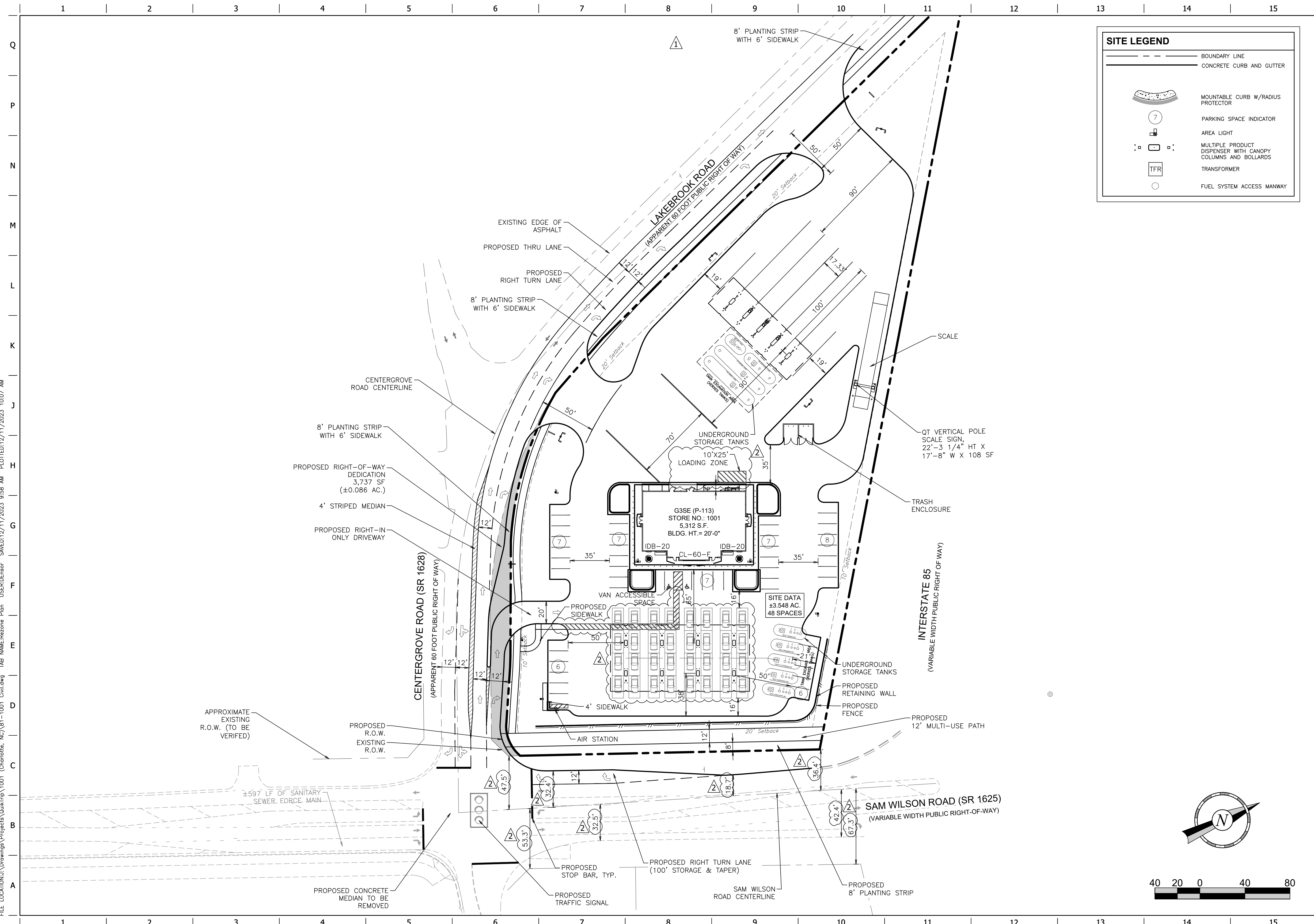


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SITE LEGEND	
	BOUNDARY LINE
	CONCRETE CURB AND GUTTER
	MOUNTABLE CURB W/RADIUS PROTECTOR
	PARKING SPACE INDICATOR
	AREA LIGHT
	MULTIPLE PRODUCT DISPENSER WITH CANOPY COLUMNS AND BOLLARDS
	TRANSFORMER
	FUEL SYSTEM ACCESS MANWAY

PROJECT NO.: 81-1001
 FREELAND and KALFFMAN, INC.
 Engineers & Landscape Architects
 205 West Stone Avenue, Suite 200
 Charlotte, NC 28202
 Phone: 704.333.5497

