



UDO Text Amendment



Tracking Information (Staff Only)

Case Number: <i>TC 1200012</i>	Date: <i>11/15/12</i>	Article: <i>6</i>
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Applicant

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Signature/Date **Ronald Horvath**

Digitally signed by Ronald Horvath
 DN: cn=Ronald Horvath, o=Horvath Associates, ou, email=ron.horvath@horvathassociates.com, c=US
 Date: 2012.10.24 10:41:49 -04'00'

Requested Change

Describe what you want to change in the ordinance and why: To modify 6.10.2.B and 6.3.3.B as described in the attached.

Fees (Staff Only)

Date: <i>11/15/12</i>	Staff: <i>T. Danner</i>	Account: <i>810 \$3785</i>	Fee: <i>\$3905</i>
		Account: <i>802 \$120</i>	



HORVATH
ASSOCIATES

Civil Engineers
Planners
Landscape Architects

REQUESTED CHANGE

6.10.2 Residential Development in Nonresidential Districts

B. Residential Density

Add the following footnote (3) to the suburban column:

3-Density may be increased through use of the options available under paragraph 6.3.3, residential density.

6.3.3 Residential Density

B. Roadway Density Bonus

1. RS-M District Major Roadway Density Bonus

All parcels with at least 500 feet of frontage on a major thoroughfare that is not a full or limited control access facility in the RS-M District shall be eligible for an increase in maximum residential density of one unit per acre.

2 Major Thoroughfare Density Bonus

Parcels located along major thoroughfares with limited or controlled access; right-of-way greater than 60 feet in width; and with direct access to a service road, intersection or interchange of the thoroughfare, may calculate the project area to include the portion of the right-of-way greater than 60 feet in width for purposes of determining density.

Background

The purpose of this request is to provide flexibility for increased density in the Suburban Tier for parcels that are adjacent to major roadway corridors such as, I-85, I-40, NC 147, US 15-501. The controlling factor the increase density would be that the parcels have "direct vehicle access" to the adjacent thoroughfare without being routed through adjacent developments. This would mimic the existing density bonus provided in the Urban Tier for major roadways but limit its implementation to parcels with easy access to the associated interchange or intersection.

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