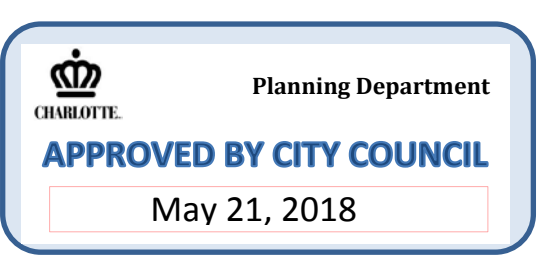
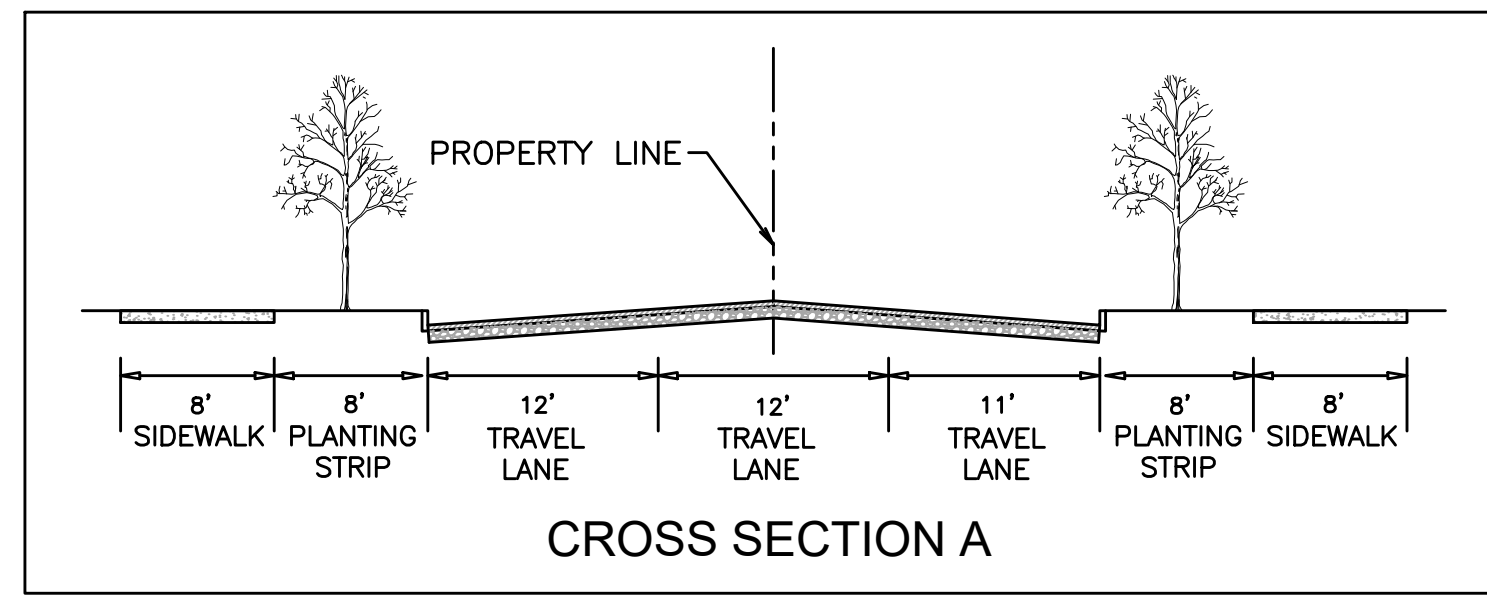
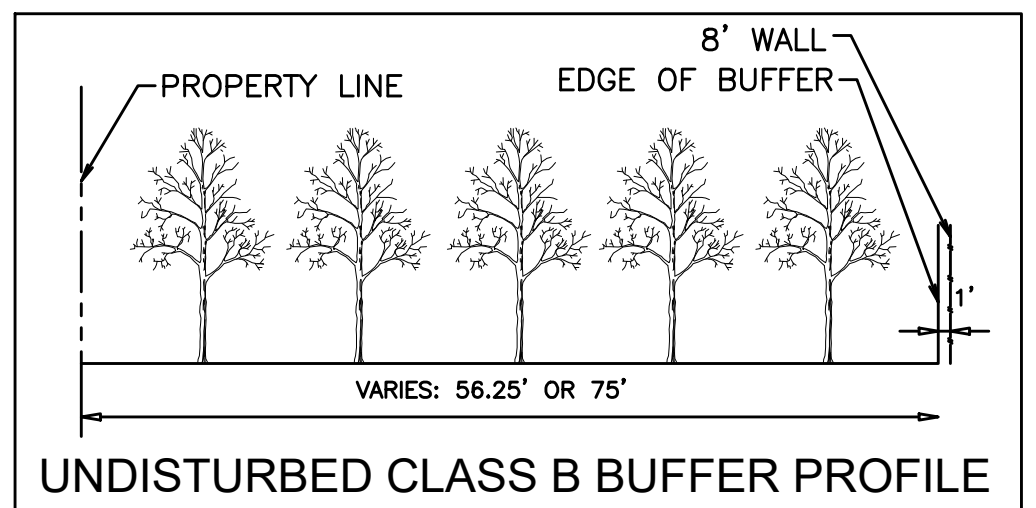


FILE LOCATION: \\z:\Drawings\Projects\QuikTrip\1087 (Charlotte, NC)\81-1087 civil-CDP-5 Lats - Revised.dwg TAB NAME: Rezoning USER: dmsor SAVED: 5/1/2018 4:18 PM PLOTTED: 5/2/2018 3:01 PM

- NCDOT APPROVAL SUBJECT TO:
1. IF THE RIGHT OF WAY DISPOSAL CLAIM IS NOT SETTLED AND RECORDED WITHIN TWO YEARS OF THE APPROVAL DATE, THE APPROVAL IS NO LONGER VALID.
 2. THE REQUESTING PARTY MUST SUBMIT A METES AND BOUNDS SURVEY OF THE DISPOSAL AREA THAT IS SUBJECT TO THE REVIEW AND APPROVAL OF THE DEPARTMENT.
 3. ANY ASSOCIATED ENHANCEMENT VALUE.
 4. THAT THE PROPERTY BE ZONED APPROPRIATELY BY THE CITY.
 5. DIVISION SHALL ADVISE PROPERTY OWNERS THAT NCDOT WILL ALWAYS SUPPORT TRAFFIC OPERATIONS THAT FAVOR THE I-485 RAMP AND WT HARRIS BOULEVARD OVER THEIR ACCESS.
 6. FHWA APPROVAL.
 7. IF TRIP GENERATION EXCEEDS THAT AS ANALYZED IN THE TIA, THE REQUEST SHALL BE RESUBMITTED TO THE COMMITTEE AND SUBJECT TO MODIFICATION OR REVOCATION AT NO COMPENSATION TO THE OWNERS.
 8. I-485 RAMP STORAGE SHALL BE SUFFICIENT SO AS TO NOT ADVERSELY AFFECT THE OPERATION OF I-485.
 9. NONE OF THE INTERCHANGE RAMP ARE NEGATIVELY IMPACTED.
 10. THE COMMITTEE ALSO RECOMMENDS APPROVAL TO DISPOSE OF THE SERVICE ROAD RIGHT OF WAY LESS AN ADEQUATE AMOUNT TO ACCOMMODATE THE CITY'S PROJECT ALONG WT HARRIS BOULEVARD. THIS DISPOSAL IS ALSO SUBJECT TO ENHANCEMENT, AND SHALL BE COMBINED WITH THE ACCESS BREAK FOR A SINGLE APPRAISAL OS ENHANCEMENT.