QuikTrip No. 1001
 SAM WILSON ROAD
 CHARLOTTE, NC

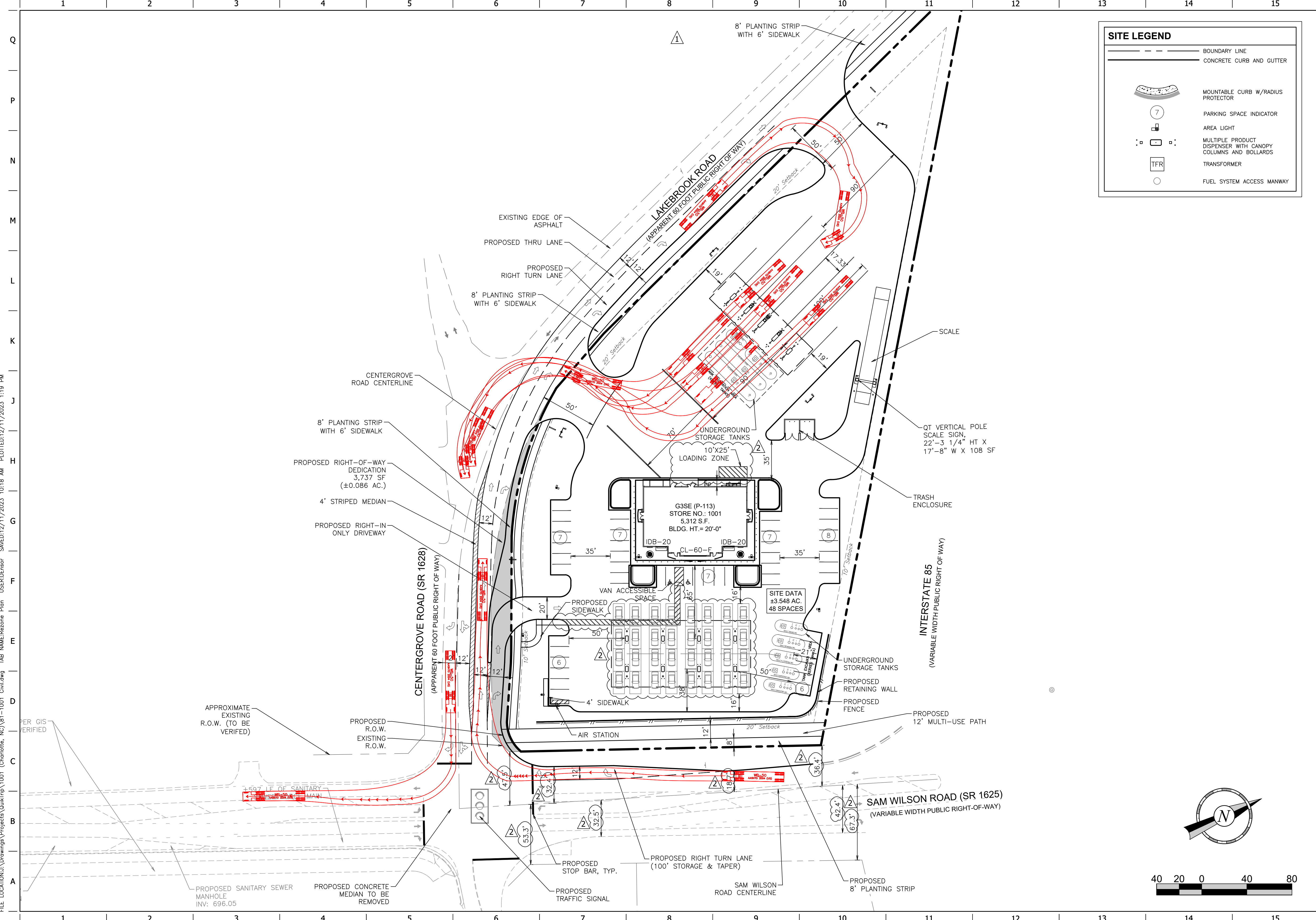
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SHEET TITLE:
 REZONING PLAN
 PETITION 2022-216

SHEET NUMBER:
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SITE LEGEND	
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	CONCRETE CURB AND GUTTER
	MOUNTABLE CURB W/RADIUS PROTECTOR
	PARKING SPACE INDICATOR
	AREA LIGHT
	MULTIPLE PRODUCT DISPENSER WITH CANOPY COLUMNS AND BOLLARDS
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REV	DATE	DESCRIPTION	ORIGINAL ISSUE DATE:

