



House of Representatives

General Assembly

File No. 594

January Session, 2023

Substitute House Bill No. 6890

House of Representatives, April 13, 2023

The Committee on Planning and Development reported through REP. KAVROS DEGRAW of the 17th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

AN ACT CONCERNING QUALIFYING TRANSIT-ORIENTED COMMUNITIES.

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

1 Section 1. (NEW) (*Effective October 1, 2023*) (a) For the purposes of this
2 section:

3 (1) "Qualifying transit-oriented community" means any municipality
4 that is a qualifying rapid transit community, qualifying bus transit
5 community, qualifying transit adjacent community or that is deemed a
6 qualifying transit-oriented community pursuant to subsection (i) of this
7 section;

8 (2) "Rapid transit station" means any public transportation station
9 serving rail or rapid bus routes;

10 (3) "Regular bus service station" means any public transportation
11 station serving a bus route that operates on a fixed schedule;

12 (4) "Qualifying rapid transit community" means any municipality
13 that has not less than one rapid transit station or a planned rapid transit
14 station, contained within a transit-oriented district adopted by such
15 municipality, provided such transit-oriented district is of reasonable
16 size and (A) includes land of such municipality located within a one-
17 half-mile radius of any such station, or (B) is located within a reasonable
18 distance, as determined by the coordinator, of any other transit service,
19 a commercial corridor or downtown area of such municipality;

20 (5) "Qualifying bus transit community" means any municipality that
21 has not less than one regular bus service station that operates not less
22 than five days a week that is contained within a transit-oriented district
23 adopted by such municipality, provided such transit-oriented district is
24 of reasonable size and (A) includes land of such municipality located
25 within a one-half-mile radius of any such station, or (B) is located within
26 a reasonable distance, as determined by the coordinator, of any other
27 transit service, a commercial corridor or downtown area of such
28 municipality;

29 (6) "Qualifying transit adjacent community" means any municipality
30 without a transit station, but that borders a municipality that has not
31 less than one rapid transit station or regular bus service station, that
32 designates a transit-oriented district over or adjacent to a downtown
33 area;

34 (7) "Reasonable size" means a size determined by the coordinator to
35 be adequate to require greater density of development in an equitable
36 manner, as determined by the coordinator, considering the geographic
37 characteristics of any municipality that applies for discretionary
38 infrastructure funding pursuant to this section;

39 (8) "Transit-oriented district" means a collection of parcels of land in
40 a municipality designated by such municipality to adhere to zoning
41 criteria designed to encourage increased density of development,
42 including mixed-use development and concentration of discretionary
43 state investments;

44 (9) "Downtown area" means a central business district or other
45 commercial neighborhood area of a municipality that serves as a center
46 of socioeconomic interaction in the municipality, characterized by a
47 cohesive core of commercial and mixed-use buildings, often
48 interspersed with civic, religious and residential buildings and public
49 spaces, that are typically arranged along a main street and intersecting
50 side streets and served by public infrastructure;

51 (10) "Mixed-use" means developments for residential or commercial
52 use, including any single building developed for both residential and
53 commercial uses;

54 (11) "Coordinator" means the State Responsible Growth Coordinator
55 as established by section 2 of this act; and

56 (12) "Discretionary infrastructure funding" means any grant, loan or
57 other financial assistance program administered by the state under the
58 provisions of subsection (g) of section 32-763 of the general statutes,
59 section 4-66c, 4-66h or 32-765 of the general statutes or sections 8-13m to
60 8-13x, inclusive, of the general statutes or any grant, loan or financial
61 assistance program managed by the Secretary of the Office of Policy and
62 Management for the purpose of transit-oriented development as
63 defined in section 13b-79o of the general statutes.

64 (b) Any qualifying transit-oriented community shall be eligible for
65 discretionary infrastructure funding. To receive such funding, any such
66 community, or any municipality that is not a qualifying transit-oriented
67 community but has adopted a resolution pursuant to subsection (f) of
68 this section, shall submit an application for such funding to the
69 coordinator in a form developed by the coordinator. The coordinator
70 shall direct the state entity responsible for providing any discretionary
71 infrastructure funding to prioritize the provision of such funding to any
72 qualifying transit-oriented community pursuant to this section over the
73 provision of such funding to any municipality that is not a qualifying
74 transit-oriented community.

