



TIDEWATER LANDING

Urban Coastal Greenway Landscape and Plant Habitat Maintenance and Management Program

Prepared for:
Tidewater Stadium, LLC
15113 West Sunset Blvd.
Pacific Palisades, CA 90272

October 6, 2021



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0.0 PREFACE

Name of Site: Tidewater Landing

Location: Taft Street, Pawtucket, Rhode Island

Owner's Name:

- AP 54, Lot 826 - Narragansett Electric Company (d/b/a National Grid)
- AP 54, Lot 827 – City of Pawtucket

Applicant: Tidewater Stadium, LLC (affiliated company of Fortuitous Partners)

The intention of this document is to provide guidance to the stewards of the Urban Coastal Greenway on the Tidewater Landing site during construction and after occupancy. While some specific guidelines will be offered, the majority of the information in this document is intended to educate the persons responsible for the ongoing maintenance of the site as to the goals and intentions of the Rhode Island Department of Environmental Management (RIDEM) and the Coastal Resources Management Council (CRMC). These guidelines focus on the site as a whole, with specific attention paid to the variable width Urban Coastal Greenway between the development and the coastal feature adjacent to the Seekonk River and the stormwater management facilities practices. Reference is made to both the December 2010 edition of the Rhode Island Stormwater Design and Installation Standards Manual and CRMC's Urban Coastal Greenway Design Manual for the Metro Bay Region.

As required in Section 240 Urban Coastal Greenway Management and Maintenance Requirements, the owner of record is responsible for maintaining the UCG in accordance with the operative Rhode Island CRMC Assent. The owners shall have a direct role in the ongoing maintenance program, consisting of inspection, monitoring, and maintenance of the landscape and habitat on the site. Proper maintenance practices and management will help prevent undesirable conditions and emergency situations. In the case of Tidewater Landing, Tidewater Stadium, LLC and Fortuitous Tidewater OZ, LLC are leasing land from National Grid and the City of Pawtucket and will execute agreements with each of the owners allocating responsibility for the maintenance obligations required in this document.



1.0 INTRODUCTION



1.1 GENERAL INFORMATION

In accordance with the Urban Coastal Greenway Design Manual for the Metro Bay Region, all landscape plans submitted by Rhode Island property owners for Urban Coastal Greenways shall include a maintenance plan that describes all landscape maintenance and management practices to be performed within the UCG. Required practices referenced in this Maintenance and Management Program include but are not limited to pruning and removal of dead material, leaf removal, weeding and removal of invasive species, mulching, irrigation, fertilization, and pest management. The majority of the riverfront along the National Grid property will be regraded to stabilize the shoreline. This area will be revegetated with native plantings and a new riverwalk. The riverfront area on the City property will be regraded and replanted, but the coastal edge will largely remain as it exists with the existing stone bulkhead remaining in place.

1.2 SITE DESCRIPTION

Located south of Interstate 95 and east of Taft Street in Pawtucket, Rhode Island, Tidewater Landing is a mixed-used development project, anchored by the Phase 1A improvements, including a new multipurpose stadium and public waterfront improvements. The Phase 1A project site is approximately 16.7 acres split between 11.4 acres on the National Grid site and 5.3 acres on the City site. The City site exists today with low brush, trees, and a stone bulkhead along the Seekonk River edge. On the north side of the City site exists Town Landing, a public park and boat launch. The Town Landing boat launch is being reconstructed at this time in a separately permitted project by the City of Pawtucket. The National Grid site's historic use was as a Manufactured Gas Plant (MGP). National Grid was permitted separately to remediate the site, including regrading, reestablishing the river's edge with a mixture of a steel bulkhead and riprap embankment. The site is currently cleared with remediation work underway.

1.3 URBAN COASTAL GREENWAY (UCG) EXPLAINED

The project site is made up of two parcels of land identified as AP 54 Lot 826 owned by National Grid and AP 54 Lot 827 owned by the City of Pawtucket. Any reference to "the site" in this document represents these two parcels. The site is positioned on the western bank of the Seekonk River with the majority of the property within the jurisdiction of the Rhode Island Coastal Resources Management Agency. As dictated in the Metro Bay Region Special Area Management Plan (SAMP), an Urban Coastal Greenway (UCG) is required. Section 150.3, General Standards for Urban Coastal Greenways, (b) states that "applicants may utilize an averaging method, where compensatory UCG width is provided for a necessary reduction in UCG width in other areas of the site, provided the total square footage of the UCG remains the same..." On the Tidewater Landing site, an average UCG width was determined and is a minimum of 50 feet wide. As such, the areas designated as UCG as shown on the accompanying exhibits are variable in width and were developed to best accommodate the existing conditions and use smart growth techniques to minimize disturbance to the site and maximize opportunities for development.

The UCG must be properly maintained and managed to protect the environment and prevent disturbances from man-made interactions and coastal flooding hazards. The UCG acts as a natural buffer between the coastline and the proposed stadium and public amenity development at Tidewater Landing.

In addition to the existing and proposed vegetation, within the proposed design there are pathways through the UCG that allow public access, including a "Primary Access riverwalk" that runs parallel to the shoreline and various "Secondary Paths" connecting the public spaces to the City street frontage along Taft Street. It is the purpose of this manual that the UCG be preserved to sustain any existing and additional planting, habitats, and landscapes within the Urban Coastal Greenway.

1.4 REQUIRED STORMWATER MANAGEMENT

According to the Rhode Island Stormwater Design and Installations Manual and the Urban Coastal Greenway Design Manual for the Metro Bay Region, all stormwater within the UCG must be controlled onsite. Areas within the UCG are primarily proposed to be pervious surfaces with either landscaping or the pervious asphalt riverwalk. The driveway and public parking areas will be impervious asphalt surfaces and will be treated through a porous concrete system prior to being treated through a sand filter beneath the concrete and finally daylighted into a grassed swale that leads to the river. The public plaza space in the central portion of the site is captured through a series of drains and routed through a below-ground sand filter prior to being discharged into the drainage system and river.

