



# Tidewater Landing

Exhibit A - Development Plan



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## Context

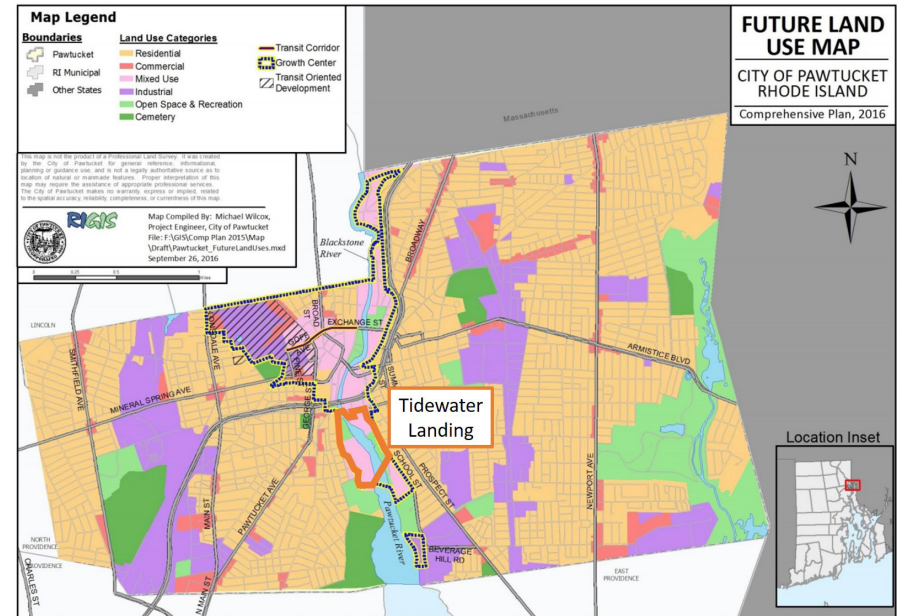
This Master Plan for the Tidewater Landing mixed-use development has been prepared in support of Fortuitous Partners' Development Plan application. This document outlines the overall development objectives, constraints, and general implementation timelines for review by the City of Pawtucket Planning and Zoning and Riverfront Commissions.

Over the last year, Fortuitous Partners has continued to work closely with the City of Pawtucket and State of Rhode Island to create a project that best meets the needs of the city, the environment, and the economic conditions. The project recently won a Brownfield Economic Development grant from the Rhode Island Department of Environmental Management (RIDEM) to further explore the environmental conditions and move the project closer to implementation. As the project continues to evolve, additional design will be completed and come before the Planning and Zoning and Riverfront Commissions for Development Plan review and approval. The goal is to have a transparent and collaborative partnership between Fortuitous Partners, the City of Pawtucket, the State of Rhode Island, and the residents of the surrounding neighborhoods that will ensure the success of this development and positive outcomes for all involved.

The Tidewater Landing development meets several of the City's goals and objectives for the area as outlined in the 2016 Pawtucket Comprehensive Plan. As a part of the Pawtucket Downtown Growth Center (PDGC), Tidewater Landing is a critical component of meeting the City's economic development, environmental cleanup, recreational, and cultural objectives. The project will increase the number of jobs and businesses, remediate contaminated property, and bring new cultural institutions to Pawtucket. The master plan consists of a mix of residential and commercial uses and public spaces that will support an active downtown area and provide creative placemaking opportunities.

## Introduction

The project area is comprised of roughly 25 acres located along the Seekonk River divided into two development sites: the Tidewater Site on west side of the Seekonk River and the Division Site on the east side. The Tidewater Site is generally bounded by Taft Street to the west, Division Street to the north, the Seekonk River to the east, and Tidewater Street to the south. The Division Site is generally bounded by the Seekonk River to the west, Division Street to the north, Water Street to the east, and Festival Pier to the south.



In addition, the project area is located in the city's Redevelopment Area, where efforts are continually made to eliminate blight and facilitate redevelopment to revitalize the city and increase job opportunities and tax revenue. This project aligns with those goals and will be an economic catalyst for the Redevelopment Area and will complement the City of Pawtucket's other initiatives.

The project is also located within the boundaries of the Urban Coastal Greenway's Special Area Management Plan (UCG) as well as within a Development Zone. The development of these parcels not only provides an economic opportunity, but an environmental opportunity as well by integrating floodplain redevelopment, stormwater management, public access to the waterfront, increased recreational development on the water, brownfield redevelopment, and habitat restoration. Together, the development of these 27 acres will have a multifaceted transformative impact on Pawtucket.



*Tidewater Landing Masterplan – Tidewater Site*

## Tidewater Site

The west side of the site ("Tidewater") will anchor the entire project. A new multipurpose stadium with complementary uses is proposed. This unique attraction will become a regional driver of tourism and economic opportunity.

The Tidewater site includes three parcels. The southern two parcels (65/0662 and 54/0826) are owned by The Narragansett Electric Company (National Grid). An administrative subdivision of two National Grid parcels will modify the parcel boundaries. A reconfigured parcel 58/0826, comprised of approximately 8.5 acres, will be leased to Fortuitous Partners for the new stadium along with surface parking south of the stadium and a public plaza north of the stadium. The reconfigured parcel 65/0662 is approximately 3.30 acres and will be retained by National Grid. This portion of the parcel is not part of the Fortuitous Master Plan. National Grid does intend to construct a maintenance road east of the stadium



which will serve as a riverwalk. Agreements between the City and National Grid are anticipated which will provide public access over the National Grid riverwalk.

### Tidewater Site Parcels

Plat & Lot	Owner	Description	Address	Existing Zoning	Acreage
<b>Tidewater Site</b>					
54/0827	City of Pawtucket	Tidewater – North Side	Taft Street	RD1	5.35
54/0826 <sup>1</sup>	The Narragansett Electric Company	Tidewater – Stadium Site	Taft Street	RD1	8.50
65/0662 <sup>1,2</sup>	The Narragansett Electric Company	Tidewater – Stadium Site	200 Taft Street	RD1	0.00
<b>Subtotal Tidewater Site</b>					<b>13.85</b>

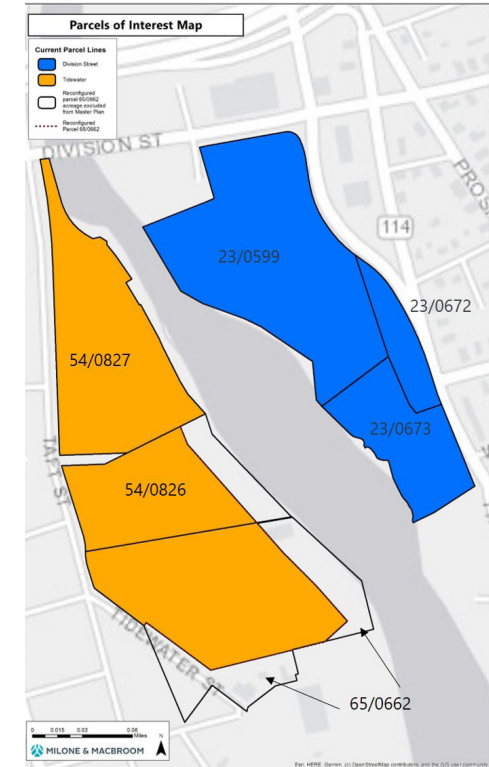
<sup>1</sup> Parcel areas reflect proposed reconfigured parcel areas.

<sup>2</sup> Reconfigured parcel 65/0662 acreage (3.3 acres) excluded from this Master Plan.

The stadium will be designed to accommodate the specific requirements for a United Soccer League Championship (USL) soccer club and will be the home of Rhode Island’s new USL Championship franchise. The stadium field will be designed to accommodate other sports, such as lacrosse, football, field hockey, and rugby to host additional sporting events. The venue is also anticipated to host concerts and other non-sporting events. The initial stadium construction will include approximately 11,000 seats with plans to scale up to 15,000 seats as demand supports expansion.