75 (c) Any transit-oriented district located in a qualifying rapid transit

76 district shall (1) allow a minimum net density of thirty homes per acre
77 in municipalities with a population exceeding sixty thousand or a
78 minimum net density of twenty homes per acre in municipalities with a
79 population of not more than sixty thousand, (2) include affordability
80 requirements in compliance with subsection (h) of this section, and (3)
81 not include excessive lot size or excessive parking requirements, as
82 determined by the coordinator.

83 (d) Any transit-oriented district located in a bus transit community
84 district shall (1) allow a minimum net density of twenty homes per acre
85 in municipalities with a population exceeding twenty-five thousand or
86 a minimum net density of fifteen homes per acre in municipalities with
87 a population of not more than twenty-five thousand, (2) include
88 affordability requirements in compliance with subsection (h) of this
89 section, and (3) not include excessive lot size or excessive parking
90 requirements, as determined by the coordinator.

91 (e) Any transit-oriented district located in a qualifying transit
92 adjacent community shall (1) allow a minimum net density of ten homes
93 per acre, (2) include affordability requirements in compliance with
94 subsection (h) of this section, and (3) not include excessive lot size or
95 excessive parking requirements, as determined by the coordinator.

96 (f) Any municipality that is not a qualifying transit-oriented
97 community may be eligible for discretionary infrastructure funding
98 pursuant to this section, if the municipality, acting through the zoning
99 commission of such municipality, adopts a resolution stating that such
100 commission intends to enact zoning regulations that enable the
101 municipality to qualify as a qualifying transit-oriented community.
102 Such commission shall enact such zoning regulations not more than
103 eighteen months after the adoption of such a resolution. If such
104 commission does not enact such regulations within eighteen months
105 after the adoption of such resolution, unless the coordinator grants an
106 extension to such commission in the coordinator's discretion, the
107 municipality shall return any discretionary infrastructure funding
108 received following the adoption of such resolution, and such

109 municipality shall not be eligible for discretionary infrastructure
110 funding until the zoning commission of such municipality enacts zoning
111 regulations that enable the municipality to qualify as a qualifying
112 transit-oriented community.

113 (g) In determining whether a transit-oriented district is of reasonable
114 size, the coordinator shall (1) consider municipal and regional housing
115 needs; (2) consider whether such district allows for a greater density of
116 development than the minimum densities required by this section; and
117 (3) not require the inclusion of the following lands in any such district:
118 (A) Special flood hazard areas, as defined by the Federal Emergency
119 Management Agency, (B) wetlands, as defined in section 22a-29 of the
120 general statutes, (C) land designated for use as a public park, (D) land
121 subject to conservation or preservation restrictions, as defined in section
122 47-42a of the general statutes, (E) coastal resources protected by the
123 Coastal Management Act, (F) areas necessary for the protection of
124 drinking water supplies, and (G) areas identified as likely to be
125 inundated during a thirty-year flood event by the Marine Sciences
126 Division of The University of Connecticut pursuant to the division's
127 responsibilities to conduct sea level change scenarios pursuant to
128 subsection (b) of section 25-68o of the general statutes.

129 (h) Each qualifying transit-oriented community shall require that any
130 proposed development that contains ten or more dwelling units be
131 subject to deed restriction requiring that, for not less than forty years
132 after the initial occupation of the proposed development, a percentage
133 of dwelling units shall be sold or rented at, or below, prices which will
134 preserve the units as housing for which persons and families pay thirty
135 per cent or less of their annual income, where such income is less than
136 or equal to eighty per cent of the area median income, provided the
137 percentage of such deed-restricted dwelling units shall apply to any
138 development described in subdivision (1) of this subsection regardless
139 of the number of total dwelling units in such development. The
140 percentage of deed-restricted dwelling units required under this
141 subsection shall be determined based upon sales market typologies as
142 described in the most recent Connecticut Housing Finance Authority

143 Housing Needs Assessment:

144 (1) Twenty per cent for any municipality designated High
145 Opportunity/Strong Market;

146 (2) Eighteen per cent for any municipality designated High
147 Opportunity/Weak Market;

148 (3) Twelve per cent for any municipality designated Low
149 Opportunity/Strong Market;

150 (4) Five per cent for any municipality designated Low
151 Opportunity/Weak Market; and

152 (5) Zero per cent for any municipality designated Low Development
153 Activity.

