ALONG CHISWICK NEEDED TO ALLOW THE CHISWICK IMPROVEMENTS HAVE BEEN PROVIDED TO CDOT AND PETITIONER.

II. STANDARDS, PHASING AND OTHER PROVISIONS.

a. CDOT/NCDOT STANDARDS. ALL OF THE FOREGOING PUBLIC ROADWAY IMPROVEMENTS WILL BE SUBJECT TO THE STANDARDS AND CRITERIA OF CDOT AS APPLICABLE. IT IS UNDERSTOOD THAT SUCH IMPROVEMENTS MAY BE UNDERTAKEN BY THE PETITIONER ON ITS OWN OR IN CONJUNCTION WITH OTHER DEVELOPMENT OR ROADWAY PROJECTS TAKING PLACE WITHIN THE AREA, BY WAY OF A PRIVATE/PUBLIC PARTNERSHIP EFFORT OR OTHER PUBLIC SECTOR PROJECT SUPPORT.

b. SUBSTANTIAL COMPLETION. REFERENCE TO "SUBSTANTIAL COMPLETION" FOR CERTAIN IMPROVEMENTS AS SET FORTH IN THE PROVISIONS OF SECTION 4.II.B. ABOVE SHALL MEAN COMPLETION OF THE ROADWAY IMPROVEMENTS IN ACCORDANCE WITH THE STANDARDS SET FORTH IN SECTION 4.III.A. ABOVE. PROVIDED, HOWEVER, IN THE EVENT THAT ROADWAY IMPROVEMENTS ARE NOT COMPLETED AT THE TIME THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN CONNECTION WITH RELATED DEVELOPMENT PHASING DESCRIBED ABOVE, THEN THE PETITIONER WILL WORK WITH CITY STAFF TO DETERMINE A PROCESS TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS, AND IN SUCH EVENT THE PETITIONER MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE IMPROVEMENTS.

d. RIGHT-OF-WAY AVAILABILITY. IT IS UNDERSTOOD THAT SOME OF THE PUBLIC ROADWAY IMPROVEMENTS REFERENCED IN SUBSECTION A. ABOVE MAY NOT BE POSSIBLE WITHOUT THE ACQUISITION OF ADDITIONAL RIGHT OF WAY. IF AFTER THE EXERCISE OF DILIGENT GOOD FAITH EFFORTS OVER A MINIMUM OF A 60 DAY PERIOD, THE PETITIONER IS UNABLE TO ACQUIRE ANY LAND NECESSARY TO PROVIDE FOR ANY SUCH ADDITIONAL RIGHT OF WAY UPON COMMERCIALLY REASONABLE TERMS AND AT MARKET PRICES, THEN CDOT, THE CITY OF CHARLOTTE ENGINEERING DIVISION OR OTHER APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY AGREE TO PROCEED WITH ACQUISITION OF ANY SUCH LAND. IN SUCH EVENT, THE PETITIONER SHALL REIMBURSE THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR THE COST OF ANY SUCH ACQUISITION PROCEEDINGS INCLUDING COMPENSATION PAID BY THE APPLICABLE AGENCY, DEPARTMENT OR GOVERNMENTAL BODY FOR ANY SUCH LAND AND THE EXPENSES OF SUCH PURCHASES. FURTHERMORE, THE PETITIONER SHALL REIMBURSE THE IMPROVEMENTS REFERENCED IN SUBSECTION A. ABOVE ARE DELAYED BECAUSE OF DELAYS IN THE ACQUISITION OF ADDITIONAL RIGHT-OF-WAY AS CONTEMPLATED HEREIN AND SUCH DELAY EXTENDS BEYOND THE TIME THAT THE PETITIONER SEEKS TO OBTAIN A CERTIFICATE OF OCCUPANCY FOR BUILDING(S) ON THE SITE IN CONNECTION WITH RELATED DEVELOPMENT PHASING DESCRIBED ABOVE, THEN THE PETITIONER WILL WORK WITH CITY STAFF TO DETERMINE A PROCESS TO ALLOW THE ISSUANCE OF CERTIFICATES OF OCCUPANCY FOR THE APPLICABLE BUILDINGS. PROVIDED, HOWEVER, PETITIONER CONTINUES TO EXERCISE GOOD FAITH EFFORTS TO COMPLETE THE APPLICABLE ROAD-WAY IMPROVEMENTS, IN SUCH EVENT THE PETITIONER MAY BE ASKED TO POST A LETTER OF CREDIT OR A BOND FOR ANY IMPROVEMENTS NOT IN PLACE AT THE TIME SUCH A CERTIFICATE OF OCCUPANCY IS ISSUED TO SECURE COMPLETION OF THE APPLICABLE IMPROVEMENTS.

e. ALTERNATIVE IMPROVEMENTS. CHANGES TO THE ABOVE REFERENCED ROADWAY IMPROVEMENTS CAN BE APPROVED THROUGH THE ADMINISTRATIVE AMENDMENT PROCESS UPON THE DETERMINATION AND MUTUAL AGREEMENT OF PETITIONER, CDOT, AND THE PLANNING DIRECTOR AS APPLICABLE, PROVIDED, HOWEVER, THE PROPOSED ALTERNATE TRANSPORTATION IMPROVEMENTS PROVIDE (IN THE AGGREGATE) COMPARABLE TRANSPORTATION NETWORK BENEFITS TO THE IMPROVEMENTS IDENTIFIED IN THIS PETITION.

III. ACCESS.

a. ACCESS TO THE SITE WILL BE FROM RANDOLPH ROAD AND COLWICK ROAD AS GENERALLY DEPICTED ON THE REZONING PLAN, SUBJECT TO ADJUSTMENTS AS SET FORTH BELOW.

b. THE PETITIONER AS PART OF THE DEVELOPMENT OF SITE WILL CONSTRUCT A PRIVATE STREET ALONG THE SOUTHEASTERN PROPERTY LINE THAT CONNECTS RANDOLPH ROAD TO COLWICK ROAD AS GENERALLY DEPICTED ON THE REZONING PLAN. A PUBLIC ACCESS EASEMENT WILL BE PROVIDED ON THIS PRIVATE STREET. THE PUBLIC ACCESS EASEMENT WILL PROHIBIT THE PRIVATE STREET FROM BEEN CLOSED OR GATED AND WILL REQUIRE THAT THE PRIVATE STREET BE KEPT OPEN TO ALLOW THE PUBLIC TO USE THE STREET FOR INGRESS AND EGRESS. THE PUBLIC ACCESS EASEMENT WILL BE DOCUMENTED ON APPLICABLE APPROVED BUILDING PERMIT PLANS WHICH WILL INCLUDE A PROVISION STATING THAT THE EASEMENT CAN BE MODIFIED AS PERMITTED HEREIN. THIS PROVISION AND PROVISIONS TO BE INCLUDED ON THE BUILDING PLANS ARE NOT INTENDED TO CREATE PRIVATE EASEMENT RIGHTS THAT MAY BE ENFORCED BY INDIVIDUAL LAND OWNERS, BUT RATHER ARE INTENDED TO COMPLY WITH DESIRE OF THE CITY TO HAVE A PRIVATE STREET OPEN TO THE PUBLIC BETWEEN RANDOLPH ROAD AND COLWICK ROAD. PORTIONS OR ALL OF THE STORM WATER MANAGEMENT FEATURES MAY BE LOCATED WITHIN THE PRIVATE STREETS.

