



1142 QUEENS ROAD

CHARLOTTE, NORTH CAROLINA

C.S.Q. DEVELOPMENT, LLC

1909 QUEENS ROAD

P: 704.343.3003



VICINITY MAP



design resource group

- landscape architecture
- civil engineering
- urban design
- land planning
- traffic engineering
- transportation planning

2455 Wilkinson Boulevard, Suite 200
Charlotte, NC 28208
P: 704.343.3003 F: 704.343.3000
www.drg.com

PRELIMINARY PLANNED
MULTI-PHASE SUBDIVISION
PER 100-100
DIRECT REDEVELOPMENT

1142 QUEENS ROAD
CHARLOTTE, NORTH CAROLINA
C.S.Q. DEVELOPMENT, LLC
1909 QUEENS ROAD
CHARLOTTE, NC 28208
P: 704.343.3003

GENERAL NOTES:

1. SURVEY INFORMATION OBTAINED BY A.G. ZENTMUELL SURVEYORS.
2. ARCHITECTURAL DIMENSIONS TO BE VERIFIED BY SURVEYOR. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
3. SURVEYOR SHALL REPORT ANY ENCROACHMENTS OR DISCREPANCIES DERIVED BY THE SITE PLAN AGAINST ANY SITE DEVELOPMENT REQUIREMENTS SPECIFIED BY THE SITE PLAN TO THE OWNER.
4. LANDSCAPE IMPROVEMENTS OR ARE, FURNISHED PRIOR TO ANY ACTUAL CONSTRUCTION.
5. COORDINATE ALL CURB AND STREET GRADIES IN INTERSECTION WITH INSPECTOR.
6. ALL ROAD IMPROVEMENTS AT QUEENS ROAD ARE TO BE COORDINATED WITH THE CITY OF CHARLOTTE ENGINEERING DEPARTMENT/ACDOT PRIOR TO CONSTRUCTION.
7. DEVELOPER SHALL PROVIDE STREET SIGNS FOR DRIVING SLOPE (S) ONLY (SLO).
8. SPLIT TRANSVERSAL SHOWN ARE THE MINIMUM REQUIREMENTS.
9. IN ROLLING AND HEAVILY SLOPING, SLOPING OF THE STORM BASE AND/OR APPLICATION OF A TACK COAT MAY BE REQUIRED NEAR INTERSECTIONS. THESE REQUIREMENTS WILL BE ESTABLISHED BY THE INSPECTOR AND BASED ON FIELD CONDITIONS.
10. APPROVAL OF THIS PLAN IS NOT AN AUTHORIZATION TO GRADE ADJACENT PROPERTIES. WHEN FIELD CONDITIONS INDICATE OFF-SITE GRADING, PERMISSION MUST BE OBTAINED FROM THE ADJACENT PROPERTY OWNER.
11. IN ORDER TO ENSURE PROPER DRAINAGE, KEEP A MINIMUM OF 0.5% SLOPE ON THE CURB.
12. SUBSURFACE DRAINAGE FACILITIES MAY BE REQUIRED IN THE STREET RIGHT-OF-WAY IF DEMAND NECESSARY BY THE INSPECTOR.
13. CURB AND OUTLET SHOWN ON PLANS ALONG QUEENS ROAD MAY BE ADJUSTED BASED UPON FIELD STRAINS BY CITY ENGINEERING/ACDOT. ASSOCIATED STORM DRAINAGE MAY ALSO REQUIRE MODIFICATION BASED UPON FIELD CONDITIONS.
14. THE PURPOSE OF THE STORM DRAINAGE EXCAVATION (SDE) IS TO PROVIDE STORM WATER CONVEYANCE AND ANY STRUCTURES AND/OR OBSTRUCTION TO STORM WATER FLOW IS PROHIBITED.
15. HIGH-CAPACITY POLYETHYLENE (HDPE) STORM DRAINAGE PIPE INSTALLED WITHIN EXISTING OR PROPOSED PUBLIC STREET RIGHT-OF-WAY MUST BE APPROVED BY THE CITY'S INSPECTOR PRIOR TO ANY SHOVELING, BORING, PLACING, MOUNTING, MATERIAL, SHALL BE APPROVED BY THE CITY INSPECTOR PRIOR TO PLACEMENT OF THE MATERIAL WITHIN THE PUBLIC STREET RIGHT-OF-WAY.
16. THE DEVELOPER SHALL MAINTAIN EACH STREAM, DITCH, OR BACKWASH CHANNEL IN AN UNDISTURBED STATE AND SHALL REPAIR FROM THE CHANNEL AND BANKS OF THE STREAM ALL EROSION, LOGS, TRUNKS, JUNK, AND OTHER ACCUMULATIONS.
17. ANY BUILDING WITHIN THE CITY'S BUILDING RESTRICTION FLOODLINE IS SUBJECT TO THE RESTRICTIONS OF THE CITY OF CHARLOTTE-MECKLENBURG COUNTY'S SUBSURSION ORDINANCE, SECTION 7.30.6.
18. ANY CONSTRUCTION OR USE WITHIN THE AREA DESIGNATED AS A COMMUNITY DEVELOPMENT (C.D.) FLOODWAY INCHARLOTTE-MECKLENBURG COUNTY IS SUBJECT TO THE RESTRICTIONS IMPOSED BY THE FLOODWAY REGULATIONS OF THE CITY OF CHARLOTTE-MECKLENBURG COUNTY.
19. ALL OPENINGS (E.G. DOORS, WINDOWS, VENTS) IN STRUCTURES BUILT ON PROPERTY SHOULD BE LOCATED A MINIMUM OF ONE FOOT ABOVE THE ADJACENT PROPOSED GROUND SURFACE (CAPABLE TO CARRY WHICH MAY EXPERIENCE SIGNIFICANT OVERLAND FLOOD NOT CONSIDERED IN THE 100-YR FLOOD ANALYSIS).
20. ALL SEPTIC DRAINAGE FOR REMEDIATION MUST BE SUBMITTED TO CITY ENGINEER PRIOR TO CONSTRUCTION.
21. ALL-BUILT DRAINAGE AND PLANS OF THE STORM DRAINAGE SYSTEM, INCLUDING DESIGNED DITCHES, MUST BE SUBMITTED PRIOR TO SUBVERSION FINAL INSPECTION TO THE CITY/COUNTY ENGINEERING DEPARTMENT IN ACCORDANCE WITH THE CITY/COUNTY ENGINEERING DEPARTMENT.
22. PRIOR TO REINSTALLATION, ALL SEALED SHOP DRAINAGES FOR UNDERGROUND DETENTION SYSTEMS MUST BE FURNISHED TO CITY OF CHARLOTTE ENGINEERING FOR APPROVAL.
23. PRIOR TO C.D. SURVEYOR SEALED AS-BUILT DRAWINGS OF UNDERGROUND DETENTION SYSTEMS MUST BE PROVIDED.
24. MONITORING ITEMS (E.G. PAVEMENT, IRRIGATION SYSTEMS, ETC.) IN THE RIGHT-OF-WAY REQUIRE A RIGHT-OF-WAY ENCROACHMENT AGREEMENT WITH THE CHARLOTTE DEPARTMENT OF TRANSPORTATION (CDOT) PRIOR TO CONSTRUCTION. OFFICE F.P.W. AND/OR CONSTRUCTION EXISTENCE ARE REQUIRED TO BE OBTAINED ACCORDING TO THE GUIDELINES OF THE "OFFSITE F.P.W. ACQUISITION PROCESS". THESE REQUIRED F.P.W. AND CONSTRUCTION LIMITS ARE CLEARLY SHOWN ON THE RELEVANT IMPROVEMENT PLAN.
25. THE DEVELOPER SHALL CONTACT THE CHARLOTTE DEPARTMENT OF TRANSPORTATION (CDOT) PRIOR TO CONSTRUCTION AND MUST TO IDENTIFY ANY CONFLICTS WITH TRAFFIC SIGNALIZATION EQUIPMENT. 60-90 DAYS WILL BE REQUIRED TO COORDINATE RELOCATION. DEVELOPER SHALL BE RESPONSIBLE FOR ALL RELATED RELOCATION COST AND/OR ANY REPAIR COST CAUSED BY THE CONTRACTOR/OVERLIES.
26. PIPE SYSTEMS AND/OR CHANNELS LOCATED WITHIN PUBLIC DRAINAGE EASEMENTS ARE THE MAINTENANCE RESPONSIBILITY OF THE INDIVIDUAL PROPERTY OWNERS.
27. ALL CONSTRUCTION TO CONFORM TO CHARLOTTE / MECKLENBURG LAND DEVELOPMENT STANDARDS.
28. THE INSTANT LOCATION SHALL BE REVIEWED AND APPROVED BY THE COUNTY THE MARSHAL DURING THE BUILDING PERMIT PROCESS.