154 (i) The coordinator shall determine if a municipality is in compliance
155 with the provisions of this section. The coordinator may consult with
156 the Commissioner of Housing to determine such compliance. Any
157 municipality that is not a qualifying rapid transit community, qualifying
158 bus transit community or qualifying transit adjacent community may be
159 deemed a qualifying transit-oriented community if the coordinator
160 determines that such municipality has adopted a transit-oriented
161 district that contains any rapid transit station or regular bus service
162 station and is of a reasonable size on or before October 1, 2023.

163 (j) Each qualifying transit-oriented community shall be eligible for
164 additional funding administered by the coordinator if such community
165 implements specific additional bonus zoning criteria as may be
166 determined by the coordinator, including higher density development
167 levels than are required by subsections (c) to (e), inclusive, of this
168 section, greater affordability of housing units than is required by
169 subsection (h) of this section, the development of public land or public
170 housing, the implementation of programs to encourage homeownership
171 opportunities within such community and any additional criteria
172 determined by the coordinator.

173 Sec. 2. (NEW) (*Effective October 1, 2023*) (a) There shall be an Office of
174 Responsible Growth within the Intergovernmental Policy Division of
175 the Office of Policy and Management.

176 (b) The Office of Responsible Growth shall be responsible for the
177 following:

178 (1) Preparing the state plan of conservation and development
179 pursuant to chapters 297 and 297a of the general statutes;

180 (2) Reviewing state agency plans, projects and bonding requests for
181 consistency with the state plan of conservation and development;

182 (3) Coordinating the administration of the Connecticut
183 Environmental Policy Act, as set forth in sections 22a-1 to 22a-1h,
184 inclusive, of the general statutes;

185 (4) Facilitating interagency coordination in matters involving land
186 and water resources and infrastructure improvements;

187 (5) Providing staff support to the Connecticut Water Planning
188 Council;

189 (6) Coordinating the neighborhood revitalization zone program, as
190 provided in sections 7-600 to 7-602, inclusive, of the general statutes;

191 (7) Assisting the Chief Data Officer of the state with oversight of state-
192 wide geographic information system data and resources, and
193 participating in the geographic information system user-to-user
194 network to develop geographic information system data standards and
195 initiatives;

196 (8) Providing staff support to the Advisory Commission on
197 Intergovernmental Relations;

198 (9) Serving as the state liaison to the state's regional councils of
199 governments;

200 (10) Developing guidelines for transit-oriented districts,

201 collaborating with municipalities regarding the implementation of such
202 districts and developing guidelines for bonus zoning criteria pursuant
203 to section 1 of this act;

204 (11) Administering responsible growth and transit-oriented
205 development and regional performance incentive grant programs,
206 including discretionary infrastructure funding provided pursuant to
207 section 1 of this act; and

208 (12) Preparing the public investment community index annually.

209 (c) The Secretary of the Office of Policy and Management shall
210 designate a member of the secretary's staff to serve as the State
211 Responsible Growth Coordinator to oversee the Office of Responsible
212 Growth.

213 (d) The Office of Responsible Growth established pursuant to this
214 section shall constitute a successor agency to the office established by
215 Executive Order No. 15 of Governor M. Jodi Rell, in accordance with
216 section 4-38d of the general statutes.

217 (e) The secretary shall adopt regulations, in accordance with the
218 provisions of chapter 54 of the general statutes, to carry out the purposes
219 of this section.

This act shall take effect as follows and shall amend the following sections:		
Section 1	October 1, 2023	New section
Sec. 2	October 1, 2023	New section

PD Joint Favorable Subst.

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note

State Impact:

Agency Affected	Fund-Effect	FY 24 \$	FY 25 \$
Policy & Mgmt., Off.	GF - Cost	71,147	213,441
State Comptroller - Fringe Benefits ¹	GF - Cost	30,465	91,395

Note: GF=General Fund

Municipal Impact:

Municipalities	Effect	FY 24 \$	FY 25 \$
All Municipalities	See Below	See Below	See Below

Explanation

The bill (1) ties a municipality's priority for certain discretionary state financial assistance to its adoption of zoning regulations to create a transit-oriented district (TOD) and (2) outlines new responsibilities for the Office of Responsible Growth within the Office of Policy and Management (OPM). This results in a precluded revenue gain to some municipalities and a potential revenue gain to others beginning in FY 24, a cost of \$71,147 in FY 24 and \$213,441 in FY 25 to OPM, and corresponding fringe benefit costs of \$30,465 in FY 24 and \$91,395 in FY 25 to the Office of the State Comptroller.