c. DRIVEWAY AND PEDESTRIAN CONNECTIONS TO THE PRIVATE STREET DEPICTED ON THE REZONING PLAN FROM THE ADJOINING PROPERTIES MAY BE ALLOWED IN THE FUTURE IF THE PETITIONER AND THE PARTIES SEEKING THE CONNECTION(S) ARE IN AGREEMENT ON THE LOCATION AND TERMS OF THE CONNECTION(S).

d. THE ALIGNMENT OF THE VEHICULAR CIRCULATION AND DRIVEWAYS MAY BE MODIFIED BY THE PETITIONER TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, PARKING LAYOUTS AND ANY ADJUSTMENTS REQUIRED FOR THE CHARLOTTE DEPARTMENT OF TRANSPORTATION (CDOT) IN ACCORDANCE WITH PUBLISHED STANDARDS SO LONG AS THE STREET NETWORK SET FORTH ON THE REZONING PLAN IS NOT MATERIALLY ALTERED.

5. STREETSCAPE, LANDSCAPING, OPEN SPACE AND SCREENING:

a. A 15 FOOT SETBACK AS MEASURED FROM THE BACK OF THE EXISTING CURB ALONG RANDOLPH WILL BE PROVIDED; A 13 FOOT SETBACK, AS ALLOWED BY THE OPTIONAL PROVISIONS ABOVE, AS MEASURED FROM THE BACK OF THE EXISTING CURB ALONG COLWICK ROAD WILL BE PROVIDED AS GENERALLY DEPICTED ON THE REZONING PLAN.

b. AN EIGHT (8) FOOT PLANTING STRIP AND A SEVEN (7) FOOT SIDEWALK WILL BE PROVIDED ALONG RANDOLPH ROAD; AND ALONG COLWICK ROAD A SEVEN (7) FOOT PLANTING STRIP AND SIX (6) FOOT SIDEWALK WILL BE PROVIDED WITHIN THE REQUIRED SETBACKS AS GENERALLY DEPICTED ON THE REZONING PLAN.

c. URBAN OPEN SPACE WILL BE PROVIDED ON THE SITE AS REQUIRED BY THE ORDINANCE. THE LOCATION OF THE PROPOSED URBAN OPEN SPACE IS GENERALLY DEPICTED ON THE REZONING PLAN.

d. THE PORTION OF THE GRADE LEVEL PARKING SPACES VISIBLE FROM RANDOLPH ROAD ALONG THE N.W. PROPERTY BOUNDARY WILL BE SCREENED FROM RANDOLPH ROAD BY EVERGREEN LANDSCAPING.

e. METER BANKS WILL BE SCREENED WHERE VISIBLE FROM PUBLIC VIEW AT GRADE LEVEL.

f. ROOF TOP HVAC AND RELATED MECHANICAL EQUIPMENT WILL BE SCREENED FROM PUBLIC VIEW AT GRADE LEVEL.

6. GENERAL DESIGN GUIDELINES:

a. GROUND FLOOR ELEVATIONS LOCATED ALONG RANDOLPH ROAD SHALL BE TREATED WITH A COMBINATION OF FENESTRATION, CLEAR GLASS, PROMINENT ENTRANCES, CHANGES IN MATERIALS, BUILDING STEP BACKS, AND LANDSCAPING. BLANK WALLS CANNOT BE ADDRESSED WITH LANDSCAPING ELEMENTS ONLY. INCLUDING THE WALLS USED TO SCREEN THE SERVICE AREA.

b. THE ATTACHED ILLUSTRATIVE BUILDING ELEVATIONS ARE INCLUDED TO REFLECT AN ARCHITECTURAL STYLE AND A QUALITY OF THE BUILDING THAT MAY BE CONSTRUCTED ON THE SITE (THE ACTUAL BUILDING CONSTRUCTED ON THE SITE MAY VARY FROM THESE ILLUSTRATIONS PROVIDED THAT THE DESIGN INTENT IS PRESERVED)

c. FAÇADES SHALL PROVIDE VISUAL DIVISIONS BETWEEN THE FIRST AND SECOND STORIES THROUGH ARCHITECTURAL MEANS SUCH AS COURSES, AWNINGS, OR A CHANGE IN PRIMARY FAÇADE MATERIALS OR COLORS.

7. PARKING AND MANEUVERING RESTRICTIONS.

a. MANEUVERING FOR PARKING, A SERVICE AREA AND A LOADING DOCK AREA MAY BE PROVIDED BETWEEN COLWICK ROAD AND THE BUILDING AS GENERALLY DEPICTED ON THE REZONING PLAN AND ALLOWED BY THE OPTIONAL PROVISIONS ABOVE.

b. A MINIMUM OF ONE PARKING SPACE PER 300 SQUARE FEET OF GROSS FLOOR AREA WILL BE PROVIDED.

8. ENVIRONMENTAL FEATURES:

a. THE SITE SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION CONTROLS ORDINANCE.

b. PORTIONS OR ALL OF THE STORM WATER MANAGEMENT FEATURES MAY BE LOCATED WITHIN THE PRIVATE STREETS SHOWN ON THE REZONING PETITION PLAN.

c. THE SITE WILL COMPLY WITH THE TREE ORDINANCE.

9. SIGNAGE:

a. SIGNAGE AS ALLOWED BY THE ORDINANCE AND BY THE OPTIONAL PROVISIONS LISTED ABOVE MAY BE PROVIDED.

b. ON PREMISES DIRECTIONAL AND INSTRUCTIONAL SIGNS MAY BE LOCATED THROUGHOUT THE SITE PER THE STANDARDS OF THE ORDINANCE.

10. LIGHTING:

a. ALL NEW ATTACHED AND DETACHED LIGHTING SHALL BE FULLY SHIELDED DOWNWARDLY DIRECTED AND FULL CUT OFF FIXTURE TYPE LIGHTING EXCLUDING LOWER, DECORATIVE LIGHTING THAT MAY BE INSTALLED ALONG THE DRIVEWAYS, SIDEWALKS, AND PARKING AREAS.

b. DETACHED LIGHTING ON THE SITE, EXCEPT STREET LIGHTS LOCATED ALONG PUBLIC STREETS, WILL BE LIMITED TO 20 FEET IN HEIGHT.

