



General Assembly

Bill No.

January Session, 2023

LCO No.

WORK LIVE RIDE ACT

Purpose: An act to encourage and assist local planning and provide technical assistance and planning capacity to local communities for economic prosperity, housing choice, and environmental resilience near public transportation in Connecticut's towns and cities; and to coordinate related discretionary state funding and development priorities through an expanded Office of Responsible Growth in the Office of Policy and Management.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (NEW) (Effective ____) (a) For the purposes of this section:

- (1) "Rapid Transit Community" means any municipality that has at least one Rapid Transit Station within its borders;
- (2) "Transit Community" means any municipality that has at least one regular bus service station that operates at least 5 days a week with a frequency of 30 minutes or less during peak commute times run by CTtransit or other provider;
- (3) "Transit Adjacent Community" means any municipality without a transit station that borders a Rapid Transit Community or Transit Community;
- (4) "Qualifying Rapid Transit Community" means any Rapid Transit Community that contains a transit-oriented community district that is of reasonable size, including an area within a ½ mile of at least one of its rapid or regular bus transit stations or within a reasonable distance of a current or planned transit station. The district (A) shall allow a minimum net density of 30 homes per acre for municipalities with a population over 60,000 or a minimum net density of 20 homes per acre for municipalities with a population below 60,000; (B) shall include affordability requirements in compliance with subsection (d); and (C) shall not include excessive lot size or excessive parking requirements.
- (5) "Qualifying Transit Community" means any Transit Community that contains a transit-oriented community district that is of reasonable size, including an area within a ½ mile of at least one of its rapid or regular bus transit stations or within a reasonable distance of transit service, a commercial corridor, or village center. The district must (A) allow a minimum net density of 20 homes per acre for municipalities with a population over 25,000 or a minimum net density of 20 homes per acre for municipalities with a population below 25,000; (B) include

affordability requirements in compliance with subsection (d); and (C) shall not include excessive lot size or excessive parking requirements.

(6) “Qualifying Transit Adjacent Community” means any Transit Adjacent Community that designates a Village District of no less than 25 acres in total of developable land along a commercial corridor, state road, or town center as a transit-oriented community district. The district must (A) allow a minimum net density of 10 homes per acre; (B) include affordability requirements in compliance with subsection (d); and (C) shall not include excessive lot size or excessive parking requirements.

(7) “Rapid Transit Station” means any public transportation station serving rail or rapid bus routes.

(8) “Regular Bus Service Station” means any public transportation station serving a bus route that operates on a fixed schedule.

(9) “Discretionary Infrastructure Funding” refers to grant programs administered by the State of Connecticut for which municipalities are eligible grantees that relate to transportation improvements, the expansion or improvement of public sewer or water services, pedestrian and cyclist infrastructure, brownfield remediation, climate resilience, certain housing funds, or other related investments that further the purposes of this section as determined by the Office of Policy and Management.

(b) Any Qualified Rapid Transit Community, Qualifying Transit Community, or Qualifying Transit Adjacent Community shall be eligible for Discretionary Infrastructure Funding.

(c) Any municipality that is not a Qualified Rapid Transit Community, Qualifying Transit Community, or Qualifying Transit Adjacent Community shall only be eligible for Discretionary Infrastructure Funding if the planning and zoning commission of the municipality enacts a resolution stating its intent to enact zoning regulations such that the municipality would be a Qualified Rapid Transit Community, Qualifying Transit Community, or Qualifying Transit Adjacent Community. The commission must enact such regulations within 18 months of the enactment of such a resolution. If a commission does not enact such regulations within 18 months, the municipality must return any Discretionary Infrastructure Funding received following the passage of the resolution, and the municipality will not be eligible for Discretionary Infrastructure Funding until it enacts zoning regulations such that the municipality would be a Qualified Rapid Transit Community, Qualifying Transit Community, or Qualifying Transit Adjacent Community.

(d) (1) Any Qualified Rapid Transit Community, Qualifying Transit Community, or Qualifying Transit Adjacent Community shall require that any proposed development containing ten or more dwelling units shall include a deed restriction requiring that, for at least forty years after the initial occupation of the proposed development, a percentage of dwelling units shall be sold or rented at, or below, prices which will preserve the units as housing for which persons and families pay thirty per cent or less of their annual income, where such income is less than or equal to eighty percent of the area median income. (2) The percentage of dwelling units to which this affordability requirement must apply shall be determined based upon the Sales Market Typologies as determined by the Connecticut Housing Finance Authority Housing Assessment Report: (A) 20% for municipalities designated High Opportunity/Strong Market; (B) 18% for municipalities designated High Opportunity/Weak Market; (C) 12% for municipalities designated Low Opportunity/Strong Market; (D) 5% for municipalities designated Low Opportunity/Weak Market; (E) 0% for municipalities designated Low Development Activity.

(e) The Office of Policy and Management, in consultation with the Connecticut Department of Housing, shall determine if a municipality is in compliance with this section, accounting for (1) special flood hazard areas defined by the Federal Emergency Management Agency; (2) wetlands

defined in section 22a-29 of the general statutes; (3) public parkland; (4) land subject to conservation or preservation restrictions as defined in section 47-42a of the general statutes; (5) coastal resources protected by the Connecticut Coastal Management Act; (6) areas necessary for the protection of drinking water supplies, (7) areas identified as likely to be inundated during a thirty-year flood event by the Marine Sciences Division of The University of Connecticut pursuant to the Division's responsibilities to conduct sea level change scenarios pursuant to subsection (b) of section 25-68o of the general statutes.

(f) Any Qualified Rapid Transit Community, Qualifying Transit Community, or Qualifying Transit Adjacent Community shall be eligible for additional funding administered by the Office of Policy Management if they implement specific additional bonus zoning criteria as determined by the Office of Policy Management.