1.5 CONTACTS

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Waltham, MA 02451
Contact: Kenneth Lento
Cell: (617) 791-2627
Email: Kenneth.Lento@nationalgrid.com

Owner AP 54, Lot 827:

City of Pawtucket
137 Roosevelt Avenue
Pawtucket, RI 02860
Contact: Jeanne Boyle
Cell: (401) 580-8332
Email: jboyle@pawtucketri.com

Applicant:

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1.0 INTRODUCTION



1.1 GENERAL INFORMATION

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1.2 SITE DESCRIPTION

Located south of Interstate 95 and east of Taft Street in Pawtucket, Rhode Island, Tidewater Landing is a mixed-used development project, anchored by the Phase 1A improvements, including a new multipurpose stadium and public waterfront improvements. The Phase 1A project site is approximately 16.7 acres split between 11.4 acres on the National Grid site and 5.3 acres on the City site. The City site exists today with low brush, trees, and a stone bulkhead along the Seekonk River edge. On the north side of the City site exists Town Landing, a public park and boat launch. The Town Landing boat launch is being reconstructed at this time in a separately permitted project by the City of Pawtucket. The National Grid site's historic use was as a Manufactured Gas Plant (MGP). National Grid was permitted separately to remediate the site, including regrading, reestablishing the river's edge with a mixture of a steel bulkhead and riprap embankment. The site is currently cleared with remediation work underway.

1.3 URBAN COASTAL GREENWAY (UCG) EXPLAINED

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The UCG must be properly maintained and managed to protect the environment and prevent disturbances from man-made interactions and coastal flooding hazards. The UCG acts as a natural buffer between the coastline and the proposed stadium and public amenity development at Tidewater Landing.

In addition to the existing and proposed vegetation, within the proposed design there are pathways through the UCG that allow public access, including a "Primary Access riverwalk" that runs parallel to the shoreline and various "Secondary Paths" connecting the public spaces to the City street frontage along Taft Street. It is the purpose of this manual that the UCG be preserved to sustain any existing and additional planting, habitats, and landscapes within the Urban Coastal Greenway.

1.4 REQUIRED STORMWATER MANAGEMENT

According to the Rhode Island Stormwater Design and Installations Manual and the Urban Coastal Greenway Design Manual for the Metro Bay Region, all stormwater within the UCG must be controlled onsite. Areas within the UCG are primarily proposed to be pervious surfaces with either landscaping or the pervious asphalt riverwalk. The driveway and public parking areas will be impervious asphalt surfaces and will be treated through a porous concrete system prior to being treated through a sand filter beneath the concrete and finally daylighted into a grassed swale that leads to the river. The public plaza space in the central portion of the site is captured through a series of drains and routed through a below-ground sand filter prior to being discharged into the drainage system and river.

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2.0 INSPECTION AND MONITORING REQUIREMENTS

2.1 GENERAL

In addition to maintaining the new plantings in the UCG, it is the owner's/applicant's responsibility to maintain the primary and secondary paths. The path surfaces and public access amenities such as benches, trash receptacles and signage must be regularly inspected and maintained. Litter must be periodically cleaned up and access to the waterfront provided by the paths must be maintained. Signage, fencing, plantings, or other methods of discouraging public access are not allowed.

The public paths will include porous asphalt bituminous and concrete walks. These paths must be maintained by repairing any broken or eroded surfaces and cutting back vegetation to prevent encroachment. This manual sets forth a monitoring and inspection program which must be adhered to and includes the following:

Continuous Inspections: Physical inspections must be periodically conducted to ensure the integrity of the UCG elements. Visual observations should be noted and, if action is required, then forwarded to the appropriate professional.

Conditional Inspections: Immediately after the occurrence of an event potentially affecting the surface improvements, such as heavy rains, storm tides, or vandalism, an inspection must be performed. The owner shall keep records of all inspections including the time, date, and location of the inspection. Additional information should be recorded including the weather on the date of inspection, any storm events directly preceding the inspection, the conditions observed and recommendations for action.

These inspections should include all the surface improvement elements listed in section 2.4 below.

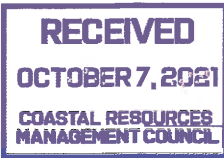
2.2 FREQUENCY OF INSPECTIONS

Continuous Inspections: The personnel responsible for the general maintenance of the site should observe the site conditions on a regular basis. At minimum, a thorough inspection of the UCG should be performed every 6 months. Inspections shall be kept on a continuous calendar with existing conditions and action taken recorded. Appropriate professionals shall be identified and engaged when necessary.

Conditional Inspections: Immediately after the occurrence of events such as unusually high tides, heavy rain events, vandalism, and other significant events, a thorough inspection shall be done for the site. Dependent on the severity of impacts, an appropriate professional shall be consulted to assist with the inspection.

Essential Inspection Times: During the following occurrences, an inspection is recommended regardless of other schedules:

- During the 6 months immediately after construction, stormwater facilities shall be inspected following at least the first two precipitation events of at least 0.5 inches to ensure that the system is functioning properly.
- Prior to predicted major rainstorm or heavy snow melt.



- During or after a severe rainstorm, especially after storm events of greater than or equal to the 1-year, 24-hour Type III precipitation event.
- During or following a severe windstorm; check performance during the storm and after the storm has subsided.
- Following a significant high tide or coastal flooding, the site and its appurtenant structures should be inspected.

2.3 ORGANIZING FOR INSPECTIONS

A list of appropriate personnel with the qualifications to assess and make recommendations shall be made available to the person in charge. The person in charge shall also be identified and should be a qualified employee that is familiar with the site and its typical conditions. An inspection checklist shall be developed to ensure thorough observations and recording of information. Inspectors should observe methodically using appropriate equipment; record accurate observations; and survey the landscape, stormwater structures, and site amenities in detail.

Recording Inspections and Observations: To ensure significant site condition information, an accurate and detailed description shall be recorded for each inspection. Pictures and measurements should be taken to allow for a more complete report of site condition observations for potential problems. The following shall be included in observational recordings: date, time, weather, and names and titles of personnel monitoring shall always be noted for record-keeping purposes.

Location of any site condition issues must be accurately noted for further evaluation. Photographs may assist in the recording of a location, along with a detailed description of where the photo was taken.

