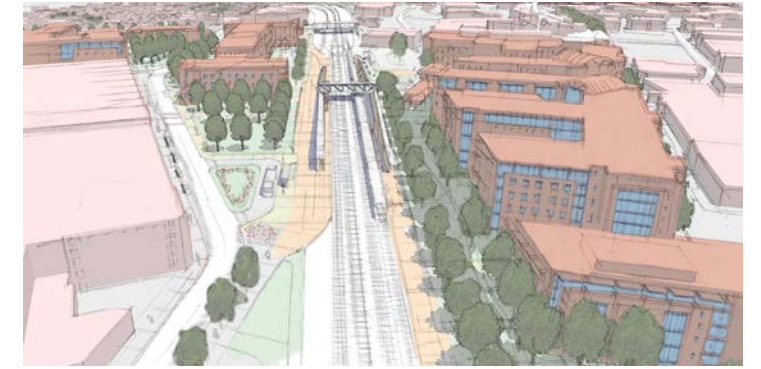
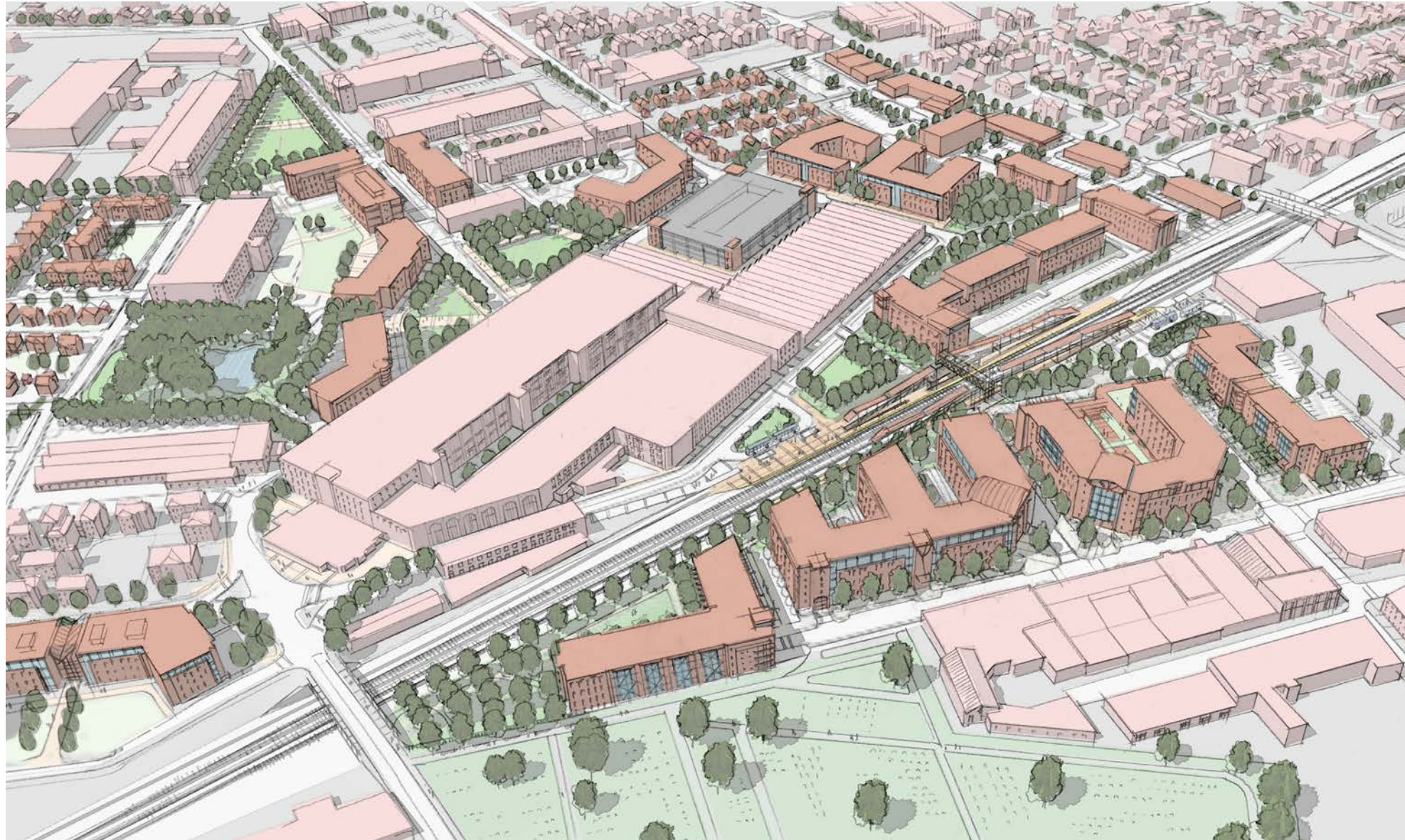


