



Raleigh

## MEMO

TO: Ruffin L Hall, City Manager

FROM: Ken Bowers, AICP, Director  
Jason Hardin, AICP, Sr. Planner

DEPARTMENT: City Planning

DATE: June 24, 2019

SUBJECT: Climate Change and Affordability in Planning Staff Reports

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To better capture the impact of planning decisions, the Department of City Planning is adding a new section to its rezoning and Comprehensive Plan amendment staff reports that will provide objective analysis of sustainability- and affordability-related issues. The new section will, to the extent possible, analyze the impact of a proposed rezoning or plan amendment with respect to climate change—carbon and other greenhouse gas emissions—and housing affordability.

The change will assist Planning Commission and City Council in making decisions that address these critical community issues and help meet the city's goal of an 80 percent reduction in greenhouse gases by 2050. It will also make Raleigh a leader nationally in terms of embedding sustainability into its routine decision-making processes.

### **Background**

The Department of City Planning routinely produces staff reports that analyze rezoning requests, proposed Comprehensive Plan amendments, and other planning-related questions. These reports typically contain analysis of both policy consistency community impacts. The policy analysis considers whether a rezoning or plan amendment is consistent with the city's goals as expressed in the Comprehensive Plan. The impact analysis considers questions such as whether a rezoning would add additional vehicle trips, whether the property is in a floodplain, and similar objective data.

The theme of sustainability is woven throughout the Comprehensive Plan and is addressed by numerous policies. However, while impact section of staff reports contains specific estimates of metrics such as wastewater demand, has not directly focused on carbon emissions or other similar sustainability metrics. That meant that analysis of consistency with specific policies such as Environmental Protection 1.1—Greenhouse Gas Reduction; Land Use 4.4—Reducing VMT Through Mixed Use; or Housing 1.8—Zoning for Housing was difficult and not based on objective measures. This addition to the staff reports addresses this information gap.

### **Methodology**

Staff explored various methods for capturing carbon emissions and affordability. Because rezoning proposals typically somewhat general in nature, often permitting different uses, building types, price points, and other variables, precise measurements are not possible or would be vulnerable to challenge. However, relatively simple yes/no or more/less evaluations are quite feasible and defensible.

For instance, with respect to transportation—the category responsible for the largest share of carbon emissions—development that produces fewer and shorter vehicle trips per

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resident, employee, customer, or visitor produces less carbon. Additionally, there is strong evidence that travel patterns vary by area. In downtown, for instance, trips are more likely to be made on foot or transit than in areas where uses are separated by greater distances and transit is infrequent or not present. The same is true for other walkable centers and neighborhoods with a mix of uses, short block lengths, a connected grid, and similar features. In these areas, vehicle trips will be fewer and shorter than in less walkable areas.

However, estimating *exact* mode shares and trip lengths for a given area or zoning category is difficult. Variables include the location, street infrastructure, building or housing type, and more. Instead of providing a precise estimate, then, the staff report contrasts the area in question to the city as a whole, a comparison that can be made with much more confidence. In other sections of the report, similar methods are used. They are briefly described below.

### Transportation

The analysis uses Walk Score, a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The service has been used by other municipal governments for planning purposes. The report uses Walk Score to assess walkability and transit service for a given location and to compare that with the average for the city as a whole. Development in an area with a higher walk or transit score than the city's averages presumed to decrease the city's carbon emissions on a per capita basis compared with baseline development.

### Building Efficiency

This section uses data from the U.S. Department of Energy that captures annual energy use by housing type. Because units that share walls are more energy-efficient than other buildings, this analysis provides a means of considering the carbon footprint of housing types included or excluded in any particular rezoning proposal or plan amendment.

### Other Sustainability Metrics

The report includes a more open-ended section intended to capture any other carbon-related impacts of a rezoning or plan amendment. These could include, for instance, whether a rezoning includes a condition that specifies the adaptive reuse of existing buildings or that provides bikeshare memberships or transit passes to residents.

### Affordability

This section includes a summary of the impact of a rezoning proposal or plan amendment on various housing metrics. It notes whether a proposal adds or subtracts from the housing supply, whether it includes any subsidized units, and other yes/no measurements.

## **Using the New Section**

The city has long been a leader in addressing sustainability in city facilities, operations, and fleets through a focus on energy-efficient buildings, electric vehicles, methane capture, and more. However, carbon emission from the private sector are many times larger than those from the public sector. Because city decisions about planning and zoning already directly influence private sector emissions, the new section simply provides more information about those impacts when decisions are made.

The new section will not determine whether a particular rezoning request or plan amendment is consistent with the Comprehensive Plan overall. However, it can provide additional support for why a particular request is or is not consistent with a specific policy, and it can bring currently little-used policies into the analysis by providing a clearer and less subjective rationale for their application.

