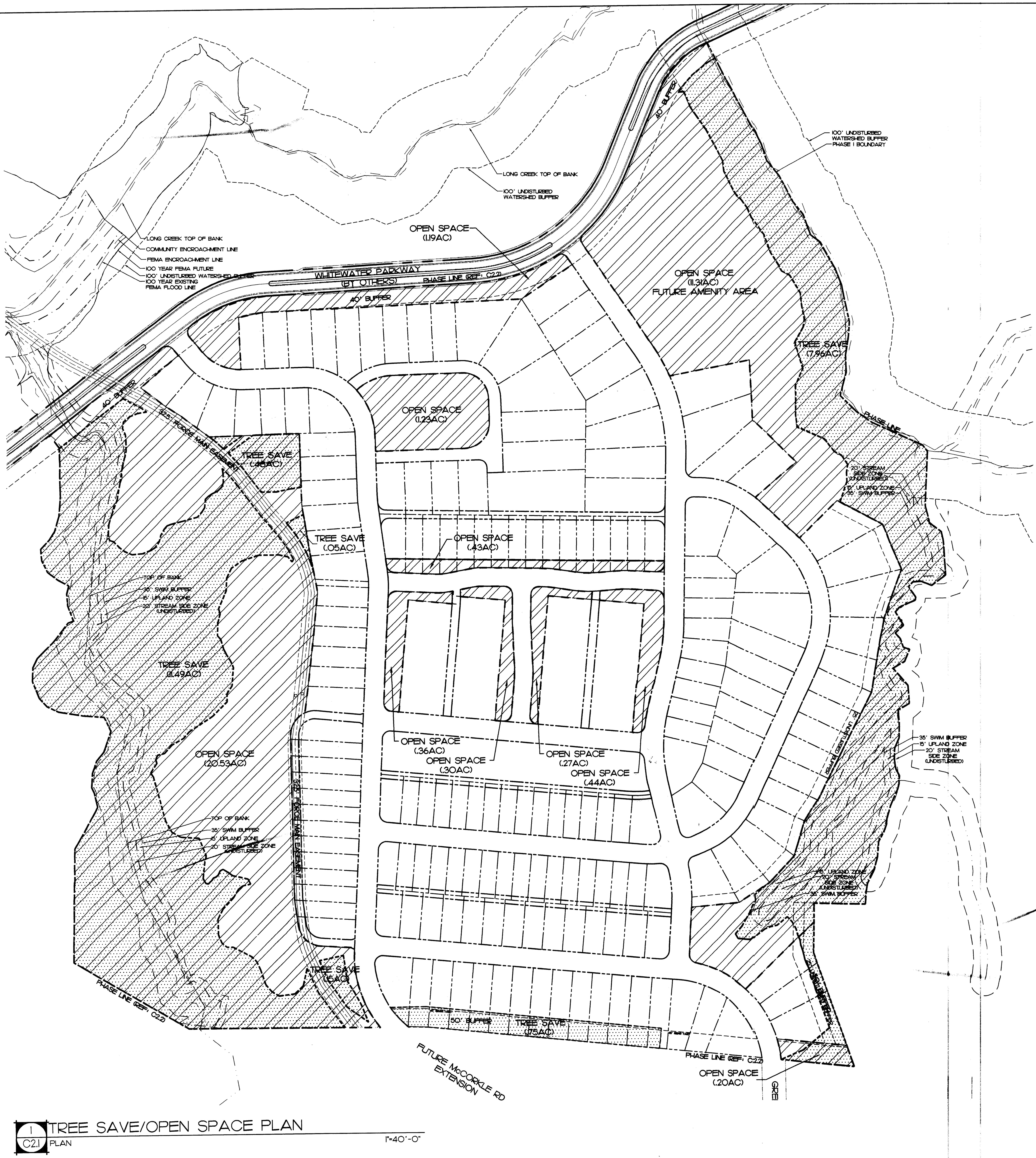

GENERAL NOTES:

1. EXISTING TREE LINE ESTABLISHED FROM AERIAL PHOTOGRAPH.

2. TREE SPACE PROTECTION FENCE TO BE PLACED AT THE DRIP LINE PLUS FIVE FEET, PRIOR TO ANY DEMOLITION OR GRADING ACTIVITY

3. TREE SAVE AREA MUST BE FIELD LOCATED AND FLAGGED FOR URBAN FORESTRY VERIFICATION

4. THE EXISTING LAND WITHIN THE PHASE BOUNDARY CONSISTS OF 82.98AC TOTAL. REQUIREMENTS STATE THAT AT LEAST 10% OF EXISTING TREE COVERAGE MUST BE SAVED FOR FUTURE DEVELOPMENT TO OCCUR. AREAS HIGHLIGHTED ON THIS DRAWING SHOW WHERE EXISTING TREES WILL BE SAVED.

5. FOR DETAILS ON TREE PROTECTION AND PLANTING SEE PLANTING DETAILS SHEET C8.5

6. FOR OVERALL WHITEWATER DEVELOPMENT TREESAVE AND OPENSPACE TABULATIONS REFERENCE SMP PLANS IN THIS PACKAGE.

TREE PROTECTION NOTES:

1. TREE PROTECTION BARRICADES MUST MEET OR EXCEED TREE ORDINANCE GUIDELINES STDS.

2. TREE BARRICADES MUST BE INSTALLED BEFORE AND DEMOLITION/CLEARING/GRADING/CONSTRUCTION, AND NOT REMOVED UNTIL AFTER FINAL INSPECTION BY URBAN FORESTRY STAFF

3. NO SOIL DISTURBANCE OR COMPACTION, CONSTRUCTION MATERIALS, TRAFFIC, BURIAL PITS, TRENCHING OR OTHER LAND DISTURBING ACTIVITY ALLOWED IN TREE SAVE AREAS.

4. VIOLATIONS OF THE TREE PROTECTION REQUIREMENTS ARE SUBJECT TO FINES, AND/OR IMMEDIATE CORRECTIVE ACTION/MITTIGATION.

5. URBAN FORESTER MUST BE NOTIFIED OF THE PRE-CONSTRUCTION MEETING.

TREE SAVE/ OPEN SPACE CALCULATIONS:

TOTAL SITE AREA: 89.83AC

PERCENTAGE OF TREE SAVE AREA (15% MIN REQUIRED)
20.88AC- 23.24% PROVIDED

PERCENTAGE OF OPEN SPACE AREA (15% MIN REQUIRED)
36.26AC - 40.36% PROVIDED

OPEN SPACE

TREE SAVE

1 / C2.1 TREE SAVE/OPEN SPACE PLAN
PLAN 1"=40'-0"

APPROVED FOR CONSTRUCTION 10-30-2007

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NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT #308 EDWARD M. SCHWENTZER
5/14/07

Whitewater Subdivision - Phase I

Charlotte ETJ, North Carolina

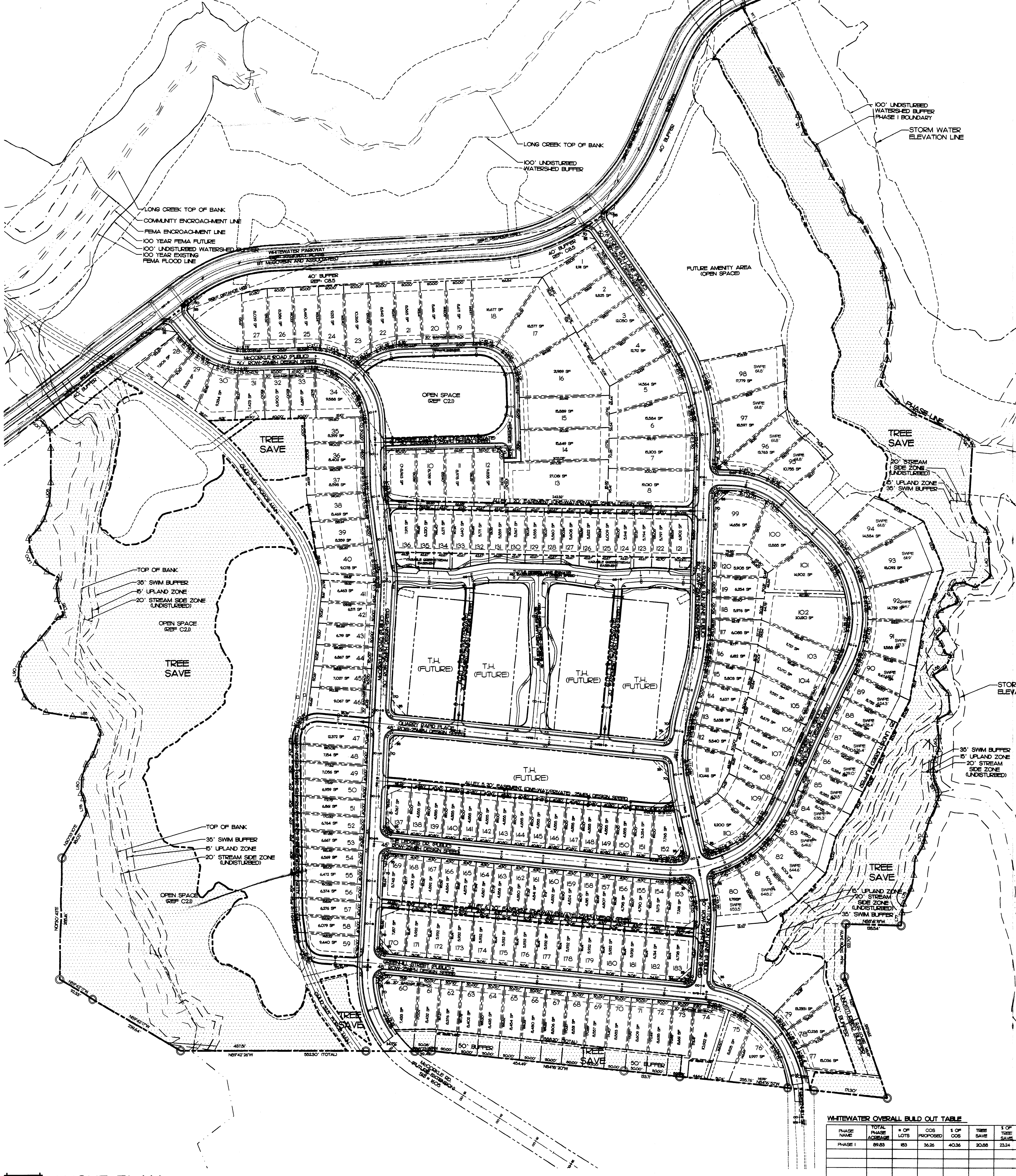
Crosland Inc.

Tree Save and Open Space

REVISIONS:
1. 12-21-06 REVISIONS PER CITY COMMENTS
2. 03-20-07 REVISIONS PER CITY COMMENTS
3. 05-14-07 REVISIONS PER CITY COMMENTS

DATE: October 16, 2006
DESIGNED BY: EMS/GPP
DRAWN BY: GPP
CHECKED BY: EMS
Q.C. BY: EMS
SCALE: 1"=100'-0"
PROJECT #: 1006050

SHEET #: C2.1

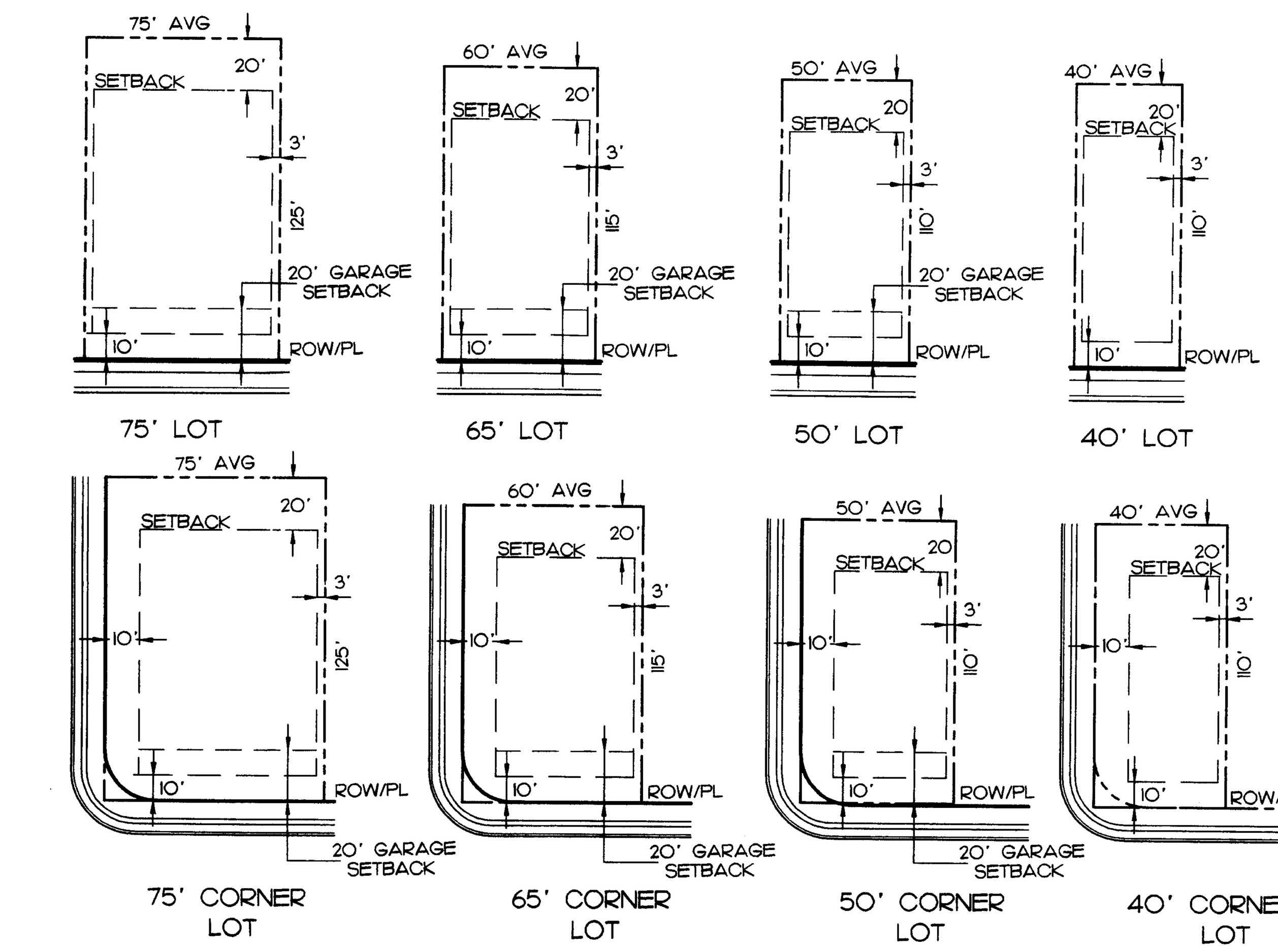


LAYOUT PLAN

1 / C2.2 PLAN

1"=100'-0"

