Pawtucket/Central Falls Commuter Rail Station TOD
PROJECT FUNDING

TIGER Grant $13.1 Million
RI DOT (TIP + FTA) $22.5 Million
Local & Other $  4.4 Million

Total Project Cost: $40.0 Million

+ RIPTA Bus Hub: $ 7.0 Million

SCHEDULE

2016: Environmental; 30% Design
2017: RFP; Final Design; Contractor Selected
2018 - 2019: RI DOT Construction
2018: RIPTA Construction
2019: RIPTA Opens
2020: Station Opens
TOD Planning & Development

A. LAND USE MASTER PLAN - vision, parking, open space, program; design guidelines

B. LEGAL FRAMEWORK - define geography, TIF, zoning district; jurisdictional review

C. DATA COLLECTION - traffic, housing, utilities, stormwater, soils, water/sewer; current ownership

D. ROADWAY IMPROVEMENTS - key intersections, safety for bus, train, bike, pedestrian

E. MARKETING AND PROMOTION - website, outreach, graphic materials, PR

F. ECONOMIC DEVELOPMENT - marketing, gap financing, TOD resources fed, state, local; populations served

G. COMMUNITY ENGAGEMENT - stakeholder involvement, agency coordination, public meetings

** Paying for Planning and Infrastructure**
Plans for $50-million office-apartment complex in Warwick revealed; historic mill not included

An architect's drawing shows plans for the apartment-office complex envision development planned for the former Elizabeth Mill in Warwick. - Sandor Bodo

Mansfield ready to grow
North Main Street improvements done in time for residential projects

More one-bedroom units planned in sister Attleboro apartment project

North Common Estates is under construction in Mansfield.
Figure 11: TOD Urban Design Framework

- Local Site Corridor & Neighborhoods
  - Opportunities to create/strongen gateways from Londsdale and improve connectivity to Mill District.
  - Opportunities to expand housing options with infill and adaptive, to transition to Mill District.
  - Extend district street/walk improvements to existing neighborhoods.

- Mill District
  - Explore options for new road connections to improve connectivity.
  - Utilize building remedial to create new open space/parks.
  - Utilize redevelopment/reuse options to create a mix of residential, office, and light industrial uses.
  - Create new gateways from Londsdale as entry to the district from the west.
  - Use redevelopment as an opportunity to create new east-west pedestrian way from Londsdale to Dexter.

- Dexter Street Corridor
  - Opportunity to transition to a more pedestrian-focused mix of use with ground floor retail/office and residential above and pedestrian plazas on the street and parking behind buildings.
  - Create gateways/pedestrian nodes from Dexter corridor to the Station and Mill District.

- Exchange/Boy Street Transit Corridor
  - Support Exchange/Boy Street transit corridor enhancements.

Station Gateway District
- Supports expansion of improvements, such as streets, walks, wayfinding, etc.
- Explore opportunities to support/reengage building improvements/redevelopment in this area.
- Create new bus hub at the station supported by mixed use.
- Potential for higher density housing and mixed use on the MBTA Yard parcel.
- Explore opportunities to connect the station to Dexter Street, Downtown, and the Mill District.

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Intermodal Transit Hub Gateway

The new commuter rail station is being constructed directly adjacent to a new RIPTA bus hub. This new intermodal transit hub will create a nexus of activity, where passengers taking MRTA trains to Boston, Providence or Warwick can transfer to buses and where both bus and rail passengers will benefit from a lively, attractive location to start and end their transit trips.

Figure 14 shows a potential concept for the new RIPTA hub. The final site plan will evolve as RIPTA advances design of this facility. The preliminary concept envisions primary pedestrian access via an updated Pine Street segment north of Golf Avenue. Passenger drop-off areas will be located along Pine, and also off Barron Street. Transit access and gateway connectivity will be enhanced by the new overhead pedestrian bridge, a pathway that will also serve non-station users, as well as pedestrian plazas on either side of the bridge. As shown in Figure 13, the site concept could also incorporate parking for commuters and adjacent development.
Pine Street in Mill District

Pine Street will also serve as a primary street within the Mill District north of the Station. It will extend from Barton Street to Bond Street, as it does today.

This segment of Pine Street is envisioned to have two auto travel lanes. Wide sidewalks are also a highly desirable element to be incorporated into street design, as this segment will be part of a longer pedestrian spine between Dexter Street, the Mill District, future public parking and the Station.