

(a) Sam Wilson Road & I-85 Northbound Ramp	s (Future Signal)	
	plicable governmental agencies, the improvements described below shall be	
certificate of occupancy is issued to secure the		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.
Petitioner seeks to obtain a certificate of occ applicable authorities to allow the issuance of	a certificate of occupancy for the building to be constructed on the Site, then CDOT will instruct a certificate of occupancy for the building to be constructed on the Site, and in a letter of credit or a bond for any improvements not in place at the time such	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.
by CDOT and/or NCDOT that the applicable resissuance of a certificate of occupancy for the	ete" in this Section D of the Development Standards shall mean a determination badway improvements are deemed "substantially complete" for the purpose of the building to be constructed on the Site. However, in the event that certain conably determined by CDOT) are not substantially complete at the time that	 Binding Effect of the Rezoning Documents and Definitions 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
broad northwestern Mecklenburg area, by way	of a private/public partnership effort or other public sector project support.	not deemed to be approved in the event that Rezoning Petition No. 2022-216 is approved by the Charlotte City Council.
roadway improvements within their respecti	ject to the standards and criteria of CDOT and NCDOT, as applicable, to the ve road system authority. It is understood that such improvements may be conjunction with other development or roadway projects taking place within the	 Signs installed on the Site will meet the requirements of the Ordinance. The signs depicted on the attached schematic architectural renderings of the principal building to be constructed on the Site are
	acy for the building to be constructed on the Site.	H. Signage 1. Signs installed on the Site will meet the requirements of the Ordinance
7. All transportation improvements set out in this	Section D of the development standards will be approved and constructed prior	 Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance. H Signage
prior to the issuance of the first certificate of provide a permanent sidewalk easement for any	occupancy for the building to be constructed on the Site. The Petitioner will of the proposed sidewalks located along the public streets located outside of the at will be located a minimum of two (2) feet behind the sidewalk where feasible.	multi-use path. G. Environmental Features
	lotte or to NCDOT as applicable via fee simple conveyance any additional s right-of-way to be dedicated, and the additional right-of-way will be dedicated	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 the minimum 12 foot wide
	or additional information concerning cost, submittal, and liability insurance	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.
decorative concrete pavement, brick pavers, e	required for the installation of any non-standard item(s) (irrigation systems, c.) within a proposed/existing City-maintained street right-of-way by a private usiness association. An encroachment agreement must be approved by CDOT	 F. <u>Streetscape and Landscaping</u> 1. A minimum 8 foot wide planting strip and a minimum 6 foot wide sidewalk shall be installed along the Site's frontages on
	adjacent to Sam Wilson Road as required to provide right of way measuring 35, to the extent that such right of way does not already exist.	3. The exterior building materials for the principal building to be constructed on the Site are designated on the attached schematic architectural renderings.
and convey to the City of Charlotte or to NC	occupancy for the building to be constructed on the Site, Petitioner shall dedicate OOT as applicable (subject to a reservation for any necessary utility easements)	change the overall conceptual architectural style and character shall be permitted.
3. Internal sidewalks and pedestrian connections internal sidewalks may meander to save existing	shall be provided on the Site as generally depicted on the Rezoning Plan. The g trees.	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
during the construction permitting process.		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
	cated on the Site are subject to any minor modifications or alterations required	 E. Architectural Standards 1. The maximum height of the principal building to be constructed on the Site shall be 25 feet.
	or modifications required to accommodate final site and construction plans and proval by the Charlotte Department of Transportation ("CDOT") and/or the North OT").	responsible for constructing/implementing these improvements or providing additional analysis/justification for their exclusion.
	rally depicted on the Rezoning Plan. The placement and configuration of the	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
shall not be included in the calculation of the m		(3) Construct a terminating westbound right turn lane on Lakebrook Road, continued from Access "B".
1. The maximum gross floor area of the principal the canopies over the gasoline pumps and the	building to be constructed on the Site shall be 6,000 square feet. The areas under liesel fuel pumps associated with the convenience store and outdoor dining areas	(2) Provide a 50-foot minimum internal protected stem.
 4. A maximum of one principal building may be l C. Maximum Gross Floor Area 	ocated on the Site.	(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".
 Accessory drive through service windows shall A car wash shall not be permitted on the Site. 	not be permitted on the Site.	A full movement access point will be established through the improvements set out below.
associated therewith that are permitted under include, without limitation, an eating, drinking	the Ordinance in the I-1 zoning district. Incidental and accessory uses may and entertainment use, a kiosk for diesel fuel sales and truck scales.	(d) Lakebrook Road & Access "C" (Unsignalized)
 B. <u>Permitted Uses/Development Limitations</u> 1. The Site may only be devoted to a convenienc 	e store with gasoline and diesel fuel sales and to any incidental or accessory uses	(2) Provide a 50-foot minimum internal protected stem. (3) Construct a westbound thru/right turn lane on Centergrove Lane, continued from Access "A".
6. Future amendments to the Rezoning Plan and/of the Site in accordance with the provisions of	or these Development Standards may be applied for by the then owner or owners Section 6.207 of the Ordinance.	proposed Access "B"
	dards and the Ordinance, are subject to minor alterations or modifications during	A full movement access point will be established through the improvements set out below. (1) One ingress lane and two egress lanes (a terminating southbound right turn lane and a terminating southbound left turn lane) on
and improvements on the Site. Accordingly, the	an is schematic in nature and intended to depict the general arrangement of uses the configuration, placement and size of the principal building footprint as well as and parking areas depicted on the Rezoning Plan are schematic in nature and,	(c) Centergrove Lane & Access "B" (Unsignalized)
	be recombined into one parcel at the option of Petitioner.	(4) Install a minimum 4-foot-wide striped median on Centergrove Lane.
provisions of the City of Charlotte Zoning Ord: 3. Unless the Rezoning Plan or these Developme the Ordinance for the I-1 zoning district shall g	nt Standards establish more stringent standards, the regulations established under	(3) Construct a westbound right turn lane on Centergrove Lane to terminate as a right turn lane at Access "C".
2. The development and use of the Site will be g	overned by the Rezoning Plan, these Development Standards and the applicable	(2) Provide a 50-foot minimum internal protected stem.
	site located on the northwest corner of the intersection of Sam Wilson Road and arly depicted on the Rezoning Plan (the "Site"). The Site is comprised of Tax 05 053-224-03 053-224-06 and 053-224-04	(1) One ingress lane on proposed Access "A".
Corporation to accommodate a convenience	the Rezoning Plan associated with the Rezoning Petition filed by QuikTrip tore with gasoline and diesel fuel sales and any incidental or accessory uses	A right-in only access point will be established through the improvements set out below.