Extent of area shall be recorded with details of length, width, depth, or height of any suspected problems.

2.4 INSPECTION ELEMENTS

The Tidewater Landing site has the following features which must be inspected: porous asphalt riverwalk; stormwater outfalls; porous concrete panels and sand filters; riprap embankment and vegetation; grassed swale adjacent to public parking lot on south side of the development; planted areas adjacent to the riverwalk; and the public parking area. The ownership and final design may change and are subject to review and approval by the Rhode Island CRMC.



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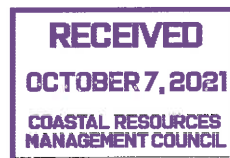
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2.0 INSPECTION AND MONITORING REQUIREMENTS

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These inspections should include all the surface improvement elements listed in section 2.4 below.

2.2 FREQUENCY OF INSPECTIONS

Continuous Inspections: The personnel responsible for the general maintenance of the site should observe the site conditions on a regular basis. At minimum, a thorough inspection of the UCG should be performed every 6 months. Inspections shall be kept on a continuous calendar with existing conditions and action taken recorded. Appropriate professionals shall be identified and engaged when necessary.

Conditional Inspections: Immediately after the occurrence of events such as unusually high tides, heavy rain events, vandalism, and other significant events, a thorough inspection shall be done for the site. Dependent on the severity of impacts, an appropriate professional shall be consulted to assist with the inspection.

Essential Inspection Times: During the following occurrences, an inspection is recommended regardless of other schedules:

- During the 6 months immediately after construction, stormwater facilities shall be inspected following at least the first two precipitation events of at least 0.5 inches to ensure that the system is functioning properly.
- Prior to predicted major rainstorm or heavy snow melt.

- During or after a severe rainstorm, especially after storm events of greater than or equal to the 1-year, 24-hour Type III precipitation event.
- During or following a severe windstorm; check performance during the storm and after the storm has subsided.
- Following a significant high tide or coastal flooding, the site and its appurtenant structures should be inspected.

2.3 ORGANIZING FOR INSPECTIONS

A list of appropriate personnel with the qualifications to assess and make recommendations shall be made available to the person in charge. The person in charge shall also be identified and should be a qualified employee that is familiar with the site and its typical conditions. An inspection checklist shall be developed to ensure thorough observations and recording of information. Inspectors should observe methodically using appropriate equipment; record accurate observations; and survey the landscape, stormwater structures, and site amenities in detail.

Recording Inspections and Observations: To ensure significant site condition information, an accurate and detailed description shall be recorded for each inspection. Pictures and measurements should be taken to allow for a more complete report of site condition observations for potential problems. The following shall be included in observational recordings: date, time, weather, and names and titles of personnel monitoring shall always be noted for record-keeping purposes.

Location of any site condition issues must be accurately noted for further evaluation. Photographs may assist in the recording of a location, along with a detailed description of where the photo was taken.

Extent of area shall be recorded with details of length, width, depth, or height of any suspected problems.

2.4 INSPECTION ELEMENTS

The Tidewater Landing site has the following features which must be inspected: porous asphalt riverwalk; stormwater outfalls; porous concrete panels and sand filters; riprap embankment and vegetation; grassed swale adjacent to public parking lot on south side of the development; planted areas adjacent to the riverwalk; and the public parking area. The ownership and final design may change and are subject to review and approval by the Rhode Island CRMC.

3.0 MAINTENANCE INSTRUCTIONS

3.1 GENERAL MAINTENANCE GUIDELINES

As described in the Urban Coastal Greenway Design Manual for the Metro Bay Region, the UCG Program was designed to achieve three primary goals: increase public access to the coast; complete onsite stormwater management primarily through vegetative treatments; and preserve and restore the aesthetic value of Rhode Island's urban shoreline through sustainable landscaping. The Tidewater Landing project was designed to achieve these goals and the maintenance guidelines are specifically to ensure that these goals are maintained as the site matures.

3.2 MAINTENANCE INSTRUCTIONS (See Exhibits A and B)

Buffer Vegetation – As shown on the attached plans, particularly Exhibits A and B, there are several areas along the eastern edge of the site that were altered to accommodate grading necessary to meet the engineering requirements of the site design and have been proposed to be replanted as part of the development (Exhibit B). As required in Section 210 D of the Urban Coastal Greenway Design Manual, these plantings should be maintained as follows:

3.2.1 Pruning and Weeding

Whenever possible, use mechanical methods of vegetation removal (e.g., mowing with tractor-type or push mowers, hand cutting with gas or electric powered weed trimmers) rather than applying herbicides. Use hand weeding where practical. Avoid loosening the soil when conducting mechanical or manual weed control, as this could lead to erosion. Use mulch or other erosion control measures when soils are exposed.

3.2.2 Waste Management

Place temporarily stockpiled material away from watercourses, and berm or cover stockpiles to prevent material releases to storm drains. Leaves, sticks, or other collected vegetation should be disposed of by appropriate means as leaf and yard waste. Do not dispose of collected vegetation into waterways or storm drainage systems.

3.2.3 Fertilizer

Fertilizer is not to be used within the UCG. On the portions of property that are outside of the UCG, it is important to minimize the use of high nitrogen fertilizers that produce excess growth requiring more frequent mowing or trimming. Application techniques should ensure that the proper application rates are followed and that no fertilizer is applied to the pavement where it will wash into the surrounding landscape.

3.2.4 Irrigation

Irrigation is necessary after the planting during plant establishment only. Utilize practices and equipment that promote water conservation, such as soaker hoses and moisture sensors. In addition, plants have

been selected that are hardy and adaptable and should need no further irrigation or fertilization once established.

3.2.5 Porous Asphalt Riverwalk and Porous Concrete Surfaces (See Exhibits C and D)

Inspections are an integral part of system maintenance. During the 6 months immediately after construction, the porous asphalt and concrete surfaces should be inspected at least twice or more following precipitation events of at least 1.0 inch to ensure that the system is functioning properly. Thereafter, inspections should be conducted on an annual basis and after storm events of greater than or equal to the 1-year, 24-hour Type III precipitation event.

