



# TOWN OF BERKLEY

## MASSACHUSETTS

### BOARD OF SELECTMEN

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October 10, 2013

### Massachusetts Gaming Commission

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RE: Request to be designated as a surrounding community for the proposed Raynham Slots Parlor

The Berkley Board of Selectmen wishes to inform the Massachusetts Gaming Commission that we would like to be designated a surrounding community for the proposed Raynham Slots Parlor. The Board has reviewed the report on the expected effect on surrounding communities that was done by the developers of this project. We disagree with one of the conclusions of that report. We will inform you or whoever contacts us about our concerns.

Yours truly,

Paul Modlowski,  
Berkley Executive Secretary

November 12, 2013

Massachusetts Gaming Commission  
Stephen P. Crosby, Chairman  
84 State Street, 10<sup>th</sup> Floor  
Boston, MM 02109

RE: Petition of Town of Berkley for Designation as a Surrounding  
Community

Dear Chairman Crosby:

This correspondence is submitted on behalf of Raynham Park, LLC (“Raynham Park”), a Category 2 Applicant, as a formal Answer or Response to the Petition submitted by the Town of Berkley (“Community”) on October 31, 2013 requesting that the Community be designated as a “surrounding community” as that term is defined by M.G.L.c. 23K §2 and the Commission’s regulations at 205 CMR 125.01. By way of Answer and for the reasons set forth below, Raynham Park opposes the designation, because the Community is “not likely to experience impacts from the development or operation of . . .” the Raynham Park gaming establishment. *See* M.G.L.c. 23K §2.

The evidence of record supports denial of surrounding community designation. First, as part of its Phase 2 Application, Raynham Park submitted a Nearby Communities Impact Report and a Raynham Slots Casino Traffic Impact Study, both prepared by Nitsch Engineering, and both of which conclude that the Community is not likely to experience impact from the construction or operation of the Raynham Park gaming establishment. Second, the local Regional Planning Agency (“RPA,”), the Southeastern Regional Planning and Economic Development District (“SRPEDD”), issued a Report on November 5, 2013, which is attached hereto, which also concluded that the Community is not likely to be impacted by the construction or operation of the Raynham Park facility.

Nevertheless, Raynham Park representatives have met with representatives of the Community and have exercised good faith, reasonable efforts to negotiate an arrangement which withholds surrounding community designation, but provides for a “look back” as to whether the Community has been impacted at an agreed upon point in time after the gaming establishment has been opened for business for a reasonable period, in exchange for withdrawal of the Community’s Surrounding Community Petition. However, unfortunately, Raynham Park has not been able to reach an agreement with the Community on such a “look back arrangement” to

date. Accordingly, while we will continue to negotiate this matter with the Community, Raynham Park has no choice but to oppose the Community's designation as a surrounding community at this time.

Respectfully submitted,



Grace Lee

Cc: Stephen Castellina, Board of Selectmen, Member  
Carolyn Awalt, Town Clerk  
Catherine Blue, General Counsel, Massachusetts Gaming Commission  
John Ziemba, Ombudman, Massachusetts Gaming Commission

## Southeastern Regional Planning and Economic Development District

### RAYNHAM PARK IMPACT ANALYSIS: SURROUNDING COMMUNITIES

This analysis evaluates the potential impacts of the Raynham Park Slot Parlor proposed in Raynham, Massachusetts on surrounding communities in the SRPEDD region. For the purpose of this analysis, the following communities were included: Taunton, Middleborough, Lakeville, Berkley, Dighton, Rehoboth and Norton. Among those communities, only Taunton has official “surrounding community” status as designated by the proponent and defined in the Massachusetts Gaming Commission statute. As the host community, impacts to the Town of Raynham were not analyzed.

#### PROJECT DESCRIPTION

As described in the Environmental Notification Form (ENF), the project consists of the demolition of the existing Simulcast facility and dog track operation, including buildings, track, and parking lots, and construction of a 1,250 slot casino and special event venue. The Proponent is seeking a Category 2 gaming license pursuant to Chapter 194 of the Acts of 2011: An Act Establishing Expanded Gaming in the Commonwealth and M.G.L. Chapter 23K, Section 19, as amended by Section 16 of the Expanded Gaming Act, which authorizes the Massachusetts Gaming Commission (MGC) to license one slots facility statewide.

The project will be constructed in four phases. Phase I includes renovations to the existing building to open a temporary slot casino, which will be operational within four months of the issuance of a state gaming license. The temporary casino will be operational during the construction of the permanent casino in Phase 2. Phase 2 will entail the construction of the permanent casino building, which will feature 1,250 slot machines, a food court, a specialty restaurant, a bar with entertainment, and player support and service areas. In addition, Phase 2 will include a 15,600 square foot (sf) special events space to accommodate meetings, conferences, concerts and entertainment. Phase 2 will include 173,324 sf at full build-out. Following the construction of Phase 2, the temporary casino will be demolished. The timing of Phase 3 is market-dependent. The construction will include an expanded entertainment venue and hotel with an additional 104,534 sf of space. The Proponent has reserved an area in the southwestern portion of the site, adjacent to the former Penn Central Railroad right of way, for Phase 4. This phase will include a train station and three retail spaces to support future South Coast Rail service.

Raynham Park is located on a 121.1-acre site at 1958 Broadway (Route 138) in Raynham. The site is bounded by the Easton/Raynham Town Line to the north, Broadway (Route 138) to the east (including a gas station located on the easterly side of the property parallel to Broadway), industrial development to the south, and the former Penn Central Railroad to the west. A portion of the site is located within the Hockomock Swamp Area of Critical Environmental Concern (ACEC). Approximately 65.1 acres of the site is developed with a grandstand building, simulcast building, and other smaller out buildings, extensive paved storage/parking areas, and an abandoned dog track and kennels.

## ANALYSIS

In conducting this analysis, we have been hampered by the lack of sufficient data on the project. The Secretary of the Massachusetts Executive Office of Energy and Environmental Affairs issued the 17-page scope for the Raynham Park ENF Certificate on September 20, 2013. The analysis required by that scope has not been completed, so we had to rely on best available data and information, especially regarding the traffic impacts. If possible, it may be prudent to predicate any Surrounding Community Agreements on baseline studies at the time of opening with mitigation determined after a mutually agreed-upon period of time with independent evaluation and arbitration.

This analysis is based upon the completion of the first two phases of the proposed Raynham Park facility. Future phases (entertainment and other options; slot machines cannot be expanded past 1250) could result in the expansion of the facility and the impacts associated with the facility, but there is the strong possibility that future phases could be negated by more competition from a Native American casino proposed for Taunton, or other commercial casinos that have been proposed within less than an hour's drive from the Raynham location.

## JOBS

The issues regarding housing and jobs that could possibly impact the surrounding communities are the need to import workers to fill the new jobs and the housing stock needed to support those workers. SRPEDD examined census population, housing, employment and journey to work to work information for this analysis.

The Raynham Park proponents project a total of 600 jobs will be created as a result of their development. B&S Consulting, working for the Town of Raynham, put the total jobs number from 411-500. These jobs are expected to be from a variety of occupations, but most will be unskilled or low skilled jobs comparable to retail or hospitality industry jobs.

The proponents have suggested that most of these jobs will be filled by former workers at the Raynham Dog Track, which ceased operation as a dog racing facility in 2010. Hiring back former employees would minimize the impact to the town and surrounding communities if those workers are already residing in the area and are unemployed or underemployed. It is not a realistic expectation that 411-600 new jobs will be filled by former workers who still reside in the area. Since 2010, the track has operated only for simulcast betting and many former employees will have found new employment or retired. A more realistic expectation is that a large majority of the estimated 600 jobs will be filled by workers from the host and surrounding communities and those seeking employment that reside within a half hour commute.

The Host Community Agreement signed with the Town of Raynham includes a preference for hiring qualified citizens of that town for jobs in construction and operations, so meeting that goal will lower somewhat the number of workers coming from surrounding communities and beyond.

Data from 2011 suggest that there is a more than adequate supply of qualified labor force participants who are likely to be seeking work that reside within a twenty mile radius of the site. With significant numbers of available workers within a reasonable commute and with an appropriate skills match, the proponents will not need to import workers from outside the area to meet the projected demand. Within a twenty mile radius of the Raynham Park site, there are over 800,000 residents defined as “civilian labor force” of which 8.6% (69,000) are unemployed (US Census).

Census-defined employment sectors that are most relevant for Raynham Park are: (1) retail trade and (2) arts, entertainment, recreation, and accommodation and food services. Those two sectors make up 20.3% of the labor force or approximately 149,000 employed and 14,000 unemployed workers within a twenty mile radius of the Raynham Park site. Raynham Park is expected to employ very few people who require specialized skills (such as slot machine repair technicians), so the large majority of employment opportunities can be filled with the immediately available labor force, with training opportunities available for the more specialized jobs. The net employment impact of the project is that very few jobs are likely to be filled from outside the standard commuting area.

## HOUSING

The 2011 data further show that there is adequate vacant and affordable housing available to meet the demand associated with the 411-600 new jobs projected to be created by Raynham Park. Of the 588,171 housing units within a twenty mile radius of Raynham Park, 6.9% (in excess of 40,000) are vacant.

Furthermore, 173,394 units of housing within that area are classified as rental units and the vacancy rate among rental units is 4.4% of the housing stock, or 8,152 vacant units.

The impact of jobs and housing associated with the slot parlor on surrounding communities is expected to be negligible. Under the maximum jobs scenario of 600 new jobs, virtually all of these positions can be filled by job seekers within a half hour commute of the site without requiring the construction of new housing and the introduction of new families into the surrounding communities.

The availability of existing labor force within a reasonable commute will have a negligible impact on local school systems because the jobs will be filled mostly by existing residents of the region.

Outside of the host community of Raynham, the largest numbers of workers are likely to come from the bigger regional communities within easy commuting distance, such as Taunton, Brockton and Attleboro.

*(NOTE: The expected minimal impact on housing and schools associated with the Raynham Park slot parlor cannot be assumed to be equivalent for a category 1 commercial resort casino or Native American casino, where the labor force skill requirements are more diverse and the number of workers will be as much as ten times larger.)*

## TRAFFIC

This report documents the estimated traffic demand resulting from the proposed Raynham slot parlor proposed at the site of the former Raynham Dog Track in Raynham, Massachusetts. The traffic distribution analysis in this report was based on a simplified mathematic model which is inspired by the gravitational theory of Newtonian Physics assuming that the number of trips is directly proportional to the total population of the places (in this case, we used city and town as places) and inversely proportional to the travel time between the casino as a destination and the places as origins. The analysis evaluates the trip distribution pattern from over 3.2 million people in major cities and towns within portions of the state of Massachusetts and Rhode Island that have the highest likelihood of trip origins. We assume the further away the community is the less likely people will come to consume at the casino by surface transportation.

This analysis does not evaluate the casinos' market share among the existing and future casino sites because it is not within the scope of this study and, in essence, that type of study is more complex and requires more data of casino customers and business operation. By the time more data is available, the data in this report could be expanded to include more assumptions.

The proponent's estimate of 7541 trips/day generated by the facility was utilized in this analysis. This number could increase or decrease based upon future phases or increased competition.

Additional traffic impacts at the Taunton Green/Route138 and the Middleborough Circle were examined in the analysis, as these two locations are known to have outstanding traffic issues and are locations that potentially will be impacted by new traffic generated by the proposed slot parlor. Our findings enabled us to quantify the potential traffic increase at these two locations.

In both cases, the current level of service is below acceptable levels and we have projected how much additional traffic is likely to pass through these locations. The Middleborough Rotary requires a comprehensive solution that is presently under discussion, and the information below provides a measure of the likely impact from the Raynham proposal (See Table 1).

The urban setting and configuration of the Taunton Green makes a comprehensive solution to this problem much more problematic, but the additional traffic could have a measurable level of service impact on the operation of many intersections along Route 138 north of the Taunton Green, most notably at Bay Street and the two locations where Washington Street intersects with Broadway (see Table 2). (It should be noted that a Wal-Mart Super Center will be opening on Route 138 in Raynham before the slot parlor would open, and this complicates the accurate measurement of impacts).

It is suggested that the Taunton and Middleborough locations could be addressed in a surrounding community agreement with a clause that establishes a baseline of traffic conditions (including crash data) upon opening and re-evaluates those conditions at a later point in time to accurately determine the facility's impact. Such an agreement would require a process to select an objective third party and provide for arbitration if necessary. This approach could prove useful along Broadway in both Raynham and Taunton to assess a possible increase in crashes involving left turns onto and off of Broadway. The

fix may ultimately involve signal timing adjustment that provides gaps in the flow that allow opportunities to complete left turns.

SRPEDD's analysis was not detailed enough to find a measurable deterioration in the level of service at locations in other communities in the SRPEDD region (i.e. Lakeville, Berkley, Dighton and Rehoboth) attributable to the Raynham facility, although no significant impact is expected.

**Findings: Taunton Green/Route 138**

SRPEDD projects approximately 332 vehicular trips be generated by the proposed facility on a regular day, including week day and weekend, will enter Taunton Green. That is equal to 4.4% of the total trips from the proposed development. In terms the traffic impact on the Taunton Green, we projected about additional 34 cars entering Taunton Green at the peak hour in the afternoon. All of these vehicles are assumed to proceed north on Route 138 to the Raynham Town line and beyond to the facility.

Table 1 shows the results of the analysis.

We provided high and low estimates to capture the possible range of traffic will be utilizing Taunton Green by observing the transportation network and land use patterns. We also applied a modest adjustment rate to reduce the total trips to replicate the downtown Taunton road conditions because there are more alternative routes in the downtown and its vicinity.



TABLE 1

**Estimated trips passing Taunton Green**

County	City or Town	High %*	Low %*	High Trips	Low Trips	Avg Trips	Avg Trips(Adj)**
Bristol	Acushnet	0.00%	0.00%	-	-	-	-
Bristol	ATTLEBORO	0.00%	0.00%	-	-	-	-
Bristol	Berkley	0.45%	0.00%	34	-	17	10
Bristol	Dartmouth	0.00%	0.00%	-	-	-	-
Bristol	Dighton	1.47%	1.17%	111	88	99	60
Bristol	Fairhaven	0.00%	0.00%	-	-	-	-
Bristol	FALL RIVER	0.00%	0.00%	-	-	-	-
Bristol	Freetown	0.00%	0.00%	-	-	-	-
Bristol	NEW BEDFORD	0.00%	0.00%	-	-	-	-
Bristol	North Attleborough	0.00%	0.00%	-	-	-	-
Bristol	Norton	0.00%	0.00%	-	-	-	-
Bristol	Raynham	0.76%	0.00%	57	-	29	17
Bristol	Rehoboth	2.05%	0.73%	155	55	105	63
Bristol	Seekonk	1.44%	0.51%	109	39	74	44
Bristol	Somerset	0.12%	0.00%	9	-	4	3
Bristol	Swansea	0.14%	0.00%	10	-	5	3
Bristol	TAUNTON	3.27%	1.63%	246	123	185	111
Bristol	Westport	0.00%	0.00%	-	-	-	-
Providence	Burrillville	0.00%	0.00%	-	-	-	-
Providence	Central Falls	0.00%	0.00%	-	-	-	-
Providence	Cranston	0.00%	0.00%	-	-	-	-
Providence	Cumberland	0.00%	0.00%	-	-	-	-
Providence	East Providence	0.42%	0.00%	32	-	16	10
Providence	Foster	0.00%	0.00%	-	-	-	-
Providence	Glocester	0.00%	0.00%	-	-	-	-
Providence	Johnston	0.00%	0.00%	-	-	-	-
Providence	Lincoln	0.00%	0.00%	-	-	-	-
Providence	North Providence	0.00%	0.00%	-	-	-	-
Providence	North Smithfield	0.00%	0.00%	-	-	-	-
Providence	Pawtucket	0.00%	0.00%	-	-	-	-
Providence	Providence	0.45%	0.00%	34	-	17	10
Providence	Scituate	0.00%	0.00%	-	-	-	-
Providence	Smithfield	0.00%	0.00%	-	-	-	-
Providence	Woonsocket	0.00%	0.00%	-	-	-	-
			<b>Total</b>	<b>796</b>	<b>306</b>	<b>551</b>	<b>331</b>

\*This is the percentage from overall trip generation from the proposed Raynham slot parlor.

\*\*We applied adjustment factor to replicate the downtown Taunton traffic network.

**Findings: Middleborough Rotary**

SRPEDD projects approximately 294 vehicular trips are generated by the proposed facility on a regular day, including week day and weekend that enter the Middleborough rotary. That is equal to 3.9% trips from the proposed development. The proponent’s estimate of 7541 trips/day generated by the facility was utilized in this analysis. In terms of the traffic impact at the rotary, we projected about additional 30 cars entering the rotary at the peak hour in the afternoon.

We provided high and low estimates to capture the possible range of trips that enter Middleborough rotary by observing the transportation network and land use pattern. The estimated percentage is not directly from calculation but from professional judgment and familiarity with the area.

Table 2 shows the results of the analysis.

TABLE 2

<b>Estimated trips passing Middleborough Rotary</b>						
<b>County</b>	<b>City or Town</b>	<b>High %*</b>	<b>Low %*</b>	<b>High Trips</b>	<b>Low Trips</b>	<b>Avrg Trips</b>
Plymouth	Carver*	0.95%	0.95%	72	72	72
Plymouth	Duxbury	0.68%	0.00%	51	-	26
Plymouth	Kingston	0.89%	0.00%	67	-	33
Plymouth	Lakeville	0.00%	0.00%	-	-	-
Plymouth	Marion	0.00%	0.00%	-	-	-
Plymouth	Marshfield	0.63%	0.00%	47	-	24
Plymouth	Mattapoissett	0.00%	0.00%	-	-	-
Plymouth	Middleborough	1.72%	0.00%	129	-	65
Plymouth	Plymouth	0.83%	0.00%	63	-	31
Plymouth	Plympton	1.12%	0.00%	84	-	42
Plymouth	Rochester	0.00%	0.00%	-	-	-
Plymouth	Wareham	0.00%	0.00%	-	-	-
<b>Total</b>				<b>514</b>	<b>72</b>	<b>293</b>

*\*This is the percentage from overall trip generation from the proposed Raynham slot parlor.*

**WATER & SEWER**

Raynham Park will discharge into the Taunton wastewater treatment plant through an extension to the existing sewer system. The WWTP does have the capacity, by permit, but also has a new, lower nitrogen discharge standard. In terms of handling the quantity of the proposed discharge, no modification to the WWTP should be necessary.

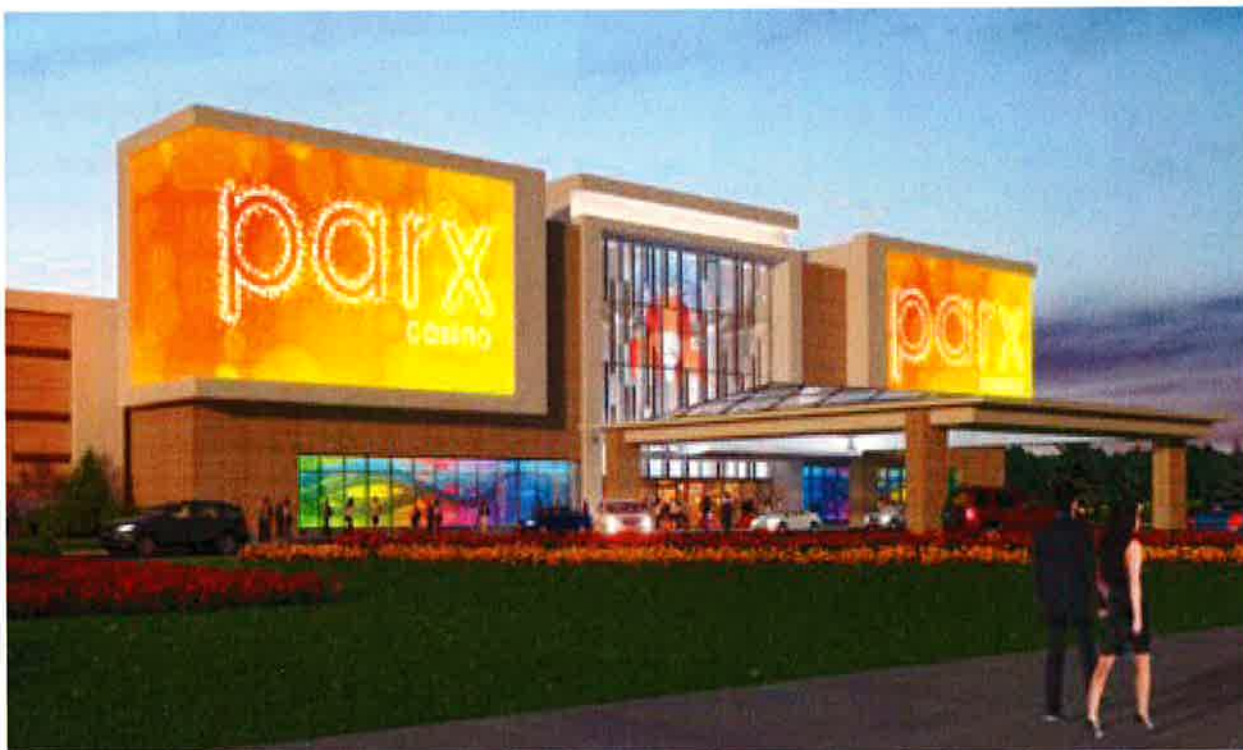
Inflow/infiltration issues were addressed to the co-permittees (of which Raynham is one) in 2009 as part of a phased sewer extension. It is necessary that Taunton insures that the proponents live up to their proposed LID, GHG and LEED standards, as well as the I/I concerns.