NOT FOR CONSTRUCTION

PROJECT NO.: 11/21/17

FREELAND GRI KAUFMAN, INC.
Engineers
205 West Stone Avenue
Greenville, SC 29605
Tel: 864-226-5996
Fax: 864-226-5995

QuikTrip No. 1087

8291 WEST W.T. HARRIS BLVD.
CHARLOTTE, NC

QUIKTRIP CORPORATION - CHARLOTTE DIVISION OFFICE
3701 ARCO CORPORATE DRIVE - SUITE 150 - CHARLOTTE, NC 28273

QT	
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PROTOTYPE: P-92.02 (11/01/17)	
DIVISION:	
VERSION: 001	
DESIGNED BY:	
DRAWN BY: JHE	
REVIEWED BY:	

REV	DATE	DESCRIPTION

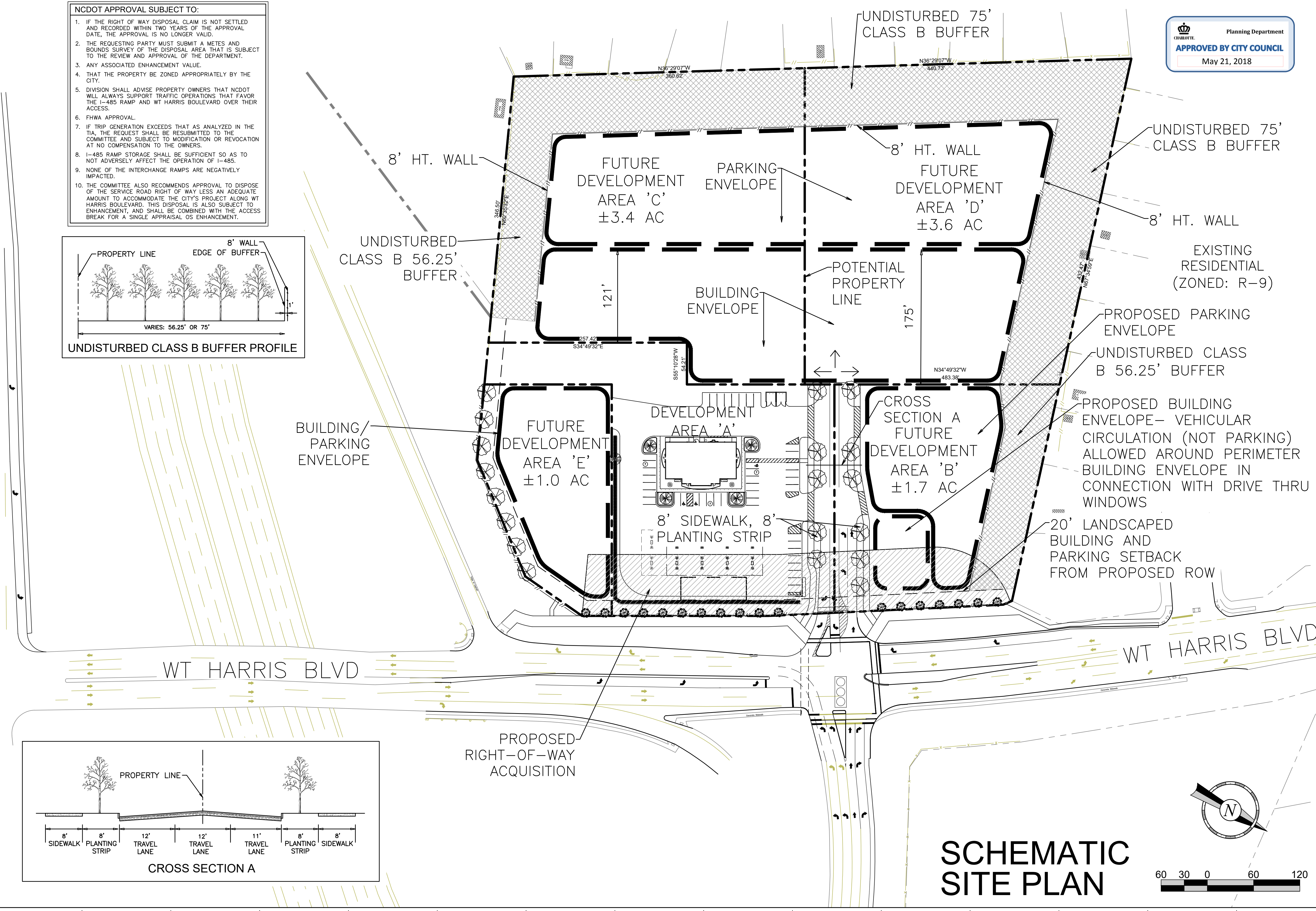
ORIGINAL ISSUE DATE:

SHEET TITLE:

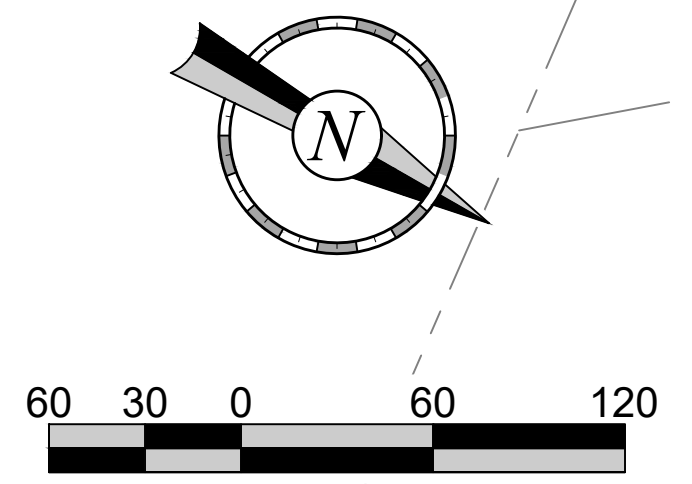
REZONING PETITION: 2017-182

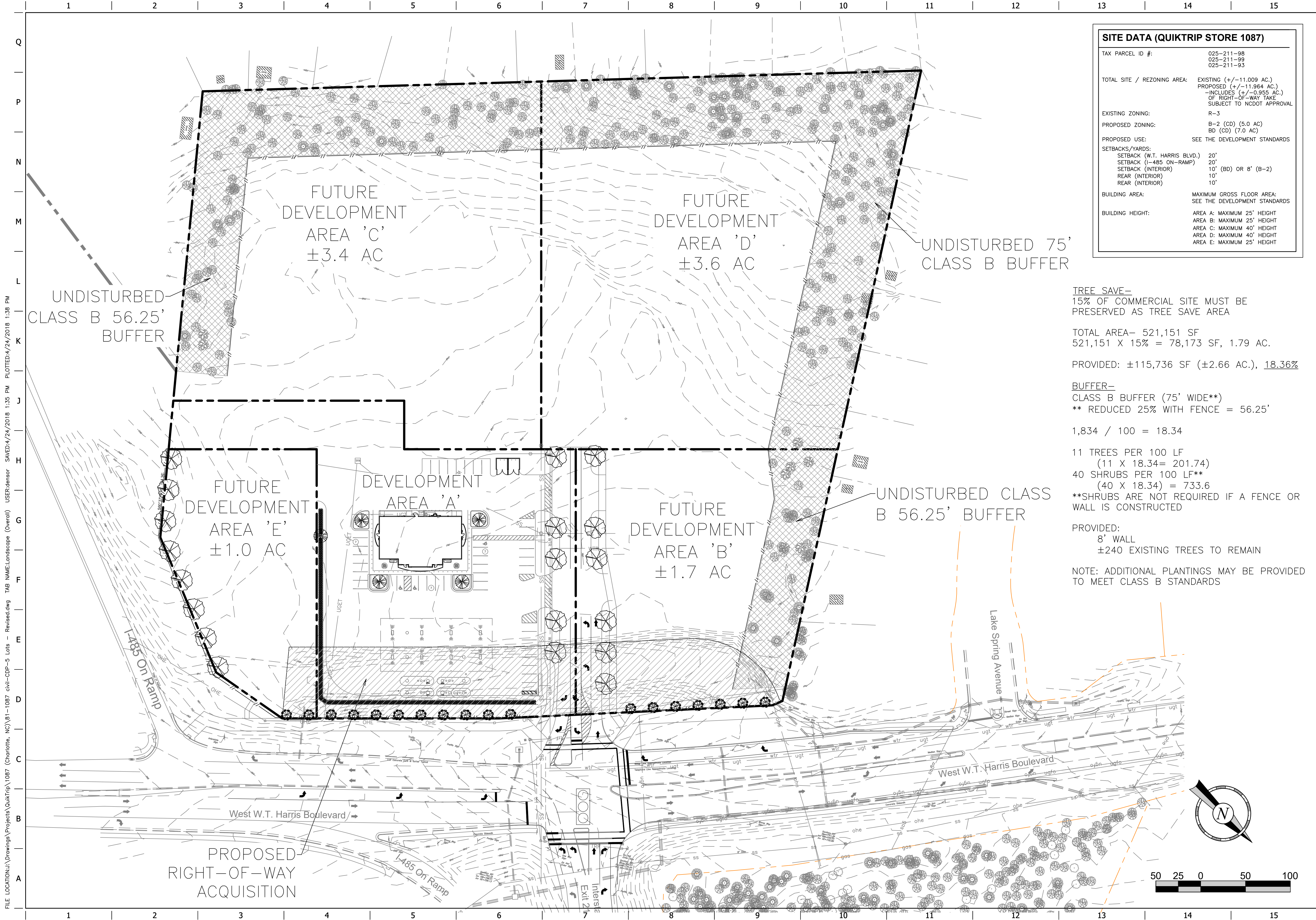
SHEET NUMBER:

RZ-1



SCHEMATIC
SITE PLAN





FILE LOCATION: \\Drawings\Projects\QuikTrip\1087 (Charlotte, NC)\81-1087 civil-CDP-5 Lats - Revised.dwg USER: dendor SAVED: 4/24/2018 1:35 PM PLOTTED: 4/24/2018 1:35 PM

SITE DATA (QUIKTRIP STORE 1087)	
TAX PARCEL ID #:	025-211-98 025-211-99 025-211-93
TOTAL SITE / REZONING AREA:	EXISTING (+/-11.009 AC.) PROPOSED (+/-11.964 AC.) -INCLUDES (+/-0.955 AC.) OF RIGHT-OF-WAY TAKE SUBJECT TO NCDOT APPROVAL
EXISTING ZONING:	R-3
PROPOSED ZONING:	B-2 (CD) (5.0 AC) BD (CD) (7.0 AC)
PROPOSED USE:	SEE THE DEVELOPMENT STANDARDS
SETBACKS/YARDS:	SETBACK (W.T. HARRIS BLVD.) 20' SETBACK (I-485 ON-RAMP) 20' SETBACK (INTERIOR) 10' (BD) OR 8' (B-2) REAR (INTERIOR) 10' REAR (INTERIOR) 10'
BUILDING AREA:	MAXIMUM GROSS FLOOR AREA: SEE THE DEVELOPMENT STANDARDS
BUILDING HEIGHT:	AREA A: MAXIMUM 25' HEIGHT AREA B: MAXIMUM 25' HEIGHT AREA C: MAXIMUM 40' HEIGHT AREA D: MAXIMUM 40' HEIGHT AREA E: MAXIMUM 25' HEIGHT

TREE SAVE-
15% OF COMMERCIAL SITE MUST BE PRESERVED AS TREE SAVE AREA

TOTAL AREA- 521,151 SF
521,151 X 15% = 78,173 SF, 1.79 AC.