EROSION CONTROL NOTES:

1. ALL "SLOPE" NUMBERS REFER TO THE CHARLOTTE/MECKLENBURG LAND DEVELOPMENT STANDARDS MANUAL.
2. ON-SITE EROSION CONTROL PLAN MUST BE SUBMITTED PRIOR TO ANY ACTUAL CONSTRUCTION.
3. ANY GRADING BEYOND THE EROSION LIMITS SHOWN ON THE PLAN IS A VIOLATION OF THE CITY/COUNTY EROSION CONTROL ORDINANCE AND IS SUBJECT TO A FINE.
4. GRADING MORE THAN ONE FOOT ABOVE THE APPROVED EROSION CONTROL PLAN IS A VIOLATION OF THE CITY/COUNTY EROSION CONTROL ORDINANCE AND IS SUBJECT TO A FINE.
5. SLOPING MUST BE SEED AND MULCH WITHIN 10 WORKING DAYS OR 30 CALENDAR DAYS, WHICHEVER IS SHORTER. ALL OTHER AREAS, 15 WORKING DAYS OR 30 CALENDAR DAYS, WHICHEVER IS SHORTER. REFER TO EROSION CONTROL ORDINANCE FOR ADDITIONAL REQUIREMENTS.
6. ADDITIONAL MEASURES TO CONTROL EROSION AND SEDIMENT MAY BE REQUIRED BY A REPRESENTATIVE OF THE CITY ENGINEERING DEPARTMENT.
7. SLOPES SHALL BE GRADED NO STEEPER THAN 2:1. FALL SLOPES GREATER THAN 1:1 REQUIRE ASSOCIATED TERRACING (CUTS AND FILLS).
8. A GRADING PLAN MUST BE SUBMITTED FOR ANY LOT GRADING EXCEEDING ONE ACRE THAT WAS NOT PREVIOUSLY APPROVED.
9. TEMPORARY DRAINAGE PERMIT FOR CONSTRUCTION ENTRANCES IN RIGHT-OF-WAY MUST BE PRESENTED AT PRE-CONSTRUCTION MEETING.

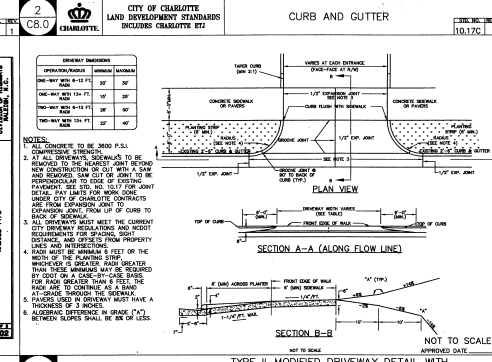
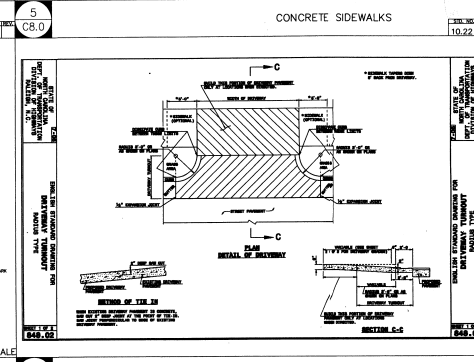
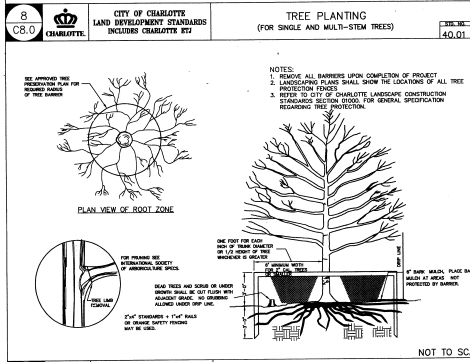
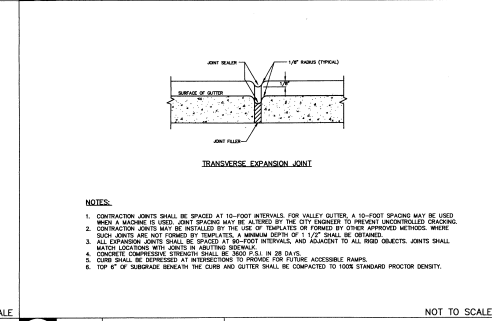
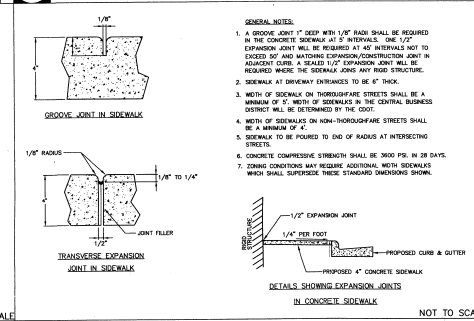
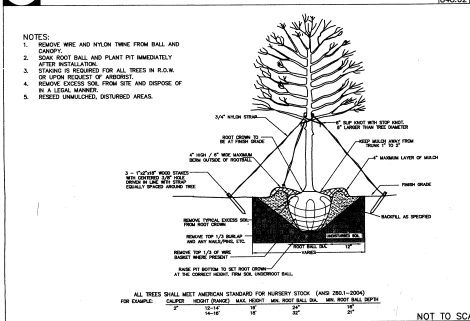
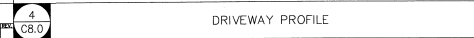
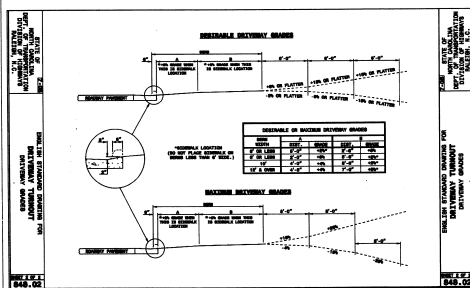
CONSTRUCTION SCHEDULE: CHARLOTTE

