

Appendix 5

Summary of Economic Environment and Potential Development

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Station	Real Estate Market		Potential Development/ TOD* Opportunities	Website(s) for further info	Constraints to Development	Potential Indirect Benefits of Induced Development
	Existing	Potential Changes				
New Haven Union Station	Low income housing, limited commercial, and retail	In accordance with New Haven TOD initiatives	Union Station-Medical District TOD Downtown Crossing/Rt. 34 East	http://www.cityofnewhaven.co m/EconomicDevelopment/pdf s/Downtown%20Crossing,%2 0New%20Haven,%20Project %20Narrative.pdf http://www.cityofnewhaven.co m/CityPlan/pdfs/UnionStation TOD.pdf	Existing highway and rail transportation facilities	Improved economic opportunity for city residents. Potential redevelopment of approximately 950,000 sq. ft. of mixed-use space within 1/2 mile of the train station by the year 2030. Enhanced marketability of adjacent residential development. Improved walkability in district.
New Haven State Street Station	Directly adjacent to Downtown	In accordance with New Haven development plans	Vacant State Street site TOD on former Coliseum site	http://www.cityofnewhaven.co m/CityPlan/pdfs/Future%20Fram ework%202008v11.pdf	Existing highway and rail transportation facilities	Development of multifamily residential in a walkable neighborhood. Improved economic opportunity for city residents. Potential redevelopment of approximately 600,000 sq. ft. of mixed-use space within 1/2 mile of the train station by the year 2030. Enhanced marketability of adjacent residential, retail and commercial development. Improved walkability to downtown.
North Haven	Residential with high occupancy rate and under supply of retail	Existing industrial could be used for redevelopment	Mixed use residential and retail on specific underutilized sites are identified that could be redeveloped.	http://www.town.north-haven.ct.us/	Underutilized sites require remediation and the station is some distance from the town center.	Enhanced marketability of adjacent residential and commercial development. Potential redevelopment of approximately 180,000 sq. ft. of mixed-use space within 1/4 mile of the train station by the year 2030. Town of Hamden would benefit economically from station at this location since it is positioned equidistantly between the town centers of Hamden and North Haven.
Wallingford (at Judd Square or at Cerrito Site)	Residential population, with an oversupply of retail, and commercial	Stable residential and retail. Rail activity may grow existing businesses	Potential infill redevelopment of underutilized sites within ¼ mile of the train station.	Documents for proposed Incentive Housing Zone (IHZ) that would create overlay zone for higher density mixed use development around the station available in Town Hall.	Existing cemetery and green space are not available for re-development and there is limited underutilized property.	Strengthen existing residential and grow existing businesses. In time, possible increase of approximately 560,000 sq. ft. of mixed-use space within 1/2 mile of historic train station by the year 2030. Enhanced marketability of adjacent residential, retail and commercial development. Improved walkability in downtown.
Meriden	Multifamily residential, commercial, and retail	Town Green plan would increase commercial and residential	The HUB Site Reuse Plan Meriden City Center Initiative	http://www.cityofmeriden.org/CMS/customer-files/HUB_Summary_2008.p df http://www.citycenterinitiative.com/	Existing Town Green plan reserves significant portion for green space. Ongoing businesses and residences are not distressed.	Redevelopment of approximately 150,000 sq. ft. of mixed-use space adjacent to the train station by the year 2030. Enhanced marketability of adjacent residential, retail and commercial development. Improved walkability in downtown.