In order for the porous surfaces to operate as intended, the surfaces must be cleaned, including vacuuming sediment and debris from the pores. The surface should be cleaned annually using a vacuum equipped sweeper following the winter season. During winter months, avoid the use of sand for treatment of surface freezing as it will clog the system.

3.2.6 Concrete and Bituminous

General inspections should be conducted to observe normal wear. Care should be taken to use products suitable for concrete when applying ice melt to prevent spalling. Tree roots should be prevented from growing under the walkway and creating trip hazards. Settling, cracking, or upheaval can also cause trip hazards and should be repaired as soon as they are observed.

3.2.7 Access Road

The existing road is proposed to provide the main access to the site from Taft Street to the public parking lot located south of the stadium. The asphalt parking lot should be cleaned and swept bi-annually to remove debris and sediment from the surface. It is recommended this be conducted in early spring and late fall after the leaves have fallen.

3.2.8 Light Fixtures

The light fixtures should be periodically inspected mainly for replacement of light sources. The fixtures and poles should also be inspected for damage and repaired as necessary to maintain the integrity of the lights.

3.2.9 Snow Removal and De-icing

Care should be taken to use appropriately sized equipment for snow removal. The equipment should generally be narrower than the path being cleared and have the capability of maneuvering within the limits of the path to avoid damage to areas beyond the paved surface area. Overhead clearances should be considered, and light duty equipment should be used adjacent to handrails and other less resilient improvement areas. In some instances, smaller scale snow blowers or hand shoveling may be necessary in lieu of vehicle mounted plows.

Special care should be taken in the use of equipment on the porous pavement areas. Soft edge plow blades should be used or snow blowers with plastic or rubber skids should be used in these areas to avoid surface damage.



De-icing products should be applied only to surfaces that they are designated by the manufacturer for use. The manufacturer's guidelines should be carefully followed at the minimum application rate necessary to treat the condition. For example, basic rock salt (sodium chloride) should be avoided in areas where there are concrete paved surfaces or curbing. Porous paving surfaces will also typically not need de-icing products applied for day/night, melt/freeze conditions as the small amount of snow melt during warmer daytime conditions will typically infiltrate through the surface.

3.2.10 Stormwater System Maintenance

See attached Stormwater System Operation and Maintenance Plan

141.16222.00003.s721.rpt.docx

**NOT FOR
 CONSTRUCTION**

**TIDEWATER
 STADIUM**
 Pawtucket, Rhode Island



**FORTITOUS
 PARTNERS**

REVISION	DATE	DESCRIPTION
1	09/21/2023	ISSUED FOR PERMITTING
2	09/21/2023	REVISED PER COMMENTS FROM PERMITTING
3	09/21/2023	REVISED PER COMMENTS FROM PERMITTING
4	09/21/2023	REVISED PER COMMENTS FROM PERMITTING

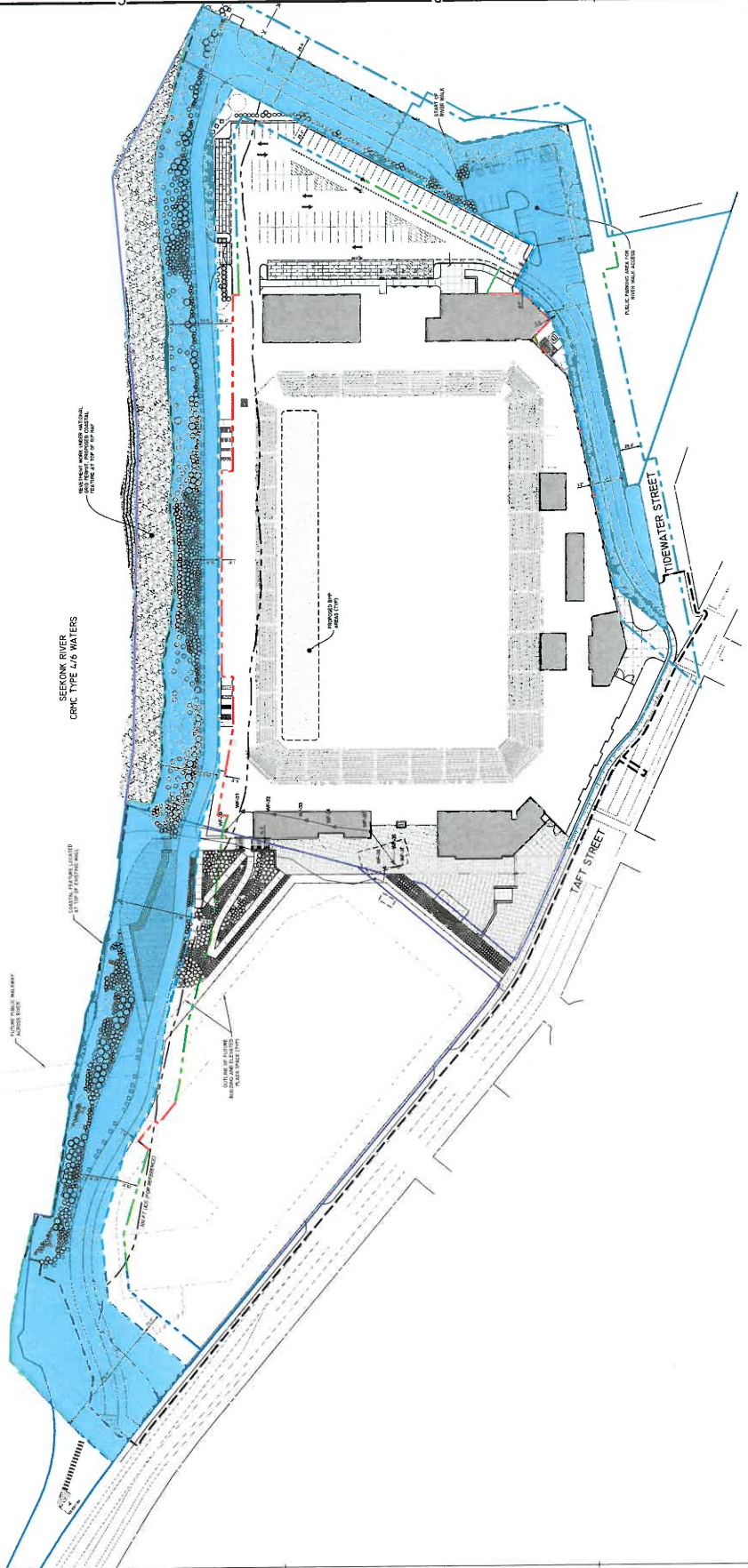
PROJECT NO.	2301001
P.E.	LER
P. MGR.	LER
P. ARCH.	DNV
DESIGN BY	DNV
JOB CAPTAIN	DNV
DRAWN BY	DNV
CHECKED BY	DNV
SHEET TITLE	800