1. OBTAIN GRADING/EROSION CONTROL PLAN APPROVAL FROM THE CITY OF CHARLOTTE ENGINEERING DEPARTMENT.
2. SET UP A ON-SITE PRE-CONSTRUCTION CONFERENCE WITH EROSION CONTROL INSPECTOR OF THE CITY ENGINEERING DEPARTMENT TO REVIEW EROSION CONTROL MEASURES. FAILURE TO SCHEDULE SHOP CONFERENCE 48 HOURS PRIOR TO ANY LAND DISTURBING ACTIVITY IS A VIOLATION OF CHAPTER 15 OF THE CITY CODE AND IS SUBJECT TO A FINE.
3. INSTALL SLOPE, EROSION, PROTECT, STORM, DRAINAGE, DITCHES, TREE PROTECTION, AND OTHER MEASURES AS SHOWN ON PLANS, CLEANING ONLY AS NECESSARY TO INSTALL THESE DEVICES.
4. CALL FOR ON-SITE INSPECTION BY INSPECTOR. WHEN APPROVED, INSPECTOR ISSUES THE GRADING PERMIT AND CLEANING AND REPAIRING MAY BEGIN.
5. THE CONTRACTOR SHALL DAILY AND CONTINUOUSLY MAINTAIN ALL EROSION CONTROL DEVICES AND PRIOR TO COMMENCING WITH EACH PHASE OF EROSION CONTROL MEASURES.
6. EROSION CONTROL DEVICES ARE REQUIRED TO REMAIN IN PLACE UNTIL THE EROSION CONTROL MEASURES ARE COMPLETED.
7. COORDINATE WITH EROSION CONTROL INSPECTOR PRIOR TO REMOVAL OF EROSION CONTROL MEASURES.
8. EROSION CONTROL MEASURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE N.C. C. EROSION AND SEDIMENT CONTROL PLAN, PLANNING AND DESIGN MANUAL, L. 5, SECT. OF AGRICULTURE, CITY OF CHARLOTTE EROSION CONTROL ORDINANCE, AND THE CHARLOTTE-MECKLENBURG LAND DEVELOPMENT STANDARDS.

SITE DATA

TAX PARCEL NO:

- 153-042-23, 153-042-24, 153-042-25,
153-042-26, 153-042-27, 153-042-28,
153-042-29, 153-042-30, 153-042-31,
153-042-32, 153-042-33, 153-042-34,
153-042-35, 153-042-36, 153-042-37,
153-042-38, 153-042-39, 153-042-40,
153-042-41, 153-042-42, 153-042-43,
153-042-44, 153-042-45, 153-042-46,
153-042-47, 153-042-48, 153-042-49,
153-042-50, 153-042-51, 153-042-52,
153-042-53, 153-042-54, 153-042-55,
153-042-56, 153-042-57, 153-042-58,
153-042-59, 153-042-60, 153-042-61,
153-042-62, 153-042-63, 153-042-64,
153-042-65, 153-042-66, 153-042-67,
153-042-68, 153-042-69, 153-042-70,
153-042-71, 153-042-72, 153-042-73,
153-042-74, 153-042-75, 153-042-76,
153-042-77, 153-042-78, 153-042-79,
153-042-80, 153-042-81, 153-042-82,
153-042-83, 153-042-84, 153-042-85,
153-042-86, 153-042-87, 153-042-88,
153-042-89, 153-042-90, 153-042-91,
153-042-92, 153-042-93, 153-042-94,
153-042-95, 153-042-96, 153-042-97,
153-042-98, 153-042-99, 153-043-00,
153-043-01, 153-043-02, 153-043-03,
153-043-04, 153-043-05, 153-043-06,
153-043-07, 153-043-08, 153-043-09,
153-043-10, 153-043-11, 153-043-12,
153-043-13, 153-043-14, 153-043-15,
153-043-16, 153-043-17, 153-043-18,
153-043-19, 153-043-20, 153-043-21,
153-043-22, 153-043-23, 153-043-24,
153-043-25, 153-043-26, 153-043-27,
153-043-28, 153-043-29, 153-043-30,
153-043-31, 153-043-32, 153-043-33,
153-043-34, 153-043-35, 153-043-36,
153-043-37, 153-043-38, 153-043-39,
153-043-40, 153-043-41, 153-043-42,
153-043-43, 153-043-44, 153-043-45,
153-043-46, 153-043-47, 153-043-48,
153-043-49, 153-043-50, 153-043-51,
153-043-52, 153-043-53, 153-043-54,
153-043-55, 153-043-56, 153-043-57,
153-043-58, 153-043-59, 153-043-60,
153-043-61, 153-043-62, 153-043-63,
153-043-64, 153-043-65, 153-043-66,
153-043-67, 153-043-68, 153-043-69,
153-043-70, 153-043-71, 153-043-72,
153-043-73, 153-043-74, 153-043-75,
153-043-76, 153-043-77, 153-043-78,
153-043-79, 153-043-80, 153-043-81,
153-043-82, 153-043-83, 153-043-84,
153-043-85, 153-043-86, 153-043-87,
153-043-88, 153-043-89, 153-043-90,
153-043-91, 153-043-92, 153-043-93,
153-043-94, 153-043-95, 153-043-96,
153-043-97, 153-043-98, 153-043-99,
153-044-00, 153-044-01, 153-044-02,
153-044-03, 153-044-04, 153-044-05,
153-044-06, 153-044-07, 153-044-08,
153-044-09, 153-044-10, 153-044-11,
153-044-12, 153-044-13, 153-044-14,
153-044-15, 153-044-16, 153-044-17,
153-044-18, 153-044-19, 153-044-20,
153-044-21, 153-044-22, 153-044-23,
153-044-24, 153-044-25, 153-044-26,
153-044-27, 153-044-28, 153-044-29,
153-044-30, 153-044-31, 153-044-32,
153-044-33, 153-044-34, 153-044-35,
153-044-36, 153-044-37, 153-044-38,
153-044-39, 153-044-40, 153-044-41,
153-044-42, 153-044-43, 153-044-44,
153-044-45, 153-044-46, 153-044-47,
153-044-48, 153-044-49, 153-044-50,
153-044-51, 153-044-52, 153-044-53,
153-044-54, 153-044-55, 153-044-56,
153-044-57, 153-044-58, 153-044-59,
153-044-60, 153-044-61, 153-044-62,
153-044-63, 153-044-64, 153-044-65,
153-044-66, 153-044-67, 153-044-68,
153-044-69, 153-044-70, 153-044-71,
153-044-72, 153-044-73, 153-044-74,
153-044-75, 153-044-76, 153-044-77,
153-044-78, 153-044-79, 153-044-80,
153-044-81, 153-044-82, 153-044-83,
153-044-84, 153-044-85, 153-044-86,
153-044-87, 153-044-88, 153-044-89,
153-044-90, 153-044-91, 153-044-92,
153-044-93, 153-044-94, 153-044-95,
153-044-96, 153-044-97, 153-044-98,
153-044-99, 153-045-00, 153-045-01,
153-045-02, 153-045-03, 153-045-04,
153-045-05, 153-045-06, 153-045-07,
153-045-08, 153-045-09, 153-045-10,
153-045-11, 153-045-12, 153-045-13,
153-045-14, 153-045-15, 153-045-16,
153-045-17, 153-045-18, 153-045-19,
153-045-20, 153-045-21, 153-045-22,
153-045-23, 153-045-24, 153-045-25,
153-045-26, 153-045-27, 153-045-28,
153-045-29, 153-045-30, 153-045-31,
153-045-32, 153-045-33, 153-045-34,
153-045-35, 153-045-36, 153-045-37,
153-045-38, 153-045-39, 153-045-40,
153-045-41, 153-045-42, 153-045-43,
153-045-44, 153-045-45, 153-045-46,
153-045-47, 153-045-48, 153-045-49,
153-045-50, 153-045-51, 153-045-52,
153-045-53, 153-045-54, 153-045-55,
153-045-56, 153-045-57, 153-045-58,
153-045-59, 153-045-60, 153-045-61,
153-045-62, 153-045-63, 153-045-64,
153-045-65, 153-045-66, 153-045-67,
153-045-68, 153-045-69, 153-045-70,
153-045-71, 153-045-72, 153-045-73,
153-045-74, 153-045-75, 153-045-76,
153-045-77, 153-045-78, 153-045-79,
153-045-80, 153-045-81, 153-045-82,
153-045-83, 153-045-84, 153-045-85,
153-045-86, 153-045-87, 153-045-88,
153-045-89, 153-045-90, 153-045-91,
153-045-92, 153-045-93, 153-045-94,
153-045-95, 153-045-96, 153-045-97,
153-045-98, 153-045-99, 153-046-00,
153-046-01, 153-046-02, 153-046-03,
153-046-04, 153-046-05, 153-046-06,
153-046-07, 153-046-08, 153-046-09,
153-046-10, 153-046-11, 153-046-12,
153-046-13, 153-046-14, 153-046-15,
153-046-16, 153-046-17, 153-046-18,
153-046-19, 153-046-20, 153-046-21,
153-046-22, 153-046-23, 153-046-24,
153-046-25, 153-046-26, 153-046-27,
153-046-28, 153-046-29, 153-046-30,
153-046-31, 153-046-32, 153-046-33,
153-046-34, 153-046-35, 153-046-36,
153-046-37, 153-046-38, 153-046-39,
153-046-40, 153-046-41, 153-046-42,
153-046-43, 153-046-44, 153-046-45,
153-046-46, 153-046-47, 153-046-48,
153-046-49, 153-046-50, 153-046-51,
153-046-52, 153-046-53, 153-046-54,
153-046-55, 153-046-56, 153-046-57,
153-046-58, 153-046-59, 153-046-60,
153-046-61, 153-046-62, 153-046-63,
153-046-64, 153-046-65, 153-046-66,
153-046-67, 153-046-68, 153-046-69,
153-046-70, 153-046-71, 153-046-72,
153-046-73, 153-046-74, 153-046-75,
153-046-76, 153-046-77, 153-046-78,
153-046-79, 153-046-80, 153-046-81,
153-046-82, 153-046-83, 153-046-84,
153-046-85, 153-046-86, 153-046-87,
153-046-88, 153-046-89, 153-046-90,
153-046-91, 153-046-92, 153-046-93,
153-046-94, 153-046-95, 153-046-96,
153-046-97, 153-046-98, 153-046-99,
153-047-00, 153-047-01, 153-047-02,
153-047-03, 153-047-04, 153-047-05,
153-047-06, 153-047-07, 153-047-08,
153-047-09, 153-047-10, 153-047-11,
153-047-12, 153-047-13, 153-047-14,
153-047-15, 153-047-16, 153-047-17,
153-047-18, 153-047-19, 153-047-20,
153-047-21, 153-047-22, 153-047-23,
153-047-24, 153-047-25, 153-047-26,
153-047-27, 153-047-28, 153-047-29,
153-047-30, 153-047-31, 153-047-32,
153-047-33, 153-047-34, 153-047-35,
153-047-36, 153-047-37, 153-047-38,
153-047-39, 153-047-40, 153-047-41,
153-047-42, 153-047-43, 153-047-44,
153-047-45, 153-047-46, 153-047-47,
153-047-48, 153-047-49, 153-047-50,
153-047-51, 153-047-52, 153-047-53,
153-047-54, 153-047-55, 153-047-56,
153-047-57, 153-047-58, 153-047-59,
153-047-60, 153-047-61, 153-047-62,
153-047-63, 153-047-64, 153-047-65,
153-047-66, 153-047-67, 153-047-68,
153-047-69, 153-047-70, 153-047-71,
153-047-72, 153-047-73, 153-047-74,
153-047-75, 153-047-76, 153-047-77,
153-047-78, 153-047-79, 153-047-80,
153-047-81, 153-047-82, 153-047-83,
153-047-84, 153-047-85, 153-047-86,
153-047-87, 153-047-88, 153-047-89,
153-047-90, 153-047-91, 153-047-92,
153-047-93, 153-047-94, 153-047-95,
153-047-96, 153-047-97, 153-047-98,
153-047-99, 153-048-00, 153-048-01,
153-048-02, 153-048-03, 153-048-04,
153-048-05, 153-048-06, 153-048-07,
153-048-08, 153-048-09, 153-048-10,
153-048-11, 153-048-12, 153-048-13,
153-048-14, 153-048-15, 153-048-16,
153-048-17, 153-048-18, 153-048-19,
153-048-20, 153-048-21, 153-048-22,
153-048-23, 153-048-24, 153-048-25,
153-048-26, 153-048-27, 153-048-28,
153-048-29, 153-048-30, 153-048-31,
153-048-32, 153-048-33, 153-048-34,
153-048-35, 153-048-36, 153-048-37,
153-048-38, 153-048-39, 153-048-40,
153-048-41, 153-048-42, 153-048-43,
153-048-44, 153-048-45, 153-048-46,
153-048-47, 153-048-48, 153-048-49,
153-048-50, 153-048-51, 153-048-52,
153-048-53, 153-048-54, 153-048-55,
153-048-56, 153-048-57, 153-048-58,
153-048-59, 153-048-60, 153-048-61,
153-048-62, 153-048-63, 153-048-64,
153-048-65, 153-048-66, 153-048-67,
153-048-68, 153-048-69, 153-048-70,
153-048-71, 153-048-72, 153-048-73,
153-048-74, 153-048-75, 153-048-76,
153-048-77, 153-048-78, 153-048-79,
153-048-80, 153-048-81, 153-048-82,
153-048-83, 153-048-84, 153-048-85,
153-048-86, 153-048-87, 153-048-88,
153-048-89, 153-048-90, 153-048-91,
153-048-92, 153-048-93, 153-048-94,
153-048-95, 153-048-96, 153-048-97,
153-048-98, 153-048-99, 153-049-00,
153-049-01, 153-049-02, 153-049-03,
153-049-04, 153-049-05, 153-049-06,
153-049-07, 153-049-08, 153-049-09,
153-049-10, 153-049-11, 153-049-12,
153-049-13, 153-049-14, 153-049-15,
153-049-16, 153-049-17, 153-049-18,
153-049-19, 153-049-20, 153-049-21,
153-049-22, 153-049-23, 153-049-24,
153-049-25, 153-049-26, 153-049-27,
153-049-28, 153-049-29, 153-049-30,
153-049-31, 153-049-32, 153-049-33,
153-049-34, 153-049-35, 153-049-36,
153-049-37, 153-049-38, 153-049-39,
153-049-40, 153-049-41, 153-049-42,
153-049-43, 153-049-44, 153-049-45,
153-049-46, 153-049-47, 153-049-48,
153-049-49, 15



