CLEAR CREEK

DESIGN GUIDELINES

Prepared for

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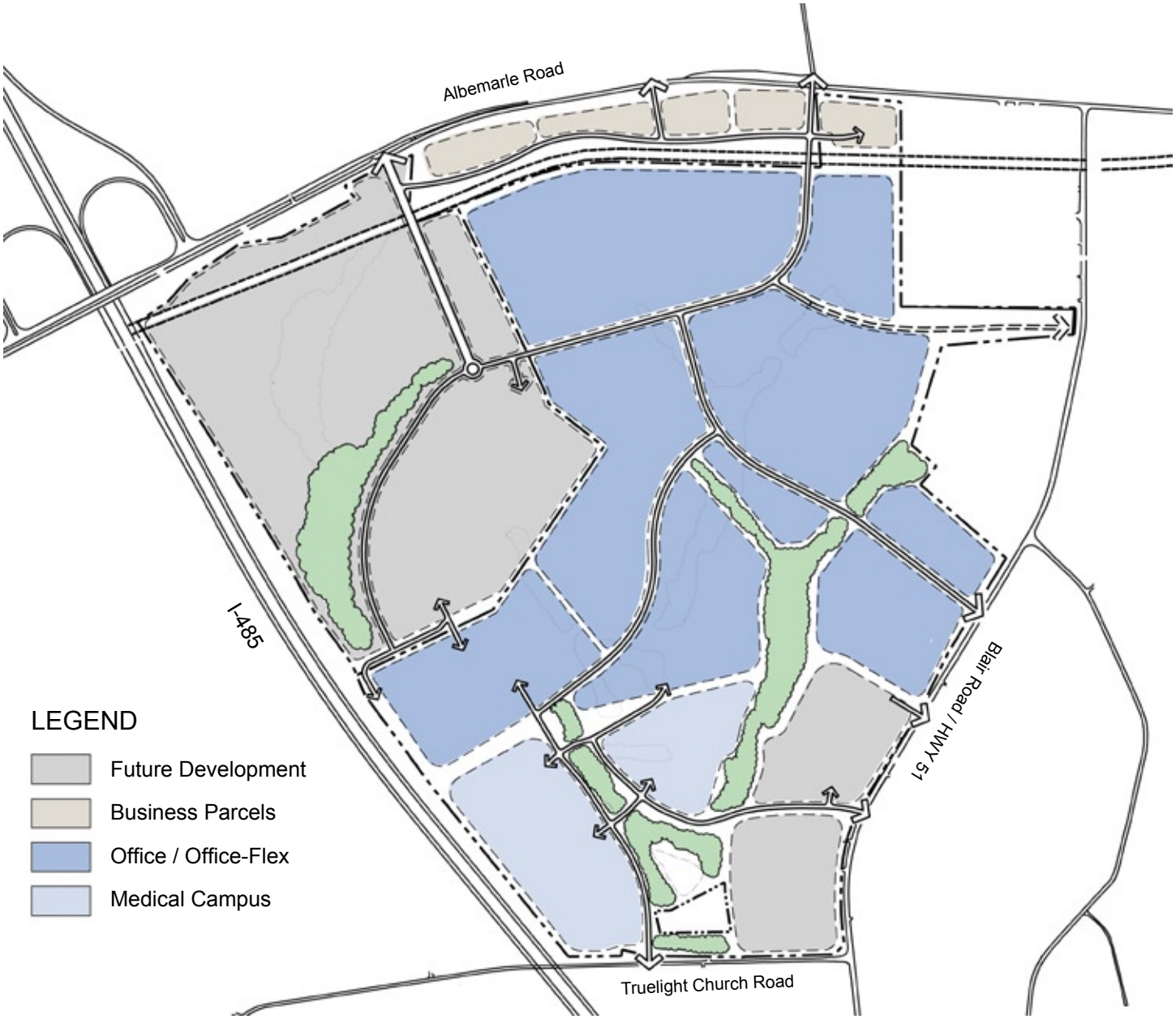
Introduction

Clear Creek Business Park is a multi-use development located in the Town of Mint Hill in eastern Mecklenburg County. The park covers approximately 435 acres and is divided into four development classifications: Business Parcels, Office and Office-Flex, Medical Campus, and Future Development. The site plan on the following page illustrates the overall development plan.

The intent of these design guidelines is to help achieve development that meets the individual parcel program objectives while being responsive to the characteristics of the site and the overall park development. The following guidelines specifically address building, parking, and pedestrian relationships, materials, lighting and planting. These guidelines also address the variations expected in the design of differing building types and uses.

VICINITY MAP

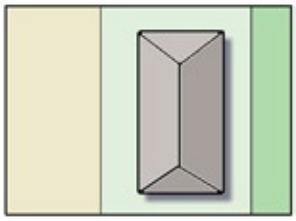


CONCEPTUAL MASTER PLAN

General Guidelines

All plans for development of individual parcels within the park will be reviewed by the Architectural Design Committee. The plans will be evaluated on adequacy of site dimensions; conformity and harmony of external design with neighboring structures; effect of location and use of improvements on neighboring sites, operations, improvements and uses; relation to topography, grade and finished ground elevation of the site being improved to that of neighboring sites; proper orientation of main elevation to nearby streets; and conformity of the plans and specifications with the intent of the Design Guidelines and Declaration of Protective Covenants.

The siting of buildings and parking areas should reinforce the streetscape and general setbacks of the park. Unless otherwise constrained, buildings should have a strong relationship to the street including a functional public entrance that is a visual focus for the building. In place of a street-oriented public entrance, a strong pedestrian connection that establishes a sense of a formal public entry may be substituted. Larger floor plate buildings and other buildings that may be located at a significant distance from the street may be exempted.



The front facades of all buildings shall be constructed of masonry or brick materials. In addition, all buildings visible from the street must also be masonry or brick on side and rear elevations. All sides of a building should reference consistent architectural detail and character. All site walls and screen walls should be architecturally integrated with the building or overall master planned area. Building finishes should reference the materials, colors and textures consistent with, or similar to, those identified in the signage and monumentation designs. The goal is to identify appropriate finishes within a limited pallet that have richness and some variety for use throughout the park.

All parking facilities should be screened from the public right-of-way by plantings, walls, berms or a combination thereof. All outdoor storage will be limited to the side or rear of the building and will be screened with a vegetative buffer, masonry walls, solid fences or chain link fences. If chain link fences are installed, vegetation must also be provided and the fence shall be a dark color to blend with landscaping.