## PUBLIC SAFETY

SRPEDD has not completed its analysis of the potential impacts to public safety services provided by the surrounding cities and towns.



## Nearby Communities Impact Report for Raynham Park Casino Raynham, Massachusetts



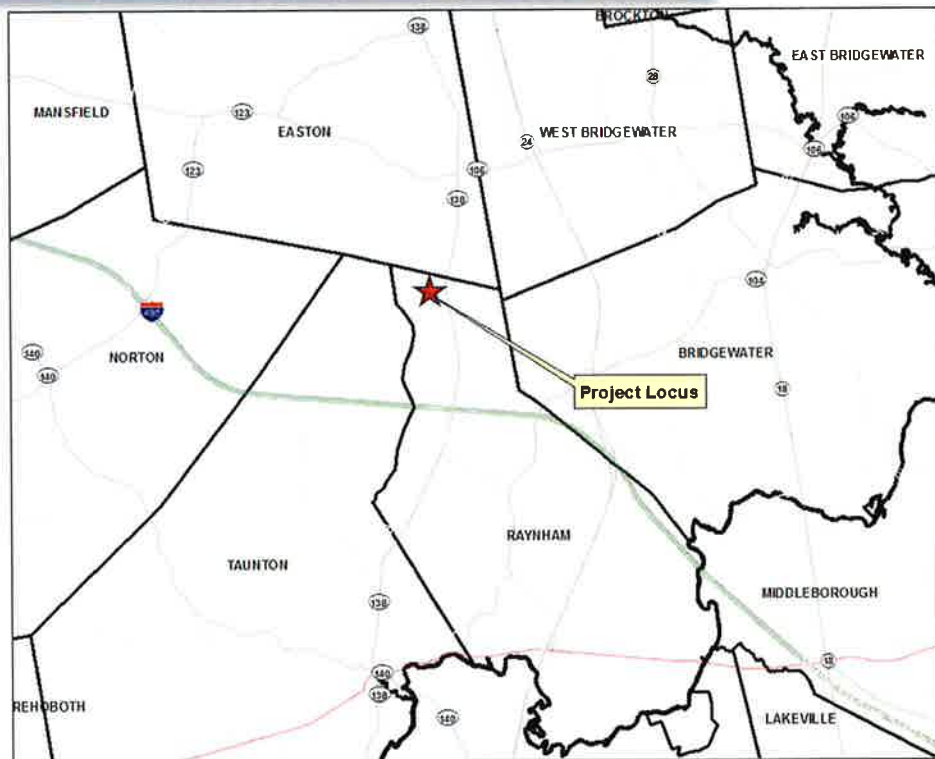
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Nitsch Project #9098  
September 2013



**Raynham Park Nearby Communities Impact Report**  
Raynham, MA

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## 1.0 INTRODUCTION

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### 1.1 EXECUTIVE SUMMARY

Raynham Park LLC is proposing to redevelop the existing Raynham Park site with a new 175,000-square-foot facility that will house a slot casino, special event venue, and associated site and utility improvements (collectively, the "Project"). The Project will be licensed under M.G.L. c. 23K, § 2 and the Massachusetts Gaming Commission's Regulations (205 CMR110.00).

Raynham Park Casino is being permitted as a Category 2 license and will be investing \$125,000,000 in capital improvements. This project is smaller than a "destination" casino proposed under Category 1 and as a result will have less of an impact on nearby communities.

This report explores and summarizes the listed impacts to nearby communities within the Gaming Commission Regulations, then identifies the potential impacts to the nearby communities, and reviews the proposed project and actual impacts to the nearby communities. That process has led to the following conclusions:

- The Project location in the northern portion of Raynham, with its existing roadway network and convenient access via Interstate 495 and Route 24, minimizes impacts to roadways in nearby communities.
  - The proposed traffic light at the site entrance on Route 138 will help to mitigate traffic impacts on Route 138.
- The existing site has a historical and current gaming use, and the continuation and expansion of that use does not create significant adverse impacts to nearby communities (when compared to a project site with no existing gaming use).
- The proposed improvements to stormwater management, including greening of the site by over 25%, will result in a substantial improvement to the water quality of the stormwater runoff from the site to the Hockomock Swamp. This improves the environmental condition of the nearby communities.
- The nearby communities of Norton, Taunton, East Bridgewater, Bridgewater, and Middleborough were found not to be significantly and adversely impacted with respect to their proximity to the site, casino project generated traffic (either during construction or operations) or demands for municipal services. The proposed mitigation included in the Project contributes significantly to this finding of no significant and adverse impact.
- The Town of Easton will be impacted. – Transportation and Construction
  - Transportation impact from the project: MassDOT has already prepared the 25% design plans for improvements to Route 138/106 intersection. The proposed 25% design plans will provide mitigation for traffic impacts from the Project. The 25% design plans have been reviewed by the Proponent's design team and the only suggested revisions would be to extend some of the turning lanes and optimize sequencing lights. The Proponent is meeting with MassDOT to discuss the project and to discuss the proposed improvement project for Route 138/106 intersection.

- Transportation impact during construction: A traffic management plan will be prepared for construction activities and the plan will recommend use of 495 to avoid trips through Easton and Route 138/106 intersection. The final traffic management plan will be coordinated with MassDOT, the Town of Raynham, and the Town of Easton.
- Municipal Services impacts: – The Proponent is working with Town of Raynham to ensure that adequate resources will be dedicated to the Project Site to avoid/minimize reliance on Police and Fire in Easton.

## 1.2 HOST AND SURROUNDING COMMUNITIES

The Massachusetts gaming licensing process for a casino requires the proponent of the license application to pursue agreements with both the Host Community – the municipality where the casino or slot facility is proposed to be located – and Surrounding Communities – the municipalities in proximity to the Host Community that the Commission believes are likely to be impacted by the development and operation of the casino or slot facility. Section 2 of this report includes a more detailed description of Surrounding Communities and potential impacts. The project's Proponent is Raynham Park LLC c/o Greenwood Gaming and Entertainment, Inc. 2999 Street Road Bensalem PA 19020.

This report explores the **potential** impacts and proposed mitigation for communities within close proximity to the proposed slots facility to be located at the current Raynham Park (1958 Broadway, Raynham, Massachusetts). For more detailed project information, please see the Environmental Notification Form prepared for the project.

The Proponent has been working with the host Community (Raynham) in developing appropriate mitigation for the proposed Project's impacts on Raynham. The mitigation includes reduction of impervious area on site, installation of a new traffic lights at the entrance, improvements to the Route 138 along the Project's frontage, etc. The Host Community Agreement provides further mitigation for the proposed Project. For additional information and detail on project impacts and proposed mitigation on the Host Community see the Environmental Notification Form submitted to MEPA.

## 1.3 PROJECT SUMMARY

The Raynham Park Casino is a redevelopment project that is proposed on a 99-acre parcel located at 1958 Broadway in Raynham, Massachusetts (subsequently referred to as the "Site"). The Site is located in north Raynham, near the Easton/Raynham town line, and is bounded by wetlands and property owned by the Commonwealth along the Easton/Raynham Town Line to the north, Broadway (Route 138) to the east, industrial use and existing residences to the south, and the former Penn Central Railroad to the west.





*Existing Conditions (2008 USGS Orthophoto)*

#### **1.4 HISTORICAL BACKGROUND**

The Raynham-Taunton Greyhound Park opened in the early 1940s and continues operation today. The Park was established as a live greyhound racing facility from the 1940s-2010 and included a grandstand, track, approximately 4,000 parking spaces, and over 50 dog kennels. In 1971, the Park became the first greyhound track to hold races seven days a week. The Park set a world record for collecting \$240 million in dog racing revenue in one year in 1989.



**1971 Aerial Photograph**

When dog racing was banned in Massachusetts on January 1, 2010, the facility evolved into a simulcast racing center for greyhound, thoroughbred, and harness racing. As a result of the ban, the staff of 600 was reduced by approximately 2/3. The Park has continued to operate as a simulcast center since 2010, and the track and kennels have since been abandoned. The western portion of the site (behind the abandoned race track) is now used to store telephone/utility poles. The north-central area of the Site has been converted to the Patriot Recycling Corporation facility for soil screening, asphalt, brick, concrete, and shingle recycling. Two other areas of the existing parking lot have been modified as a tractor-trailer driver training course.

## 1.5 PROPOSED PROJECT

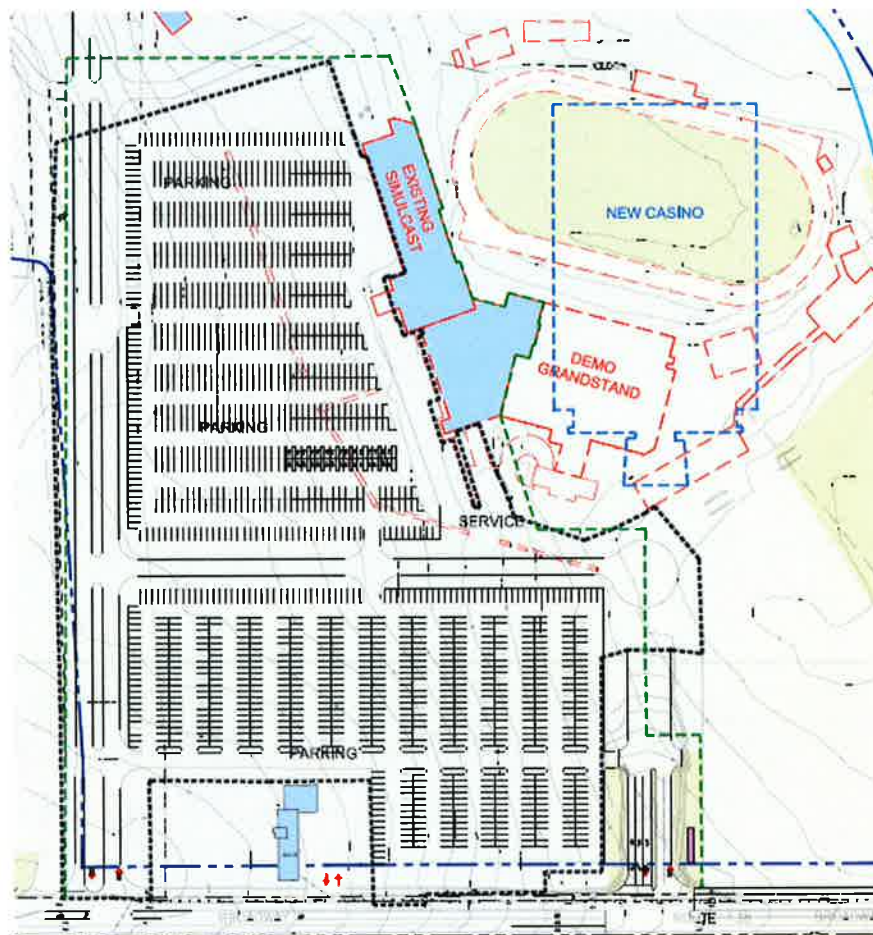
The proposed work includes the demolition of the existing facility and dog track operation, including the main buildings, 16 out buildings, existing kennel buildings, track, parking lots, and Sunoco Gas Station, to allow for the construction of a new 175,000-square-foot facility that will house a slot casino, special event venue, and hotel, as well as associated site and utility improvements (collectively, the "Project").

The Project will be constructed in three phases. Phase 1 includes renovations to the existing building to open a temporary slot casino, which will be operational five and half months after the state gaming license is issued. The temporary casino will be operational during the construction of the permanent casino in Phase 2, and will then be demolished.

Phase 3 includes expansion of the entertainment facilities and new hotel. The timing of Phase 3 will be determined after Phase 1 and 2 are completed and will be based on market demand.

### Phase 1 – Temporary Slot Casino

- Renovate existing simulcast building into a temporary slot casino.
- Open temporary slot casino and keep operational through construction of permanent slot casino and associated site improvements.



**Phase 1: Temporary Casino and Parking Layout**



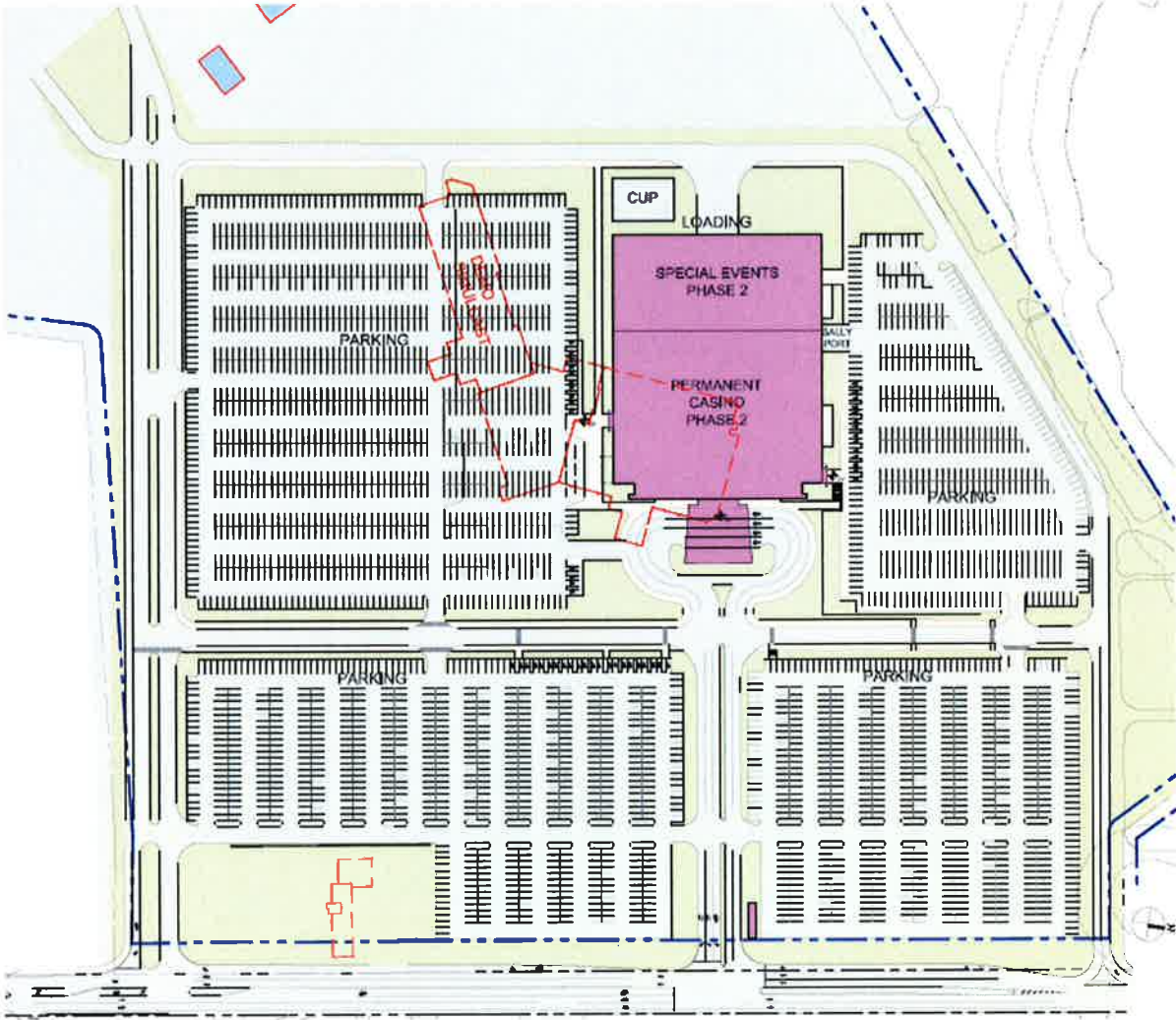
***Phase 1: Temporary Casino Rendering***

Phase 2 – Permanent Slot Casino (This Phase is the submittal for Category 2 License)

- Construct new slot casino and event venue (phase 2A).
- Construct new parking lot, utility services, and stormwater management practices (phase 2A).
- Transfer slots and simulcast from the temporary facility to new facility.
- Demolish temporary slot casino. Maintain adjacent parking area until parking lots (phase 2B and 2C) are constructed.
- Construct new parking lot (phase 2B).
- Construct new parking lot (phase 2C).
- Construct new parking lot (phase 2D).



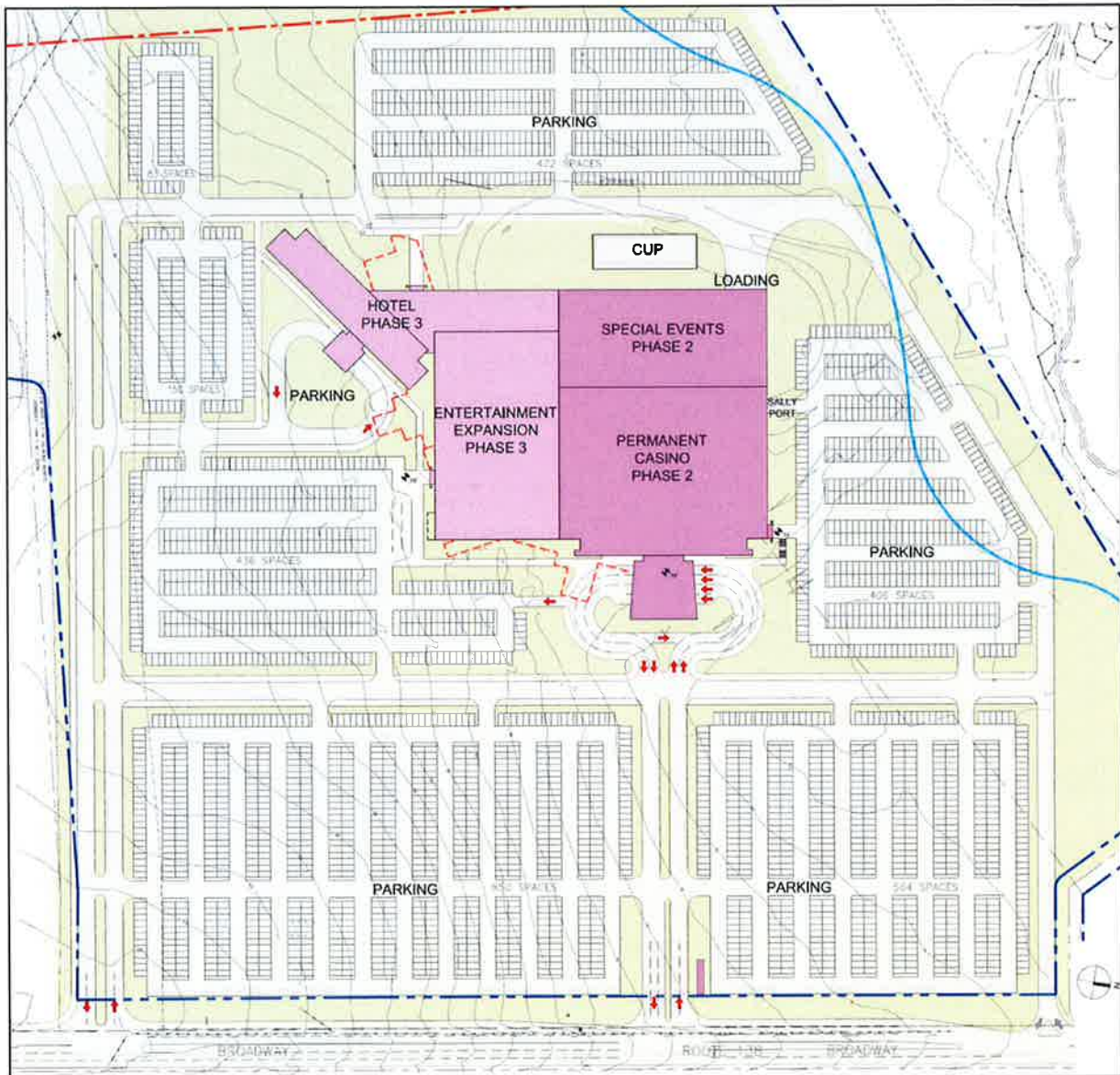
***Phase 2: Slots Casino Rendering***



**Phase 2: Building and Parking Layout**

Phase 3 – Expansion of Entertainment Venues and Hotel (This future phase will be market driven)

- Construct new slot casino and event venue (phase 2A).
- Expand Entertainment/Meeting Facilities.
- Construct a hotel.



**Proposed Building and Parking Layout (Phases 2-3)**

## 1.6 CONSISTENCY WITH PLANNING

The Project will be designed to be consistent with the short- and long-term goals of local and regional planning policies. The Site is located in the Southeastern Regional Planning & Economic Development District, which issued an update to their Comprehensive Economic Development Plan in June 2012. The following goals were outlined in the report, and have been considered during the planning and design of the Project:

- A. Support the development of small business and new startups in the region.  
The Project will provide revenue for the Town of Raynham and the southeast region of Massachusetts. It is also anticipated that 600 permanent jobs will be created. A portion of the funding provided to Raynham through the Host Community Agreement is dedicated to improving the façade for Route 138. In addition, Greenwood's gaming's casino in Bensalem, PA has spawned the growth of the restaurant business along the major corridor on which the casino is located. Similar development is expected for Raynham.
- B. Support the development of infrastructure for economic development.  
The existing site has roadway and utility infrastructure, which will be improved as part of the Project.
- C. Pursue sustainable development and enhance the region's quality of life.  
The Project will reduce environmental impacts to the surrounding area and will enhance the long-term environmental and economic health of the region through the construction of energy-efficient and LEED-certified structures, and environmental mitigation.
- D. Broaden region's economic profile; promote employment opportunities in emerging sectors such as marine science, biotech, and the creative economy.  
The construction of a slot casino, hotel, and entertainment venue will provide employment in a variety of sectors.
- E. Provide institutional support for economic development.  
The Proponent has entered into a Host Community Agreement with the Town of Raynham, who is supportive of the Project, and will continue working with the Town and its consultants throughout the design and permitting process.