11. CATS CONCRETE WAITING PAD ON RANDOLPH ROAD:

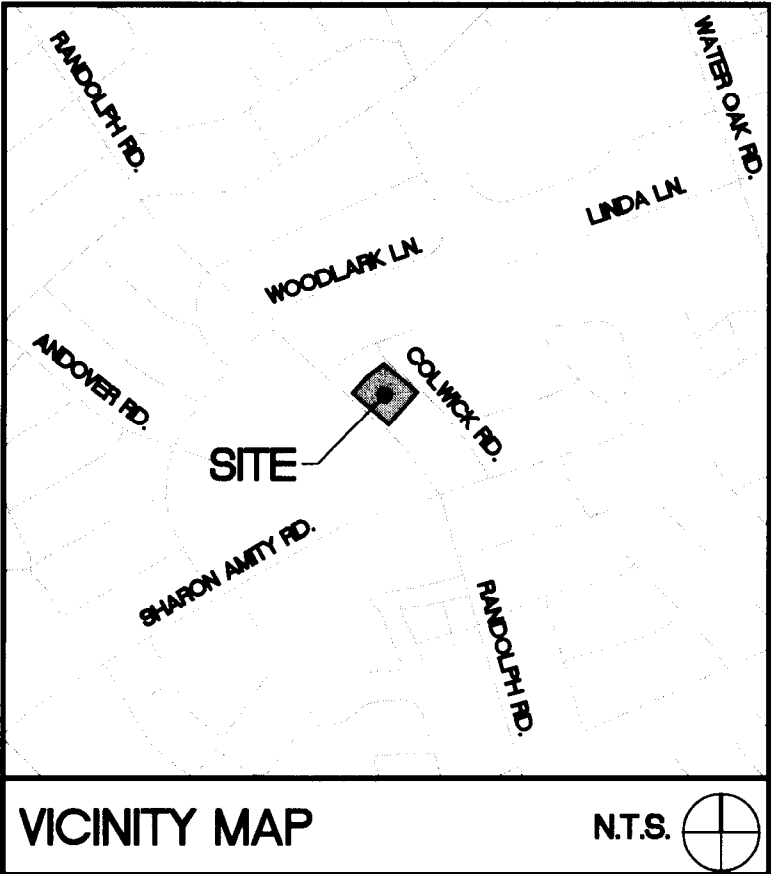
a. THE PETITIONER WILL PROVIDE A CONCRETE WAITING PAD, PER CHARLOTTE LAND DEVELOPMENT STANDARD 60.01B, FOR CATS PASSENGERS TO ACCESS BUS SERVICE ALONG RANDOLPH ROAD. THE CONCRETE PAD WILL BE LOCATED NEAR THE PROPOSED LOCATION OF THE OF PROPOSED PEDESTRIAN REFUGE ISLAND. IN THE FUTURE SHOULD CATS CHOOSE TO CONSTRUCT A BUS SHELTER ALONG THE SITE'S FRONTAGE THE PETITIONER WILL BE NOTIFIED SO THAT THAT PETITIONER CAN PARTICIPATE IN THE DESIGN AND LOCATION OF THE PROPOSED BUS SHELTER.

12. AMENDMENTS TO THE REZONING PLAN:

a. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE APPLICABLE DEVELOPMENT AREA PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS HEREIN AND OF CHAPTER 6 OF THE ORDINANCE.

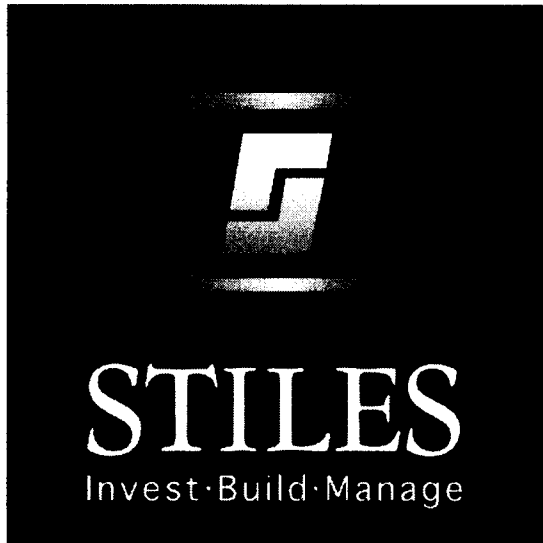
13. BINDING EFFECT OF THE REZONING APPLICATION:

a. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE DEVELOPMENT OF THE SITE IMPOSED UNDER THE REZONING PLAN WILL, UNLESS AMENDED IN THE MANNER PROVIDED HEREIN AND UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE PETITIONER AND SUBSEQUENT OWNERS OF THE SITE OR DEVELOPMENT AREAS, AS APPLICABLE, AND THEIR RESPECTIVE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST OR ASSIGNS.



SURVEY DISCLAIMER

ALTA/ASCM LAND TITLE SURVEY ISSUED MARCH 8, 2014, PROVIDED BY THE CHARTER & ASSOCIATES, P.A., 420 HAWTHORNE LANE, CHARLOTTE, NC 28204, (704) 376-2186.



COTSWOLD PARTNERS, LLC

2125 SOUTHEND DRIVE
SUITE 351
CHARLOTTE, NC 28203

COTSWOLD RETAIL REZONING

4425 RANDOLPH ROAD
CHARLOTTE, NC 28211



ColeJenest & Stone
*Shaping the Environment
Realizing the Possibilities*

200 South Tryon Street, Suite 1400
Charlotte, North Carolina 28202
p+ 704 376 1555 f+ 704 376 7851
url+ www.colejeneststone.com

REZONING NOTES

Project No.