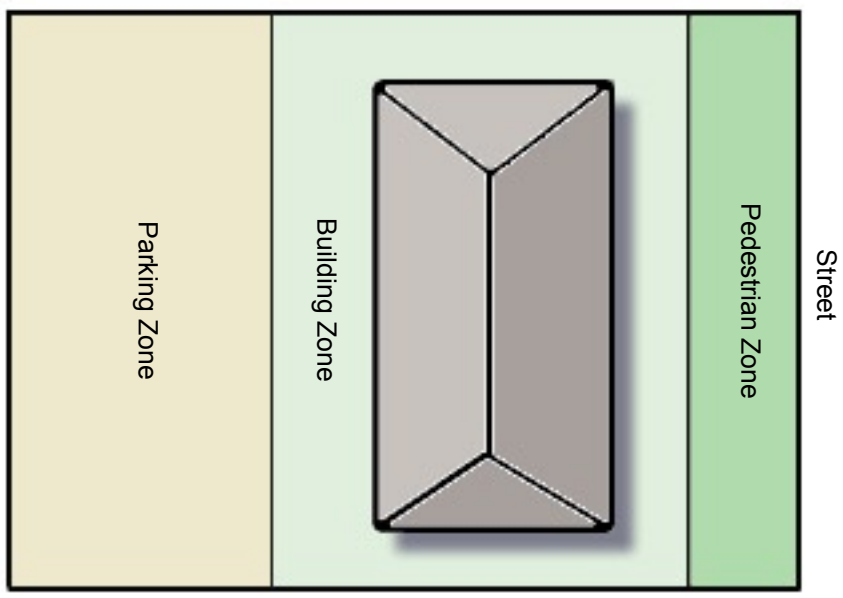
4 Business Parcels

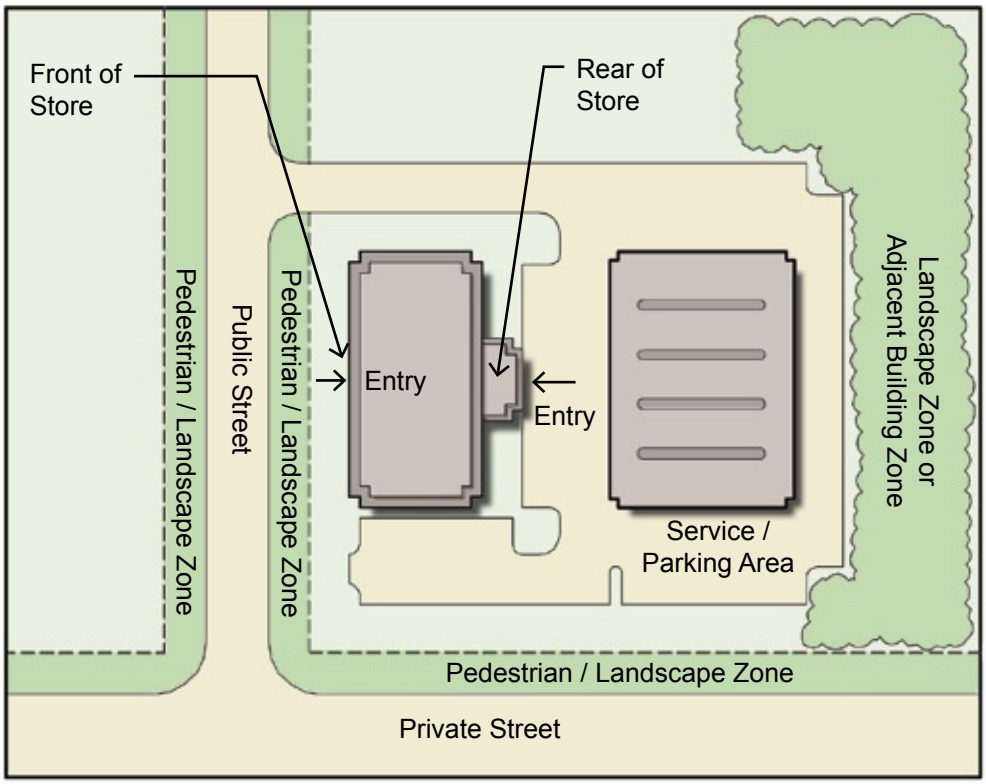
In addition to the general conditions identified for all development within the park, the following guidelines specifically apply to development in the areas designated for business parcels.

The site design should demonstrate a coordinated approach with the site plans of adjacent development and consider the following coordinated relationships in site plan design:

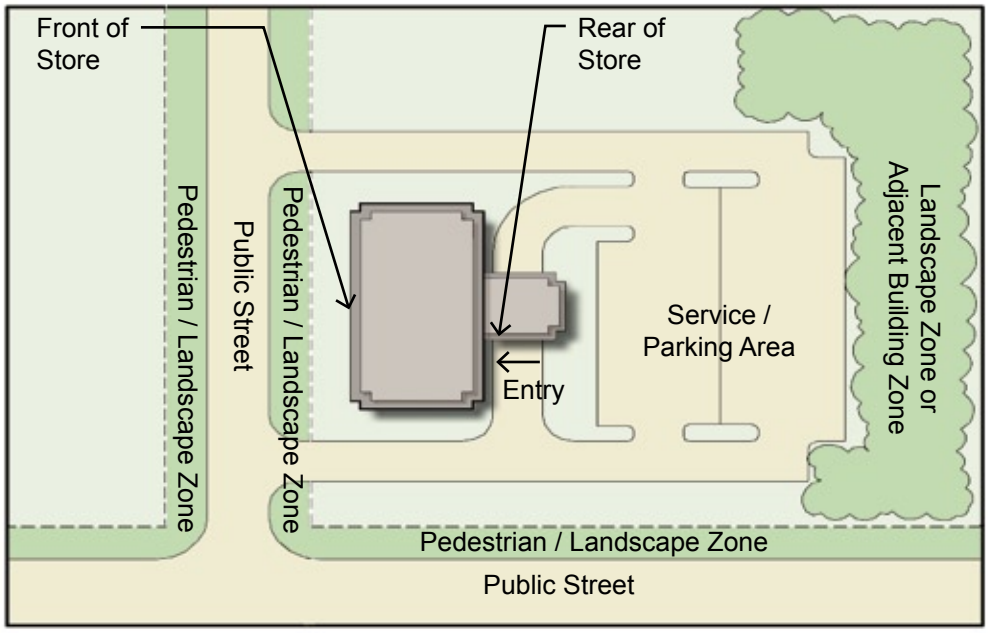
Access to all lots shall be from interior streets only.
Where possible, parking and circulation shall be limited between the building and the pedestrian zones.
Seek shared driveway access and cross access easements between sites to allow vehicles to move easily between parcels.
Development should feature an enhanced pedestrian area (i.e. a plaza, courtyard, or usable landscape area) scaled accordingly to the size and demands of the particular user or facility.
Enhance the pedestrian networks and connectivity with adjoining parcels.
Provide continuation of perimeter open space and landscape designs in the interest of development-wide continuity of the pedestrian streetscape.
Drive-through facilities should incorporate architectural coverings consistent with the design theme of the building. Lighting beneath the canopies should be shielded and fully recessed to minimize glare.

Building Orientation Diagram



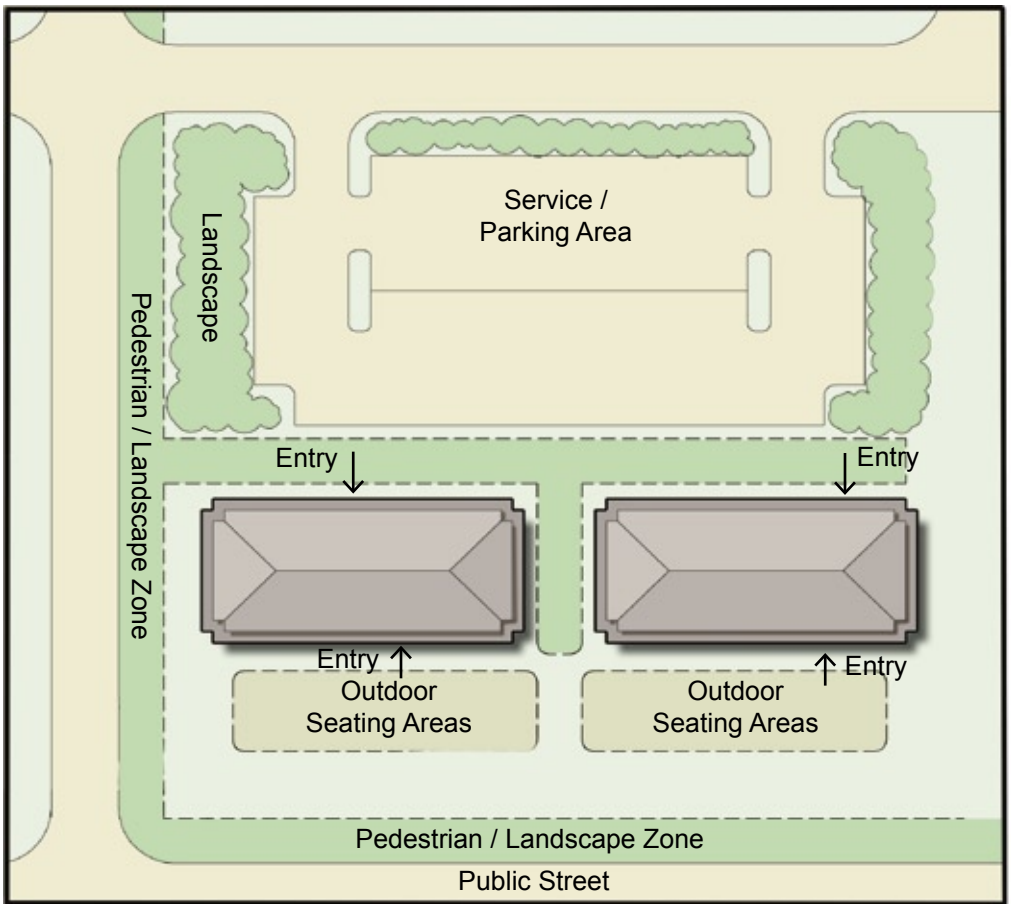


Where possible, uses shall be reverse loaded with buildings placed along the public street to maintian the architectural edge. Loading, parking, car wash and service areas should be screened with walls and/or land-scape material.