Any fiscal impact to municipalities as a result of this bill will be dependent on their status as a qualifying transit community.

¹The fringe benefit costs for most state employees are budgeted centrally in accounts administered by the Comptroller. The estimated active employee fringe benefit cost associated with most personnel changes is 42.82% of payroll in FY 24.

Municipalities with qualifying transit communities will be prioritized in receiving discretionary infrastructure spending and may have a potential revenue gain. Failure to be prioritized for discretionary infrastructure spending will result in precluded revenue gain for certain municipalities beginning in FY 24.

The bill outlines additional responsibilities for the Office of Responsible Growth in OPM. This results in a cost of \$71,147 for one additional position in FY 24 and a cost of \$213,441 for two additional positions in FY 25 (for a total of three new positions in FY 25) to OPM and associated fringe costs to the Office of the State Comptroller.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to inflation.

OLR Bill Analysis**sHB 6890*****AN ACT CONCERNING QUALIFYING TRANSIT-ORIENTED COMMUNITIES.*****SUMMARY**

The bill creates a framework in which a municipality's priority for receiving certain discretionary state financial assistance is tied to its adoption of zoning regulations creating a "transit-oriented district" (TOD). A TOD is an area zoned to encourage increased density of development, including mixed-use development and concentration of discretionary state investments. TODs must be close to existing infrastructure and regulations creating them must encourage housing development, including affordable housing development. Municipalities need not include environmentally sensitive or otherwise protected areas in the TOD.

Municipalities that host a district meeting criteria that generally vary with the local population size, transit services, housing market strength, and quality of life are "qualifying transit-oriented communities" ("qualifying communities"). Qualifying communities must receive priority for discretionary state infrastructure funding, including urban act grants, certain brownfield remediation grants, and transit-oriented development grants.

The bill also codifies the Office of Responsible Growth (ORG) within the Office of Policy and Management (OPM). It makes ORG the successor agency to an office of the same name established by executive order in 2006. Under the bill, ORG maintains some of its current responsibilities and is assigned others for which OPM is generally responsible, such as preparing the state plan of conservation and development and facilitating interagency and intergovernmental coordination. The bill also requires ORG to (1) develop guidelines for

TODs; (2) review TODs, with input from the housing commissioner if desired, for consistency with the bill's requirements; and (3) direct state entities to prioritize allocating discretionary infrastructure funding to qualifying communities.

EFFECTIVE DATE: October 1, 2023

§ 1 — QUALIFYING COMMUNITIES AND TRANSIT-ORIENTED DISTRICTS

Under the bill, municipalities are qualifying communities if they host a TOD meeting specified criteria. The four broad categories of qualifying communities are rapid transit communities, bus transit communities, transit adjacent communities, and grandfathered transit-oriented communities. Qualifying communities must be prioritized for discretionary infrastructure funding.

Discretionary Infrastructure Funding

Qualifying communities may apply to the ORG coordinator, in a form he or she sets, for discretionary infrastructure funding. If ORG does not administer the funding, the coordinator must direct the responsible state entity to prioritize awarding funding to qualifying communities. (It appears these provisions on priority funding status equally apply to communities whose zoning commission adopts a resolution indicating the municipality intends to create a TOD, see below.)

Specifically, “discretionary infrastructure funding” is grants, loans, or other financial assistance that the state administers under the following programs:

1. Urban Act Grant Program,
2. Targeted Brownfield Development Loan Program,
3. Brownfield Municipal Grant Program (if related to planning),
4. Main Street Investment Fund, and

5. Incentive Housing Zone Program.

It also includes any other OPM-administered grants, loans, and financial assistance related to transit-oriented development (see BACKGROUND). (Section 2, which codifies ORG and makes it responsible for administering responsible growth and transit-oriented development and regional performance incentive grant programs, does not name the specific programs that ORG will administer.)