## IMPACT ANALYSIS

### Carbon Footprint: Transportation

	City Average	Site	Notes
Transit Score	30	(score)	(Comparison of score to average)
Walk Score	30	(score)	(Comparison of score to average)

Source: Walk Score is a publicly available service that measures pedestrian friendliness by analyzing population density and road metrics such as block length and intersection density. The higher the Transit Score or Walk Score, the greater the percentage of trips that will be made on transit or by walking, and the smaller the carbon footprint. The scores also correlate with shorter vehicle trips, which also produce less carbon.

**Summary:**

**Impact Identified:**

### Carbon/Energy Footprint: Housing

Housing Type	Average Annual Energy Use	Permitted in this project?
Detached House	82.7	Yes/No
Townhouse	56.5	Yes/No
Small Apartment (2-4 units)	42.1	Yes/No
Larger Apartment	34.0	Yes/No

Source: U.S. Energy Information Administration, 2015 survey. Statistics for residential structures in the South.

**Summary:**

**Impact Identified:**

### Sustainability – Other

ε A list of any other sustainability-related considerations

**Summary:**

**Impact Identified:**

### Housing Supply and Affordability

Does it add/subtract from the housing supply?	Adds/Subtracts	(Additional notes)
Does it include any subsidized units?	Yes/no	(Additional notes)
Does it permit a variety of housing types?	Yes/no	(Additional notes)
Does it permit smaller lots than the average?	Yes/no	(Additional notes)
Is it within walking distance of transit?	Yes/no	(Additional notes)

**Summary:**

**Impact Identified:**

### Arts and Culture

[Is the request a Planned Development?]

**Impact Identified:**

### Community Development

[Is the site located within a designated Redevelopment Plan area?]

**Impact Identified:**

### Historic Resources

Staff Evaluation

[Is the site located within or adjacent to a National Register Historic District and/or Raleigh Historic Overlay District? Does it include any contributing properties to the historic district? Include or adjacent to any National Register individually-listed properties and/or Raleigh Historic Landmarks?]

**Impact Identified:**

**Parks and Recreation**

[Adjacent to Existing or Planned Greenway? Adjacent to Existing or Planned Greenway Connector? Located within Park Search Area? Are park services currently available for this area?]

**Impact Identified:**

**Public Utilities**

[Are easements needed? Where?]

	Maximum Demand (current use)	Maximum Demand (current zoning)	Maximum Demand (proposed zoning)
Water			
Waste Water			

**Impact Identified:**

**Stormwater**

Floodplain	
Drainage Basin	
Stormwater Management	
Overlay District	

**Impact Identified:**

**Transit**

Staff Evaluation

[Insert comments – provide specific details on nearby transit stops including map, any easement/physical improvements needed?]

**Impact Identified:**

**Transportation**

[Insert comments – existing conditions, CIP work on the roadway/in the area? Traffic analysis needed? Cross access to adjacent properties? Roadway access issues/limitations?]

**Impact Identified:**

**Urban Forestry**

[Applicable code sections – any tree save areas/ buffer yard required? Any TCA currently recorded? If frontage applies, where would tree conservation preference be on the property?]

**Impact Identified:**

**Impacts Summary**

[Summarize all impacts identified in these sections. Anything listed here should be placed in the Issues & Impacts table on page 1 of the Certified Recommendation.]

**Mitigation of Impacts**

[List possible mitigation factors of the impacts listed above. An example might be that the impact is a potential increase in traffic. The mitigation would be a traffic impact analysis.]

Staff Evaluation

## CONCLUSION

[Summarize report – consistency with Comprehensive Plan, future land use map, impacts identified outstanding issues that must be addressed.]

### CASE TIMELINE

Date	Action	Notes

## APPENDIX

### SURROUNDING AREA LAND USE/ ZONING SUMMARY

	SUBJECT PROPERTY	NORTH	SOUTH	EAST	WEST
Existing Zoning					
Additional Overlay					
Future Land Use					
Current Land Use					
Urban Form					

### CURRENT VS. PROPOSED ZONING SUMMARY

	EXISTING ZONING	PROPOSED ZONING
Zoning		
Total Acreage		
Setbacks:		
Front		
Side		
Rear		
Residential Density:		
Max. # of Residential Units		
Max. Gross Building SF		
Max. Gross Office SF		
Max. Gross Retail SF		
Max. Gross Industrial SF		
Potential F.A.R		

\*The development intensities for proposed zoning districts were estimated using an impact analysis tool. The estimates presented are only to provide guidance for analysis.



Raleigh

## COMPREHENSIVE PLAN AMENDMENT ANALYSIS – CASE #

### OVERVIEW

[Generally describe the amendments to the Comprehensive Plan that may be necessary for approval of the rezoning request.]