## 1.7 CONSISTENCY WITH RAYNHAM ZONING

The Project is being designed to be consistent with the Town of Raynham Zoning Bylaw. The Site is located within the Industrial District, which is an area planned for economic development. The following is a list of requirements under the Zoning Bylaws (dated May 18, 2009) Sections V and 5.1:

Maximum Building Height:	40 feet (Higher with Special Permit)
Minimum Frontage:	150 feet
Minimum Depth:	100 feet
Minimum Lot Area:	30,000 square feet
Minimum Front Yard:	45 feet
Minimum Side Yard:	20 feet
Minimum Rear Yard:	20 feet

It is anticipated that a Special Permit for building height will be required. The Proponent will coordinate with the Raynham Planning Board and Zoning Board of Appeals as required.

## 2.0 PERMITTING CONTEXT

The anticipated federal, state, and municipal permits and approvals required for the Project are summarized in Table 1-1, below.

**Table 1-1 Anticipated Federal, State, and Municipal Permits and Approvals**

	<b>Issuing Authority</b>	<b>Permit/Approval</b>
<b>Federal</b>	Environmental Protection Agency	National Pollutant Discharge Elimination System (NPDES) Construction General Permit – Notice of Intent/Notice of Termination
	Massachusetts Gaming Commission	Gaming License
	Executive Office of Energy and Environmental Affairs	Massachusetts Environmental Policy Act Review
<b>State</b>	Massachusetts Department of Environmental Protection	Sewer Connection Certification – Phase 2 Sewer Connection Permit – Phase 3 Demolition Permit
	Massachusetts Department of Transportation – Highway Division	Vehicular Access Permit Non-Vehicular Access Permit
	Massachusetts Historical Commission	State Register Review (if required)
	Raynham Conservation Commission	Order of Conditions for Notice of Intent
<b>Municipal</b>	Raynham Planning Board	Site Plan Approval
	Raynham Zoning Board of Appeals	Special Permit & Variances
	Raynham Sewer Commission	Sanitary Sewer Service Connection
	Raynham Water Department	Water Service Connection
	Raynham Fire Department	Underground Storage Tank Registration and Compliance (if required)
	Raynham Building Department	Building Permit



## **2.1 GAMING LEGISLATION**

Chapter 194 of the Acts of 2011: An Act Establishing Expanded Gaming in the Commonwealth (the "Gaming Act") was signed into law on November 22, 2011 to provide economic investment and job creation within the Commonwealth. The Gaming Act provides for the licensing of up to three destination resort casinos in diverse geographic locations within the Commonwealth, as well as one slot facility; the Gaming Act also created a Gaming Commission to oversee the implementation of expanded gaming within the Commonwealth.

The Proponent has met with the Massachusetts Gaming Commission and will submit an application seeking a license to operate a Category 2 gaming establishment at Raynham Park Casino. The Proponent has submitted a Phase 1 Suitability Application and will be filing the Phase 2 Application prior to October 4.

## **2.2 HOST AGREEMENT & TOWN REFERENDUM**

The Proponent obtained a Host Community Agreement (HCA) from the Town of Raynham on June 11, 2013. The Proponent is actively engaged with the Town of Raynham to plan for a Town referendum as required by the Gaming Act. The referendum vote was held on August 13, 2013 and passed with an overwhelming majority.

Through the HCA, the Proponent agreed to provide the Town of Raynham with an annual mitigation fee of \$1.1 million, and will expend funds for other specified purposes as stated in the Agreement. After four years, the payment will increase 2.5 percent annually for 20 years. The Proponent will also pay the town \$100,000 each year to be put toward the town's capital needs. An additional \$15,000 in annual payments will be made toward improving the business facade of Route 138.

## **2.3 SURROUNDING COMMUNITY DEFINITIONS**

The Gaming Commission's website defines "A *Surrounding Community* as a municipality in proximity to a host community that the Commission determines experiences or is likely to experience impacts from the development or operation of a gaming establishment. Under the Gaming Act, gaming applicants are required to submit 'signed agreements between the Surrounding Communities and the applicant setting forth the conditions to have a gaming establishment located in proximity to the Surrounding Communities and documentation of public outreach to those Surrounding Communities.

The Commission recently promulgated a regulation further defining the term 'surrounding community' for gaming applications and other purposes. In this regulation, the Commission further defines the factors it will use in determining which communities are "Surrounding Communities", if such communities have not already been designated as Surrounding Communities in an applicant's RFA-2 application. Applicants for gaming licenses have the primary responsibility for determining whether a community is a "surrounding community" to be included in its application. However, the Gaming Act establishes a procedure for the Commission to decide whether a community is a "surrounding community" even though the applicant has not included an agreement with that community in its RFA-2 application to the MGC. In the event an applicant has not been able to reach an agreement with a surrounding community prior to the RFA-2 application, the Gaming Act specifies that gaming applicants and Surrounding Communities will have thirty days to negotiate an agreement before the Commission implements protocols and procedures to ensure the conclusion of a fair and reasonable agreement."

The Gaming Act defines Surrounding Communities as:

125.01: Determination of Surrounding Communities and Execution of Mitigation Agreements

(1) *General.* The following communities are determined to be Surrounding Communities concerning the development and operation of a specific gaming establishment for purposes of M.G.L. c. 23K and 205 CMR:

(a) Each community located in the commonwealth that both:

1. has been designated as a surrounding community by an applicant for a Category 1 or Category 2 license in the RFA-2 application, written notice of which designation shall be provided by the applicant to the community's chief executive officer as defined in M.G.L. c. 4, §7, cl. Fifth B, at the time the application is filed with the commission; and

2. submits to the commission a written assent, signed by the community's chief executive officer as defined in M.G.L. c. 4, §7, cl. Fifth B, or their designee, to the designation within ten days of receipt of the application by the commission. Such notice to the community of designation by the applicant shall also include written notice of the requirement that each community must, to obtain final surrounding community designation, assent to such designation in writing within ten days of the date of the receipt of the application by the commission. Upon receipt of the written assent, the commission shall issue a written notice designating the community as a surrounding community; and

(b) Each community located in the commonwealth that has executed a surrounding community agreement with the applicant for a Category 1 or Category 2 license which agreement was submitted with the RFA-2 application and is determined by the commission to be in compliance with M.G.L. c. 23K, § 15(9); and

(c) Each community located in the commonwealth that has been designated a surrounding community by the commission under M.G.L. c. 23K, § 17(a) and 205 CMR 125.01(2) after the submission of an applicant's RFA-2 application upon written petition by the community's chief executive officer as defined in M.G.L. c. 4, § 7, cl. Fifth B, or their designee, for the community to be designated a surrounding community with respect to the specific gaming establishment.

## 2.4 IMPACTS AS DEFINED IN 205 CMR: MASSACHUSETTS GAMING COMMISSION

The following impacts are identified in 205 CMR 125.01, these impacts are the basis of review for this report:

- **Proximity:** The community is in proximity to the host community and the gaming establishment.
- **Transportation:** The transportation infrastructure in the community will be significantly and adversely affected by the gaming establishment, taking into account such factors as ready access between the community and the gaming establishment; projected changes in level of service at identified intersections; increased volume of trips on local streets; anticipated degradation of infrastructure from additional trips to and from a gaming establishment; adverse impacts on transit ridership and station parking impacts; significant projected vehicle trip generation weekdays and weekends for a 24-hour period; and peak vehicle trips generated on state and federal road; ways within the community.

- **Construction:** The community will be significantly and adversely affected by the development of the gaming establishment prior to its opening taking into account such factors as noise and environmental impacts generated during its construction; increased construction vehicle trips on roadways within the community and intersecting the community; and projected increased traffic during the period of construction.
- **Municipal Services:** The community will be significantly and adversely affected by the operation of the gaming establishment after its opening, taking into account such factors as:
  - Potential public safety impacts on the community;
  - Increased demand on community and regional water and sewer systems
  - Impacts on the community from stormwater run-off, associated pollutants, and changes in drainage patterns;
  - Stresses on the community's housing stock including any projected negative impacts on the appraised value of housing stock due to a gaming establishment;
  - Negative impact on local, retail, entertainment, and service establishments in the community; and
  - Increased social service needs including, but not limited to, those related to problem gambling and demonstrated impact on public education in the community.
- **Other:** The community will be significantly and adversely affected by any other relevant potential impacts that the Gaming Commission considers appropriate for evaluation based on its review of the entire application for the gaming establishment.

## 2.5 NEARBY COMMUNITIES INPUT

This Report is intended to be used a starting point for discussion with nearby communities. The Proponent is currently reaching out to the following communities:

- Town of Easton
- City of Taunton
- Town of Raynham
- Town of West Bridgewater
- Town of Bridgewater
- Town of Middleborough
- Town of Norton

The Proponent is continuing to work with the Town of Raynham during this process and looks forward to receiving input from nearby communities.

### 3.0 INVESTIGATED IMPACTS TO NEARBY COMMUNITIES

The Proponent has investigated the following potential impacts to nearby communities as outlined in the governing regulations (section 205 CMR 125.01): Proximity, Transportation, Construction, and Municipal Services (Table 3-1). This analysis was performed to review these potential impacts in greater detail in advance of meeting with nearby communities. Section 4.0 discussed the proposed mitigation included in the project that reduces and/or eliminates the potential impacts.

Table 3-1 Investigated Potential Impacts on Nearby Communities

Municipality	Investigated Potential Impacts
Easton	Proximity, Transportation, Construction, Municipal Services
West Bridgewater	Proximity, Transportation
Bridgewater	Proximity, Transportation
Taunton	Proximity, Transportation, Municipal Services
Middleborough	Proximity, Transportation
Norton (Does not border Raynham)	Proximity, Municipal Services

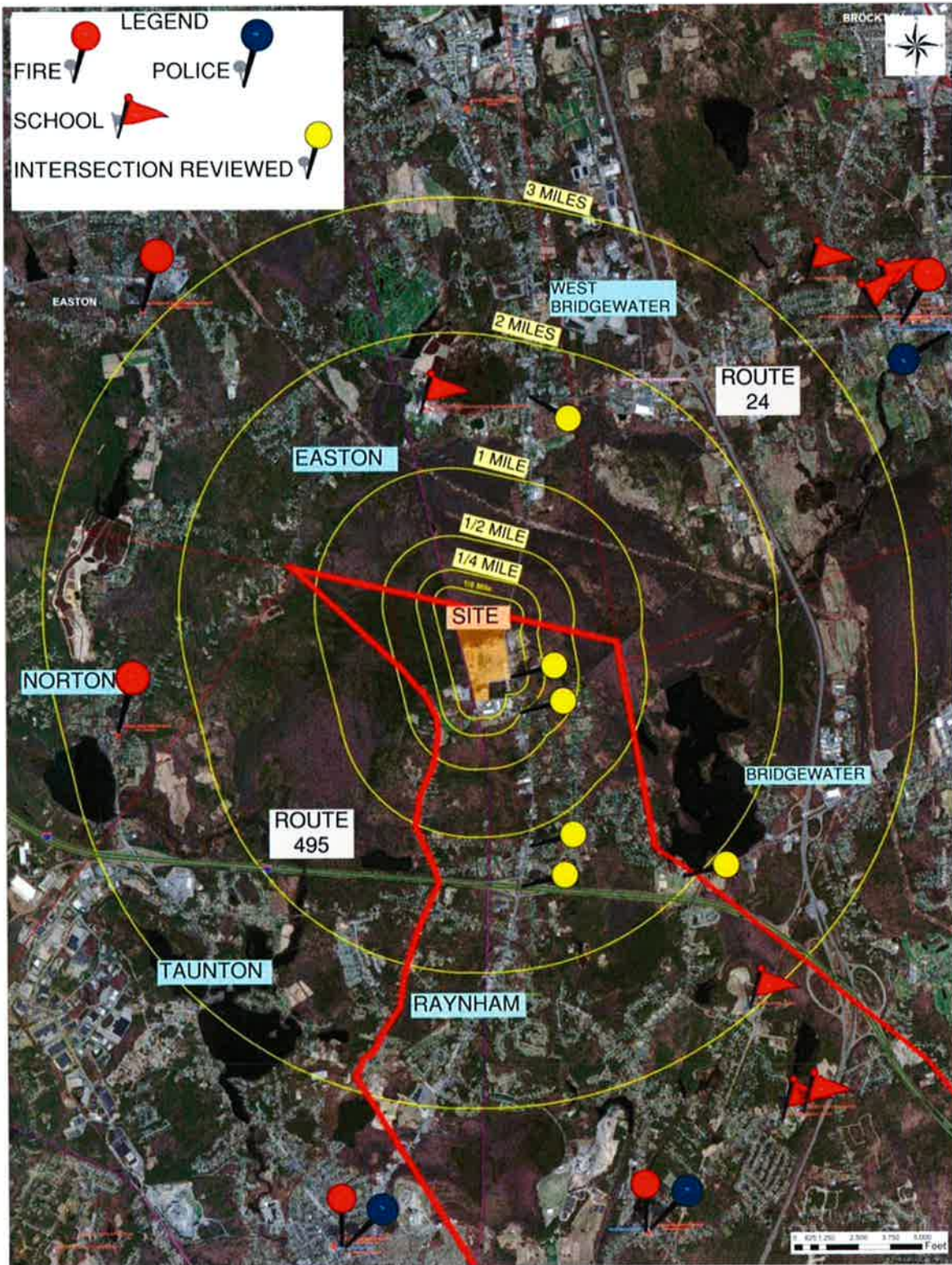
#### 3.1 PROXIMITY

The Site is located in a rural area and is surrounded almost entirely by woods, wetlands, or industrial development. Table 3-2 identifies the distances to the town/city lines and municipal centers. For the Town of Easton, the intersection of Route 138 and 106 was used as the town center area due to its proximity to the Site.

Table 3-2 Proximity of Nearby Communities to Raynham Town Line and Town Center

Municipality	Distance to Town/City Line <sup>1</sup> (miles)	Distance to Municipal Center(miles)
Easton	0.1	1.6
West Bridgewater	1.0	4.2
Bridgewater	1.0	5.1
Taunton	0.3	5.6
Middleborough	5.5	10.3
Norton (Does not border Raynham)	2.0	6.0

1. Approximate distances from Google.



**Nearby Communities Proximity Map**

### **3.1.1 Summary of Findings - Proximity**

The Site is located in the northern portion of Raynham approximately 0.1 miles from the Easton town line, and is also within one (1) mile of Bridgewater, West Bridgewater, and Taunton. The following points summarize the results of the Proximity impact analysis:

- The Site is located approximately 0.1 mile from the Taunton City Line along Route 138.
- The Site is located approximately one (1) mile from Bridgewater Town Line as the crow flies, but over two (2) miles by road (Route 138 to Route 106) through Easton.
- The Site is located approximately one (1) mile from the West Bridgewater town line as the crow flies. There are many routes from the Site to West Bridgewater, however there are no direct roadway connections.
- The closest residential neighborhood outside of Raynham is located on Prospect Hill Street in Taunton. Prospect Hill Street is a dead-end street off of Bridge Street and Elm Street, which are accessed from Route 138 in Raynham). The neighborhood is isolated by Route 495 and is separated from the Site by the railroad right-of-way that runs along the western boundary of the Site. The Project does not include any work west of the railroad right-of-way.
- The closest residential homes and businesses in Easton are located approximately one (1) mile north of the Site on Route 138, which is separated from the Site by the Hockomock Swamp.
- The Hockomock Swamp Area of Critical Environmental Concern (ACEC) runs along the northern portion of the Site. The Hockomock Swamp ACEC is located in Raynham, Bridgewater, West Bridgewater, Easton, Taunton, and Norton.

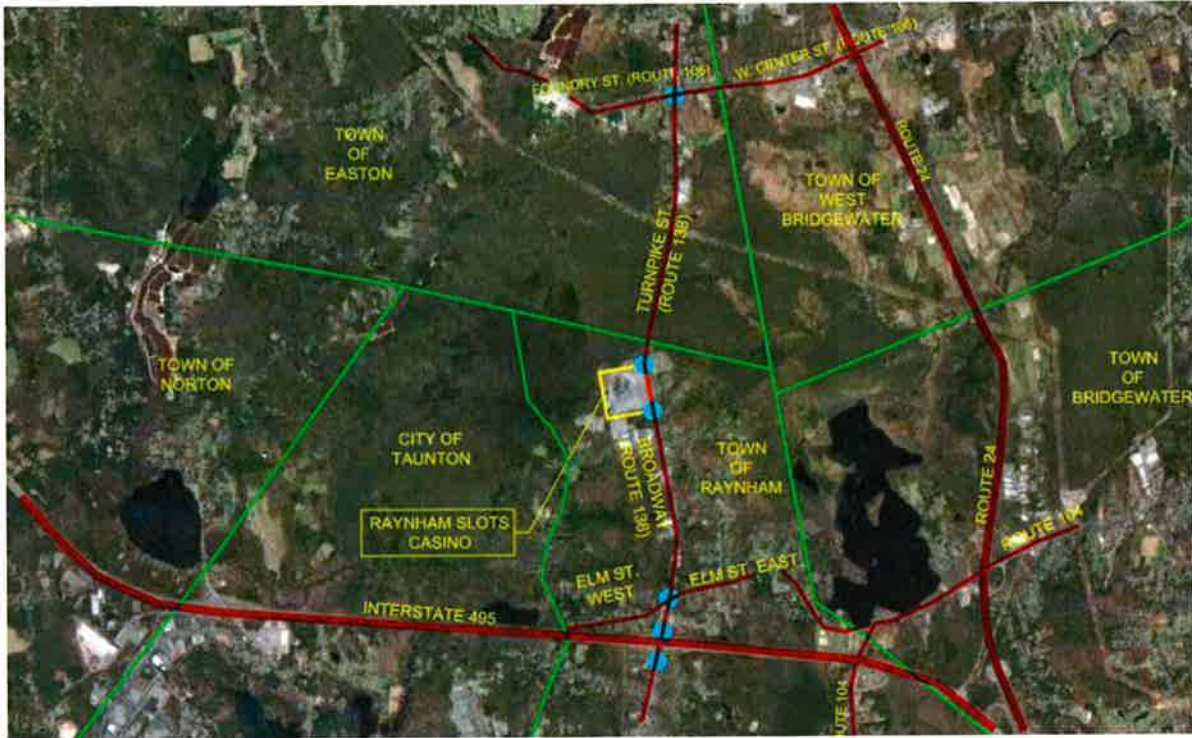
### **3.1.2 Summary of Proposed Mitigation – Proximity**

The following actions are proposed to mitigate the potential proximity impacts to the nearby communities:

- Due to the its rural location, the selection of the existing developed Site for the proposed Raynham Park Casino Project avoids substantial impacts to nearby communities through proximity. The Site is isolated by Route 495 and Raynham to the south, the Hockomock Swamp to the north and east, residential neighborhoods to the southeast located within Raynham, and the railroad right-of-way to the west.
- Due to the Site's proximity to the ACEC, the Project will provide more than the required stormwater mitigation under the Massachusetts Department of Environmental Protection (MassDEP) Stormwater Standards. The Project will reduce the amount of impervious area and will provide a substantial improvement in the water quality of stormwater runoff discharging to the ACEC.

## **3.2 TRANSPORTATION**

The Project Site will be primarily accessed via regional highways and primary access roads. The impact on local roadways is minimal and no major impacts are anticipated on local roads in nearby communities.



**Existing Regional Roadway System**

### 3.2.1 Summary of Findings – Transportation

The following points summarize the results of the Transportation impact analysis:

- Regional access to the Site is provided by Interstate 495 (I-495) from the east, west, and south and Route 24 from the north.
  - Interstate 495 intersects Route 138 in Raynham, which provides direct access to the Site and will not impact nearby communities.
  - To access the Site from Route 24, patrons will travel on Route 106 to Route 138, travelling through the Towns of West Bridgewater and Easton.
  - Use of minor local roadways to access the Site is anticipated to be minimal.
  - MassDOT has prepared 25% design plans for improvement to the Route 136/106 intersection. These plans include adding turning lanes and generally improving the geometry and function of the intersection.

### 3.2.2 Summary of Mitigation - Transportation

The following actions are proposed to mitigate the potential transportation impacts to the nearby communities:

- The proponent is proposing a traffic signal at the main boulevard Site entrance/exit, which will facilitate access and egress and reduce impacts on local roadways within the Town of Raynham.

- The intersection of Route 138 and Route 106 in Easton and the proposed MassDOT improvement project to this intersection has been studied as part of the planning for the development of the Site.
  - This intersection will require additional improvements/mitigation than the currently planned improvement project for this intersection.
  - The required improvements at this intersection will be coordinated with the Massachusetts Department of Transportation (MassDOT) and the Town of Easton.