4244

Issued

09/22/14

Revised

11/14/11 - REVISED PER CITY COMMENTS
12/18/11 - REVISED PER CITY COMMENTS

APPROVED BY
CITY COUNCIL

PLAN 20-209

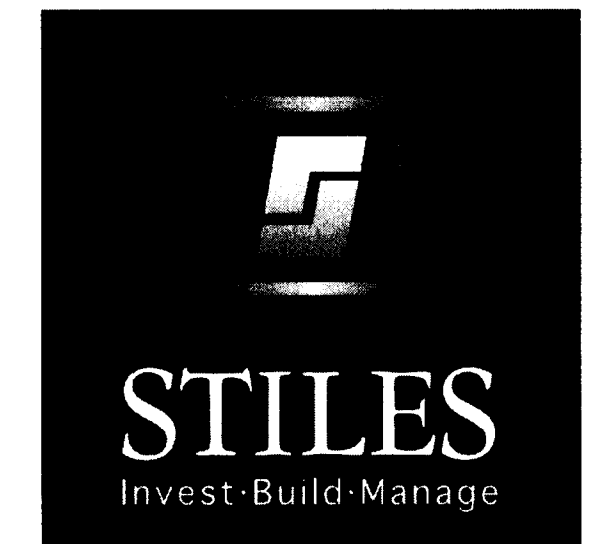
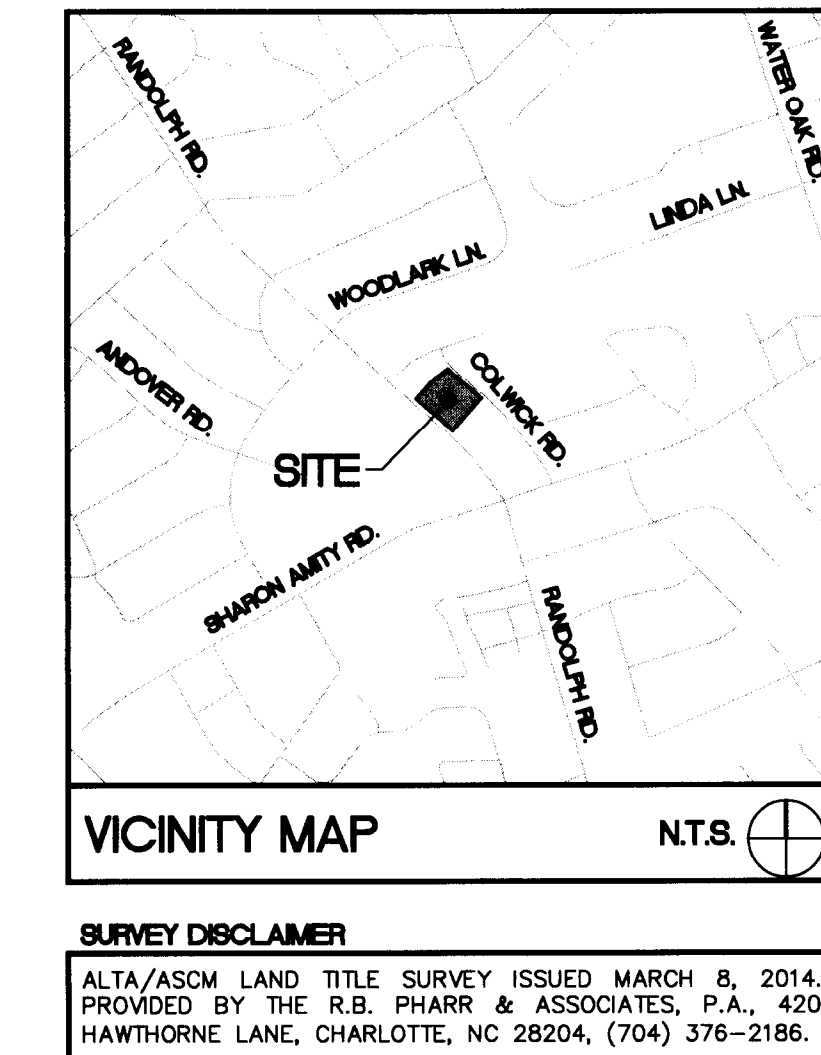