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 REZONING PLAN
 PETITION 2022-216

SHEET NUMBER:
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DEVELOPMENT STANDARDS

December 11, 2023

A. General Provisions

1. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by QuikTrip Corporation to accommodate a convenience store with gasoline and diesel fuel sales and any incidental or accessory uses relating thereto on that approximately 3.55 acre site located on the northwest corner of the intersection of Sam Wilson Road and Centergrove Lane, which site is more particularly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax Parcel Nos. 053-224-01, 053-224-02, 053-224-05, 053-224-03, 053-224-06 and 053-224-04.

2. The development and use of the Site will be governed by the Rezoning Plan, these Development Standards and the applicable provisions of the City of Charlotte Zoning Ordinance as of January 31, 2023 (the "Ordinance").

3. Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the I-1 zoning district shall govern the development and use of the Site.

4. The parcels of land that comprise the Site may be recombined into one parcel at the option of Petitioner.

5. The development depicted on the Rezoning Plan is schematic in nature and intended to depict the general arrangement of uses and improvements on the Site. Accordingly, the configuration, placement and size of the principal building footprint as well as the accessory structures, internal driveways and parking areas depicted on the Rezoning Plan are schematic in nature and, subject to the terms of these Development Standards and the Ordinance, are subject to minor alterations or modifications during the design development and construction document phases.

6. Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner or owners of the Site in accordance with the provisions of Section 6.207 of the Ordinance.

B. Permitted Uses/Development Limitations

1. The Site may only be devoted to a convenience store with gasoline sales and diesel fuel sales for passenger vehicles and trucks (including tractor trailer trucks) and to any incidental or accessory uses associated therewith that are permitted under the Ordinance in the I-1 zoning district. Incidental and accessory uses may include, without limitation, an eating, drinking and entertainment use, a kiosk for diesel fuel sales and truck scales.

2. Parking spaces for tractor trailer trucks and trailers shall not be permitted on the Site, and the parking of tractor trailer trucks and trailers shall not be permitted on the Site.

3. The overnight parking of vehicles shall not be permitted on the Site. This prohibition shall not apply to employee vehicles.

4. The number of diesel fuel pumps located on the Site serving tractor trailer trucks shall be limited to four so that a maximum of four tractor trailer trucks may receive diesel fuel at one time.

5. Truck washes and shower facilities shall not be permitted on the Site.

6. As a result of the restrictions set out above in paragraphs B.2 through B.5, the permitted use of the Site set out in paragraph B.1 above shall not be considered to be a truck stop.

7. Accessory drive through service windows shall not be permitted on the Site.

8. A car wash shall not be permitted on the Site.

9. A maximum of one principal building may be located on the Site.

10. Industrial uses shall not be permitted on the Site.

C. Maximum Gross Floor Area

1. The maximum gross floor area of the principal building to be constructed on the Site shall be 6,000 square feet. The areas under the canopies over the gasoline pumps and the diesel fuel pumps associated with the convenience store and outdoor dining areas shall not be included in the calculation of the maximum gross floor area.

D. Transportation

1. Vehicular access to the Site shall be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access points are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required for approval by the Charlotte Department of Transportation ("CDOT") and/or the North Carolina Department of Transportation ("NCDOT").

2. The alignments of the internal drives to be located on the Site are subject to any minor modifications or alterations required during the construction permitting process.

3. Internal sidewalks and pedestrian connections shall be provided on the Site as generally depicted on the Rezoning Plan.

4. Prior to the issuance of the first certificate of occupancy for the building to be constructed on the Site, Petitioner shall dedicate and convey to the City of Charlotte or to NCDOT as applicable (subject to a reservation for any necessary utility easements) those portions of the Site located immediately adjacent to Sam Wilson Road as required to provide right of way measuring 35 feet from the existing centerline of Sam Wilson Road, to the extent that such right of way does not already exist.

5. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation. Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

6. Petitioner will dedicate to the City of Charlotte or to NCDOT as applicable via fee simple conveyance any additional right-of-way indicated on the Rezoning Plan as right-of-way to be dedicated, and the additional right-of-way will be dedicated prior to the issuance of the first certificate

of occupancy for the building to be constructed on the Site. The Petitioner will provide a permanent sidewalk easement for any of the proposed sidewalks located along the public streets located outside of the right-of-way. The permanent sidewalk easement will be located a minimum of two (2) feet behind the sidewalk where feasible.