### 3.3 CONSTRUCTION

The Project will be constructed in three phases as described in Section 1.5. Construction of Phase 1 of the Raynham Park Casino will begin promptly after the gaming license is obtained and all other necessary permits and approvals are received and finalized. The approximate timeframes for each phase of construction are provided below:

Phase 1 – Temporary Casino

Start Date	After Award of License
Design/Build & Permit Schedule	4 ½ Months
Construction Schedule	5 ½ Months

Phase 2 – Permanent Slot Casino:

Start Date	After Award of License
Design/Build & Permit Schedule	9 Months
Construction Schedule	12 ½ Months

Phase 3 – Entertainment Expansion and Hotel:

Start Date	Market Dependent
Design/Build & Permit Schedule	TBD
Construction Schedule	TBD

#### 3.3.1 Summary of Findings - Construction

The Project will follow all applicable laws and regulations during construction activities. The following points summarize the results of the Construction impact analysis:

- Potential construction impacts to the nearby communities include construction vehicle traffic, air quality, noise, erosion and sediment, and stormwater.
  - Due to their distance from the Site, there are not anticipated to be construction impacts to Bridgewater, West Bridgewater, Norton, and Middleborough.
  - There is the potential for directly adjacent portions of Taunton to be affected by some construction activities, specifically air quality and noise conditions at the Site. Construction period traffic, air quality, noise, erosion and sediment, and stormwater may also impact the Town of Easton. Proposed mitigation for these impacts are outlined in Section 3.3.2



- Due to the observed groundwater and bedrock information and the minimal proposed cuts, construction dewatering (removing groundwater from excavations) is anticipated to be limited. If dewatering is necessary during construction, including the discharge of stormwater that is removed from excavations, trenches, foundations, vaults, or other similar points of accumulation, the project will include design specifications and details for all dewatering practices will be installed and maintained to comply with Part 2.1.3.4 of the Construction General Permit.

### **3.3.2 Summary of Mitigation - Construction**

The following actions are proposed to mitigate the potential Construction impacts to the nearby communities:

- The Proponent will work with the Towns of Raynham and Easton to prepare a Traffic Management Plan to minimize potential construction traffic impacts. The Plan will require construction-related traffic to access the Site using I-495 and Route 138 through the Town of Raynham to eliminate construction period traffic impacts to the nearby communities. Construction deliveries to the site will occur only during non-peak periods.
- The Project will pursue United States Green Building Council's Leadership in Energy & Environmental Design (LEED) certification for the project which has requirements for construction including recycling demolition and construction waste, and addressing indoor air quality.
- The construction contract will require contractors to pursue a number of measures to reasonably reduce potential emissions and minimize impacts from construction vehicles, such as:
  - Monitor construction practices to minimize unnecessary transfers and mechanical disturbances of loose materials.
  - Use appropriate mufflers on equipment, and properly maintain intake and exhaust mufflers.
  - Use muffling enclosures on continuously-operating equipment (e.g., air compressors and welding generators).
  - Use the most quiet construction operations, techniques, and equipment, where feasible.
  - Turn off idling equipment.
- Erosion and sedimentation controls are proposed to minimize the construction-related impact of the proposed project on surrounding and downstream areas. Since this project will disturb more than one acre of land, a National Pollutant Discharge Elimination System (NPDES) Stormwater Construction General Permit (CGP) is required.
  - The CGP requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction activities, which is a detailed erosion and sediment control plan that indicates the structural and non-structural erosion and sediment controls that will be employed, as

appropriate, to control erosion on the construction sites. These measures include such items as temporary seeding, mulching, silt fences, check dams, and storm drain inlet protection. The SWPPP also includes provisions that these erosion control measures be inspected regularly to ensure that they are functioning properly.

- The Proponent will reuse or recycle demolition and construction materials to the greatest extent feasible.
  - Construction procedures will allow for the segregation, reuse, and recycling of materials. Materials that cannot be reused will be transported in covered trucks by a contract hauler to a licensed facility. All construction related traffic will be directed to Route 495 via Route 138 in Raynham to minimize traffic impacts to nearby communities.

### **3.4 MUNICIPAL SERVICES**

The proposed project will be serviced primarily by the Town of Raynham municipal services and the Proponent will continue to work with Raynham throughout the licensing and permitting process.

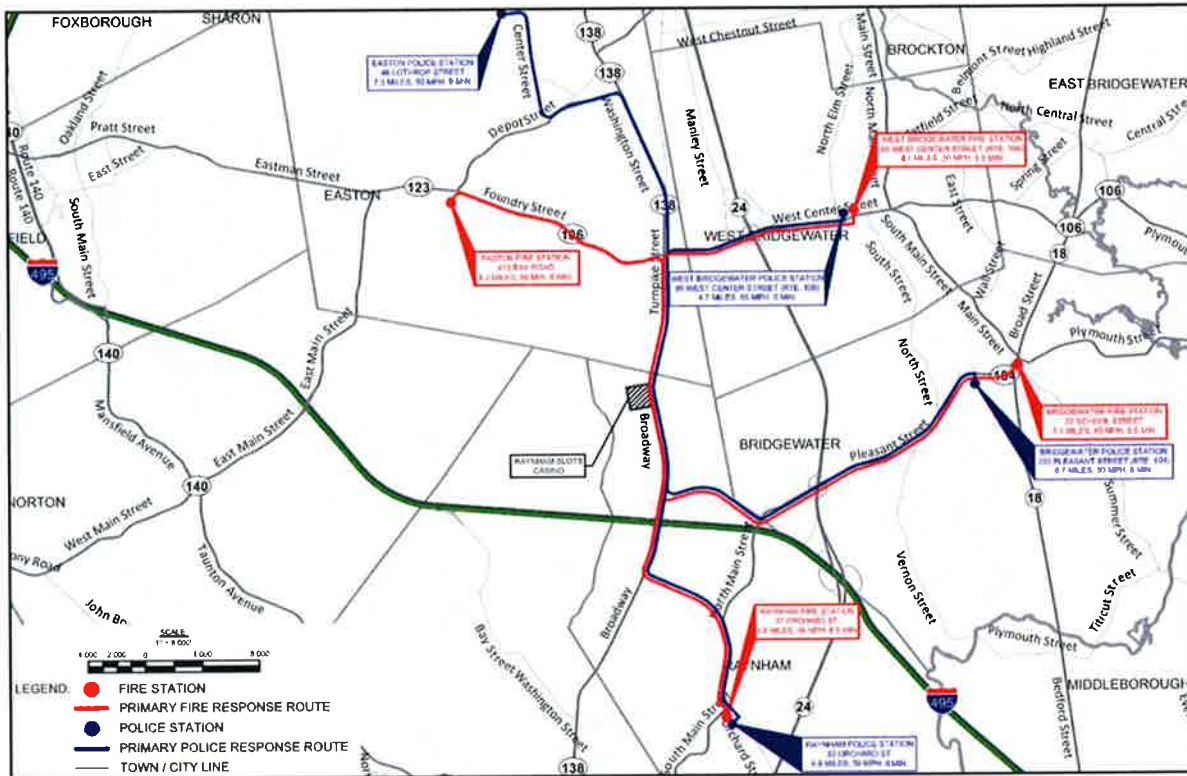
#### **3.4.1 Summary of Findings – Municipal Services**

The following municipal services were reviewed for potential impacts on nearby communities: public safety (Police and Fire), Regional Water and Sewer Systems, Regional Stormwater Management, the housing market, retail, entertainment and service establishments, and social services. Once the Proponent receives input from nearby communities, this list will be updated.

##### Police and Fire Service (Public Safety)

The site will be serviced primarily by Town of Raynham Police and Fire for response to a call at the facility. As part of the traffic study, an analysis was performed to determine response times to the site (see figure below). This information is being used in the on-going discussions with the Town of Raynham.

The Site is currently a gaming operation facility featuring simulcast racing and has both food and alcohol services. The proposed project will maintain the simulcast racing and add slots, plus expand food and alcohol services and add an entertainment venue (Phase 2). Based on the Town of Raynham's experience with the Site when it was a fully functioning Dog Track with similar uses, there is not anticipated to be a significant impact on the public safety departments in nearby communities.



**Police and Fire Stations in nearby communities**

Municipal and Regional Water and Sewer Systems

The Site is currently serviced by the North Raynham Water District's water and Town of Raynham's sanitary sewer systems. The North Raynham Water District owns and operates its own public wells which are permitted by MA DEP. The Proponent is meeting with the District and will continue during the licensing process.

The proposed project is pursuing LEED certification. In order to comply with LEED credits, the Project will use low-flow water fixtures which will reduce future sanitary flows compared to current fixtures at the existing facility.

The Raynham Sewer Department operates and maintains the sewer collection system and pumps. The Site is serviced by a private on-site sanitary sewerage pump station that discharges to a municipal pump station across Route 138 from the Site. Both of these pump stations are new and were installed 7 to 8 years ago. The Town of Raynham has an inter-municipality agreement with the City of Taunton; under this agreement, the Town of Raynham's sewer collection system discharges to the Wastewater Treatment facility owned and operated by the City of Taunton.

The Site currently has a permit to discharge 23,000 gallons per day to the Raynham sewer collection system. The Proponent is currently discussing the existing permitted flows versus the proposed flows, and how the Phasing of the project may impact the City's available allotments within their agreement with Taunton. See Table 3-1 for design flows based on Title 5.

**Table 3-1 Estimated Proposed Wastewater Generation**

	Use	Gross Building Area	Estimated Sewer Flows (GPD)
<b>Phase 1 Temporary Casino</b>	Gaming (Slots)	51,310	6,250
	Simulcast	48,003	1,800
	Restaurant/Bar	(included above)	5,320
	<b>Total Flow = 13,370</b>		
<b>Phase 2 Permanent</b>	Gaming (Slots)	114,332	6,250
	Simulcast	58,987	2,400
	Restaurant/Bar	(included above)	13,650
	Special Events/Function Hall	(included above)	15,600
	<b>Total Flow = 37,900</b>		
<b>Phase 3</b>	Bowling Alley/Night Club	64,485	1,720
	Retail	(included in above)	500
	Restaurant	(included in above)	12,145
	Meeting Center	(included in above)	7,995
	Hotel	135,000	16,500
<b>Total Flow = 38,860</b>			
<b>Total Flow for Phases 2 and 3</b>			<b>76,760 GPD</b>

Title 5 flows are inherently conservative and actual flows are anticipated to be significantly lower. The Proponent will continue to work with the Town of Raynham regarding design flows versus actual flows, as well as the potential impacts on the sewer collection system and municipal pumps. At this time, it is anticipated that the Town of Raynham has sewer capacity for flows through Phase 2.

Stormwater Management

The Site’s stormwater runoff currently discharges into the Hockomock Swamp substantially unmitigated and untreated. The Hockomock Swamp is an ACEC and will require a higher level of stormwater quality treatment of the stormwater runoff prior to discharge. The Project will meet all requirements of the MassDEP Stormwater Management Standards and will strive to provide a net positive impact on the receiving Hockomock Swamp.

The proposed project will reduce the impervious surfaces on site by approximately 17.8 acres (or 28%). There is a substantial reduction of impervious surfaces within the Riverfront and within the Buffer Zone to the Hockomock Swamp. The reduction of the impervious surfaces will reduce the quantity of runoff flowing to Hockomock Swamp. In addition to upgrading the drainage collection system to current standards, a series of gravel wetlands will be constructed along Hockomock Swamp to provide water quality treatment and some additional stormwater quantity mitigation. A 50-foot vegetated buffer will also be added along the Hockomock Swamp. This proposed stormwater management system is a substantial improvement over the existing conditions and will improve the water quality of the runoff from the Site.

### Housing Market

Based on the history of the Site, the size of the Project and the Site's proximity to residential neighborhoods in nearby communities, there will be minimal negative impacts to the housing market in the nearby communities.

### Retail, Entertainment, and Service Establishments

The impact of the Project on the retail, entertainment, and service establishments is anticipated to enhance local businesses. Parx casino in Bensalem, PA has spawned the growth of the restaurant business along the major corridor on which the casino is located, as discussed below, and similar development is expected for Raynham.

Prior to the opening of Parx in December 2006, there were claims by some that the casino would take business away from local small businesses, like restaurants and shops, in the surrounding area, as had been experienced when casinos opened in Atlantic City. However, the experience has been the opposite of what was feared for Bensalem and experienced in Atlantic City. Since Parx opened in 2006, small businesses in the surrounding area and along Street Road have flourished. Township officials have advised often of the reports they have received from existing restaurants of significant increases in business volumes, and many new restaurants have opened in the wake of the casino's opening. In addition, since the casino's opening in December 2006, approximately 48% of its total spend (or approximately \$550 million) has been spent by Parx with local businesses for construction services and for operational goods and services. Through its community development office, Parx continues to conduct outreach efforts to local businesses in an effort to increase the volume of business awarded to small and local contractors and vendors.

### Social Services

As noted earlier during the discussion of impacts to Police & Fire Services, the proposed operation will be similar to when the Site was a fully functioning Dog Track with similar uses. Based on the past use of the site and the proposed use of the Site, an increase in the demand for social services is not anticipated in the nearby communities.

### **3.4.2 Summary of Mitigation – Municipal Services**

The following actions are proposed to mitigate the potential impacts to the municipal services of nearby communities:

- The Proponent is working with Town of Raynham to ensure that adequate Public Safety and Social Services resources will be dedicated to the Project Site to minimize reliance on Police and Fire in Easton.
- Based on the substantial improvement in water quality and quantity reduction, the project will substantially reduce the Site's impact on the Hockomock Swamp and therefore mitigate any potential impacts on nearby communities within the designated ACEC.

## **3.5 OTHER POTENTIAL IMPACTS ON NEARBY COMMUNITIES**

This section provides an overview of issues that may not fall within previously defined categories.

### **3.5.1 Local Cultural Institutions**

There are many cultural institutions in Massachusetts but none are located in the vicinity of the Project that would be impacted.

### 3.5.2 Area of Critical Environmental Concern

A review of the Massachusetts Geographic Information System (MassGIS) dated April 2009, indicates that the northern portion of the Site is located within the Hockomock Swamp ACEC. The Hockomock Swamp is the largest freshwater swamp in Massachusetts and comprises approximately 17,000 acres in Easton, Bridgewater, Norton, Raynham, Taunton, and West Bridgewater. This area also contains the FEMA 100-year floodplain and NHESP Priority Habitat for Rare Species, and is considered a critical area under the MassDEP Stormwater Management Standards. The Project will be designed to improve the existing condition of the site located within the ACEC, including restoration with native vegetation and a significant improvement to the stormwater quality being discharged to the ACEC. Based on the proposed stormwater management system improvements, there will not be an impact on the nearby communities within the ACEC.



**Nearby Communities with ACECs**

### 3.5.3 FEMA Flood Zone

Based on the Flood Insurance Rate Maps for the Towns of Easton, Raynham, and Taunton (Community Panel Numbers 250053, 250061, and 2500066, respectively), the 100-year flood zone (Zone A) encroaches on the northern portion of the Site. The Zone A is considered Bordering Land Subject to Flooding under the Massachusetts Wetland Protection Act. The existing flood storage capacity will be maintained or appropriate compensation provided as required by regulations; there will not be an impact on the nearby communities.

### 3.5.4 Natural Heritage and Endangered Species Program

A review of the 13th Edition of the Massachusetts Natural Heritage Atlas prepared by the Natural Heritage and Endangered Species Program (NHESP), dated October 1, 2008, indicates that the northern portion of the Site is located within a Priority Habitat of Rare Species (PH 1392). The area within the habitat area is previously developed. The area closest to the Hockomock Swamp and within the Buffer Zone that is currently developed will be restored. In addition, the proposed gravel wetlands along the northerly limits of the development will extend the vegetated border. Since no work is being performed outside of previously developed areas, there will be no impact to the habitat – in fact there will be an improvement. There will be no impact on the nearby communities.

### 3.5.5 Major Watersheds

The Site is located within the Taunton River Watershed. Massachusetts Department of Environmental Protection (MassDEP) and the Environmental Protection Agency (EPA) issued the Final Pathogen Total Maximum Daily Load (TMDL) for the Taunton River Watershed in June 2011. The TMDL is a “pollution budget” that identifies the sources of pathogens from direct and indirect discharges, determines the maximum amount of the pollutant that can be discharged to the Taunton River to meet water quality standards, and assigns pollutant load allocations to the sources. The Project includes pollutant reductions measures that are outlined in the TMDL, particularly for stormwater treatment and source control measures. Based on the proposed stormwater management system improvements, there will not be an impact on the nearby communities within the Taunton Watershed.

## 4.0 CONCLUSIONS

### 4.1 NEARBY COMMUNITIES

The table below outlines the investigated impacts to communities located near the Project Site in Raynham, Massachusetts.

Table 4-1 Investigated Impacts on Nearby Communities

<b>Municipality</b>	<b>Investigated Impacts</b>	<b>Impacts</b>
<b>Easton</b>	Proximity, Transportation, Construction, Municipal Services	Proximity, Transportation, Construction, and Municipal Services
<b>West Bridgewater</b>	Proximity, Transportation	No Impact
<b>Bridgewater</b>	Proximity, Transportation	No Impact
<b>Taunton</b>	Proximity, Transportation, Municipal Services	No Impact
<b>Middleborough</b>	Proximity, Transportation	No Impact
<b>Norton (does not border Raynham)</b>	Proximity, Municipal Services	No Impact

After reviewing the potential impacts, the proposed Project, and proposed mitigation; Taunton, West Bridgewater, Bridgewater, Norton, and Middleborough were found not to have impacts as identified in the Gaming Licensing regulations or the potential impacts were mitigated with the proposed project.

**Table 4-2 Description of Impacts on Nearby Communities**

<b>Municipality</b>	<b>Impacts</b>	<b>Description of Impact</b>
<b>Easton</b>	Proximity, Transportation, Construction, Municipal Services	Easton is the closest municipality and will be impacted by traffic and construction, and potentially by public safety needs

#### **4.2 SURROUNDING COMMUNITY AGREEMENTS**

The Proponent is using this report to reach out to the nearby communities by providing our initial assessment of impacts on them. The Proponent has identified the Town of Easton as a Surrounding Community and is beginning the process of pursuing an agreement with the Town.

##### **TOWN OF EASTON**

Easton Town Administrator  
Attn: David Colton  
136 Elm Street  
North Easton, MA 02356

Easton Planning and Zoning Board  
Attn: Christine Santoro  
136 Elm Street  
North Easton, MA 02356

Easton Conservation Commission  
Attn: Pam Almeida  
136 Elm Street  
North Easton, MA 02356

Easton Board of Health  
Attn: Kristin Kennedy  
Town Offices  
136 Elm Street  
North Easton, MA 02356

##### **CITY OF TAUNTON**

Taunton City Council  
Attn: Colleen Ellis  
City Hall  
141 Oak Street  
Taunton, MA 02780



Taunton Planning and Conservation Department  
Attn: Planning Board  
City Hall Annex  
15 Summer Street  
Taunton, MA 02780

Taunton Planning and Conservation Department  
Attn: Conservation Commission  
City Hall Annex  
15 Summer Street  
Taunton, MA 02780

Taunton Board of Health  
Attn: Heather Gallant  
Executive Director  
45 School Street  
Taunton, MA 02780

**TOWN OF BRIDGEWATER**

Bridgewater Town Manager  
Attn: Michael Dutton  
Public Library, Basement  
15 South Street  
Bridgewater, MA 02324

Bridgewater Planning Board  
Attn: Leslie Door  
64 Central Square  
Bridgewater, MA 02324

Bridgewater Conservation Commission  
Attn: Jane Brown  
64 Central Square  
Bridgewater, MA 02324

Bridgewater Board of Health  
151 High Street  
Bridgewater, MA 02324

**TOWN OF NORTON**

Norton Board of Selectmen  
Attn: Carol A. Instasi  
70 East Main Street  
Norton, MA 02766

Norton Planning Department  
Attn: Phyllis Bernard  
70 East Main Street  
Norton, MA 02766

Norton Conservation Commission  
Attn: Phyllis Bernard  
70 East Main Street

Norton, MA 02766

Norton Board of Health  
Attn: Cynthia J. Peters  
70 East Main Street, 2<sup>nd</sup> Floor  
Norton, MA 02766

**TOWN OF WEST BRIDGEWATER**

West Bridgewater Board of Selectmen  
Attn: Jerry D. Lawrence  
65 North Main Street  
West Bridgewater, MA 02379

West Bridgewater Planning Board  
Attn: Gerald Stetson  
65 North Main Street  
West Bridgewater, MA 02379

West Bridgewater Conservation Commission  
Attn: Katherine Doherty  
65 North Main Street  
West Bridgewater, MA 02379

West Bridgewater Board of Health  
Attn: Darlene Green  
65 North Main Street  
West Bridgewater, MA 02379

**TOWN OF MIDDLEBOROUGH**

Middleborough Board of Selectmen  
Attn: Jackie Shanley  
Executive Assistant  
10 Nickerson Avenue  
Middleborough, MA 02346

Middleborough Planning Department  
Attn: Lorraine Stillman  
20 Center Street, 2<sup>nd</sup> Floor  
Middleboro, MA 02346

Middleborough Conservation Commission  
Attn: Phyllis J. Barbato  
Bank Building  
20 Centre Street, 2nd floor  
Middleborough, MA 02346

Middleborough Health Department  
Attn: Jeanne Spalding  
20 Center Street  
Middleboro, MA 02346

#### **4.3 SUMMARY**

As stated above, the Proponent has identified that the Town of Easton will be impacted by the proposed project. The Project currently includes mitigation to minimize and eliminate these impacts. All of the communities will be contacted, be provided with this report, and meetings will be held as necessary. The Town of Easton will be contacted and meeting(s) will be held over the next two-three months to arrive at an agreement about how to mitigate these impacts. Those negotiations will be performed in accordance with the State Gaming Commission Regulations.



