

## Petition 2019-102 by insert City of Charlotte

### To Approve:

This petition is found to be **consistent** with the following adopted land use plans along the LYNX Blue Line corridor: *University City Area Plan, Blue Line Extension (BLE) Transit Station Area Plans, South End Vision Plan, South End Station Area Plan, New Bern Station Area Plan, Scaleybark Station Area Plan, Woodlawn Station Area Plan, Tyvola & Archdale Station Area Plan, Arrowood Station Area Plan, Sharon & I-485 Station Area Plan* based on the information from the staff analysis and the public hearing, and because:

- The plans recommend transit oriented development.

([Therefore, we find](#)) this petition to be reasonable and in the public interest, based on the information from the staff analysis and the public hearing, and because:

- The transit station area plans identify parcels recommended for transit oriented development.
- The alignment rezoning will implement the recommendation of the area plans by applying the appropriate TOD zoning district to the properties included in the petition.
- A market demand allocation analysis was conducted by Noell Consulting Group in 2018. This study identified six station areas as likely to support high intensity development in the near term. These are the station areas closest to Uptown. The other station areas along the corridor are expected to develop at more moderate intensities in the near term. The highest intensity TOD district, TOD-UC, along with its companion transition district, TOD-NC, are generally recommended for use in the six high intensity station areas, while the less intense TOD-CC and its companion transition district TOD-TR are generally recommended to be used in the moderate intensity station areas.
- The recently adopted TOD zoning district text amendment provides standards and regulations to create the desired form and intensity of transit oriented development for development along the transit corridor.
- This rezoning is consistent with the goals of the *2025 Integrated Transit and Land Use Plan* and the subsequent *CATS 2030 Corridor System Plan* by providing property owners with zoning districts that will allow higher density mixed-use development near transit stations to support the community's investment in light rail rapid transit.

### To Deny:

This petition is found to be **consistent** with the following adopted land use plans along the LYNX Blue Line corridor: *University City Area Plan, Blue Line Extension (BLE) Transit Station Area Plans, South End Vision Plan, South End Station Area Plan, New Bern Station Area Plan, Scaleybark Station Area Plan, Woodlawn Station Area Plan, Tyvola & Archdale Station Area Plan, Arrowood Station Area Plan, Sharon & I-485 Station Area Plan* based on the information from the staff analysis and the public hearing, and because:

- The plans recommend transit oriented development.

([However, we find](#)) this petition to not be reasonable and in the public interest based on the information from the staff analysis and the public hearing, and because:

- (To be explained by the Zoning Committee)

**Motion: Approve or Deny**

**Maker:**

**2<sup>ND</sup>:**

**Vote:**

**Dissenting:**

**Recused:**