Urban Coastal
 Greenway (UCG) Plan

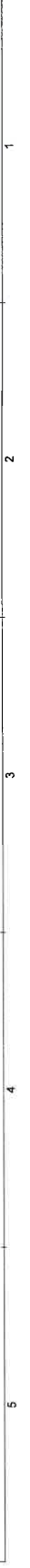


UCG CALCULATIONS
 140 FT UCG TOTAL AREA WITHIN 50 FT UCG BUFFER OF
 PROPOSED UCG. 140 FT UCG WITH EXISTING UCG TOTAL AREA = 140,000 SF
 2 FT OVERLAP DISTANCE
 10 FT UCG BUFFER DISTANCE

EXHIBIT A



NOTE: THIS PLAN MUST BE REPRODUCED IN COLOR
 SCALE: 1"=50'
 0 25 50 100



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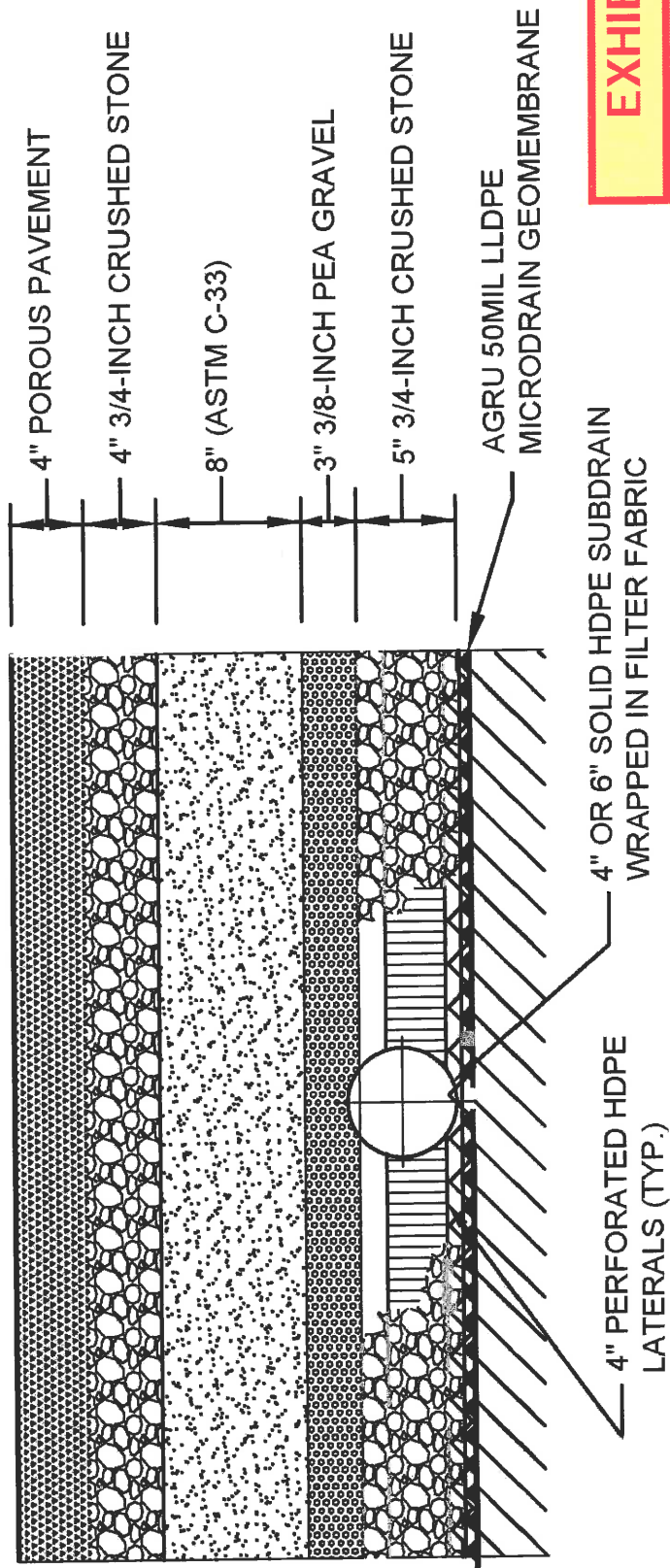


EXHIBIT D

RIVERWALK DETAIL - POROUS PAVEMENT

NOT TO SCALE

Metes and Bounds Description**UCG Easement****Pawtucket, Rhode Island**

That certain parcel of land, with all buildings and improvements, situated easterly of Taft Street in the City of Pawtucket, Providence County, the State of Rhode Island and shown as **UCG Easement** on that plan entitled *Easement Exhibit, Tidewater Landing, Pawtucket, Rhode Island, Applicant: Tidewater Stadium, LLC, Scale 1"=80', Dated October 4, 2021, Plan by DiPrete Engineering* and being more particularly described as follows:

Commencing at the southeasterly intersection of Taft Street and Winter Street, said point being the northwesterly corner of land now or formerly of The Narragansett Electric Company (AP 54 Lot 826);

Thence North 87°57' 13" East, along the southerly line of said Winter Street, a distance of 137.61 feet;

Thence North 63°21' 38" East, in part along the southerly line of Winter Street and in part along the northerly line of said The Narragansett Electric Company Land, a distance of 264.09 feet to the Point of Beginning.