PROVIDED: ±115,736 SF (±2.66 AC.), 18.36%

BUFFER-
CLASS B BUFFER (75' WIDE**)
** REDUCED 25% WITH FENCE = 56.25'

1,834 / 100 = 18.34

11 TREES PER 100 LF
(11 X 18.34 = 201.74)
40 SHRUBS PER 100 LF**
(40 X 18.34) = 733.6
**SHRUBS ARE NOT REQUIRED IF A FENCE OR WALL IS CONSTRUCTED

PROVIDED:
8' WALL
±240 EXISTING TREES TO REMAIN

NOTE: ADDITIONAL PLANTINGS MAY BE PROVIDED TO MEET CLASS B STANDARDS

NOT FOR CONSTRUCTION

PROJECT NO.: 11/21/17

FREELAND GIS, KAUFMAN, INC.
205 West Street, Suite 200
Charlotte, NC 28202
Phone: 844-228-9896

QuikTrip No. 1087

8291 WEST W.T. HARRIS BLVD.
CHARLOTTE, NC

QUIKTRIP CORPORATION - CHARLOTTE DIVISION OFFICE
3701 ARCO CORPORATE DRIVE - SUITE 150 - CHARLOTTE, NC 28273

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PROTOTYPE: P-92.02 (11/01/17)
DIVISION:
VERSION: 001
DESIGNED BY:
DRAWN BY: JHE
REVIEWED BY:

REV DATE DESCRIPTION

ORIGINAL ISSUE DATE:

SHEET TITLE:

LANDSCAPE PLAN
PETITION #: 2017-182

SHEET NUMBER:


RZ-2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15															
Q	<p>1. General Provisions</p> <p>A. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by QuikTrip Corporation (the "Petitioner") to accommodate a multi-use development on that approximately 11,964 acre site located on the west side of West W.T. Harris Boulevard, north of Interstate 485 and south of Lake Spring Avenue, which site is more particularly depicted on the Rezoning Plan (the "Site"). An approximately 11,009 acre portion of the Site is comprised of Tax Parcel Nos. 025-211-98, 025-211-99 and 025-211-93, and an approximately .955 acre portion of the Site is excess right of way to be acquired from the State of North Carolina by Petitioner (the "Excess Right of Way"). The Excess Right of Way is more particularly depicted on Sheet RZ-6 of the Rezoning Plan. The use of the Excess Right of Way by Petitioner is conditioned upon and subject to Petitioner's acquisition of the same.</p> <p>B. For entitlement purposes, the Site is divided into five separate development areas that are designated on the Rezoning Plan as Development Area A, Development Area B, Development Area C, Development Area D and Development Area E. Development Area C and Development Area D may be combined at the option of Petitioner. No other Development Areas may be combined.</p> <p>C. 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 (the "Ordinance"). Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the B-2 zoning district shall govern the development and use of those portions of the Site designated as Development Area A, Development Area B and Development Area E. Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the B-D zoning district shall govern the development and use of those portions of the Site designated as Development Area C and Development Area D.</p> <p>D. The locations of the building, accessory structures and parking areas proposed to be located on Development Area A are generally depicted on the Rezoning Plan. Minor modifications to the locations of these improvements shall be permitted during the construction permitting process. A maximum of one principal building may be located on Development Area A.</p> <p>E. One principal building may be located on Development Area B and it shall be located within the building envelope on Development Area B, and the parking areas on Development Area B shall be located within the parking envelope on Development Area B. Notwithstanding the foregoing, to the extent that a principal building located on Development Area B does not occupy the entire building envelope, then parking areas may also be located within the building envelope on Development Area B. In the event that parking is located within the building envelope, it shall not be located between the building and West W.T. Harris Boulevard or between the building and the Site's internal access street/drive. Notwithstanding the foregoing, in the event that the use on Development Area B has accessory drive-in and drive-through service lanes/windows, then a drive aisle (but not parking) may be located between the building and West W.T. Harris Boulevard and between the building and the Site's internal access street/drive. In no event shall a principal building be located outside of the building envelope on Development Area B.</p> <p>F. Any building or buildings (and any accessory structures) located on Development Area C shall be located within the building envelope on Development Area C, and the parking areas on Development Area C shall be located within the parking envelope on Development Area C. Notwithstanding the foregoing, to the extent that a building or buildings located on Development Area C do not occupy the entire building envelope, then parking areas may also be located within the building envelope on Development Area C. In no event shall a building or buildings be located outside of the building envelope on Development Area C.</p> <p>G. Any building or buildings (and any accessory structures) located on Development Area D shall be located within the building envelope on Development Area D, and the parking areas on Development Area D shall be located within the parking envelope on Development Area D. Notwithstanding the foregoing, to the extent that a building or buildings located on Development Area D do not occupy the entire building envelope, then parking areas may also be located within the building envelope on Development Area D. In no event shall a building or buildings be located outside of the building envelope on Development Area D.</p> <p>H. Any building or buildings (and any accessory structures) located on Development Area E and any parking areas located on Development Area E shall be located within the combined building/parking envelope on Development Area E. In no event shall a building or buildings be located outside of the combined building/parking envelope on Development Area E.</p> <p>I. Except for Development Area B which is governed by paragraph E above, parking, vehicular circulation and vehicular maneuvering space may be located between the buildings to be located on the Site and the required setbacks from the adjacent public and private streets.</p> <p>J. Except as otherwise provided above, this Rezoning Plan does not limit the number of principal buildings and accessory structures that may be located within a building envelope on a Development Area.</p> <p>K. Any reference herein to the Site shall be deemed to include Development Area A, Development Area B, Development Area C, Development Area D and Development Area E unless otherwise noted herein.</p> <p>L. The development and uses depicted on the Rezoning Plan are schematic in nature and are intended to depict the general arrangement of uses and improvements on the Site. Accordingly, the ultimate layout, locations and sizes of the development and site elements depicted on the Rezoning Plan are graphic representations of the proposed development and site elements, and they may be altered or modified in accordance with the setback, yard and buffer requirements set forth on this Rezoning Plan and the development standards, provided, however, that any such alterations and modifications shall not materially change the overall design intent depicted on the Rezoning Plan. Alterations and modifications shall be in accordance with Section 6.207 of the Ordinance.</p> <p>M. The development of the Site proposed under this Rezoning Plan shall be considered to be a planned/unified development. Therefore, side and rear yards, buffers, building height separation requirements and other similar zoning standards shall not be required internally between improvements, uses and other elements located on the Site. Furthermore, the Petitioner and/or the owner(s) of the Site reserve the right to subdivide portions or all of the Site and to create lots within the interior of the Site without regard to any such internal separation standards, provided, however, that the development of the Site shall be required to meet any applicable setback, side yard, rear yard and buffer requirements with respect to the exterior boundaries of the Site.</p> <p>N. Pursuant to Section 1.110 of the Ordinance and Section 160A-385.1 of the North Carolina General Statutes, the Rezoning Plan, if approved, shall be vested for a period of 5 years due to the size and phasing of the development, the level of investment, economic cycles and market conditions.</p> <p>O. Future amendments to the Rezoning Plan and/or these Development Standards may be applied for by the then owner or owners of a Development Area without the consent of the owner or owners of any other Development Area in accordance with the provisions of Chapter 6 of the Ordinance. Alterations to the Rezoning Plan are subject to Section 6.207 of the Ordinance.</p> <p>2. Permitted Uses/Development Limitations</p> <p>A. Development Area A</p> <p>(1) Subject to the limitations set out below in paragraphs 2 through 6, that portion of the Site designated as Development Area A may only be devoted to a convenience store with gasoline sales and to any incidental or accessory uses associated therewith that are permitted under the Ordinance in the B-2 zoning district. Incidental and accessory uses may include, without limitation, an eating, drinking and entertainment use.</p> <p>(2) The maximum gross floor area of the building located on Development Area A shall be 5,000 square feet. The area under the canopy over the gas pumps associated with the convenience</p>																													
P	<p>store and outdoor dining areas shall not be included in the calculation of the maximum gross floor area.</p> <p>(3) The convenience store with gasoline sales may have a maximum of 8 fuel pumps and 16 fueling positions.</p> <p>(4) Accessory drive through service windows shall not be permitted on Development Area A.</p> <p>(5) A car wash shall not be permitted on Development Area A.</p> <p>(6) A maximum of one principal building may be located on Development Area A.</p> <p>B. Development Area B and Development Area E</p> <p>(1) Subject to the limitations set out below in paragraphs 2 through 9, those portions of the Site designated as Development Area B and Development Area E may be devoted only to the uses set out below (including any combination of such uses), together with any incidental or accessory uses associated therewith that are permitted under the Ordinance in the B-2 zoning district.</p> <p>(a) Eating, drinking and entertainment establishments (Type 1), and eating, drinking and entertainment establishments (Type 2) subject to the applicable regulations of Section 12.546 of the Ordinance (Development Area B only).</p> <p>(b) Retail establishments.</p> <p>(c) Professional business and general offices.</p> <p>(d) Clinics, medical, dental and optical.</p> <p>(e) Laboratories, medical, dental and optical.</p> <p>(f) Personal services, such as barber and beauty shops.</p> <p>(g) Financial institutions.</p> <p>(h) Showrooms.</p> <p>(i) Government buildings.</p> <p>(j) Pet services indoor.</p> <p>(k) Car wash (Development Area E only).</p> <p>(l) Automotive service station (without gasoline sales and without a convenience store), including minor adjustments, repairs and lubrication (Development Area E only).</p> <p>(2) A total maximum of 11,000 square feet of gross floor area may be developed on Development Area B and Development Area E combined.</p> <p>(3) A convenience store with or without gasoline sales may not be located on Development Area B or on Development Area E.</p> <p>(4) Subject to paragraph 5 below, a use located on Development Area B or on Development Area E may have drive-in and drive-through service lanes/windows as an accessory use in accordance with the requirements of Section 12.413 of the Ordinance.</p> <p>(5) A maximum of 1 use may have accessory drive-in and drive-through service lanes/windows. By way of example, if a use on Development Area B has accessory drive-in and drive-through service lanes/windows, then a use located on Development Area E may not have accessory drive-in and drive-through service lanes/windows.</p> <p>(6) If a use located on Development Area B has accessory drive-in and drive-through service lanes/windows, then the menu board and a speaker box must be located on the western facade of the building, and the window(s) must be located on the southern facade of the building.</p> <p>(7) An eating, drinking and entertainment establishment (Type 1 or Type 2) may only be located on Development Area B.</p> <p>(8) A car wash may only be located on Development Area E.</p> <p>(9) An automotive service station without gasoline sales and without a convenience store may only be located on Development Area E.</p> <p>C. Development Area C and Development Area D</p> <p>(1) Subject to the limitations set out below in paragraphs 2 and 3, those portions of the Site designated as Development Area C and Development Area D may be devoted only to the uses set out below (including any combination of such uses), together with any incidental or accessory uses associated therewith that are permitted under the Ordinance in the B-D zoning district.</p> <p>(a) Subject to the restrictions set out in paragraph 2 below, a climate controlled, self-storage facility and such facility's rental and management office.</p> <p>(b) Government buildings.</p> <p>(c) Financial institutions.</p> <p>(d) Laboratories, dental, medical and optical.</p> <p>(e) Pet services indoor.</p> <p>(f) Offices.</p> <p>(g) Showrooms containing up to 25,000 square feet of gross floor area.</p> <p>(2) A climate controlled, self-storage facility shall be subject to the following restrictions:</p> <p>(a) All storage shall be located within the climate controlled, self-storage building, and outside storage of any type, including the outside storage of moving vans, vehicles and boats, shall not be permitted.</p> <p>(b) Direct access to the individual self-storage units located in the climate controlled, self-storage building will not be provided from the exterior of the building, as access to the individual self-storage units will be provided by internal hallways.</p> <p>(c) The storage of hazardous materials is prohibited.</p> <p>(3) A total maximum of 100,000 square feet of gross floor area may be developed on Development Area C and Development Area D combined.</p> <p>3. Transportation</p> <p>A. Vehicular access to the Site shall be as generally depicted on the Rezoning Plan. The placement and configuration of the vehicular access point are subject to any minor modifications required to accommodate final site and construction plans and designs and to any adjustments required for approval by NCDOT and/or CDOT.</p> <p>B. The alignments of the internal drives and streets to be located on the Site are subject to any minor modifications or alterations required during the construction permitting process.</p> <p>C. Internal sidewalks and pedestrian connections shall be provided on the Site as generally depicted on the Rezoning Plan.</p> <p>D. Any reference to the term "substantially complete" in this Section 3 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 certificates of occupancy for building(s) on the Site. However, in the event that certain non-essential roadway improvements (as reasonably determined by CDOT) are not completed at the time that Petitioner seeks to obtain a certificate of occupancy for building(s) on the Site, then CDOT will instruct applicable authorities to allow the issuance of certificates of occupancy for the applicable buildings, 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 certificates of occupancy are issued to secure the completion of the relevant improvements.</p> <p>E. Petitioner shall construct the transportation improvements set out below, and such transportation improvements shall be substantially complete prior to the issuance of a certificate of occupancy for the first building constructed on the Site.</p> <p>(1) West W.T. Harris Boulevard and Mt. Holly-Huntersville Road (signalized)</p>																													