TYPICAL LOT DIMENSIONS AND LAYOUT:



LAND DEVELOPMENT NOTES:

1. LAND DEVELOPMENT INSPECTOR TO BE GIVEN 24 HOURS NOTICE PRIOR TO START OF CONSTRUCTION.
2. COORDINATE ALL CURB AND STREET GRADES IN INTERSECTION WITH INSPECTOR.
3. APPROVAL OF THIS PLAN IS NOT AN AUTHORIZATION TO GRADE ADJACENT PROPERTIES. WHEN FIELD CONDITIONS WARRANT OFF-SITE GRADING, PERMISSION MUST BE OBTAINED FROM THE AFFECTED PROPERTY OWNERS.
4. DEVELOPER WILL PROVIDE STREET-SIGNS PER CMLDS 50.05 (9" SIGNS ONLY)
5. SUBSURFACE DRAINAGE FACILITIES MAY BE REQUIRED IN THE STREET RIGHT-OF-WAY IF DEEMED NECESSARY BY THE INSPECTOR.
6. THE DEVELOPER SHALL MAINTAIN EACH STREAM, CREEK, OR BACKWASH CHANNEL IN AN UNOBSTRUCTED STATE AND SHALL REMOVE FROM THE CHANNEL AND BANKS OF THE STREAM ALL DEBRIS, LOGS, TIMBER, JUNK AND OTHER ACCUMULATIONS.
7. NON-STANDARD ITEMS (I.E. PAVERS, IRRIGATION SYSTEMS, ETC.) IN THE RIGHT-OF-WAY REQUIRE A RIGHT-OF-WAY ENCROACHMENT AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION) BEFORE INSTALLATION.
8. ANY FENCE OR WALL CONSTRUCTED ALONG OR ADJACENT TO ANY SIDEWALK OR STREET RIGHT-OF-WAY REQUIRES A CERTIFICATION ISSUED BY NCDOT.
9. FILLING IN OF SEDIMENT TRAPS AND SEDIMENT BASINS TO ONLY BE DONE AFTER STABILIZATION OF DRAINAGE AREA TOWARD THAT SPECIFIC BASIN.
ALL SIGNAGE TO BE REVIEWED & PERMITTED SEPARATELY.
ALL APPLICABLE FEDERAL, STATE & LOCAL ENVIRONMENTAL PERMITS WILL BE OBTAINED BY THE DEVELOPER.
10. IRONS TO BE SET AT ALL PROPERTY CORNERS
11. PROPOSED STREETS TO BE MIX OF PUBLIC AND PRIVATE
12. P.S.D.E. DENOTES PERMANENT STORM DRAINAGE EASEMENT
13. S.D.E. DENOTES PUBLIC STORM DRAINAGE EASEMENT TO BE PRIVATELY MAINTAINED
14. ALL PAVEMENT MARKINGS SHALL CONFORM TO N.C.D.O.T. STANDARDS
15. ALL ROAD CONSTRUCTION MATERIAL SHALL MEET THE REQUIREMENTS SET FORTH IN THE LATEST EDITION OF THE NORTH CAROLINA STANDARD SPECIFICATIONS FOR ROADS & STRUCTURES, LATEST EDITION.
16. ALL CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 3,600 PSI 15. ANY ONSITE DEMOLITION LANDFILL REQUIRES THE FILING OF A LAND CLEARING AND INSERT DEBRIS LANDFILL NOTIFICATION WITH THE DEPT. OF ENVIRONMENT, HEALTH, AND NATURAL RESOURCES.

SWIM / STREAM BUFFER NOTES:

1. THE S.W.I.M. BUFFER IS MEASURED HORIZONTALLY ON A LINE PERPENDICULAR TO THE SURFACE WATER, LANDWARD FROM THE TOP OF THE BANK ON EACH SIDE OF THE STREAM.
2. STREAM SIDE AND MANAGED USE ZONES OF THE BUFFER ARE TO BE LEFT UNDISTURBED. NO GRADING IS ALLOWED IN THESE ZONES.
3. GRADING IS ALLOWED IN THE UPLAND ZONE BUT NO FILL MATERIAL CAN BE BROUGHT INTO THE AREA.
4. NO OCCUPIED STRUCTURES CAN BE PLACED IN ANY OF THE THREE (3) BUFFER ZONES. NON-COMMERCIAL BUILDINGS FOR STORAGE CAN BE PLACED IN THE UPLAND ZONE PROVIDED THEY DO NOT EXCEED 150 SQUARE FEET.
5. ENGINEERED OR IMPROVED CHANNELS AND PIPED STORM WATER ARE NOT ALLOWED IN OR THROUGH THE BUFFER. TEMPORARY SEDIMENT BASINS CAN NOT BE PLACED IN THE STREAMSIDE OR MANAGED USE ZONES. DRAINAGE AREAS WILL BE DESIGNED TO ALLOW WATER TO SHEET FLOW ACROSS THE BUFFER TO FILTER OUT POLLUTANTS. PLUNGE POOLS, ENERGY DISSIPATERS, DIVERSION DITCHES OR WETLAND FLOW WILL BE USED. DESIGN DETAILS FOR THESE DEVICES CAN BE OBTAINED FROM THE CHARLOTTE-MECKLENBURG LAND DEVELOPMENT STANDARDS MANUAL.
6. THE OUTER LIMITS OF THE MANAGED USE ZONE WILL BE CLEARLY MARKED BY ORANGE FABRIC FENCING PRIOR TO ANY LAND DISTURBING ACTIVITIES AT THE SITE.
7. ANY ACTIVITY IN THE BUFFER WILL COMPLY WITH THE SWIM STREAM BUFFER SECTION OF THE CITY OF CHARLOTTE ZONING ORDINANCE.
8. STREAMS AND BUFFER BOUNDARIES INCLUDING THE DELINEATION OF EACH ZONE AND A DIMENSION FROM A SPECIFIC LOCATION ARE SHOWN ON ALL SURVEYS AND RECORD PLATS, INCLUDING INDIVIDUAL DEEDS FOR ANY LOTS AFFECTED.
9. EDUCATIONAL MATERIALS CONCERNING THE BUFFER WILL BE DISTRIBUTED TO EACH HOMEOWNER AND BUILDER PRIOR TO LIVING IN THE HOUSE OR STARTING CONSTRUCTION OF THE HOUSE. (MATERIAL IS AVAILABLE THROUGH MCDEP BY CALLING 336-5500).
10. ALL SUBCONTRACTORS OF THE LAND DEVELOPER AND HOME BUILDER WILL BE NOTIFIED OF THE BUFFER REGULATIONS PRIOR TO DEVELOPMENT.

SITE DEVELOPMENT DATA

PHASE I SITE AREA: 89.83AC
EXISTING ZONING: MX-3
TAX PARCELS: 05328103
OPEN SPACE REQUIRED: 15% (13.47AC)
OPEN SPACE PROVIDED: 40.36% (36.26AC)
TREE SAVE AREA REQUIRED: 15% (13.47AC)
TREE SAVE AREA PROVIDED: 23.24% (20.88AC)

LOT TABULATIONS:

TOTAL LOTS: 183
75' LOTS: 25
60' LOTS: 46
50' LOTS: 50
40' LOTS: 62

MX-1 MIN. REQUIREMENTS:

MIN. LOT SIZE: 4500 S.F.
MIN. LOT WIDTH: 40'

IMPERVIOUS AREA ALLOWABLE PER LOT:

TOTAL LOTS: 183
75' LOTS: 5000 SF
60' LOTS: 4500 SF
50' LOTS: 4000 SF
40' LOTS: 3500 SF
TOWNHOMES: 1700 SF

*SEE DESIGN CALCULATIONS PLAN FOR DETAILED PHASE I IMPERVIOUS AREA CALCULATIONS.

CHARLOTTE-MECKLENBURG LAND DEVELOPMENT STANDARDS:

CMLDS MODIFIED	TYPICAL STREET SECTIONS - REF. SHEET C2.9
CMLDS 10.17A	STANDARD CURB AND GUTTER
CMLDS 10.17B	CURB AND GUTTER
CMLDS 10.19	CURB TRANSITION 2'-6" CURB AND GUTTER TO 2' VALLEY GUTTER
CMLDS 10.22	CONCRETE SIDEWALKS
CMLDS 10.25E	MODIFIED TYPE II DRIVEWAY DETAILS WITH PLANTING STRIP
CMLDS 10.30	CATCH BASIN PLACEMENT AT INTERSECTION
CMLDS 10.33A	ACCESSIBLE RAMP STANDARD 2'-0" VALLEY GUTTER
CMLDS 10.37	TYPICAL LOCAL RESIDENTIAL TO LOCAL LIMITED RESIDENTIAL STREET TAPER
CMLDS 50.07A	DEAD END STREET BARRICADE
CMLDS 50.07B	DEAD END STREET BARRICADE NOTES
CMLDS 50.08A	END OF ROADWAY MARKER
CMLDS 50.08B	END OF ROADWAY MARKER (ER-1)

NOTE REFERENCE SHEET C1.4, SECTION C INOVATIVE DEVELOPMENT PROVISIONS, NOTE 2a, FOR REZONING APPROVAL OF MODIFICATION TO CHAR/MECK STANDARD STREET SECTIONS.

YARD SETBACK CHART

LOT SIZE (WIDTH)	SETBACK	MINIMUM SIDE	MINIMUM REAR	GARAGE SETBACK
75' LOTS	10'	3'	20'	20'
60' LOTS	10'	3'	20'	20'
50' LOTS	10'	3'	[illegible]	20'
40' LOTS	10'	3'	20'	N/A, REAR LOADED

NOTE ALL 40' LOTS TO BE REAR LOADED VIA PRIVATE ALLEY ACCESS.

CERTIFICATION FOR SUBDIVISIONS AND STREETS:

THE FINAL CERTIFICATION FOR THE SUBDIVISION AND STREET SHALL BE SUBJECT TO THE FOLLOWING INSPECTIONS AS REQUIRED BY NCDOT / CDOT. THE CONTRACTOR SHALL COORDINATE ALL INSPECTIONS WITH THE NCDOT / CDOT TO INSURE THE PROPER INSPECTIONS CAN BE COORDINATED AND COMPLETED AT APPROPRIATE STAGES OF CONSTRUCTION.
1. ROADWAY HAS BEEN CONSTRUCTED IN THE CENTER OF THE RIGHT-OF-WAY.
2. SHOULDERS HAVE BEEN CONSTRUCTED WITH PROPER WIDTH AND SLOPE.
3. DITCHES HAVE BEEN CONSTRUCTED PROPERLY.
4. BACK SLOPES HAVE BEEN CONSTRUCTED PROPERLY.
5. SUBGRADE DENSITY TESTED AT A MINIMUM OF ONE LOCATION EVERY 1000' FOR ANY SECTION UP TO 28' WIDE. ONE TEST EVERY 300 SQ. YDS. IF SECTION IS OVER 28' WIDE (DATA INCLUDED)
6. SUBGRADE HAS BEEN PROOF ROLLED OVER THE ENTIRE SECTION (PASS/FAIL DATA & REMARKS INCLUDED).
7. STONE DEPTH VERIFIED AT ONE LOCATION PER STATION (DATA INCLUDED, MINIMUM PLATTED DEPTH MUST BE ACHIEVED OVER THE ENTIRE ROADWAY SECTION).
8. STONE DENSITY VERIFIED AT A MINIMUM OF ONE LOCATION EVERY 1000' FOR ANY SECTION UP TO 28' WIDE. ONE TEST EVERY 300 SQ. YDS. IF SECTION IS OVER 28' WIDE (DATA INCLUDED).
9. STONE BASE HAS BEEN PROOF ROLLED OVER THE ENTIRE SECTION (PASS/FAIL DATA & REMARKS INCLUDED).
10. VERIFY ASPHALT PLACEMENT TEMPERATURE.
11. VERIFY ASPHALT DEPTH (MINIMUM PLATTED DEPTH ACHIEVED OVER ENTIRE ROADWAY SECTION).
12. CORE SAMPLES TAKEN, MINIMUM OF ONE EVERY 2000' OR FRACTION THEREOF PER DAY (DATA/REPORTS INCLUDED).
13. NCDOT APPROVED MATERIALS HAVE BEEN USED.
14. PIPES HAVE BEEN INSTALLED WITH PROPER COVER AND SLOPE.
15. PIPE SIZES ARE CORRECT (AS PLATTED).
16. SEEDING HAS BEEN PERFORMED (YES/NO).
17. AS-BUILT PLANS OF ROADWAY CONSTRUCTION SHALL BE SUBMITTED AND APPROVED BY CITY OF CHARLOTTE PRIOR TO CITY'S ACCEPTANCE OF ROADWAYS FOR MAINTENANCE. CONTRACTOR SHALL PROVIDE AS-BUILT SIGNED AND SEALED BY RLS FOR PUBLIC ROADWAY IMPROVEMENTS UPON CONSTRUCTION COMPLETION.

