



The Town of Windsor Locks

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Home of Bradley International Airport

ECONOMIC & INDUSTRIAL DEVELOPMENT COMMISSION

**STATEMENT OF THE
WINDSOR LOCKS ECONOMIC AND INDUSTRIAL DEVELOPMENT COMMISSION
MARCH 6, 2015 - BEFORE THE PLANNING & DEVELOPMENT COMMITTEE
GOVERNOR'S HOUSE BILL NO. 6851 AN ACT ESTABLISHING THE CONNECTICUT TRANSIT
CORRIDOR DEVELOPMENT AUTHORITY**

Chairwoman Osten and Chairman Miller, members of the Planning & Development Committee, the Windsor Locks Economic and Industrial Development Commission would like to recommend approval of the proposed CT Transit Corridor Development Authority as a catalyst in the redevelopment of our downtown station area.

Thirty years ago the train stop in Windsor Locks was relocated out of our downtown area. Coupled with the demolition of mixed-use multi-story historic buildings in the "Urban Renewal" debacle, Windsor Locks town center has struggled to recover from these actions.

In 2008 a Main Street Master Planning Study was completed and the number one recommendation was relocating the train platform back downtown. The Town has aggressively pursued this action ever since. At first we got opposition from the State DOT but thankfully the Department has come around to see the value of transit oriented development around a relocated station.

The Windsor Locks train station will be the link between the New Haven Hartford Springfield Commuter Rail line and Bradley International Airport.

We were able to secure a \$250,000 Transit Oriented Development Planning Grant through OPM and worked with Fuss & O'Neill to complete the study.

We have many plans on the drawing board. We recently acquired the historic train station from Amtrak for \$1. We need approximately \$1 million to restore this treasure which is listed on the National Register of Historic Places. We are working with the owner of a 256,000 s.f. mill complex overlooking the Windsor Locks Canal and Connecticut River. We are hoping this amazing building can be redeveloped into housing. We are working with DOT on the station area plans. We are pursuing an Incentive Housing Zone and possible a form-based code.

Much work needs to be done such as land assemblage, public infrastructure improvements, private sector investment and more. The Transit Corridor Development Authority could have a major positive impact on our pursuits.

The New Haven Hartford Springfield line which is to go into operation at the end of 2016 will do so despite the fact that six of the thirteen station area plans are unfunded. It is estimated that \$350 million is needed for the six station area plans and the double tracking from Windsor to the MA state line. The Transit Authority can assist with these developments.

There is precedence for these authorities. The Capital Region Development Authority has had a major impact on improving entertainment venues and initiating new housing development in downtown Hartford. The Connecticut Airport Authority has done a tremendous job with new route development, airport facility improvements and new economic development efforts. We hope the same would hold true with the CT Transit Corridor Development Authority.