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CGA Planning and Development Committee

PUBLIC HEARING Thursday, March 4, 2016

Comments on:

**SB-19: AA ESTABLISHING THE TRANSIT CORRIDOR DEVELOPMENT
ASSISTANCE AUTHORITY**

Submitted by Dr. Margaret Wirtenberg, Land Use Specialist, LWVCT

The League of Women Voters of Connecticut is a non-partisan statewide organization comprised of 1600 members in 27 local chapters who are committed to effective public policy and the active participation of citizens in their government.

The League is grateful to be able to respond in a timely fashion to this bill that appears to threaten the traditional understanding of a “planning and development” relationship between State and Municipality.

In particular, LWVCT believes that that cooperative effort should be voluntary, and the “one size fits all” nature of an underlying document such as the corridor development authority operation, or “rules of the road” so to speak, would be weighted too heavily in favor of a quasi-public agency. The openness of such entities is never as clear as that of government entities.

The League appreciates the importance of “transit oriented development” as a development tool. However, in an effort to support local control of the land use process we ask that further rewording be accomplished during the session to revise the following sections to give strength to regional planning organizations to step into this potential conflict as interpolators of the definition of “development district.”

Thank you for your consideration of our recommendations, respectfully,

Definition: Sec. 1(3) "Development district" means an area around a transit station, determined by a memorandum of agreement between the authority and the chief executive officer of the municipality where such transit station is located and approved by the legislative body of the municipality where such transit station is located, provided such area shall not exceed a one-half mile radius of such transit station;

Sec. 2 (f) Nothing in sections 1 to 6, inclusive, of this act shall be construed as exempting development projects of the Transit Corridor Development Assistance Authority on privately or municipally owned property from municipal zoning, subdivision or wetland regulations, municipal plans of conservation and development or any municipal ordinance.

Sec. 2 (g) Nothing in sections 1 to 6, inclusive, of this act shall be construed as limiting the authority of the Transit Corridor Development Assistance Authority to enter into agreements to facilitate development or redevelopment of state property or facilities.