WHITEWATER OVERALL BUILD OUT TABLE

PHASE NAME	TOTAL PHASE ACREAGE	# OF LOTS	COS PROPOSED	% OF COS	TREE SAVE	% OF TREE SAVE
PHASE I	89.83	183	36.26	40.36	20.88	23.24

LAYOUT NOTES:

1. CONTRACTOR SHALL SUPPLY MIN 3" PVC SLEEVING AT LOCATIONS SHOWN ON PLANS FOR FUTURE IRRIGATION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO COORDINATE ALL SLEEVING LOCATIONS WITH IRRIGATION CONTRACTOR PRIOR TO INSTALLATION TO VERIFY FINAL LOCATIONS OR ADDITIONAL LOCATIONS. SLEEVING LOCATIONS SHOWN ON PLAN ARE MINIMAL.
2. ALL SIDEWALKS THAT END AT CURB & GUTTER SHALL HAVE A H.C. RAMP. HANDICAP RAMPS SHALL BE PROVIDED AT ALL ROAD INTERSECTIONS- SEE SHEET C2.10
3. REINFORCED CURB & GUTTER TO BE PROVIDED AT ALL INTERSECTIONS AS INDICATED ON SHEET C2.10.
4. SEE SHEET Cx.xx FOR SITE DEVELOPMENT STANDARDS.
5. CONTRACTOR SHALL INSTALL ALL SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES IN CONFORMANCE WITH NCDOT STANDARDS AND THE "MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION.
6. SEE LAYOUT PLANS FOR TRAFFIC PAVEMENT MARKINGS AND SIGNAGE LOCATIONS.
7. ALL PAVEMENT MARKINGS SHALL BE IN COMPLIANCE WITH NCDOT DETAILS FOUND ON SHEET C2.11
8. A MINIMUM CLEARANCE OF TWO FEET SHALL BE MAINTAINED BETWEEN THE FACE OF CURB AND ANY PART OF A TRAFFIC SIGN OR LIGHT POLE.
9. CONTRACTOR SHALL COORDINATE INSTALLATION OF ALL SIGNS, PAVEMENT MARKINGS, AND OTHER TRAFFIC CONTROL DEVICES WITH OTHER CONTRACTORS ON SIGN OR LIGHT POLE.
10. JOINTS OR SCORE MARKS ARE TO BE SHARP AND CLEAN WITHOUT SHOWING EDGES OF JOINTING TOOL.
11. CONTRACTOR SHALL SAW-CUT TIE-INS AT EXISTING CURBS AS NECESSARY TO ENSURE SMOOTH TRANSITIONS. CONTRACTOR SHALL SAW-CUT AND TRANSITION TO MEET EXISTING PAVEMENT AS NECESSARY AND AS DIRECTED BY INSPECTOR TO INSURE POSITIVE DRAINAGE. (TYPICAL • ALL INTERSECTIONS).
12. CONTRACTOR SHALL COMPLY WITH ALL PERTINENT PROVISIONS OF THE "MANUAL OF ACCIDENT PREVENTION IN CONSTRUCTION" ISSUED BY AGC OF AMERICA, INC., AND THE SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION ISSUED BY THE U.S. DEPARTMENT OF LABOR.
13. ALL DIMENSIONS ARE TO FACE OF CURB UNLESS INDICATED OTHERWISE NOTED.
14. EACH LOT SHOWN TO PROVIDE (2) OFFSTREET PARKING SPACES ACCESSABLE VIA FRONT LOADED DRIVE OR REAR LOADED GARAGE.
15. STANDARD MUTCD STOP SIGNS (R1-1, 24"X24") ARE TO BE INSTALLED AS SHOWN AT ALL MINOR LEGS OF INTERNAL PRIVATE STREET INTERSECTIONS. STANDARD MUTCD STOP SIGNS (R1-1, 30"X30") ARE TO BE INSTALLED AT ALL PROPOSED PRIVATE STREETS INTERSECTIONS TO PUBLIC STREETS AS SHOWN.
16. ALL WORK SHALL COMPLY WITH ALL APPLICABLE CODES, REGULATIONS AND/OR LOCAL STANDARDS IMPOSED BY THE LOCAL UTILITY, CHARLOTTE/MECKLENBURG COUNTY AND STATE OF NORTH CAROLINA.

LEGEND:

PROPERTY BOUNDARY
SETBACK/ BUFFER
PROPOSED UTILITY ESMT.

RIGHT OF WAY	R.O.W.
CENTERLINE	C.L.
TYPICAL	TYP.
BACK OF CURB	B.O.C.
FACE OF CURB	F.O.C.
EDGE OF PAVEMENT	E.O.P.
SIGHT TRIANGLE	ST
TOP OF WALL	T.O.W.
BOTTOM OF WALL	B.O.W.

*OPEN SPACE / TREE SAVE PLAN

FOR OVERALL SITE LOCATIONS AND TABULATIONS - SEE SHEET C2.1

TREE SAVE/ OPEN SPACE CALCULATIONS:

TOTAL SITE AREA: 89.83AC

PERCENTAGE OF TREE SAVE AREA (15% MIN REQUIRED) 20.88AC- 23.24% PROVIDED

PERCENTAGE OF OPEN SPACE AREA (15% MIN REQUIRED) 36.26AC - 40.36% PROVIDED

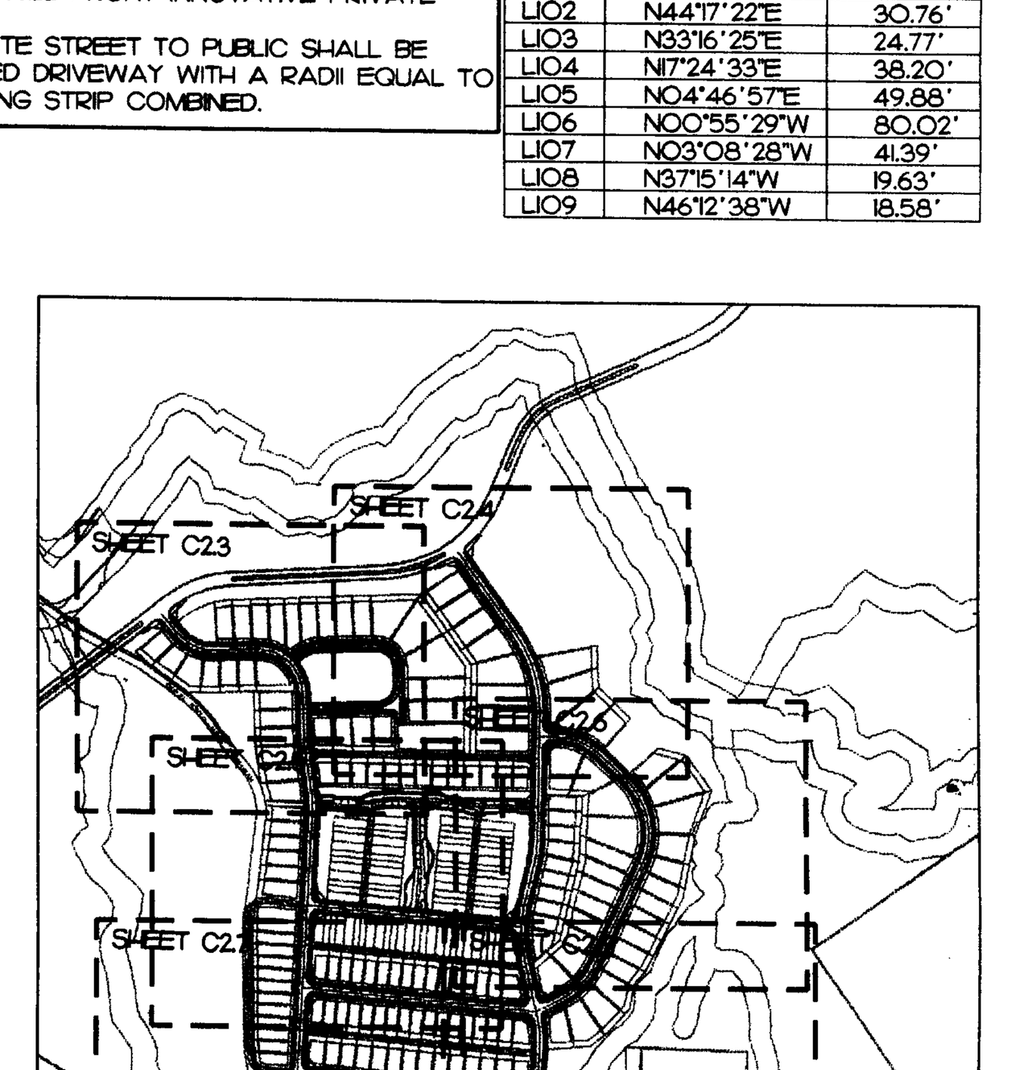
TREE SAVE

INNOVATIVE PRIVATE ONE-WAY STREET NOTES: FEREBEE PARK LANE

1. PAVEMENT TO MEET CITY PUBLIC STREET STANDARDS.
2. INNOVATIVE PRIVATE STREET CROSS SECTION TO INCLUDE CMLDS 1'-6" MOUNTABLE CURB, 16'-0" PAVEMENT SECTION, CMLDS 2'-0" ROLL CURB, 6'-0" PLANTING STRIP AND 4'-0" SIDEWALK ONLY ON RESIDENTIAL SIDE OF SECTION.
3. SINGLE FAMILY HOMES WILL FRONT INNOVATIVE PRIVATE STREET.
4. CONNECTION OF PRIVATE STREET TO PUBLIC SHALL BE CMLDS TYPE II MODIFIED DRIVEWAY WITH A RADII EQUAL TO SIDEWALK AND PLANTING STRIP COMBINED.

LINE TABLE

LINE	BEARING	DISTANCE
L14	S26°50'39"E	62.94'
L15	S18°15'43"E	43.58'
L16	S38°28'38"E	48.25'
L17	S28°06'58"E	39.47'
L18	S26°30'45"E	33.73'
L19	S39°04'52"E	40.51'
L20	S20°18'31"E	54.53'
L21	S53°08'04"E	29.16'
L22	S28°52'36"E	24.40'
L23	S29°43'39"E	56.08'
L24	S21°25'27"E	38.98'
L25	S10°31'08"E	29.50'
L26	S11°47'44"E	64.28'
L27	S05°06'44"W	35.98'
L28	S08°49'28"W	48.35'
L29	S02°10'44"E	40.87'
L30	S15°38'41"W	38.36'
L31	S13°52'46"W	21.58'
L32	S45°02'32"E	58.08'
L33	S54°39'06"E	46.08'
L34	S65°16'19"E	136.16'
L35	S37°34'55"E	19.88'
L36	S02°33'28"W	135.86'
L37	S14°42'13"E	43.59'
L38	S53°08'39"E	36.60'
L39	S11°38'23"E	23.10'
L40	S03°59'33"E	86.03'
L41	S53°39'59"W	43.79'
L42	N68°12'33"W	28.68'
L43	S86°18'45"W	20.09'
L44	S42°02'58"W	16.01'
L45	S33°08'11"E	31.01'
L46	S08°23'09"W	7.73'
L47	S66°24'23"W	42.69'
L48	S40°57'23"W	15.68'
L49	S31°26'47"E	38.95'
L50	S46°38'00"W	28.17'
L51	S42°02'17"E	18.94'
L52	S17°46'39"E	22.32'
L53	S70°33'37"E	16.93'
L54	S23°49'29"W	32.54'
L55	S60°22'38"W	33.42'
L56	S40°48'51"E	56.30'
L57	S04°50'42"E	45.20'
L58	S61°13'26"W	32.81'
L59	S03°34'42"E	40.15'
L60	S01°47'40"W	29.59'
L61	S23°40'30"W	27.83'
L62	S02°53'56"W	22.66'
L63	S03°14'19"E	15.20'
L64	S11°14'30"E	14.75'
L65	S27°21'45"E	18.71'
L66	S03°16'24"W	20.08'
L67	S15°04'36"W	15.42'
L68	S24°17'34"W	41.79'
L69	S16°50'57"W	33.65'
L70	S04°23'57"W	14.94'
L71	S19°30'46"W	14.59'
L72	S29°56'39"W	32.72'
L73	S05°14'14"W	37.68'
L74	S13°56'44"W	32.72'
L75	S26°34'37"W	39.35'
L76	S10°07'47"W	20.86'
L77	S03°43'59"W	30.21'
L78	N12°25'52"W	36.77'
L79	N26°07'18"W	13.97'
L80	N03°17'11"E	36.84'
L81	N20°48'38"E	32.16'
L82	N39°59'23"E	28.02'
L83	N20°32'02"E	54.51'
L84	N25°59'16"W	38.13'
L85	N85°13'37"W	53.04'
L86	N80°30'42"W	62.62'
L87	N64°23'59"W	31.09'
L88	N42°57'13"W	28.52'
L89	N20°37'09"W	45.47'
L90	N02°19'37"E	34.80'
L91	N25°26'46"E	25.53'
L92	N45°23'57"E	54.39'
L93	N38°52'37"E	63.31'
L94	N72°19'55"E	13.97'
L95	N21°15'47"W	39.85'
L96	N04°53'42"W	30.15'
L97	N14°52'04"E	21.12'
L98	N61°40'07"W	30.28'
L99	N51°44'24"W	32.01'
L100	N26°23'16"W	32.76'
L101	N04°20'31"W	28.05'
L102	N44°17'22"E	30.76'
L103	N33°16'25"E	24.77'
L104	N17°24'33"E	38.20'
L105	N04°46'57"E	49.88'
L106	N00°55'29"W	80.02'
L107	N03°08'28"W	41.39'
L108	N37°15'14"W	19.63'
L109	N46°12'38"W	18.58'



50' 0' 50' 100' 200'

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LANDDESIGN, INC. CORPORATE SEAL NORTH CAROLINA

NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT #308 EDWARD M. SCHWEITZER

5/14/07

Whitewater Subdivision - Phase I

Charlotte ETJ, North Carolina

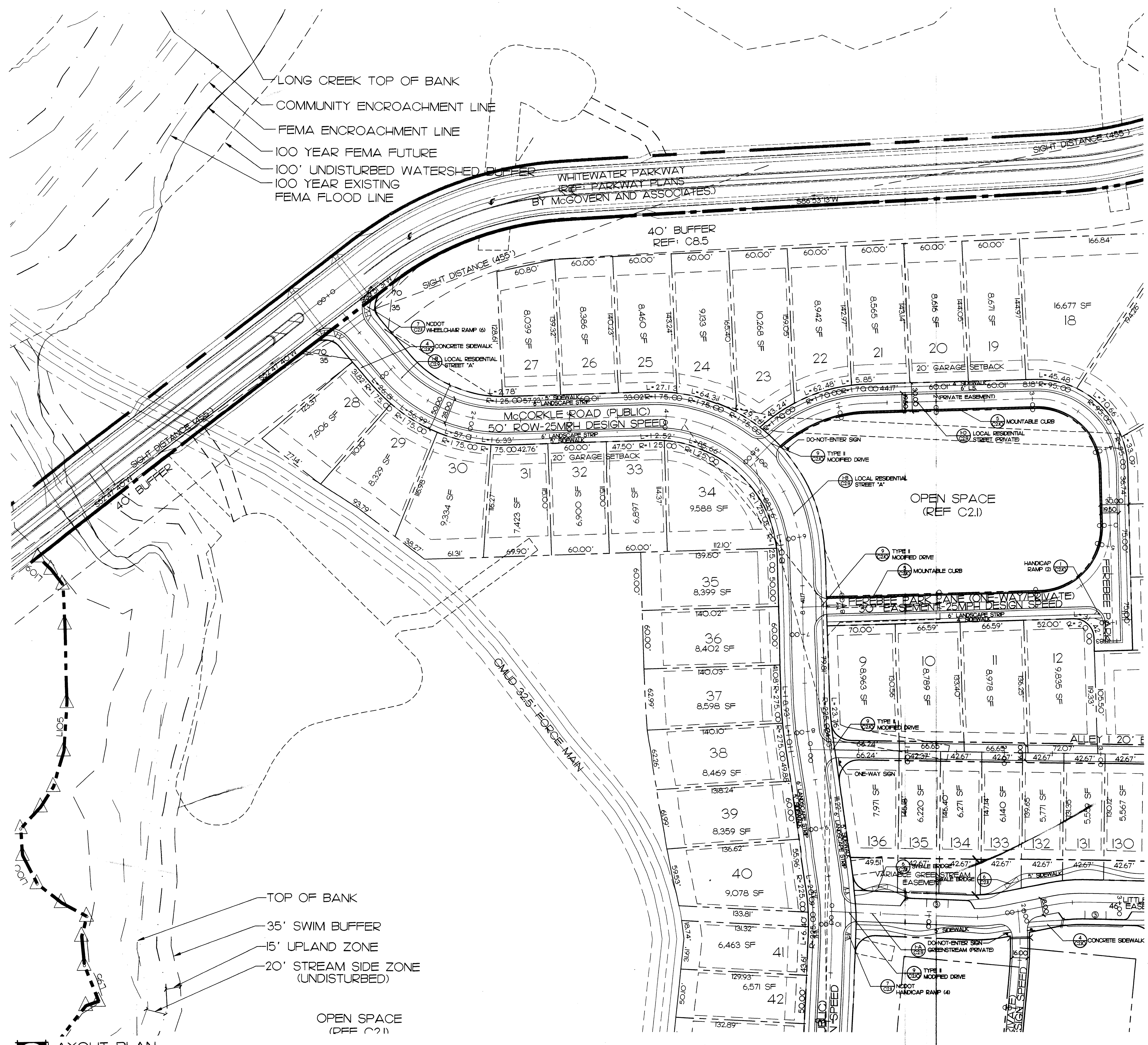
Crosland Inc.