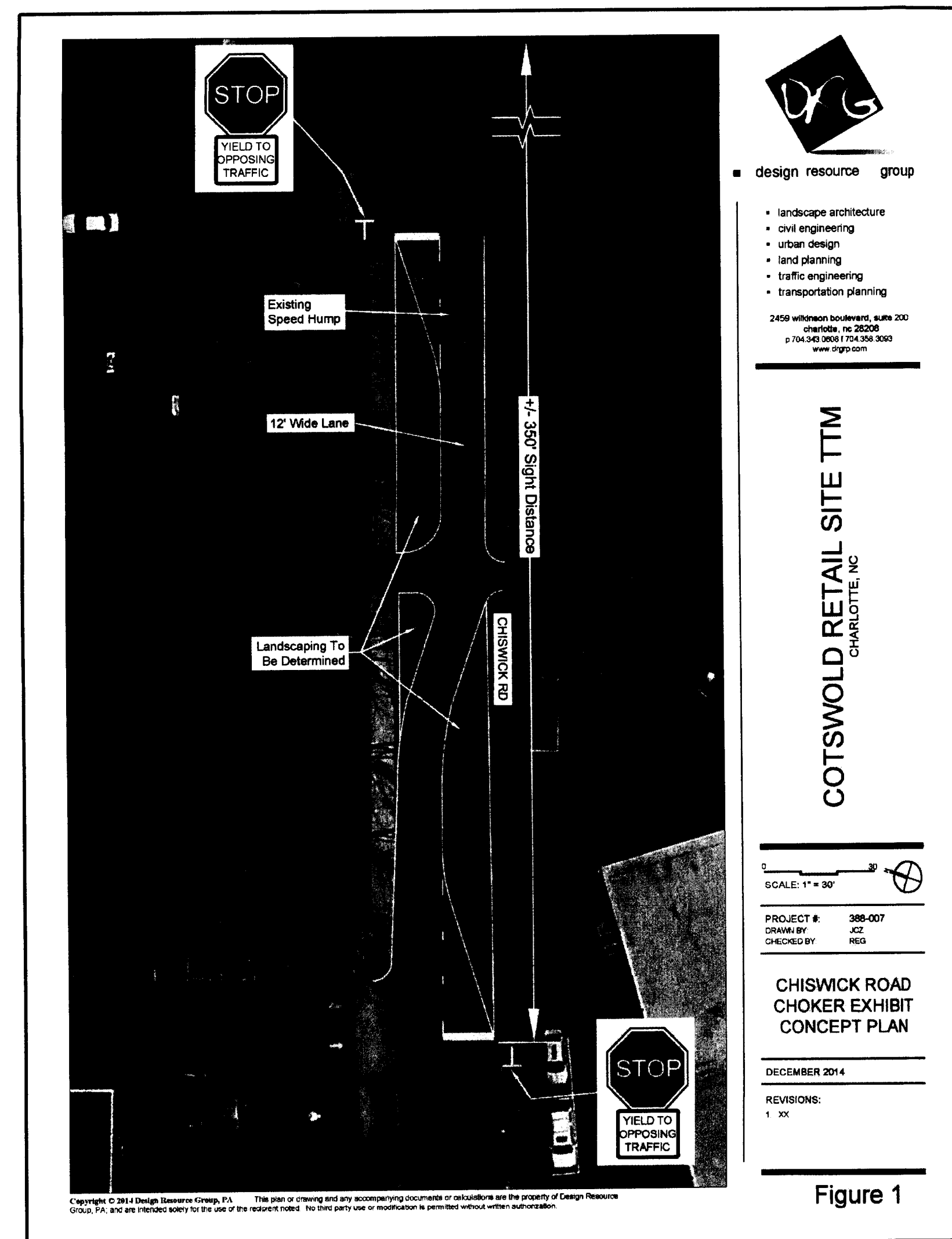
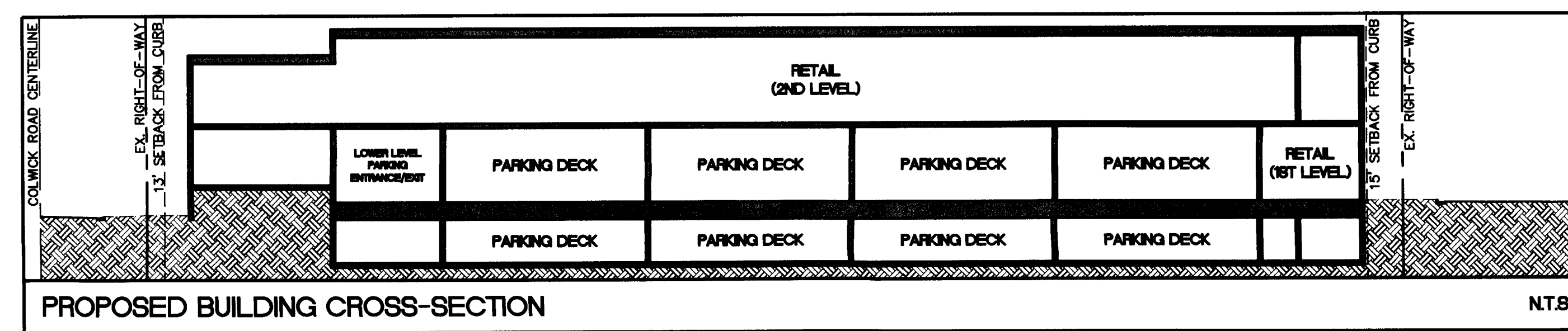
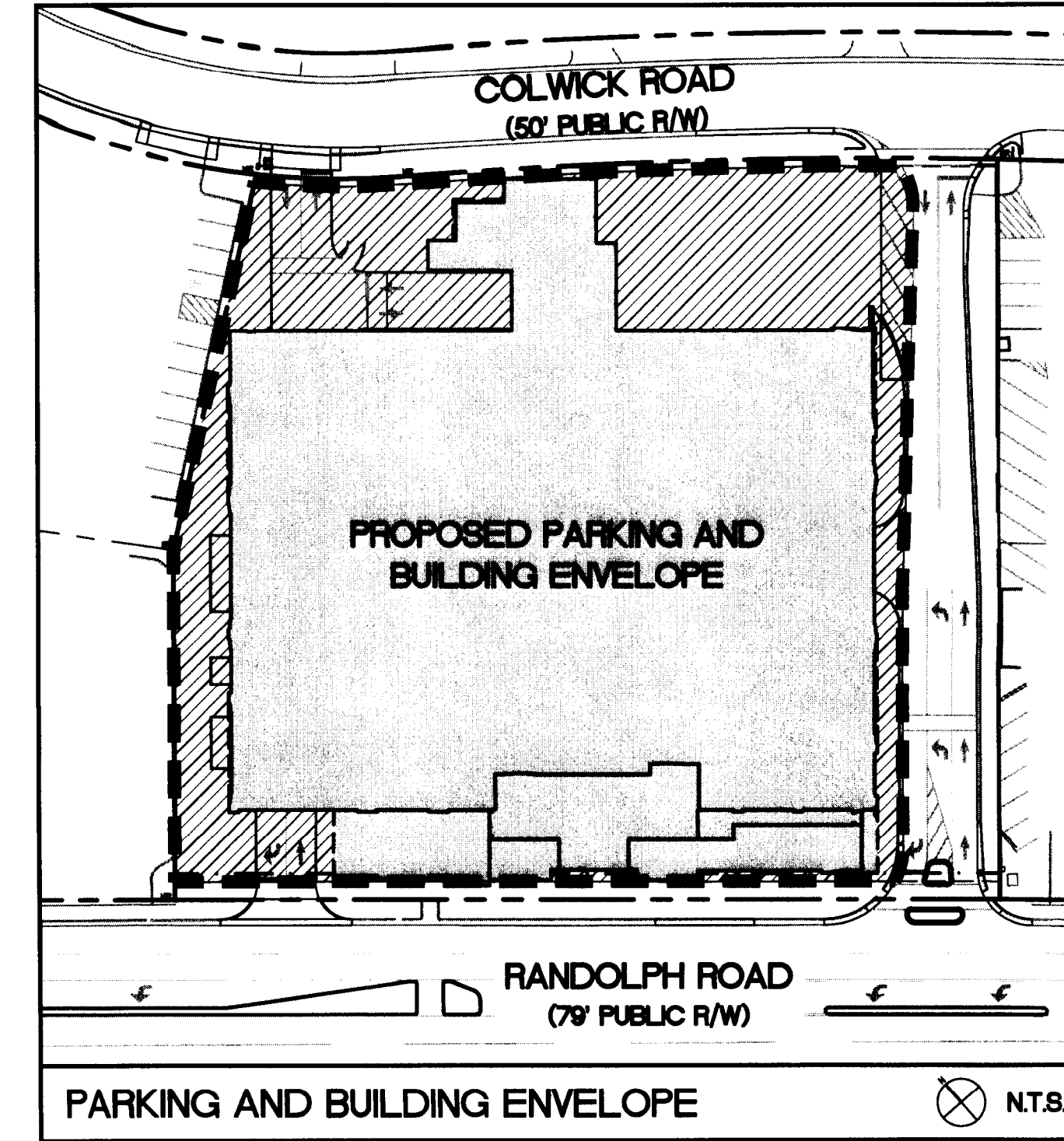
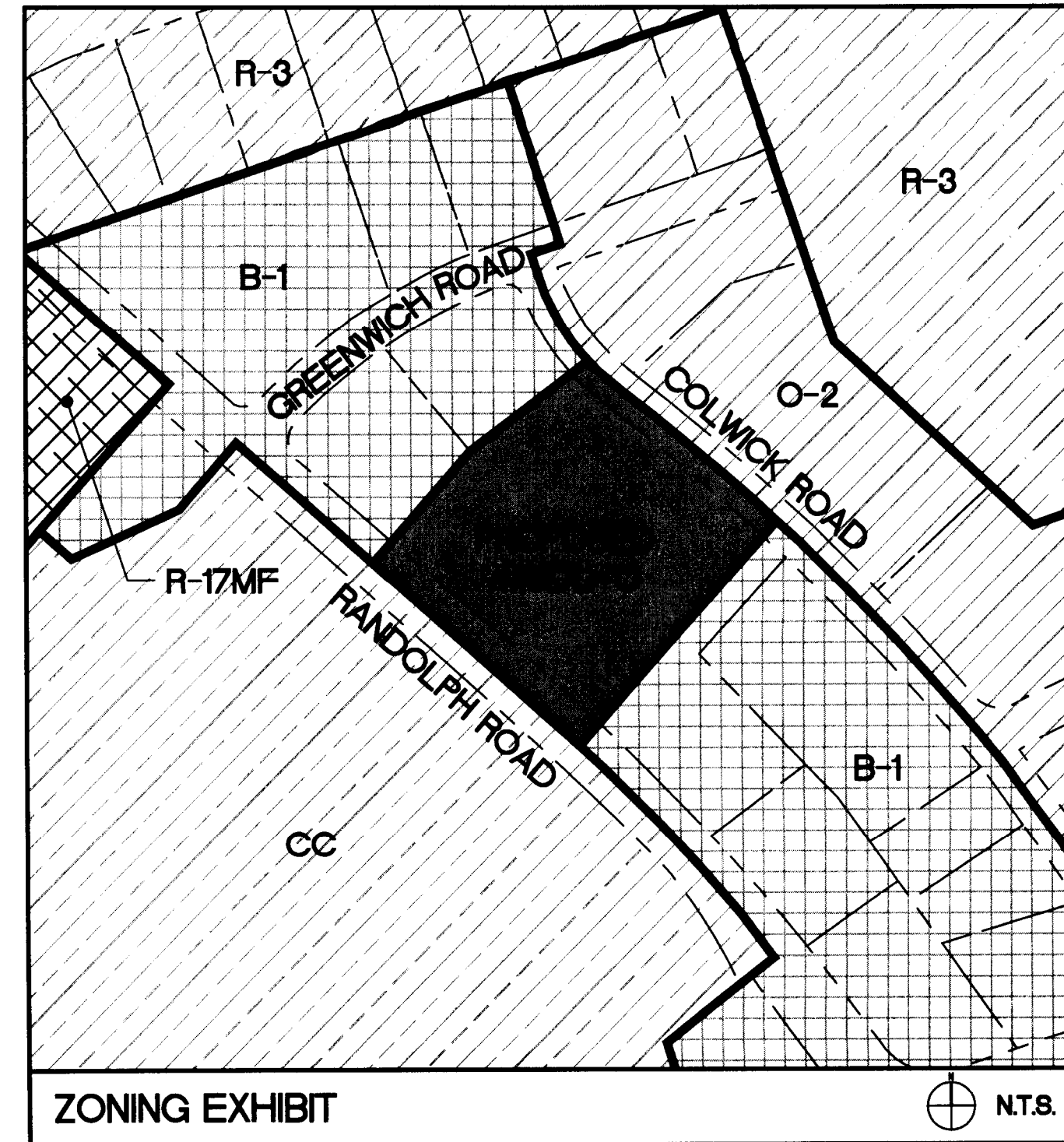
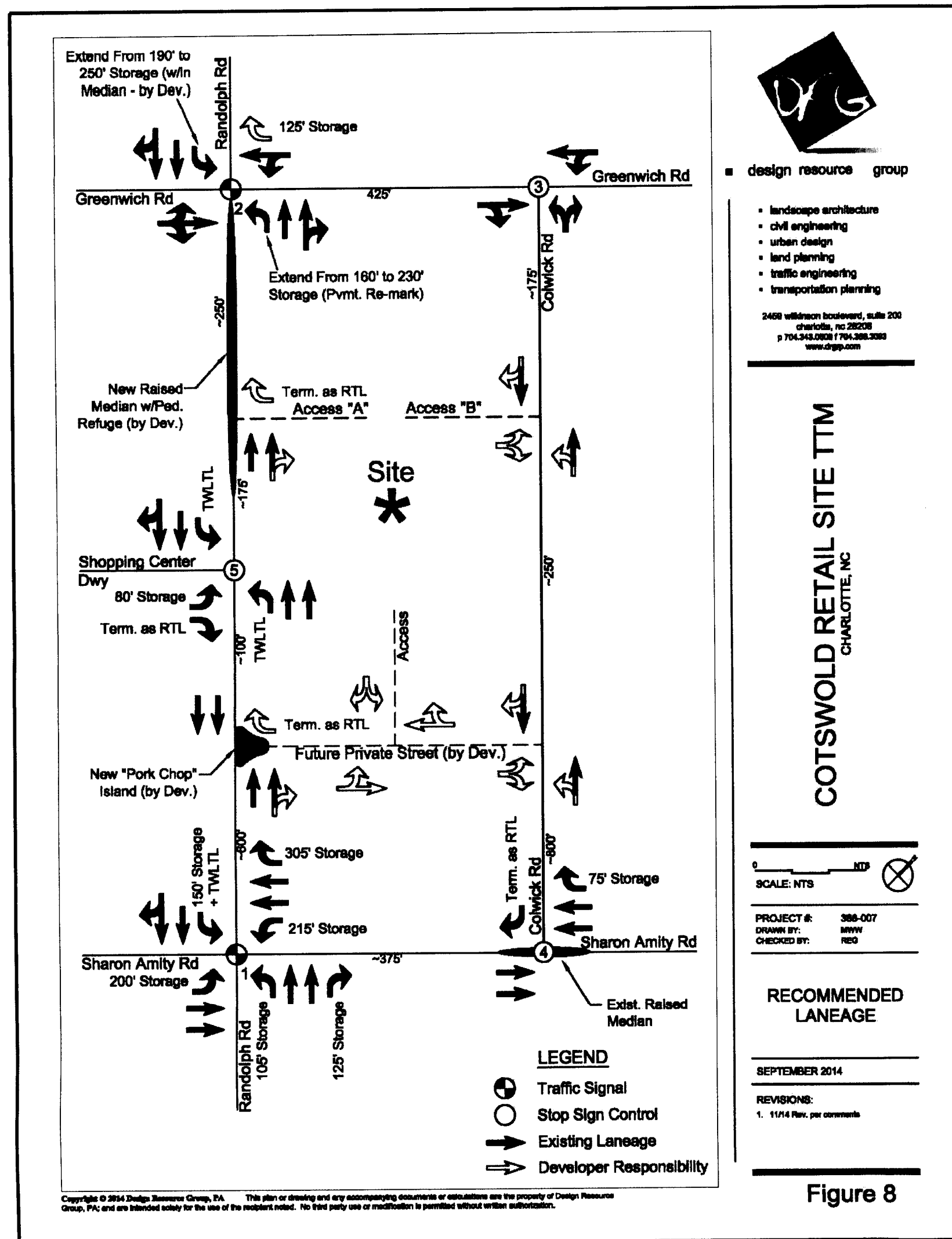


