Hartford Line TOD Action Plan
Desire & Readiness Workshop:
Town of Windsor Locks
October 20, 2016
Agenda

1. Project Background and Overview

2. TOD Principles and Precedents

3. CTrail Hartford Line Station Area Assessment
   • TOD Desire & Readiness Criteria
   • Initial Observations from the Project Team

4. Interactive Workshop
   • Preliminary Areas of Focus
   • Instructions
Project Background

Establishing a Point of Departure in Windsor Locks

2007

Town of Windsor Locks POCD

Windsor Locks Downtown Master Plan

2012

Intervenor Engagement Efforts

2013

Windsor Locks TOD Study
Making it Happen

2014

Historic Train Station Reuse Study
Capitol Region Transportation Plan

2015

Incentive Housing Zone Study
Capital Region POCD

2016

Downtown TIF District Master Plan

Ongoing/Forthcoming

• Hartford Line TOD Action Plan
• Town of Windsor Locks POCD Update
• Main Street Property Acquisition and Pre-Development (OPM)
• CRCOG Regional Complete Streets Policy and Action Plan (OPM)
Project Background

Initial Thoughts from the Project Team: Key Issues to Advance TOD in Windsor Locks

Reinvigorate downtown/Main Street as a destination
- Address lasting impacts of urban renewal, and change the mindset of Main Street as a pass through
- Find a balance between maintaining traffic flow and creating a pedestrian- and bicycle-friendly downtown
- Consider developing a downtown parking strategy

Activate and maximize development potential of catalytic sites in the station area
- Target sites and recommended sequencing have been identified, but there are outstanding questions:
  - What can be done to make sites more attractive to potential developers?
  - Are there opportunities to assemble a critical mass of sites to enable a larger development proposition?
Project Background

Funding through FTA Pilot Program for TOD Planning

- Goals of the FTA Pilot Program:
  - Support comprehensive planning in Capital Investment Grant (CIG) Program project corridors
  - Maximize chances of comprehensive planning implementation through partnerships
  - Support planning work that goes beyond what local agencies would usually fund themselves

Press Releases

Tuesday, September 15, 2015


Source: FTA webinar (10/8/14); State of Connecticut
Project Background

Coordination with NHHS Rail Program

- "As a result of the expanded passenger rail service...we anticipate TOD projects in many towns along the 62-mile rail corridor."

- CTDOT Commissioner James P. Redeker

Source: State of Connecticut; NHHS Rail Program
Project Background

**NHHS Rail Program Summary**

- $1.1 billion program to provide more frequent, convenient, and faster passenger rail service beginning January 2018
- Phased capital improvements include double tracking, enhancing existing stations, and building new stations
- Overview of program benefits:
  - Improving the high speed and passenger rail system serving the Northeast
  - Expanding intermodal transportation options
  - **Encouraging economic development**
  - **Creating more livable and sustainable communities**

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**Benefits Summary**

**TRANSPORTATION**
- Car trips diverted to rail: 1.5 million
- Increase in passenger miles per year from 52 million to 133 million
- Ridership: 1.26 million new annual trips by 2030

**ENVIRONMENT/SUSTAINABILITY**
- Reduction in number of vehicles: 3.2 million
- Reduction in vehicle miles driven: 100+ million
- Fuel saved: 3.5+ million gallons

**COMMUNITY**
- Promotes development of active, vibrant communities
- Percent of population living within 25-mile radius of planned service: 80 percent
- Serves transit-dependent populations

**ECONOMY**
- Construction and related jobs: 13,000

Source: NHHS Rail Program
Hartford Line TOD Action Plan Overview

- Eight (8) Selected Station Areas for TOD Action Plans:
  - Including future new and relocated stations along the Hartford Line

- Other station areas to be addressed through the identification of corridor-wide station area typologies

Source: Hartford Line TOD Action Plan
Project Overview

Scope of Work and Schedule Summary

Phase 1

Selected Station Area TOD Assessment (Fall 2016)

TOD Desire & Readiness Assessment (Fall – Winter 2016)

Phase 2

Selected Station Area TOD Action Plans (Spring 2017)

We are here
Project Overview

*Anchor Institution Interviews*

- New Development
- Capital Improvements
- Commuting Patterns (Origin/Destination, Mode Share)
- Future Growth/Expansion
- *(Additional Discussion Topics TBD)*
Project Overview

Summary of Recent and Ongoing Anchor Institution Engagement Efforts

“Making it Happen”

• Identified major universities, colleges, hospitals, and large employers in the “Knowledge Corridor” (north of Meriden)

CTfastrak TOD Capacity Study

• Conducted interviews with:
  • Central Connecticut State University
  • Hartford Hospital
  • Aetna
  • Travelers Insurance
  • International Hartford

CRCOG Anchor Institution Engagement

• Conducting case study research about best practices in anchor institution engagement around transit investment
• Exploring potential partnerships between anchor institutions and neighborhood groups in Hartford and New Britain

Hartford Line TOD Action Plan (Windsor Locks)

• Potential interview candidates:
  • Bradley International Airport
  • Ahlstrom
  • ____________
  • ____________
  • ____________

* Note: Up to 10 interviews will be conducted along the entire Hartford Line corridor, potentially including one or more interviews in each selected station area
What is TOD?