Uses requiring drive through access should be sited in a manner that places the building on the public street whenever possible. Drive through lanes should be located on the interior of the site and circulation should be off of the street. Loading, parking and service areas should be screened from the street.

Where possible, seek shared driveway access and cross access easements between sites to allow vehicles to move easily between parcels.



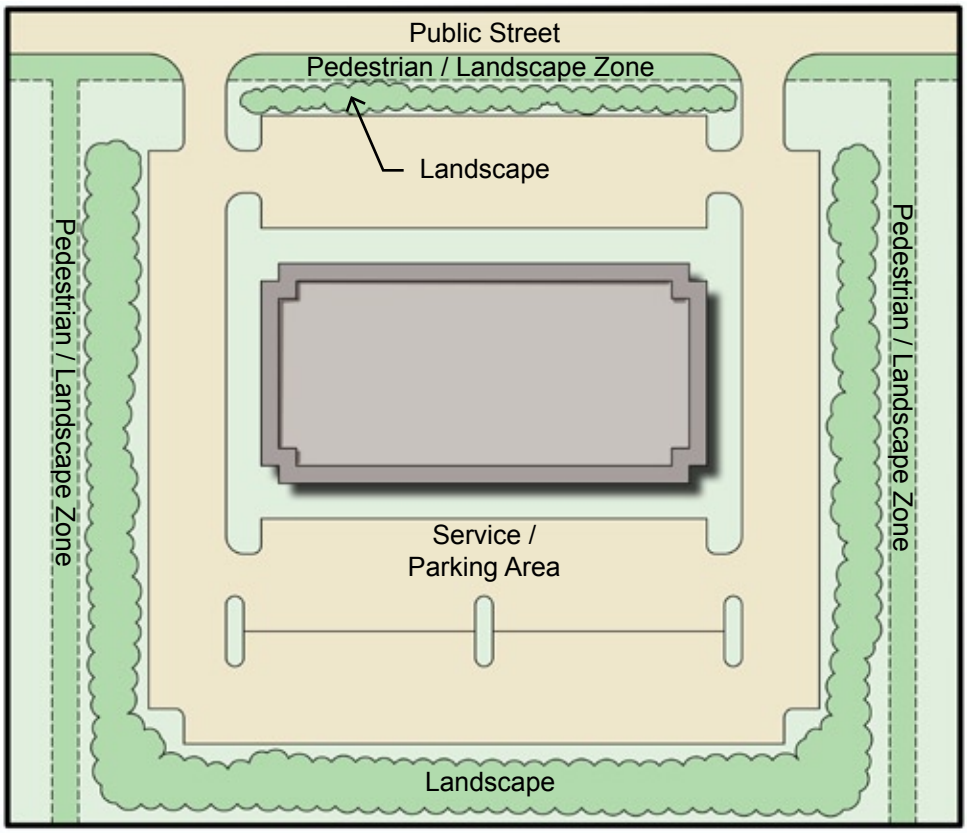
Office and Office-Flex

In addition to the general conditions identified for all development within the park, the following guidelines specifically apply to development in the areas designated for Office and Office-Flex uses.

Access to all lots shall be from interior streets only.

Site planning should respond to the natural characteristics of a site such as topography, drainage patterns and existing vegetation. Larger building masses and buildings with large one level floor plates may require added design measures to ensure a good fit with the site and adjacent parcels.

All buildings, including precast and tilt-up concrete structures, should incorporate sufficient architectural detail in the form of applied finishes, integral textures, patterns, colors, three dimensional recesses and projection. The material finish of the front elevation of office and office/flex buildings should use brick for a minimum of 20% of the surface area. The use of precast accents is strongly recommended on buildings with all brick finish.



Office Layout Diagram (NTS)

All building elevations should incorporate window openings if possible. Windows can provide needed interest and help beak up building elevations while being a source of internal day lighting.

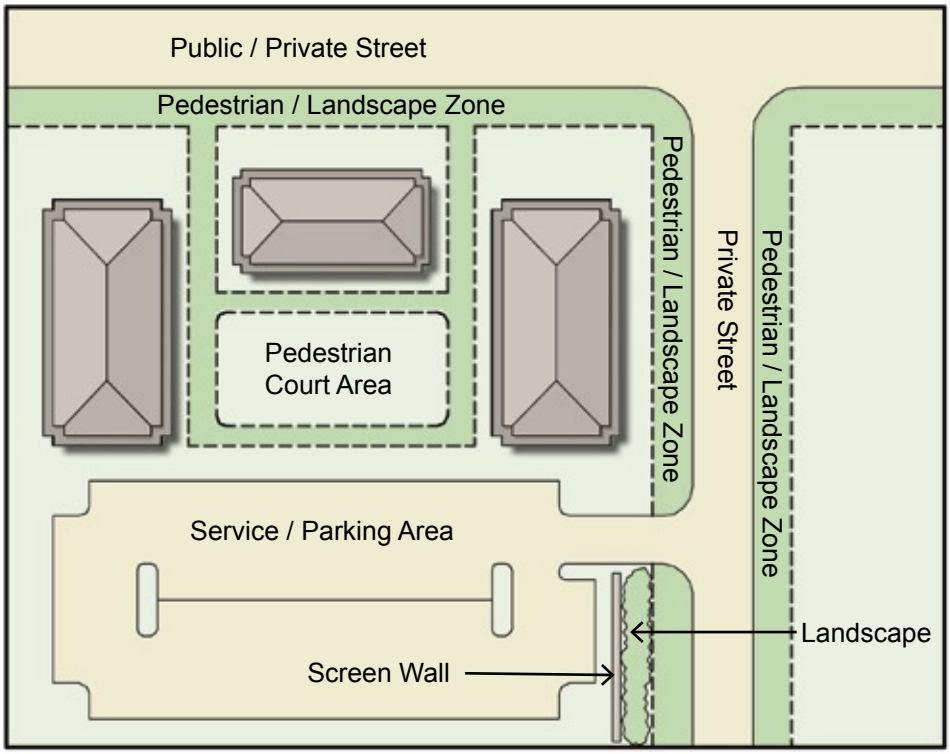
Service areas, storage areas and refuse enclosures should be oriented away from public view and screened from public areas. Trash collection, service areas and loading areas should be separated from the primary vehicular and pedestrian circulation areas.

HVAC and other mechanical systems must be screened in a manner that is architecturally integrated and considerate of the overall composition of the building.

Multiple buildings on the same site or in closely related areas should share a common architectural theme and a similar vocabulary to that of nearby buildings. Precise replication or mirrored images of the same building on the same site or in the same area without adjustment for the building's unique setting, grade relationship and orientation are discouraged.

Clearly delineated pedestrian paths or open plazas should connect buildings with other buildings, parking areas, and perimeter streetscape sidewalks.