7. All transportation improvements set out in this Section D of the development standards will be approved and constructed prior to the issuance of the first certificate of occupancy for the building to be constructed on the Site.

8. All public roadway improvements will be subject to the standards and criteria of CDOT and NCDOT, as applicable, to the roadway improvements within their respective road system authority. It is understood that such improvements may be undertaken by the Petitioner on its own or in conjunction with other development or roadway projects taking place within the broad northwestern Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

9. Any reference to the term "substantially complete" in this Section D of the Development Standards shall mean a determination by CDOT and/or NCDOT that the applicable roadway improvements are deemed "substantially complete" for the purpose of the issuance of a certificate of occupancy for the building to be constructed on the Site. However, in the event that certain non-essential roadway improvements (as reasonably determined by CDOT) are not substantially complete at the time that Petitioner seeks to obtain a certificate of occupancy for the building to be constructed on the Site, then CDOT will instruct applicable authorities to allow the issuance of a certificate of occupancy for the building to be constructed on the Site, and in such event Petitioner may be required to post a letter of credit or a bond for any improvements not in place at the time such certificate of occupancy is issued to secure the completion of the relevant improvements.

10. Prior to the issuance of the first certificate of occupancy for the building to be constructed on the Site and subject to the approval of CDOT and/or NCDOT and any other applicable governmental agencies, the improvements described below shall be substantially completed by Petitioner.

(a) Sam Wilson Road & I-85 Northbound Ramps (Future Signal)

(1) Extend the northbound right-turn lane on Sam Wilson Road from 100 feet to 175 feet of storage.

(b) Centergrove Lane & Access "A" (Unsignalized - Right-In Only)

(1) One ingress lane on proposed Access "A".

(2) Provide a 50-foot minimum internal protected stem.

(3) Construct a westbound right turn lane on Centergrove Lane to terminate as a right turn lane at Access "C".

(4) Install a minimum 4-foot-wide striped median on Centergrove Lane.

(c) Centergrove Lane & Access "B" (Unsignalized)

(1) One ingress lane and two egress lanes (a terminating southbound right turn lane and a terminating southbound left turn lane) on proposed Access "B".

(2) Provide a 50-foot minimum internal protected stem.

(3) Construct a westbound thru/right turn lane on Centergrove Lane, continued from Access "A".

(d) Lakebrook Road & Access "C" (Unsignalized)

(1) One ingress lane and two egress lanes (a terminating southbound right turn lane and a terminating southbound left turn lane) on proposed Access "C".

(2) Provide a 50-foot minimum internal protected stem.

(3) Construct a terminating westbound right turn lane on Lakebrook Road, continued from Access "B".

11. The Petitioner's Traffic Impact Study assumes that the improvements to be completed by Square Grooves in the background conditions (shown in blue on Figure 9 of the Traffic Impact Study) have been completed at the time of permitting for this development. If this development begins the

permitting process before the Square Grooves project, the Petitioner shall be responsible for constructing/implementing these improvements or providing additional analysis/justification for their exclusion.

E. Architectural Standards

1. The maximum height of the principal building to be constructed on the Site shall be 25 feet.

2. Attached to the Rezoning Plan are schematic architectural renderings of the principal building to be constructed on the Site that are intended to depict the general conceptual architectural style and character of the principal building. Accordingly, the principal building to be constructed on the Site shall be designed and constructed so that it is substantially similar in appearance to the attached schematic architectural renderings with respect to architectural style, character and primary building materials. Notwithstanding the foregoing, changes and alterations to the elevations of the principal building which do not materially change the overall conceptual architectural style and character shall be permitted.

3. The exterior building materials for the principal building to be constructed on the Site are designated on the attached schematic architectural renderings.

F. Streetscape and Landscaping

1. A minimum 8 foot wide planting strip and a minimum 6 foot wide sidewalk shall be installed along the Site's frontages on Centergrove Lane and Lakebrook Road as generally depicted on the Rezoning Plan. These sidewalks (or portions thereof) may be located in a public access easement. Petitioner shall maintain the 6 foot wide sidewalk located along the Site's frontage on Centergrove Lane.

2. A minimum 8 foot wide planting strip and a minimum 12 foot wide multi-use path shall be installed along the Site's frontage on Sam Wilson Road as generally depicted on the Rezoning Plan. The minimum 12 foot wide multi-use path shall be located outside of public right of way and within a public access easement. Petitioner shall maintain this minimum 12 foot wide multi-use path.