DRG
design resource group

- landscape architecture
- civil engineering
- urban design
- land planning
- traffic engineering
- transportation planning

2453 WOODBRIDGE BOULEVARD, SUITE 200
CHARLOTTE, NC 28207
P: 704.343.3300
F: 704.343.3301
WWW.DRG-NC.COM

1142 QUEENS ROAD
CHARLOTTE, NORTH CAROLINA
C.S.O. DEVELOPMENT, LLC
CHARLOTTE, NC 28207
704.343.3303

CONSTRUCTION PLANS



SCALE: NTS
PROJECT #: 037-010
DRAWN BY: TH

SITE DETAILS

MARCH 9, 2010

REVISIONS:
1. 1.4-10 PER CITY REVIEW COMMENTS

C8.0

6' BUFFER FENCE/MASONRY WALL

GENERAL NOTES:

1. TOILET PAPER SHALL BE A MINIMUM OF 10" WIDE WITH MIN. WALL THICKNESS OF 4" WIDE WITH 1/2" RADIUS.
2. MASONRY SHALL BE CONSTRUCTED WITH 1/2" RADIUS FOR A PERIOD OF 10' TO 15'.
3. MASONRY SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
4. TANK SALT FILL UP TO 10' AT 10'.
5. GRADE SHALL BE MAINTAINED AT 10' FROM THE MASONRY WALL TO THE CURB. THE MASONRY WALL SHALL BE 10' FROM THE CURB TO THE MASONRY WALL.
6. GRADE SHALL BE MAINTAINED AT 10' FROM THE MASONRY WALL TO THE CURB. THE MASONRY WALL SHALL BE 10' FROM THE CURB TO THE MASONRY WALL.
7. DO NOT INSTALL MASONRY FENCE AGAINST STREAMS, RIVERS, OR WATERSHEDS OR OTHER AREAS OF ENVIRONMENTAL SENSITIVITY.

TEMPORARY SILT FENCE

GENERAL NOTES:

1. SILT FENCE SHALL BE CONSTRUCTED WITH 1/2" RADIUS FOR A PERIOD OF 10' TO 15'.
2. SILT FENCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
3. SILT FENCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
4. SILT FENCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
5. SILT FENCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
6. SILT FENCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
7. SILT FENCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.

ACCESSIBLE RAMP

GENERAL NOTES:

1. RAMP SHALL BE CONSTRUCTED WITH 1/2" RADIUS FOR A PERIOD OF 10' TO 15'.
2. RAMP SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
3. RAMP SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
4. RAMP SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
5. RAMP SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
6. RAMP SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
7. RAMP SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.

12" YARD INLET

GENERAL NOTES:

1. YARD INLET SHALL BE CONSTRUCTED WITH 1/2" RADIUS FOR A PERIOD OF 10' TO 15'.
2. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
3. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
4. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
5. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
6. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
7. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.

STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES:

1. STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED WITH 1/2" RADIUS FOR A PERIOD OF 10' TO 15'.
2. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
3. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
4. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
5. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
6. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
7. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.