N	<p>(a) Extend the existing eastbound right turn lane on Mt. Holly-Huntersville Road from 250 feet to 400 feet and on appropriate bay taper (to Williamsburg Circle).</p> <p>(2) West W.T. Harris Boulevard and I-485 Outer Loop Exit Ramp/Proposed Site Access (signalized)</p> <p>(a) Construct Proposed Access with one ingress lane and separate left (minimum 150 feet of storage) and right egress lanes. The eastbound right turn egress lane on the Proposed Access will be channelized and under "Yield" control with the inclusion of a median island (not under traffic signal control). The design of the eastbound right turn egress lane shall be finalized and agreed upon by Petitioner, CDOT and NCDOT during the construction permitting process.</p> <p>(b) Construct a southbound right turn lane on West W.T. Harris Boulevard with 250 feet of storage and an appropriate bay taper (to Lake Spring Avenue).</p> <p>(c) Construct a northbound left turn lane on West W.T. Harris Boulevard (within the existing median) with 225 feet of storage and an appropriate bay taper.</p> <p>(d) Modify the westbound right turn lane on the I-485 Outer Exit Ramp to a thru lane.</p> <p>(e) Construct a westbound right turn lane on the I-485 Outer Exit Ramp with 400 feet of storage and an appropriate bay taper.</p> <p>(f) Modify the existing traffic signal and crosswalks as necessary to add the 4th leg to the intersection.</p> <p>(g) Abandonment and demolition as necessary to remove the existing short section of the frontage road within the area of the Site.</p> <p>(3) West W.T. Harris Boulevard and I-485 Inner Loop Ramps (signalized)</p> <p>(a) Extend the existing eastbound left turn lane on the I-485 Inner Loop Exit Ramp from 200 feet to 300 feet and construct a 2nd left turn lane with 300 feet of storage and an appropriate bay taper.</p> <p>(4) West W.T. Harris Boulevard Between Lake Spring Avenue and Mt. Holly-Huntersville Road</p> <p>(a) Widen the roadway (12-foot wide lane with 2-foot shoulder) to continue a second northbound travel lane between Lake Spring Avenue and the existing right turn lane at Mt. Holly-Huntersville Road (approximately 1,175 feet in length).</p> <p>F. Petitioner shall enter into a Developer's Traffic Signal Agreement with CDOT pursuant to which Petitioner shall be responsible for all costs required to modify the existing traffic signal located at the I-485 Exit Ramp/ West W.T. Harris Boulevard/Site Access to accommodate the addition of the fourth leg of the intersection.</p> <p>G. Subject to a reservation for any necessary storm water or utility easements, any right of way required to be dedicated and conveyed by Petitioner to the City of Charlotte and/or NCDOT shall be dedicated and conveyed prior to the issuance of a certificate of occupancy for the first building constructed on the Site.</p> <p>H. If CDOT/NCDOT observes (and such observation is confirmed by Petitioner's traffic engineer) that vehicles are consistently queuing or stacking onto West W.T. Harris Boulevard on the internal private access drive due to the number of vehicles making left turns into Development Area A at the easternmost access drive into Development Area A or due to the number of vehicles making left turns out of Development Area B onto the internal private access drive utilizing the easternmost access drive into Development Area B, then, upon the request of CDOT/NCDOT, Petitioner shall install a median in the private access drive into the Site from West W.T. Harris Boulevard to convert the easternmost access drive into Development Area A and the easternmost access drive into Development Area B from full-movement vehicular access points into right-in, right-out vehicular access points. Petitioner shall install temporary controls to prohibit left turns into the easternmost driveway into Development Area A and left turns out of Development Area B onto the internal private access drive utilizing the easternmost access drive into Development Area B until the permanent median is installed (i.e., bollards). The median shall be installed within six months of CDOT/NCDOT notifying Petitioner of the need to install the median. The westernmost vehicular access point into Development Area A from the private access drive and the westernmost vehicular access point into Development Area B from the private access drive shall remain a full-movement vehicular access points.</p> <p>I. In connection with the submission of any permitting request for a use to be located on the Site, Petitioner shall include on the cover sheet for such request a cumulative vehicular trip generation table that contains the AM and PM peak hour vehicular trips and the daily vehicular trips for the existing uses located on the site at the time of the submission of the permitting request, and the AM and PM peak hour vehicular trips and the daily vehicular trips for the use subject to the permitting request.</p> <p>J. Transportation improvements as specified in NCDOT's letter dated November 15, 2017 relating to the Site and CDOT's approved ITM must be substantially complete prior to the issuance of a certificate of occupancy for the first building constructed on the Site. Petitioner may phase transportation improvements if such improvements and phasing are explicitly described in these Development Standards.</p> <p>4. Architectural Standards</p> <p>A. Development Area A</p> <p>(1) The maximum height of the building to be constructed on Development Area A shall be 25 feet.</p> <p>(2) Attached to the Rezoning Plan are schematic architectural renderings of the building to be constructed on Development Area A that are intended to depict the general conceptual architectural style and character of this building. Accordingly, the building to be constructed on Development Area A 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 building which do not materially change the overall conceptual architectural style and character shall be permitted.</p> <p>(3) The exterior building materials for the building to be constructed on Development Area A are designated on the attached schematic architectural renderings.</p> <p>B. Development Area B</p> <p>(1) The maximum height of any building to be constructed on Development Area B shall be 25 feet.</p> <p>C. Development Area C and Development Area D</p> <p>(1) The maximum height of any building to be constructed on Development Area C and/or Development Area D shall be 40 feet.</p> <p>D. Development Area E</p> <p>(1) The maximum height of any building to be constructed on Development Area E shall be 25 feet.</p> <p>E. Additional Architectural Commitments for Development Area B, Development Area C, Development Area D and Development Area E</p> <p>(1) Facades fronting streets shall include a combination of windows and operable doors for a minimum of 25% of each frontage elevation with transparent glass between 2 feet and 10 feet on the first floor. Any display windows must maintain a minimum of 3 feet clear depth between window and rear wall. Windows within this zone shall not be screened by film, decals, and other opaque material, glazing finishes or window treatments. The maximum sill height for required transparency shall not exceed 4 feet above the adjacent street sidewalk.</p> <p>(2) The facades of the first/ground floor of the buildings along streets shall incorporate a minimum of 30% masonry materials such as brick or stone.</p> <p>(3) A direct pedestrian connection should be provided between street facing doors, corner entrance features to sidewalks on adjacent streets.</p> <p>(4) Building elevations shall not have expanses of blank walls greater than 20 feet in all directions and architectural features such as, but not limited to, banding, medallions or design features or materials will be provided to avoid a sterile, unarticulated blank treatment of such walls.</p>																													
M	<p>(5) Building elevations shall be designed with vertical bays or articulated architectural features which shall include a combination of at least three of the following: a combination of exterior wall offsets (projections and recesses), columns, pilasters, change in materials or colors, awnings, arcades, or other architectural elements.</p> <p>(6) Multi-story buildings should have a minimum of 20% transparency on all upper stories.</p> <p>F. Each use located on the Site shall install and maintain an alarm security system for its premises.</p> <p>5. Streetscape and Landscaping/Buffers</p> <p>A. A minimum 75 foot Class B buffer shall be established along the Site's western boundary line as more particularly depicted on the Rezoning Plan, which buffer shall conform to the standards of Section 12.302 of the Ordinance. This 75 foot Class B buffer shall remain undisturbed except that the planting of supplemental trees and shrubs shall be permitted within this 75 foot Class B buffer. The width of this Class B buffer may not be reduced. As generally depicted on the Rezoning Plan, a minimum 8 foot tall masonry wall shall be installed along and adjacent to the inner edge of this 75 foot Class B buffer.</p> <p>B. A minimum 75 foot Class B buffer shall be established along a portion of the Site's northern boundary line as more particularly depicted on the Rezoning Plan, which buffer shall conform to the standards of Section 12.302 of the Ordinance. This 75 foot Class B buffer shall remain undisturbed except that the planting of supplemental trees and shrubs shall be permitted within this 75 foot Class B buffer. The width of this Class B buffer may not be reduced. As generally depicted on the Rezoning Plan, a minimum 8 foot tall masonry wall shall be installed along and adjacent to the inner edge of this 75 foot Class B buffer.</p> <p>C. A minimum 56.25 foot Class B buffer shall be established along a portion of the Site's northern boundary line as more particularly depicted on the Rezoning Plan, which buffer shall conform to the standards of Section 12.302 of the Ordinance. This 56.25 foot Class B buffer shall remain undisturbed except that the planting of supplemental trees and shrubs shall be permitted within this 56.25 foot Class B buffer. Pursuant to Section 12.302(8) of the Ordinance, this Class B buffer has been reduced in width by 25% from 75 feet to 56.25 feet as a result of Petitioner's commitment to install a minimum 8 foot tall masonry wall that meets the requirements of Section 12.302(8) of the Ordinance. This minimum 8 foot tall masonry wall shall be installed along and adjacent to the inner edge of this 56.25 foot Class B buffer as generally depicted on the Rezoning Plan.</p> <p>D. A minimum 56.25 foot Class B buffer shall be established along a portion of the Site's southern boundary line as more particularly depicted on the Rezoning Plan, which buffer shall conform to the standards of Section 12.302 of the Ordinance. This 56.25 foot Class B buffer shall remain undisturbed except that the planting of supplemental trees and shrubs shall be permitted within this 56.25 foot Class B buffer. Pursuant to Section 12.302(8) of the Ordinance, this Class B buffer has been reduced in width by 25% from 75 feet to 56.25 feet as a result of Petitioner's commitment to install a minimum 8 foot tall masonry wall that meets the requirements of Section 12.302(8) of the Ordinance. This minimum 8 foot tall masonry wall shall be installed along and adjacent to the inner edge of this 56.25 foot Class B buffer as generally depicted on the Rezoning Plan.</p> <p>E. The Class B buffers described above shall be established, and the minimum 8 foot tall masonry walls shall be installed prior to the issuance of the first certificate of occupancy for a building constructed on the Site.</p> <p>F. A minimum 20 foot wide landscape setback, a minimum 14 foot wide multi-use path and a variable width planting strip shall be installed along the Site's frontage on West W.T. Harris Boulevard as generally depicted on the Rezoning Plan. The width of the planting strip and/or the multi-use path may be reduced as necessary to tie into any sidewalk located or to be located to the north of the Site on West W.T. Harris Boulevard.</p> <p>G. Subject to the approval of NCDOT, CDOT and any other governmental agencies and the availability of existing right of way to accommodate such improvement, Petitioner shall install a minimum 5 foot wide sidewalk from the northern boundary line of the Site to the existing sidewalk located along the west side of West W.T. Harris Boulevard as generally depicted on the Rezoning Plan. In the event that Petitioner cannot obtain all approvals and permits required to install the minimum 5 foot wide sidewalk or if there is not existing right of way to accommodate this improvement, then Petitioner shall have no obligation to install such improvement.</p> <p>6. Environmental Features</p> <p>A. Development of the Site shall comply with the City of Charlotte Tree Ordinance.</p> <p>B. As noted above in paragraph 1.M, the development of the Site shall be considered to be a planned/unified development. Accordingly, the tree save requirements of the City of Charlotte Tree Ordinance shall be calculated and satisfied over the entire Site, rather than within each individual Development Area. As a result, each individual Development Area shall not be required to meet the tree save requirements of the City of Charlotte Tree Ordinance provided that the Site as a whole meets such tree save requirements.</p> <p>C. The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Stormwater Ordinance. The location, size and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points.</p> <p>D. With the exception of any trees that are required to be removed in connection with the installation of the masonry walls described above in Section 5, the existing trees located on Development Area C shall remain in place until such time that Development Area C is developed. The extension of the internal street into Development Area C shall constitute development of Development Area C.</p> <p>E. With the exception of any trees that are required to be removed in connection with the installation of the masonry walls described above in Section 5, the existing trees located on Development Area D shall remain in place until such time that Development Area D is developed. The extension of the internal street into Development Area D shall constitute development of Development Area D.</p> <p>7. Lighting</p> <p>A. All freestanding lighting fixtures installed on the Site (excluding street lights and lower, decorative lighting that may be installed along the driveways, sidewalks and parking areas and in the landscaped areas) shall be fully capped and shielded and the illumination downwardly directed so that direct illumination does not extend past any property line of the Site.</p> <p>B. The maximum height of any freestanding lighting fixture installed on the Site shall be 21 feet.</p> <p>C. Any lighting fixtures attached to a building located on the Site shall be decorative, capped and downwardly directed.</p> <p>8. Binding Effect of the Rezoning Documents and Definitions</p> <p>A. 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.</p> <p>B. 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.</p> <p>C. Any reference to the Ordinance herein shall be deemed to refer to the requirements of the Ordinance in effect as of the date this Rezoning Petition is approved.</p>																													
L	<p>PROJECT NO.: 11/21/17</p> <p>FREELAND and KAUFFMAN, INC. 205 West State Avenue Charlotte, NC 28202-3409 Phone: 704-384-2800 Fax: 704-384-2809</p> <p>NOT FOR CONSTRUCTION</p>																													
K	<p>QuikTrip No. 1087</p> <p>8291 WEST W.T. HARRIS BLVD. CHARLOTTE, NC</p> <p>QUIKTRIP CORPORATION - CHARLOTTE DIVISION OFFICE 3701 ARCO CORPORATE DRIVE - SUITE 150 - CHARLOTTE, NC 28273</p>																													
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H	<p>ORIGINAL ISSUE DATE:</p>																													
G	<p>SHEET TITLE: DEVELOPMENT STANDARDS AND NOTES PETITION #: 2017-182</p>																													
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FILE LOCATION: \\Drawings\Projects\QuikTrip\1087 (Charlotte, NC)\81-1087 civil-CDP-5 Lot6 - Revised.dwg TAB NAME: Development Notes USER: danor SWED: 5/1/2018 4:18 PM PLOTTED: 5/7/2018 3:09 PM