*Context-sensitive development linked to transit*

- Transit-Oriented Development (TOD) is physical development influenced by and oriented to transit.
- TOD is largely defined by locational context.
- TOD encourages mobility choice, and helps improve quality of life.
TOD Principles

How can TOD Influence Community Development?

TOD can:

- Create discernible centers of activity with relatively higher densities
- Provide a mix of land uses
- Lead to less reliance on the automobile
- Enhance public realm
- Promote walkability
- Encourage connectivity between different transportation modes

Source: South Norwalk TOD Plan
Urban & Suburban Sprawl

Unbridled physical growth carries many hidden costs
Connecticut is Becoming Congested
Out-Migration of Young Working Professionals

- Outmigration of younger generations:
  - Total net outmigration of more than 20,000 people per year
  - 57% of college-bound high school graduates leave Connecticut for college
  - Connecticut has fewer 18-24 year olds than the U.S. average
How Can TOD Help - Reduced Automobile Dependence

Far fewer trips needed when multi-family housing is connected to transit

TOD housing reduces trips by more than 50% from conventional housing

## TOD Catalyzes Economic Development Potential

<table>
<thead>
<tr>
<th>City (BRT Service)</th>
<th>TOD Policies?</th>
<th>Economic Value</th>
<th>Influencing Factors</th>
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<tbody>
<tr>
<td>Boston (Silverline)</td>
<td>Yes</td>
<td>$700 million</td>
<td>Pent-up demand, redevelopment policies</td>
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<tr>
<td>Cleveland (Healthline)</td>
<td>Yes</td>
<td>$5 billion</td>
<td>Major redevelopment policies, planning</td>
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<td>Denver (16th St. Mall)</td>
<td>Yes</td>
<td>$1 billion</td>
<td>Pedestrian mall + links with regional transit</td>
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<tr>
<td>Los Angeles (Orange)</td>
<td>Yes in select areas + bicycle amenities</td>
<td>$500 mil (w/ Red Line)</td>
<td>Major redevelopment policies, rail links</td>
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<tr>
<td>Las Vegas (MAX)</td>
<td>No</td>
<td>$100K</td>
<td>Joint development of one added station</td>
</tr>
</tbody>
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Source: CTfastrak TOD Capacity Study
TOD Increases Property Value

*TOD home values per sq. ft., 1996 - 2014*

Source: TOD Index, Dr. John Renne, PhD, AICP, 2014
TOD Increases Property Value

Real estate impacts of TOD

Homes near train stations significantly gained in value after Midtown Direct, Montclair Connection and Secaucus Junction – an average of $23,000 per home, with the highest gains closest to the stations.

- $10,286 (2.3%)
- $15,287 (3.4%)
- $22,524 (5.0%)
- $33,852 (7.5% of median sale price)

5% average increase in home sale prices

Median sale price (FY09 dollars): $451,000
Average trip-time improvement: 12 minutes
Price increase over 9 years

Source: RPA’s “How better transit boosts home values & local economies”
TOD and Agglomeration Benefits

Agglomeration Benefits:
- Geographic Proximity to complementary firms
- Labor Market Pooling
- Knowledge Spillovers

Transit Benefits to Employers:
- Enhanced Labor Pool Access
- Greater mobility options for employees
- Reliable and cost-effective transportation
- Allows for greater densities than can be served by auto-only access

Benefits of Agglomeration near Transit
- Transit allows for greater levels of employment density and agglomeration
- Transit allows for pedestrian-friendly environment and urban amenities to help attract and retain employees
- Enhanced opportunities knowledge spillovers

Source: CTOD Transit and Regional Economic Development
Summary of TOD Benefits

*Direct Benefits*

- Increases transit ridership
- Increases adjacent property values
- Generates revenue for the public and private sectors
- Reduces daily vehicle trips per household & vehicle miles traveled (VMT) = mitigates traffic congestion
- Captures future market

*Indirect Benefits*

- Reduces automobile dependence
- Promotes an active lifestyle
- Increases “location efficiency”
- Creates a sense of community and of place
- Improves quality of life
TOD Precedents

*Bethesda Row – Bethesda, MD*

- Auto-oriented strip retail converted into retail, restaurant, entertainment, office, and public space with 180 new residences
- Development driven by public sector infrastructure investment and close proximity to Metro and rail-trail
- Parking designed to maximize street frontage for retail
TOD Precedents