Preliminary Plat

REVISIONS:
1. 12-21-06 REVISIONS PER CITY COMMENTS
2. 03-20-07 REVISIONS PER CITY COMMENTS
3. 05-14-07 REVISIONS PER CITY COMMENTS

DATE: October 16, 2006
DESIGNED BY: EMS/GPP
DRAWN BY: GPP
CHECKED BY: EMS
Q.C. BY: EMS
SCALE: 1"=100'-0"
PROJECT #: 1006050

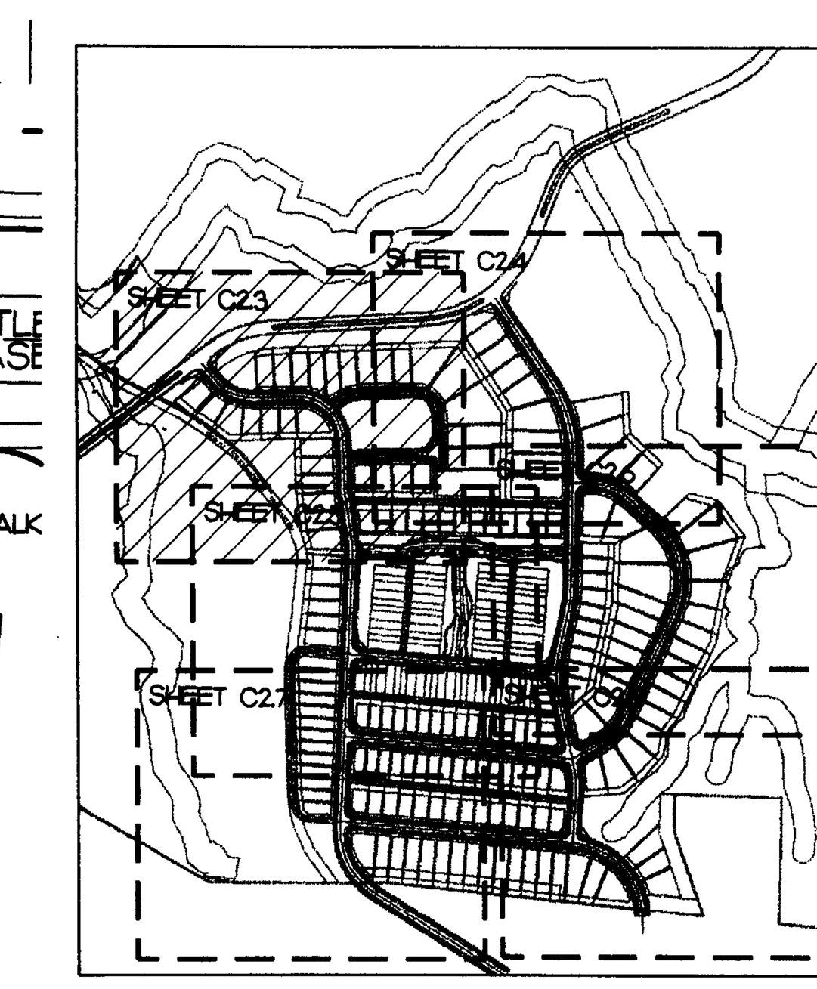
SHEET #: C2.2

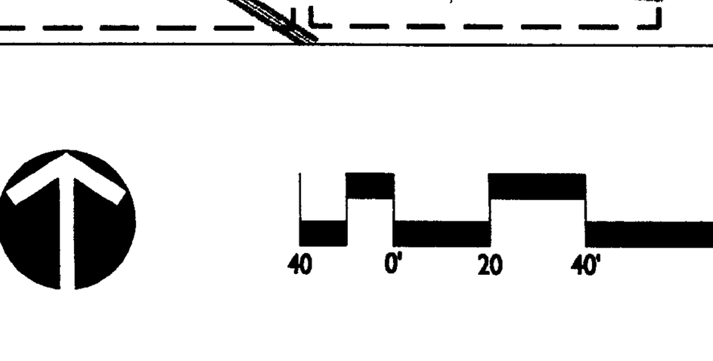


LAYOUT PLAN
C2.3 PLAN
1"=40'-0"

LEGEND:

PROPERTY BOUNDARY	
SETBACK/ BUFFER	
PROPOSED UTILITY ESMT.	
RIGHT OF WAY	R.O.W.
CENTERLINE	C.L.
TYPICAL	TYP.
BACK OF CURB	B.O.C.
FACE OF CURB	F.O.C.
EDGE OF PAVEMENT	E.O.P.
SIGHT TRIANGLE	ST
TOP OF WALL	T.O.W.
BOTTOM OF WALL	B.O.W.





Whitewater Subdivision - Phase I
Charlotte ETJ, North Carolina

Crosland Inc.

Layout Plan

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NORTH CAROLINA REGISTERED LANDSCAPE ARCHITECT #308 EDWARD M. SCHWEITZER 5/14/07

DATE: October 16, 2006
DESIGNED BY: EMS/GPP
DRAWN BY: GPP
CHECKED BY: EMS
Q.C. BY: EMS
SCALE: 1"=40'-0"
PROJECT #: 1006050

REVISIONS:
1. 12-21-06 REVISIONS PER CITY COMMENTS
2. 03-20-07 REVISIONS PER CITY COMMENTS
3. 05-14-07 REVISIONS PER CITY COMMENTS

SHEET #: C2.3

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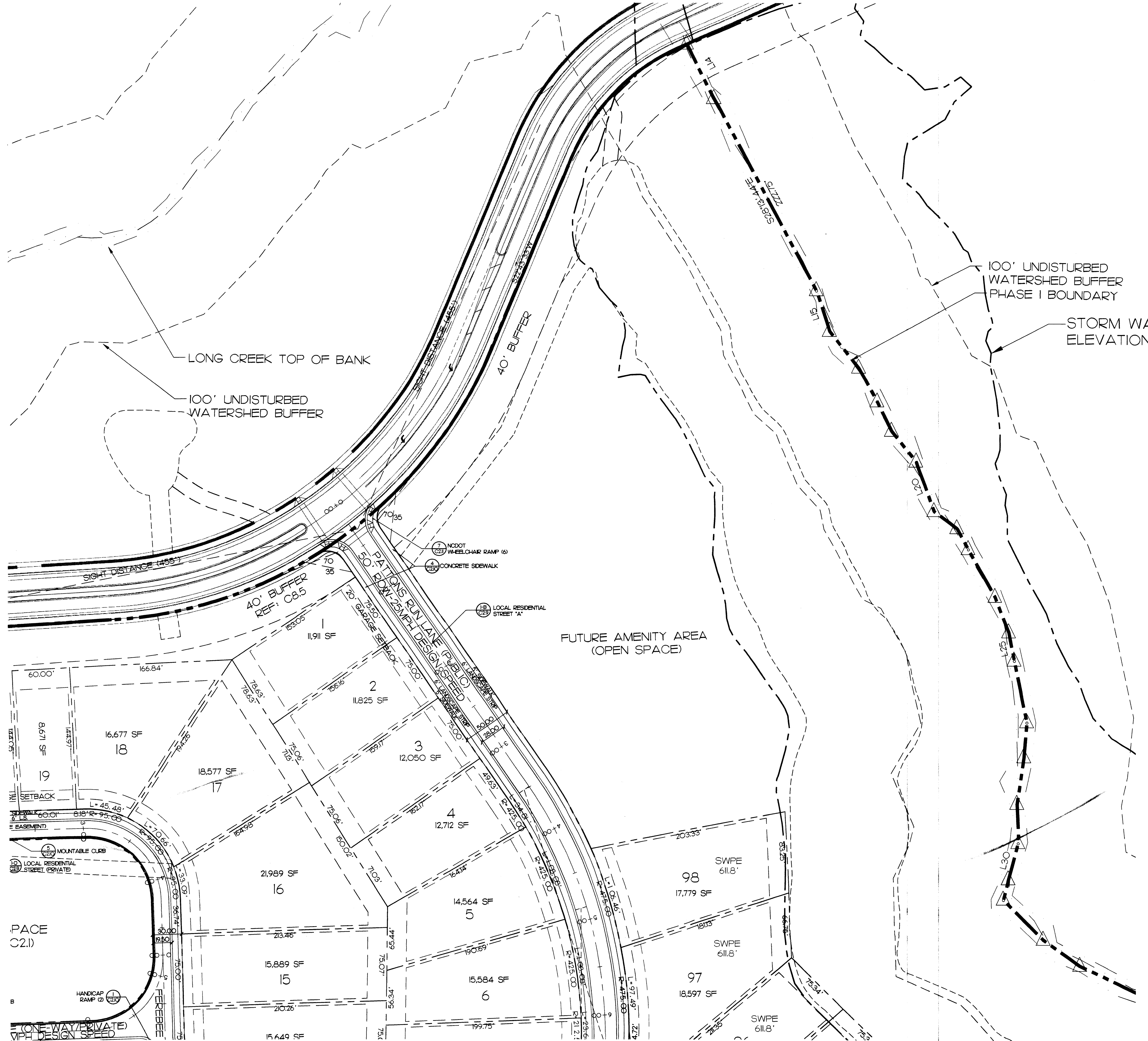


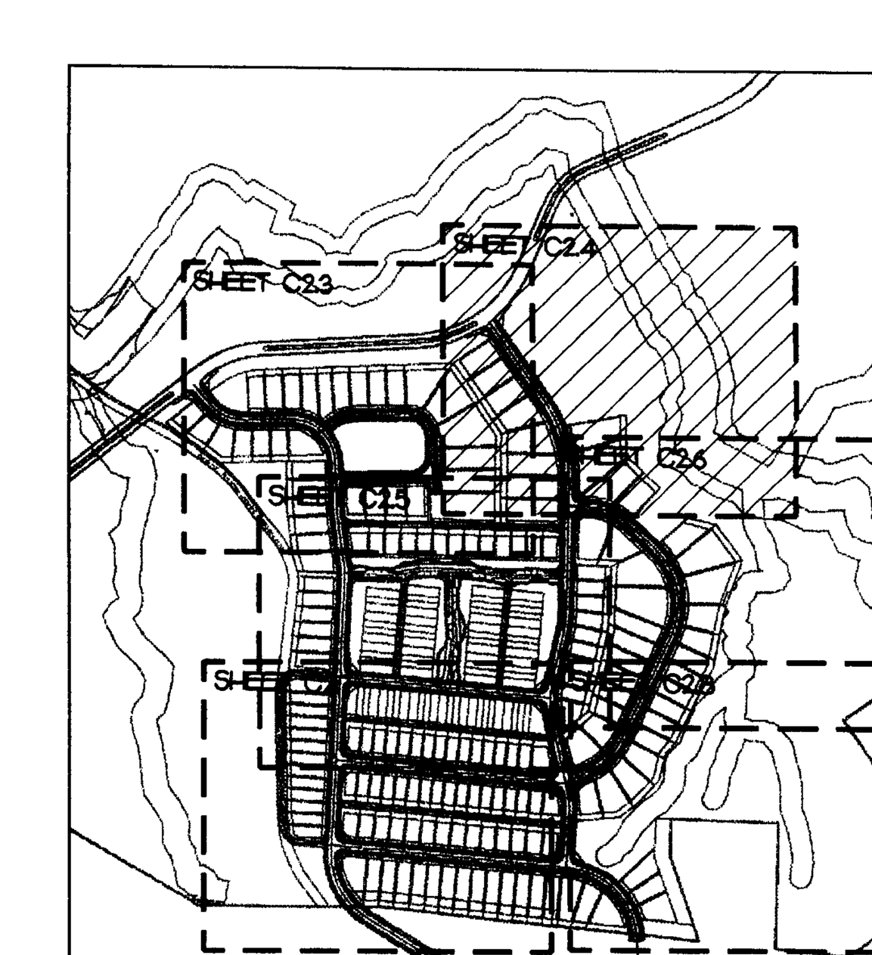
LAYOUT PLAN

C2.4 PLAN 1"=40'-0"

LEGEND:

PROPERTY BOUNDARY	
SETBACK/ BUFFER	
PROPOSED UTILITY ESMT.	

RIGHT OF WAY	R.O.W.
CENTERLINE	C.L.
TYPICAL	TYP.
BACK OF CURB	B.O.C.
FACE OF CURB	F.O.C.
EDGE OF PAVEMENT	E.O.P.
SIGHT TRIANGLE	ST
TOP OF WALL	T.O.W.
BOTTOM OF WALL	B.O.W.



