

CONCEPT OVERVIEW — CONFIDENTIAL DRAFT

Sentinel Mobility Hub

The Future of the American Roadside Stop.

Safe, accessible, family-first EV mobility destinations planned with cities, utilities, developers, charging networks, restaurants, and investors. Neutral multi-network hosting, a protected pedestrian family core, and perimeter-only vehicle circulation.

The concept

Sentinel Mobility Hub develops family-first, universally accessible EV charging destinations. A hub is not a charging brand — it is a neutral destination platform designed to accommodate multiple compatible charging providers on one site, subject to individual agreements and technical feasibility.

Every hub is organized around a protected pedestrian family core. Vehicle circulation stays at the perimeter, and no drive aisle, queue, or parking row wraps the children’s area on any side.

Site organization

Charging perimeter	Multi-network stalls, solar canopies, accessible aisles with transfer space.
Restaurant & retail edge	Restaurant pads and local retail with patios facing the pedestrian core.
Protected family core	No vehicle traffic, double-gated sensory play, shaded and misted seating.
Rideshare zone	Separated pickup and drop-off away from charging queues.
Service & delivery	Back-of-house routing that never crosses the pedestrian core.
Solar, storage & utilities	Canopies, battery storage, switchgear, and make-ready infrastructure.

Signature amenities

- Accessible charging stalls, curb-free routes, and side-entry van clearance
- Family restrooms with adult changing tables and a quiet / sensory room
- Restaurants, coffee, fast casual, local vendors, and convenience retail
- Security cameras, emergency call stations, and staffed or contracted security options
- Solar canopies, battery storage, Wi-Fi, phone charging, and future-ready smart-city technology
- Dog relief area, windshield cleaning, trash and recycling, shaded and misted seating

Partner pathways

Cities & smart city	Planning guidance, site identification, permitting pathway, utility introductions, letters of support, and potential incentive or grant collaboration.
Utilities	Early load planning, interconnection, transformers and feeders, make-ready, demand management, storage, solar, and resiliency.
Developers & owners	Land lease, ground lease, joint venture, pad-site integration, travel-center collaboration, and mixed-use dwell time.
Charging networks	Neutral multi-network hosting, branded zones where required, universal site design, phased buildout, and uptime expectations.
Restaurant & retail	Restaurant pads, coffee and fast casual, local vendors, food trucks, essentials, and sponsorship opportunities.
Investors	Project-level development of a repeatable prototype, corridor rollout, and a diversified revenue stack.

Revenue stack

Charging alone is a thin business. Hubs are planned so charging, real estate, food, services, media, and energy each contribute.

- Charging revenue share or operator income
- Ground rent, tenant rent, and retail percentage rent
- Memberships, reservation perks, and fleet charging contracts
- Advertising, amenity sponsorship, events, and pop-ups
- Solar, storage, and grid services where programs are available
- Data and technology services where legally permitted
- Property appreciation where land is owned

Corridor strategy

Greater Sacramento pilot cluster, Northern California and Bay Area gateways, I-5 and Highway 99, US-101, Southern California, Nevada, Arizona, and Texas. Roughly 200 miles is a maximum spacing goal; actual site selection depends on traffic, charging gaps, utility capacity, land, safety, demand, and partnerships.

Development stage

Concept > site control > feasibility > schematic design > entitlement > engineering > financing > construction > opening. Sentinel Mobility Hub is at the concept stage.

Important notices

All renderings, diagrams, and site organization shown in this overview are conceptual planning studies, not final engineering. Dimensions, clearances, gate hardware, security programs, emergency access, and accessibility details for any specific hub will be established through licensed design, applicable codes and standards including the ADA, and review by the local jurisdiction.

No city, utility, charging network, brand, restaurant, retailer, developer, or investor named or referenced anywhere in Sentinel materials is represented as a current partner. Such references describe target or potential partners and designs intended to accommodate them, subject to definitive agreements and technical feasibility. Nothing in this overview is a projection, a guarantee, an offer to sell securities, or a solicitation of an offer to buy securities.

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