

I would like to submit an unsolicited public comment on the GCCC plan.

Too often these plans focus on technology and not on the practical case, proven through time throughout the world.

I talk of course about walkable communities supported by light rail, “trolley” and heavy rail. There is no more energy efficient and least carbon approach to providing spaces in which no, or low carbon movement of goods and people can be attained. All things and all infrastructure becomes smaller also.

A concerted effort to bring back the light-rail and main-lines that have been abandoned, and building communities around them (instead of using farm land and forests) will result in a plethora of benefits.

- 1) Minimizes sprawl, and the associated loss of future opportunity by having used too much land to accomplish what could have been more efficiently done with a little more ingenuity.
- 2) Conserves farm and forest land - because we need forests and open land to preserve biologic diversity.
- 3) Reduces the cost of development by shortening the length of infrastructure such as electric, natural gas , and water and sewer lines.
- 4) Connects communities into a network that does not rely upon automobiles - which isolates people when they can no longer drive.
- 5) Increase public health through cleaner air, and promotion of walking instead of sitting.
- 6) It is cheaper per mile to construct than airports, highways and dedicated busways.
- 7) If electric powered, it opens the door to renewable energy power generation.
- 8) Line losses - there are losses of electrical energy as it travels through high-voltage, step down stations, to lower voltage lines, and then through the neighborhood 's local grids. better land use policies save energy this way by shortening the distances between the main feeds and the end users. Feeding back excess energy (from PV panels, wind or other) into the main grid also loses less power for the same reason (A double win!)
- 9) The BABY BOOMERS - I am really sick of hearing about them, but since my wife is at the tail end of that generation I have to think about it. They -like all people WILL have mobility issues - which they are in denial about. This is a large and growing demographic which will not be able to helped adequately through existing infrastructure - almost all will lose the ability to drive themselves (either through arthritis (cant turn head), loss of site, or pain.) Start building a place for them so they can remain an active part of society rather than sequestered into “old-peoples homes.”

Look at the state of Hartford, for example. Despite concerted efforts, there is still no easy time to find parking in the city. This decreases the desire of suburban dwellers with discretionary income from coming to the city. Then there is the issue of driving back home drunk if they take a car or find someone willing to be the Designated Driver.

Re-instating the Griffinline from Hartford to Bradley airport would have substantial carbon benefits, and enable visitors from out of state to come right into the city without having to rent cars, take taxis and add to the congestion of local roads and highways. There are a number of older railroad rights of way that could be similarly re-built. With local development focused around them, it would save the communities long-term money on not having to maintain new roads themselves for years after the developer has left town.

Please think about this, incorporate it to the GCCC and lets make it happen here in CT like it is in so many other States and Cities.

Mitch

Mitch Kennedy, ND, CEM, LEED-AP, 6ΣBB

Design with Nature, LLC

(860) 255-8601

drmitch@designwithnature.us

www.designwithnature.us

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