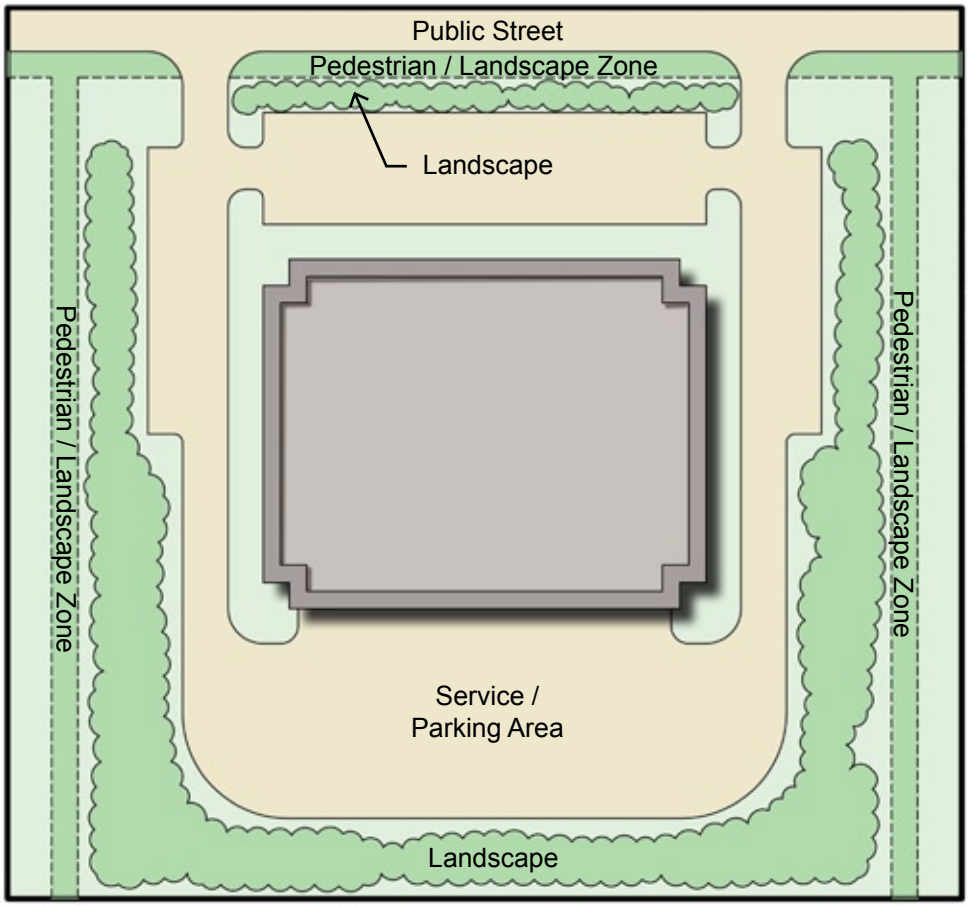
Office Cluster Layout Diagram (NTS)



Architectural design and site planning for office-flex buildings will require extended effort in order to successfully integrate the buildings into the framework of the overall park. At the most basic level, standard large floor plate buildings tend to be monolithic singular volumes with minimal window openings, have a limited material pallet and relatively simple compositions of unarticulated wall planes.

This image contrasts sharply with that of higher-end professional office buildings and business parcel buildings which tend to have a more refined human scale structurally and aesthetically. Office and commercial uses exhibit a much higher ratio of window to wall area, variations in finish materials, more complex spatial relationships and many other attributes that result in a more pleasing and interesting building form.

Nevertheless, the design of office-flex buildings should acknowledge the design objectives and meet the intent of these guidelines .



Office-Flex Layout Diagram (NTS)

[10] Future Development

(RESERVED)

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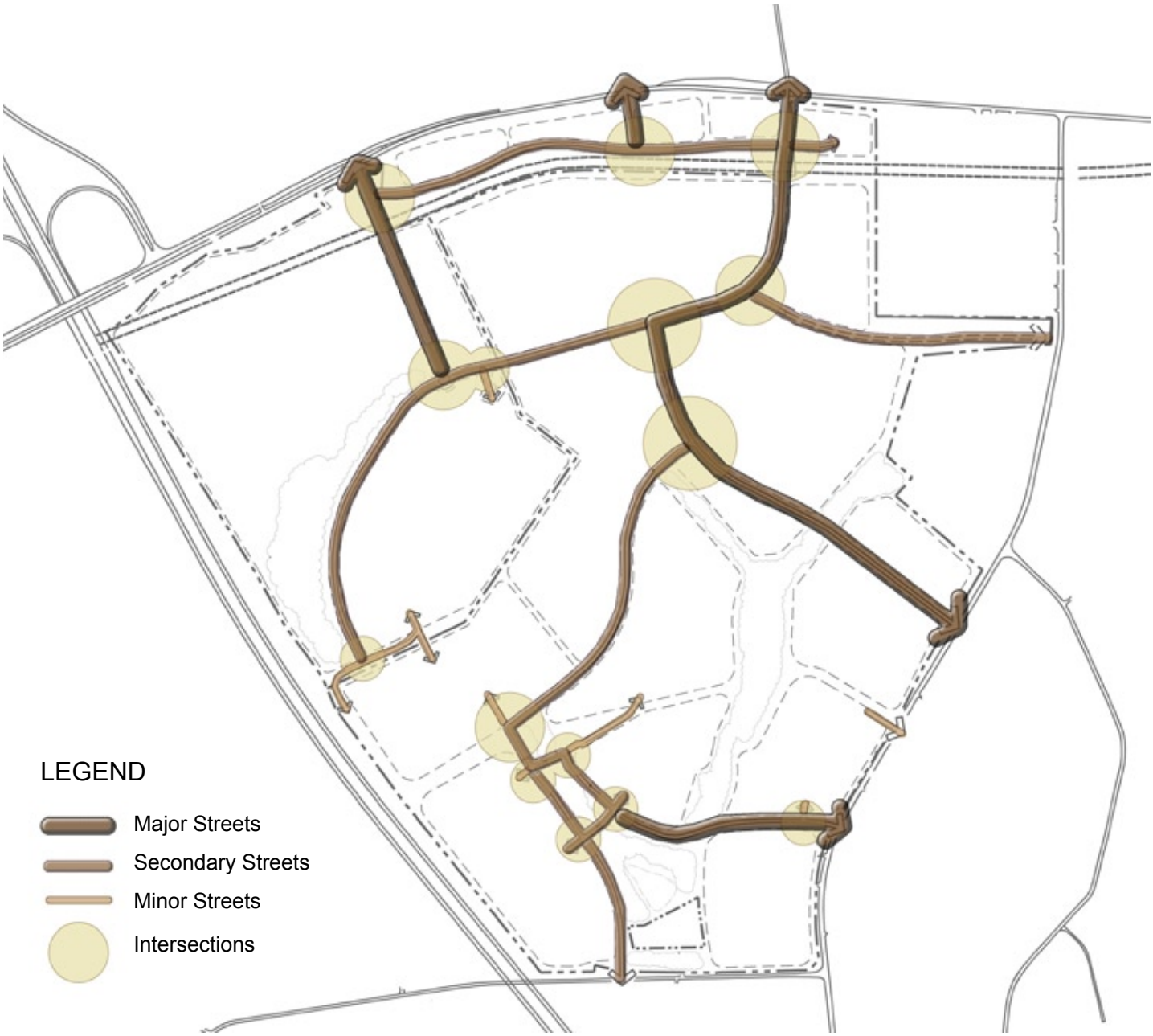
[12] Street Standards

The street network is designed to accommodate fluid traffic movement into and out of the site while providing efficient internal connections between the various areas within the park. Streets, access points and key intersections are identified in the diagram below.

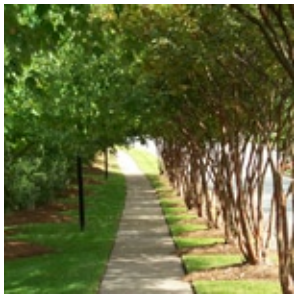
Street standards incorporate design elements that will facilitate safe pedestrian movement through the site. Sidewalks are extensive and all street intersections will provide accessible ramps to sidewalks as well as adequate lighting for vehicular and pedestrian traffic.



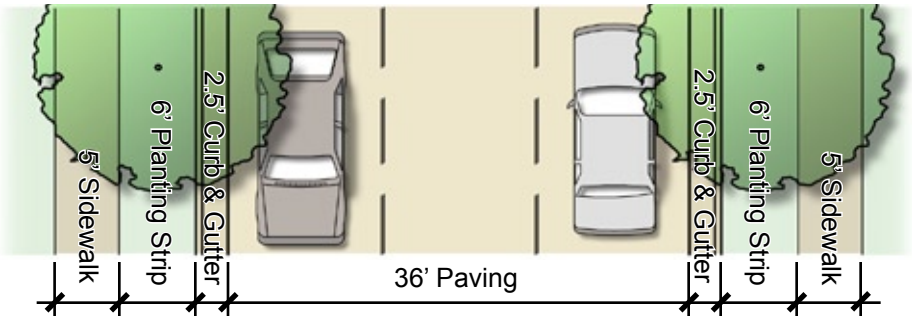
Streets should be designed as the main public space of the development and scaled to the pedestrian experience.