BICYCLE PARKING DETAIL

GENERAL NOTES:

1. BICYCLE PARKING DETAIL SHALL BE CONSTRUCTED WITH 1/2" RADIUS FOR A PERIOD OF 10' TO 15'.
2. BICYCLE PARKING DETAIL SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
3. BICYCLE PARKING DETAIL SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
4. BICYCLE PARKING DETAIL SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
5. BICYCLE PARKING DETAIL SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
6. BICYCLE PARKING DETAIL SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
7. BICYCLE PARKING DETAIL SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.

12" YARD INLET

GENERAL NOTES:

1. YARD INLET SHALL BE CONSTRUCTED WITH 1/2" RADIUS FOR A PERIOD OF 10' TO 15'.
2. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
3. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
4. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
5. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
6. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
7. YARD INLET SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.

STABILIZED CONSTRUCTION ENTRANCE

GENERAL NOTES:

1. STABILIZED CONSTRUCTION ENTRANCE SHALL BE CONSTRUCTED WITH 1/2" RADIUS FOR A PERIOD OF 10' TO 15'.
2. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
3. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
4. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
5. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
6. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
7. STABILIZED CONSTRUCTION ENTRANCE SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.

PAVEMENT SECTIONS

GENERAL NOTES:

1. PAVEMENT SECTIONS SHALL BE CONSTRUCTED WITH 1/2" RADIUS FOR A PERIOD OF 10' TO 15'.
2. PAVEMENT SECTIONS SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
3. PAVEMENT SECTIONS SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
4. PAVEMENT SECTIONS SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
5. PAVEMENT SECTIONS SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
6. PAVEMENT SECTIONS SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.
7. PAVEMENT SECTIONS SHALL BE 1/2" IN HEIGHT AND BE OF THE SELF-ANCHORING TYPE.

design resource group

- landscape architecture
- civil engineering
- urban design
- land planning
- traffic engineering
- transportation planning

2459 wilson road, suite 200
charlotte, nc 28208
p: 704.363.7744 f: 704.363.7745
www.drginc.com

1142 QUEENS ROAD

1142 QUEENS ROAD
CHARLOTTE, NORTH CAROLINA
C.S.Q. DEVELOPMENT, LLC
1909 QUEENS ROAD
CHARLOTTE, NC 28207
704.363.3003

Seal of the City of Charlotte

SCALE: NTS

PROJECT #: 037.010
DRAWN BY: L2
CHECKED BY: TH

SITE DETAILS

MARCH 9, 2010

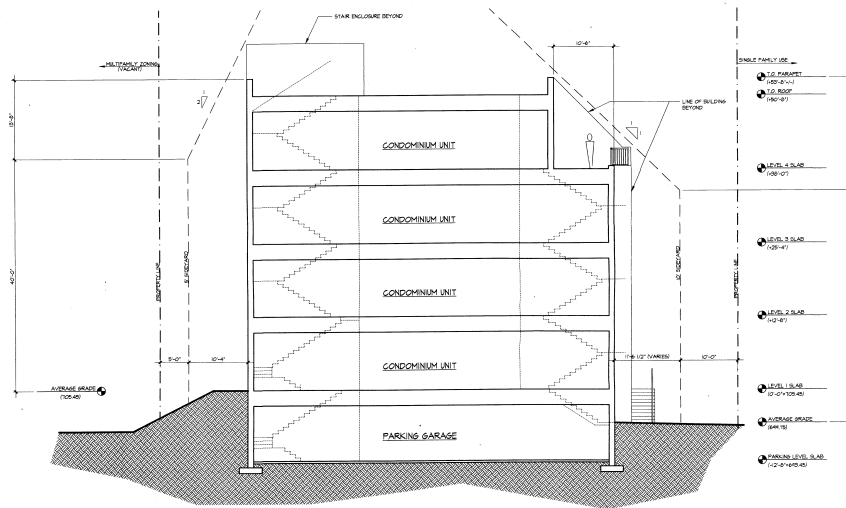
REVISIONS:
1. 5-4-10 PER CITY REVIEW COMMENTS

