



*Creating Great Communities For All*  
**Connecticut Chapter of the  
American Planning Association**

Testimony regarding  
**Proposed Bill No. 6570– AN ACT CONCERNING TRANSIT-ORIENTED DEVELOPMENT  
AND MUNICIPAL ZONING**

CCAPA supports the overall changes of **CGS §8-2** that clean up the flow and clarity of the statutory language itself. These changes have been introduced for several years and we hope they can be adopted. CCAPA supports the portions of this bill that amend **CGS §8-2 to support TOD projects** in two ways:

- **Sec. 1. Subsection (a) adds new language** that requires the Commissioner of Transportation to identify five transit stations where adjacent lots are owned by the state, where Requests for Information (RFIs) can be requested for the re-development of the lots, provided the parking supply is maintained and 20% of residential units are provided as affordable. CCAPA enthusiastically supports converting these usually vast parking areas into mixed-use projects that provide much needed job and housing connections, but also helps grow the critical mass necessary to bring additional economic development to these areas.
- **Sec. 2(b)(7) also adds new language that allows as-of-right** accessory dwelling units, residential buildings with a minimum of four units, and mixed-use buildings with a residential component within 50% of the area within ½ mile of transit stations and eliminates mandatory minimum parking requirements for these projects. The bill does not make explicit, but suggests that each municipality adjacent to a transit station would self-identify the 50% area within this ½ mile radius. It would be very helpful to add some planning capacity, to local municipalities that require assistance, to study and determine where this 50% area could land. CCAPA supports eliminating minimum parking requirements near transit stations as multiple studies have shown that transit adjacency reduces overall car ownership. In addition, current car services such as Uber and Lyft fill necessary gaps when other “last mile” rides are needed that support parking space requirement reductions.

CCAPA believes that more Transit-Oriented Development creates vibrant, walkable communities that are much needed in Connecticut and desired by both young professionals and empty-nesters. The proposed statutory changes would facilitate important private-public partnerships and other private developments in transit station areas.

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**WHO WE ARE**

The Connecticut Chapter of the American Planning Association (CCAPA) has over 420 members who are governmental and consulting planners, land use attorneys, citizen planners, and other professionals

engaged in planning and managing land use, economic development, housing, transportation, and conservation for local, regional, and State governments, private businesses and other entities. CCAPA has long been committed to assisting the legislature and State agencies with developing and furthering responsible growth management principles. The APA is an independent, not-for-profit, national educational organization that provides leadership in the development of vital communities.

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