



October 13, 2025

- A. These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Living Spaces (the "Petitioner") for an approximately 20,950-acre site located on the north side of Tryalla Road, located in the northeast quadrant of the I-77 - Tryalla Road interchange, which is a major transportation node depicted on the Rezoning Plan (hereinafter referred to as the "Site"). The Site is comprised of Tax Parcel No. 169-111-05.
- B. 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 Unified Development Ordinances (the "Ordinance").
- C. Unless the Rezoning Plan or these Development Standards establish more stringent standards, the regulations established under the Ordinance for the M-1 zoning district shall govern the development and use of the Site.
- D. 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 building envelope as well as the internal private drives, parking areas and vehicular circulation 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.
- E. 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 Article 37 of the Ordinance.

A. Subject to the limitations set out below, the Site may be devoted to any use or uses permitted by right, permitted by right with prescribed conditions, permitted with a conditional zoning and permitted with a conditional zoning with prescribed conditions in the ML-1 zoning district, including, without limitation, a retail goods showroom and an accessory restaurant, together with any incidental or accessory uses associated therewith that are permitted under the Ordinance in the ML-1 zoning district.

C. The maximum size of an accessory restaurant associated with a retail goods showroom shall be 2,000 square feet of gross floor area, and it shall be accessed exclusively through the interior of the building. Additionally, there shall be no exterior signage on the building or on the Site advertising the accessory restaurant associated with a retail goods showroom.

E. Parking and loading areas shall be located within the Proposed Parking and Loading Dock Envelope. Notwithstanding the foregoing, parking and loading areas may also be located within the Proposed Building Envelope.

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 the Charlotte Department of Transportation ("CDOT") and/or the North Carolina Department of Transportation ("NCDOT") in accordance with applicable published standards.

B. The alignments of the internal private drives and the vehicular circulation areas may be modified by Petitioner to accommodate changes in traffic patterns, parking layouts and the site layout and any adjustments required for approval by CDOT and/or NCDOT in accordance with applicable published standards.

C. Internal sidewalks and pedestrian connections shall be provided on the Site as generally depicted on the Rezoning Plan. The internal sidewalks may meander to save existing trees.

D. Prior to the issuance of the first certificate of occupancy for the new building to be constructed on the Site, Petitioner shall dedicate and convey to the City of Charlotte (subject to a reservation for any necessary utility easements) those portions of the Site located immediately adjacent to Tyvola Road as required to provide right of way measuring 64 feet from the existing centerline of Tyvola Road, to the extent that such right of way does not already exist.

E. If feasible and if approved by all applicable governmental authorities, Petitioner shall install a minimum 12-foot-wide multi-use path along the Site's frontage on Tyvola Road. A determination of whether it is feasible to install the multi-use path shall be determined in coordination with CDOT during the permitting process. The minimum 12-foot-wide multi-use path is generally depicted on the Rezoning Plan.

F. 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.

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 new 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.

H. All transportation improvements shall be constructed and approved prior to the issuance of the first certificate of occupancy for the new building to be constructed on the Site.

I. 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 Mecklenburg area, by way of a private/public partnership effort or other public sector project support.

J. If required by CDOT during the permitting process, Petitioner shall install improvements relating to truck turning movements at the intersection of Tyvola Road and Westpark Drive. A truck routing plan will also be provided to route trucks into the Site using approved turning movements. Intersection improvements (if required) and a truck routing plan to be coordinated with CDOT during the permitting process.

A. The maximum height of any building constructed on the Site shall be 60 feet.

A. Development of the Site shall comply with the open space and green area requirements of the Ordinance.

A. Development of the Site shall comply with the requirements of Article 20 of the Ordinance

B. Petitioner shall comply with the Charlotte City Council approved and adopted Unified Development Ordinance, Articles 23 through 28. The location, size and type of stormwater management systems that may be 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 stormwater treatment requirements and natural site discharge points.

A. A Class A Landscape Yard that meets the requirements of Article 20 of the Ordinance shall be established along that portion of the Site's northern boundary line that is more particularly depicted on the Rezoning Plan. The width of this Class A Landscape Yard may be reduced in accordance with the provisions of Section 20.9 of the Ordinance.

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.

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.

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