RZ-2

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PETITION #: 2014-118



COTSWOLD PARTNERS, LLC
2125 SOUTHWIND DRIVE
SUITE 351
CHARLOTTE, NC 28203

COTSWOLD RETAIL REZONING

4425 RANDOLPH ROAD
CHARLOTTE, NC 28211



200 South Tryon Street, Suite 1400
Charlotte, North Carolina 28202
p 704.376.1555 f 704.376.7851
url www.colejeneststone.com

REZONING EXHIBITS

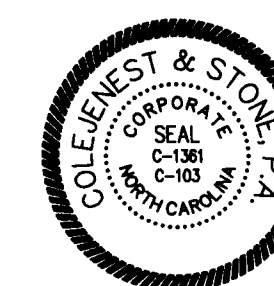
Project No.
4244

Issued
09/22/14

Revised
11/14/14 - REVISED PER CITY COMMENTS
12/18/14 - REVISED PER CITY COMMENTS

APPROVED BY
CITY COUNCIL

JAN 20 2015



RZ-3

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ColeJenest & Stone, P.A. 2014 ©

PETITION #: 2014-118

6. TERMS AND PROVISIONS OF THE LEASE BY AND BETWEEN SILVER FAMILY LL, A NORTH CAROLINA LIMITED LIABILITY COMPANY ("LANDLORD") AND COTSWOLD PARTNERS, LLC, A FLORIDA LIMITED LIABILITY COMPANY ("TENANT"). A MEMORANDUM OF WHICH IS RECORDED IN BOOK _____, PAGE _____.
DOCUMENT NOT PROVIDED FOR REVIEW.

BEING THAT CERTAIN PARCEL OF LAND LYING AND BEING IN THE CITY OF CHARLOTTE,
MECKLENBURG COUNTY, NORTH CAROLINA, AND BEING MORE PARTICULARLY
DESCRIBED AS FOLLOWS:

[illegible]

TAX PARCEL 157-173-01
SOUTHGROUP 120 GREENWICH, LLC
D.B. 21200, PG. 464

TAX PARCEL 157-173-02
GREEN-RAN ASSOCIATES
D.B. 4371, PG. 855

C&G - CURB & GUTTER
 C&B - CATCH BASIN
 CGF - COMBINED GRID FACTOR
 CG - CALCULATED POINT
 CO - CLEAN OUT
 D.B. - DEAD BOOK
 D.C. - DRAINAGE CONCRETE MONUMENT
 EIR - EXISTING IRON PIPE
 EIR - EXISTING IRON ROD
 EN - EXISTING MAIL
 FC - FIRE CONNECTION
 FH - FIRE HYDRANT
 FB - FIBER OPTIC BOX
 CG - GLAND POST
 GM - GAS METER
 GV - GAS VALVE
 GW - GUY WIRE
 LU - LIGHT POLE
 (M) - MEASURED
 M.B. - MAP BOOK
 G.N.G. - NATIONAL GEODETIC SURVEY
 NN - NEW IRON ROD
 NN - NEW NAIL
 PB - POWER BOX
 PW - PARCEL IDENTIFICATION NUMBER
 PM - POWER METER
 PW - POWER POLE
 PG - PAGE
 (R) - RECORD
 RW - RIGHT-OF-WAY
 R.C. - REINFORCED CONCRETE PIPE
 SDMH - STORM DRAIN MANHOLE
 SSMH - SANTARY SEWER MANHOLE
 TB - TELEPHONE BOX
 T.C. - TERESA-COTTA PIPE
 TMT - TELEPHONE MANHOLE
 WB - WATER BOX
 WM - WATER METER
 WT - WATER VALVE