A synthetic turf field will be positioned in the preferred north-south orientation and most of the seats located on the west side of the stadium will have desirable river views away from the setting sun. The design has been oriented to optimize views both into and out of the stadium. The stadium will have various plaza spaces with superior views of the river, bridges, and downtown and will be able to accommodate a variety of functions on non-game days such as civic groups, wedding receptions, and parties. A surface parking lot will be constructed on the south end of the site to serve these uses.

By designing multifunctionality into the site, the project provides a dynamic location that can be adapted based on market demand, ensuring that it will remain an active and thriving space throughout its lifetime. The activity generated by the stadium will also feed other development on the Tidewater site and across the river.



Parcel Map illustrating project parcels





*Tidewater Landing – illustrative perspective rendering looking north up Seekonk River*





*Illustrative rendering of Public Plaza between stadium and mixed-use building*





*Illustrative rendering of Public Riverwalk outside of the stadium*



North of the stadium on land owned by the City of Pawtucket, the developer has executed a long-term ground lease with the City. The developer intends to build a mixed-use building with multifamily apartments, restaurant and retail space, and a parking garage to support the building uses and some of the event traffic. The approach to parking and traffic is discussed in further detail in subsequent sections of this document. A large event plaza (pictured above) between the stadium and the mixed-use building is anticipated to be open to the public and utilized for outdoor events such as art festivals, food festivals, farmers markets, and other public uses.

Along the river’s edge, a corridor ranging from 50 to 75 feet wide will remain to allow for a beautifully articulated Riverwalk. The riverfront will become accessible and enticing to visitors with new walkways, plazas, boardwalks, and park space. The Riverwalk aligns with the goals, objectives, and policies set forth in the Pawtucket Comprehensive Plan by increasing the amount of available public recreation areas and creating walking and biking links on the riverfront.

The Riverwalk construction complements the city’s improvement projects on the waterfront. The existing town landing site on the north side of the property is scheduled to be reconstructed separately in 2021; the existing boat launch will be reconstructed; and the bulkhead along the waterfront will be rebuilt. Additionally, the town landing park will remain and will be improved as part of the Riverwalk enhancements. Together, these improvements create a cohesive riverfront recreational area that will connect to the Division Site.

### Division Site

On the east side of the river, the developer has executed a long-term ground lease with the City on three City-owned parcels (Division Site). The table below provides the details of these parcels, which are collectively referred to as the Division Street Site.

Division Site Parcels

Plat & Lot	Owner	Description	Address	Existing Zoning	Acreage
<b>Division Street Site</b>					
23/0673	City of Pawtucket	Division Street	School Street	RD1	2.52
23/0672	City of Pawtucket	Division Street	School Street	RD3	1.03
23/0599	City of Pawtucket	Division Street	45 Division St.	RD3	7.46
<b>Subtotal Division Street Site</b>					<b>11.01</b>

The Division Site will be transformed with the development of a mixed-use residential, retail, restaurant, and commercial office spaces. The masterplan includes a new hotel and indoor event center that would be located on the corner of Division Street and Portuguese Social Club Way. Due to impacts from the COVID19 pandemic, these two components of the project are currently anticipated to be constructed in a second phase, when the hospitality and youth sports markets rebound. The events center is anticipated to be used for indoor sporting events, conventions, and

occasional arena-style concerts or sporting events. The mixture of uses in Phases 1 and 2 will complement each other well to create a Live-Work-Play environment.

The Division Site development will be directly connected to the Tidewater site via a pedestrian bridge, providing a vital connection to Tidewater. This connection allows visitors to flow between the two sites without needing to drive and park. The Division Site will have its own parallel Riverwalk that will connect to the city-owned Festival Pier to the south. Again, the connection enhances the use and experience of both the pier and the Division Site. The Division Site Riverwalk includes a new boardwalk that spans a tidal wetland along the riverfront, a new overlook park, and an amphitheater area on the northern end of the site. Like the Tidewater Riverwalk, this area fits in with the goals, objectives, and policies in the Pawtucket Comprehensive Plan by increasing public access to the riverfront. In addition to the pedestrian amenities on the Riverwalk, improvements to the streetscape along the frontage roads will provide better pedestrian connections to the surrounding neighborhood.



*Tidewater Masterplan – Division Street Site*

The Division Site contains a significant grade change of about 60 feet from the river’s edge to the intersection of Portuguese Social Club Way and School Street. The elevation change allows for multiple stories of river and stadium views. Buildings will be sited along School Street and Portuguese Social Club Way where the grades are highest. Along the lower level of the site, restaurant and retail spaces are envisioned to have fantastic views of the river and new Riverwalk amenities. Parking for the residential apartments is anticipated under the building along School Street. The garage will be built into the hillside, aiding the transition of the grade from School Street down to the surface parking between residential buildings.



## Zoning

As of this writing, the Planning and Redevelopment Department has put a Zoning Ordinance amendment for a new zone before the City Council for approval.

The purpose of the newly proposed Riverfront Tidewater district is to encourage cohesive mixed-use development of vacant parcels in proximity to the Blackstone and Seekonk Rivers that provides high-quality amenities for both residents and visitors, contributes to positive economic development, improves multimodal connections to downtown Pawtucket, and enhances public access to, and viewsheds of, the riverfront area.

The Zoning Ordinance amendment would enable the developer to construct multiple primary structures on a single parcel, and to situate parking for the range of proposed uses on both sides of the river, or within a walkable distance by utilizing existing public and private parking options. This flexibility is crucial to the project's success.

## Schedule and Phasing

It is anticipated that the Tidewater Landing project will be constructed in two phases. The first phase will include the stadium; the development site north of the stadium; and the residential, retail, and office component of the Division Street site. It is anticipated that Phase 1 construction will begin in winter 2021 and completion starting with the stadium and adjacent improvements in early 2023, with the balance of the development delivering later in 2023 and into early 2024.

The hotel and Indoor Event Center will be constructed as part of Phase 2 of the project as the post-COVID19 pandemic market conditions for hospitality and indoor arena-type spaces becomes clearer. As discussed in the parking section of this plan, additional parking will be required when Phase 2 improvements are installed. For planning purposes, Phase 2 is currently anticipated to begin in 2025 and be completed by 2027.

Further construction schedules and sequencing will be prepared as the development is designed over the coming months.

## Environmental Features

Environmental site investigations were led by Milone & MacBroom to determine the suitability of this site for the proposed uses. Extensive levels of human disturbance and contamination were found and are summarized here. The scale of the proposed development allows for the opportunity to remediate and improve the site to provide valuable environmental services.

## Soil Remediation

The Tidewater Site was once the location of a manufactured gas plant (MGP). As a result of the operation of that facility, the soil and groundwater have been contaminated with many of the compounds common to MGP sites, including coal tar, oils, metals, etc. The site has been extensively studied for many years and National Grid and its consultant have developed plans to remediate the site. Fortuitous Partners is working with National Grid to create and implement a Remedial Action Plan (RAP) as part of the stadium project.

The remaining development parcels are known to have varying levels of contamination from historic placement of urban fill. In partnership with the City of Pawtucket, the developer recently received a Brownfield Redevelopment grant from RIDEM to further document the extent of impacts, plan for required remediation, and prepare and permit a RAP for the sites.

The remediation of these sites will contribute to the City's economic development objective in its Comprehensive Plan to cleanup 10 acres of land by 2026.

## Wetlands Impacts

Environmental scientists visited the site to delineate and evaluate existing wetlands. It was found that although there are wetlands on site, they have diminished environmental value due to disturbance and contamination. Through this project, there is opportunity to restore ecological function and value.