### LIST OF AMENDMENTS

1. Numbered list: Insert blackline-formatted amendments to the Comprehensive Plan which should accompany approval of this case in order to resolve inconsistency. Provide an explanation for each amendment based on the circumstances of this case.

### AMENDED MAPS

[Insert images of amendments to policy maps which may need to accompany approval of this case in order to resolve inconsistency.]

### IMPACT ANALYSIS

[Describe citywide impacts of amendments listed above.]

# Special Events Weekly Digest

Friday, June 28 – Thursday, July 4

City of Raleigh Special Events Office  
[specialevents@raleighnc.gov](mailto:specialevents@raleighnc.gov) | (919) 996-2200 | [www.raleighnc.gov/specialevents](http://www.raleighnc.gov/specialevents)

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## ***Permitted Special Events***

### **Pups in the Park**

Chavis Way

Friday, June 28 – Sunday, June 30

Event Times: 7:00am - 8:00pm on 6-28-19, 6-29-19, and 6-30-19

Associated Road Closures: No roads will be closed for the event. The grass area at the intersection of Chavis Way and E. Cabarrus Street will be used from 7:00am on 6-28-19 until 8:00pm on 6-30-19.

### **North Carolina State Highway Patrol 90th Anniversary Celebration**

Edenton Street

Friday, June 28

Event Time: 10:00am - 3:00pm

Associated Road Closures: Edenton Street between N. Wilmington Street and N. Salisbury Street will be closed from 6:00am until 4:00pm.

### **Play On!**

City Plaza

Friday, June 28

Event Time: 12:00pm - 2:00pm

Associated Road Closures: No roads will be closed for the event. Off-street portions of City Plaza will be used from 10:30am until 3:00pm.

### **Moore Square Market**

City Market

Wednesday, July 3

Event Time: 4:00pm - 7:00pm

Associated Road Closures: Parham Street between E. Martin Street and Wolfe Street will be closed from 2:00pm until 8:30pm.

### **Keep RLGH Independent 4 Miler**

Dorothea Dix Park

Thursday, July 4

Event Time: 7:30am - 10:00am

Associated Road Closures: Goode Street between Lake Wheeler Road and Biggs Drive will be closed from 7:00am until 11:00am. The following roads will be closed from 7:50am until 9:30am to facilitate the route:

Start at Goode Street; Right onto Biggs Drive; Right onto Palmer Drive; Left onto Cranmer Drive; Left onto Umstead Drive; Right to stay on Umstead Drive; Right onto Barbour Drive; Right onto Kendall Circle; Left onto Barbour Drive; Right onto Bender Street; Continue onto Dorsett Drive; Right onto Barbour Drive; Left onto Umstead Drive; Right to stay on Umstead Drive; Right onto Black Drive; Left onto Palmer Drive; Right onto Biggs Drive; Left onto Goode Street to finish.

### **Raleigh 4th of July Fireworks Display**

PNC Arena & Carter-Finley Stadium Area

Thursday, July 4

Event Time: 6:00pm - 10:00pm

The City's annual July Fourth fireworks will be held around the Stadium and Arena Complex (Carter-Finley Stadium and PNC Arena area). Free parking will be available in lots at the PNC Arena, Carter-Finley Stadium, and Bunn Field at the North Carolina State Fairgrounds along Trinity Road. Gates open at 6:00pm and

fireworks launch at 9:34pm. A portion of Trinity Road between Blue Ridge Road and Edwards Mill Road, including the pedestrian tunnel, will be closed beginning at 9:30pm. In the event of inclement weather on July 4, the event will be moved to July 5.

### ***Other Events This Weekend***

#### **[Healthy Funk Music Fest](#)**

Friday, June 28

Dr. Martin Luther King, Jr. Memorial Gardens

#### **[Richa Sharma Live in Concert](#)**

Friday, June 28

Fletcher Opera Theater

#### **[Rascal Flatts: Summer Playlist Tour 2019](#)**

Friday, June 28

Coastal Credit Union Music Park at Walnut Creek

#### **[Jurassic Quest](#)**

Friday, June 28 – Sunday, June 30

Raleigh Convention Center

#### **[Carolina Hurricanes Summerfest Celebration](#)**

Saturday, June 29

PNC Arena

#### **[Hayden Magician](#)**

Saturday, June 29

Fletcher Opera Theater

#### **[Summer Concert Series: Capital Transit](#)**

Sunday, June 30

Fred Fletcher Park

### ***Public Resources***

**[Event Feedback Form](#)**: Tell us what you think about Raleigh events! We welcome citizen and participant feedback and encourage you to provide comments or concerns about any events regulated by the Special Events Office. We will use this helpful information in future planning.