Indicating Intent to Become a Qualifying Community

It appears that the bill equally prioritizes, for discretionary infrastructure funding, qualified communities and communities that indicate their intent to become one. A municipality shows its intent to become a qualifying community by adopting a resolution, through its zoning commission (or presumably another body exercising zoning powers). The resolution must state that the commission intends to enact zoning regulations that will make the municipality a qualifying community.

The bill requires a municipality to adopt regulations creating a TOD within 18 months after adopting the resolution. A municipality that fails to do so must return any discretionary infrastructure funding it received after it adopted the resolution unless the ORG coordinator grants an extension at his or her discretion. A municipality can generally only qualify for funding as a prospective qualifying community for this one period of up to 18 months.

Transit-Oriented District Types and Housing Density Requirements

The bill requires a municipality's zoning regulations for its TOD to allow a specified minimum housing density, as shown in the table below. The requirements vary depending on the community's population and the existing infrastructure that the district encompasses or neighbors. Under the bill, TOD regulations cannot include "excessive lot size" or "excessive parking" requirements, as determined by the ORG coordinator.

Table: Minimum Housing Density Requirements in Transit-Oriented Districts

Qualifying Community Type and Population Thresholds	Minimum Housing Density	TOD Description
Rapid transit (over 60,000 people)	30 homes per acre	TOD contains an existing or planned rapid transit station (passenger rail or rapid bus route station); is reasonably sized; and (1) includes land located within one-half-mile of the station, or (2) is within a reasonable distance, as determined by the coordinator, of another transit service, commercial corridor, or downtown area
Rapid transit (60,000 people or fewer)	20 homes per acre	
Bus transit (over 25,000 people)	20 homes per acre	TOD contains a regular bus service station that operates on a schedule and at least five days a week; is reasonably sized; and (1) includes land located within one-half-mile of the station, or (2) is within a reasonable distance, as determined by the coordinator, of another transit service, commercial corridor, or downtown area
Bus transit (25,000 people or fewer)	15 homes per acre	
Transit adjacent	10 homes per acre	TOD (1) is located in a municipality without a transit station, but borders a municipality with one, and (2) overlays or is adjacent to a downtown area
Grandfathered	N/A	TOD adopted on or before October 1, 2023; is reasonably sized; and contains a rapid transit station or regular bus service station ORG coordinator, in consultation with the housing commissioner, determines whether a community’s existing TOD makes it a qualifying community

Under the bill, a “downtown area” is a central business district or other commercial neighborhood area that (1) serves as a center of socioeconomic interaction in the municipality and (2) is characterized by a cohesive core of commercial and mixed-use buildings, often interspersed with civic, religious, and residential buildings and public spaces, that are typically arranged along a main street and intersecting side streets, and served by public infrastructure. “Mixed-use” means developments for residential or commercial use, including any single building developed for both residential and commercial uses.

Reasonable Size. Under the bill, “reasonable size” is a size the ORG coordinator determines to be adequate to require greater density of

development in an equitable manner, considering the municipality's geographic characteristics. In determining this, the coordinator must consider (1) municipal and regional housing needs and (2) whether the TOD allows for a greater density of development than the bill's minimums. In determining reasonable size, the coordinator cannot require that the following land types be included in a TOD:

1. special flood hazard areas, as defined by the Federal Emergency Management Agency;
2. wetlands, as defined in state law;
3. existing or planned public park land;
4. land subject to conservation or preservation restrictions (e.g., an easement);
5. coastal resources protected by the Coastal Management Act;
6. areas needed to protect drinking water supplies; and
7. areas likely to be inundated during a 30-year flood event, as shown in the sea level change scenarios UConn's Marine Sciences Division publishes.

Affordability Requirements

To be a qualifying community, a municipality's zoning regulations must require certain proposed housing developments to set aside a portion of units to be sold or rented to households with incomes at or below 80% of the area median income (AMI). (Presumably, this set-aside requirement must be in the zoning regulations creating a TOD and thus, applies only to the TOD area.) The set-aside units must be preserved as affordable for these households for at least 40 years via deed restriction. Unless the proposed development area is designated "High Opportunity/Strong Market" (see below), the bill's set-aside requirements only apply to proposals for at least 10 dwelling units. The set-aside requirements apply to all developments in High Opportunity/Strong Market census tracts.