# Pawtucket & Central Falls Station District Vision Plan



## EXECUTIVE SUMMARY

DECEMBER 2016

CITY OF PAWTUCKET  
CITY OF CENTRAL FALLS  
THE PAWTUCKET FOUNDATION  
RI DEPARTMENT OF TRANSPORTATION  
RI PUBLIC TRANSIT AUTHORITY



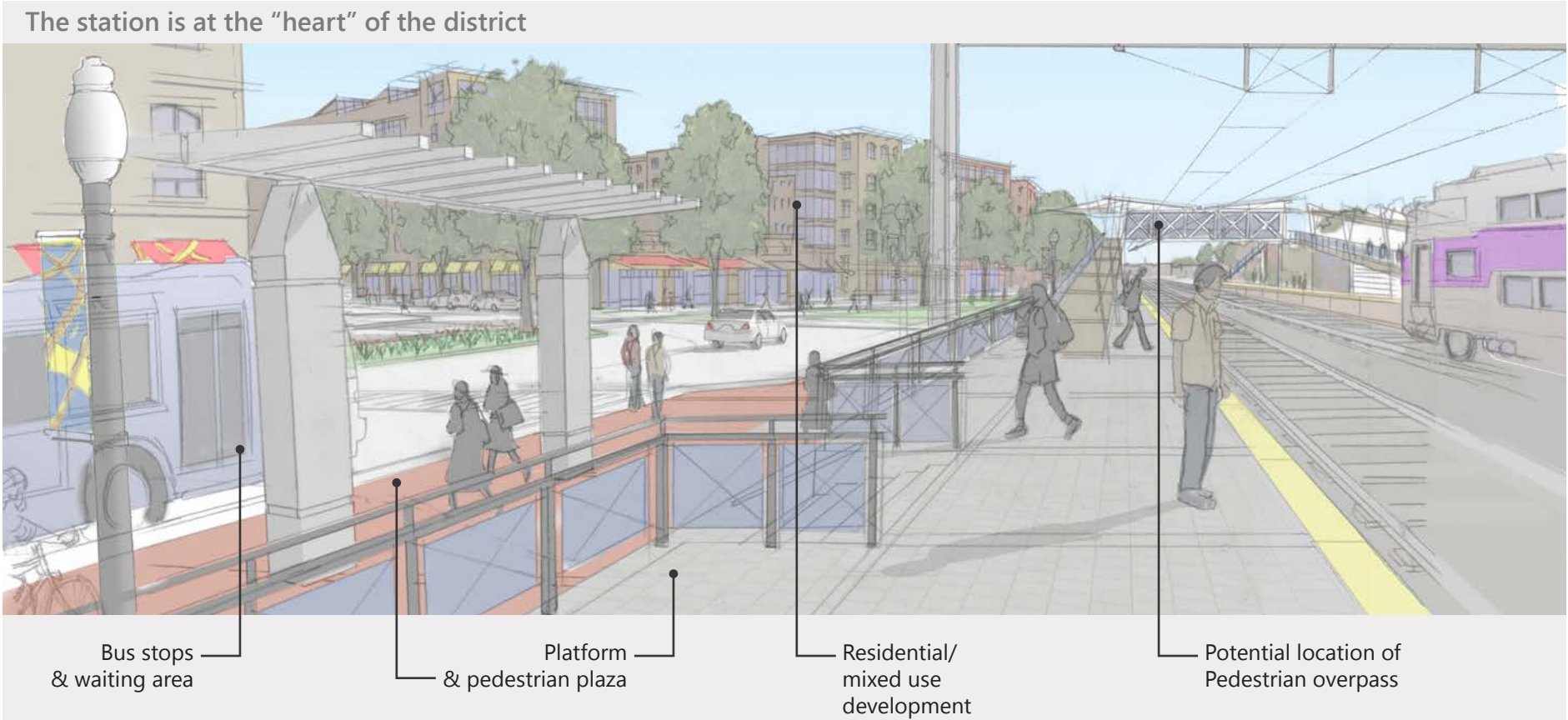
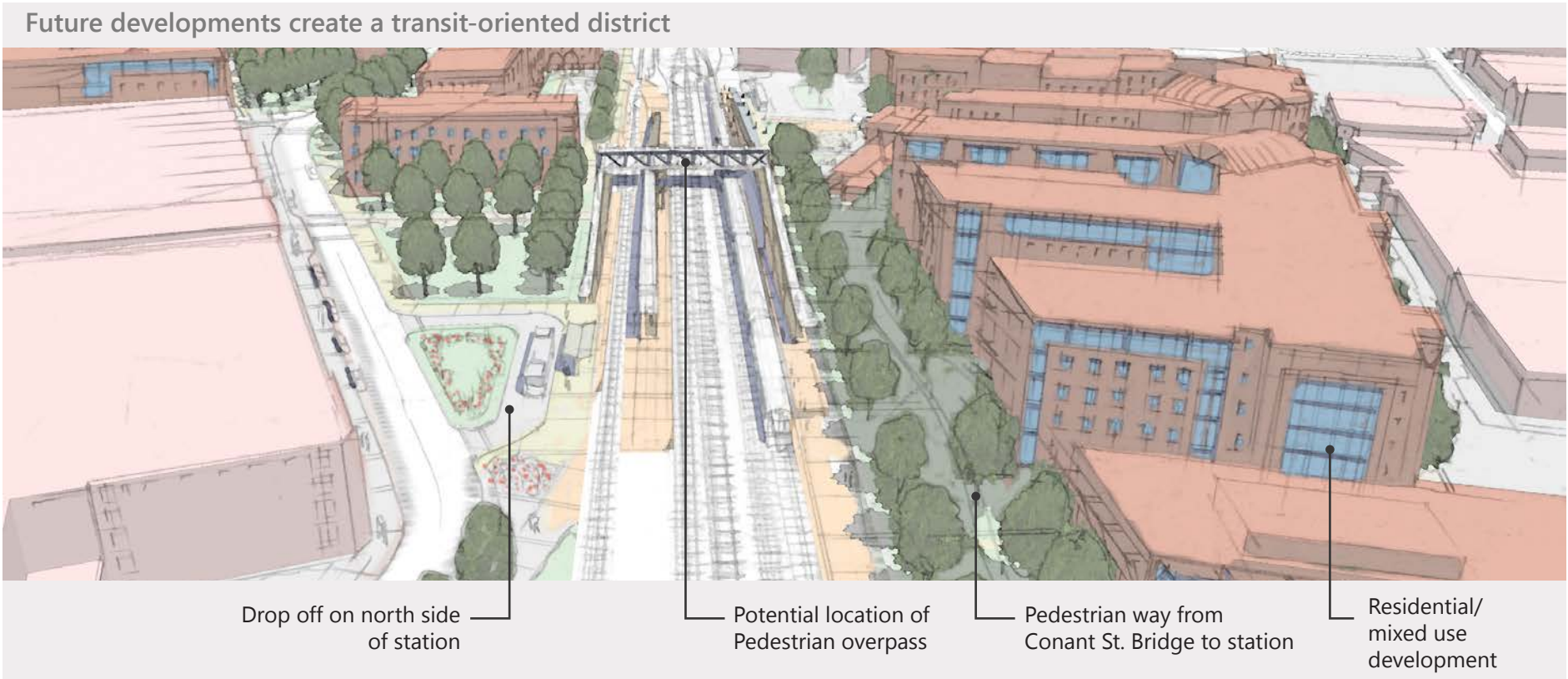
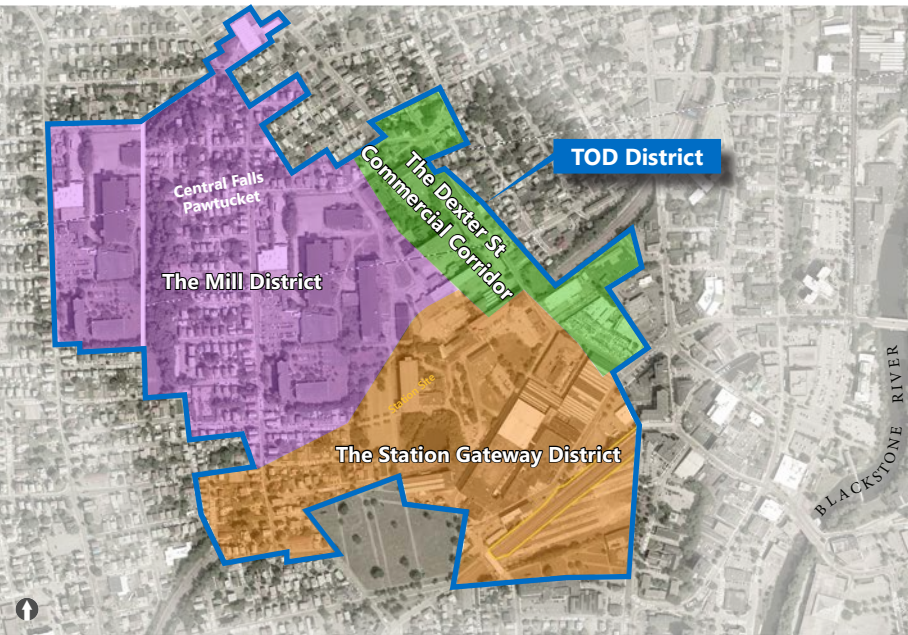
# Vision