FILE LOCATION: \\Drawings\Projects\QuikTrip\1087 (Charlotte, NC)\81-1087 civil-CDP-5 Lats - Revised.dwg TAB NAME: Building Elevations USER: dmsor SAVED: 4/24/2018 2:19 PM PLOTTED: 4/24/2018 2:20 PM



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Store # 1087		G3S Building Elevations		Address: NW Corner Harris Blvd. & I-485		City, State: Charlotte, NC	
Serial # 81-1087-G3S2		Scale: 1/16"=1'-0"		Issue Date: 11.17.17		Drawn By: TR	
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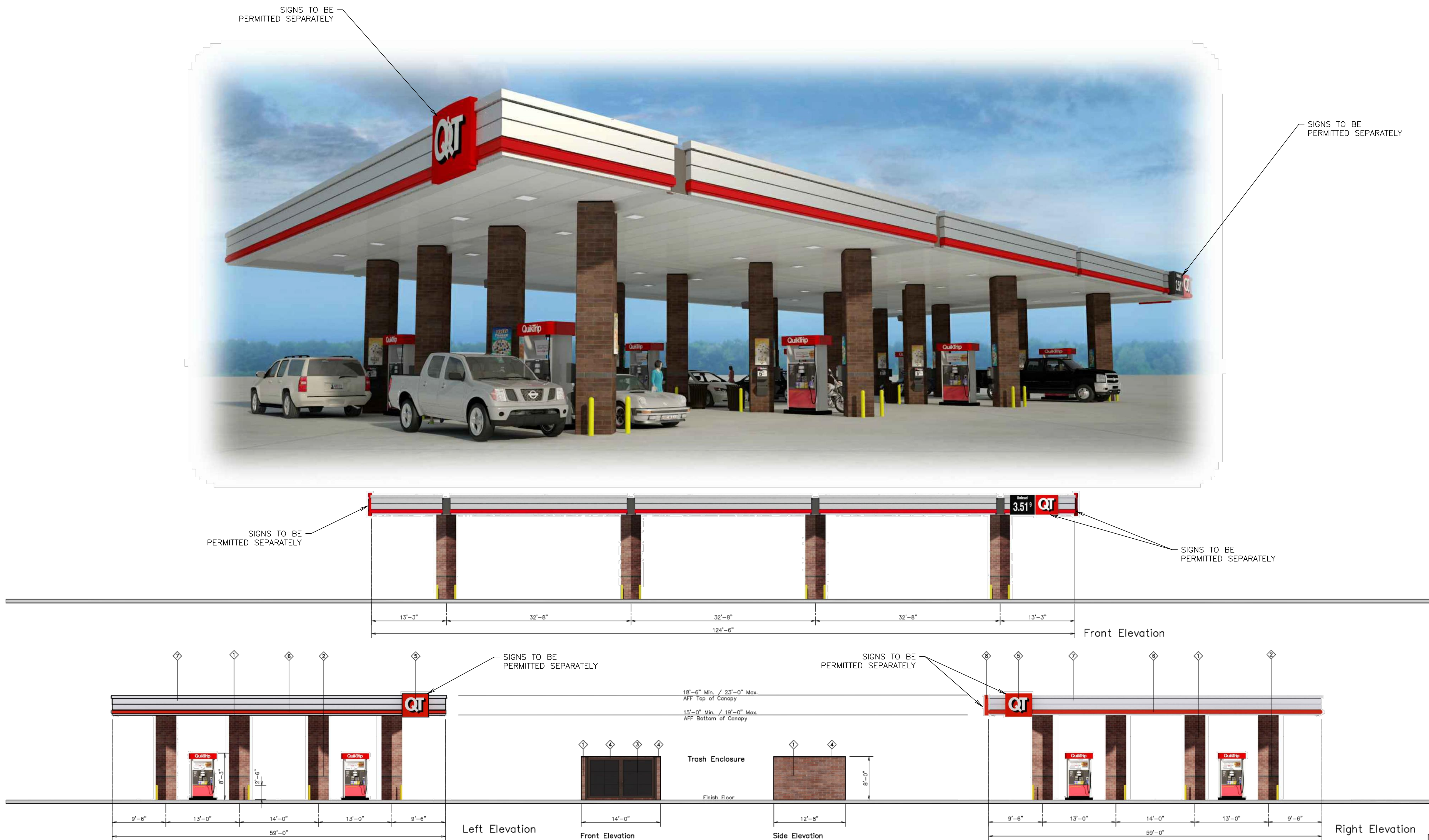
SHEET TITLE:


BUILDING ELEVATIONS
PETITION #: 2017-182

SHEET NUMBER:

RZ-4

FILE LOCATION: \\Drawings\Projects\QuikTrip\1087 (Charlotte, NC)\81-1087-civil-CDP-5.dwg - Revised.dwg TAB NAME: Canopy Elevations USER: dmsr PLOTTED: 4/24/2018 2:19 PM





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4705 South 129th East Ave.
Tulsa, OK 74134-7008
P.O. Box 3475
Tulsa, OK 74101-3475
(918) 615-7700

Store #	1087 Double Stack 8 Canopy Elevations		
Serial #	81-1087-GD08	Scale:	1/16"=1'-0"
		Issue Date:	11.17.17

Address:	NW Corner Harris Blvd. & I-485	
City, State:	Charlotte, NC	
Drawn By:	TR	Rev/Notes:

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②	FINISH	MANUFACTURER	SPECIFICATION
1	BRONZESTONE	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
2	MIDNIGHT BLACK	INTERSTATE BRICK	ATLAS STRUCTURAL BRICK
3	BRICK	ALL SOUTH FARRIS	POLYPROP 85 MESH
4	DARK BRONZE	AKM	METAL PAINT
5	DC-20	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE
6	RED POLYCARBONATE	ALLEN INDUSTRIES	ILLUMINATED BAND
7	1/4" ALUMINUM	ALPOL	CANOPY
8	DOOP-300-R	ALLEN INDUSTRIES	ILLUMINATED SIGNAGE

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REV	DATE	DESCRIPTION

ORIGINAL ISSUE DATE:

SHEET TITLE:
CANOPY ELEVATIONS
PETITION #: 2017-182

SHEET NUMBER:
RZ-5