



COMPREHENSIVE PLAN CONSISTENCY REVIEW

Comprehensive Plan Development Applicable Policies		
Applicable Policy	Consistent	How consistent
<p>Policy 32: Preserve and protect historic resources in the design of new developments and neighborhoods and design them to respect Durham’s unique identity and reflect the nearby historical context. Promote new developments that are compatible with the architectural elements of significant historic resources.</p>	<p>Not applicable as there are no historic sites located on site</p>	
<p>Policy 33: Discourage development patterns, such as exclusively single-family neighborhoods, that segregate and concentrate high-wealth communities.</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 37: Design new developments to prioritize pedestrians in ways compatible with existing neighborhoods, such as by placing buildings close to the street, oriented toward sidewalks, green spaces, or community areas where people gather; locating vehicle access and parking to the side or rear of buildings and lots; maintaining connected streets and frequent intersections; and designing buildings to engage with the street through stoops, porches, or other welcoming entranceways.</p>	<p>Consistent by meeting UDO standards</p>	<p>UDO requirements include stub outs, setback requirements, and sidewalk requirements.</p>
<p>Policy 39: Preserve and create natural areas, open spaces, community gardens, and trees within new housing developments or redevelopments—particularly for affordable housing—to improve the physical and mental health of residents.</p>	<p>Consistent by meeting UDO standards</p>	<p>UDO requirements of tree save and open space will be met at the site plan stage.</p>
<p>Policy 40: Affordable housing should be included in new development proposals. Encourage and incentivize housing that meets the needs of Durham residents in terms of cost, unit size, housing type, ADA accessibility, and location. Tenures for housing affordability should run, where feasible, with the land in perpetuity. When this is not possible, affordability tenures should last for a minimum of 30 years and have an associated deed restriction.</p>	<p>Cannot be demonstrated through a general rezoning; this is a non-residential proposal</p>	

<p>Policy 46: At least 20% of housing in the Transit Opportunity Areas Place Type should be affordable to households making 30-80% of Area Median Income (AMI), with half of those units being affordable for households making 30-50% of AMI. At least 15% of housing in all other residential and mixed-use place types should be affordable to households making 30-80% of AMI.</p>	<p>Cannot be demonstrated through a general rezoning; this site is not in the TOA Place Type</p>	
<p>Policy 48: Encourage, incentivize, and require a variety of housing types in new developments that allow for a mix of age groups, and discourage developer commitments that isolate seniors by restricting housing based on age.</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 49: Work towards healthier housing and lower utility costs for residents by using green building techniques and technologies (such as solar panels, passive solar design, low VOC materials), particularly in affordable housing units. Use durable, environmentally sustainable materials in publicly and privately funded affordable housing to create healthier homes.</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 50: Encourage the location of new residential development such that homes are within a safe ten-minute walking distance (approximately one-half mile) of public parkland.</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 52: Encourage the preservation of existing mobile home parks. Provide a re-housing plan for residents when mobile home parks are redeveloped, prioritizing locations near existing parks or with similar access to amenities.</p>	<p>Not applicable as the site is not a mobile home park</p>	
<p>Policy 55: Fill in gaps in the existing sidewalk, bicycle, and transit infrastructure to create an accessible, safe, and direct transportation network for all residents. Focus on improving residents' access to needed resources, including healthcare services, grocery stores, employment areas, and schools.</p>	<p>Consistent by meeting UDO standards</p>	<p>UDO requirements for bike/sidewalk infrastructure will be met at the site plan stage.</p>
<p>Policy 57: Encourage new developments to fill in gaps or upgrade transportation infrastructure by building or dedicating rights-of-way within and adjacent to the project site.</p>	<p>Consistent by meeting UDO standards</p>	<p>NCDOT requirements met at the site plan stage.</p>

<p>Policy 63: Improve ADA accessibility at crosswalks, sidewalks, and bus stops for all people, regardless of ability or age. Improve pedestrian infrastructure, including street crossings, intersections, signals, wayfinding, and sidewalks prioritizing the safety of people with disabilities, senior citizens, students, and families with young children.</p>	<p>Consistent by meeting UDO standards</p>	<p>UDO requirements will be met at time of site plan.</p>
<p>Policy 70: Reduce the amount of land used for automobile travel and parking and encourage pedestrian- and transit-friendly design. Discourage conversion of land into uses primarily or exclusively supportive of automobiles, such as gas stations and car washes.</p>	<p>Policy not met</p>	<p>The application states that the site is intended to be used for commercial parking and servicing of trucks. Therefore, it is almost exclusively for auto-oriented uses and does not meet this policy.</p>
<p>Policy 72: Ensure new development is connected to adjacent neighborhoods and commercial areas with walking and biking infrastructure. This can include building, improving, or dedicating right-of-way for sidewalks, and constructing bicycle paths, greenways, off-street bicycle and pedestrian connections, bus stop infrastructure, and collector streets, as called for in locally adopted transportation plans.</p>	<p>Consistent by meeting UDO standards</p>	<p>UDO stub outs and connectivity standards will be met at the site plan stage.</p>
<p>Policy 79: Protect Durham’s most sensitive natural areas (including floodplains, wetlands, wildlife habitats, hillsides, drinking water sources, critical watersheds, and natural heritage areas) from the impacts of development.</p>	<p>Not applicable as no sensitive lands are apparent on site</p>	
<p>Policy 81: Locate open space in new development so that it protects the most environmentally sensitive portions of the site and creates large and contiguous habitat areas, rather than narrow and disconnected strips of open space</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 83: Existing habitat areas and wildlife movement corridors should be left largely undisturbed to remain in their natural, vegetated state and to avoid fragmentation and disruption. These areas include Wildlife Habitat Areas or Natural Corridors in adopted open space plans or identified NC Natural Heritage Areas. Some disturbance may be allowed for road crossings, utilities, and stormwater infrastructure, if minimized. Staff will recommend against proposed structures or parking in these areas</p>	<p>Not applicable as there are no wildlife corridors on site</p>	