This TOD Vision Plan is set forth to demonstrate how the cities of Pawtucket and Central Falls can realize the potential for growth and economic revitalization that a new commuter rail station will bring to the surrounding area. The Plan shares a future vision designed to guide investment and development in three planning Sub-Districts.:

- ❑ The Station Gateway District, in close proximity to new transit services;
- ❑ The Mill District with its distinctive historical architectural character, the Conant Thread Mill Complex, and other large structures; and,
- ❑ The Dexter Street Commercial Corridor, a mixed use edge serving as a transition to the larger TOD District.

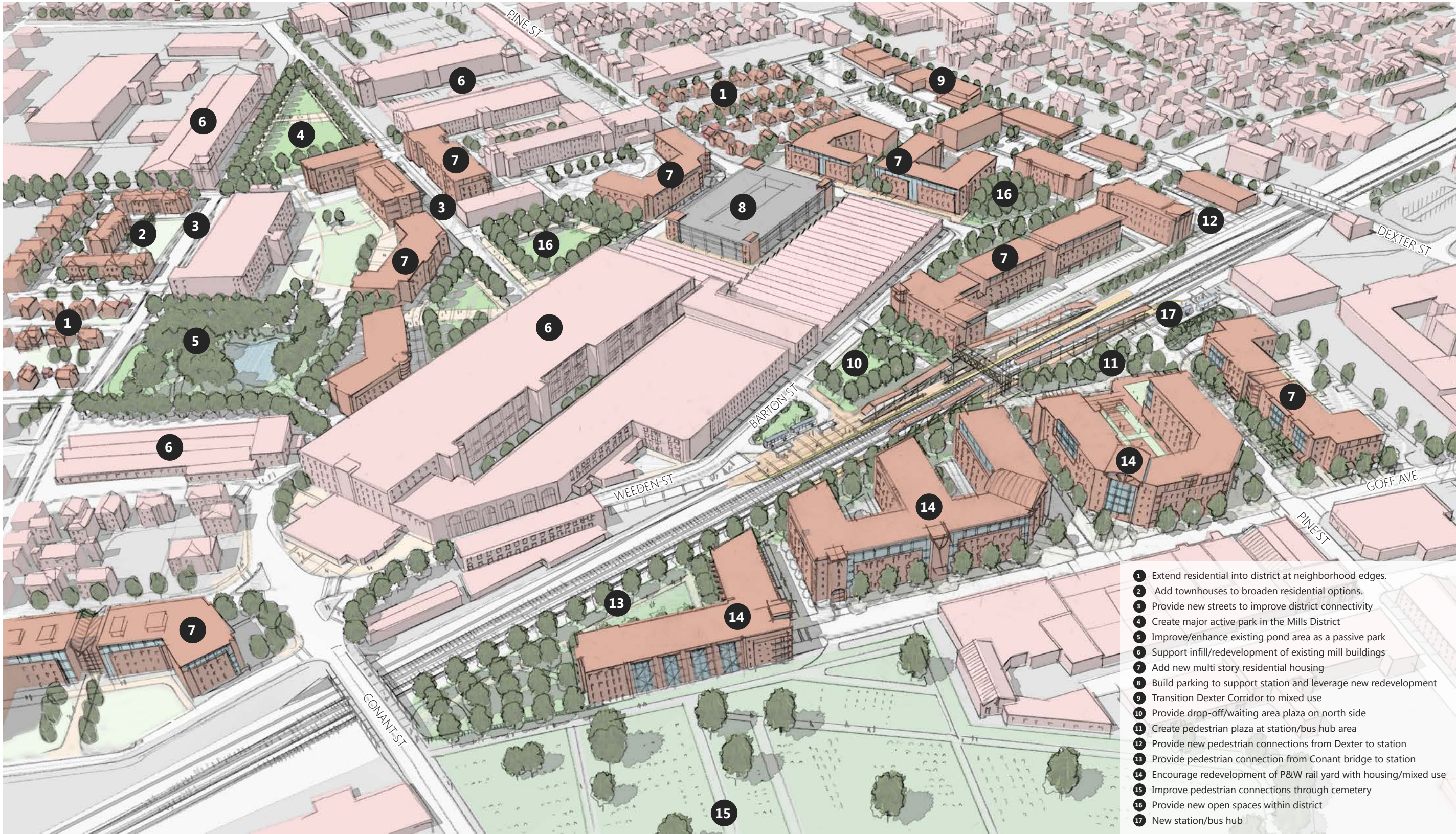
The Vision Plan incorporates area-wide improvements, such as new streets and parks, to reinforce connections and knit surrounding neighborhoods and land uses into a new urban center offering housing, recreation, and places to work.

The Station Area, with proximity to both rail and bus transit as well as large vacant parcels, represents a strong opportunity to create a vibrant, people-focused environment. The creation of plazas on either side of the pedestrian bridge and an active gateway street leading from Goff Avenue to the Station will help create an animated gateway with restaurants and other active commercial use.





# TOD Concept Plan





# Key Concepts

## 1 Unlock TOD and Land Use Opportunities

The Station and City-owned land can be used to leverage new development and spur redevelopment potential in existing buildings. While pinpointing specific locations for such opportunities is difficult, the Plan assumes that early projects may be drawn to the Station area and would benefit from adjacency to parking on City-owned parcels. It is anticipated that subsequent development will spread out from this center over time.

### Redevelop the Conant Thread Mill Complex

This large historic mill complex with over one million square feet of vacant and underutilized space presents a unique development opportunity for the region.

### Protect Existing Neighborhoods / Create New Housing Opportunities

The goal is to create a vital and active urban area that provides residential living options for all ages and household types, including millennials, families and seniors.

