

SAVE THE WINDSOR LOCKS TRAIN STATION

Schematic Master Plan

Windsor Locks, Connecticut

Project Data

Date: 2004-2005

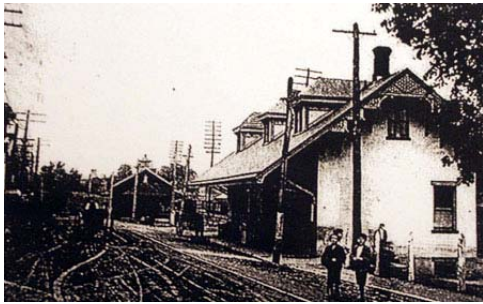
Size: Small narrow parcel

Context: Historic train station squeezed between Main Street and AMTRAK railroad tracks.

Project Description:

This 1875 train station is the last historic building left on Main Street. The rest of this historic streetscape succumbed to Urban Renewal in the 1960s, 1970s, and early 1980s. This station was used for passengers until late in the 20th century, when it was replaced with a small platform station just one-mile to the south. Gov. Ella Grasso used this station to begin her historic new position in Hartford. In recent years, this station and the former freight depot, now gone, fell into disrepair and have become an eyesore. The newly formed Windsor Locks Preservation Association is working hard to save this last piece of heritage, one of several components of Windsor Locks' transportation legacy.

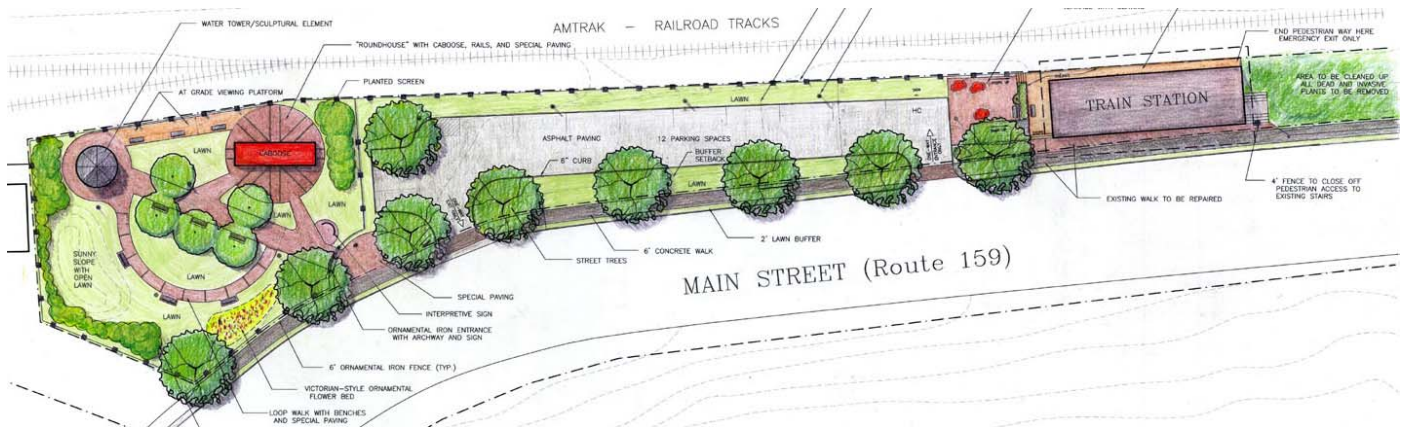
We were brought on board to develop a master plan to save the train station, provide sufficient parking for the small building, and to create a public park. We helped to refine the program and fit it into this narrow and small site squeezed between the active AMTRAK tracks and a canal to the east and Main Street / Route 75 to the west. Our design includes a safety perimeter fence along the tracks to separate two distinct uses and to encourage safety. A small outdoor display area and/or café type seating is provided near the station with ADA and universal access into the station, which will be restored into a yet to be determined use. The parking is placed between the station and the park to accommodate both activities and has one-directional traffic flow. Street trees and period style lighting will enhance the central parking area. The park is self-contained, is enclosed with an ornamental fence, and has controlled access through an ornamental gateway. Interpretive sign panels will help educate and explain the historic significance of the site. The park has special paving of different widths to direct flow and provide opportunities for children to explore. Ornamental trees and plantings will provide multi-seasonal color. An earthen and grass mound will provide an open play area for kids. Other planned features include a restored caboose with possible food concessions, a train related architectural feature at the end on the tree-lined allee, ornamental benches and lighting, and misc. historic train-related features. This expansive development program was uniquely brought together within the confines of this tight site and enables the park to grow northward if additional property becomes available.



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Fall 2004



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