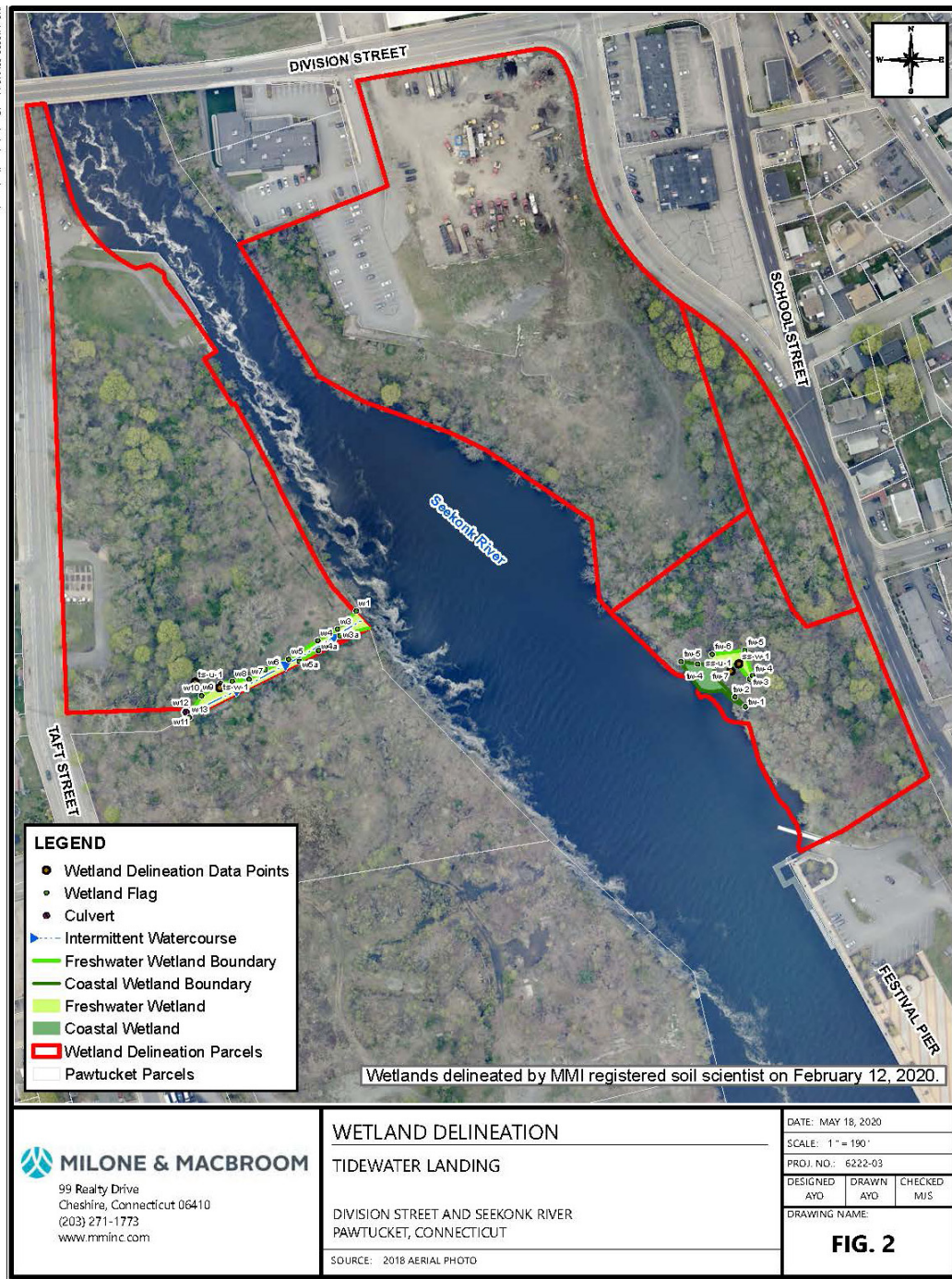
### Tidewater Site

A seasonal seep/intermittent watercourse discharges from a 36-inch-diameter reinforced concrete pipe at the base of the steep slope in the center of the site and flows east to the Seekonk River. The channel is paved with bituminous concrete throughout much of its length. A small palustrine emergent wetland dominated by invasive Japanese knotweed and underlain by disturbed soils containing fragments of pavement debris (i.e., millings) exists along the north bank of the watercourse, adjacent to the stormwater outfall. This wetland system provides few wetland functions and values other than stormwater conveyance to the river. The partially paved nature of the channel prevents significant stormwater infiltration and toxicant or nutrient retention prior to discharging into the river. Dense, nonnative vegetation atop disturbed soils within this wetland do not provide significant value as wildlife habitat.

Converting this intermittent watercourse to a closed, piped stormwater system discharging to the Seekonk River is not anticipated to result in significant diminishment of freshwater wetland function and values on the site because of the levels of past human disturbance.

Due to the contamination in this wetland system, it will be remediated and filled. The remediation will not only remove the pollutants in the soil and the nonnative plants, but it will also enhance the riverbank. Revegetation adjacent to the Seekonk River will be completed in accordance with the Coastal Buffer Zone Planting Guide (Rhode Island Coastal Resources Management Council, 2008) and will restore and enhance the functional





value of the buffer zone to provide pollutant attenuation, flood flow attenuation, bank stability, erosion control, wildlife habitat, and aesthetic enhancement.

Avoidance of stormwater interaction with the contaminated soils on site was prioritized in stormwater management plans for this project (see Stormwater section).

### Division Site

Coastal wetlands and abutting freshwater wetlands were identified in the southern portion of the property adjacent to the Seekonk River. A significant accumulation of anthropogenic debris was observed within freshwater wetlands and some fill material was also observed mixed into the soils. The wetlands function as a stormwater recharge area, providing limited functions in sediment, toxicant, and nutrient retention. However, the degraded nature and limited vegetative diversity of these wetlands prevent significant contributions to that function and other wetland functions and values, such as wildlife habitat and production export.

Restoration of wetland functions and values will be attained through the redevelopment of the heavily disturbed site and the enhancement of the freshwater wetland on site. Cleanup of anthropogenic debris and planting of native vegetation within the wetland and adjacent uplands will enhance the functions and values listed above. Expansion of these wetland functions will be achieved through the creation of stormwater quality basins surrounding the wetlands. These basins will be planted with native wetland/upland vegetation and provide higher-quality functions to the natural wetlands on site. Installation of a pedestrian boardwalk over the wetlands will enhance their recreational and educational value.



## Flooding

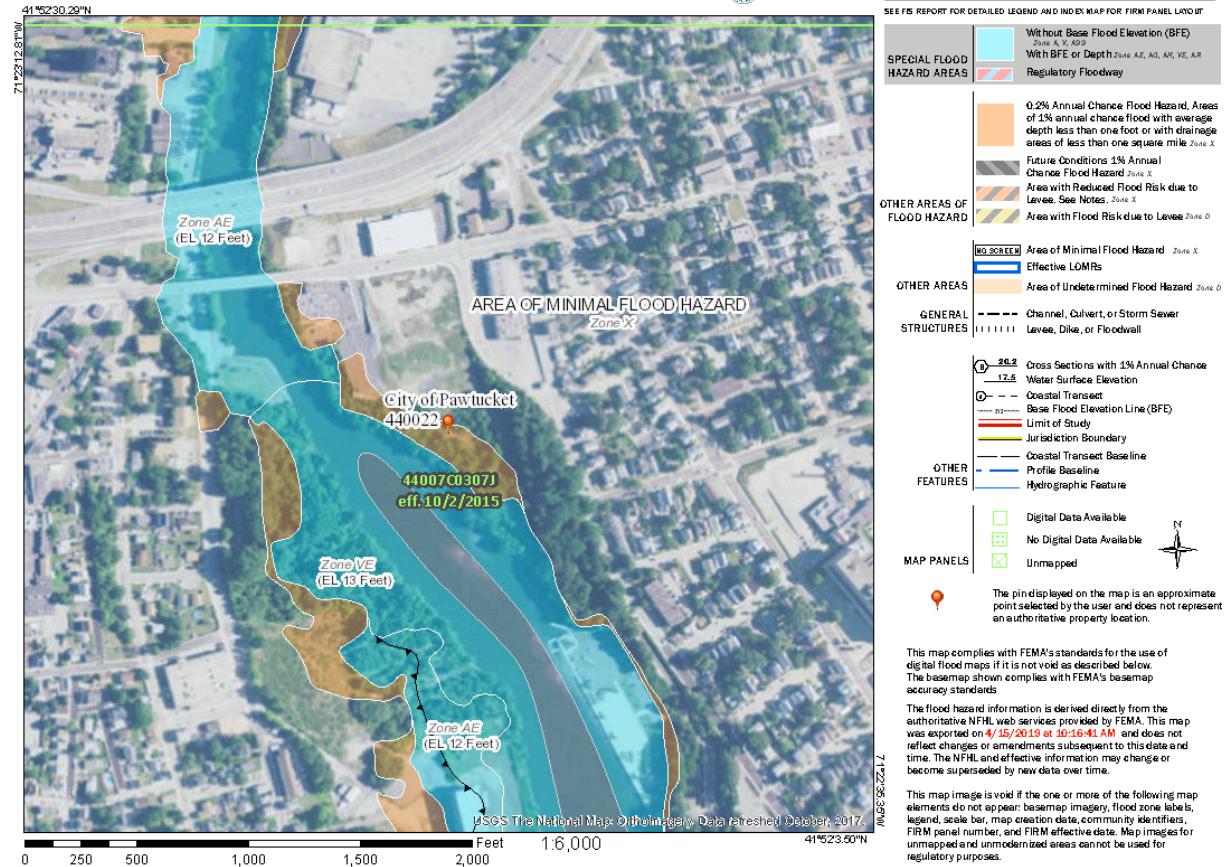
Being a waterfront project, flooding was also taken into consideration to improve the development's resiliency to hazards. A documented Federal Emergency Management Agency (FEMA) AE floodplain and V-Zone area are located on the site (see the map below). Buildings near the flood zones will be raised above the estimated V-Zone inundation level to reduce potential damage. The Division Site Riverwalk will be raised from grade to reduce potential flood damage and habitat disruption.