### Context/Transitions

New construction should be appropriately scaled to integrate with character of existing structures and neighborhoods.

## 2 Transform the Dexter Corridor

The Vision Plan envisions a long term transition of the Dexter Street Commercial Corridor over 10 - 20 years, from one-story service and retail uses and parking lots to a stronger, 3 - 4 story edge for the District. The Plan proposes retail at the street level with housing or offices above. Parking would be relocated to the rear of the buildings to further strengthen the strong building edge along the street.

## 3 Create a Series of Gateways, Nodes and Streets

Defined gateways and nodes will help make the District distinctive to users, as well as visitors, by providing clear, identifiable points of entry for cars, pedestrians and bikes. These visible points of entry provide an opportunity to brand the area and reinforce the District's identity using special signage, paving, landscaping and other applications.

Major gateways should be created at the Station entrance, and primary intersections, such as Dexter Street and Goff Avenue, formalizing entry into the district. Pedestrian nodes, located where walkways intersect or meet roadways, should be designed to enhance pedestrian activity and provide locations for trailblazing graphics and seating.

## 4 Improve Connectivity and Walkability

Clearly defined linkages, supporting a variety of modes (walking, biking, driving, riding the bus) should be created to connect users to the train, the bus hub, to downtown Pawtucket and to surrounding neighborhoods in both Cities.

The Plan proposes to knit the Station Area and Mill district into the surrounding context by adding walks and special pedestrian ways to link development and the Station with primary streets (such as the Dexter) and existing neighborhoods.

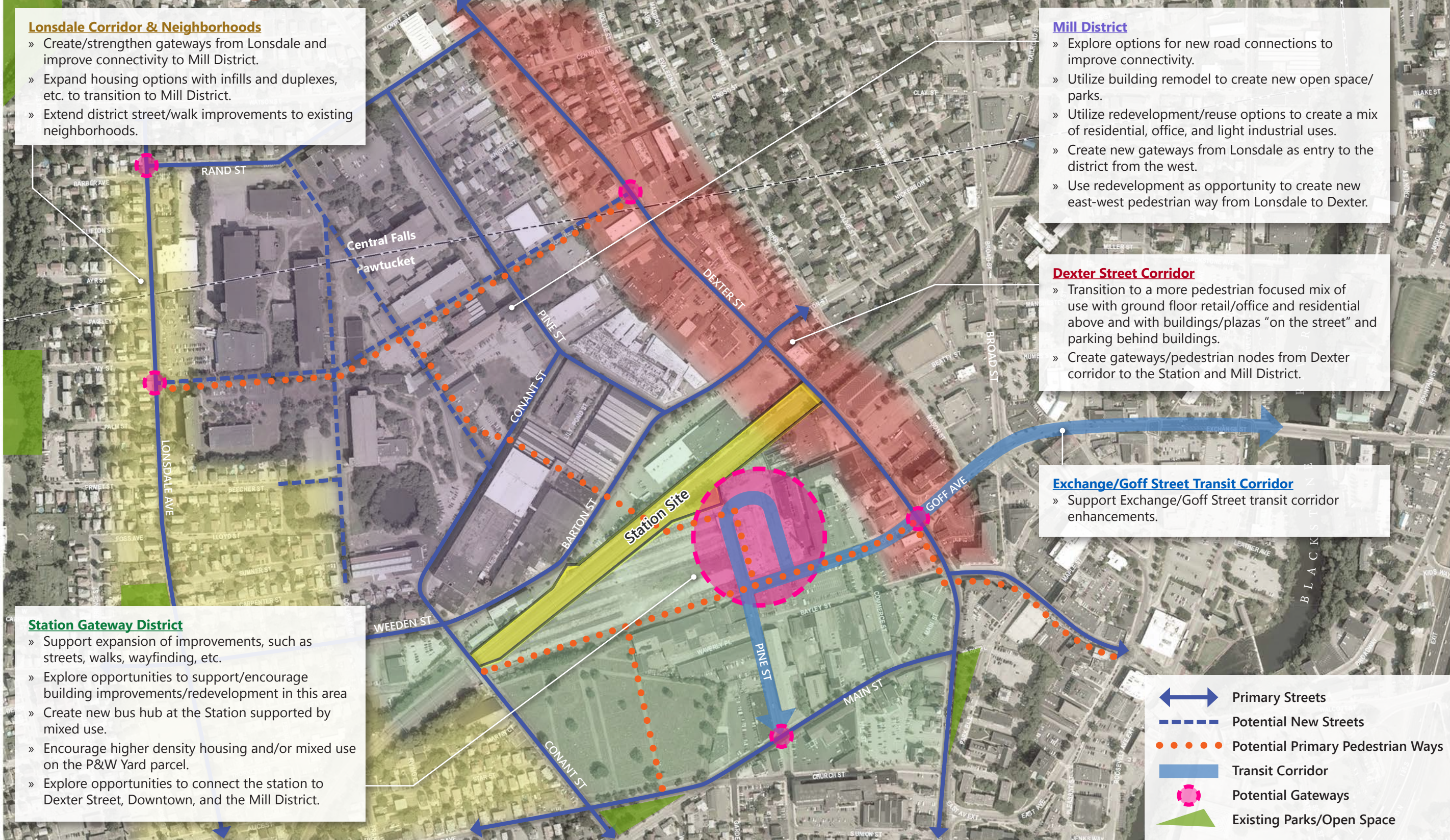
## 5 Develop an Open Space Network

New development and road segments can be used to create opportunities to add/expand open space and provide a variety of open space types to serve the district.