0 10 20 40' 80'

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5/14/07

Whitewater Subdivision - Phase I

Charlotte ETJ, North Carolina

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Q.C. BY: EMS
SCALE: 1"=40'-0"
PROJECT #: 1006050

SHEET #: C2.4

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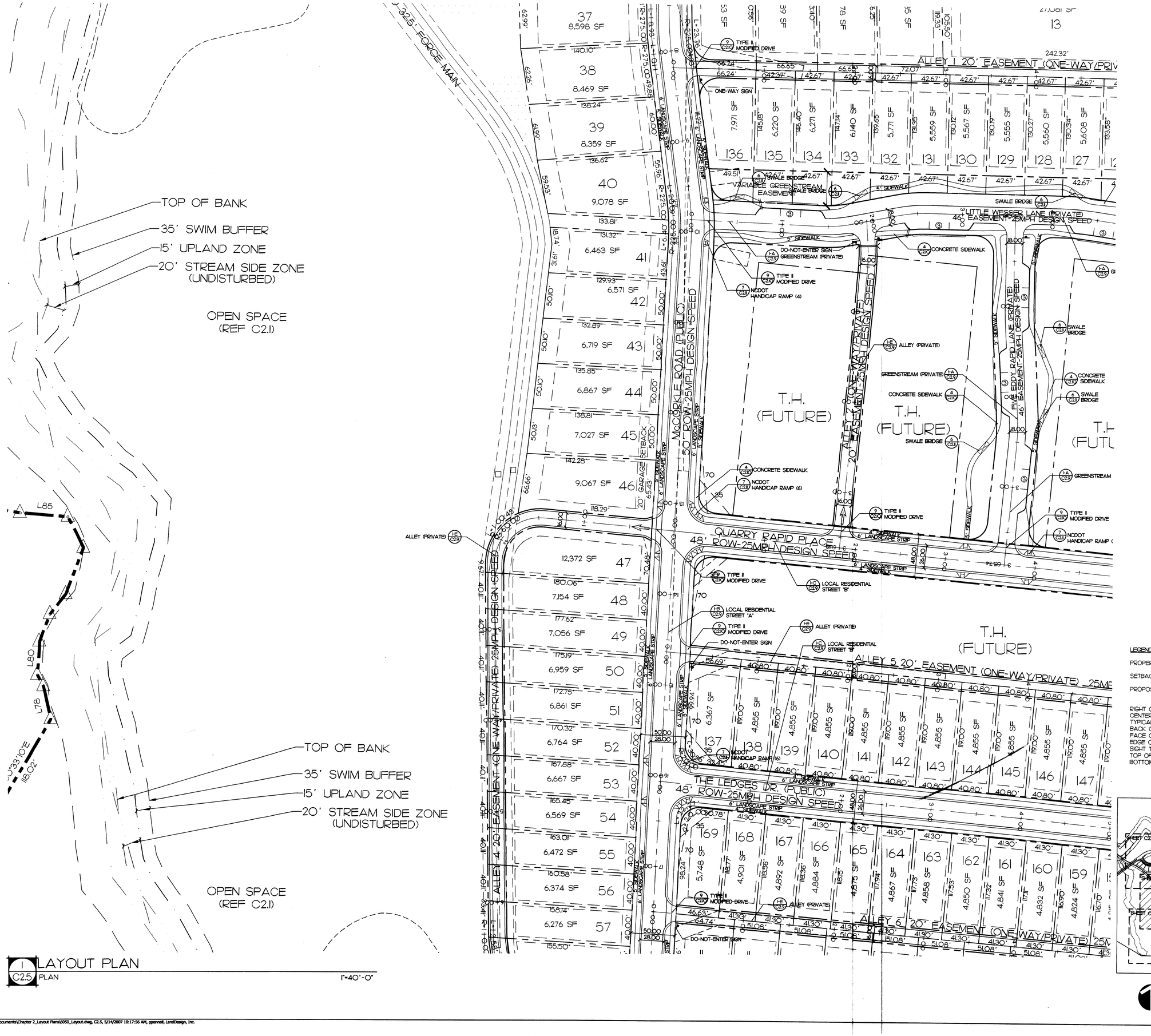

1 C2.5 LAYOUT PLAN

PLAN 1"=40'-0"

LEGEND:

PROPERTY BOUNDARY	
SETBACK/ BUFFER	
PROPOSED UTILITY ESMT.	
RIGHT OF WAY	R.O.W.
CENTERLINE	℄
TYPICAL	TYP.
BACK OF CURB	B.O.C.
FACE OF CURB	F.O.C.
EDGE OF PAVEMENT	E.O.P.
SIGHT TRIANGLE	ST
TOP OF WALL	T.O.W.
BOTTOM OF WALL	B.O.W.

40 0' 20 40' 80'

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Whitewater Subdivision - Phase I

Charlotte ETJ, North Carolina

Crosland Inc.

Layout Plan

REVISIONS:
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2. 03-30-07 REVISIONS PER CITY COMMENTS
3. 05-14-07 REVISIONS PER CITY COMMENTS

DATE: October 16, 2006
DESIGN BY: GPP/CPP
DRAWN BY: GPP
CHECKED BY: EMS
QA/QC BY: EMS
SCALE: 1"=40'-0"
PROJECT #: 1006050

SHEET #: C2.5

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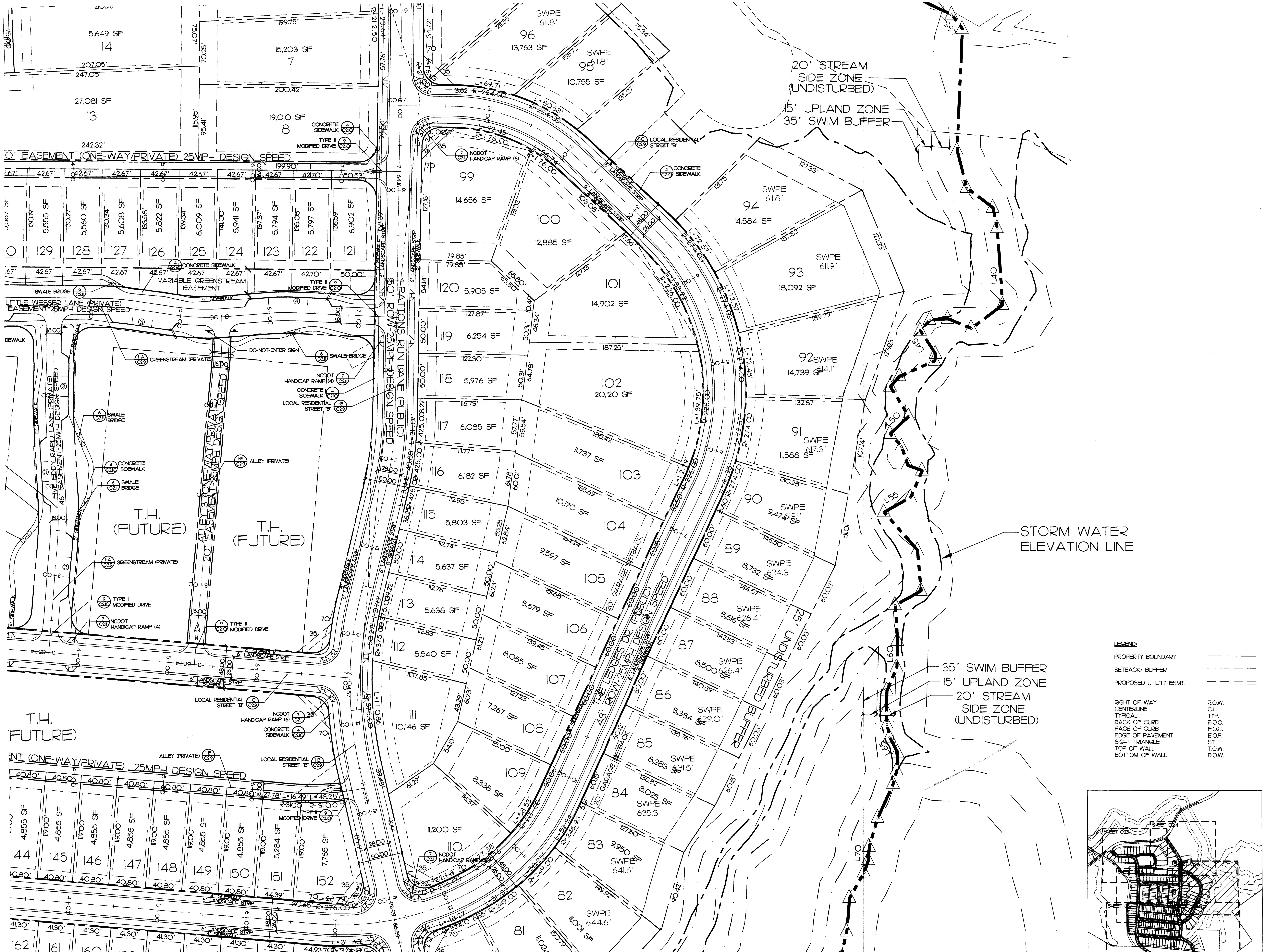

1 C2.6 LAYOUT PLAN
PLAN 1"=40'-0"

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Whitewater Subdivision - Phase I
Charlotte ETJ, North Carolina
Crosland Inc.

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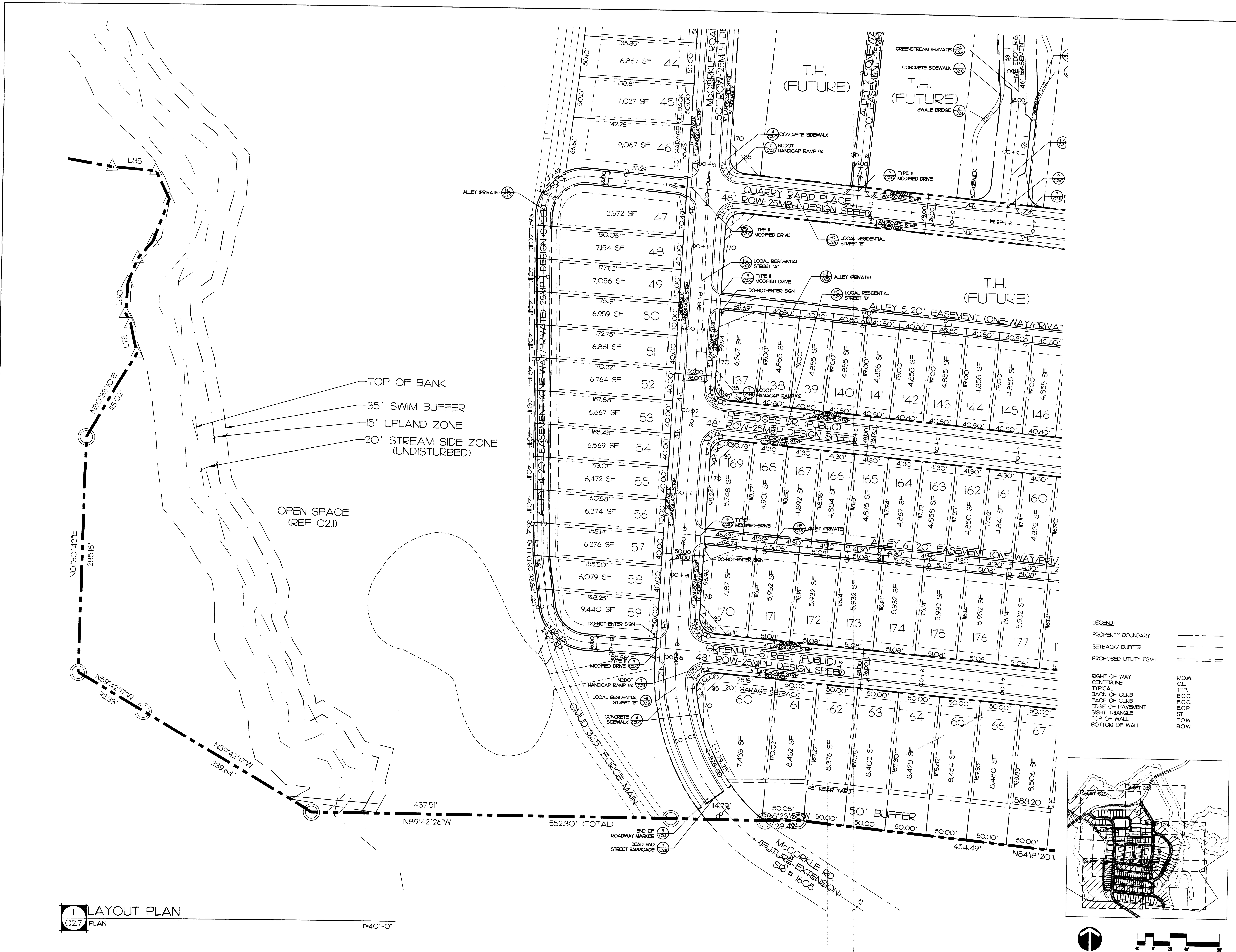
Q.C. BY: EMS
SCALE: 1"=40'-0"
PROJECT #: 1006050

SHEET #:
C2.6



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5/14/07

Whitewater Subdivision - Phase I

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Layout Plan

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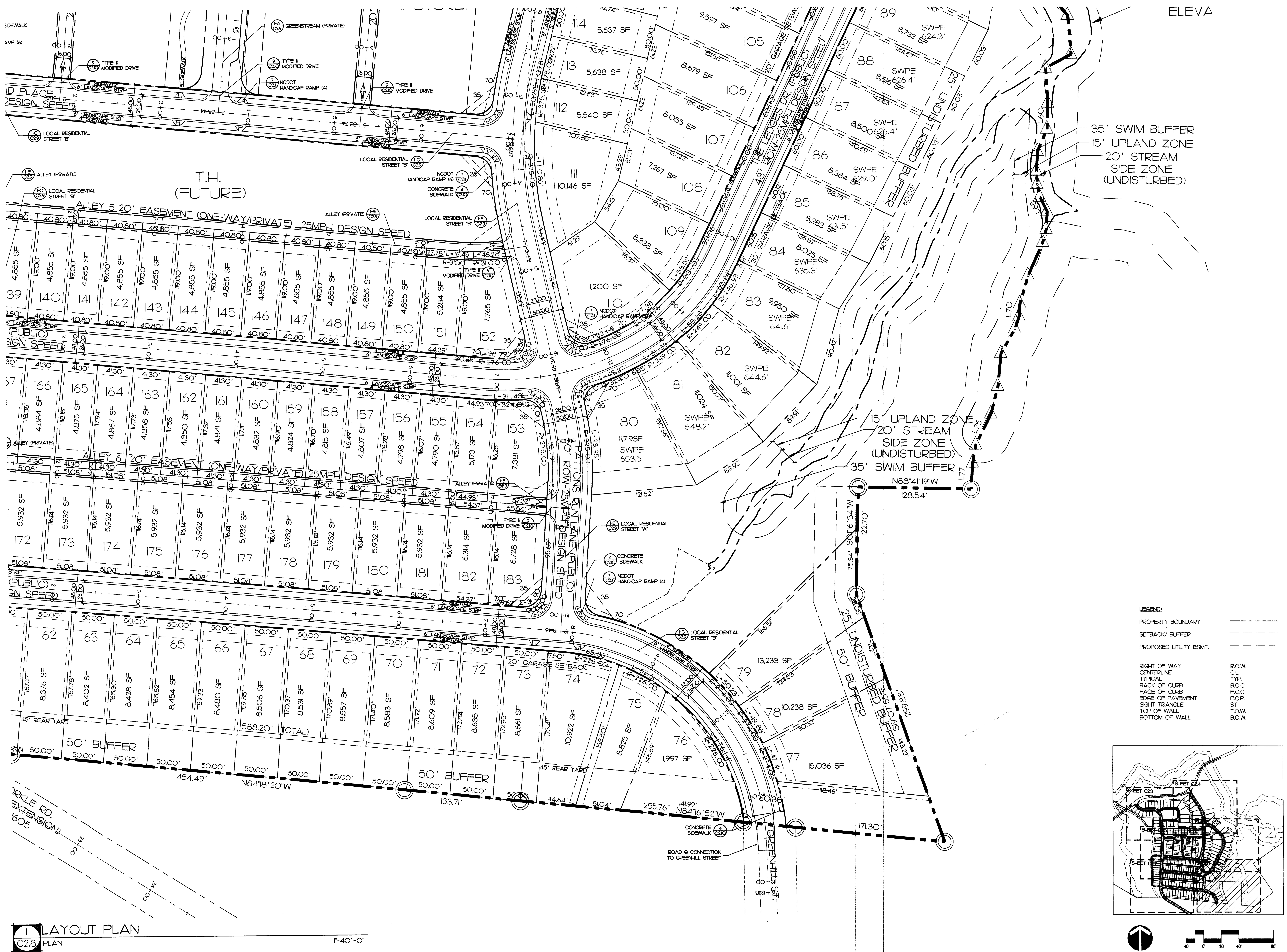
3. 05-14-07 REVISIONS PER CITY COMMENTS