**Nitsch Engineering**

[www.nitscheng.com](http://www.nitscheng.com)

617-338-0063

# TOWN OF BRIDGEWATER

OFFICE OF THE  
TOWN MANAGER

Michael M. Dutton  
Town Manager



508.697.0919  
508.697.1468 (Fax)  
mdutton@bridgewaterma.org

Memorial Building, 25 South Street  
Bridgewater, MA 02324

October 31, 2013

Chairman Stephen Crosby  
Massachusetts Gaming Commission  
84 State Street, 10th Floor  
Boston, MA 02109

**Re: Surrounding Community Petition**

Dear Chairman Crosby:

As Chief Executive Officer of the Town of Bridgewater I am writing to petition the Massachusetts Gaming Commission to designate Bridgewater a "surrounding community" pursuant to 205 CMR 125.01(2).

The applicant developing the Raynham slots proposal, Raynham Park, has held two face-to-face meetings with representatives of Bridgewater, the first of which was held just prior to the release of the applicant's engineering report which failed to designate Bridgewater as a "surrounding community." The second meeting focused on trying to resolve potential impacts without designating Bridgewater a "surrounding community." For reasons spelled out below, I strongly urge the Massachusetts Gaming Commission to find Bridgewater to be a "surrounding community," and to allow us to negotiate an agreement which will protect the residents of Bridgewater from potential and, more importantly, actual impacts of a gaming facility in our neighboring town.

Other than the City of Taunton, Bridgewater and Raynham share a border far greater than any other town. We share sensitive ecological resources. We share responsibility for emergency response to heavily travelled Route 24 and Interstate 495. We also host Route 104, which is a major east-west connection from the south coast to the Raynham area. And we share a regional school district.

The developer has alluded to their belief that their project would not cause any more negative impact than the former dog track that occupied the sight until 2010. While this may be true, the Expanded Gaming Act and the associated regulations require that the applicant account for the impact of the gaming activity proposed under the Act. It does not measure or balance impacts relative to the former use of the property.

Bridgewater is concerned about two basic impacts:

**Traffic.** The developer's study fails to identify any destination traffic coming from the south or east through Bridgewater, yet it is self evident that the applicant's project will generate at least some traffic from the south coast area. We question the thoroughness of a study that fails to account for any traffic coming from a population of roughly 175,000 year-round residents. Of particular concern to Bridgewater is an intersection at Route 104 and Elm Street East. If subject to significant additional traffic, we will need funding to make improvements (see Old Colony Planning Council Memorandum, October 23, 2013, Section 2.1 Transportation, attached).

Additionally, Bridgewater is a first responder to Routes 24 and 495 in the areas that pass through the town. An increase in traffic, as the applicant's projections suggest, will place greater burden on both Bridgewater's Police and Fire Departments. Furthermore, currently 60% of our mutual aid emergency medical and fire calls are generated from Raynham. Additional traffic generated at high-crash points such as highway on and off ramps in any part of Raynham will directly negatively impact Bridgewater.

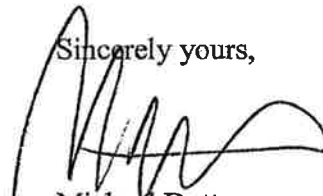
**Education.** Our critical concern, and one not contemplated by the Expanded Gaming Act and its regulations, is the potential impact on Bridgewater's shared regional school district. While we anticipate additional student enrollment from Bridgewater since Bridgewater's housing costs are less than our partner Raynham, we are most concerned about the impact to education of such large payments to Raynham under the Host Community Agreement.

With an additional \$1 million of unrestricted funds, Raynham has the ability to inflate its contribution to the regional district. While this is not necessarily a bad thing, I am concerned that such a move could negatively impact the educational opportunities available to Bridgewater children and have a significant economic impact upon the Town of Bridgewater. With an infusion of funds to Raynham and no funds to Bridgewater, the greater likelihood is that Raynham will seek to dissolve the Regional School District and Bridgewater will lose the benefits of being a member of a Regional School District without having the financial ability to address such a loss.

I encourage the Gaming Commission to find that Bridgewater is a "surrounding community." For the reasons I have identified, we believe the potential negative impacts to our community are far greater than any other abutting community. We also believe that the Expanded Gaming Act has a glaring deficiency because it fails to account for towns which are part of a regional school district.

I appreciate the Commissions difficult task. I would be happy to testify at an upcoming Commission hearing as to these negative impacts and others we feel need to be addressed through a Surrounding Community Agreement.

Sincerely yours,



Michael Dutton  
Town Manager

Enclosure

cc: John Ziemba, Ombudsman, MA Gaming Commission  
Catherine Blue, General Counsel, MA Gaming Commission  
Timothy Fitzgibbons, President, Bridgewater Town Counsel  
Grace Lee, Eckert Seamans Cherin & Mellott, LLC  
Mark Gildea, Town Attorney, Town of Bridgewater  
Senator Marc Pachico, MA General Court  
Representative Angelo D'Emilia, MA General Court  
Joseph Gillis, Chair, Bridgewater Gaming Task Force

# Old Colony Planning Council



Lee Hartmann  
President

70 School Street  
Brockton, MA 02301-4097

Pasquale Ciaramella  
Executive Director

Telephone: (508) 583-1833  
Fax: (508) 559-8768  
Email: [information@ocpcrpa.org](mailto:information@ocpcrpa.org)  
Website: [www.ocpcrpa.org](http://www.ocpcrpa.org)

## Memorandum

To: Tim Fitzgibbons, President, Bridgewater Town Council  
Michael Dutton, Bridgewater Town Manager  
Greg Guimond, Bridgewater Town Planner  
Colleen Corona, Chair, Easton Board of Selectmen  
David A. Colton, Easton Town Administrator  
Gary Anderson, Easton Planning Director  
Eldon F. Moreira, Chair, West Bridgewater Board of Selectmen  
David L. Gagne, West Bridgewater Administrator  
Grace H. Lee, Esq. Eckert Seamans

From: Pasquale Ciaramella, Executive Director

Date: October 23, 2013

Re: Technical Analysis of Proposed Raynham Park Slot Parlor

The Old Colony Planning Council (OCPC) was recently awarded a contract from Massachusetts Gaming Commission to provide a technical analysis of the impacts and mitigation resulting from the proposed project on the potential surrounding Old Colony communities of Easton, Bridgewater, and West Bridgewater.

This technical analysis is a review of documents that were prepared on behalf of the project proponent. OCPC was charged with providing analysis on the following items: transportation, housing needs, economic development and fiscal impact, water resources (to include water supply, wastewater and stormwater management), and public safety. Based upon the analysis, OCPC also included recommendations for the communities to consider as well.

If you have any questions about the scope or content contained within this analysis, I encourage you to please contact me.



## **Introduction**

Raynham Park LLC in conjunction with Greenwood Gaming and Entertainment, Inc. is proposing to construct the state's single competitively awarded Category 2 slots facility. The development activity would be located at the approximately 121 acre Raynham Park (formerly Raynham-Taunton Greyhound Park) located on Broadway (Route 138) in Raynham.

As a result of this endeavor, two Regional Planning Agencies (RPA), the Old Colony Planning Council (OCPC) and the Southeastern Regional Planning and Economic Development District (SRPEDD) have been engaged by the Massachusetts Gaming Commission (MGC), Raynham Park LLC and the Town of Raynham to provide a technical analysis of potential impacts that may arise from the construction of such a facility. A Scope of Work that has been agreed upon by all parties involved calls for the RPA to peer review the Gaming Facility developer's project proposal and mitigation analysis for the following surrounding and potentially surrounding communities-Bridgewater, Easton, Taunton, and West Bridgewater. The topics outlined in the Scope of Work that the RPA will be examining include transportation, housing, economic development, water resources, and public safety.

## **Project Overview**

If Raynham Park LLC and Greenwood Racing are awarded the Category 2 slots facility, construction on the site would begin immediately with the demolition of the existing simulcast facility and dog track operation, including buildings, track, and parking lots. This would allow for the construction of a slot casino and special event venue and associated site and utility improvements. As currently envisioned the project will be built in three phases. Phase 1 will consist of renovations to the existing building to open a temporary slot casino, which will be operational four months after the state gaming license is issued. Phase 2 will consist of the construction of the new permanent slot casino and event venue and the demolition of the temporary slot casino and associated structures. Phase 3 is market dependent and if built will consist of the construction of an expanded entertainment venue and hotel. The project proponent has reserved area in the southwestern portion of the site, adjacent to the railroad, for a potential future commuter rail station and three retail spaces (referenced as "Phase 4"). These components are not included in the current Project; however, the Project will be constructed in a manner that allows for the potential Phase 4 expansion as outlined above. In total, the project will result in a 114,332 square foot casino that will accommodate 1,250 slot machines, a 58,987 square foot casino that will accommodate 360 simulcast stations, a 10,800 square foot entertainment venue, a 53,685 square foot entertainment venue, a 135,000 square foot hotel, a food court, restaurants, bars, the main cage, and player's service and support areas.

As a result of these changes, the proposed project will result in an increase of 162,114 square feet for a total of 372,804 square feet; reduce the area of impervious surfaces 17.7 acres to 45.3 acres; consume an additional 32,881 gallons of water per day, for a total of 58,181 gallons; generate an additional 52,560 gallons of wastewater per day, for a total of 75,560 gallons; generate an additional 5,800 new vehicular trips, for a total of 7,500 trips; and decrease the number of parking spaces by approximately 1,000 for a total of 2,961 parking spaces.

## Task 2.1 Transportation

The Traffic Impact Study conducted by Nitsch Engineering (ENF filing) included existing and future traffic, safety, and operational conditions analyses of Route 138 and its intersections including and between Route 106 in Easton and Interstate 495 in Raynham. According to the study, the proposed project is expected to be built in three Phases over a period of 7 years; however, the final phase (Phase 4), which includes the addition of the proposed South Coast Rail Commuter Rail station, was not included in the future analysis due to the uncertainty of the project. Access and egress to the site would be via the three existing curb cuts on Route 138 and the project is expected to generate 7,541 net new vehicle trips on an average weekday.

In order to offset the traffic impacts related to the proposed project, the project proponent has committed to the following mitigation measures:

- Timing changes to the Foundry Street (Route 106) & Turnpike Street (Route 138) intersection project (MassDOT #606071)
- Installing a fully actuated traffic signal at the Main entrance
- Widening of Route 138 in front of site
- Creation of a Transportation Demand Management Program

The Traffic Impact Study highlights the fact that the proposed project is sandwiched between Interstate 495 and Route 24 and claims that 70% of the trips generated by the proposed project will use those limited access highways. Although a large amount of the traffic is expected to utilize Interstate 495 and Route 24, the local road network will still be a viable option for patrons and employees and therefore should be included in an expanded study area. Specifically, the study area should analyze traffic impacts on Route 106 in Easton and West Bridgewater; on Route 104 in Bridgewater; and Route 138 in Easton as those corridors provide access to the proposed site from Route 24. In addition, due to its proximity to Route 24, Route 138 is used as an alternative route from Route 128 when there is an incident on Route 24. Therefore, the Route 138 corridor has the potential to be impacted by the proposed project and should be reviewed closely to ensure that there are no negative impacts.

Future public transportation connections should be an important component for this proposed project. Large public transportation vehicles are harder to maneuver, require more space, operate on their own schedule, and therefore, require different provisions than a passenger motor vehicle. As such, the local Regional Transit Authorities Greater Attleboro Taunton Regional Transit Authority (GATRA) and Brockton Area Transit Authority (BAT) should be consulted to improve upon the conceptual designs, discuss potential service enhancements, and to plan for potential fixed route interconnectivity.

Bicycling and walking and the simplest forms of transportation and afford basic mobility to all. They offer to our communities a great number of benefits that improve the quality of life beyond just transportation alone. MassDOT's new Complete Streets design initiative is aimed at accommodating all transportation system users to ensure the highest level of multimodalism. As such, the project should include bicycle and pedestrian circulation site plans, which should include, but not be limited to: conceptual site sidewalk locations; crosswalk locations, bicycle lanes, and secure storage areas in order to ensure that the proposed project provides for safe and realistic bicycle and pedestrian travel.

Traffic and safety impacts related to this project may not be fully apparent following the first opening of the facility; therefore a commitment from the proponent to continue working with MassDOT, the host community, the surrounding communities, and the regional stakeholders to ensure that all issues are addressed is important.

### **Task 2.2 Housing Needs Analysis**

Nitsch Engineering's "Nearby Communities Impact Report for Raynham Park" as it pertains to housing is very limited and only includes the following statement: "Based on the history of the Site, the size of the Project and the Site's proximity to residential neighborhoods in nearby communities, there will be minimal negative impacts to the housing market in the nearby communities." Obviously, it is difficult to conduct an analysis of housing needs from this information alone. Data from the 2007-2011 U.S. Census Bureau's American Community Survey (ACS) shows that there were 588,171 housing units located in 63 communities within a 20 mile radius of the site. Of those 588,171 housing units, 6.9% (or more than 40,000 units) were vacant, which indicates that at that time there was adequate vacant housing available to meet the demand associated with the 600 new jobs that are expected to be created by the new slot parlor. It is unclear however how many of the vacant units are affordable, how many bedrooms each may have, and precisely where they are located. It should be noted that the data utilized in the ACS is estimated, is 2-6 years old, and was collected during the height of the most recent economic downturn.

Utilizing this data, it seems unlikely that there would be a major housing impact associated with a slot parlor on the surrounding communities. Under the maximum jobs scenario of 600 new jobs, almost all of these positions (consisting of both mostly unskilled and semi-skilled jobs) would be able to be filled by applicants within a 30 minute commute of the site without requiring the construction of new housing and the introduction of new families into the surrounding communities. While this may be a likely scenario, it cannot be guaranteed. It should be noted that many communities surrounding the slot parlor have a number of undeveloped and unprotected parcels of land that could be developed into housing to support employees of the slot parlor.

Based on this information, it is recommended that communities investigate conducting a thorough housing analysis so that they may get a clearer sense of the current housing situation to determine, what, if any impacts they may receive as a result of the project.

### **Task 2.3 Economic Development and Fiscal Impact Analysis**

The Economic Impact Study conducted by Marquette Advisors examined what the direct, indirect and induced financial impacts would be on a local and statewide basis if a slot parlor was constructed at the Raynham Park site. The study states that "casino gaming has generated desperately needed revenue for state and local governments, throughout the U.S." and goes on to state that "casino gaming and ancillary development components provide major benefits in the form of jobs, wages and benefits." The study looks at how the following four aspects of economic development will be impacted as a result of this project: employment, revenue, tourism, and the local business community.

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Employment: This project will generate a number of new jobs that are sorely needed in Bristol County. Still struggling from the most recent economic downturn, the unemployment rate in Bristol County was 9.3% in August 2013, which was the highest county unemployment rate in the state. The construction phase of this project alone is expected to create 720 direct jobs at the site and another 680 jobs from indirect or induced impacts. Construction related jobs are well-paying jobs (averaging more than \$50,000

annually) and are expected to last approximately 18 months. The project is also expected to create 804 permanent jobs at the slot parlor, which would make it the eighth largest employer in the county. A majority of these jobs are unskilled or semi-skilled, hence the pay is lower (approximately \$30,871 annually or \$42,298 if based on full-time employment) than the aforementioned construction jobs.

**Revenue:** The project will generate revenue through a variety of sources at the state and local levels. The facility itself is expected to generate \$122,500,000 in gaming taxes annually, \$3,815,000 in income tax annually, and \$10,500,000 in food, beverage and retail taxes annually. The facility will also pay the Town of Raynham \$2,500,000 million annually in property taxes, as well as pay taxes on approximately \$33,000,000 in supplies and services they are expected to consume annually. Lastly, visitors to the site are expected to patronize local businesses, such as hotels, restaurants, gas stations and shops, which is expected to generate another \$6,970,000 in taxes annually.

**Tourism:** The Study notes that the slot parlor is expected to draw approximately 2,281,250 annual visitors. Naturally many of these visitors will also patronize other businesses while in the area. In particular, visitors travelling from a distance are especially beneficial in terms of economic development, as they may utilize hotels, restaurants, fuel stations and other retail establishments. The study notes that the facility is estimated to attract approximately 1,910 customers per day from beyond a one-hour driving distance, and estimate that approximately 10% of these customers will stay overnight in a nearby hotel. The study notes that "this equates to an average of 96 occupied hotel rooms per night, based on an average of two adults per room. Off-site hotel revenues attributable to tourism is estimated at \$5,431,200 annually, based on an average rate of approximately \$155 per occupied room."

**Local Business Community:** The study states that surrounding business should not suffer as a result of this project, rather they are expected to benefit from it. The study states that the facility will consume \$33,000,000 annually in goods and services (gaming supplies, food and beverages, retail goods, maintenance supplies, security, etc.) to support its ongoing operations. It is expected that they would consume these goods and services locally, but it does not state that as fact. OCPC recommends that communities work with the project proponent and their local business community to ensure that local businesses receive preference in supplying these goods and services.

While the author of the study, Marquette Advisors, offers a broad range of consulting services tailored to the gaming and hospitality industries, it should be noted that the figures used in the study are estimates based on formulas, programs and results from casinos throughout the country and are not unique to one particular place.

#### **Task 2.4 Water Resources**

**Task 2.4.1 Water Supply:** The site currently utilizes a water supply source outside of the Old Colony region, as it is currently serviced by the North Raynham Water District, which owns and operates its own public wells. It should be noted that the proposed project is pursuing LEED certification, and as such the project will use low-flow water fixtures which will reduce future sanitary flows compared to current fixtures at the existing facility. It is not anticipated that the project will need to utilize water sources from communities within the Old Colony region. If additional water supply is needed, an opportunity exists to utilize water produced from the Aquaria Desalination Plant in Dighton.

**Task 2.4.2 Wastewater:** The site currently also utilizes wastewater treatment outside of the Old Colony region, as it is currently serviced by the Raynham Sewer Department. The site is serviced by a private on-site sanitary sewerage pump station that discharges to a municipal pump station across Route 138 from

the site. Both pump stations are relatively new, as they were installed 7 to 8 years ago. The Town of Raynham has an intermunicipal agreement with the City of Taunton; under this agreement, the Town of Raynham's sewer collection system discharges to the wastewater treatment facility owned and operated by the City of Taunton. The site currently has a permit to discharge 23,000 gallons per day to the Raynham sewer collection system. The proponent is currently discussing the existing permitted flows versus the proposed flows, and how the phasing of the project may impact the city's available allotments within their agreement with Taunton. It is not anticipated that the project will need to utilize wastewater sources from communities within the Old Colony region.

**Task 2.4.3 Stormwater Management:** Stormwater will be improved as a result of this project. Currently the site's stormwater runoff discharges into the Hockomock Swamp substantially unmitigated and untreated. Through the following measures a net positive impact on the Hockomock Swamp will occur; a reduction in the impervious surface on-site by approximately 17.8 acres, a reduction of impervious surfaces within the Riverfront and within the Buffer Zone to the Swamp, an upgrade to the drainage collection system to meet current standards, the construction of a series of gravel wetlands along the Swamp to provide water quality treatment.

### **Task 2.5 Public Safety**

Nitsch Engineering's "Nearby Communities Impact Report for Raynham Park" as it pertains to public safety is limited to just two paragraphs. It states that "the site will be serviced primarily by Town of Raynham Police and Fire for response to a call at the facility" and goes on to state that "there is not anticipated to be a significant impact on the public safety departments in nearby communities." The only data contained within the report are response times to the facility from police and fire departments in the surrounding communities.

This report only references impacts to the potential facility and does not take into account potential public safety impacts that may be experienced by surrounding communities as a result of the project. The most notable public safety impact that surrounding communities will mostly likely suffer is from traffic related issues, such as accidents, speeding, medical emergencies etc. that will result from the increased traffic that will be coming to and from the facility. The project proponent has noted that approximately 50% of the traffic to and from the facility will be coming from the north, meaning that there will be an increased amount of traffic on roadways outside of Raynham leading to the site. The responsibility of responding to these traffic related issues will be addressed by the community in which the issue occurs. This will cause each community's public safety departments to be taxed more than they currently are, which will likely lead to increased costs.

**Attachments:**

- **Route 24 Newspaper Articles**
- **AADT on State Numbered Routes (Map)**
- **OCPC Route 24 Lane Departure Safety Audit, May 2008**
- **Raynham Park Area Existing Traffic Conditions Map**

**Dutton, Michael**

---

**From:** GLee@eckertseamans.com  
**Sent:** Thursday, October 31, 2013 4:16 PM  
**To:** Dutton, Michael  
**Cc:** Williams, Kimberly; 'Thomas C. Bonner'; thomaspcarney@verizon.net; AKohler@eckertseamans.com  
**Subject:** Re: Copy of Petition  
**Attachments:** SURROUNDING COMMUNITY PETITION 10-31-2013.pdf

Mr. Dutton,

Please accept this email as acknowledgment of receipt of Bridgewater's Petition to be designated a surrounding community.