The developer will work with FEMA on associated permits to modify the extent of the floodplain after improvements, including riverbank stabilization and raising the site to enhance the coastal resilience of the subject property.

## Coastal Zone

Much of this project is within the 200-foot buffer zone of the Seekonk River, which is regulated by the Rhode Island's Coastal Resource Management Council (CRMC). The developer will be working closely with CRMC on permitting for the work in this buffer zone, utilizing UCG regulations. The project takes several opportunities to improve the riverfront and water quality. The development will take measures to reduce erosion by taking advantage of the existing topography and restoring wetland habitat. In the stormwater measures discussed later, care is taken to divert water from impervious surfaces and improve stormwater quality before it is discharged into the river.

## National Flood Hazard Layer FIRMeTte





## Stormwater

The developer worked with engineers from DiPrete Engineering to specifically design this project to meet the requirements of the *Rhode Island Stormwater Design and Installation Standards Manual* (RISDISM). The design takes into account low-impact development, water infiltration, and water quality, among other standards, to meet and exceed the requirements of the 11 Minimum Standards.

### Minimum Standard 1: LID

The proposed development utilizes previously disturbed properties, thereby avoiding “greenfield development.” Parts of the Tidewater site are still in use and previously contained a tank farm. The majority of the Division Site has been heavily disturbed over the years, the most recent with extensive amounts of asphalt and building.

### Minimum Standard 2: Groundwater Recharge

The two sites will provide the required recharge volume to the maximum extent practicable based on RISDISM and site-specific soil properties. Since a portion of the Tidewater Site was previously a tank farm, groundwater recharge is not possible on site; however, infiltration/groundwater recharge is likely possible on the northern portion of the site. The Division Site will also utilize infiltration techniques as part of the proposed stormwater management system. The Division Site would be considered a redevelopment under RISDISM and thus would not be required that 100% of the impervious area be recharged back into the ground. However, this site could be used to offset other impervious areas associated with the Tidewater Landing Project that require groundwater infiltration.

### Minimum Standard 3: Water Quality

Water quality for the Tidewater and Division Sites will be provided to meet the requirements of RISDISM. Since the Division Site is a redevelopment, the site will require a minimum of 50% treatment. The Tidewater Site will require 100% of the impervious area to be treated prior to discharge. In total, the two sites will be combined to provide the required water quality. The site discharges to the Seekonk River, which is on the Rhode Island Department of Environmental Management (RI DEM) 303d list for impaired waterways. The Seekonk River is impaired for nitrogen, dissolved oxygen, and fecal coliform. Filter Best Management Practices (BMPs), such as sand filters and/or bioretention areas, will be used to treat the stormwater prior to discharge. The design of the water quality systems will be prepared in accordance with state and local requirements as part of the Permitting Plan preparation.

### Minimum Standard 4: CPv

The sites discharge to the Seekonk River, which is a tidal waterbody. The channel protection volume analysis is not required.

#### **Minimum Standard 5: Overbank Flood Protection**

The sites discharge to the Seekonk River, which is a tidal waterbody. The overbank flood protection is not required.

#### **Minimum Standard 6: Redevelopment and Infill Projects**

The Tidewater Site is not considered a redevelopment site; even though the site previously contained a tank farm, there was not sufficient impervious area to support the redevelopment standard. The Division Site had significant amounts of impervious area and is considered a redevelopment site.

#### **Minimum Standard 7: Pollution Prevention**

Pollution prevention measures during construction will be outlined in the Soil Erosion and Sedimentation Control Plan. Post-construction measures will be outlined in the site's Stormwater Operations and Maintenance. These documents will be prepared in accordance with state and local requirements as part of the Permitting Plan preparation.

#### **Minimum Standard 8: LUHPPLs**

The proposed Tidewater Landing Development is not considered an LUHPPL; therefore, this standard is not applicable to the project.

#### **Minimum Standard 9: Illicit Discharges**

There are no proposed illicit discharges associated with the Tidewater Landing Project.

#### **Minimum Standard 10: Construction Erosion and Sedimentation Control**

A Soil Erosion and Sedimentation Control Plan will be prepared in accordance with state and local requirements as part of the Permitting Plan preparation.

#### **Minimum Standard 11: SW O&M**

A Stormwater Operations and Manual will be prepared in accordance with state and local requirements as part of the Permitting Plan preparation.



## Other Utilities

### Water Supply

The sites fall within the service area of the Pawtucket Water Supply Board (PWSB). The developer has had initial discussions with PWSB staff and understands there are water mains in all of the surrounding roadways, providing access for the new development. There is sufficient water supply pressure and flow in the system to support the new development as well. Applications to the PWSB will be submitted as plans are further detailed in the next phase of design.

### Sewer

The Narragansett Bay Commission (NBC) provides sewer service to Pawtucket through a series of collector sewer mains in and around the site. These collector mains ultimately feed to the Bucklin Point wastewater treatment facility in East Providence. On the Tidewater Site, the sewer collection system flows northerly on Taft Street and ultimately toward Spencer Street. On the Division Site, the sewer interceptor flows through the development site from the north to the south toward Festival Pier. The development has been designed around the interceptor piping. The sewer from the Division Street Site will connect into this interceptor. The developer has received feasibility approval from NBC regarding its ability to provide capacity to support the development. Applications for service point connections to the sewer system will be made by the developer as further design of the improvements is completed in the next phase of design.

In addition to the sewer service, this area is located in the area of Phase 3 of the NBC Combined Sewer Overflow (CSO) project. A combined system is where both sanitary sewer and storm drainage are conveyed in one pipe. The capacity of these systems becomes overloaded during rainfall events and at times, the sewer overflows directly to the Seekonk River. NBC is in the midst of design of the new CSO overflow piping that will redirect piping to a large tunnel system designed to store the high-level flows to reduce the frequency of discharge to the river. Several of these new overflow systems will be installed on the subject sites. The City, NBC, and the developer have been in close coordination on the planning and design for the projects.