C8.1

11142 Queens Road
Charlotte, North Carolina

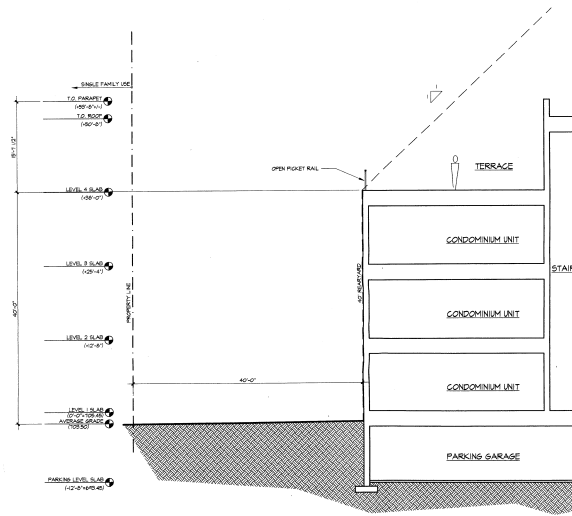
1000

A1.0.1



01 Building Height Diagram: Sideyard

$$1/8^{\circ} = 1'-0"$$

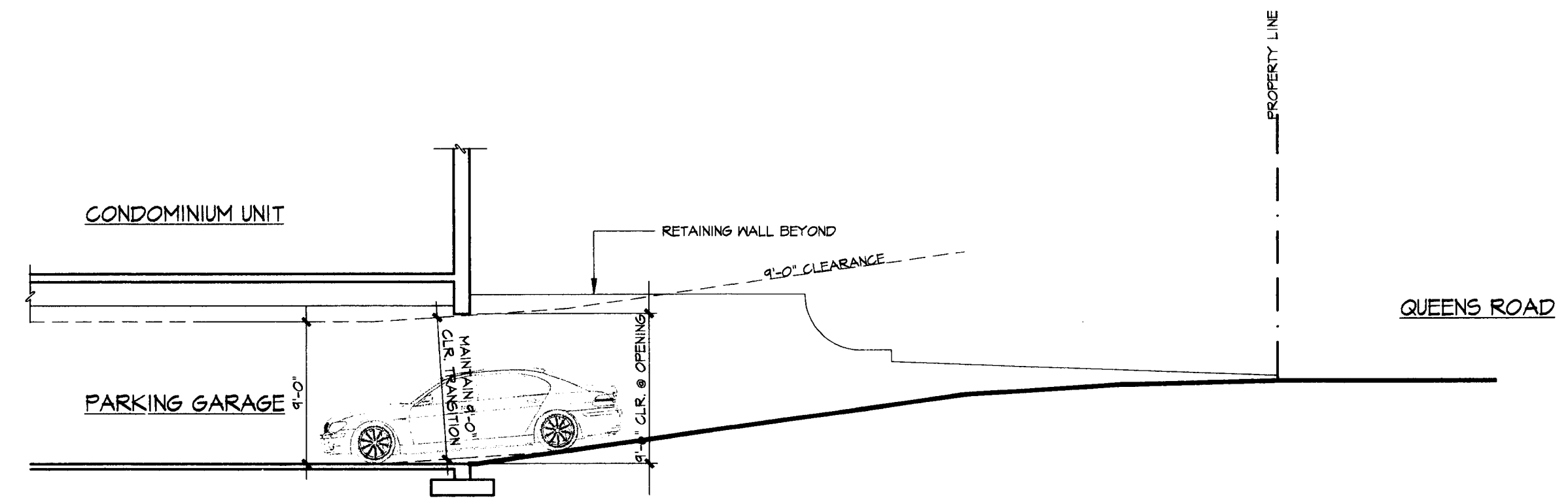
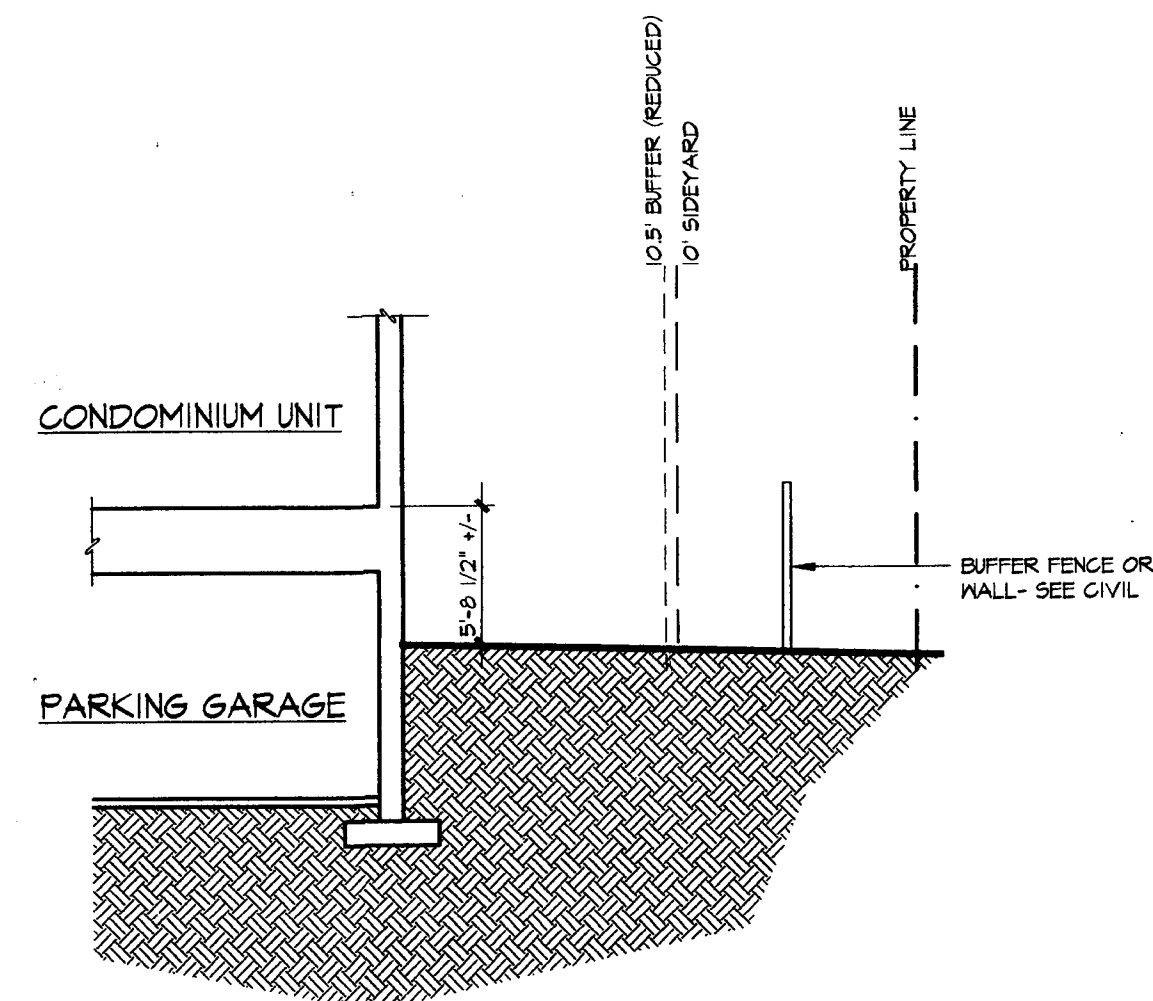
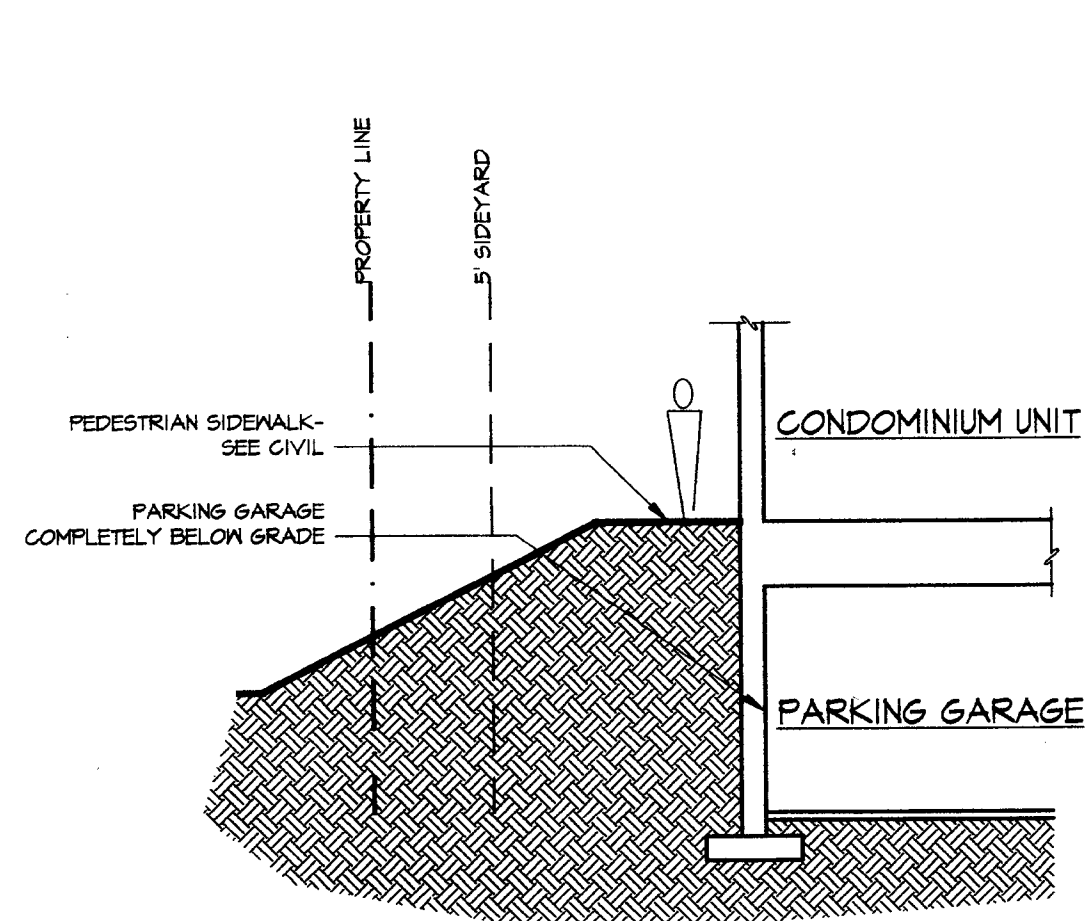