Sincerely,  
Grace

Grace H. Lee, Esq.  
Eckert Seamans Cherin & Mellott, LLC  
Two International Place, 16th Floor  
Boston, MA 02110  
617.342.6809 (T)  
617.892.5310 (Cell)  
617.342.6899 (F)  
[glee@eckertseamans.com](mailto:glee@eckertseamans.com)

IRS Circular 230 Disclosure: In order to ensure compliance with IRS Circular 230, we must inform you that any U.S. tax advice contained in this transmission and in any attachments hereto is not intended or written to be used and may not be used by any person for the purpose of (i) avoiding any penalty that may be imposed by the Internal Revenue Code or (ii) promoting marketing or recommending to another party any tax-related matter(s) addressed herein.

"Dutton, Michael"  
<MDUTTON@bridgewaterma.org>

10/31/2013 04:12  
PM

Grace H Lee/ESCM@ESCM

"Williams, Kimberly"  
<KWilliams@bridgewaterma.org>,  
"Thomas C. Bonner"  
<TBonner@parxcasino.com>,  
"thomaspcarney@verizon.net"  
<thomaspcarney@verizon.net>

To

cc

Subject

Copy of Petition

Attorney Lee,

Attached is the petition being filed with the Gaming Commission.  
Would you kindly acknowledge receipt so that I may attach it to the Commission filing?

Many thanks.

Michael

Michael Dutton  
Town Manager  
Town of Bridgewater, MA  
508.697.0919, ext. 1235  
[MDutton@BridgewaterMA.org](mailto:MDutton@BridgewaterMA.org)

(See attached file: SURROUNDING COMMUNITY PETITION 10-31-2013.pdf)





Eckert Seamans Cherin & Mellott, LLC  
Two International Place  
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Boston, MA 02110

TEL 617 342 6800  
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www.eckertseamans.com

November 12, 2013

Massachusetts Gaming Commission  
Stephen P. Crosby, Chairman  
84 State Street, 10<sup>th</sup> Floor  
Boston, MM 02109

RE: Petition of Town of Bridgewater for Designation as a Surrounding  
Community

Dear Chairman Crosby:

This correspondence is submitted on behalf of Raynham Park, LLC (“Raynham Park”), a Category 2 Applicant, as a formal Answer or Response to the Petition submitted by the Town of Bridgewater (“Community”) on October 31, 2013 requesting that the Community be designated as a “surrounding community” as that term is defined by M.G.L.c. 23K §2 and the Commission’s regulations at 205 CMR 125.01. By way of Answer and for the reasons set forth below, Raynham Park opposes the designation, because the Community is “not likely to experience impacts from the development or operation of . . .” the Raynham Park gaming establishment. *See* M.G.L.c. 23K §2.

The evidence of record supports denial of surrounding community designation. First, as part of its Phase 2 Application, Raynham Park submitted a Nearby Communities Impact Report and a Raynham Slots Casino Traffic Impact Study, both prepared by Nitsch Engineering, and both of which conclude that the Community is not likely to experience impact from the construction or operation of the Raynham Park gaming establishment. Second, the local Regional Planning Agency (“RPA,”), the Old Colony Planning Council (OCPC), issued a Report on October 23, 2013, which is attached hereto, which also contains no finding of significant impact to the Community by the construction or operation of the Raynham Park facility.

Nevertheless, Raynham Park representatives have met with representatives of the Community and have exercised good faith, reasonable efforts to negotiate an arrangement which withholds surrounding community designation, but provides for a “look back” as to whether the Community has been impacted at an agreed upon point in time after the gaming establishment has been opened for business for a reasonable period, in exchange for withdrawal of the Community’s Surrounding Community Petition. However, unfortunately, Raynham Park has not been able to reach an agreement with the Community on such a “look back arrangement” to date. Accordingly, while we will continue to negotiate this matter with the Community,

Raynham Park has no choice but to oppose the Community's designation as a surrounding community at this time.

Respectfully submitted,



Grace Lee

Cc: Michael Dutton, Town of Bridgewater  
Catherine Blue, General Counsel, Massachusetts Gaming Commission  
John Ziemba, Ombudman, Massachusetts Gaming Commission

# Old Colony Planning Council

Lee Hartmann  
President

70 School Street  
Brockton, MA 02301-4097



Pasquale Ciaramella  
Executive Director

Telephone: (508) 583-1833

Fax: (508) 559-8768

Email: [information@ocpcrpa.org](mailto:information@ocpcrpa.org)

Website: [www.ocpcrpa.org](http://www.ocpcrpa.org)

## Memorandum

To: Tim Fitzgibbons, President, Bridgewater Town Council  
Michael Dutton, Bridgewater Town Manager  
Greg Guimond, Bridgewater Town Planner  
Colleen Corona, Chair, Easton Board of Selectmen  
David A. Colton, Easton Town Administrator  
Gary Anderson, Easton Planning Director  
Eldon F. Moreira, Chair, West Bridgewater Board of Selectmen  
David L. Gagne, West Bridgewater Administrator  
Grace H. Lee, Esq. Eckert Seamans

From: Pasquale Ciaramella, Executive Director

Date: October 23, 2013

Re: Technical Analysis of Proposed Raynham Park Slot Parlor

The Old Colony Planning Council (OCPC) was recently awarded a contract from Massachusetts Gaming Commission to provide a technical analysis of the impacts and mitigation resulting from the proposed project on the potential surrounding Old Colony communities of Easton, Bridgewater, and West Bridgewater.

This technical analysis is a review of documents that were prepared on behalf of the project proponent. OCPC was charged with providing analysis on the following items: transportation, housing needs, economic development and fiscal impact, water resources (to include water supply, wastewater and stormwater management), and public safety. Based upon the analysis, OCPC also included recommendations for the communities to consider as well.

If you have any questions about the scope or content contained within this analysis, I encourage you to please contact me.

## **Introduction**

Raynham Park LLC in conjunction with Greenwood Gaming and Entertainment, Inc. is proposing to construct the state's single competitively awarded Category 2 slots facility. The development activity would be located at the approximately 121 acre Raynham Park (formerly Raynham-Taunton Greyhound Park) located on Broadway (Route 138) in Raynham.

As a result of this endeavor, two Regional Planning Agencies (RPA), the Old Colony Planning Council (OCPC) and the Southeastern Regional Planning and Economic Development District (SRPEDD) have been engaged by the Massachusetts Gaming Commission (MGC), Raynham Park LLC and the Town of Raynham to provide a technical analysis of potential impacts that may arise from the construction of such a facility. A Scope of Work that has been agreed upon by all parties involved calls for the RPA to peer review the Gaming Facility developer's project proposal and mitigation analysis for the following surrounding and potentially surrounding communities-Bridgewater, Easton, Taunton, and West Bridgewater. The topics outlined in the Scope of Work that the RPA will be examining include transportation, housing, economic development, water resources, and public safety.

## **Project Overview**

If Raynham Park LLC and Greenwood Racing are awarded the Category 2 slots facility, construction on the site would begin immediately with the demolition of the existing simulcast facility and dog track operation, including buildings, track, and parking lots. This would allow for the construction of a slot casino and special event venue and associated site and utility improvements. As currently envisioned the project will be built in three phases. Phase 1 will consist of renovations to the existing building to open a temporary slot casino, which will be operational four months after the state gaming license is issued. Phase 2 will consist of the construction of the new permanent slot casino and event venue and the demolition of the temporary slot casino and associated structures. Phase 3 is market dependent and if built will consist of the construction of an expanded entertainment venue and hotel. The project proponent has reserved area in the southwestern portion of the site, adjacent to the railroad, for a potential future commuter rail station and three retail spaces (referenced as "Phase 4"). These components are not included in the current Project; however, the Project will be constructed in a manner that allows for the potential Phase 4 expansion as outlined above. In total, the project will result in a 114,332 square foot casino that will accommodate 1,250 slot machines, a 58,987 square foot casino that will accommodate 360 simulcast stations, a 10,800 square foot entertainment venue, a 53,685 square foot entertainment venue, a 135,000 square foot hotel, a food court, restaurants, bars, the main cage, and player's service and support areas.

As a result of these changes, the proposed project will result in an increase of 162,114 square feet for a total of 372,804 square feet; reduce the area of impervious surfaces 17.7 acres to 45.3 acres; consume an additional 32,881 gallons of water per day, for a total of 58,181 gallons; generate an additional 52,560 gallons of wastewater per day, for a total of 75,560 gallons; generate an additional 5,800 new vehicular trips, for a total of 7,500 trips; and decrease the number of parking spaces by approximately 1,000 for a total of 2,961 parking spaces.

## Task 2.1 Transportation

The Traffic Impact Study conducted by Nitsch Engineering (ENF filing) included existing and future traffic, safety, and operational conditions analyses of Route 138 and its intersections including and between Route 106 in Easton and Interstate 495 in Raynham. According to the study, the proposed project is expected to be built in three Phases over a period of 7 years; however, the final phase (Phase 4), which includes the addition of the proposed South Coast Rail Commuter Rail station, was not included in the future analysis due to the uncertainty of the project. Access and egress to the site would be via the three existing curb cuts on Route 138 and the project is expected to generate 7,541 net new vehicle trips on an average weekday.

In order to offset the traffic impacts related to the proposed project, the project proponent has committed to the following mitigation measures:

- Timing changes to the Foundry Street (Route 106) & Turnpike Street (Route 138) intersection project (MassDOT #606071)
- Installing a fully actuated traffic signal at the Main entrance
- Widening of Route 138 in front of site
- Creation of a Transportation Demand Management Program

The Traffic Impact Study highlights the fact that the proposed project is sandwiched between Interstate 495 and Route 24 and claims that 70% of the trips generated by the proposed project will use those limited access highways. Although a large amount of the traffic is expected to utilize Interstate 495 and Route 24, the local road network will still be a viable option for patrons and employees and therefore should be included in an expanded study area. Specifically, the study area should analyze traffic impacts on Route 106 in Easton and West Bridgewater; on Route 104 in Bridgewater; and Route 138 in Easton as those corridors provide access to the proposed site from Route 24. In addition, due to its proximity to Route 24, Route 138 is used as an alternative route from Route 128 when there is an incident on Route 24. Therefore, the Route 138 corridor has the potential to be impacted by the proposed project and should be reviewed closely to ensure that there are no negative impacts.

Future public transportation connections should be an important component for this proposed project. Large public transportation vehicles are harder to maneuver, require more space, operate on their own schedule, and therefore, require different provisions than a passenger motor vehicle. As such, the local Regional Transit Authorities Greater Attleboro Taunton Regional Transit Authority (GATRA) and Brockton Area Transit Authority (BAT) should be consulted to improve upon the conceptual designs, discuss potential service enhancements, and to plan for potential fixed route interconnectivity.

Bicycling and walking and the simplest forms of transportation and afford basic mobility to all. They offer to our communities a great number of benefits that improve the quality of life beyond just transportation alone. MassDOT's new Complete Streets design initiative is aimed accommodating all transportation system users to ensure the highest level of multimodalism. As such, the project should include bicycle and pedestrian circulation site plans, which should include, but not be limited to: conceptual site sidewalk locations; crosswalk locations, bicycle lanes, and secure storage areas in order to ensure that the proposed project provides for safe and realistic bicycle and pedestrian travel.

Traffic and safety impacts related to this project may not be fully apparent following the first opening of the facility; therefore a commitment from the proponent to continue working with MassDOT, the host community, the surrounding communities, and the regional stakeholders to ensure that all issues are addressed is important.

### **Task 2.2 Housing Needs Analysis**

Nitsch Engineering's "Nearby Communities Impact Report for Raynham Park" as it pertains to housing is very limited and only includes the following statement: "Based on the history of the Site, the size of the Project and the Site's proximity to residential neighborhoods in nearby communities, there will be minimal negative impacts to the housing market in the nearby communities." Obviously, it is difficult to conduct an analysis of housing needs from this information alone. Data from the 2007-2011 U.S. Census Bureau's American Community Survey (ACS) shows that there were 588,171 housing units located in 63 communities within a 20 mile radius of the site. Of those 588,171 housing units, 6.9% (or more than 40,000 units) were vacant, which indicates that at that time there was adequate vacant housing available to meet the demand associated with the 600 new jobs that are expected to be created by the new slot parlor. It is unclear however how many of the vacant units are affordable, how many bedrooms each may have, and precisely where they are located. It should be noted that the data utilized in the ACS is estimated, is 2-6 years old, and was collected during the height of the most recent economic downturn.

Utilizing this data, it seems unlikely that there would be a major housing impact associated with a slot parlor on the surrounding communities. Under the maximum jobs scenario of 600 new jobs, almost all of these positions (consisting of both mostly unskilled and semi-skilled jobs) would be able to be filled by applicants within a 30 minute commute of the site without requiring the construction of new housing and the introduction of new families into the surrounding communities. While this may be a likely scenario, it cannot be guaranteed. It should be noted that many communities surrounding the slot parlor have a number of undeveloped and unprotected parcels of land that could be developed into housing to support employees of the slot parlor.

Based on this information, it is recommended that communities investigate conducting a thorough housing analysis so that they may get a clearer sense of the current housing situation to determine, what, if any impacts they may receive as a result of the project.

### **Task 2.3 Economic Development and Fiscal Impact Analysis**

The Economic Impact Study conducted by Marquette Advisors examined what the direct, indirect and induced financial impacts would be on a local and statewide basis if a slot parlor was constructed at the Raynham Park site. The study states that "casino gaming has generated desperately needed revenue for state and local governments, throughout the U.S." and goes on to state that "casino gaming and ancillary development components provide major benefits in the form of jobs, wages and benefits." The study looks at how the following four aspects of economic development will be impacted as a result of this project: employment, revenue, tourism, and the local business community.

**Employment:** This project will generate a number of new jobs that are sorely needed in Bristol County. Still struggling from the most recent economic downturn, the unemployment rate in Bristol County was 9.3% in August 2013, which was the highest county unemployment rate in the state. The construction phase of this project alone is expected to create 720 direct jobs at the site and another 680 jobs from indirect or induced impacts. Construction related jobs are well-paying jobs (averaging more than \$50,000

annually) and are expected to last approximately 18 months. The project is also expected to create 804 permanent jobs at the slot parlor, which would make it the eighth largest employer in the county. A majority of these jobs are unskilled or semi-skilled, hence the pay is lower (approximately \$30,871 annually or \$42,298 if based on full-time employment) than the aforementioned construction jobs.

**Revenue:** The project will generate revenue through a variety of sources at the state and local levels. The facility itself is expected to generate \$122,500,000 in gaming taxes annually, \$3,815,000 in income tax annually, and \$10,500,000 in food, beverage and retail taxes annually. The facility will also pay the Town of Raynham \$2,500,000 million annually in property taxes, as well as pay taxes on approximately \$33,000,000 in supplies and services they are expected to consume annually. Lastly, visitors to the site are expected to patronize local businesses, such as hotels, restaurants, gas stations and shops, which is expected to generate another \$6,970,000 in taxes annually.

**Tourism:** The Study notes that the slot parlor is expected to draw approximately 2,281,250 annual visitors. Naturally many of these visitors will also patronize other businesses while in the area. In particular, visitors travelling from a distance are especially beneficial in terms of economic development, as they may utilize hotels, restaurants, fuel stations and other retail establishments. The study notes that the facility is estimated to attract approximately 1,910 customers per day from beyond a one-hour driving distance, and estimate that approximately 10% of these customers will stay overnight in a nearby hotel. The study notes that "this equates to an average of 96 occupied hotel rooms per night, based on an average of two adults per room. Off-site hotel revenues attributable to tourism is estimated at \$5,431,200 annually, based on an average rate of approximately \$155 per occupied room."

**Local Business Community:** The study states that surrounding business should not suffer as a result of this project, rather they are expected to benefit from it. The study states that the facility will consume \$33,000,000 annually in goods and services (gaming supplies, food and beverages, retail goods, maintenance supplies, security, etc.) to support its ongoing operations. It is expected that they would consume these goods and services locally, but it does not state that as fact. OCPC recommends that communities work with the project proponent and their local business community to ensure that local businesses receive preference in supplying these goods and services.

While the author of the study, Marquette Advisors, offers a broad range of consulting services tailored to the gaming and hospitality industries, it should be noted that the figures used in the study are estimates based on formulas, programs and results from casinos throughout the country and are not unique to one particular place.

## **Task 2.4 Water Resources**

**Task 2.4.1 Water Supply:** The site currently utilizes a water supply source outside of the Old Colony region, as it is currently serviced by the North Raynham Water District, which owns and operates its own public wells. It should be noted that the proposed project is pursuing LEED certification, and as such the project will use low-flow water fixtures which will reduce future sanitary flows compared to current fixtures at the existing facility. It is not anticipated that the project will need to utilize water sources from communities within the Old Colony region. If additional water supply is needed, an opportunity exists to utilize water produced from the Aquaria Desalination Plant in Dighton.

**Task 2.4.2 Wastewater:** The site currently also utilizes wastewater treatment outside of the Old Colony region, as it is currently serviced by the Raynham Sewer Department. The site is serviced by a private on-site sanitary sewerage pump station that discharges to a municipal pump station across Route 138 from

the site. Both pump stations are relatively new, as they were installed 7 to 8 years ago. The Town of Raynham has an intermunicipal agreement with the City of Taunton; under this agreement, the Town of Raynham's sewer collection system discharges to the wastewater treatment facility owned and operated by the City of Taunton. The site currently has a permit to discharge 23,000 gallons per day to the Raynham sewer collection system. The proponent is currently discussing the existing permitted flows versus the proposed flows, and how the phasing of the project may impact the city's available allotments within their agreement with Taunton. It is not anticipated that the project will need to utilize wastewater sources from communities within the Old Colony region.

**Task 2.4.3 Stormwater Management:** Stormwater will be improved as a result of this project. Currently the site's stormwater runoff discharges into the Hockomock Swamp substantially unmitigated and untreated. Through the following measures a net positive impact on the Hockomock Swamp will occur; a reduction in the impervious surface on-site by approximately 17.8 acres, a reduction of impervious surfaces within the Riverfront and within the Buffer Zone to the Swamp, an upgrade to the drainage collection system to meet current standards, the construction of a series of gravel wetlands along the Swamp to provide water quality treatment.

### **Task 2.5 Public Safety**

Nitsch Engineering's "Nearby Communities Impact Report for Raynham Park" as it pertains to public safety is limited to just two paragraphs. It states that "the site will be serviced primarily by Town of Raynham Police and Fire for response to a call at the facility" and goes on to state that "there is not anticipated to be a significant impact on the public safety departments in nearby communities." The only data contained within the report are response times to the facility from police and fire departments in the surrounding communities.

This report only references impacts to the potential facility and does not take into account potential public safety impacts that may be experienced by surrounding communities as a result of the project. The most notable public safety impact that surrounding communities will mostly likely suffer is from traffic related issues, such as accidents, speeding, medical emergencies etc. that will result from the increased traffic that will be coming to and from the facility. The project proponent has noted that approximately 50% of the traffic to and from the facility will be coming from the north, meaning that there will be an increased amount of traffic on roadways outside of Raynham leading to the site. The responsibility of responding to these traffic related issues will be addressed by the community in which the issue occurs. This will cause each community's public safety departments to be taxed more than they currently are, which will likely lead to increased costs.



**Attachments:**

- **Route 24 Newspaper Articles**
- **AADT on State Numbered Routes (Map)**
- **OCPC Route 24 Lane Departure Safety Audit, May 2008**
- **Raynham Park Area Existing Traffic Conditions Map**

# Lane Departure Road Safety Audit for Route 24 through Old Colony Planning Council



*Prepared by*  
**Old Colony Planning Council**  
and  
**University of Massachusetts Traffic Safety Research Program**



*Prepared for*

**Massachusetts Highway Department**



**Federal Highway Administration**



**May 2008**

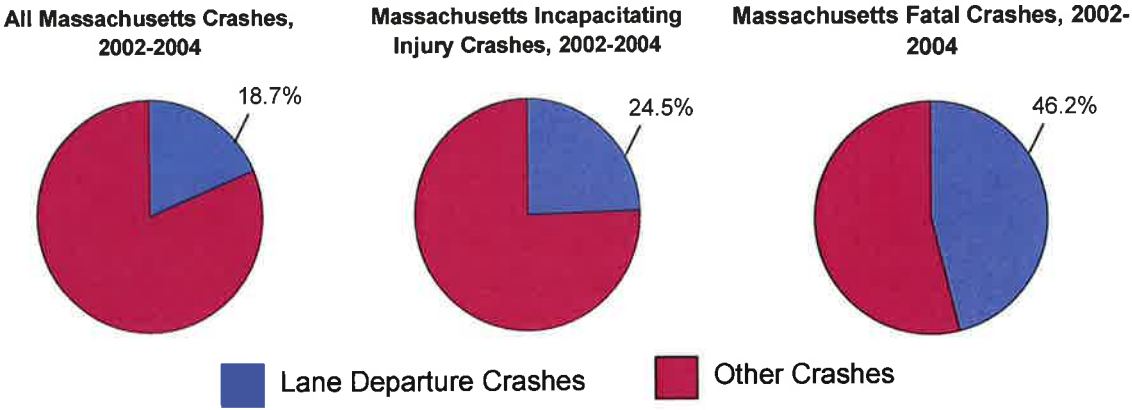
## 1.0 Introduction to Road Safety Audits & Lane Departure Crashes in Massachusetts

The Federal Highway Administration defines a Road Safety Audit (RSA) as *the formal safety examination* of an existing or future road or intersection by an *independent, multidisciplinary team*. The purpose of an RSA is to *identify potential safety issues and possible opportunities for safety improvements* considering all roadway users. Specific objectives of an RSA include, but are not limited to the following:

- Minimizing the risk and severity of road crashes that may be affected by the existing or future roadway at a specific location or nearby network;
- Improving the awareness of safe design practices which are likely to result in safety benefits based upon potential safety concerns.