South Orange, NJ

- Downtown revitalization sparked by transformative investment in commuter rail service (Midtown Direct)
- Village followed three-step process to advance TOD:
  - Identify underutilized properties for redevelopment
  - Address gaps in the character of the village center (destination uses, etc.)
  - Implement pedestrian improvements

Source: Township of South Orange Village; NJ.com
TOD Precedents

*Mineola, NY*

- Public sector investment in parking garage at commuter rail station provided strong framework for private sector development
- Tax breaks incentivized development of apartment buildings
- Vibrant and walkable downtown anchored by a regional hospital with a new research center

Source: Village of Mineola; MTA LIRR; Winthrop Hospital; Mill Creek Residential
TOD Precedent along the Hartford Line

An Early Success Story in Meriden

- Construction underway on mixed-use development
- Partnering with CTDOT for construction of parking garage

Source: State of Connecticut; CAC; 24 Colony Street
CTrail Hartford Line Station Area Assessment

Windsor Locks Station Area Overview

Source: Hartford Line TOD Action Plan
Windsor Locks Station Design and Parking

Source: Hartford Line TOD Action Plan; NHHS Rail Program; CTDOT Conceptual Design (September 2015)
TOD Desire & Readiness Assessment

Four key criteria (and examples of relevant considerations)

1. Physical suitability
   a) Potential TOD sites (vacant, underutilized, etc.)
   b) Pedestrian/bicycle accessibility; connectivity of roadway network

2. Plans in place
   a) TOD plans
   b) Zoning regulations
   c) Available funding sources

3. Developer interest
   a) Recently completed projects
   b) Ongoing projects
   c) Potential future projects

4. Local leadership
   a) Degree of public support for TOD
   b) Local leaders and organizations that support TOD
Initial Observations from the Project Team

Physical Suitability

Source: Hartford Line TOD Action Plan
**Initial Observations from the Project Team**

**Plans in Place**

- Recently completed an extensive TOD Plan in 2013, including identification of recommended sequencing for development and public realm improvements
- Enacted Main Street Overlay Zone (MSOZ) in 2013
- Adoption of an Incentive Housing Zone (IHZ) currently pending
- Tax Increment Financing (TIF) Policy adopted on 10/4/16
- Design underway for Complete Streets improvements on Main Street

Source: Downtown TIF District Master Plan Draft
Initial Observations from the Project Team

*Developer Interest*

- Catalyst site - Montgomery Mill redevelopment ongoing
- Ongoing redevelopment of the historic train station as a public space with access to the Windsor Locks Canal State Park
- Developer interest in the parcels “on the curve”
- Opportunity to reimagine Windsor Locks Commons site in partnership with property owner
- Recent increase in commercial tenant occupancy, most notably at Waterside Village

Source: Windsor Locks Patch; Parsons Brinckerhoff
Initial Observations from the Project Team

Local Leadership

- Significant buy-in from local municipal leadership
- Recent Town-sponsored applications for redevelopment and transportation grant funding to advance revitalization goals
- Increasing optimism in the community, with a “vocal and active segment of the population” beginning to push for a “proactive approach to the Main Street issue” (OPM Grant Application)
  - Fatalistic outlook among stakeholders about the future of Main Street was identified as the most critical hurdle to overcome

Source: Windsor Locks Responsible Growth and TOD Grant Program Application
Interactive Workshop

Preliminary Areas of Focus/Suggested Discussion Topics

1. Reclaiming the identity of downtown by creating a town center on Main Street

2. Optimizing development potential in the station area

Source: CTfastrak TOD Capacity Study
Outcome of the TOD Desire & Readiness Assessment

Identifying and Overcoming Gaps to Advance TOD

TOD Desire and Readiness Assessment

Next steps: ........................................................................................................
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Desire + Readiness Criteria and Ratings

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<th>Criteria</th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
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Precedent for D&R Assessment around Rail Improvements

Catalyzing TOD in Nassau County, NY around LIRR stations

Nassau County Infill Redevelopment Feasibility Study

Places & Stations

Source: Nassau County; NY & CT Sustainable Communities; Parsons Brinckerhoff
Interactive Workshop

Instructions

▪ Break-out activities
  ▪ Discuss preliminary areas of focus
    ▪ Reclaiming the identity of downtown by creating a town center on Main Street
    ▪ Optimizing development potential in the station area

▪ Additional items for discussion
  ▪ Highlight other critical issues and opportunities
  ▪ Consider anchor institution(s) for potential interview by the project team

▪ Wrap-up
  ▪ Synopsis of discussion
  ▪ Fill out TOD Desire & Readiness graph
  ▪ Next steps – actionable strategies to advance TOD
Hartford Line TOD Action Plan
Desire & Readiness Workshop:
Town of Windsor Locks

October 20, 2016