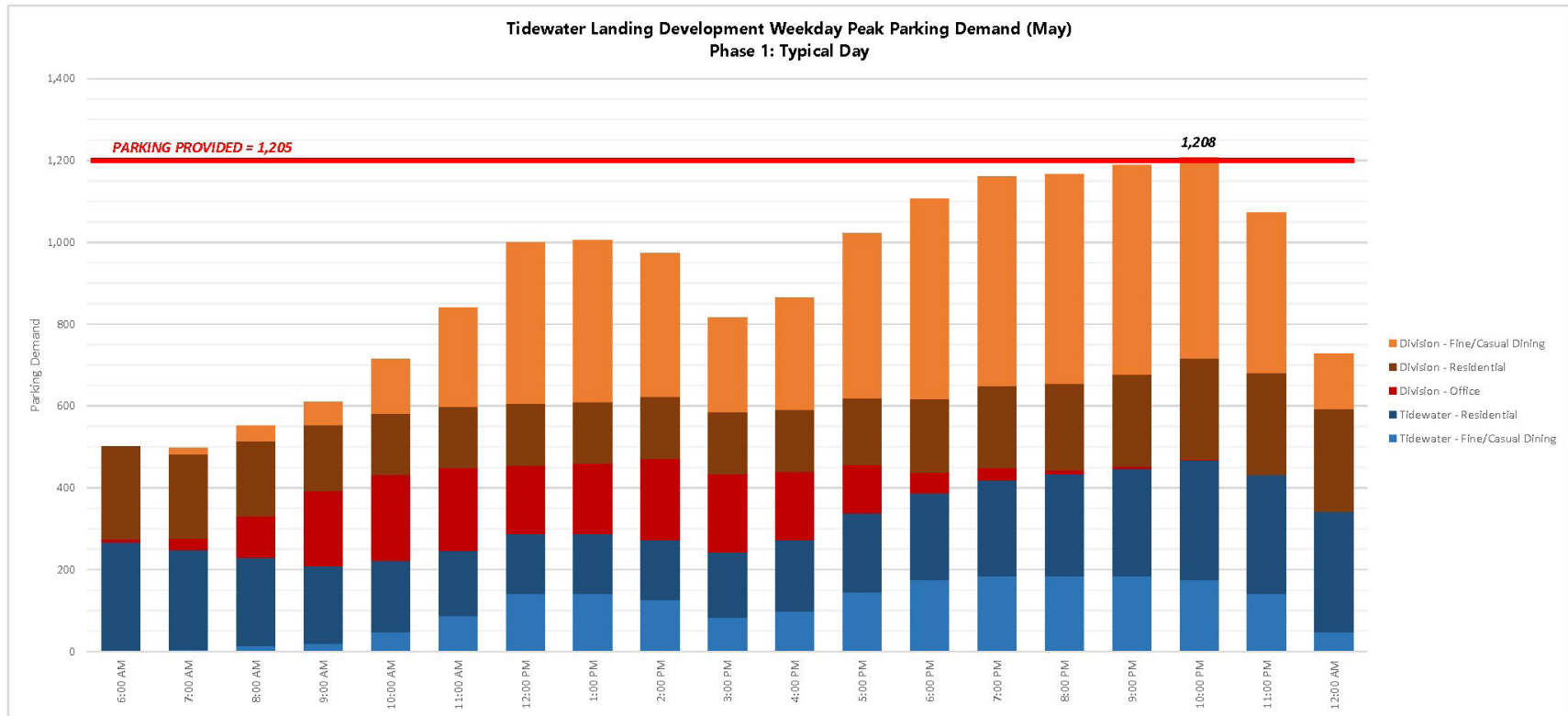
## Parking and Traffic

The developer has studied and anticipated the parking and traffic demand and need for improvements in order to implement this project successfully. Through their due diligence investigations, they found opportunities to partner with the City on roadway improvements, parking development, and shared parking agreements.

## Parking

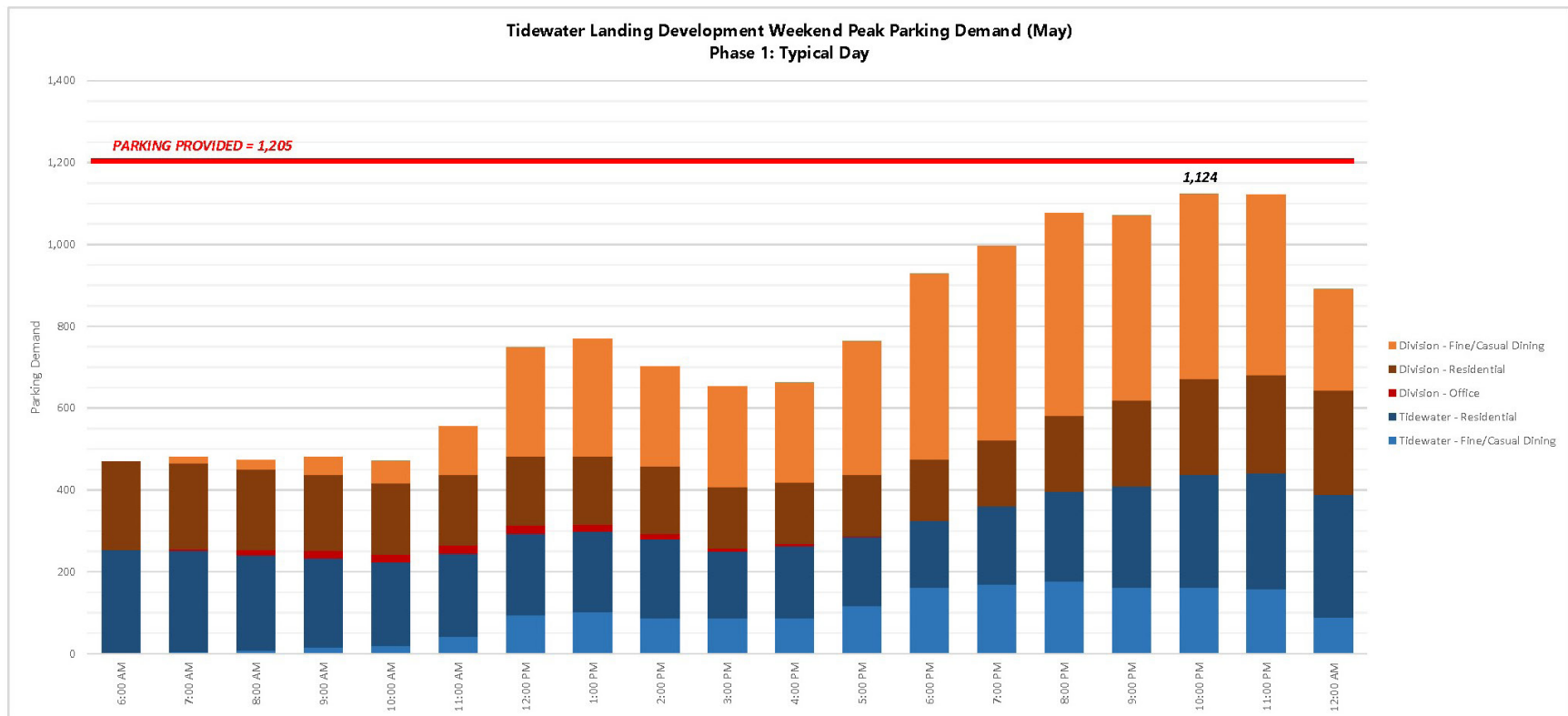
A Parking Study was completed by MMI to evaluate the parking-related implications associated with the proposed Tidewater Landing Development. The parking study included a shared parking analysis to determine the peak parking demands for both the Tidewater and Division Sites. The analysis was completed using methodologies outlined in the Urban Land Institute's (ULI) *Shared Parking*, 3<sup>rd</sup> Edition (2020).

For Phase 1, two scenarios were evaluated as part of this shared parking analysis.