Although RSA's have been employed in other countries for some time, they are being fully embraced across the United States as a low cost opportunity to make significant safety improvements at any number of stages ranging from project development and planning through existing operation. Furthermore, RSA's have proven to be effective on projects of all shapes and sizes. The RSA program here in the Commonwealth presents a unique and exciting opportunity for improvements in roadway safety.

The RSA program in Massachusetts is being implemented in accordance with the Commonwealth's role as a lead state in preventing run-off the road (lane departure) crashes and in conjunction with the Strategic Highway Safety Plan (SHSP). Lane departure crashes are a notable problem area for Massachusetts, especially for crashes with high injury severities. Between 2002 and 2004, lane departure crashes accounted for nearly 20 percent of all crashes in Massachusetts and approximately one-quarter of crashes involving an incapacitating injury. Almost one-half of fatal crashes between 2002 and 2004 were lane departure crashes. As the crash severity increases, so too does the percent of crashes that is lane departures, as shown in Figure 1.



**Figure 1 Relationship Between Lane Departure Crashes and Injury Severity**

In an effort to combat the lane departure problem, a strategy was developed for the SHSP to identify hot spot lane departure locations, perform road safety audits, and implement low-cost comprehensive countermeasures. The following report summarizes the findings of a RSA focused on lane departure crashes (LD-RSA) along Route 24 through the Old Colony Planning Council.

## 2.0 Background Material for Route 24

Route 24 is a vital link in the Massachusetts roadway infrastructure in eastern Massachusetts. Through Massachusetts, Route 24 extends north and south for approximately 50 miles connecting Interstate 93 to the north with Interstate 495 and Interstate 195 before continuing in to Rhode Island. In many ways, Route 24 operates as an extension of the Interstate system, in that it is high speed (primarily posted at 65 mph), high capacity (primarily 3 lanes per direction), and limited access (median divided with designated interchange style ramps). Geographically, Route 24 passes through both the Old Colony Planning Council (OCPC) and the Southeast Regional Planning & Economic Development District (SRPEDD) planning organizations. The primary focus of this LD-RSA is the approximately 18 miles of Route 24 between Interstate 93/Route 128 and Interstate 495 that pass through OCPC. The OCPC is the designated regional planning agency for 15 communities with a total population of 321,515 as of the 2000 U.S. Census. Some of the major characteristics, including crash clusters, for Route 24 are summarized in Figure 2.

The LD-RSA for Route 24 was held on November 29, 2007 at the OCPC offices in Brockton, Massachusetts. In total, 20 team members participated in the road safety audit as listed in Table 1. As indicated in Table 1, representatives were present from Federal, State, Regional and Local agencies and included a cross-section of engineering/planning, education, and enforcement expertise. Members of the lane departure road safety audit team were asked to visit the stretch of Route 24 through OCPC in both the northbound and southbound directions in advance of the meeting to familiarize themselves with the roadway attributes and characteristics.

**Table 1 Participating Audit Team Members**

Audit Team Members	Agency/Affiliation
Bonnie Polin	Massachusetts Highway Department – Safety Management Unit
Neil Boudreau	Massachusetts Highway Department – Traffic Engineering Section
Carrie Lavallee	Massachusetts Highway Department – Highway Design
Lisa Schletzbaum	Massachusetts Highway Department – Safety Management Unit
Kyle Alspach	Enterprise
Tim White	Federal Highway Administration
Ray Guarino	Old Colony Planning Council
Pat Ciaramella	Old Colony Planning Council
Dan Mulkern	Massachusetts State Police
Ken LeGrice	City of Brockton Police Department
George Gurley	Town of Bridgewater Police Department
Donald Pettey	Massachusetts Highway Department – District 5 Maintenance
Robert Wood	Town of Bridgewater
Warren Phillips	Town of Avon Police Department
Frank Hegarty	Town of Avon
Bruce Hughes	Old Colony Planning Council
Jim Noyes	Greenman-Pedersen
Mike Thoreson	City of Brockton
Charles Kilmer	Old Colony Planning Council
Michael Knodler	University of Massachusetts - Amherst



Figure 2 Major Characteristics for Route 24 through OCPC

A copy of the meeting agenda and instructions, as well as a packet of pertinent information, was distributed to RSA meeting invitees prior to the meeting (this information is included in the Appendix of this report). Specifically, the additional information provided was pertinent to the LD-RSA safety initiative and included traffic volumes, a summary of predominant crashes as well as relevant projections for Route 24 as summarized below.

- Massachusetts Highway Department (MassHighway) traffic count data was provided for both the northbound and southbound directions from three different studies, which are summarized in Table 2. As shown, the ADT exceeds 50,000 in each direction and during the most recent count (10/06) the total roadway volume was 114,012, with nearly equivalent directional splits. Related to the increasing volumes are the projected volumes that were provided by both OCPC and SRPEDD. Specifically, OCPC projections indicate a 2010 ADT of 153,890 between Route 139 and I-93, and that number increases to 184,729 by 2020. Coupled with similar SRPEDD projections, all indications are that Route 24 in its current state is at or nearing capacity.

**Table 2 Summary of Observed Traffic Volumes along Route 24**

Interval Start time	ATR Location #3 Route 24 – South of Pond Street in Avon (10/06)			ATR Location #2 Route 24 – at West Bridgewater Line (9/06)			ATR Location #1 Route 24 – North of Interstate 495 (8/04)		
	NB	SB	TOTAL	NB	SB	TOTAL	NB	SB	TOTAL
12:00 AM	310	619	929	253	481	734	388	693	1081
1:00 AM	260	325	585	213	275	488	269	404	673
2:00 AM	231	254	485	191	188	379	193	248	441
3:00 AM	391	240	631	327	198	525	350	218	568
4:00 AM	1038	345	1383	951	334	1285	876	339	1215
5:00 AM	3915	888	4803	3525	817	4342	3079	930	4009
6:00 AM	4596	1967	6563	4868	1813	6681	4478	1966	6444
7:00 AM	4180	2855	7035	4680	2752	7432	4787	2673	7460
8:00 AM	3910	2887	6797	4147	2487	6634	4133	2650	6783
9:00 AM	3620	2531	6151	3281	2121	5402	3252	2278	5530
10:00 AM	3125	2599	5724	2698	2300	4998	2866	2558	5424
11:00 AM	2983	2759	5742	2572	2403	4975	2753	2654	5407
12:00 PM	2977	2953	5930	2478	2628	5106	2636	2610	5246
1:00 PM	3054	3196	6250	2523	2769	5292	2721	2855	5576
2:00 PM	3348	3988	7336	2801	3596	6397	3003	3264	6267
3:00 PM	3279	5000	8279	2877	4686	7563	3161	4351	7512
4:00 PM	3316	5242	8558	2736	5073	7809	3366	4816	8182
5:00 PM	3289	5149	8438	2848	4463	7311	3236	4474	7710
6:00 PM	2474	4372	6846	2041	3854	5895	2529	3595	6124
7:00 PM	1872	2965	4837	1524	2595	4119	1867	2575	4442
8:00 PM	1430	2261	3691	1187	1986	3173	1581	2100	3681
9:00 PM	1284	1801	3085	960	1497	2457	1351	1543	2894
10:00 PM	1010	1364	2374	724	1077	1801	1020	1330	2350
11:00 PM	548	1012	1560	424	807	1231	636	1031	1667
<b>Daily Totals</b>	<b>56440</b>	<b>57572</b>	<b>114012</b>	<b>50829</b>	<b>51200</b>	<b>102029</b>	<b>54531</b>	<b>52155</b>	<b>106686</b>

- MassHighway compiled and distributed Route 24 crash data for the 1,309 reported crashes between 2002 through 2007 prior to the meeting. As previously noted, the complete crash summaries are provided in the Appendix; some of the noteworthy observations are included in Table 3.

**Table 3 Overview of Crashes along Route 24 through OCPC**

Crash Type & Overview	Summary of Observations
<p><i>Total Crashes</i> There were 1,309 total reported crashes</p>	<ul style="list-style-type: none"> <li>○ 61 percent of crashes occurred during daylight as compared to 33 percent at night.</li> <li>○ 44 percent of crashes involved a single vehicle, 31 percent were rear-end, 11 percent were sideswipe same direction, and 5 percent were head on.</li> <li>○ 5 percent occurred on snowy, icy or slushy roadways. By comparison, 69 percent occurred on dry roadways, and an additional 24 percent occurred on wet roads.</li> <li>○ The reported first harmful events and associated percentages were as follows: motor vehicle in traffic (56 percent), median barrier (14 percent), guard rail (13 percent), and overturn/rollover (4 percent).</li> </ul>
<p><i>Lane Departure Crashes</i> 315 lane departure crashes were reported representing 24 percent of all crashes</p>	<ul style="list-style-type: none"> <li>○ Based upon lighting conditions, day and night crashes were 51 and 41 percent, respectively.</li> <li>○ 94 percent of the lane departure crashes involved only a single vehicle.</li> <li>○ 11 percent occurred on snowy, icy or slushy roadways. By comparison, 57 percent occurred on dry roadways, and an additional 30 percent occurred on wet roads.</li> <li>○ The reported first harmful events and associated percentages were as follows: median barrier (35 percent), guard rail (31 percent), motor vehicle in traffic (14 percent), overturn/rollover (5 percent), and tree (4 percent).</li> <li>○ The most common driver contributing code was failure to keep in proper lane (32 percent).</li> </ul>
<p><i>High Speed Crashes</i> 77 lane departure crashes were reported, representing 6 percent of all crashes</p>	<ul style="list-style-type: none"> <li>○ From a lighting condition perspective, 28 percent of these occurred during daylight, while 48 percent occurred at night.</li> <li>○ 52 percent of these crashes involved only a single vehicle, 25 percent were rear-end crashes, and 24 percent were either angle or same direction sideswipes.</li> <li>○ 71 percent of these crashes occurred on dry pavement.</li> <li>○ 55 percent occurred during clear weather.</li> </ul>
<p><i>Deer-Related Crashes</i> 33 lane departure crashes were reported, representing 3 percent of all crashes</p>	<ul style="list-style-type: none"> <li>○ 25 crashes occurred at night.</li> <li>○ 8 crashes occurred in June and 7 occurred in each October and November.</li> <li>○ 24 crashes were property damage only, and 4 resulted in a non-fatal injury (5 had an unknown or not reported crash injury severity level).</li> </ul>

Additional resources made available to the team during the audit meeting included field videos from several drives along Route 24, which were used in aiding discussion of specific roadway elements.

### 3.0 Characterization of Major Traffic Safety Challenges

Following a brief introduction to the RSA process in general, the meeting participants were asked to summarize and characterize potential safety considerations along Route 24 through OCPC. At the outset, the conversation was centered upon the designation of Route 24. Specifically, there was pointed discussion suggesting that Route 24 be designated an Interstate Highway. Although, much of the discussion and the ultimate decision as to whether or not to redesignate Route 24 as an Interstate is beyond the scope of this particular RSA, there are several key safety-related aspects that warrant further consideration.

- The increasing volumes in conjunction with limited upgrade of safety and/or capacity will continue to result in increased crash frequencies.
- There is an existing cyclical process in that a substandard interchange design given increasing volumes results in increasing levels of congestion and crashes, which in turn cause more congestion and secondary crashes.
- Conceptually, the idea for redesignation to an Interstate is supported in the 2007 Regional Transportation Plans for both OCPC and SRPEDD. As cited in the SRPEDD Plan, the estimated cost for converting Route 24 to Interstate standards would be approximately \$200 million.

A majority of RSA team members present supported the conversion of Route 24 to an Interstate Highway based upon the safety-related benefits.

Following this initial discussion, the major safety considerations focused on several key elements.

- The narrow inside shoulder was cited as a concern as it was very unforgiving of motorist mistakes. Also noted was the fact that vehicles striking the inside jersey barrier were deflected back across traffic, and thus increasing the potential severity of any crashes.
- Debris along the roadway was noted as a potential safety concern. The amount of debris present in the narrow inside shoulder was of particular concern.
- The interchanges throughout were cited as major safety concerns. Specifically noted were two elements: 1) vehicles exiting Route 24 often queued back on to Route 24 as the adjacent surface arterial streets could not process the existing vehicles quickly enough and storage was insufficient, and 2) for both entering and exiting vehicles, the amount of space provided for acceleration/deceleration was not sufficient for safe vehicle operation. Near Route 123, there is a perceived increase in rear-end crashes that are often secondary crashes resulting from an initial crash.
- Drainage was reported to be inadequate throughout the corridor. Specifically cited were areas in Avon and Stoughton that regularly flood during weather events. RSA team members mentioned that in the northbound direction, there was frequent rutting throughout. A related issue that was raised was pavement and drainage under a majority of the overpasses where the top layer of pavement is deteriorated (see Figure 3).
- At the northern end of Route 24, the existing entrance ramps from Interstate 93 were mentioned. Currently, 2 lanes enter to/from each direction and merge together. At this merge location, the center lanes merge and more importantly, the distance over which the merge occurs appears to be shorter than AASHTO standards.



**Figure 3 Drainage and Pavement Concern at Overpasses**



- Some of the existing signage is partially obscured by vegetation. Although this was observed at several locations throughout, it appeared to be most noticeable in the northbound direction through Avon.
- Along the roadside in the northbound direction in Avon, there is a section of ledge in close proximity to the roadway (see Figure 4).
- The existing pavement markings are considerably faded and should be improved to enhance delineation. There are rumble strips along the left and right shoulders along a majority of Route 24 that appear to be in good condition.



**Figure 4 Section of Ledge**

- At some of the slight horizontal curves (e.g. south of Route 106 or south of Route 27), there were reported concerns with headlight glare from vehicles traveling in the opposing direction.
- A significant portion of the discussion regarding safety concerns was centered upon driving behavior. Some of the attributes cited included appreciable levels of speeding, aggressive driving and road rage, tailgating, and distracted driving. It was mentioned that although these same behaviors are commonly exhibited at other roadway locations, Route 24 was far less forgiving; a specific illustration of this referenced at the meeting was the nearby I-495, which has a consistently level and wide median and roadside.
- Another concern was the increasing levels of development happening in close proximity to Route 24. Recent and proposed developments are continuing to impact Route 24.
- The cobblestone gore area at several of the existing interchange ramps is coming loose and may be a hazard.
- South of Route 106 (near the power lines), there are numerous deer crashes as this is a common path for animals within the corridor.
- The lack of a designated climbing lane for trucks near Route 123 was mentioned as a concern.
- The presence of steep slopes aside of the shoulders was cited as a lane departure hazard for vehicles going beyond the shoulder and overturning.
- Guardrails fastened flat against concrete bridge abutments, which offer no crumple zones, was cited as a lane departure hazard.
- The presence of parked/disabled/abandoned vehicles was mentioned. It was noted that the current penalty for parking along the highway is \$20. The State Police noted that the typical protocol was to have any vehicle that was deemed a hazard or obstruction to traffic to be removed immediately. All others would be removed after 24 hours.



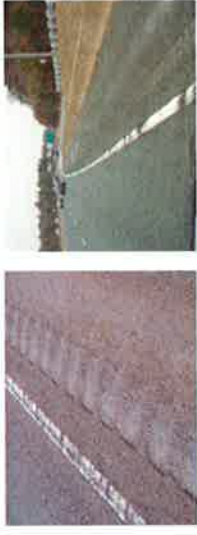

#### **4.0 Summary of Short Term Recommendations for Route 24 through OCPC**

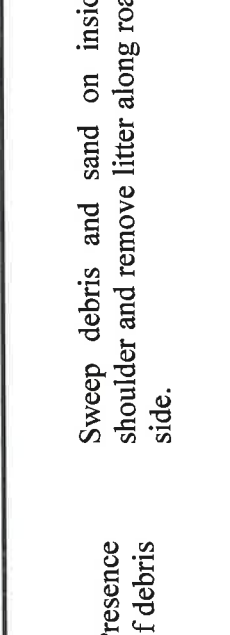
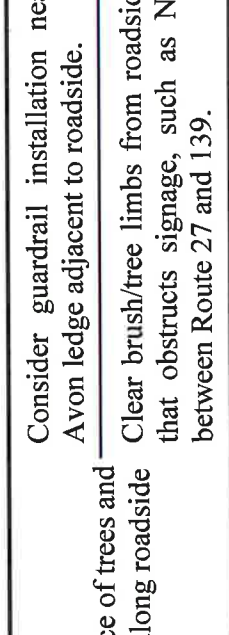
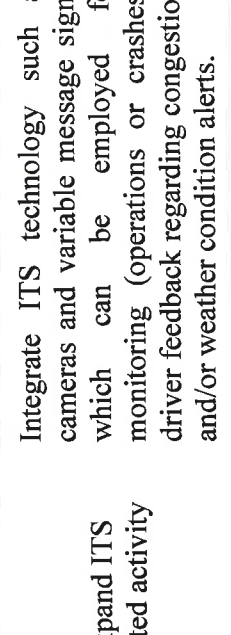
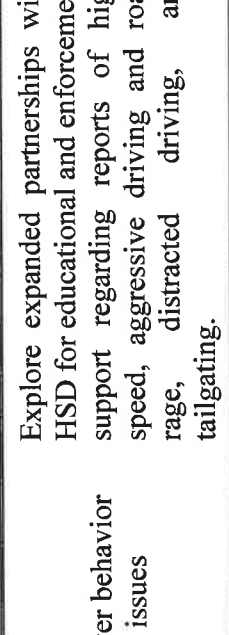
The formal review of potential safety concerns along Route 24 was completed by the entire audit team. Following identification of potential safety issues, the dialogue subsequently focused on possible countermeasures with some preliminary discussion regarding the feasibility of implementation (timeframe and cost) as well as the potential payoff of safety benefits. Given the potential for an immediate impact, there was an added focus on short term (less than 1 year) and low cost (less than \$10,000) improvements that could be implemented quickly resulting in a positive safety impact. Unlike other roadways being evaluated as part of the Massachusetts LD-RSA process, some of the opportunities for Route 24 are limited because of its highway classification. Additionally, it may be expected that associated costs for recommended strategies may be higher, again because of the functional classification. Nevertheless, resulting recommendations for immediate actions along Route 24 are described below.






- Although the conversion to an Interstate is a long term and high cost improvement, it is recommended that conceptual planning and evaluation continue to move forward. The RSA team recommends that in addition to congestion and efficiency related metrics, the safety benefits fully be considered and quantified as part of the ongoing dialogue. However, it should be noted that the safety related improvements should be considered regardless of whether the conversion is formally completed.
- Commence a major clean-up up initiative along the entire corridor along both the roadside and center median. The existing debris has the potential to influence safety.
- Clear trees and vegetation that partially obscures existing signage. This is another corridor wide recommendation; however, the issue was more noticeable in the northbound direction through Avon.
- Evaluate existing drainage facilities. Although some long-term strategies are likely needed, cleaning existing catch basins may reduce some of the ponding that currently exists along Route 24.
- Revisit the formal policy for clearing disabled and/or parked vehicles.
- Work to establish corridor wide education and enforcement campaigns. For example, it is recommended that the Highway Safety Division be contacted to determine what collaborative opportunities exist.
- Suggest the addition of glare paddles around horizontal curves where opposing headlights can be problematic. Candidate locations are south of Route 27 and south of Route 106.
- Repair major pavement deformations and improve pavement markings throughout the corridor.
- Work with existing municipalities to identify opportunities for improvement that exist at each of the interchange exit ramps, where vehicles are often queued back on to Route 24. Although many of these countermeasures may be long-term, it is imperative to identify the appropriate countermeasures that can be woven in as mitigation for development approval. Additionally, it is also likely that many low-cost and easily implemented strategies can be employed at these locations.
- Repair hazardous gore areas as necessary. For example, some of the interchanges currently include cobblestone that has become dislodged and should be repaired and/or removed.
- Install deer warning signs in the area south of Route 106, and consider deer fencing.


## **5.0 Summary of Additional Route 24 Countermeasures**

Although an emphasis was placed upon short term and low cost improvements that could be carried out immediately, the focus of the team was not limited to those constraints. The following section details countermeasures discussed by the team, which are reflective of all costs and timeframes and includes both general (entire corridor) and specific safety opportunities. Please note that with respect to the timeframe, there are some unknown variables that must be further explored. Several definitions exist for low, mid, and high cost as well as for short, mid and long term implementation timeframes. For purposes of this report, low cost improvements will be under \$10,000, mid costs will be under \$50,000, and high costs will be above \$50,000. From a timeframe perspective short term will refer to implementation timeframes less than 1 year, while mid and long term will refer to countermeasures that will take 1 to 3, and greater than 3 years, respectively.