Streets shall be bordered by sidewalks on both sides. Minimum width for sidewalks is 5’ with planting strips at 6’ wide.

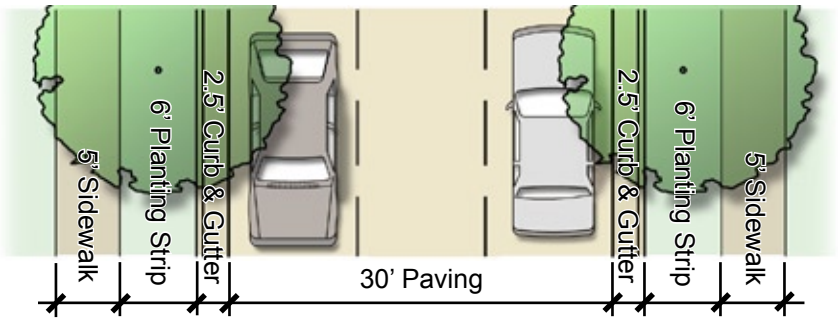
Streetscapes shall be designed to provide continuation of perimeter open space and landscape designs in the interest of development-wide continuity.



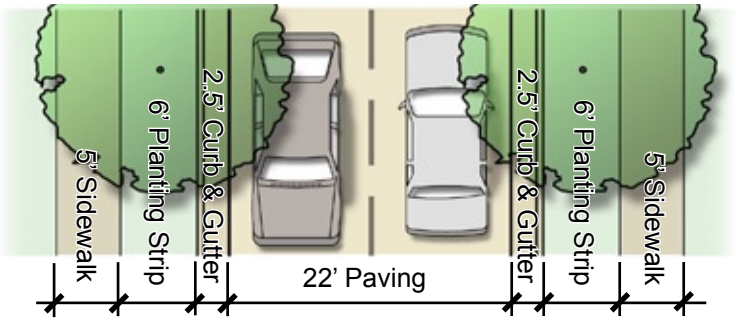
Major Street



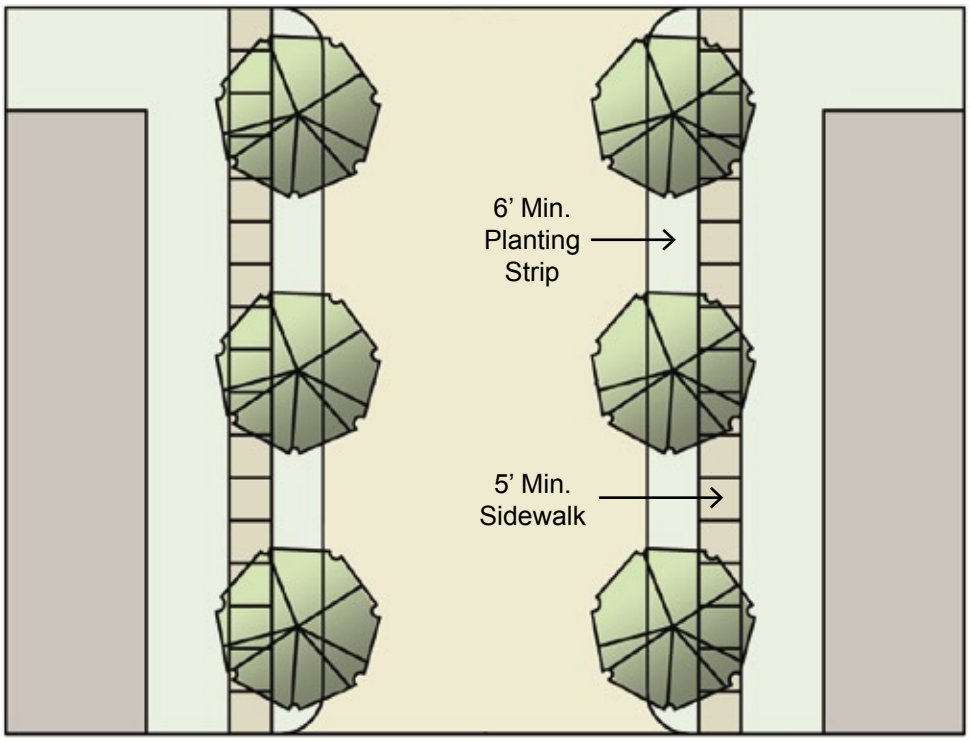
Secondary Street



Minor Street



Streetscape wtih typical planting strip and sidewalk (NTS)



Tree variety and spacing shall be appropriate with the street’s function.

Major streets shall have trees that reinforce the roadway and shade the sidewalk. Where buildings are remote to the street, trees and general landscape trees may serve as a visual buffer between the street and the building.

Secondary streets shall have trees that compliment the face of the building and provide shade for the sidewalk. Street trees may be combined with general landscape trees to enhance the building landscape design.

Along minor streets, canopy trees shall be planted in the planting strip or in tree wells if desired or if space between the building and the street is limited.

The minimum width of all planting strip areas is 6’.
The minimum width of all sidewlaks is 5’.

Landscape

Each project's landscape design should be integral to the overall design concept and should perform multiple functions for the site.
Some of these functions include:

Strengthen and unify the character of an area and relate a site to its surrounding context.

Help define the program for outdoor space and provide visual emphasis to important site or building features.

Soften the appearance of a structure, anchor a building to the ground plane and blend development into the larger landscape.

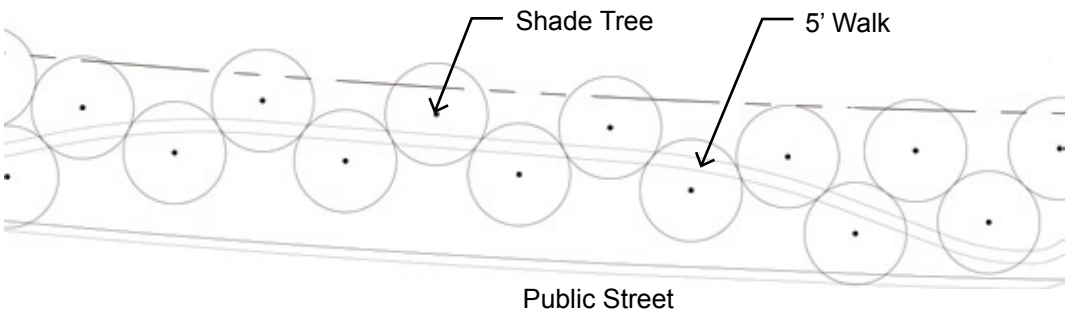
Unless otherwise constrained, landscaping should reinforce the character of neighboring properties and abutting streetscapes. Shrub plantings should be designed to form a mass by allowing plants to grow together. Selective pruning should be used to maintain an appearance that exhibits the natural qualities and characteristics of the plant in its natural state. Avoid plant maintenance that results in an unnatural, highly manicured appearance.

Parking areas should be broken up with landscaping where possible. Pedestrian corridors should be provided through parking areas. A combination of dense planting, site walls or berming/mounding should be provided to screen parking facilities, service and loading areas, maintenance areas, storage areas, trash enclosures, utility cabinets and other similar elements.

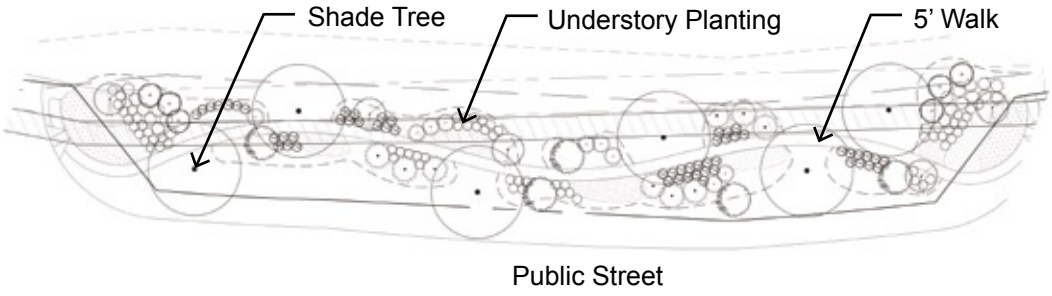
Screen offending views and help buffer sensitive land uses.