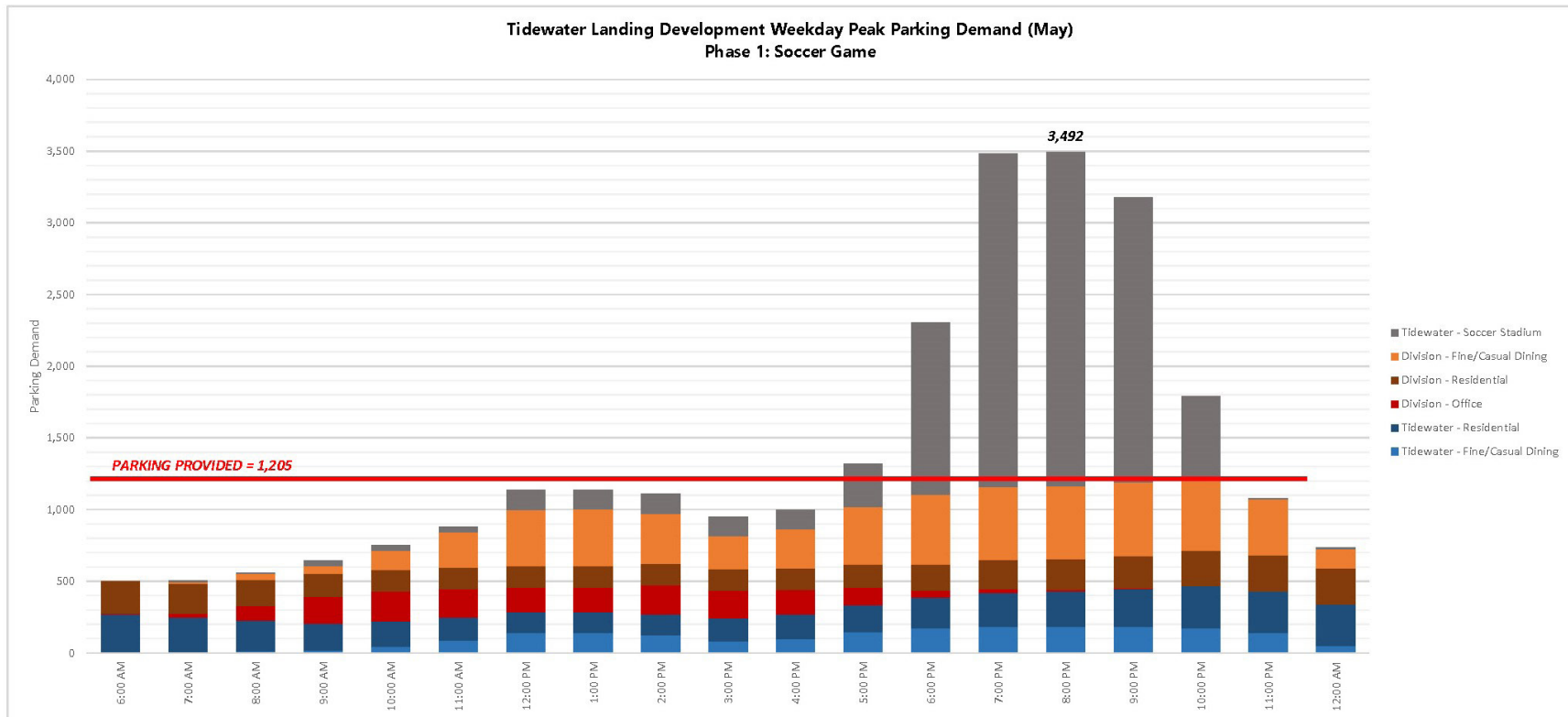




The parking study predicts there will be adequate parking for the residents in the residential apartments, office tenants, and retail/restaurant goes under typical-day conditions. On the Division Street Site, parking will be provided via a surface parking lot at the corner of Division Street/ Portuguese Social Club Way; surface parking in a small parking lot adjacent to the office building; and in a surface lot between the residential buildings and structured parking for residents below one of the residential buildings. On the Tidewater Site, parking will predominantly be provided in a parking garage located in the interior of the building north of the stadium.

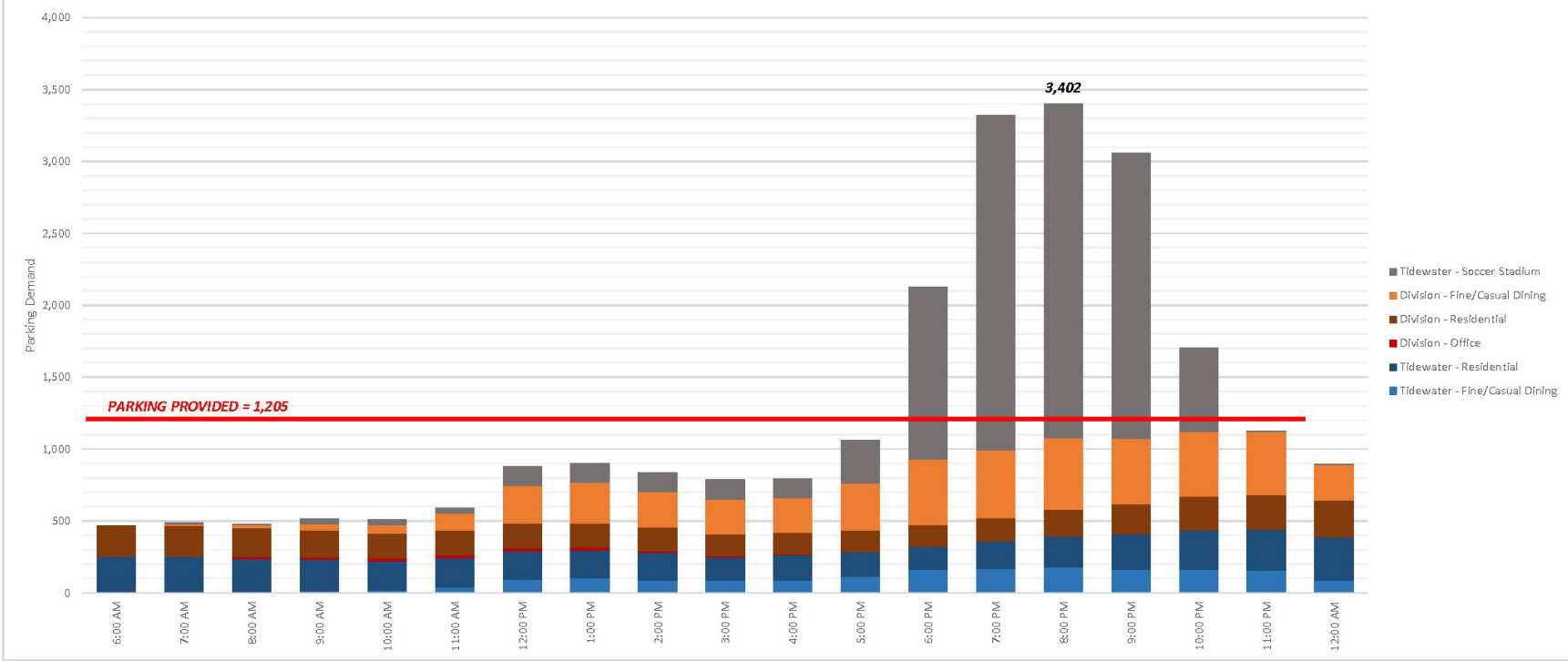


On days when large events are held at the stadium, parking will be provided with a combination of on-site parking and off-site parking in publicly owned facilities. The off-site parking is within ¾ of a mile of the stadium, which is generally considered to be walkable for an event facility. Fortuitous Partners has had preliminary discussions with the Rhode Island Department of Public Transit Authority about providing event day shuttles to off-site parking. Fortuitous Partners believes a shuttle service will be provided to improve the ease of getting to the stadium from remote locations.