1142 Queens Road
Charlotte, North Carolina

Project Number: 09-006
Issue Date: 05.03.10
Revisions
△ 05.03.10 - REVISIONS

Building Height
Diagram

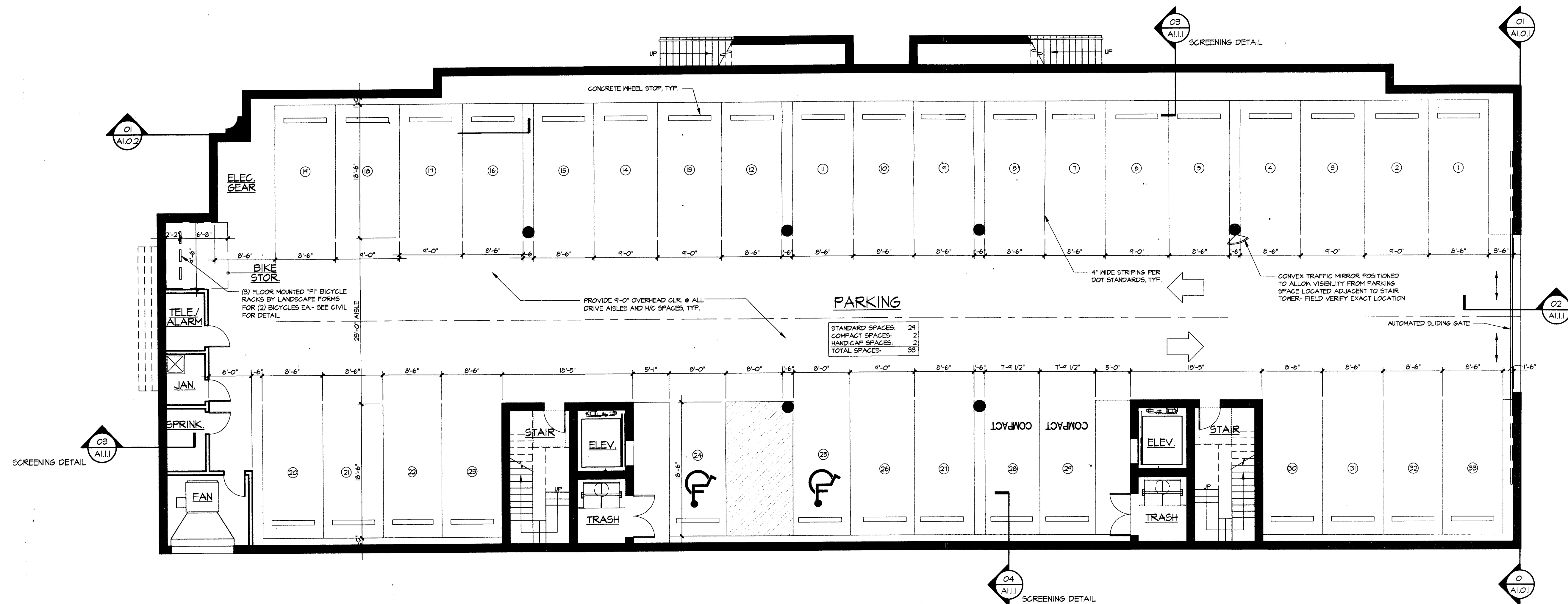
A1.0.2



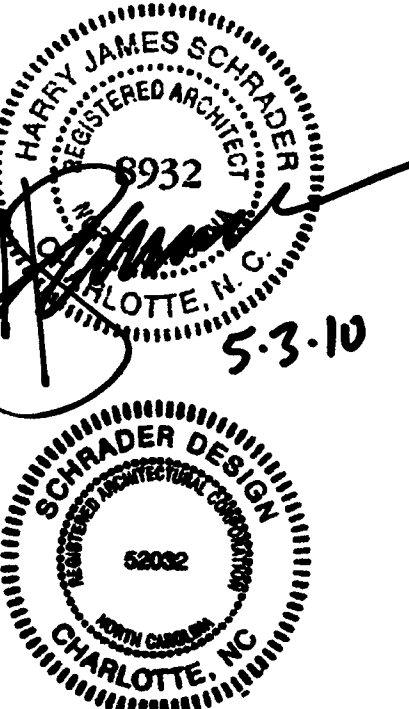
04 Garage Screening Diagram
(Side) 1/8" = 1'-0"

03 Garage Screening Diagram
(Side and Rear) 1/8" = 1'-0"

02 Garage Entry Clearance Diagram 1/8" = 1'-0"



01 Parking Level Striping Plan 1/8" = 1'-0"



1142 Queens Road
Charlotte, North Carolina

Project Number: 09-006

Issue Date: 05.03.10

Revisions

1 5/03/10: MULTIFAMILY REVIEW REVISIONS

Parking Level
Striping Plan

A1.1.1