The developer of each parcel will be responsible for the construction of sidewalks and the installation street trees and streetlights associated with the streets in their respective parcel.
Street trees along Albemarle Road and Blair Road/Highway 51 must be 4" caliper, 20' in height and spaced at 40 feet on center.
Street trees along internal streets must be 3" caliper and spaced at 40 to 45 feet on center.

Alternate Landscape Diagrams



In areas where buildings are pulled back from the street and an expanded planting strip is provided, sidewalks may be designed to meander through the setback with street tree layout modified accordingly. Parcel frontages along major internal streets and along Highway 51/Blair Road may provide the most suitable opportunities for the expanded planting strip areas.



Landscape designs that extended into the streetscape should have a strong and positive relationship with the layout of the sidewalks and street trees.

Lighting

Site lighting, security lighting and architectural/landscape lighting should provide the users with illumination levels appropriate for the designated activity. Office activity is largely focused in daylight hours, though there is notable exception especially where office is combined with warehouse uses. Darkness is also a factor in winter months as many workdays and shift work schedules extend beyond daylight hours. Business parcels typically have lighting demands well into the evening hours.

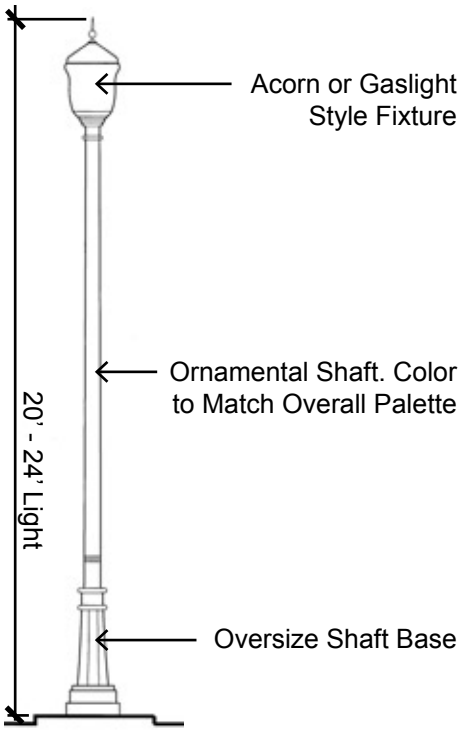
Lighting should be adequate to provide a sense of personal safety and in active areas of the site, allow for an even distribution of illumination within commonly used vehicular and pedestrian areas. Lighting should highlight architectural features of significance during nighttime hours.

The preferred light source is high-pressure-sodium (HPS) due to its high efficiency, long life and reasonable accuracy in rendering color. Incandescent and halogen sources in secondary lighting patterns are generally discouraged in all but the most unique applications.

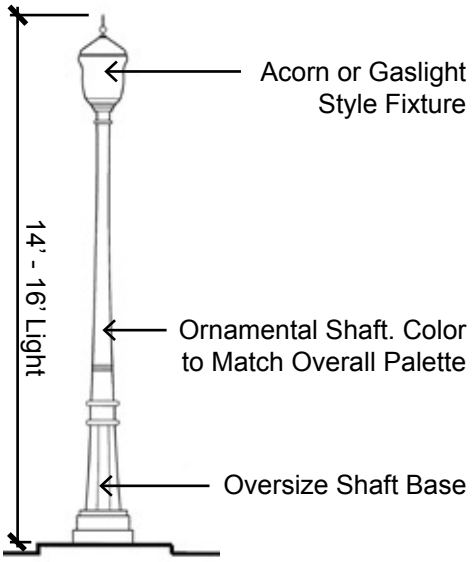
Roadway lighting along primary and secondary streets shall be single cobra-head fixtures mounted on 30’ poles. In appropriate areas, decorative fixtures may be used in addition to the required vehicular lighting. Along minor streets, vehicular scale, decorative lighting may be used in order to tie into decorative pedestrian lighting used on the parcel.

Light glare or excess brightness should be minimized. Cut-off fixtures, refracted lenses, mounting heights and the elevation of potential views must all be considered for effectively controlling glare. Control the trespass of light beyond property lines by shielding or aiming fixtures away from adjacent uses. Light spillage should not exceed ambient levels of an adjacent area.

Limited lighting of landscape features and plant material are acceptable when associated with pedestrian spaces and site entrance, vehicular scale decorative lighting may be used in order to tie into decorative pedestrian scale lighting patterns of a particulat parcel.



Vehicular Scale
Decorative Fixture (NTS)



Pedestrian Scale
Decorative Fixture (NTS).

Signage and Monumentation

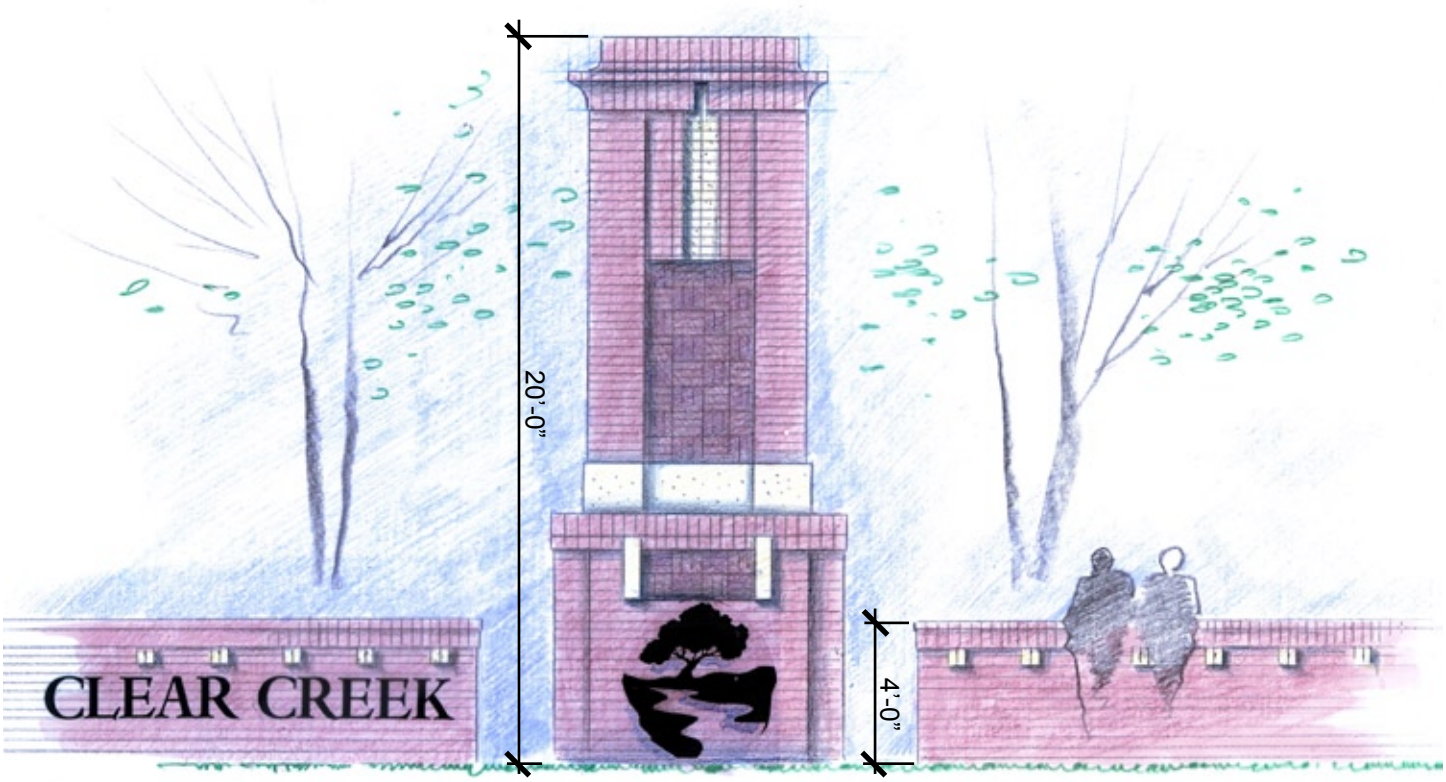
The designs for park signage and monumnetation have been developed to establish a unique identiy for the park within the surrounding community and to set the tone for the materials and character of the buildings that will be developed within the park. Signage elements have been developed for the major entrances (A), the minor entrances (B), and critical intersections within the Office-Flex Park (C).