Beginning at a point on the northerly line of said The Narragansett Electric Company Land, said point being on the southerly line of land now or formerly of City of Pawtucket (AP 54 Lot 827), said point also being the southerly corner of the herein described parcel;

Thence the following seven (7) courses through said City of Pawtucket Land:

1. North 35°31' 59" West a distance of 126.87 feet;
2. North 26°31' 34" West a distance of 102.57 feet;
3. North 33°39' 59" West a distance of 63.47 feet;
4. In a northerly direction with a tangent curve turning to the right, with a radius of 156.51 feet, a central angle of 32°42' 56" , a tangent length of 45.94 feet, and an arc length of 89.37 feet;
5. North 25°22' 34" West a distance of 104.40 feet;
6. North 47°09' 15" West a distance of 80.17 feet;
7. South 87°48' 39" West a distance of 118.73 feet to the easterly street line of Taft Street;



Thence the following two (2) courses along said street line:

1. North $02^{\circ}10' 11''$ West a distance of 45.58 feet;
2. In a northerly direction with a tangent curve turning to the left with a radius of 1,835.50 feet, a central angle of $02^{\circ}56' 38''$, a tangent length of 47.16 feet, and an arc length of 94.31 feet;

Thence North $87^{\circ}43' 43''$ East a distance of 70.26 feet to the westerly edge of the Seekonk River;

Thence in a southeasterly direction, along said Seekonk River, a distance of 760 feet, more or less;

Thence South $63^{\circ}21' 38''$ West, bounded southerly by said The Narragansett Electric Company Land, a distance of 91.01 feet to the point of beginning.

The above described parcel contains 74,657 square feet (1.71 acres), more or less.





Metes and Bounds Description

UCG Easement

Pawtucket, Rhode Island

That certain parcel of land, with all buildings and improvements, situated easterly of Taft Street in the City of Pawtucket, Providence County, the State of Rhode Island and shown as **UCG Easement** on that plan entitled *Easement Exhibit, Tidewater Landing, Pawtucket, Rhode Island, Applicant: Tidewater Stadium, LLC, Scale 1"=80', Dated October 4, 2021, Plan by DiPrete Engineering* and being more particularly described as follows:

Commencing at the southeasterly intersection of Taft Street and Winter Street, said point being the northwesterly corner of land now or formerly of The Narragansett Electric Company (AP 54 Lot 826);

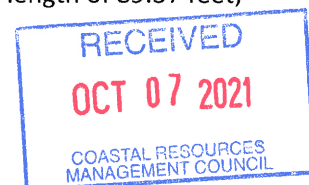
Thence North 87°57' 13" East, along the southerly line of said Winter Street, a distance of 137.61 feet;

Thence North 63°21' 38" East, in part along the southerly line of Winter Street and in part along the northerly line of said The Narragansett Electric Company Land, a distance of 264.09 feet to the Point of Beginning.

Beginning at a point on the northerly line of said The Narragansett Electric Company Land, said point being on the southerly line of land now or formerly of City of Pawtucket (AP 54 Lot 827), said point also being the southerly corner of the herein described parcel;

Thence the following seven (7) courses through said City of Pawtucket Land:

1. North 35°31' 59" West a distance of 126.87 feet;
2. North 26°31' 34" West a distance of 102.57 feet;
3. North 33°39' 59" West a distance of 63.47 feet;
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6. North 47°09' 15" West a distance of 80.17 feet;
7. South 87°48' 39" West a distance of 118.73 feet to the easterly street line of Taft Street;



Thence the following two (2) courses along said street line:

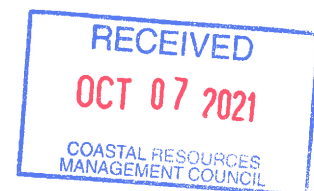
1. North $02^{\circ}10' 11''$ West a distance of 45.58 feet;
2. In a northerly direction with a tangent curve turning to the left with a radius of 1,835.50 feet, a central angle of $02^{\circ}56' 38''$, a tangent length of 47.16 feet, and an arc length of 94.31 feet;

Thence North $87^{\circ}43' 43''$ East a distance of 70.26 feet to the westerly edge of the Seekonk River;

Thence in a southeasterly direction, along said Seekonk River, a distance of 760 feet, more or less;

Thence South $63^{\circ}21' 38''$ West, bounded southerly by said The Narragansett Electric Company Land, a distance of 91.01 feet to the point of beginning.

The above described parcel contains 74,657 square feet (1.71 acres), more or less.



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SEEKONK RIVER

DIVISION STREET
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)

760' ± ALONG SEEKONK RIVER

UCG EASEMENT

74,657 SF
(1.71 AC)

AP 54 LOT 826
N/F
THE NARRAGANSETT
ELECTRIC COMPANY

AP 54 LOT 827

230,899 SF
(5.30 AC)

WINTER STREET
(33' WIDE PUBLIC RIGHT OF WAY)

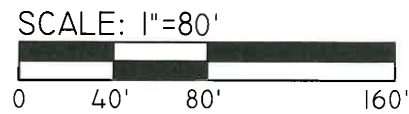
TAFT STREET
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)

R=1835.50'
T=47.16'
D=002°56'38"
L=94.31'

R=156.51'
T=45.94'
D=032°42'56"
L=89.37'

REFERENCES

1. PLAT OF LAND CONDEMNED BY PAWTUCKET REDEVELOPMENT AGENCY FOR THE COMMUNITY DEVELOPMENT PROGRAM, PROJECT NO. P-CDA-I, DATED AUGUST, 1975, PLAN BY PHILIP A. AYOUB & ASSOCIATES, RECORDED ON PLAT CARD 542.
2. PLAT OF LAND CONDEMNED BY PAWTUCKET REDEVELOPMENT AGENCY FOR THE COMMUNITY DEVELOPMENT PROGRAM, PROJECT NO. P-CDA-I, DATED AUGUST, 1975, PLAN BY PHILIP A. AYOUB & ASSOCIATES, RECORDED ON PLAT CARD 543.
3. DEED BOOK 1449, PAGE 56.
4. ADMINISTRATIVE SUBDIVISION, TIDEWATER LANDING, ASSESSORS PLAT 54, LOT 826 AND ASSESSOR'S PLAT 65 LOTS 645 AND 662, PAWTUCKET, RHODE ISLAND, SCALE 1"=60', DATED SEPTEMBER 16, 2021, PLAN BY DIPRETE ENGINEERING.