Small parklets can be created as courtyards or pedestrian nodes as part of individual developments. Larger parks and open spaces are envisioned for the Mill District, to help frame and soften the large mill structures in this area. A series of walkways connecting the Station to neighboring streets and developments can also serve to connect these parks and act as linear urban green space.



# TOD Urban Design Framework

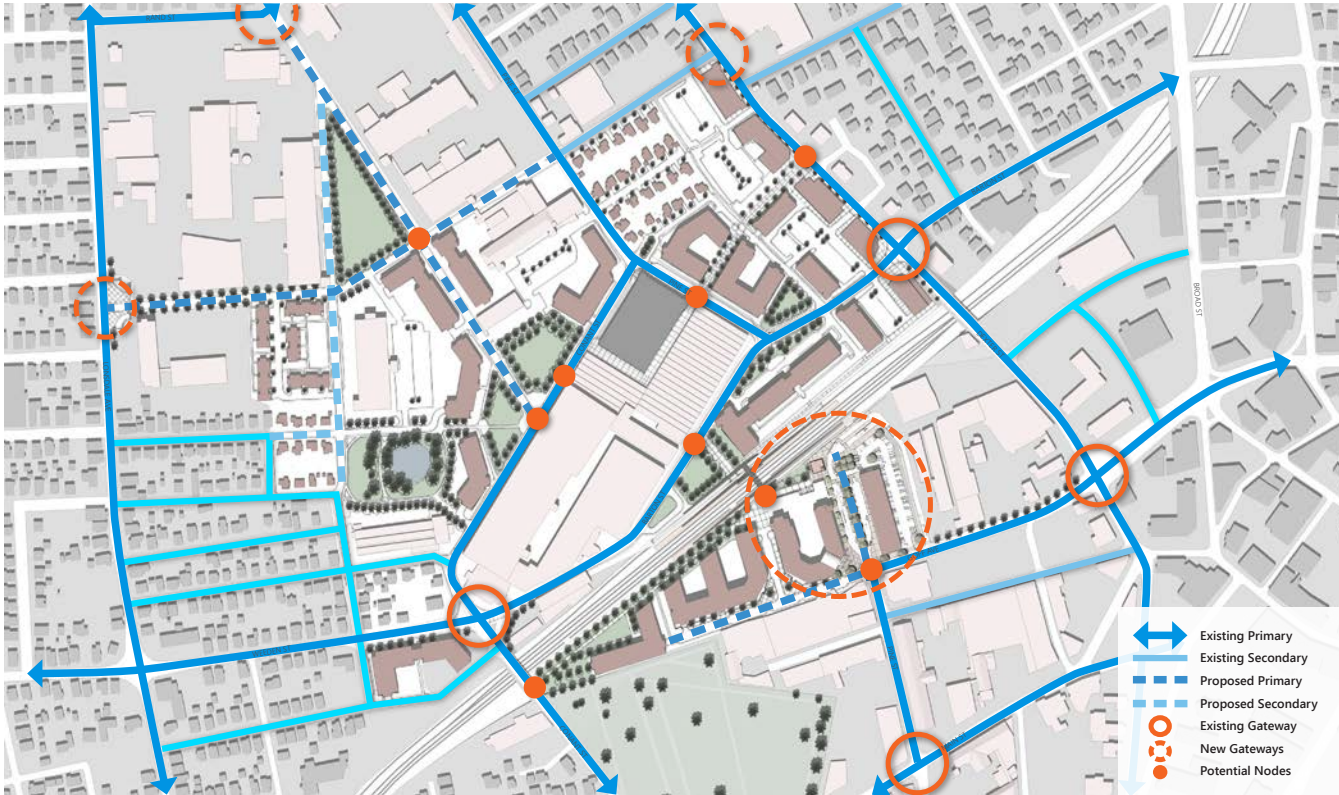




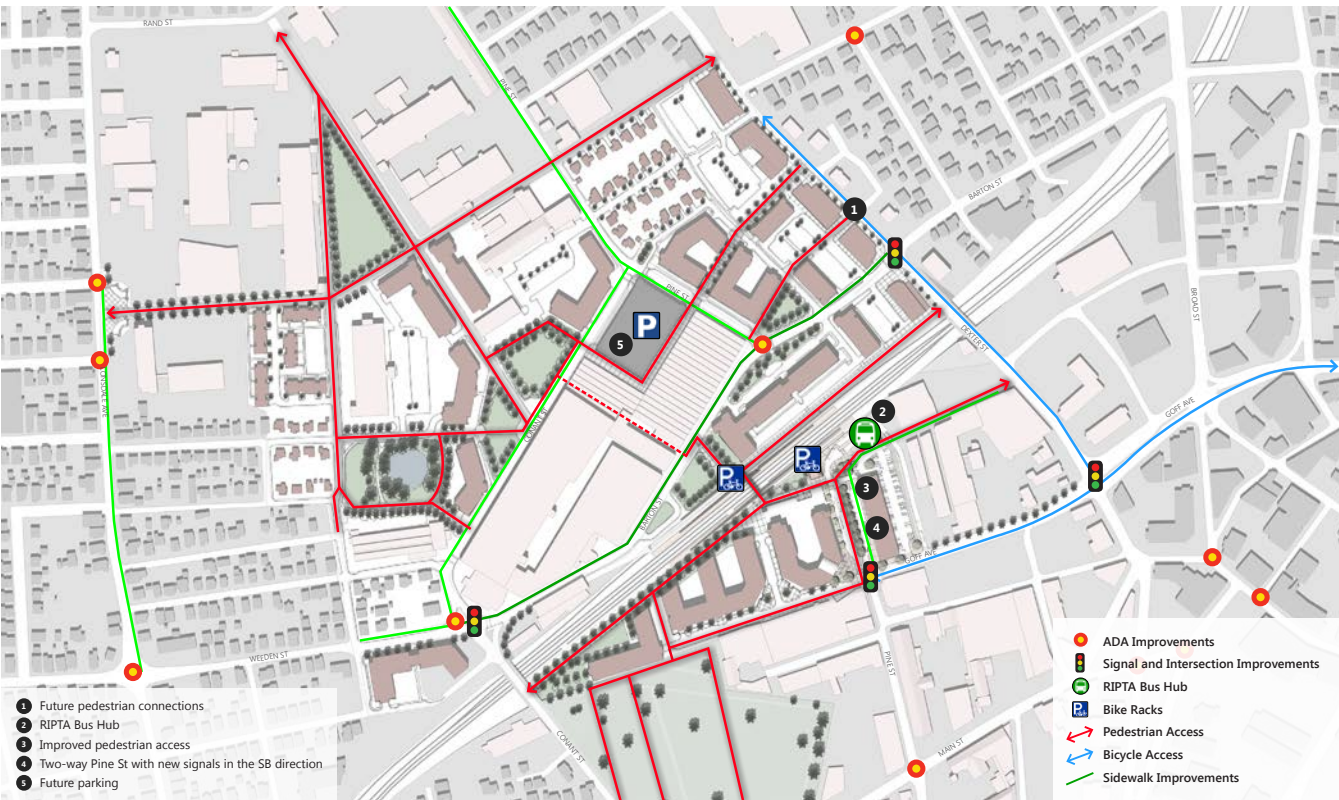
TOD Land Use Concept



TOD Gateway, Streets, and Nodes



TOD Walkability and Connectivity



TOD Open Space





# Implementation Actions & Estimated Cost Range

The tables below outline recommended actions for Pawtucket and Central Falls to pursue prior to Station opening and over two subsequent decades. Many will require cooperation with private developers or partners at the State level. Order of magnitude cost estimates are based on the following scale.

### Relative Cost of Recommendations

Order of Magnitude Cost	Scale
Completed in-house or by others	no cost
< \$100,000	\$
\$100,000 - \$500,000	\$\$
\$500,000 - \$2.5 million	\$\$\$
> \$2.5 million	\$\$\$\$

## 1 TOD & Land Use

Near Term Actions	Cost Range
Incorporate vision into local Comprehensive Plans	no cost
Create District, oversight bodies, redevelopment plan	no cost
Approve Design Guidelines/Streamline approval	no cost
Codify process for stakeholder engagement	no cost
Develop Parking Management Plan	\$
Conduct District-wide Stormwater Management Plan	\$\$
Identify roles other local Commissions and entities.	no cost

Mid Term Actions	Cost Range
Implement new design review process; encourage and incentivizes proposals that support the Vision	no cost
Conduct Housing Opportunity Study	\$\$
Market Study for manufacturing/commercial use	\$

## 2 Zoning

Near Term Actions	Cost Range
Amend zoning in both Cities for new TOD District	no cost
Create disincentives to discourage surface parking	no cost
Create incentives for affordable housing	no cost

## 3 Funding

Near Term Actions	Cost Range
Create TIF District, oversight body(ies) and Redevelopment Plan	no cost
Establish baseline TIF District property values	no cost
Ensure local ordinances allow for creation of Business Improvement District if/when desired by local businesses	no cost

Mid Term Actions	Cost Range
Pursue federal and state grants and other funding sources to make improvements as opportunities arise	no cost
Issue TIF Bond (engage legal counsel)	\$
Encourage Developers to utilize existing federal, state and local incentives to support development costs	no cost
Work with the State to create new TOD incentives	no cost
Create additional local incentives	no cost

