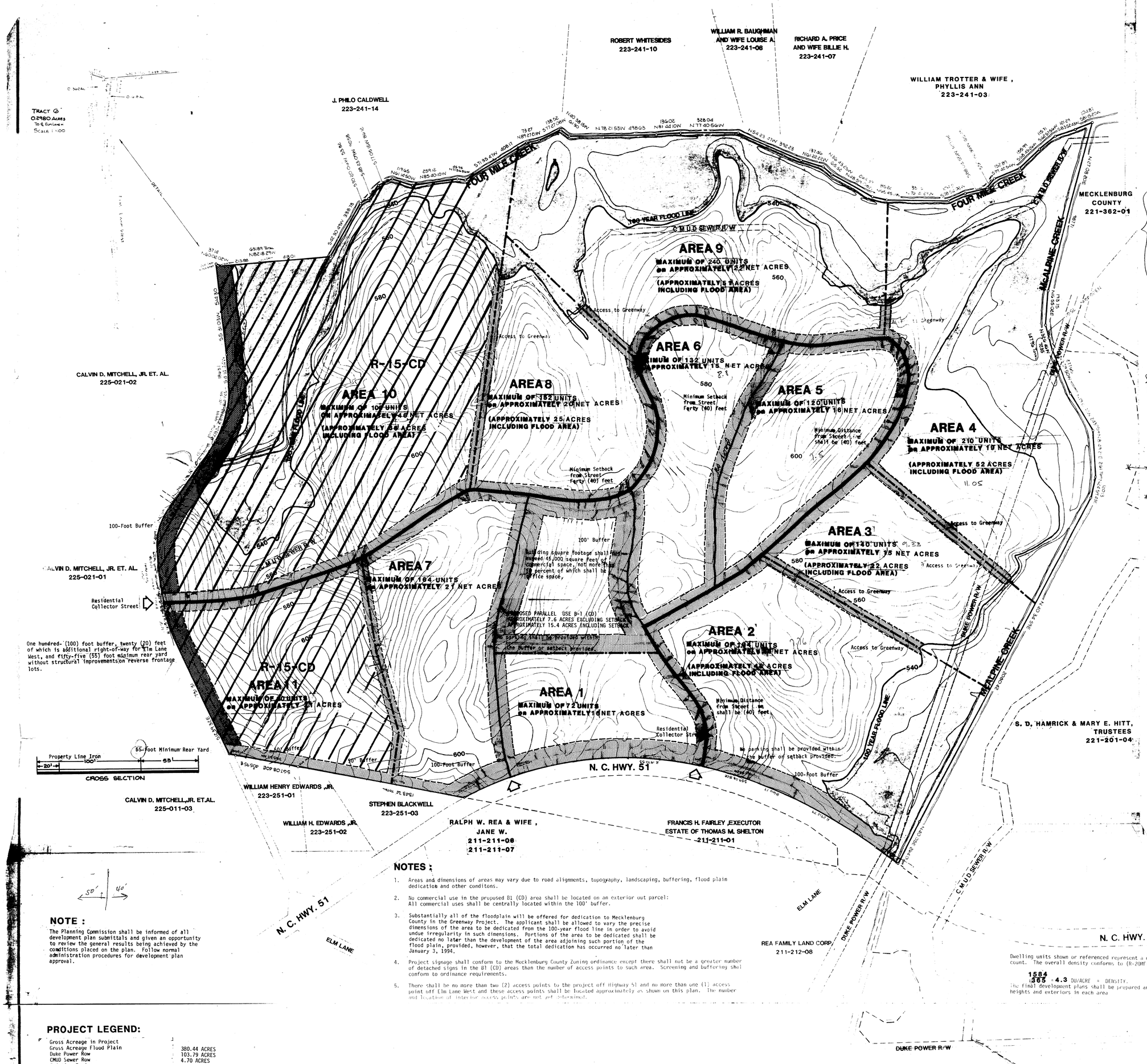

PERFORMANCE STANDARDS

BUFFERS

Improvements to the buffer along Highway 51 shall be made in accordance with the Highway 51 policy to provide adequate screening.

Access from Highway 51 into the project shall be treated as gateway entrances and shall be designed to complement buffer areas by incorporating such things as medians and landscaping.

The buffer along Elm Lane shall receive similar treatment as required for the 100' buffer fronting Highway 51.

The buffer adjacent to the Edwards and Blackwell properties shall be such to secure privacy to both properties and insure suitable screening between future developments.

Internal buffer relationships shall be designed to insure adequate screening and privacy between adjacent developments and building areas. Site relationships such as building orientation and elevation shall be designed to enhance privacy and screening requirements.

Buffers shall preserve existing natural vegetation. In areas where natural vegetation is insufficient, proper infill planting shall be required to provide adequate screening within 2 years of planting.

CIRCULATION

A residential collector street shall access each development area.

Pedestrian circulation shall be provided from the collector street and the development area to the greenway. Vehicular access, when deemed desirable by greenway officials, shall be provided as a part of the greenway plan.

Parking areas shall be designed to reflect a small pedestrian oriented scale. Parking areas shall meet the following standards:

- There is to be min. of 10 internal landscaping in/on the parking area. This is in addition to the buffer areas.
- Landscaping shall be provided between buildings and parking.
- In the design of parking areas these factors shall be taken into consideration.
  - innovative plantings
  - sensitive grading
  - drainage design
  - use of alternative paving materials

At the time of construction of each access point to N. C. Highway 51, the developer shall construct a deceleration/turn lane on N.C. Highway 51 at the entrance. The design of the deceleration/turn lane shall be approved by N.C. D.O.T. and the local governmental unit having review authority. The cost to the developer shall not exceed $20,000 in constant 1983 dollars for each lane. An additional 20' of right-of-way shall be dedicated along the full length of Elm Lane adjacent to the site.