DATE: October 16, 2006
DESIGNED BY: EMS/GPP
DRAWN BY: GPP
CHECKED BY: EMS
SCALE: 1"=40'
PROJECT #: 1006050

SHEET #: C2.7



LAYOUT PLAN

1 C2.8 PLAN 1"=40'-0"

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5/14/07

Whitewater Subdivision - Phase I

Charlotte ETJ, North Carolina

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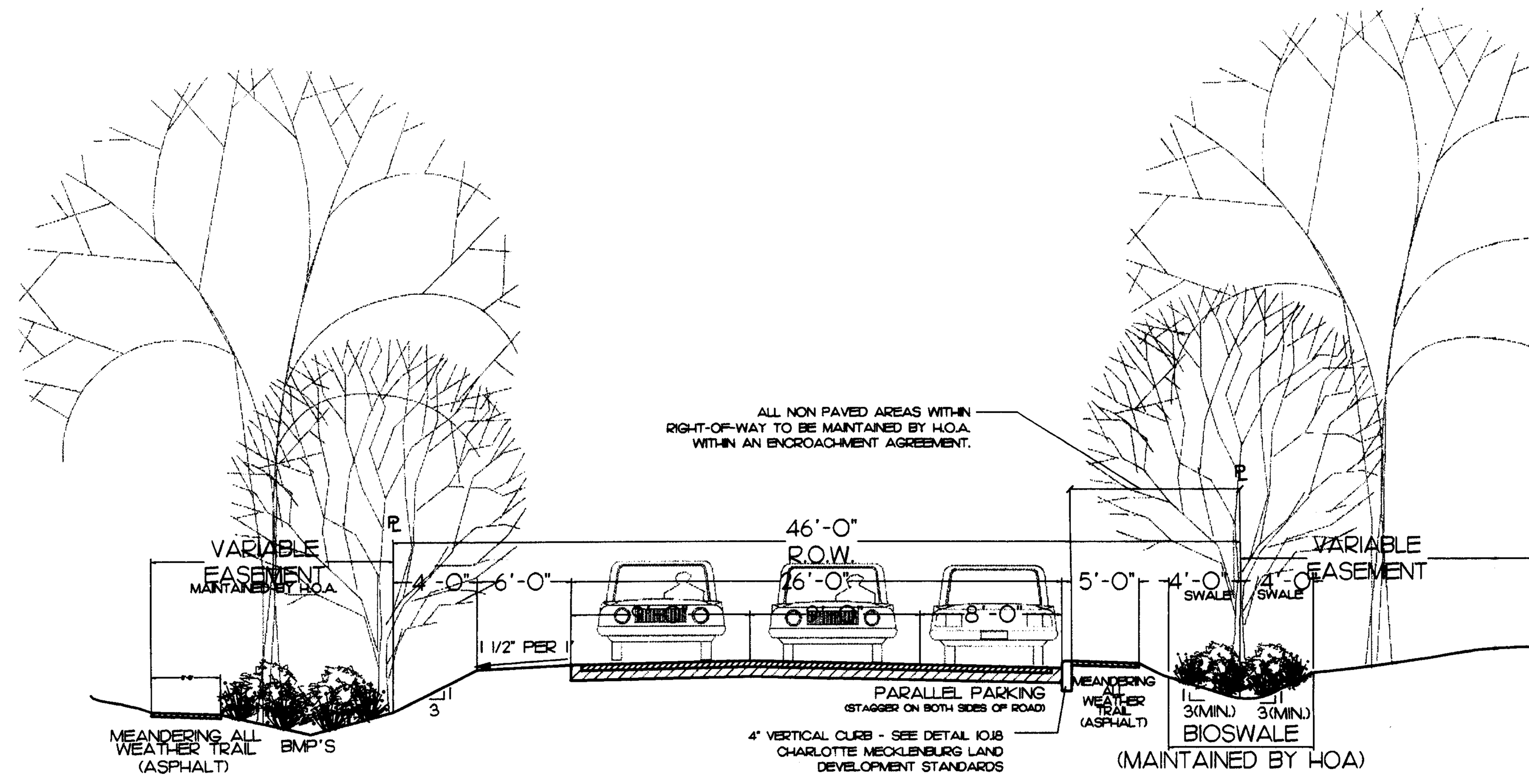
Layout Plan

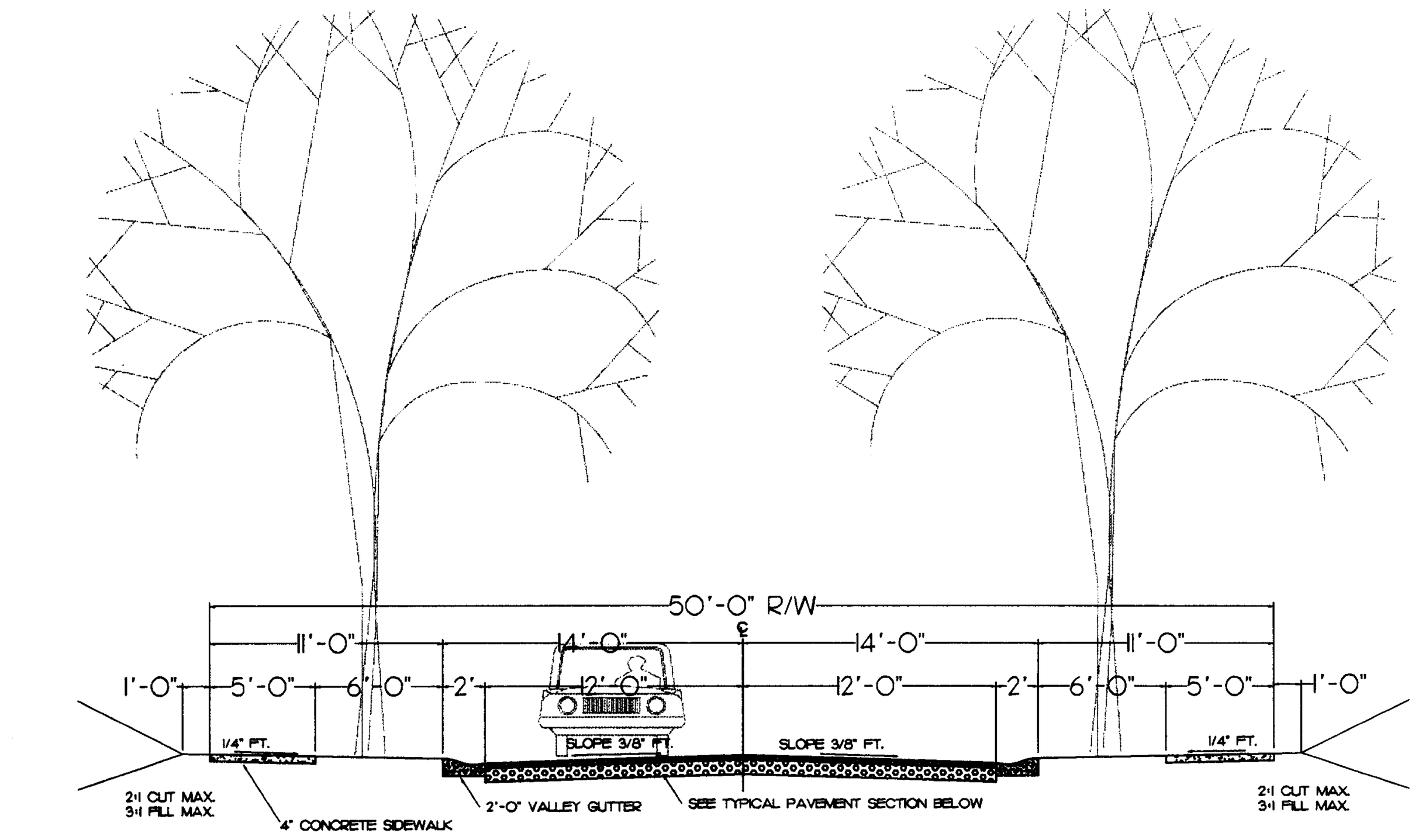
REVISIONS:
1. 12-21-06 REVISIONS PER CITY COMMENTS
2. 03-26-07 REVISIONS PER CITY COMMENTS
3. 05-14-07 REVISIONS PER CITY COMMENTS