G. Environmental Features

1. Development of the Site shall comply with the City of Charlotte Tree Ordinance.

2. Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance.

H. Signage

1. Signs installed on the Site will meet the requirements of the Ordinance.

2. The signs depicted on the attached schematic architectural renderings of the principal building to be constructed on the Site are not deemed to be approved in the event that Rezoning Petition No. 2022-216 is approved by the Charlotte City Council.

I. Binding Effect of the Rezoning Documents and Definitions

1. If this Rezoning Petition is approved, all conditions applicable to the use and development of the Site imposed under these Development Standards and the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of Petitioner and the current and subsequent owners of the Site and their respective successors in interest and assigns.

2. Throughout these Development Standards, the term "Petitioner" shall be deemed to include the heirs, devisees, personal representatives, successors in interest and assigns of Petitioner or the owner or owners of the Site from time to time who may be involved in any future development thereof.

PROJECT NO.: 81-1001
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QuikTrip No. 1001
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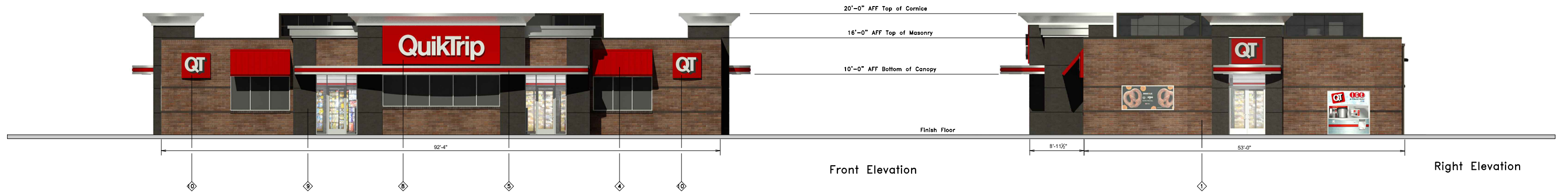
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DEVELOPMENT STANDARDS
PETITION 2022-216

SHEET NUMBER:
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ORIGINAL ISSUE DATE:



 QuikTrip. <small>4705 South 129th East Ave. Tulsa, OK 74134-7008 P.O. Box 3475 Tulsa, OK 74101-3475 (918) 615-7700</small>	Store #	Address:	City, State:	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>①</th> <th>FINISH</th> <th>MANUFACTURER</th> <th>SPECIFICATION</th> </tr> </thead> <tbody> <tr><td>1</td><td>BRONZESTONE</td><td>INTERSTATE BRICK</td><td>ATLAS STRUCTURAL BRICK</td></tr> <tr><td>2</td><td>MIDNIGHT</td><td>INTERSTATE BRICK</td><td>ATLAS STRUCTURAL BRICK</td></tr> <tr><td>3</td><td>BRUSHED ALUMINUM</td><td>REYNOLDS</td><td>FASCIA</td></tr> <tr><td>4</td><td>QT RED</td><td>SHERWIN-WILLIAMS</td><td>STANDING SEAM AWNING</td></tr> <tr><td>5</td><td>RED POLYCARBONATE</td><td>ALLEN INDUSTRIES</td><td>ILLUMINATED BAND</td></tr> <tr><td>6</td><td>QT BROWN</td><td>SHERWIN-WILLIAMS</td><td>METAL PAINT</td></tr> <tr><td>7</td><td>BLACK</td><td>ALL COURT FABRICS</td><td>POLYPRO 95 MESH</td></tr> <tr><td>8</td><td>CL-60R</td><td>ALLEN INDUSTRIES</td><td>SIGNAGE</td></tr> <tr><td>9</td><td>GRANITE</td><td>STO</td><td>A190G EIFS</td></tr> <tr><td>10</td><td>IOB-20</td><td>ALLEN INDUSTRIES</td><td>ILLUMINATED SIGNAGE</td></tr> </tbody> </table>	①	FINISH	MANUFACTURER	SPECIFICATION	1	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK	2	MIDNIGHT	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK	3	BRUSHED ALUMINUM	REYNOLDS	FASCIA	4	QT RED	SHERWIN-WILLIAMS	STANDING SEAM AWNING	5	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND	6	QT BROWN	SHERWIN-WILLIAMS	METAL PAINT	7	BLACK	ALL COURT FABRICS	POLYPRO 95 MESH	8	CL-60R	ALLEN INDUSTRIES	SIGNAGE	9	GRANITE	STO	A190G EIFS	10	IOB-20	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
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