

CARRBORO CONNECTS ADOPTION DRAFT

PUBLIC COMMENTS RECEIVED SINCE MAY 2, 2022

From: Damon Seils <dseils@townofcarrboro.org>

Sent: Tuesday, May 3, 2022 11:25 AM

To: Andrew Dykers <andrewdykers@hotmail.com>

Cc: council <council@carrboronc.gov>

Subject: Re: CORRECTED LINK: Carrboro Connects Adoption Draft

Mr. Dykers:

I passed your comment along to the planning staff.

Thanks,

Damon

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Damon Seils • he/him • Mayor, Town of Carrboro, NC • 919-918-7310 (office) • carrboronc.gov • A Core Member of the Government Alliance on Race and Equity (GARE) - Email correspondence to and from this address may be subject to the North Carolina Public Records Law and may be disclosed to third parties.

On Tue, May 3, 2022 at 9:21 AM Andrew Dykers <andrewdykers@hotmail.com> wrote:

Dear Council,

In Chapter 9 strategy 2.3 the second sentence reads "Modify the Land Use Ordinance to allow ADU's on larger lots (currently must be 150% of minimum lot size)." This sentence should say "smaller lots" not "larger lots." This is the second time I've pointed this out. If I'm wrong about the word choice, please explain. If I'm right, please fix it.

Sincerely,

Andrew

----- Forwarded message -----

From: **Linda Haac** <lindahaac@gmail.com>

Date: Tue, May 3, 2022 at 3:00 PM

Subject: Comprehensive Plan

To: <rwhite@carrboronc.gov>

Hi, Richard,

Thanks for talking with me! As you suggested, I've listed below some of the issues as well as factual errors that I and several other community members have spotted in a quick read of the Comprehensive Plan:

*Chapter 4: Climate Action & Environment: Although addressing the Climate Change crisis is absolutely important, it goes without saying that part of that globally is the Biodiversity Crisis, which the Comprehensive Plan does not seem to adequately address. Biodiversity is linked to climate change in a multitude of ways and needs to be considered in any town planning. Moreover, part of that is preserving open space, for both biodiversity and human health. Given the Plan's intense focus on development in terms of dense buildings and infrastructure, it's unclear whether it adequately takes the above into account.

*Chapter 5, Transportation & Mobility Map, p. 66, letter "O" reads: "O. Carolina North Forest: Continue Initiatives to Improve Access and Travel (not Carrboro property)." This appears to go against policy and may have legal implications. The Carrboro Town Council (then the Carrboro Board of Alderman) voted a resolution to table any discussion of initiatives related to the Bolin Creek Forest until such time that there can be community engagement around access and travel. Either "O" should be deleted or the language should reflect that resolution. Moreover, "travel" is problematic in that the TAB in the past has weighed in that any commuter path/road along Bolin Creek would not work. What is meant by the language "travel"?

*On p. 74, a paved Bolin Creek Greenway is again hinted at in the pull-out quote by the resident offering an idea: "'Finish greenways and bikeways so we can bike into town from the Northern Transition Area.'" -Resident idea." Why would this be a highlight quote? The majority of the community is NOT behind paving along Bolin Creek, i.e. finishing the Bolin Creek Greenway by completing Phases 3 and 4. (Catherine Lazorko, Communication and Engagement, is aware of this). The community as a whole, however, has favored a rails-to-trails bikeway along the railroad line, which is included in the 2020 Bike Plan. Such a bikeway would be monumental, connecting Carrboro to Durham's Greenways and the American Tobacco Trail and to Wake County's Greenway system and to UNC campus (and, perhaps, even Duke), and certainly Hillsborough. Several citizens in Orange County have been working on this. Why, instead, would a resident that represents a very small, but vocal, part of the community, be highlighted here? It also goes against the resolution mentioned above.

*Related to both of the above: The Greenways Commission in the past spent more than a year reviewing the consultant's Master Greenway Plan and reached the conclusion in either 2009 or 2010 and passed a resolution recommending against paving Phases 3 and 4 at this time because suitable alternatives existed. One such alternative is a bike path along Seawell School Rd. Moreover, a buffer coordinator from NC DEQ met with representatives of Friends of Bolin Creek and the Carrboro Planning Department and established that DEQ would only consider a paved path a good idea in the riparian section of a creek

or river IF THERE IS NO PRACTICAL ALTERNATE. This means the Town needs to follow Jordan Lake rules. There are several practical alternatives, including Pathway Drive to Cobblestone to Claremont (shorter route than along the creek and a safe way for kids to get to school and for people to ride between various bus routes), which runs parallel to the creek valley, as well as the proposed Seawell School Rd. bike path.

*Again, related to all of the above: It is odd that the new Comprehensive Plan is using the 2009 Bolin Creek Master Greenway Plan as a foundational document for policy since it is 13 years old, is out-of-date, has been opposed by the majority of the community, has been shown to be significantly flawed according to scientific studies and by the fact that it looked at Bolin Creek as if it were a creek somewhere such as Los Angeles, questioned by NC DEQ, and is prohibitively expensive.

*The same can be said for the 2009 Bike Plan. The 2020 Bike Plan keeps being referred to as an "Update." Yet, it was described before as a "new" bike plan always, and I sat on the Bike Steering Committee for the 2020 plan as the TAB representative. The 2009 Bike Plan was mostly accomplished except for the completion of the Bolin Creek Greenway, an untenable idea that has ripped this town apart for 13 years now. Again, why is the 2009 Bike Plan being used as a foundational document for policy when it is so out-of-date?