## 4 Branding & Marketing

Near Term Actions	Cost Range
Establish TOD District website	\$
Create District logo and tagline	\$
Develop and use “elevator speech” to promote District	no cost
Work with CommerceRI on Statewide TOD marketing	no cost
Hang banners or other visible branding in District	\$\$

Long Term Actions	Cost Range
Update Market Analysis	\$

## 5 Open Space

Near Term Actions	Cost Range
Create pedestrian plazas on both sides of overhead rail bridge	see Walkability
Spruce up existing public spaces in the Mineral Springs Cemetery and Collyer Park	\$

Mid Term Actions	Cost Range
Create Pond Park off of Conant Street	\$\$\$
Require parklets as part of new private developments	no cost

Long Term Actions	Cost Range
Create Conant Green	\$\$
Create Triangle Park	\$\$\$

6 Gateways, Streets & Nodes

Near Term Actions	Cost Range
Construct Station and Bus Hub	funded
Advance plan for Goff-Exchange Transit Corridor	funded
Gateway improvements to Pine Street @ Station	\$\$\$
Install 3-way stop control at Pine St. / Goff Avenue	\$
Restrict peak hour loading dock use (Goff Avenue)	no cost
Re-time four other area intersections	\$
Conduct signal warrant for Pine St. / Goff Avenue	\$
Safety improvements/new signage on Garden Street	\$
Implement new on-street parking rules	no cost
Sign/manage Andrew Ferland Way parking	no cost
Make improvements identified in 2016 RIDOT MTSEA	\$\$\$

Mid Term Actions	Cost Range
Extend Goff Avenue to the west	\$\$
Signal/intersection improvements @ Pine St./Goff Ave.	\$\$
Signal/intersection improvements @ Dexter St./Barton St. (left turn NB)	\$\$
Signal/intersection improvements @ Conant/Weeden	\$\$
Construct pedestrian nodes on primary streets	\$\$
Construct surface parking at Conant/Pine PRA lot	\$\$\$

Long Term Actions	Cost Range
Construct new internal roadways in Mill District	\$\$\$\$
Signal/intersection improvements @ Pine St./Goff Ave. (NB through and right lanes)	\$\$\$
Signal/intersection improvements @ Dexter St./Barton St. (right/through lane SB)	\$\$
Signal/intersection improvements @ Conant/Weeden (left turn NB)	\$\$
Signal/intersection improvements @ Conant St./Mineral Spring Ave. ( left turn NB )	\$\$
Construct parking garage or decks on Conant/Pine lot	\$\$\$\$

7 Walkability & Connectivity

Near Term Actions

	Cost Range
Install Wayfinding for Station and other local sites	\$\$\$
Identify direct pathway from Station to downtown Pawtucket	no cost
Create safe, accessible path from Goff Avenue to Station	See Gateways
Create pedestrian plazas at either side of overhead bridge	\$\$\$
Obtain pedestrian easement from Pine to Dexter Streets, along south side of railroad tracks.	\$\$
Repair sidewalks and install ADA ramps in Station area	\$\$\$
Make bike and pedestrian upgrades in Goff-Exchange Transit Corridor	\$

Mid Term Actions

	Cost Range
Create Access Manual and Pedestrian Safety Plan	\$
Create stair access to Mineral Spring Cemetery from Goff Avenue extension	\$\$
Install lighting and make improvements to Cemetery paths	\$\$
Create pedestrian linkage to Conant Street Bridge	\$\$\$
Create through-building pedestrian/bike connection between Barton and Conant street.	\$\$
Install bike lanes on other primary streets (Mineral Spring, Barton and new road through Mill District.)	\$
Make sidewalk repairs and install ADA ramps within 1/2 mile of Station	\$\$\$\$

Long Term Actions

	Cost Range
Construct sidewalks along internal Mill District roads	\$\$\$\$
Construct pedestrian path between Pine and Dexter streets	\$\$\$
Make sidewalk repairs and install ADA ramps within one mile of Station	\$\$\$\$

8 Utility & Infrastructure

Mid Term Actions

	Cost Range
Conduct Sewer Condition Study and spot checks of flow	\$\$

Long Term Actions

	Cost Range
Require pervious pavement and other green infrastructure to reduce stormwater runoff	no cost
Separate and upgrade storm and sanitary systems; upgrade and replace water mains	\$\$\$\$
Encourage National Grid to conduct Utility Distribution Analysis and to make spot improvements to gas, and electric network as needed	no cost
Require underground utilities where feasible	no cost

Summary of Costs and TIF Funding Potential

	Estimated Funding Needs (\$2017)	Estimated TIF Capacity (\$2017)
Near Term Actions Before Station Opens	\$5 - \$8 million	limited
Mid Term Actions Years 1 to 10 After Station Opens	\$10-\$12 million	\$48-\$53 million
Long Term Actions Years 11 to 20 After Station Opens	\$56-\$60 million	\$15-\$19 million
Total Estimated Public investment	\$71-\$80 million	\$63 -\$72 million