

Attachment F- Race and Equity Pocket Questions

Title & Purpose of this Initiative: The purpose of this Work Session is to provide the Town Council with the opportunity to discuss street connectivity and the Town's Connector Roads Policy.

Department: Planning, Zoning & Inspections

What are the Racial and Equity impacts?

The connector roads policy is administered as part of the Town's development standards articulated in the Land Use Ordinance. Objections to the requirement typically come up during the development review process when residents in an existing neighborhood do not want to be connected to a new development and request an exception to the requirement. Since the adoption of the Connector Roads requirements there have not been any development approvals adjacent to existing historically Black neighborhoods that involved street connectivity. Properties that may pursue development approvals near historically Black neighborhoods include the Buddha property, 315 Jones Ferry Road property adjacent to Lincoln Park, and 100 Alabama Avenue. To date, concerns with the Lincoln Park neighborhood have focused on an increase of on-street parking related to new development.

Who is or will experience community burden?

The current standard is for streets to connect. Therefore residents seeking to limit or prevent that connection must present/convey that request to the Town Council, typically in a public hearing. Residents who are uncomfortable providing comments in a public setting and/or have difficulty attending meetings due to work schedules, limited access to transportation, child or eldercare needs may experience burden participating in the public process. Some residents may not be aware of a development proposal in their vicinity and associated public meetings. Others may not have knowledge of requirements for streets to connect.

Who is or will experience community benefit?

The community benefits when the street network is interconnected and complete—includes infrastructure for all modes and provides for a high level of mobility and access. Local residents living along a connected street network have more direct access to destinations and more travel options. Interconnected networks tend to distribute traffic for all users and often provide better opportunities for pedestrians and cyclists to choose the routes most suited to their preferred travel mode—less traffic or fewer hills.

What are the root causes of inequity?

Lack of representation among decision makers, lack of a seat at the table, lack of information about the importance of street connectivity. Working individuals, particularly shift workers, families with young children or caregivers may find it difficult to attend public meetings, may be reticent to speak in a public setting and may have an overall distrust in government and governmental processes, based on personal experiences and/or examples of structural racism in government decisions, particularly those relating to land use.

What might be the unintended consequences of this action or strategy?

Disconnected streets lead to increased travel times, potentially delaying emergency services—EMS/Fire/Police when needed. With fewer travel options, remaining routes will see additional congestion. Residents in communities ending in cul-de-sacs may experience longer travel times for all modes, including pedestrians and people on bikes to get to destinations, even for short distances.

How is your department planning to mitigate any burdens, inequities, and unintended consequences?

The department will be examining projects, practices and procedures through using racial equity pocket questions and analyses to prevent, limit and mitigate and burdens, inequities and unintended consequences.