OWNER: CITY OF PAWTUCKET
ADDRESS: 137 ROOSEVELT AVENUE, PAWTUCKET, RI 02860



EASEMENT EXHIBIT
TIDEWATER LANDING
PAWTUCKET, RHODE ISLAND

APPLICANT
TIDEWATER STADIUM, LLC
953 CHATTANOOGA AVENUE, LOS ANGELES, CALIFORNIA 90272

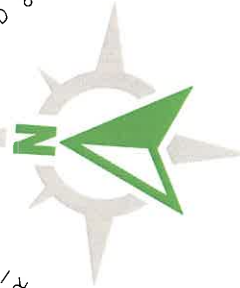
DiPrete Engineering

Two Stafford Court Cranston, RI 02920
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RI STATE PLANE NAD 83



SEEKONK RIVER

DIVISION STREET
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)

760' ± ALONG SEEKONK RIVER

UCG EASEMENT

74,657 SF
(1.71 AC)

AP 54 LOT 826
N/F
THE NARRAGANSETT
ELECTRIC COMPANY

AP 54 LOT 827

230,899 SF
(5.30 AC)

WINTER STREET
(33' WIDE PUBLIC RIGHT OF WAY)

TAFT STREET
(VARIABLE WIDTH PUBLIC RIGHT OF WAY)

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SCALE: 1"=80'



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ADDRESS: 137 ROOSEVELT AVENUE, PAWTUCKET, RI 02860

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DiPrete Engineering

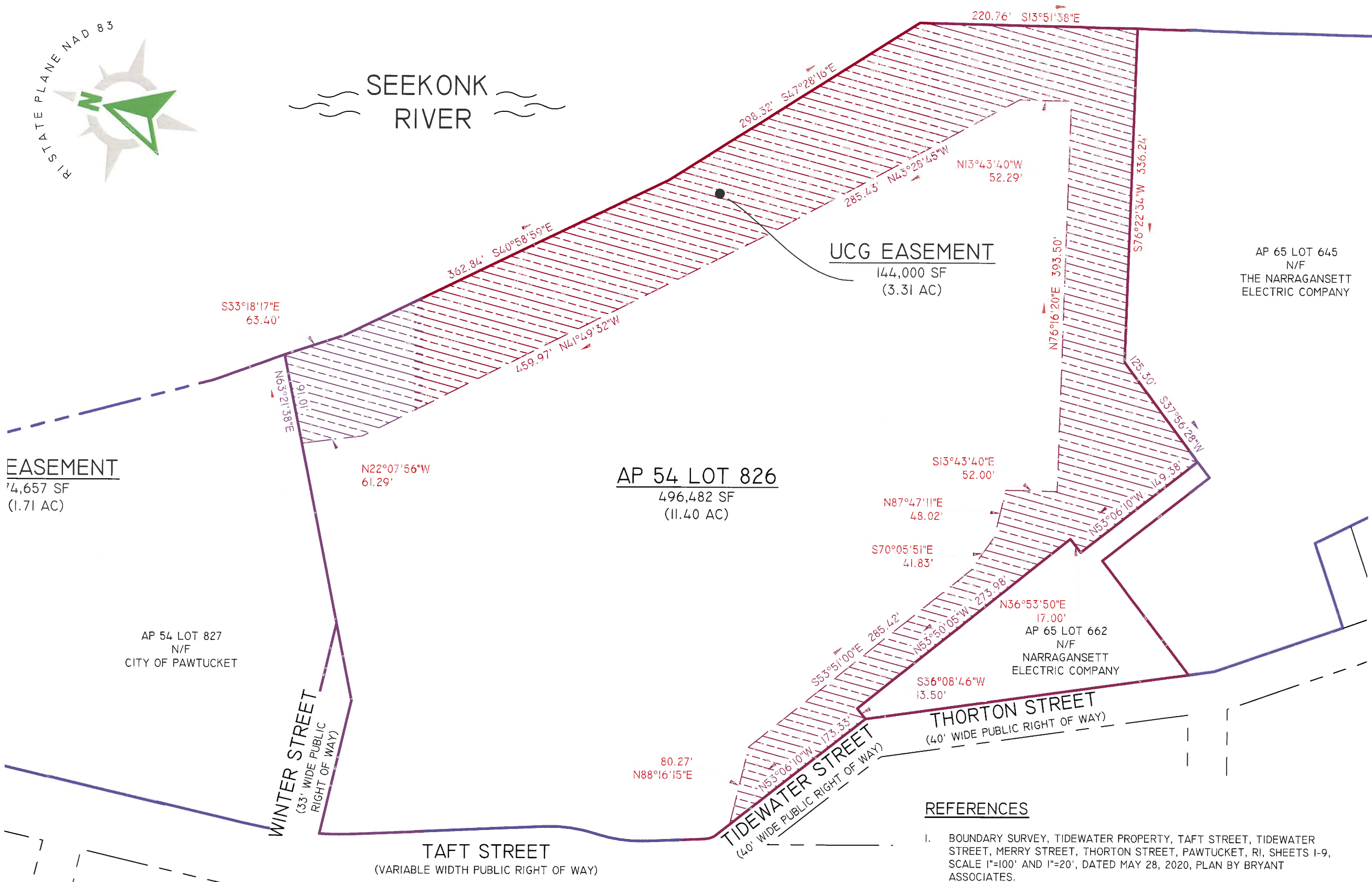
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SEEKONK RIVER



EASEMENT
74,657 SF
(1.71 AC)

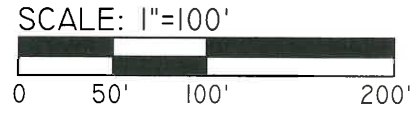
UCG EASEMENT
144,000 SF
(3.31 AC)

AP 54 LOT 826
496,482 SF
(11.40 AC)