EASEMENT	_____	_____
FENCE	_____	X
PROPERTY LINE	_____	_____
PROPERTY LINE (NOT SURVEYED)	_____	_____
RIGHT-OF-WAY	_____	_____
RIGHT-OF-WAY (NOT SURVEYED)	_____	_____
SETBACK	_____	_____
FIBER OPTIC LINE	_____	FO
GAS LINE	_____	G
POWER LINE	_____	E
POWER LINE (UNDERGROUND)	_____	UE
SANITARY SEWER PIPE	_____	SS
STORM DRAIN PIPE	_____	SD
TELEPHONE LINE	_____	T
TELEPHONE LINE (UNDERGROUND)	_____	UT
WATER LINE	_____	W
WOOD FENCE	<input type="checkbox"/> _____	W

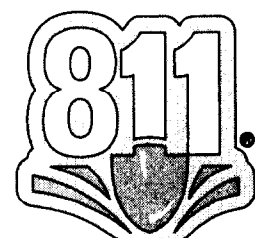
POWER
DUKE POWER ENERGY
1-800-777-9898

TELEPHONE
BELL SOUTH TELECOMMUNICATIONS
1-888-757-6500

WATER & SEWER
CHAR.-MECK. UTILITY DEPT. (CMUD)
(704) 336-2564 WATER
(704) 357-6064 SEWER

GAS
PIEDMONT NATURAL GAS CO.
1-800-752-7504

CABLE TELEVISION
TIME WARNER CABLE
1-800-892-2253



Know what's below.
Call before you dig.

CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
C1(M)	315.00'	58.38'	S 47°50'20" E	58.30'
C1(R)	315.00'	58.20'		
C2(M)	2450.18'	241.01'	S 50°19'51" E	240.91'
C2(R)	2450.18'	241.01'		
C3	2450.18'	40.24'	N 47°02'33" W	40.24'
C4	1780.43'	192.66'	N 45°17'10" W	192.76'

30 0 15 30 60 120

(IN FEET)

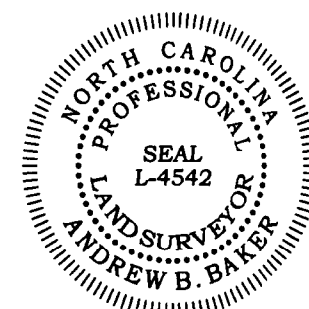
1 inch = 30 ft.

P.O.C.
NGS MONUMENT "M 073"
NC GRID M4D 83
N:523,627.11 FT
E:1,461,944.86 FT
NAVD 88 ELEV:715.13 FT
CGE-D 99084403

THIS IS TO CERTIFY THAT THE SUBJECT PROPERTY IS NOT
LOCATED IN A SPECIAL FLOOD HAZARD AREA AS SHOWN ON
MAPS PREPARED BY THE FEDERAL EMERGENCY MANAGEMENT
AGENCY, FEDERAL INSURANCE ADMINISTRATION, DATED
FEBRUARY 19, 2014
MAP NUMBER: 3710456200 K, ZONE X

THIS IS TO CERTIFY THAT ON 08th DAY OF MARCH, 20 14, AN ACTUAL SURVEY WAS MADE UNDER MY SUPERVISION OF THE PROPERTY SHOWN ON THIS PLAT, AND THAT THE BOUNDARY LINES AND THE IMPROVEMENTS, IF ANY, ARE AS SHOWN HEREON. THIS PLAT MEETS THE MINIMUM STANDARDS OF PRACTICE FOR LAND SURVEYING IN NORTH CAROLINA. BOARD RULE, 1600 (21 NCAC 56) AND THE RATIO OF PRECISION DOES NOT EXCEED AN ERROR OF CLOSURE OF ONE (1) FOOT PER 10,000 FEET OF PERIMETER SURVEYED NOR 20 SECONDS TIMES THE SQUARE ROOT OF THE NUMBER OF ANGLES TURNED.

SIGNED



1. THIS PLAT IS NOT FOR RECORDATION AS PER G.S. 47-30 AS AMENDED.
2. ALL CORNERS MONUMENTED AS SHOWN.
3. ALL DISTANCES ARE HORIZONTAL GROUND DISTANCES UNLESS OTHERWISE NOTED.

THE LOCATION OF UNDERGROUND UTILITIES SHOWN ON THIS MAP IS APPROXIMATE, BASED ON INFORMATION PROVIDED BY OTHERS OR BY FIELD LOCATION. UTILITY LOCATIONS AS SHOWN HEREON ARE INTENDED FOR PLANNING ONLY. ACTUAL LOCATION, SIZE, OR DEPTH OF LINE SHOULD BE VERIFIED WITH THE INDIVIDUAL UTILITY COMPANY BEFORE CONSTRUCTION.

5. SITE LOCALIZED TO AND ELEVATIONS BASED ON N.G.S. MONUMENT "M 073", ELEVATION = 715.13 FEET, NAVD 88.
6. BROKEN LINES INDICATE PROPERTY LINES NOT SURVEYED.
7. RANDOLPH ROAD IS SHOWN AS A "MAJOR THOROUGHFARE" ON THE MECKLENBURG-UNION METROPOLITAN PLANNING ORGANIZATION THOROUGHFARE PLAN OF 2004 AND MAY BE SUBJECT TO A FUTURE RIGHT-OF-WAY OF 50' FROM CENTERLINE.
8. THE OFF-SITE RIGHT-OF-WAY SHOWN HEREON IS FOR ILLUSTRATIVE PURPOSES ONLY. THE UNDERSIGNED CERTIFIES ONLY TO THE RIGHT-OF-WAYS SURVEYED. ANY DOES NOT CERTIFY TO THE RIGHT OF WAY WIDTH OF ANY ADJACENT PROPERTIES.

ZONING RESTRICTIONS AS PER ZONING ORDINANCE:
SUBJECT PROPERTY ZONED: B-1

MINIMUM SETBACK: 20 FT
MINIMUM SIDE YARD: NONE*(NONRESIDENTIAL)
MINIMUM REAR YARD: 10 FT (NONRESIDENTIAL)
MAXIMUM BUILDING HEIGHT: 40 FT

***NO SIDE YARD IS REQUIRED, BUT IF THEY ARE PROVIDED, THE FIRST ONE MUST BE A MINIMUM OF 8 FEET AND IF A SECOND ONE IS PROVIDED, IT MUST BE A MINIMUM OF 4 FEET. HOWEVER, IN ANY COMBINATION, THERE SHALL BE A MINIMUM OF 8 FEET BUILDING SEPARATION AT THE SIDE YARDS.**

FOR FURTHER INFORMATION CONTACT THE
CHARLOTTE-MECKLENBURG ZONING DEPARTMENT
AT 704-336-3569.