*In addition, Why is the route that is a sidewalk between Homestead and Swansboro not listed as a bike way? It goes right down to the bridge, then onto the school properties. That sidewalk connects Claremont with Colfax and Cobblestone Streets, then ties into Pathway via a shared bikeway that is well marked and has some significant traffic-calming devices. Moreover, Pathway ties into a pedestrian path that leads directly to Martin Luther King Park. From there, it's possible to access bus routes either on Hillsborough by MLK Park or near the schools.

*Chapter 6: Green Stormwater Infrastructure, Water, & Energy, p. 82: There appears to be a major error here in the Key Findings. Under number "3: Planning for stormwater management is not new to Carrboro and the Town has made progress through prior plans.": Included in this stormwater management is the Bolin Creek Greenway Conceptual Master Plan 2009. That greenway plan has nothing to do with stormwater management. Either this is an error or else the Town now appears to support the argument that paving along Bolin Creek will reduce erosion and stormwater runoff, which is scientifically inaccurate. One hopes the reference was meant to be the Bolin Creek Watershed Restoration Plan of 2012.

* Chapter 8: Recreation, Parks, & Culture: p. 116, Strategy 1.2, D: "Improve park and trail accessibility for people with different abilities. Long-term, the Town should aspire to go beyond the minimum ADA standards and work towards achieving near universal access for all individuals." While all citizens should be in favor of ADA access, they have not indicated to date that they want all trails to be ADA compliant, considering even our federal National Parks as well as our State Parks don't adhere to such a standard. Some natural trails are important for citizens as well as for nature. Here again, this brings up paving along Bolin Creek. Some flexibility is important.

*Same chapter, p. 121, the green-shaded box: The Greenways Master Plan is referenced but the wrong date for it is given. It is NOT 2006 but 2009. Again, it's hard to understand why this reference is even in the Comprehensive Plan as a foundational document.

These are such delicate matters with such a long, controversial history that it would be a shame to allow these issues to complicate what has been an expensive, involved and lengthy process to produce this document. The language is so important for maintaining the trust of the community.

Thanks,
Linda Haac
102 Mill Rock Ct.
Carrboro, NC 27510
919-357-2014 (cell)
former TAB president and long-time member
former Greenways Commission member
long-time Carrboro resident

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- Pgs. 10 & 174 – Introduction & Implementation Chapter – Include statement about ongoing racial equity assessment/evaluation. “As part of the Town's participation in GARE and the urgent need to address disparities and to create an equity-focused organization and community, each town department has begun using the racial equity assessment lens to evaluate policies, practices, procedures and services. This assessment will be foundational to implementing the goals, strategies and projects identified in the plan.”
- Pg. 43 Affordable Housing Strategy 4.5 remove “with a goal of weatherizing all low-income homes in Carrboro by 2030” and replace with: “to maximize weatherization of low-income homes by 2030. Program development would include identification of a target number and evaluation of how initiative intersects with other affordable housing goals and priorities, and funding.”
- Pg. 82 – Reference to BC Greenway Conceptual Master Plan should be replaced with the 2012 Bolin Creek Watershed Restoration Plan
- Pg. 92 – Chapter 6 Water section: Strategy 3.2 Address the effect of development on stormwater management (p 92) is under Goal 3 (reduce treated water use) should be under Goal 2 (protect and restore watersheds)
- Pg. 176 Affordable Housing Priority Strategy 6.3 – Remove step referencing Build Back Better.
- Pg. 182 GSI Project 4.1B 2022-23 Identify and create a list of appropriate current popular green stormwater infrastructure methods used ~~throughout the county~~. Reach out to NC stormwater professionals ~~State Cooperative Extension~~ for how to ~~to~~ implement these methods, ~~as well as other methods that have benefits but are less popular~~, identify costs for each of these methods, identify businesses that provide green stormwater infrastructure installation for each of these methods
- Pg. 183, same project. Edit and move “Create playbook ~~Procure web design agency to design physical playbook or online webpage...~~” to 2024 instead of 2025
- Pg. 186 RPCR Priority Project 2.5a – delete step referencing Jones Creek Greenway. This step is nearly complete. Project planned to go to bid in Fall 2022.
- Pg 186. RPCR Priority Project 2.3C Move first two steps forward to 2022-2023
- Pg 186-187 RPCR Priority Project 2.5a – Replace “RPCR” with “Planning” for implementation steps
- Pg. 197 1.2e Racial Equity Impact Assessment - This should be in years 1-5 and not wait until year 6
- Pg. 202-203 1.1 a-g and 2.1 a-d Suggest showing PW and Planning as leads for all projects, seems appropriate for Laura’s involvement as lead and since this is about plants and not stormwater. Also, suggest striking the word “Stormwater” in the title for both Goal 1 (native plants) and 2 (tree canopy)
- Pg. 203 3.1c Should be Planning lead
- Pg. 204-205 1.1a-c, 3.1 a-g These are probably not best for PW lead, perhaps Planning and/or Housing, Communications

- Pg. 205 3.2a Should be PW and Planning lead and include SWAC
- Pg. 205 3.2c “minimum” misspelled
- Pg 214 – Add Strategy 2.5 and change lead of 2.5a to Planning