The overall circulation patterns shall accommodate pedestrians, bicyclist and vehicular movement.

Buffers [illegible] shall [illegible] to [illegible] uses.

[illegible] of the [illegible] and [illegible]

Innovative [illegible] buildings [illegible]

The number of units within a development area are not [illegible] areas.

Areas other than 10 and 11 can be developed single family, [illegible] than under R-20MF.

Maximum preservation of natural topography and vegetation in a [illegible] design is [illegible].

Provisions shall be made for maintenance of all open space, [illegible] private [illegible].

[illegible] than [illegible] units [illegible] the initial [illegible] shall be [illegible] constructed after [illegible] five-year [illegible].

As discussed by the [illegible] at least 52 single family [illegible] shall be included in the overlapped area [illegible] than areas 10 and 11, in order [illegible] require [illegible].

Commercial Area

In accordance with other site plan conditions, a specific site plan for the commercial area shall be reviewed by the Planning Commission and any comments from that review shall be considered by the applicant and staff in designing the final site plan. Plan submittal shall include appropriate information concerning the maximum two acres relating to the public purpose/community oriented use. Review and comment shall be based upon consideration of the following factors:

- Full site utilization
- Building heights
- Number of buildings
- Edge conditions
- Access points
- Landscaped parking areas and arrangements
- Signage

The commercial area shall not exceed 45,000 square feet of gross floor area. In addition, a maximum area of two acres shall be dedicated to public purpose/community space and shall be provided for such uses including but not limited to the following:

a. Library

b. Post Office

c. Community Meeting Facility

d. School, vocational or related use

Such uses and/or space shall be designated as a part of the detailed commercial area site plan, but shall not be located in the buffer area surrounding the commercial area. If public purpose/community space is not accepted by appropriate agency by January 3, 1994, offer of dedication shall be deemed withdrawn.

If deemed desirable by the appropriate agency, an appropriate shelter for mass transit riders shall be provided in conjunction with the commercial area.

Owner will not seek any increase in the total size of the commercial space or the maximum square footage which may be built therein.

NOTES :

1. Areas and dimensions of areas may vary due to road alignments, topography, landscaping, buffering, flood plain dedication and other conditons.
2. No commercial use in the proposed B1 (CD) area shall be located on an exterior out parcel: All commercial uses shall be centrally located within the 100' buffer.
3. Substantially all of the floodplain will be offered for dedication to Mecklenburg County in the Greenway Project. The applicant shall be allowed to vary the precise dimensions of the area to be dedicated from the 100-year flood line in order to avoid undue irregularity in such dimensions. Portions of the area to be dedicated shall be dedicated no later than the development of the area adjoining such portion of the flood plain, provided, however, that the total dedication has occurred no later than January 3, 1994.
4. Project signage shall conform to the Mecklenburg County Zoning ordinance except there shall not be a greater number of detached signs in the B1 (CD) areas than the number of access points to such area. Screening and buffering shal conform to ordinance requirements.
5. There shall be no more than two (2) access points to the project off Highway 51 and no more than one (1) access point off Elm Lane West and these access points shall be located approximately as shown on this plan. The number and location of interior access points are not yet determined.

NOTE :

The Planning Commission shall be informed of all development plan submittals and given an opportunity to review the general results being achieved by the conditions placed on the plan. Follow normal administration procedures for development plan approval.

NOTE:
A 16" WATER MAIN IS LOCATED
LESS THAN 2000' FROM THE INTERSECTION
OF HIGHWAY 51 AND CARMEL ROAD

N. C. HWY. 51

Dwelling units shown or referenced represent a maximum number. The actual number constructed may vary to a lower count. The overall density conforms to (R-20MF)

$\frac{1584}{365} = 4.3$ DU/ACRE = DENSITY.

The final development plans shall be prepared and reviewed reflecting the objective of providing variation in building heights and exteriors in each area

PROJECT LEGEND:

Gross Acreage in Project	380.44 ACRES
Gross Acreage Flood Plain	103.79 ACRES
Duke Power Row	4.70 ACRES
CMUD Sewer Row	5.70 ACRES
Existing Zoning	CURRENT ZONING CLASSIFICATION
Proposed Zoning	R-15 (SINGLE FAMILY) R-20MF (248.99 ACRES)/R-15CD (68.18 ACRES)
Proposed Residential Units	1584 UNITS (TOTAL MAXIMUM)
Setback from Highway 51	100 FEET
Screening Adjacent to Existing Properties	50 FEET

NOTE: There will be a swimming pool and two tennis courts included in each of areas 2 - 9, included as recreational facilities.

NORTH

SCALE :
1 INCH : 200 FEET
0 100 200 300 400 500

PREPARED - March 2, 1983

REVISED - April 5, 1983
November 2, 1983
March 9, 1983
November 1, 1983
NOVEMBER 30, 1983

PROPOSED LAND USE PLAN FOR :

SYMPHONY WOODS
JAMES E. BODY/AND ASSOCIATES
MECKLENBURG COUNTY, NORTH CAROLINA

Approved Plan

PREPARED BY J. N. Pease Associates
Architecture Engineering Planning
2925 E. Independence Boulevard · Charlotte, North Carolina N.C.

Approved 1/3/84

82-15(c)