AP 65 LOT 645
N/F
THE NARRAGANSETT
ELECTRIC COMPANY

AP 54 LOT 827
N/F
CITY OF PAWTUCKET

AP 65 LOT 662
N/F
NARRAGANSETT
ELECTRIC COMPANY



OWNER: THE NARRAGANSETT ELECTRIC COMPANY
ADDRESS: 280 MELROSE STREET, PROVIDENCE, RI 02907

REFERENCES

- BOUNDARY SURVEY, TIDEWATER PROPERTY, TAFT STREET, TIDEWATER STREET, MERRY STREET, THORTON STREET, PAWTUCKET, RI, SHEETS I-9, SCALE 1"=100' AND 1"=20', DATED MAY 28, 2020, PLAN BY BRYANT ASSOCIATES.
- ADMINISTRATIVE SUBDIVISION, TIDEWATER LANDING, ASSESSORS PLAT 54, LOT 826 AND ASSESSOR'S PLAT 65 LOTS 645 AND 662, PAWTUCKET, RHODE ISLAND, SCALE 1"=60', DATED SEPTEMBER, 16 2021, PLAN BY DIPRETE ENGINEERING.

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EASEMENT EXHIBIT
TIDEWATER LANDING
PAWTUCKET, RHODE ISLAND

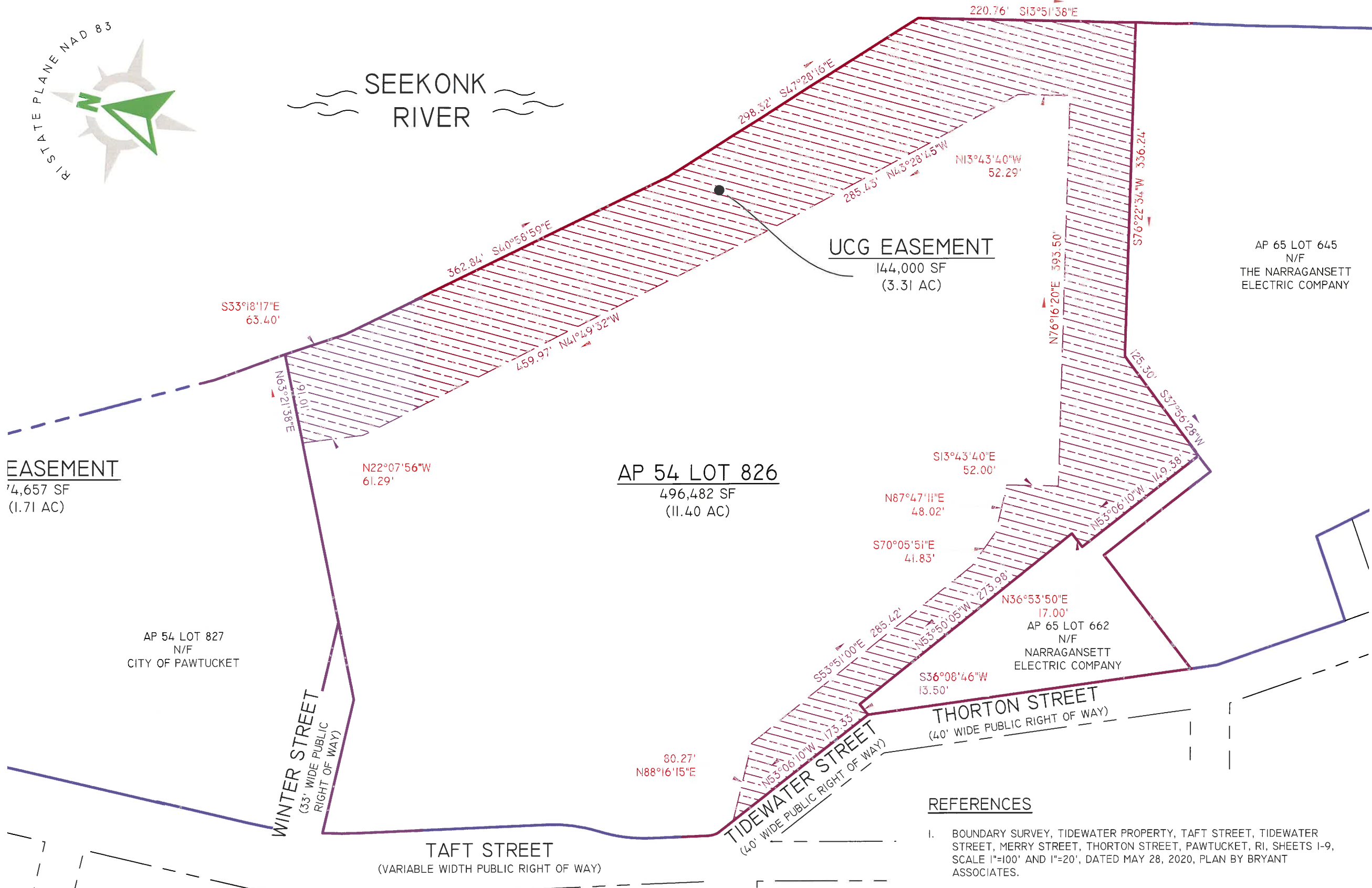
APPLICANT
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953 CHATTANOOGA AVENUE, LOS ANGELES, CALIFORNIA 90272

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SEEKONK RIVER



EASEMENT
74,657 SF
(1.71 AC)

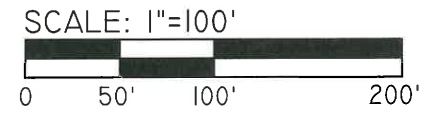
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N/F
CITY OF PAWTUCKET

AP 65 LOT 662
N/F
NARRAGANSETT
ELECTRIC COMPANY



OWNER: THE NARRAGANSETT ELECTRIC COMPANY
ADDRESS: 280 MELROSE STREET, PROVIDENCE, RI 02907

REFERENCES

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EASEMENT EXHIBIT
TIDEWATER LANDING
PAWTUCKET, RHODE ISLAND

APPLICANT
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953 CHATTANOOGA AVENUE, LOS ANGELES, CALIFORNIA 90272

DATE: 9/16/21
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