Signage for the Retail area and Medical Campus area will be designed in coordination with development of those areas. It is expected that signage in these areas will express a strong connection in materials and form with the park signage.

All signage and corporate identification must follow spirit and material pallet of the overall development signage identified in these guidelines in addition to the Sign Ordinance.

All individual building signage should be architecturally integrated with its surroundings in terms of size, shape, color, texture and lighting so that they do not visually compete with the architecture of the building and design of the site.

Signs should be integrated so that they become a natural part of the building design.

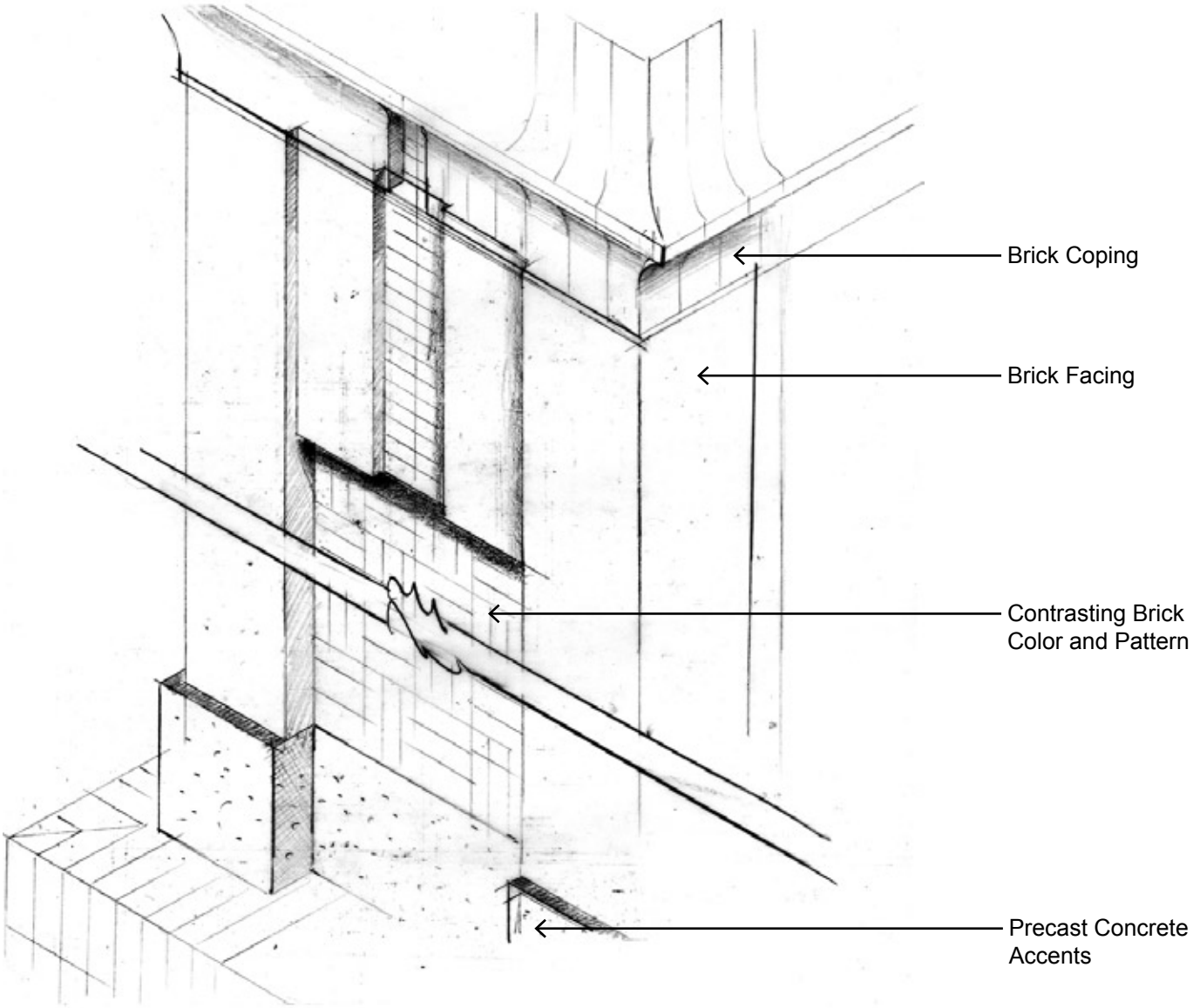


Major Monumentation Signage (NTS)

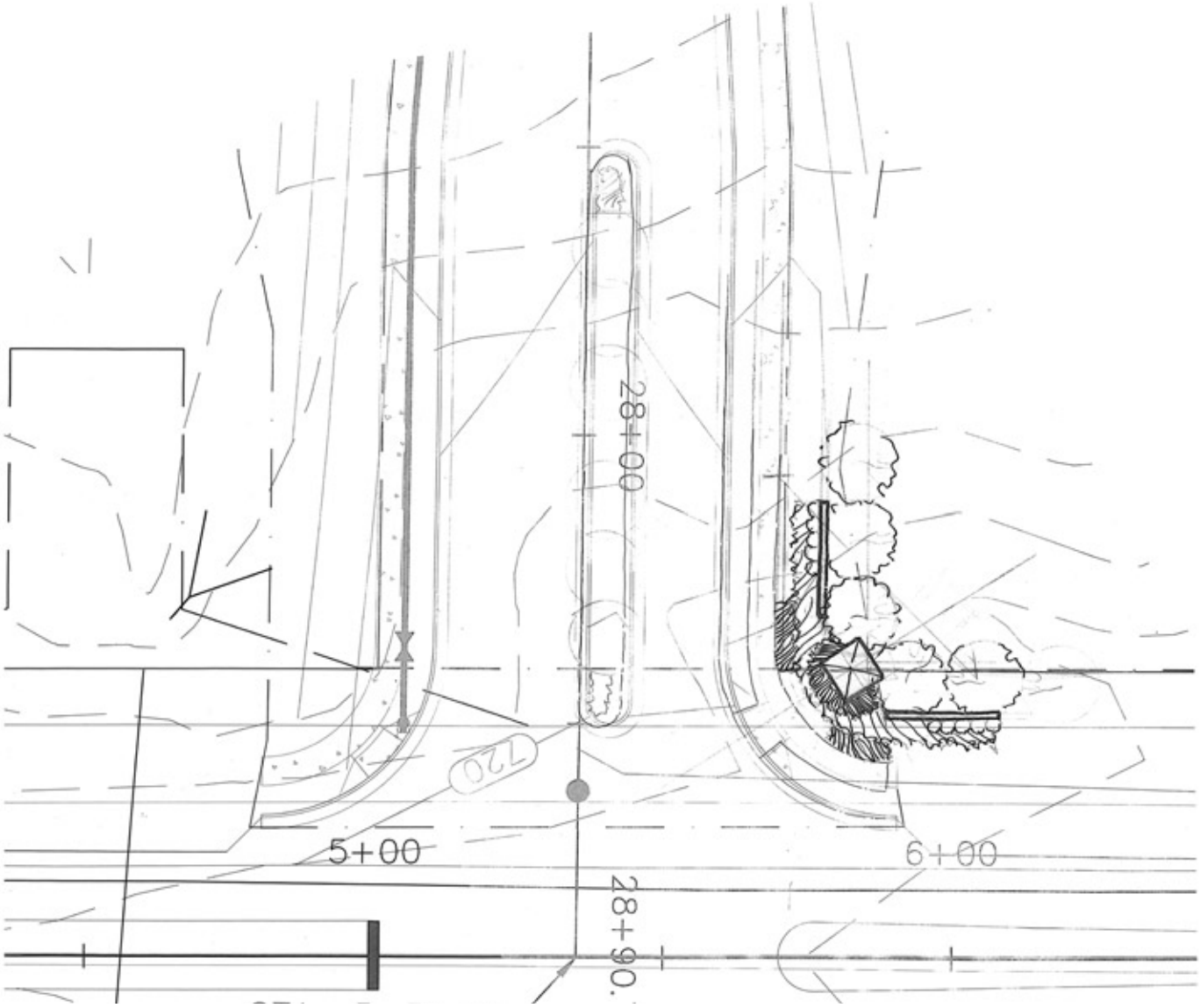
A building’s design should anticipate signage and provide a logical sign area that is sufficiently flexible to accommodate future users as the building is re-used over time.