The percentage of units that a developer must set aside varies with the strength of the area’s housing market and its quality of life (“opportunity”), as determined by the Connecticut Housing Finance Authority’s (CHFA) most recent Housing Needs Assessment. CHFA classifies census tracts separately for rental and sales markets. The table below shows the classifications and the bill’s required set-aside percentage.

Table: Set-Aside Requirements

<i>CHFA’s Census Tract Designation</i>	<i>Affordable Housing Set-Aside*</i>
High Opportunity/Strong Market	20%
High Opportunity/Weak Market	18%
Low Opportunity/Strong Market	12%
Low Opportunity/Weak Market	5%
Low Development Activity	0%

*Except in High Opportunity/Strong Market tracts, set-aside only required if the proposal is for at least 10 dwelling units

Bonus Funding

Qualifying communities that go beyond the bill’s minimum zoning criteria are eligible for additional funding from the pool of funds the ORG coordinator administers (see § 2). The coordinator sets the bonus zoning criteria for additional funding, which include:

1. adopting a TOD that allows a greater housing density than the bill requires,
2. requiring set-aside units to be affordable to lower-income people than the bill requires,
3. developing public land or public housing,
4. implementing programs to encourage homeownership throughout the community, and
5. other criteria the coordinator sets.

§ 2 — OFFICE OF RESPONSIBLE GROWTH

The bill statutorily establishes ORG, within OPM's Intergovernmental Policy Division, and makes it the successor agency to the office of the same name established by executive order in 2006. It gives ORG the following responsibilities, for which OPM is generally responsible under existing law:

1. preparing the state plan of conservation and development and reviewing, for consistency with the plan, state agency plans, projects, and bonding requests;
2. coordinating the Connecticut Environmental Policy Act's administration;
3. facilitating interagency coordination related to land and water resources and infrastructure improvements;
4. providing staff support to the (a) Connecticut Water Planning Council and (b) Advisory Commission on Intergovernmental Relations;
5. coordinating the neighborhood revitalization zone program;
6. helping the state's chief data officer oversee the statewide geographic information system's (GIS) data and resources and participating in the system's user-to-user network to develop GIS data standards and initiatives;
7. serving as the state liaison to the state's region councils on government;
8. administering incentive grant programs for (a) responsible growth and transit-oriented development and (b) regional performance (including coordinating the distribution of discretionary infrastructure funding and prioritizing municipalities with TODs, as the bill requires, see § 1);
9. annually preparing the public investment community index; and
10. developing guidelines for TODs (including bonus zoning criteria

related to eligibility for additional funding) and collaborating with municipalities to implement them and ensure they conform to the bill's requirements (see § 1).

The bill requires the OPM secretary to (1) adopt related regulations and (2) designate a member of his staff to serve as the State Responsible Growth Coordinator and oversee ORG.

(Executive Order No. 15, signed by Governor Rell in October 2006, created ORG within OPM's Intergovernmental Policy Division and assigned it various responsibilities. The order additionally required (1) the OPM secretary to designate a staff member as the State Responsible Growth Coordinator and (2) two additional planning staff members to be added to the division.)

BACKGROUND

Transit-Oriented Development

By law, transit-oriented development is defined as developing residential, commercial, and employment centers within one-half mile or walking distance of public transportation facilities (including rail and bus rapid transit and services) that meet transit supportive standards for land uses, built environment densities, and walkable environments, in order to facilitate and encourage the use of transit services (CGS § 13b-79o).

Related Bills

sSB 985, reported favorably by the Planning and Development Committee, requires (1) municipalities that want to receive financial assistance from the Connecticut Municipal Redevelopment Authority to enact zoning regulations that promote a substantial increase in new dwelling units in the development district area and (2) the state to determine whether there are state-owned properties suitable for housing development, especially around transit or affordable housing.

sHB 6781, reported favorably by the Housing Committee, (1) awards municipalities points toward a moratorium from the CGS § 8-30g affordable housing appeals procedure for certain middle housing units

located within a ¼ mile of a transit district (§§ 26 & 27) and (2) codifies in statute the Office of Responsible Growth and assigns it certain new housing-related responsibilities (§§ 23 & 24).

COMMITTEE ACTION

Planning and Development Committee

Joint Favorable Substitute

Yea 12 Nay 9 (03/24/2023)