DATE: October 16, 2006
DESIGNED BY: EMS/GPP
DRAWN BY: GPP
CHECKED BY: EMS
Q.C. BY: EMS
SCALE: 1"=40'
PROJECT #: 1006050

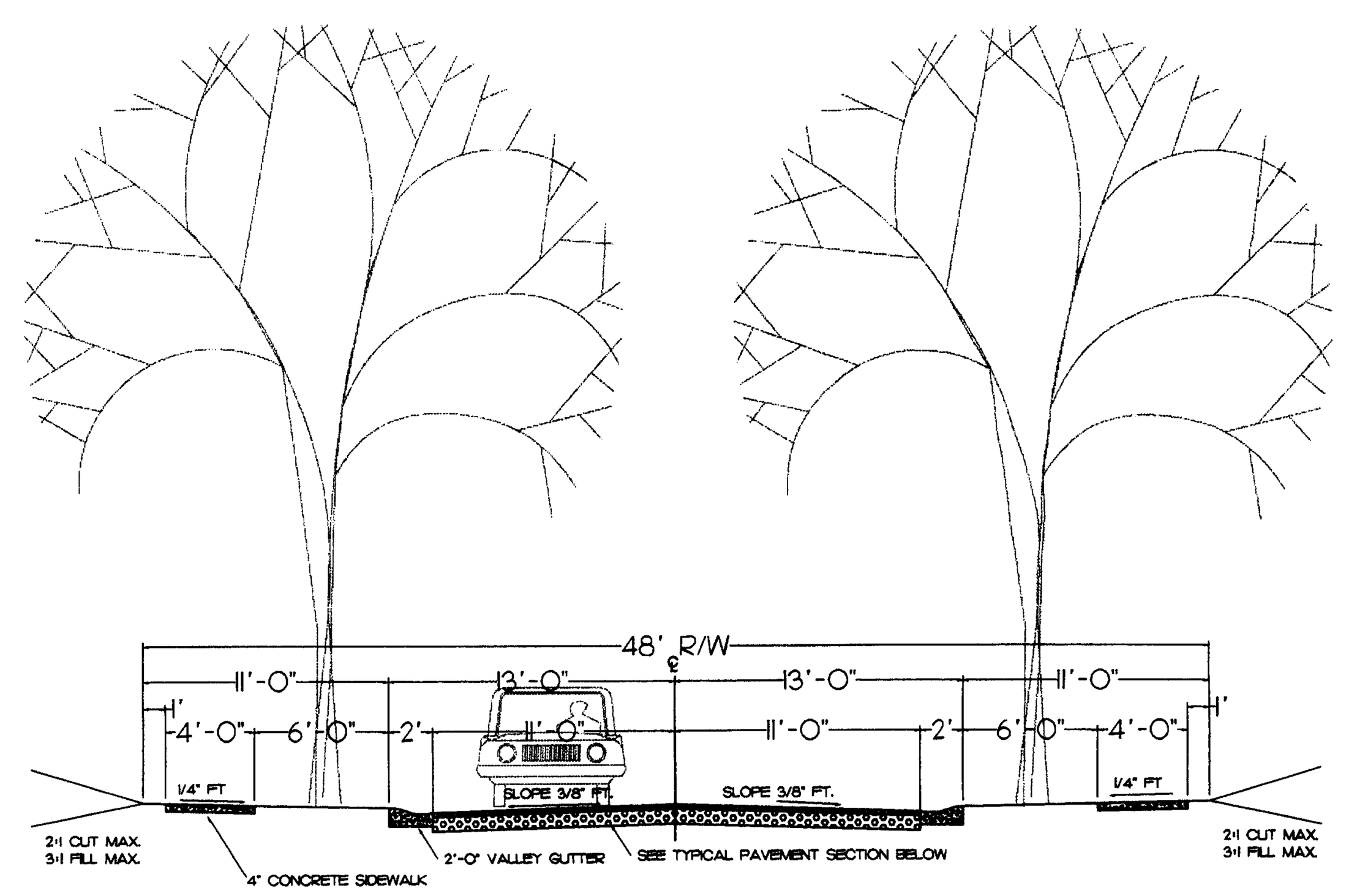
SHEET #: C2.8



Ⓐ **GREENSTREAM (PRIVATE)**
DESIGN SPEED: 25 MPH
LITTLE WESSER LANE
FIVE EDDY RAPID LANE

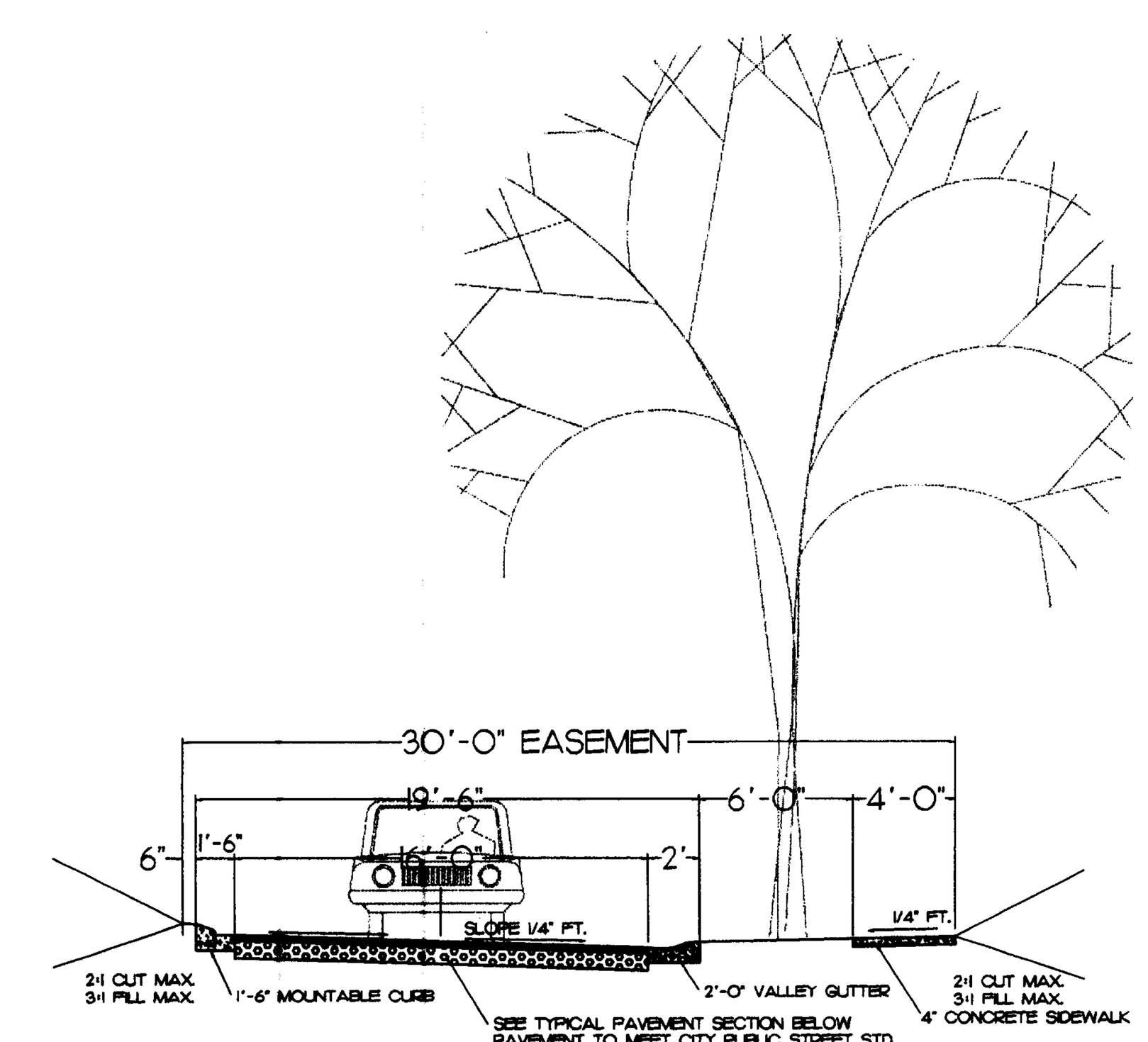


Ⓑ **LOCAL RESIDENTIAL STREET "A"**
DESIGN SPEED: 25 MPH
McCORKLE ROAD
PATTON'S RUN

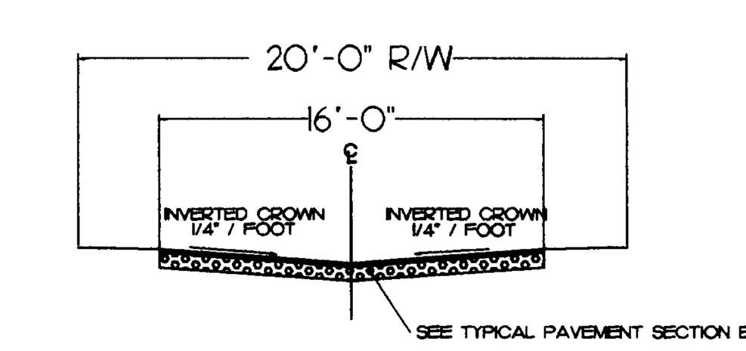


NOTE 48' ROW VARIANCE HAS BEEN APPROVED BY NCDOT

Ⓒ **LOCAL RESIDENTIAL STREET "B"**
DESIGN SPEED: 25 MPH
QUARRY RAPID PLACE
THE LEDGES DRIVE (WEST & EAST)
GREENHILL STREET



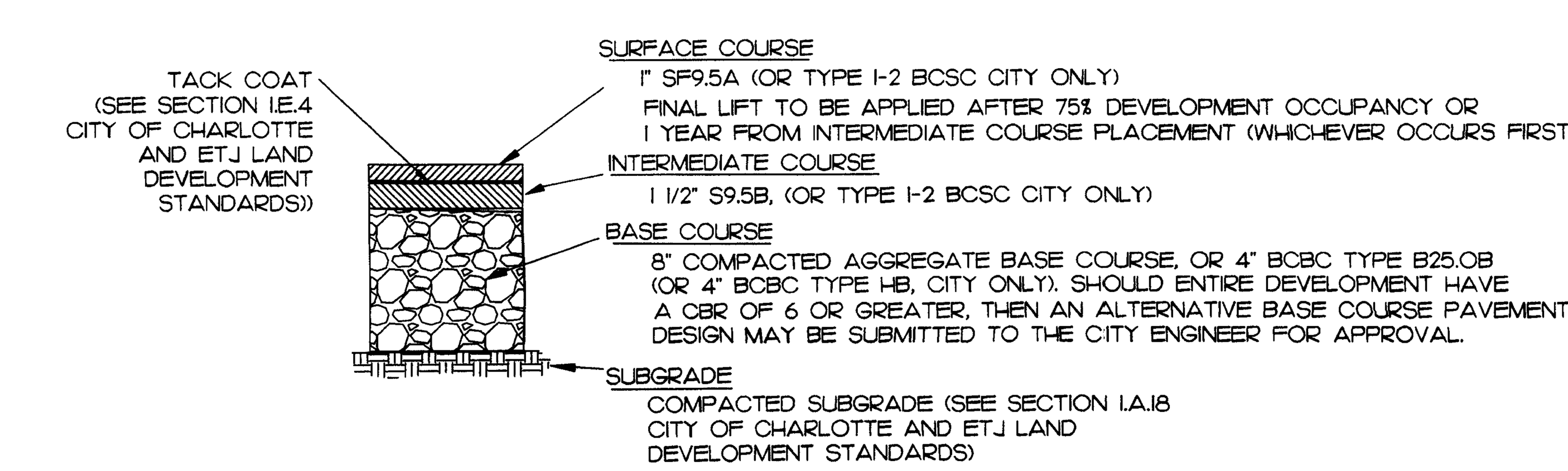
Ⓓ **LOCAL RESIDENTIAL STREET(PRIVATE-ONE WAY)**
DESIGN SPEED: 25 MPH
FEREBEE PARK LANE
FEREBEE PARK LANE EXTENSION



Ⓔ **ALLEY (PRIVATE/ONE-WAY)**
DESIGN SPEED: 25 MPH
ALLEY 1, 2, 3, 4, 5 & 6

1 / C2.9 TYPICAL CROSS SECTIONS

ELEVATIONS — NOT TO SCALE



2 / C2.9 ASPHALT CROSS SECTIONS

SECTION — NOT TO SCALE

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5/14/07

Whitewater Subdivision - Phase I

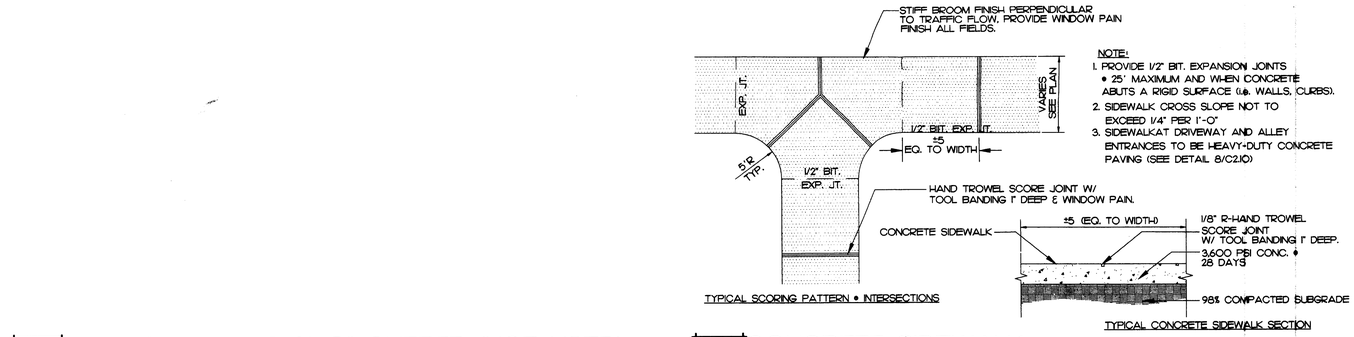
Charlotte ETJ, North Carolina
Crosland Inc.

Site Details - Development Standards

REVISIONS:
1. 12-21-06 REVISIONS PER CITY COMMENTS
2. 03-20-07 REVISIONS PER CITY COMMENTS
3. 05-14-07 REVISIONS PER CITY COMMENTS

DATE: October 16, 2006
DESIGNED BY: EMS/GPP
DRAWN BY: GPP
CHECKED BY: EMS
Q.C. BY: EMS
SCALE: NOT TO SCALE
PROJECT #: 1006050

SHEET #: C2.9



TYPICAL SCORING PATTERN @ INTERSECTIONS

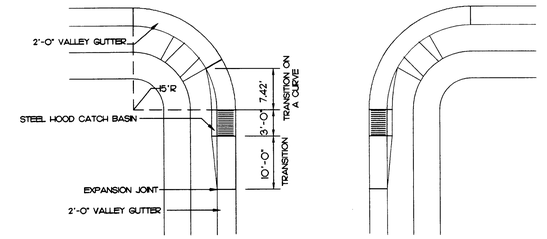
TYPICAL CONCRETE SIDEWALK SECTION

1 C2.10 HANDICAP RAMP 2'-0" GUTTER (NOT USED)

C2.10 PLAN — NOT TO SCALE

4 C2.10 CONCRETE SIDEWALK

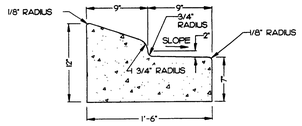
C2.10 PLAN - SECTION — NOT TO SCALE



PLAN

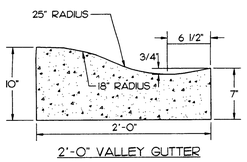
7 C2.10 CATCH BASIN TRANSITION

C2.10 PLAN — NOT TO SCALE

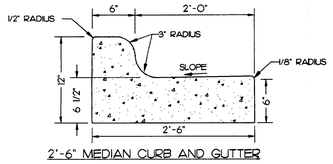


1'-6" MOUNTABLE CURB

TO BE USED IN MEDIANS WHEN LANES ARE SLOPED FROM ISLAND OR AS SPECIFIED BY THE APPROPRIATE CITY/COUNTY ENGINEERING DEPT.



2'-0" VALLEY GUTTER



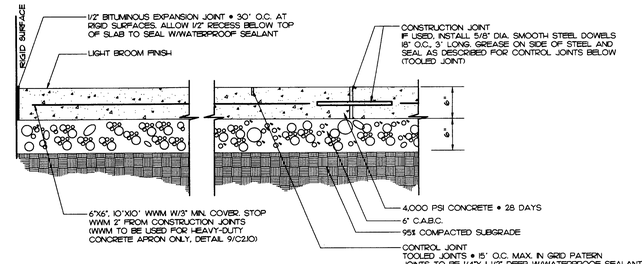
2'-6" MEDIAN CURB AND GUTTER

2 C2.10 ACCESSIBLE RAMP SECTIONS (NOT USED)

C2.10 2'-0" VALLEY GUTTER - SECTION — NOT TO SCALE

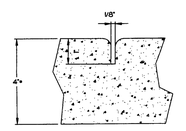
5 C2.10 CONCRETE CURB & GUTTER

C2.10 SECTION — NOT TO SCALE

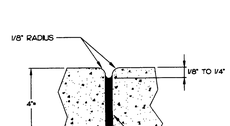


8 C2.10 HEAVY-DUTY CONCRETE PAVING

C2.10 SECTION — NOT TO SCALE



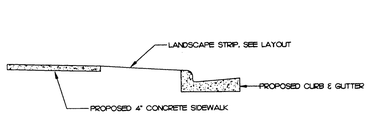
GROOVE JOINT IN SIDEWALK



TRANSVERSE EXPANSION JOINT IN SIDEWALK

GENERAL NOTES:

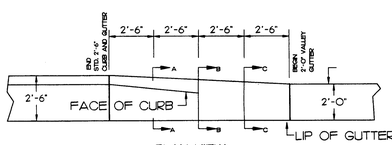
1. A GROOVE JOINT 1" DEEP WITH 1/8" RADII SHALL BE REQUIRED IN THE CONCRETE SIDEWALK AT 5' INTERVALS. ONE 1/2" EXPANSION JOINT WILL BE REQUIRED AT 25' INTERVALS AND MATCHING EXPANSION/CONSTRUCTION JOINT IN ADJACENT CURB. A SEALED 1/2" EXPANSION JOINT WILL BE REQUIRED WHERE THE SIDEWALK JOINS ANY RIGID STRUCTURE.
2. SIDEWALK AT DRIVEWAY AND ALLEY ENTRANCES TO BE HEAVY-DUTY CONCRETE PAVING (SEE DETAIL 8/C2.10).
3. FOR WIDTH OF SIDEWALK ON ALL STREETS REF. LAYOUT PLANS.
4. SIDEWALK TO BE POURED TO END OF RADIUS AT INTERSECTING STREETS.
5. SIDEWALK CROSS SLOPE NOT TO EXCEED 1/4" PER FOOT



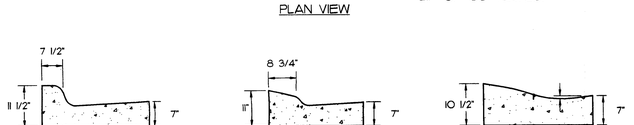
DETAILS SHOWING EXPANSION JOINTS IN CONCRETE SIDEWALK

3 C2.10 CONCRETE SIDEWALKS

C2.10 SECTION — NOT TO SCALE



PLAN VIEW



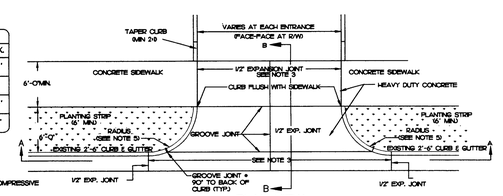
SECTION A-A — SECTION B-B — SECTION C-C

NOTES:
1. TRANSITION IS NOT TO BE LOCATED WITHIN THE CURB RADIUS.

