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Testimony on SB. 1024

An Act Concerning Zoning Authority, Certain Design Guidelines, Qualifications of Certain Land Use Officials And Certain Sewage Disposal Systems

Position: strongly support

Hartford, March 12, 2021

Dear Chairs Steve Cassano and Christin McCarthy Vahey, Vice-Chairs Norman Needleman and Christine Goupil, Ranking Members Senator Tony Hwang and Member Joseph Zullo, and Esteem Members of the Planning and Development Committee:

My name is Thomas Lefebvre and I am the Coordinator at Transport Hartford. I am writing you to offer my **strong support** to SB. 1024, *An Act Concerning Zoning Authority, Certain Design Guidelines, Qualifications of Certain Land Use Officials And Certain Sewage Disposal Systems*.

The Transport Hartford Academy at the Center for Latino Progress is a non-profit dedicated to advocating in favor of sustainable and equitable modes of transportation in the Greater Hartford Region. We fully support the goals of the SB. 1024 aimed at desegregating our state of Connecticut. Zoning regulations have a disturbing legacy in our state in maintaining racial,

transportation, and climate inequities. As such, these zoning regulations need to be deeply reformed as outlined by SB. 1024.

If approved by the Connecticut Legislature, SB. 1024 will require to have a minimum of four housing units to 50% of the lot area within 0.5 mile of a fixed transit stations. This is an effective mechanism to boost transit ridership, which is an essential tool for the state to achieve its climate target. For instance, our state has committed to a Global Warming Solutions Act which requires policies to achieve 45% reduction of GHG by 2030 and 80% by 2050. Moreover, by mandating a 10% affordability requirement for any building of 10 units, SB. 1024 will mitigate housing and transit inequity in Connecticut.

We are also very excited that SB. 1024 will reduce parking requirements. Parking requirements have been plaguing the economic and cultural developments of town and city centers of our state. There is clear evidence that dedicating so much land to parking lots, which are often empty, undermines revitalization efforts.¹ As such, towns and cities in Connecticut would benefit from a less car-centric culture. By lifting these requirements, SB. 1024 will give the opportunity to Connecticut residents to enjoy cleaner air, healthier lifestyles, and revitalized town and city centers.

We would like to remind Members of the Committee that the transportation sector in Connecticut is responsible for nearly 40% of air pollution. Given the climate emergency that we are facing, it is essential that the state of Connecticut implements policies and regulations that will help us transition towards sustainable modes of transportation.

Sincerely yours,

Thomas Lefebvre

¹ <https://www.routledge.com/The-High-Cost-of-Free-Parking-Updated-Edition/Shoup/p/book/9781932364965>