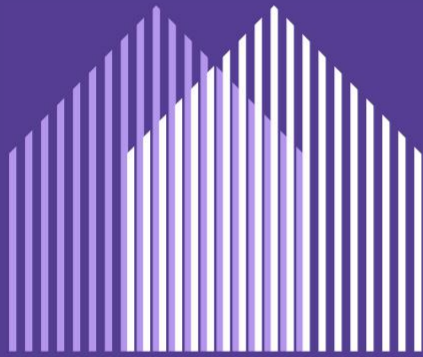


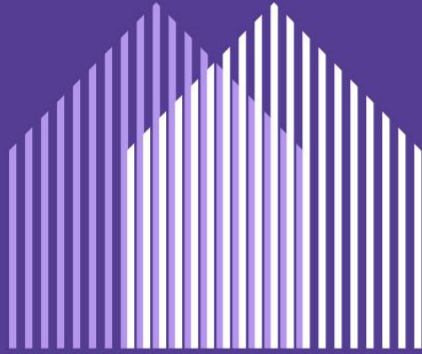
# DESEGREGATE CONNECTICUT

**Westport Affordable Housing Subcommittee Brief**  
March 13, 2024



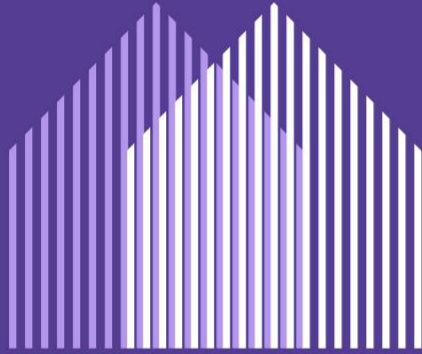
We are a pro-homes coalition of neighbors and nonprofits

We believe that better land use laws will make CT more prosperous, equitable, and sustainable



We believe in “All of the Above”

- Build more kinds of homes
- Act at every level of government
- Connect all related issues



Work Live Ride is a policy framework to align local & state planning to create more transit oriented communities (TOCs)

The goal is create a “post-sprawl” future - to focus growth around parts of our communities with public transit and existing infrastructure



**Work:  
TOCs are pro-jobs**



- Creates jobs and increases access to jobs
- Generates foot traffic for local businesses
- Rejuvenates downtowns and commercial districts



**Live:**  
**TOCs are pro-homes**



- Creates more variety to own & rent
- Offers better way to concentrate Affordable Housing spending (at project or voucher level)
- Makes construction more economical





**Ride:**

**TOCs are anti-sprawl**

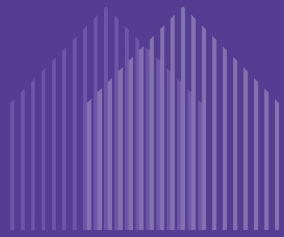


- Creates critical mass for higher public transit ridership
- Reduce the number of Vehicle Miles Traveled by increasing the use of transit and other mobility options
- Concentrates growth in environmentally responsible places



**Transit Oriented  
Communities = New  
England Character**

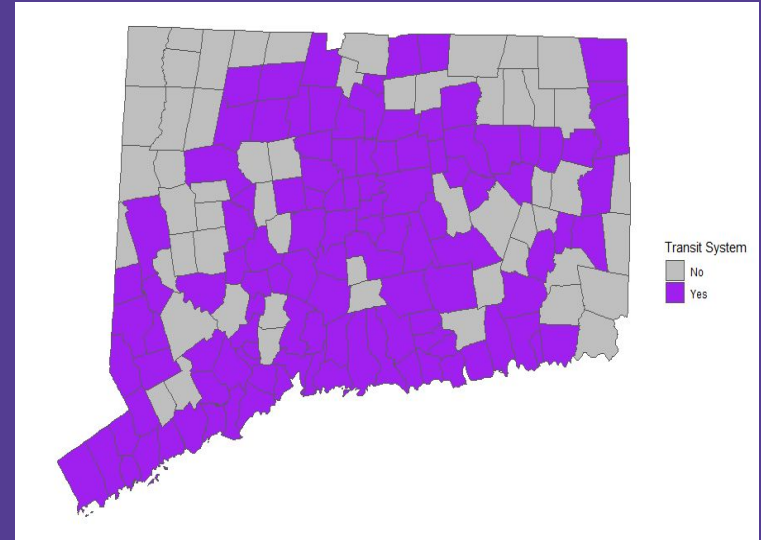




**111** towns & cities served by  
local bus, rapid bus, or train

**42+** million annual bus rides

**40+** million annual rail rides





- 2023: The Office of Responsible Growth entered state law and secured additional staffing
- 2024: A modified version of Work Live Ride is currently waiting a vote in the Planning & Development Committee
- 2025: The next five year State Plan of Conservation & Development must be adopted



## Key Refreshers:

- Opt-in, locally-driven process
- TOC Districts include general planning guidelines with lots of flexibility for local nuances
- Office of Responsible Growth (ORG) will provide technical assistance for town planning departments that request it and will review compliance with guidelines
- Munis that opt-in are prioritized for certain state funds



## Key Guidelines:

- Local gov determines which transit station to build around
- District must be a reasonable size
- Must not have excessive requirements for: parking, lot size, FAR, setbacks, height
- To be clear: districts can still require things like parking, but can not require so much as to discourage development in practice





## Affordable Housing Guidelines:

- Missing middle (9 homes per development) allowed as of right
- Developments with 30% AH units or more allowed as of right
- Developments with 100% AH owned by PHA, non-profit, or religious entity allowed as of right
- All other developments have Inclusionary Zoning requirements or fee in lieu – and public hearings



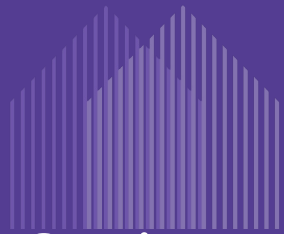
# Schedule for Affordable Housing Requirements

<b>% of units required to be deed-restricted affordable</b>	<b>Opportunity Level</b>	<b>Market Activity</b>
15%	High	Heating
15%	High	Cooling
10%	Low	Heating
5%	Low	Cooling



## Key Updates:

- Focuses just on towns & cities with bus or rail service
- TOC District Guidelines are universal, not based on population or transit service anymore
- Environmental review expanded to include Wetlands Commissions in creation of district
- More affordability & ownership incentives
- More funding incentives for infrastructure expansion



## Options for Westport:

- Do nothing
- Ask ORG to grandfather in Saugatuck TOD
- Create another district (along Route 1/ Coastal Link?)



- Incentivizes local governments to concentrate growth around existing infrastructure to maximize public investments
- Stops development pressure in forests, farmland, and other natural spaces we want to protect
- Creates denser, more walkable centers near transit to reduce traffic and driving, to reduce energy consumption, and to reduce public costs



**The public hearing for  
HB5390 was on March  
6th**

# Thank

# You

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## Work Live Ride and MRDA:

- Work Live Ride is designed to add to MRDA. Compiling with WLR means you're eligible for MRDA
- The funds available through Work Live Ride are different and provide more options for communities
- The Office of Responsible Growth already exists and has funding
- Work Live Ride syncs up with the State P&D Plan





## Examples of funds prioritized for towns that opt in

- **Brownfield Remediation Grants**
  - Planning Grant, Municipal Grant Program, Targeted Brownfield Development Loan
- **Revitalization Grants**
  - STEAP, Urban, Communities Challenge, Innovation Corridor, Housing for Economic Growth Program, Main Street Investment Fund
- **Transit Oriented Development Grants**
  - TOD Fund, Responsible Growth TOD Program