6 C2.10 CONCRETE CURB & GUTTER TRANSITION

C2.10 SECTION — NOT TO SCALE

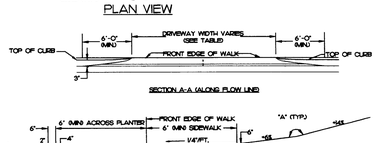
DRIVEWAY DIMENSIONS		
OPERATION/RADIUS	MIN.	MAX.
ONE-WAY WITH 6-12 FT. RADII	20'	30'
ONE-WAY WITH 13+ FT. RADII	15'	25'
TWO-WAY WITH 6-12 FT. RADII	26'	50'
TWO-WAY WITH 13+ FT. RADII	22'	40'



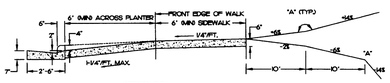
PLAN VIEW

NOTES:

1. ALL CONCRETE TO BE 3600 P.S.I. COMPRESSIVE STRENGTH.
2. AT ALL DRIVEWAYS, SIDEWALKS TO BE REMOVED TO THE NEAREST JOINT BEYOND NEW CONSTRUCTION OR CUT WITH A SAW AND REMOVED. SAW CUT OR JOINT TO BE PERPENDICULAR TO EDGE OF EXISTING PAVEMENT, SEE STD. NO. CUT FOR JOINT DETAIL. PAY LIMITS FOR WORK DONE UNDER CITY OF CHARLOTTE CONTRACTS ARE FROM EXPANSION JOINT TO EXPANSION JOINT, FROM LIP OF CURB TO BACK OF SIDEWALK.
3. ALL DRIVEWAYS MUST MEET THE CURRENT CITY DRIVEWAY REGULATIONS AND NCDOT REQUIREMENTS FOR SPACING, SIGHT DISTANCE, AND OFFSETS FROM PROPERTY LINES AND INTERSECTIONS.
4. RADII MUST BE MINIMUM 6 FEET OR THE WIDTH OF THE PLANTING STRIP, WHICHEVER IS GREATER. EACH GREATER THAN THESE MINIMUMS MAY BE REQUIRED BY CDOT ON A CASE-BY-CASE BASIS. FOR RADII GREATER THAN 5 FEET, THE RADII ARE TO CONTINUE AS A BAND AT-GRADE THROUGH THE SIDEWALK.
5. PAVERS USED IN DRIVEWAY MUST HAVE A THICKNESS OF 3 INCHES.
6. ALGEBRAIC DIFFERENCE IN GRADE ("A") BETWEEN SLOPES SHALL BE 8% OR LESS.



SECTION A-A (ALONG FLOW LINE)



SECTION B-B

9 C2.10 TYPE II MODIFIED DRIVEWAY

C2.10 PLAN — NOT TO SCALE

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5/14/07

Whitewater Subdivision - Phase I

Charlotte ETJ, North Carolina

Crosland Inc.

Site Details

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1. 12-21-06 REVISIONS PER CITY COMMENTS
2. 03-20-07 REVISIONS PER CITY COMMENTS
3. 05-14-07 REVISIONS PER CITY COMMENTS

DATE: October 16, 2006
DESIGNED BY: EHS/GPP
DRAWN BY: GPP
CHECKED BY: EHS
Q.C. BY: EHS
SCALE: NOT TO SCALE
PROJECT #: 1006050

SHEET #: C2.10

GENERAL NOTES:
1. STEEL BEAM TYPE GUARD RAILS SHALL BE INSTALLED AT THE END OF ALL DEAD-END STREETS, EXCEPT CUL-DE-SAC STREETS WHICH HAVE BEEN IMPROVED WITH A PERMANENT TURN-AROUND.

2. FOR STREETS 26' IN WIDTH THE GUARD RAIL SHALL CONSIST OF TWO(2) 12'-6" SECTIONS OR ONE(1) 25' SECTION, THREE (3) STEEL POSTS, AND TWO (2) TERMINAL SECTIONS. FOR STREETS GREATER THAN 25' IN WIDTH THE GUARD RAIL SHALL SPAN THE ENTIRE WIDTH OF THE STREET.

3. GUARD RAIL SHALL CONSIST OF RAIL ELEMENTS FABRICATED TO DEVELOP CONTINUOUS BEAM STRENGTH AND INSTALLED AS SHOWN.

4. MINIMUM THICKNESS OF GUARD RAIL SHALL BE 12 GAGE U.S. STANDARD.
THE RAIL ELEMENT INCLUDING SPLICES, SHALL HAVE A MINIMUM ULTIMATE TENSILE STRENGTH OF 80,000 LBS. GUARD RAIL PARTS FURNISHED SHALL BE INTERCHANGEABLE WITH SIMILAR PARTS REGARDLESS OF THE SOURCE OF MANUFACTURER. THE HOLES FOR CONNECTING BOLTS SHALL BE PUNCHED OF DRILLED, BURNING WILL NOT BE PERMITTED.

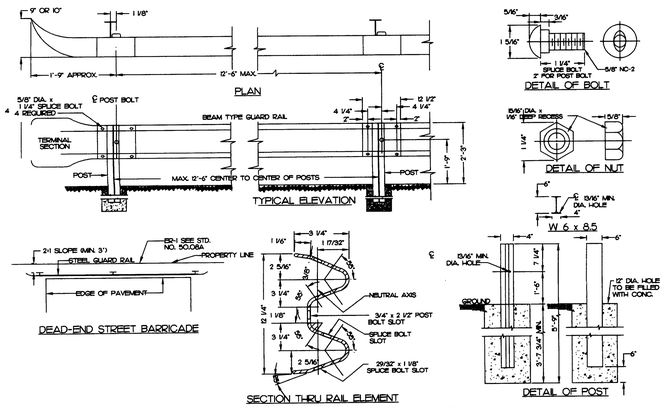
5. THE GUARD, BOLTS, NUTS, STEEL POSTS, AND ALL OTHER METAL PARTS SHALL BE GALVANIZED TO CONFORM TO THE REQUIREMENTS FOR THE COATING CLASS, (2.50 OUNCES PER SQUARE FOOT) OF THE CURRENT SPECIFICATIONS FOR ZINC-COATED (GALVANIZED) IRON, AND STEEL SHEETS, COILS, AND CUT LENGTHS, IN ACCORDANCE WITH ASTM 123A.

6. IF THE AVERAGE SPELTER COATING AS DETERMINED FROM THE REQUIRED SAMPLES IS LESS THAN TWO (2) OUNCES OF SPELTER PER SQUARE FOOT, OR IF ANY ONE SPECIMEN HAS LESS THAN 1.8 ONCES OF SPELTER PER SQUARE FOOT (DOUBLE EXPOSED SURFACE, THE LOT SAMPLED SHALL BE REJECTED. THE FINISHED SHEETS SHALL BE OF FIRST CLASS COMMERCIAL QUALITY, FREE FROM INJURIOUS DEFECTS, SUCH AS BLISTERS, FLUX, AND UNCOATED SPOTS.

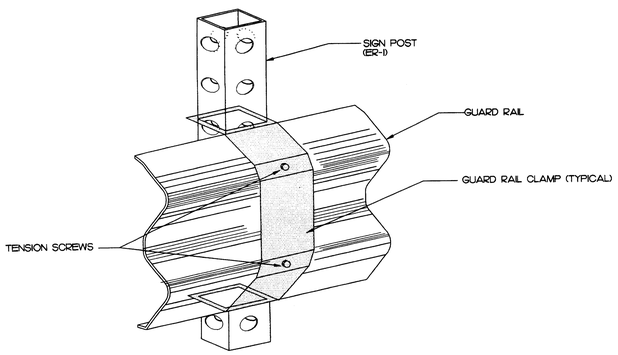
7. THE GUARD RAIL SHALL BE INSPECTED TO DETERMINE THAT THE MATERIAL, DIMENSIONS, AND WORKMANSHIP ARE IN ACCORDANCE WITH THIS PLAN.

8. WHERE A DEAD-END STREET REQUIRES GUARD RAIL, END OF ROADWAY MARKER SIGNS SHALL ALSO BE REQUIRED.

1 C2.11 PLAN — NOT TO SCALE



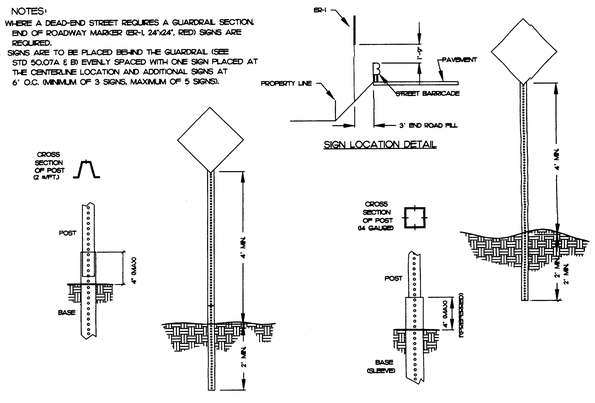
2 C2.11 DEAD END STREET BARRICADE — NOT TO SCALE



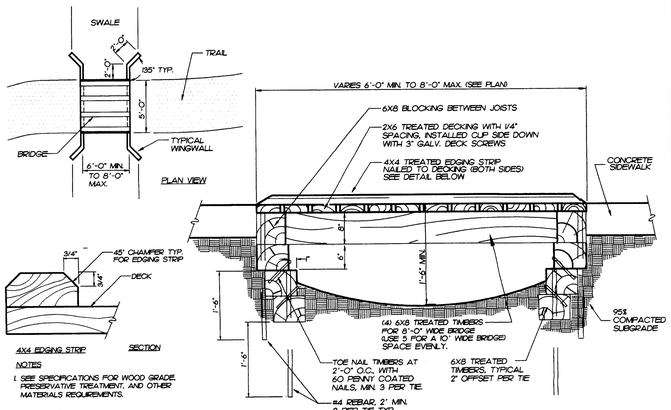
3 C2.11 END OF ROADWAY MARKER (ER-1) — NOT TO SCALE
Guard Rail Clamp Installation

4 C2.11 DEAD END STREET BARRICADE NOTES — NOT TO SCALE
GENERAL NOTES

NOTES:
1. WHERE A DEAD-END STREET REQUIRES A GUARDRAIL SECTION, END OF ROADWAY MARKER (ER-1, 24"x24", RED) SIGNS ARE REQUIRED.
2. SIGNS ARE TO BE PLACED BEHIND THE GUARDRAIL (SEE STD 500.07A & B) EVENLY SPACED WITH ONE SIGN PLACED AT THE CENTERLINE LOCATION AND ADDITIONAL SIGNS AT 6' O.C. (MINIMUM OF 3 SIGNS, MAXIMUM OF 5 SIGNS).

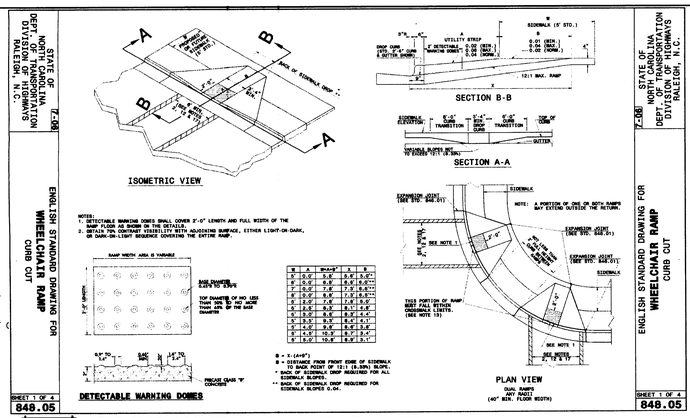


5 C2.11 END OF ROADWAY MARKER (ER-1) — NOT TO SCALE
AS SHOWN

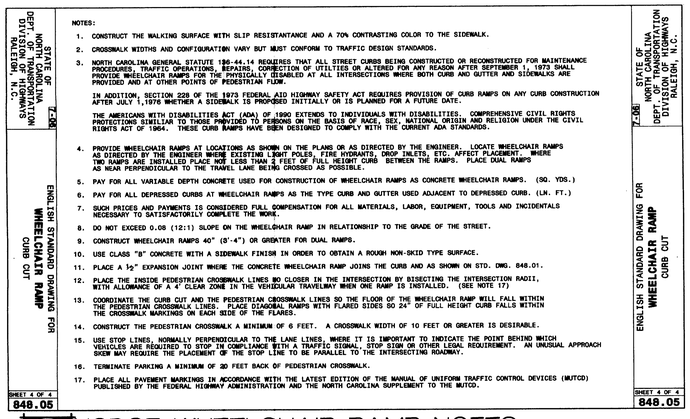


NOTES:
1. SEE SPECIFICATIONS FOR WOOD GRADE, PRESERVATIVE TREATMENT, AND OTHER MATERIALS REQUIREMENTS.

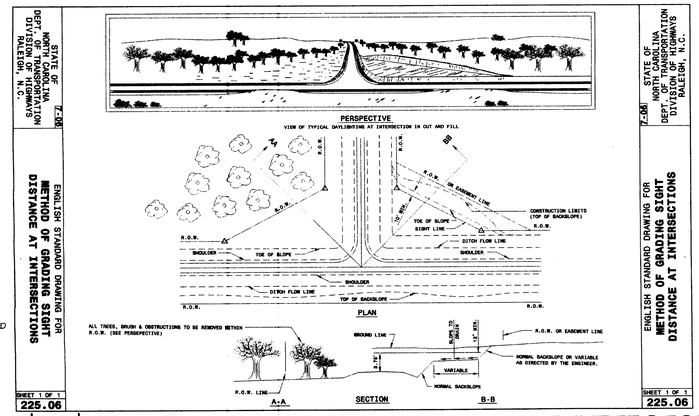
6 C2.11 SWALE BRIDGE — SCALE: NTS
SECTION



7 C2.11 NCDOT WHEELCHAIR RAMP — NOT TO SCALE
SECTION



8 C2.11 NCDOT WHEELCHAIR RAMP NOTES — NOT TO SCALE
SECTION



9 C2.11 NCDOT GRADING SIGHT DISTANCE AT INTERSECTIONS — NOT TO SCALE
SECTION

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5/14/07

Whitewater Subdivision - Phase I
Charlotte ETJ, North Carolina
Crosland Inc.

Site Details

REVISIONS:
1. 01-19-07 REVISIONS PER CITY COMMENTS
2. 03-20-07 REVISIONS PER CITY COMMENTS
3. 05-14-07 REVISIONS PER CITY COMMENTS

DATE: October 16, 2006
DESIGNED BY: EHS/GPP
DRAWN BY: GPP
CHECKED BY: EHS
SCALE: NOT TO SCALE
PROJECT #: 1006050

SHEET #: C2.11