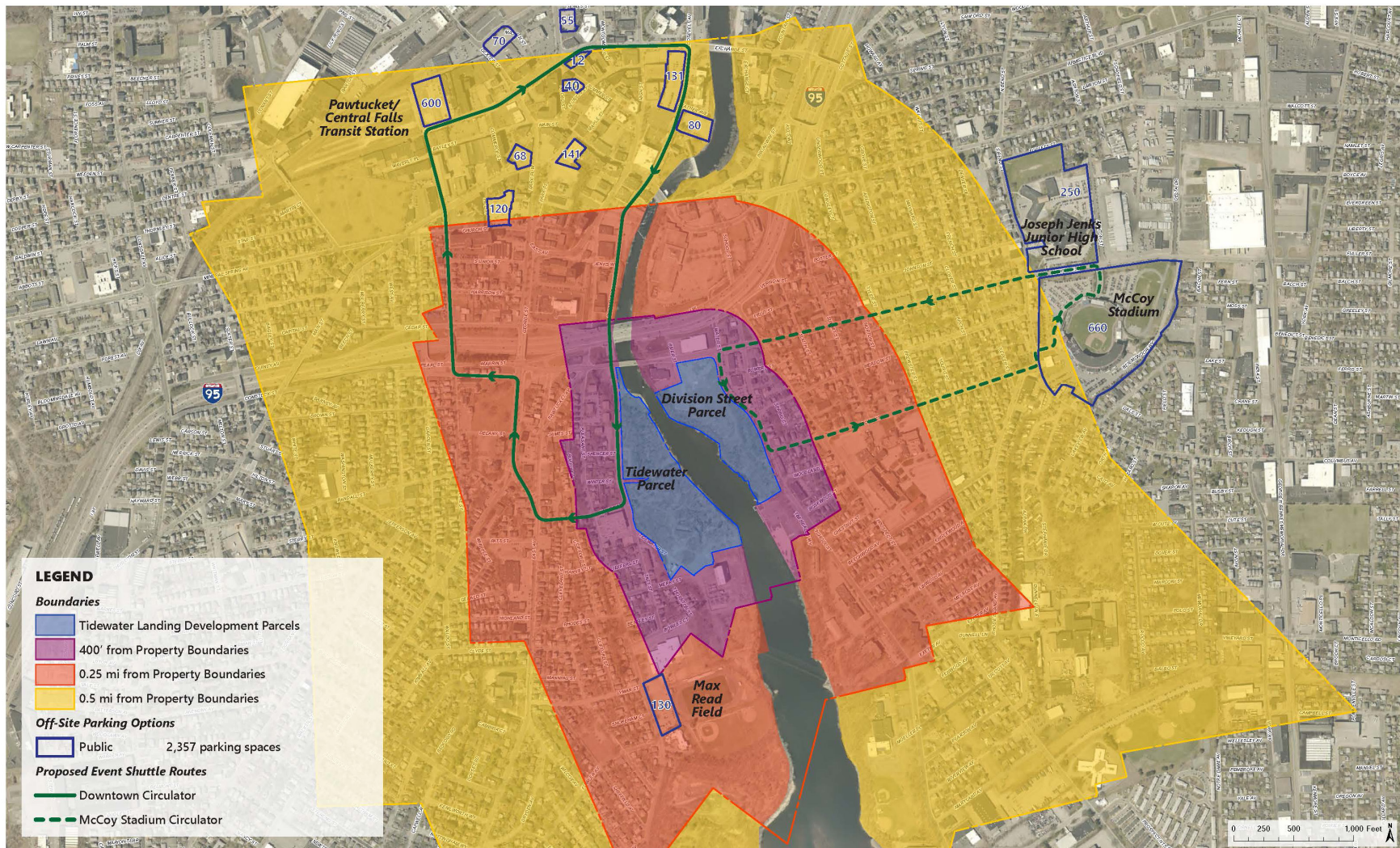




Tidewater Landing Development Weekend Peak Parking Demand (May)  
Phase 1: Soccer Game



Over 2,300 off-site public parking spaces have been identified within approximately a half mile from Tidewater Landing property boundaries. These off-site parking areas include the downtown municipal parking lot at City Hall, the proposed parking garage at the new Transit Hub, parking at McCoy Stadium, and other smaller City owned lots. Taking these into consideration, off-site public parking options are acceptable for special events. The Developer and City have had preliminary discussions with Rhode Island Public Transit Authority (RIPTA) about providing a special event shuttle service loop around public lots to pick up commuters and drop them at the stadium. For Phase 2, additional parking will be needed for the additional parking demand that the indoor event center creates. Further analysis on how this parking will be provided will be provided prior to any Preliminary Site Plan approval applications including components of Phase 2 improvements.





## Traffic

Like any large project, the proposed development will have potential traffic impacts off site. A preliminary traffic analysis was completed by MMI to assess impacts associated with the proposed development.

Intersection capacity analyses were performed at the intersections around the subject site under existing conditions and post-development conditions for a typical day and a large event day. The analysis evaluates each intersection's ability to process the estimated future traffic volumes.

Several access improvements are warranted to reduce impacts to adjacent neighborhoods, surrounding local roadways, and highways. The main access points to the Tidewater Site is proposed off Taft Street. To improve access to the Tidewater parcel, improvements to convert Tower Street to a two-way vehicular roadway are suggested to provide a more direct route from Interstate 95 to the proposed development. This will reduce traffic flows through the residential neighborhoods around the site. Access to the Division Site is proposed off River Street (an abandoned city road), Portuguese Social Club Way, and School Street. Improvements to Portuguese Social Club Way include converting the road from the existing one-way southbound road into a two-way roadway that will improve site access and circulation. Additionally, Division Street should be widened to create more efficient turning movements from the Division Street site.

Additional improvements are recommended at the Interstate 95 ramps and George Street; the intersection of School Street and Division Street; and the intersection of Prospect Street and Division Street. Fortuitous Partners and the City have been working with the Rhode Island Department of Transportation (RIDOT) on a Multimodal Transportation Safety and Efficiency Assessment (MTSEA). This assessment is in progress and looks at how the existing roadway and pedestrian circulation network should be improved to handle additional traffic and pedestrian volumes in the area. The assessment will serve as a guidance document for future conversations with RIDOT on the Tidewater Landing project.

Based on the study results, with the proposed site access improvements the traffic flow will generally operate at acceptable conditions following construction of the Tidewater Landing project during typical days and soccer games.

When the Phase 2 improvements are better known and parking is better identified, further analysis will be provided prior to any Preliminary Site Plan approval applications. Additional traffic studies will be completed as the project progresses to better define the precise off-site improvements required to mitigate potential impacts to the area.

## Conclusion

After working closely with the City, the development team for Tidewater Landing is confident that the plan outlined here meets the goals and expectations of Pawtucket's vision for these parcels. It incorporates many of the goals and objectives laid out in the City's Comprehensive Plan, including:

- Economic development through site remediation, job and business growth, and housing unit production;
- Recreation expansion by providing increased access to the Seekonk River, new public spaces, and active recreational opportunities;
- Natural resource protection by alleviating sources of water pollution to improve ground and surface water quality and restoring wetlands;
- Pedestrian safety through the improvement of streetscapes and roadway function as well as the development of new pedestrian pathways; and
- Roadway travel by improvements to the visibility and accessibility of downtown parking facilities and to roadway configuration.

In collaboration with the City, the Tidewater Landing development team has created a plan that holistically improves the area and reclaims these long-neglected parcels for the City's benefit. Tidewater Landing will be a catalyst for the reinvigoration of and reinvestment in Pawtucket. The development team intends to pursue permitting for aspects of the plan in 2021.