REGULAR PARKING SPACES	19
HANDICAPPED PARKING SPACES	2
TOTAL PARKING SPACES	196

**APPROVED BY
CITY COUNCIL**

VEN 26 40

TO: STILES CORPORATION; COTSWOLD PARTNERS, LLC, A FLORIDA LIMITED LIABILITY COMPANY; AND CHICAGO TITLE INSURANCE COMPANY;

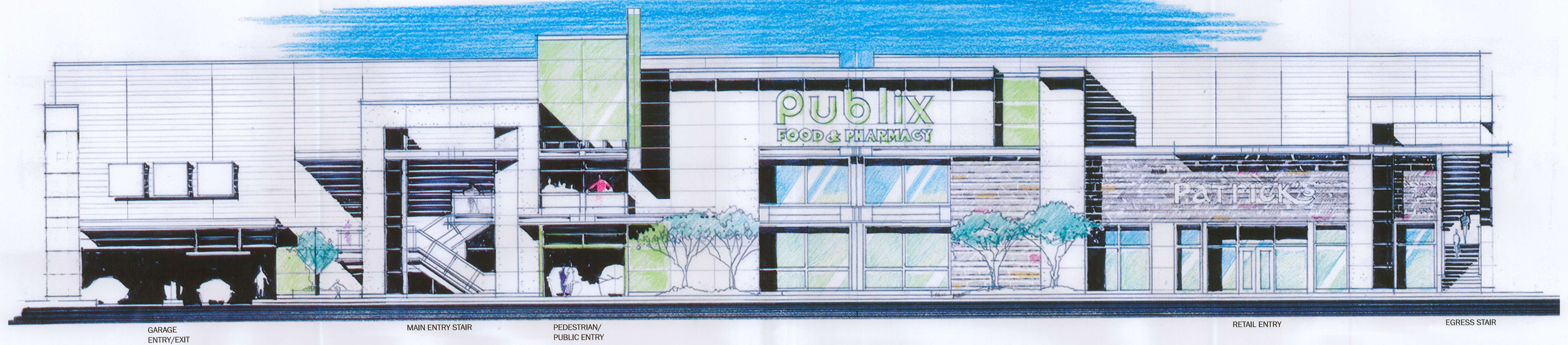
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2011 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/ACSM LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6(a), 7(a), 7(b)(1), 7(c), 8, 9, 11(b), AND 13 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON MARCH 8, 2014.


ANDREW B. BAKER (L-4542)
PROFESSIONAL LAND SURVEYOR
abaker@rbpharr.com

03-17-14
DATE

REVISONS		ALTA/ACSM LAND TITLE SURVEY PREPARED FOR:	
		STILES CORPORATION 4425 RANDOLPH RD CITY OF CHARLOTTE MECKLENBURG COUNTY, N.C. DEED REFERENCE: 7975-80 TAX PARCEL NO: 157-173-03	
		R.B. PHARR & ASSOCIATES, P.A. SURVEYING & MAPPING LICENSE NO. C-3473 420 HAWTHORNE LANE CHARLOTTE, NC 28204 TEL. (704) 376-2186	
		SCALE: 1"=30' DATE: MARCH 8, 2014 FILE NO. W-4525 JOB NO. 80954	
		CREW: EH DRAWN: CEB REVISED:	

PLOTTED: 3/17/2014
G:\80\9\80954\DWG\80954.DWG



FRONT ELEVATION - RANDOLPH ROAD



RIGHT SIDE ELEVATION - NEW ACCESS STREET

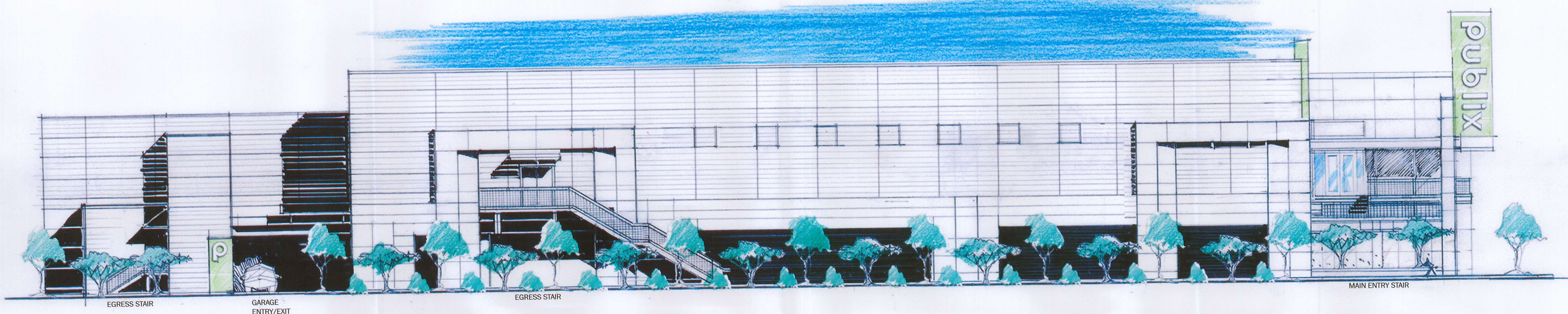
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JAN 20 2015

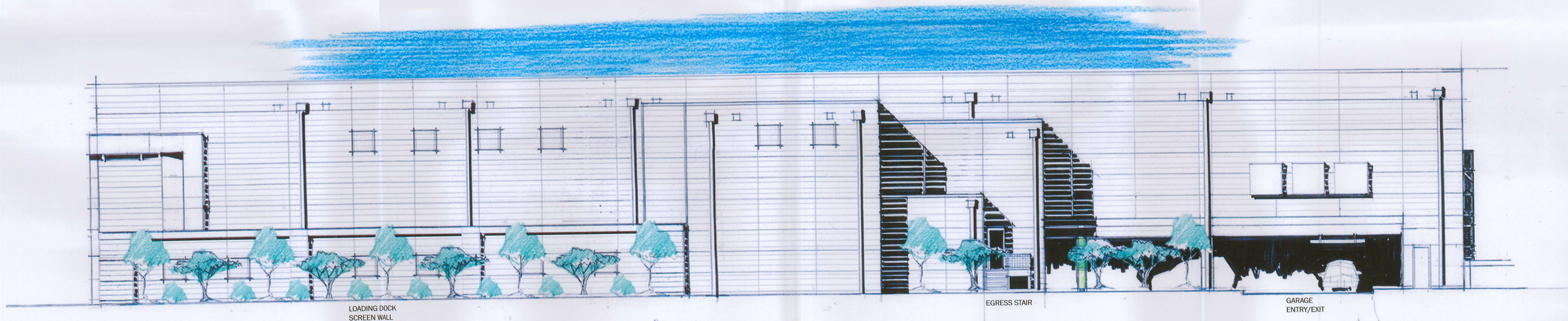
PUBLIX Cotswold

SCHEMATIC DESIGN ELEVATIONS - REVISED

12-18-14



LEFT SIDE ELEVATION



REAR ELEVATION - COLWICK ROAD

APPROVED BY
CITY COUNCIL

JAN 20 2015

PUBLIX Cotswold

SCHEMATIC DESIGN ELEVATIONS - REVISED

BOARD 2

12-18-14

LITTLE
DIVERSIFIED ARCHITECTURAL CONSULTING