TOD = Transit-Oriented Development

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Berlin	Residential and commercial	Conversion of underutilized industrial to commercial and residential	Conversion of underutilized industrial to commercial and residential	Town recently submitted proposal for grant to study TOD on town-owned land and other properties around the train station.	Housing incentive zone requires remediation which would add cost and the station is some distance from the town center.	Conversion of underutilized industrial to commercial and residential. Potential redevelopment of approximately 127,000 sq. ft. of mixed-use space within ¼ mile of the train station by the year 2030. Enhanced marketability of adjacent residential, retail and commercial development. Improved walkability in town center.
Newington	Residential, some retail, and commercial	Unmet housing demand could encourage redevelopment	High density mixed use housing	http://www.newingtonct.gov/content/78/118/152/8642/8645.aspx http://www.crcog.org/publications/CommDevDocs/busway_tod/TOD%20Principles--Newington.pdf	Area around the station is not walkable and the station is some distance from the town center.	The station itself could serve as the focus for the transit oriented development of relatively modest density residential projects on adjacent parcels. The town of Newington has a shortage of available land and could accommodate higher-density, residential, transit oriented development designed to be marketed to empty nesters. The goal could be to create a village-like atmosphere with small lots and perhaps some intensification of the business district at the Willard/West Hill intersection to serve the area.
West Hartford	Underutilized commercial and retail	Conversion of underutilized commercial & retail to mixed use	In accordance with West Hartford development plans and Busway plans	http://www.crcog.org/publications/CommDevDocs/busway_tod/FiatbushReport.pdf	Area around the station is not walkable and the station is some distance from the town center.	In time, possible redevelopment of approximately 460,000 sq. ft. of mixed-use space within ¼ mile of the train station (straddling the town line of West Hartford and Hartford) by the year 2030. Enhanced marketability of adjacent residential, retail and commercial development. Improved walkability in neighborhood.
Hartford	Multifamily residential, commercial, and retail	In accordance with Hartford development plans and COG bus transfer station	One City, One Plan Union Station Area Plan (TOD) I-84 Viaduct Study Downtown West Redevelopment Plan Transportation Pathways Strategy	http://www.crcog.org/publications/TransportationDocs/ViaductReport10211.pdf http://planning.hartford.gov/docs/Plans/plans_downtown_west_opportunities.pdf http://planning.hartford.gov/docs/Plans/Hfd-TIGER-Brochure%20082409.pdf	Existing highway and rail transportation facilities and the cost of developing underutilized property	Improved economic opportunity for city residents. Potential redevelopment of approximately 2,130,000 sq. ft. of mixed-use space within ¼ mile of the train station by the year 2030. Enhanced marketability of adjacent residential, retail and commercial development. Improved walkability in district.
Windsor	Residential, civic, and retail	Strengthen existing usage	Increase in mixed use residential as demand increases		The high cost of redeveloping well utilized property may make redevelopment impractical in the near term.	Increase in mixed use residential as demand increases. Potential redevelopment of approximately 164,000 sq. ft. of mixed-use space within ¼ mile of the station by 2030. Rail station would allow town center to expand east of the tracks. Enhanced marketability of adjacent residential, retail and commercial development. Improved walkability in town center.

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Windsor Locks (Existing Station Site)	Limited residential, wastewater treatment plant, highway facilities, and the Connecticut River.	The existing water treatment plant, highway, and the Connecticut River are not likely to change.	Mixed use residential farther away from the station but it would not be easy to walk to the station. No existing supportive land uses nearby.		The existing wastewater treatment plant, transportation facilities, the Connecticut River, very little underutilized property, and the station is located over 1.2 miles from the town center.	Mixed use residential farther away from the station.
Windsor Locks (Potential Downtown Station Site)	Existing historic train station, numerous commercial and retail buildings, multi-family residential	Potential new overlay zoning district to allow TOD.	Town has plans to create a new, compact, walkable, mixed-use development adjacent to the train station. Site is adjacent to existing housing and businesses.		Limited opportunities for crosswalks to provide direct pedestrian connections between the existing town center and the proposed train station.	Potential redevelopment of the Montgomery Mills complex into residential units adjacent to the train station. Potential redevelopment of approximately 120,000 sq. ft. of mixed-use space within ¼ mile of the train station by the year 2030. Historic train station could be redeveloped to provide support services for transit riders. Enhanced marketability of adjacent residential, retail and commercial development.
Enfield	Residential, underutilized commercial, recreation, and retail	Continued residential development	Mixed use residential Thompsonville Transit Center TOD	http://www.enfield-ct.gov/filestorage/91/12798/788/Enfield_TTC_Town_Council_Meeting_2011-07-05.pdf	Enfield's Master Plan for developing the station area includes a River Access Park, an Open Space per Town Plan of Conservation and Development, and the Thompsonville Transit Center.	Strengthen existing residential and grow existing businesses. In time possible increase of approximately 313,000 sq. ft. of mixed-use space within 1/2 mile of the train station by the year 2030. Enhanced marketability of adjacent residential development.
Springfield	Low income housing, commercial, and retail	PVTA is proposing to add a bus terminal to the train station. Little demand for residential.	The PVTA bus station and the rail service may not generate enough support for development.		The crime perception and lack of neighborhood planning initiatives diminish interest in the Union Station for development. The city needs an ambitious development plan.	A number of sites near the existing station are underutilized could be developed. Improved economic opportunity for city residents. Enhanced marketability of adjacent residential, retail and commercial development.

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