<p>Policy 84: Discourage development that contributes to a loss of biodiversity, particularly through disruptive clear-cutting and mass grading. Mass grading should be discouraged for new residential projects. When mass grading of new development sites is proposed, it should occur in phases rather than across the entire area at once, to reduce on-site stormwater runoff and erosion, and to retain tree cover between the phases of construction.</p>	<p>Consistent by meeting UDO standards</p>	<p>Will meet UDO requirements for mass grading and buffers at the site plan stage.</p>
<p>Policy 85: New developments should include tree coverage beyond that required by development regulations. Tree canopy should be distributed throughout new developments to maintain a consistent mature tree canopy wherever possible.</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 94: Increase Durham’s urban tree canopy, prioritizing neighborhoods and communities with comparably less canopy. Prioritize native trees in replanting efforts.</p>	<p>Consistent by meeting UDO standards</p>	<p>Will meet UDO and Durham Landscape Manual tree coverage requirements at the site plan stage.</p>
<p>Policy 95: Strongly discourage new development in floodplains. For existing development in floodplains, support and encourage retrofits to increase flood resilience.</p>	<p>Not applicable as there is no floodplain on site</p>	
<p>Policy 96: Implement strategies to reduce the heat island effect and its impact on residents. Ensure that new developments mitigate the urban heat island effect in areas currently experiencing it. Encourage new developments that minimize impervious surfaces and include green infrastructure, reflective materials, and plentiful tree canopy.</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 101: Encourage new development that incorporates native plants, wildlife habitats, natural landscaping, and that discourages invasive exotic species.</p>	<p>Consistent by meeting UDO standards</p>	<p>The proposal will meet the Landscape Manual requirements at time of site plan.</p>
<p>Policy 104: In new development, dedicate parks, recreation facilities, and other amenities for public use rather than as private space.</p>	<p>Not applicable as there are no parks or recreation facilities on site</p>	
<p>Policy 105: New developments should build or dedicate right-of-way for trails and greenways as per adopted trails and greenway plans. The trails and greenways system should link residential areas, schools, parks, institutions, shopping centers, and other greenway corridors.</p>	<p>Not applicable as there are no identified trails or greenways on site</p>	

<p>Policy 108: Encourage green infrastructure, such as native trees and vegetation, protected green spaces, green roofs and walls, bioswales, rain gardens, and permeable pavement. Green infrastructure should be prioritized in low-income and BIPOC communities if desired by those communities.</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 111: Encourage innovative stormwater management practices that will preserve and enhance water quality and will not increase the quantity of water discharged downstream of new developments. Encourage innovative stormwater management practices that will prepare our community and its infrastructure for increasingly heavy precipitation events.</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 114: Encourage reuse of existing buildings, infrastructure, and construction materials, rather than their new creation from scratch. (Ensure that existing infrastructure is adequate for infill development, upgrade if not).</p>	<p>Not applicable as there are no existing structures on site</p>	
<p>Policy 145: Co-locate childcare facilities within or adjacent to employment centers, education and medical institutions, and community and civic places.</p>	<p>Cannot be demonstrated through a general rezoning</p>	
<p>Policy 152: Coordinate school planning and land use planning to proactively prepare for increased student growth from new development. When a proposed residential development causes any school level (ex: elementary, middle, and high school) within a region to be over-capacity, Durham Public Schools, the Durham City-County Planning Department, and the development team should consider mitigation measures for the school system (ex: land dedication, payments in-lieu-of improvements, or other proffers). Coordinate with Durham Public Schools to calculate what mitigation is necessary based on the best available estimates.</p>	<p>Not applicable as residential uses are not permitted in this district</p>	
<p>Policy 155: When a proffer of land dedication for school sites is made, review of acreage and feasibility should be assessed in coordination with Durham Public Schools and Durham City-County Planning.</p>	<p>Not applicable as there is not a school proposed for this site</p>	

Place Type Policies		
Policy	Consistent	How Consistent
Policy 195: Equitably site industrial facilities when designating new General Industrial Place Types, ensuring that communities of color and low-income communities no longer have a concentration of these uses.	Not applicable	Not applicable this is an existing General Industrial Place Type site
Policy 194: Reserve areas with limited environmental constraints and with supporting infrastructure, such as access to rail and major roads, as industrial Place Types (including General Industrial or Mixed Employment).	Consistent	The site does not appear to have sensitive environmental constraints. The site does have access to an interstate highway, and is General Industrial on the Place Type Map.