Features that are intended to identify a building, or a particular user within a building, that is not considered signage by the strict definition of the Ordinance will be treated as an architectural feature and evaluated as such by the Architectural Design Committee.

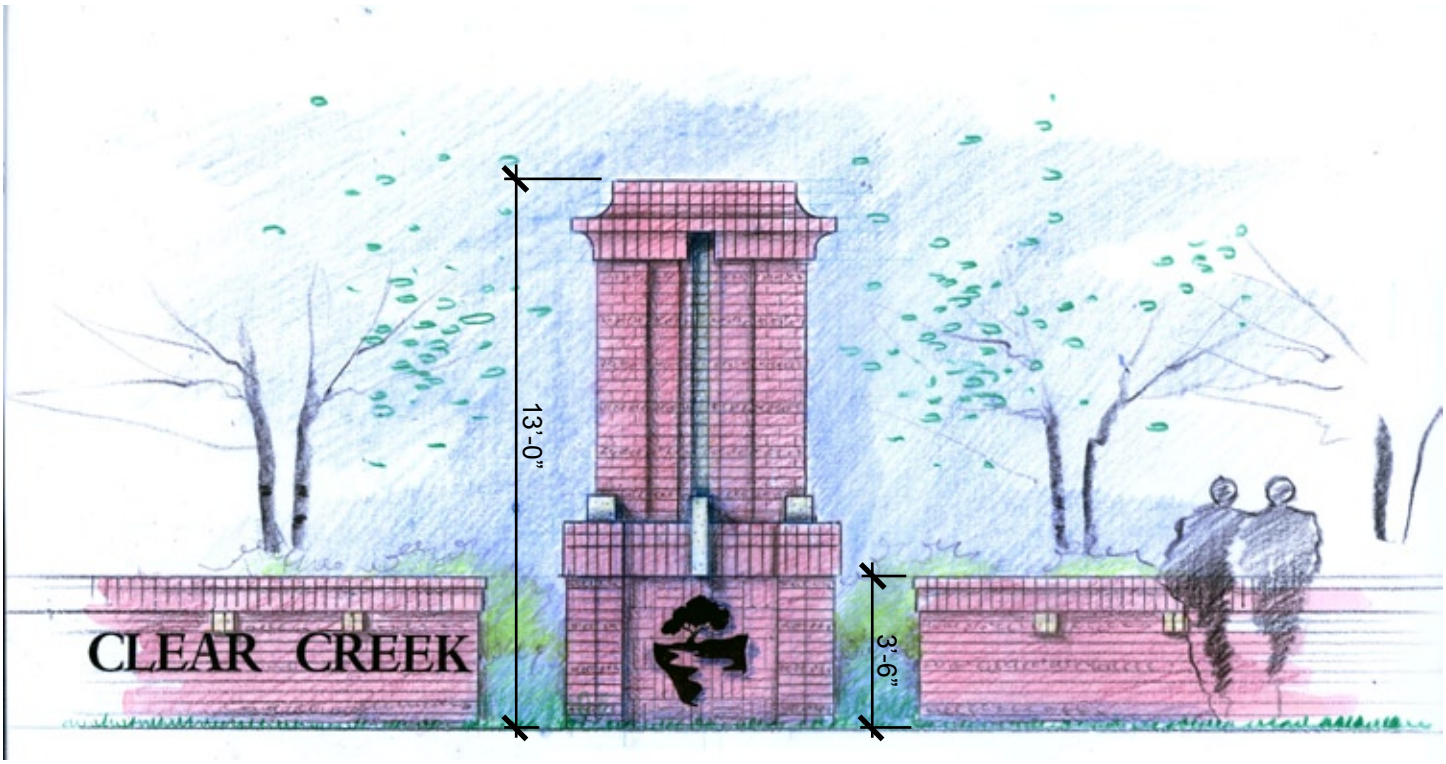
Business identity, either by awnings, accent bands, or other applied color, literal depiction of a product, decorative roof details or materials may not be the dominant architectural feature. Accent colors should be used judiciously.



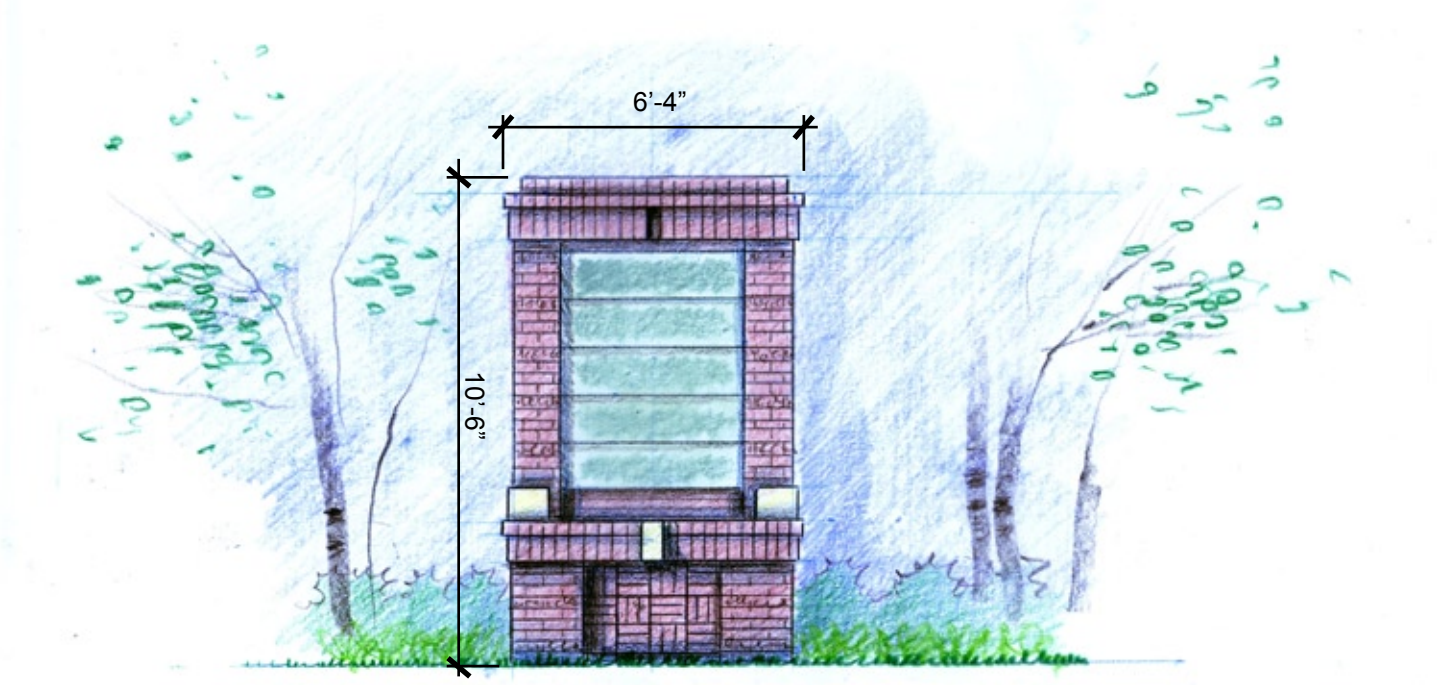
Monumentation Detail and Materials



Major Monument Site Plan, Typical (NTS)



Minor Monumentation (NTS)



Parcel / Tenant Monumentation (NTS)

When multiple tenants share one site, signs should be integrated as one unit to the extent permitted by the Ordinance or be designed as a package where signs do not visually compete with each other.

Appendix [25]

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