**[Temporary Road Closures](#)**: A resource providing current information on street closures in Raleigh.

**[Online Events Calendar](#)**: View all currently scheduled events that are regulated by the City of Raleigh Special Events Office.



# **Council Member Follow Up**



**Raleigh**

**MEMO**

TO: Ruffin Hall, City Manager  
FROM: C. L. Deck-Brown, Chief of Police  
DEPT: Police  
DATE: June 11, 2019  
SUBJECT: Crisis Intervention Team

The Crisis Intervention program is a partnership with Wake County Law Enforcement Agencies, Alliance Behavioral Health Care and the National Alliance of Mental Illness (NAMI) of Wake County. The training curriculum is designed by Roosevelt Richard of Alliance Behavioral Health with input from NAMI and all participating law enforcement agencies in Wake County. Participants meet regularly to discuss any topic changes and course presenters to ensure the officers receive the most up to date information. The program consists of 36 hours of classroom work covering a variety of topics to include, but not limited to: substance use disorders, trauma, suicide assessment, de-escalation, site visits to local providers, and a consumer panel. The program also requires each officer to complete 4 hours of shadowing a mental health professional at UNC Wakebrook. Classroom instructors are from many partners in the program and mental health care providers. The Raleigh Police Department (RPD) also provides two instructors to conduct training covering topics of de-escalation and suicide assessment.

Crisis Intervention Team training was originally designed for officers who have the desire to be involved in the program and who have a desire to work with this at risk population. It was not designed for and was never intended to be used as mandatory training for all officers. However, despite the original vision of CIT, over the past several years, RPD has made a strong effort to train all Field Operations personnel in CIT. This effort was made because Field Operations officers are the primary responders to 911 calls for service.

Currently, working with the partners at Alliance Behavioral Health Care and their schedule, RPD has capacity to potentially train 48 officers. This number includes all new officers who successfully complete the Raleigh Police Academy. If the Raleigh Police Department and Alliance Behavioral Health are able to maintain the current training schedule, all officers assigned to the Field Operations division could potentially be trained by the end of 2020. If the Department were to mandate CIT training for all personnel outside of Field Operations, completion would likely take an additional 4-6 years.

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Below are some quotes from the CIT International Core Elements document along with a link to the document.

*CIT is a program that provides the foundation necessary to promote community and statewide solutions to assist individuals with a mental illness. The CIT Model reduces both stigma and the need for further involvement with the criminal justice system. CIT provides a forum for effective problem solving regarding the interaction between the criminal justice and mental health care system and creates the context for sustainable change.*

*Basic Goals: Improve Officer and Consumer Safety Redirect Individuals with Mental Illness from the Judicial System to the Health Care System*

*Experience has shown that a successful CIT program will have trained 20-25% of the agency's patrol division. Ultimately, the goal is to have an adequate number of patrol officers trained in order to ensure that CIT-trained officers are available at all times.*

*Officers within a patrol division should voluntarily apply for CIT positions. Each candidate then goes through a selection process, which is assessed according to the officer's application, recommendations, personal disciplinary police file, and an interview. Once selected, each of the CIT Officers maintains their role as a patrol officer and gains new duties and skills through the CIT training, serving as the designated responder and lead officer in mental health crisis events.*

<http://www.citinternational.org/resources/Documents/CoreElements.pdf>

RPD has been and is currently very active in the CIT program. Since September 2005, 477 RPD officers have attended CIT. While our current numbers currently stand at 384, the difference of 93 is explained by officers who have left the department for various reasons.

The numbers mentioned above do not include the CIT class to be held June 10-14, 2019 or the current academy recruits who will receive CIT during the week of June 17. Upon completion of the aforementioned training, we anticipate approximately 420 officers will be CIT certified.

It is also worth noting; RPD created the first CIT refresher course in 2016 and sent all CIT officers to this training, along with officers from other agencies within the county. The CIT refresher program has received praise and backing from both NAMI and Alliance Behavioral Health Care.

Due to our recognition of the need for our personnel to receive Mental Health training and our commitment to the needs of the community, RPD has trained 798 sworn and civilian personnel in Mental Health First Aid. This is an eight hour block of awareness training for personnel and this number does not include those officers who attended the CIT refresher course, as they were not required to attend this training.

In 2016, CIT International created a CIT Coordinator Course certification. In 2018, RPD sent two officers through the course for certification. To date, only 596 people have received this certification worldwide.

Finally, realizing RPD and the community must partner together to recognize and address mental health issues, we offered several opportunities for citizens to attend an eight hour block of instruction. A total of 6 classes began in December 2018 and concluded in May 2019. The total number of citizens participating in the classes was 147.

The Raleigh Police Department recognizes mental health concerns as a community issue and we continue to strive to be a strong partner and lead agency with mental health providers and the Law Enforcement Community.