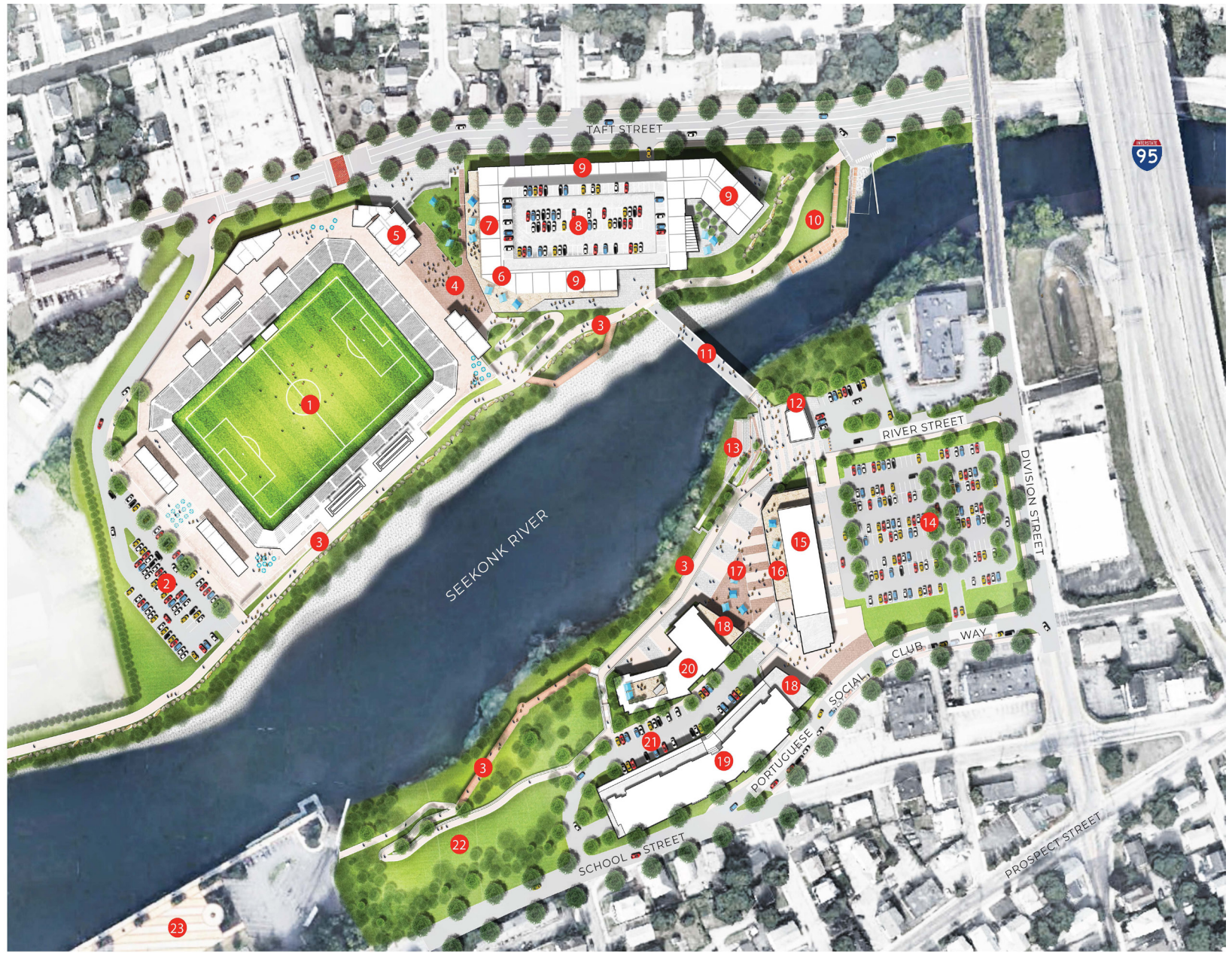


**TIDEWATER SITE**

- 1 USL CHAMPIONSHIP SOCCER STADIUM
- 2 PARKING LOT
- 3 RIVER WALK
- 4 EVENT PLAZA
- 5 STADIUM AMENITY BUILDING
- 6 RETAIL RESTAURANT
- 7 SOCCER TEAM FRONT OFFICE
- 8 PARKING GARAGE
- 9 RESIDENTIAL BUILDING
- 10 TOWN LANDING
- 11 PEDESTRIAN BRIDGE

**DIVISION STREET DEVELOPMENT**

- 12 POP-UP RETAIL
- 13 AMPHITHEATER TO WATER
- 14 PARKING LOT
- 15 OFFICE
- 16 RETAIL/FOOD HALL
- 17 EVENT/DINING PLAZA
- 18 GROUND FLOOR RETAIL
- 19 RESIDENTIAL BUILDING WITH PARKING
- 20 RESIDENTIAL BUILDING
- 21 PARKING LOT
- 22 OVERLOOK PARK
- 23 FESTIVAL PIER



**PHASE 1**

**TIDEWATER LANDING**  
TIDEWATER SITE & DIVISION STREET MIXED-USE DEVELOPMENT





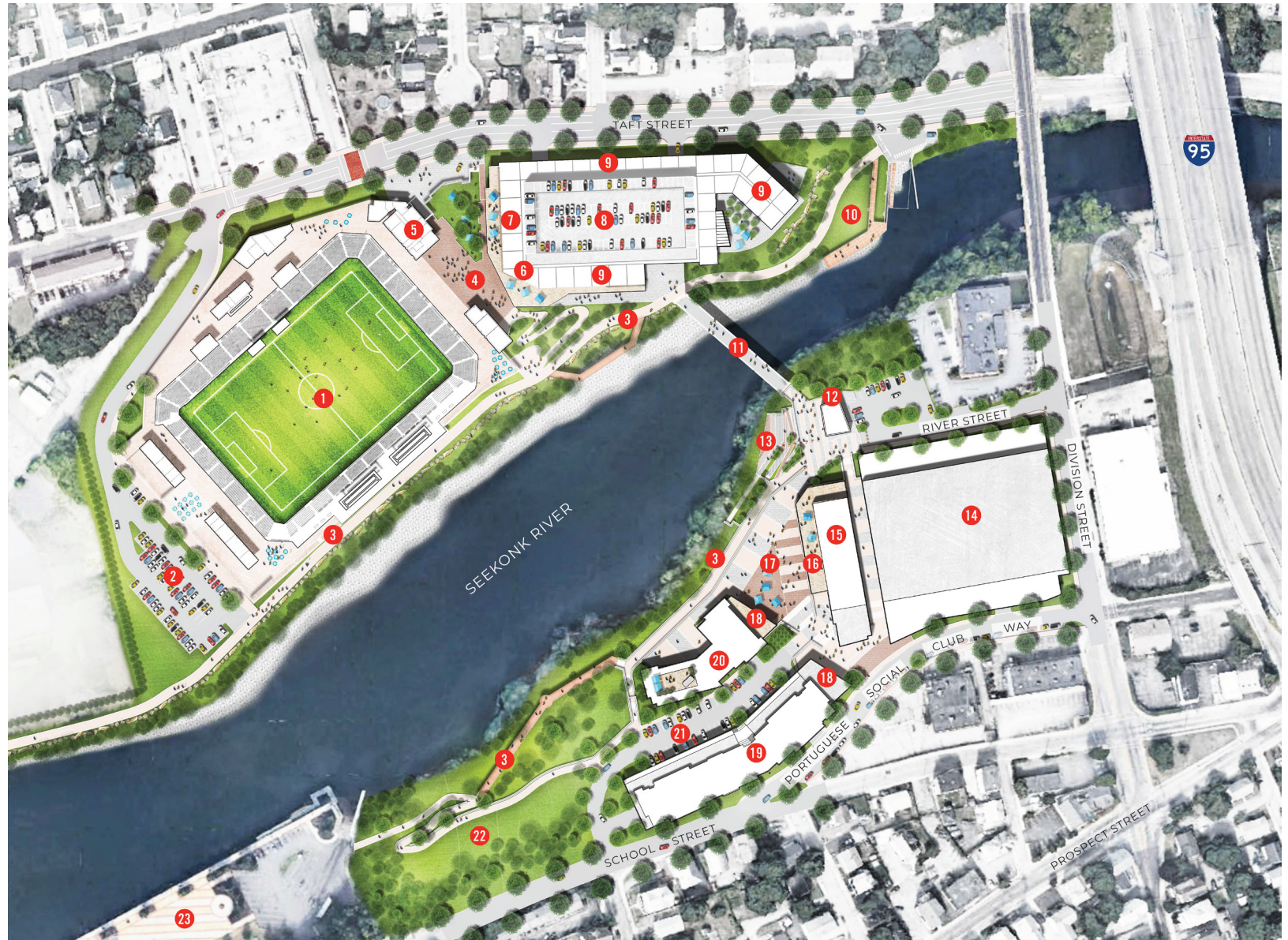


**TIDEWATER SITE**

- 1 USL CHAMPIONSHIP SOCCER STADIUM
- 2 PARKING LOT
- 3 RIVER WALK
- 4 EVENT PLAZA
- 5 STADIUM AMENITY BUILDING
- 6 RETAIL RESTAURANT
- 7 SOCCER TEAM FRONT OFFICE
- 8 PARKING GARAGE
- 9 RESIDENTIAL BUILDING
- 10 TOWN LANDING
- 11 PEDESTRIAN BRIDGE

**DIVISION STREET DEVELOPMENT**

- 12 POP-UP RETAIL
- 13 AMPHITHEATER TO WATER
- 14 EVENT CENTER
- 15 OFFICE
- 16 RETAIL/FOOD HALL
- 17 EVENT/DINING PLAZA
- 18 GROUND FLOOR RETAIL
- 19 RESIDENTIAL BUILDING WITH PARKING
- 20 RESIDENTIAL BUILDING
- 21 PARKING LOT
- 22 OVERLOOK PARK
- 23 FESTIVAL PIER



# TIDEWATER LANDING

TIDEWATER SITE & DIVISION STREET MIXED-USE DEVELOPMENT