Potential Safety Issue	Possible Countermeasures	Implementation Timeframe & Cost	Potential Safety Payoff	Photos
Interchange improvements	Suggest exploring ways of improving operations at the intersections with Route 123, Route 104, Route 106 and Route 139, that could tie them in with current/proposed developments.	Solutions of all timeframes, costs, and safety payoffs are possible		
Guard rail opportunities	Upgrade inadequate end treatments as identified and carry out some minor repair work on guard rails.	Mid Term & Mid Cost	Low	
Markings & delineation	Install highly reflective pavement markings and install roadside reflectors as budget allows.	Mid Term & Mid/High Cost	High	
Headlight glare	Install glare paddles at horizontal curves to minimize the impacts of headlight glare from opposing vehicles.	Mid Term & Mid Cost	Mid	

<b>Potential Safety Issue</b>	<b>Possible Countermeasures</b>	<b>Implementation Timeframe &amp; Cost</b>	<b>Potential Safety Payoff</b>	<b>Photos</b>
Presence of debris	Sweep debris and sand on inside shoulder and remove litter along road side.	Short Term & Low	Low/Mid	
Presence of trees and ledge along roadside	Consider guardrail installation near Avon ledge adjacent to roadside. Clear brush/tree limbs from roadside that obstructs signage, such as NB between Route 27 and 139.	Mid Term & Mid Cost  Short Term & Low Cost	Low  Low	
Expand ITS related activity	Integrate ITS technology such as cameras and variable message signs, which can be employed for monitoring (operations or crashes), driver feedback regarding congestion, and/or weather condition alerts.	Long Term & High Cost	Mid/High	
Driver behavior issues	Explore expanded partnerships with HSD for educational and enforcement support regarding reports of high speed, aggressive driving and road rage, distracted driving, and tailgating.	Short Term & Low/Mid Cost	Mid/High	
Heavy vehicle acceleration lane	Add climbing lane near Route 123 northbound.	Mid Term & Mid Cost	Low	

Potential Safety Issue	Possible Countermeasures	Implementation Timeframe & Cost	Potential Safety Payoff	Photos
Drainage and pavement concerns	Repair poor pavement areas (e.g. NB rutting) in the near future to address degrading pavement condition.	Mid Term & Mid Cost	Mid	
	Repair pavement and drainage areas beneath overpasses.	Mid Term & Mid/High Cost	Low/Mid	
	Perform catch basin inspection to improve current drainage.	Short Term & Low Cost	Low/Mid	
Disabled/parked vehicles	Reaffirm existing policy regarding treatments for disabled/parked vehicles including the use of CaresVan and Massachusetts State Police.	Short Term & Low Cost	Low	
Concrete medians barriers	Explore possibility for cable barrier restraint system which may be more forgiving for deflecting vehicles.	Short Term & Low Cost	Low	
	Add median barrier reflectors.	Short Term & Low Cost	Low	
Merge from I-93 NB & SB	Consider alternative to eliminate confusing center lane merge, revising existing study.	Short Term & Low Cost	Low	

Potential Safety Issue	Possible Countermeasures	Implementation Timeframe & Cost	Potential Safety Payoff	Photos
Secondary crashes	Develop protocol to help minimize impacts of secondary crashes.	Short Term & Low Cost	Low	
Deer-related crashes	Install deer crossing warning signage (W11-3) south of Route 106.	Short Term & Low Cost	Low	
	Consider installation of deer check fencing in this same area south of Route 106.	Short Term & Low Cost	Low	

## 6.0 Discussion

As previously noted, the opportunities for safety improvements for Route 24 may be somewhat restrictive or expensive as compared to other roadways. Nevertheless, it is important to note that for the safety improvement opportunities described in the previous sections: 1) many treatments are both low cost and short term; and 2) there is a complimentary nature of many of the safety strategies in that one improvement will aid with multiple safety issues. Please note that although this document provides a series of specific recommendations that warrant short term implementation, the approach towards improved safety is dynamic in nature and warrants revisiting over time.

Several additional topics were discussed at the audit meeting and warrant consideration.

- Development along the corridor appears to be increasing. Opportunities for safety related improvements should be considered at all stages. For example, the development at Route 104 may benefit from a Route 24 SB flyover for left-turns that would improve both safety and efficiency; this strategy would also minimize the impacts of vehicles queuing on to Route 24.
- A slip lane from Interstate 495 SB on to Route 104 was also discussed. This route would help reduce the number of vehicles entering Route 24.
- Impacts of first responders who often come from the nearby communities were discussed. In particular, there was growing concern over the time these responders spent responding to Route 24 incidents and the economic drain it may have on their respective communities. In addition, there was also concern about the increasing response time based upon congestion levels.
- The lack of a quality east-west connector was noted. Specifically, this limitation in mobility encourages motorists to remain on Route 24 for longer durations.
- Concern was raised about the increasing number of vehicles that exit Route 24, due to congestion, and use surface streets. Some RSA team members feared an increase in crashes along these other roadways.
- Lastly, several RSA team members expressed support for added or enhanced exploration of expanding commuter rail lines throughout OCPC as an alternative, which may reduce some of the vehicular demand along Route 24.

## **7.0 Appendix: Distributed RSA Meeting Materials**

Materials provided to RSA team members in advance of the meeting included the following:

1. Agenda
2. RSA and Lane Departure Introduction
3. Crash Data Summary
4. LD-RSA Checklist



# Agenda

## Road Safety Audit

### Route 24 in Old Colony Planning Council Region

Meeting Location: Old Colony Planning Council  
70 School Street, Brockton

Thursday, November 29, 2007

10:00 AM – 12:00 noon

**Type of meeting:** Lane Departure – Road Safety Audit  
**Attendees:** Invited Participants to Comprise a Multidisciplinary Team  
**Please bring:** Thoughts and Enthusiasm!!

**10:00 AM** Welcome and Introductions

**10:15 AM** Introduction to Road Safety Audits and Lane Departure Crashes

**10:30 AM** Review of Site Specific Material

- Crash & Volume – provided in advance
- Existing Geometries and Conditions
- Video and Images

**11:00 AM** Completion of RSA

- Identification of Safety Concerns – using checklists as a guide
- Identification of Possible Countermeasures

**12:00 noon** Adjourn for the Day – but the RSA has not ended

#### Instructions for Participants:

- Before attending the RSA on November 29th participants are encouraged to drive Route 24 and complete/consider elements on the RSA advisory checklist with a focus on safety factors affecting roadway departure crashes.
- All participants will be actively involved in the process throughout. Participants are encouraged to come with thoughts and ideas, but are reminded that the synergy that develops and respect for others' opinions are key elements to the success of the overall RSA process.
- After the initial RSA meeting, participants will be asked to comment and respond to the document materials to assure it is reflective of the RSA completed by the multidisciplinary team.

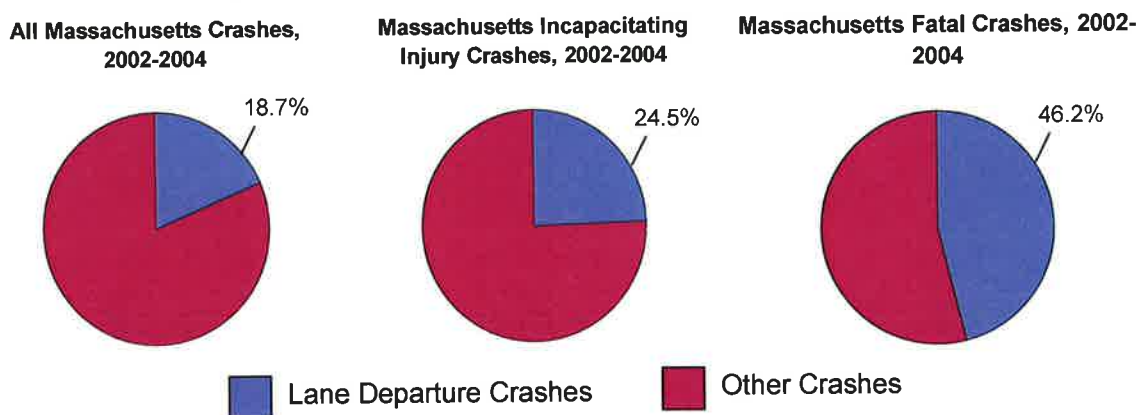
## Introduction to Road Safety Audits & Lane Departure Crashes in Massachusetts

The Federal Highway Administration defines a Road Safety Audit (RSA) as *the formal safety examination* of an existing or future road or intersection by an *independent, multidisciplinary team*. The purpose of an RSA is to *identify potential safety issues and possible opportunities for safety improvements* considering all roadway users. Specific objectives of an RSA include, but are not limited to the following:

- Minimize the risk and severity of road crashes that may be affected by the existing or future roadway at a specific location or nearby network;
- Improve the awareness of safe design practices which are likely to result in safety benefits based upon potential safety concerns.

Although RSA's have been employed in other countries for some time, they are being fully embraced across the United States as a low cost opportunity to make significant safety improvements at any number of stages ranging from project development and planning through existing operation. Furthermore, RSA's have proven to be effective on projects of all shapes and sizes. The RSA program here in the Commonwealth prevents a unique and exciting opportunity for improvements in roadway safety.

The RSA program in Massachusetts is being implemented in accordance with the Commonwealth's role as a Lead State in preventing run-off the road (lane departure) crashes and in conjunction with the Strategic Highway Safety Plan (SHSP). Lane departure crashes are a notable problem area for Massachusetts, especially for crashes with higher injury severities. Between 2002 and 2004, lane departure crashes accounted for nearly 20 percent of all crashes in Massachusetts and approximately one-quarter of crashes involving an incapacitating injury. Almost one-half of fatal crashes between 2002 and 2004 were lane departure crashes. As the crash severity increases, so does the percent of crashes that are lane departures as shown in the figure below.



In an effort to combat the lane departure problem, a strategy was developed for the SHSP to identify hot spot lane departure location, perform road safety audits and implement low-cost comprehensive countermeasures.

RI 24 ALL CRASH ANALYSIS  
FROM 2002 TO 2007

ALL CRASH TOTAL		LIGHT CONDITION									
DAYLIGHT	DAWN	DUSK	DARK ROADWAY LIGHTED	DARK ROADWAY NOT LIGHTED	DARK ROADWAY UNKNOWN ROADWAY LIGHTING	OTHER	NOT REPORTED				
802	41	28	71	349	7	2	9				
61%	3%	2%	5%	27%	1%	0%	1%				
CLEAR		WEATHER CONDITION									
CLOUDY	RAIN	SLEET, HAIL	FOG, SMOG, SMOKE	SEVERE CROSSWINDS	OTHER	NOT REPORTED					
205	188	11	12	1	4	9					
16%	14%	1%	1%	0%	0%	1%					
DRY		ROAD SURFACE									
WET	ICE	SAND, MUD, DIRT, OIL, GRAVEL	WATER	SLUSH	OTHER						
311	40	6	12	18	3						
24%	3%	0%	1%	1%	0%						
SINGLE VEHICLE CRASH		NUMBER OF COLLISION									
REAR-END	ANGLE	SIDESWIPED	HEAD-ON								
400	181	142	5								
31%	14%	11%	0%								
ROADWAY		FIRST HARMFUL ESTIMATION									
MEDIAN	ROADSIDE	SHOULDER PAVED	SHOULDER UNPAVED	SHOULDER TRAVEL LANE	OUTSIDE ROADWAY	UNKNOWN	NOT REPORTED				
130	59	28	2	53	2	14					
10%	5%	3%	0%	4%	0%	0%					
MOTOR VEHICLE IN TRAFFIC		FIRST HARMFUL EVENT (P=1%)									
PARKED MOTOR VEHICLE	PEDESTRIAN	ANIMAL	DEER	TREE	GLADRAIL	MEDIAN BARRIER	OVERTURN/ ROLLOVER	TREE			
735	1	31	29	164	177	49	29	29			
56%	0%	2%	2%	13%	14%	4%	2%	2%			
EXCEEDED AUTHORIZED SPEED LIMIT		DRIVER CONTRIBUTING CODE (WITH IMPROPER DRIVING KNOWN AND >1%)									
FAILED TO YIELD	FOLLOWED TOO CLOSELY	MADE AN IMPROPER TURN	DRIVING TOO FAST	FAILURE TO KEEP IN PROPER LANE	OPERATING VEHICLE IN ERRATIC, RECKLESS, CARELESS MANNER	OVER CORRECTING/ OVER STEERING	INATTENTION				
64	17	17	90	257	54	24	71				
5%	2%	2%	7%	21%	4%	2%	6%				
OTHER IMPROPER ACTION		CRASH SEVERITY									
NOT REPORTED	UNKNOWN	NON FATAL INJURY	FATAL INJURY	NOT REPORTED	UNKNOWN						
58	288	41	6	68	10						
3%	19%	2%	0%	5%	1%						
PROPERTY DAMAGE ONLY (NONE INJURED)		CRASH SEVERITY									
NON FATAL INJURY	FATAL INJURY	NOT REPORTED	UNKNOWN								
717	508	6	10								
55%	39%	0%	1%								

• 2006 AND 2007 CRASH INFORMATION ARE NOT COMPLETE.

FROM 2002 TO 2007  
(IDENTIFIED FROM STATE POLICE NARRATIVE)

TOTAL NUMBER OF CRASHES ON RT - 1,309		LIGHT CONDITION										
DAYLIGHT	DAWN	DAK	DAK ROADWAY LIGHTED	DAK ROADWAY NOT LIGHTED	DAK ROADWAY UNKNOWN ROADWAY LIGHTING	NOT REPORTED					NOT REPORTED	
161	11	13	12	114	2	2					1%	
51%	3%	4%	4%	36%	1%							
WEATHER CONDITION												
CLEAR	CLOUDY	RAIN	SNOW	SLEET, HAIL FREEZING RAIN	FOG, SMOG, SMOKE							
163	40	72	39	8	3							
52%	13%	23%	9%	3%	1%							
ROAD SURFACE												
DRY	WET	SNOW	ICE	SAND, MUD, DIRT, OIL, GRAVEL	WATER	SLUSH					NOT REPORTED	
178	95	18	6	1	7	8					1	
57%	30%	6%	2%	0%	2%	3%					0%	
MANNER OF COLLISION												
SINGLE VEHICLE CRASH	REAR END	ANGLE	SIDESWIPE	HEAD-ON								
397	8	7	1	2								
94%	3%	2%	0%	1%								
FIRST HARMFUL EVENT LOCATION												
ROADWAY	MEDIAN	ROADSIDE	SHOULDER PAVED	SHOULDER UNPAVED	SHOULDER - TRAVEL LANE	OUTSIDE ROADWAY					UNKNOWN	
160	75	21	23	10	1	15					2	
51%	25%	7%	7%	3%	0%	6%					1%	
FIRST HARMFUL EVENT (>1%)												
MOTOR VEHICLE IN TRAFFIC	PARKED MOTOR VEHICLE	TREE	GUARDRAIL	MEDIAN BARRIER	DITCH	EMBANKMENT					OVERTURN/ ROLLOVER	
44	7	13	97	109	5	7					17	
14%	2%	4%	31%	35%	2%	2%					5%	
DRIVER CONTRIBUTING CODE (WITH IMPROPER DRIVING KNOWN AND >1%)												
EXCEEDED AUTHORIZED SPEED LIMIT	FOLLOWED TOO CLOSELY	DRIVING TOO FAST FOR CONDITION	FAILURE TO KEEP IN PROPER LANE	DRIVING TOO FAST FOR CONDITION	OPERATING VEHICLE IN ERRATIC, RECKLESS, CARELESS MANNER	OVER CORRECTING OVER STEERING					INATTENTION	
19	4	30	80	30	13	9					5	
8%	2%	12%	32%	12%	5%	4%					2%	
FATIGUE/ ASLEEP	OTHER IMPROPER ACTION	NOT REPORTED	UNKNOWN									
5	6	51	16									
2%	2%	20%	6%									
CRASH SEVERITY												
PROPERTY DAMAGE ONLY, NONE INJURED	NON-FATAL INJURY	FATAL INJURY	NOT REPORTED	UNKNOWN								
163	131	4	24	3								
49%	42%	1%	8%	1%								

\* 2006 AND 2007 CRASH INFORMATION ARE NOT COMPLETE.



**RT 24 DEER RELATED CRASH ANALYSIS  
FROM 2002 TO 2007  
(IDENTIFIED FROM STATE POLICE NARRATIVE)**

TOTAL NUMBER OF CRASHES ON RT = 1,309		LIGHT CONDITION									
TOTAL DEER CRASHES		DAWN	DUSK	DARK - ROADWAY NOT LIGHTED	DARK - ROADWAY UNKNOWN LIGHTING						
5	15%	2	1	24	1						
33	3%	6%	3%	73%	3%						
TOTAL DEER CRASHES		WEATHER CONDITION									
		CLOUDY	RAIN	FOG, SMOG SMOKE							
22	67%	8	2	1							
11	33%	24%	5%	3%							
TOTAL DEER CRASHES		ROAD SURFACE									
		WET									
27	82%	6									
33	100%	18%									
TOTAL DEER CRASHES		LOCATION									
		STOUGHTON	WEST BRIDGEWATER	WEST BRIDGEWATER	BRIDGEWATER	APON	BRIDGEWATER	STOUGHTON	APON		
		NEAR EXIT 15 (RT 104)	FAR EXIT 17 (RT 104)	NEAR EXIT 12 (RT 104)	NEAR EXIT 17	NEAR EXIT 10A	NEAR EXIT 10B	NEAR EXIT 10C	NEAR EXIT 10D		
11	33%	6	5	2	2	2	2	1	2		
33	100%	18%	15%	9%	6%	6%	3%	3%	6%		
TOTAL DEER CRASHES		CRASH DATE									
		JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH
8	24%	7	2	2	2	2	2	2	2	1	1
33	100%	21%	6%	6%	6%	6%	6%	6%	6%	3%	3%
TOTAL DEER CRASHES		FIRST HARMFUL EVENT LOCATION									
		ROADWAY	MEDIAN	ROADSIDE	SHOULDER						
		PAVED									
28	85%	3	2	1							
33	100%	9%	6%	3%							
TOTAL DEER CRASHES		CRASH SEVERITY									
		PROPERTY DAMAGE ONLY (NO ONE INJURED)	NON-FATAL INJURY	NOT REPORTED	UNKNOWN						
24	73%	4	3	2							
33	100%	12%	9%	6%							

• 2006 AND 2007 CRASH INFORMATION ARE NOT COMPLETE

<b>GEOMETRIC DESIGN –</b>	
<b>Issue</b>	<b>Comment</b>
<b>A. Speed – (Design Speed; Speed Limit &amp; Zoning; Sight Distance; Overtaking</b>	
<p>Are there speed-related issues along the corridor? Please consider the following elements:</p> <ul style="list-style-type: none"> <li>• Horizontal and vertical alignment;</li> <li>• Posted and advisory speeds</li> <li>• Driver compliance with speed limits</li> <li>• Approximate sight distance</li> <li>• Safety passing opportunities</li> </ul>	
<b>B. Road alignment and cross section</b>	
<p>With respect to the roadway alignment and cross-section please consider the appropriateness of the following elements:</p> <ul style="list-style-type: none"> <li>• Functional class (Urban Principal Arterial)</li> <li>• Delineation of alignment;</li> <li>• Widths (lanes, shoulders, medians);</li> <li>• Sight distance for access points;</li> <li>• Cross-slopes</li> <li>• Curbs and gutters</li> </ul> <p>Drainage features</p>	
<b>C. Intersections</b>	
<p>For intersections along the corridor please consider all potential safety issues. Some specific considerations should include the following:</p> <ul style="list-style-type: none"> <li>• Intersections fit alignment (i.e. curvature)</li> <li>• Traffic control devices’’ alert motorists as necessary</li> <li>• Sight distance and sight lines seem appropriate</li> <li>• Vehicles can safely slow/stop for turns</li> <li>• Conflict point management</li> <li>• Adequate spacing for various vehicle types</li> </ul> <p>Capacity problems that result in safety problems</p>	
<b>D. Auxiliary lanes</b>	
<ul style="list-style-type: none"> <li>• Do auxiliary lanes appear to be adequate?</li> <li>• Could the taper locations and alignments be causing safety deficiencies?</li> <li>• Are should widths at merges causing safety deficiencies?</li> </ul>	

<b>E. Clear zones and crash barriers</b>	
<p>For the roadside the major considerations are clear zone issues and crash barriers. Consider the following:</p> <ul style="list-style-type: none"> <li>• Do there appear to be clear zones issues? <ul style="list-style-type: none"> <li>— Are hazards located too close the road?</li> <li>— Are side slopes acceptable?</li> </ul> </li> <li>• Are suitable crash barriers (i.e, guard rails, curbs, etc.) appropriate for minimizing crash severity?</li> <li>• Barrier features: end treatments, visibility, etc.</li> </ul>	
<b>F. Bridges and culverts – (if necessary)</b>	
Are there specific issues related to bridges and culverts that may result in safety concerns?	
<b>G. Pavement – (Defects, Skid Resistance, and Flooding)</b>	
<ul style="list-style-type: none"> <li>• Is the pavement free of defects including excessive roughness or rutting, potholes, loose material, edge drop-offs, etc.) that could result in safety problems (for example, loss of steering control)?</li> <li>• Does the pavement appear to have adequate skid resistance, particularly on curves, step grades and approaches to intersections?</li> <li>• Is the pavement free of areas where flooding or sheet flow of water could contribute to safety problems?</li> <li>• In general, is the pavement quality sufficient for safe travel of heavy and oversized vehicles?</li> </ul>	
<b>H. Lighting (Lighting and Glare)</b>	
<p>It is important to consider to the impacts of lighting. Some specifics include the following:</p> <p>Is lighting required and, if so, has it been adequately provided?</p> <p>Are there glare issues resulting from headlights during night time operations or from sunlight?</p>	



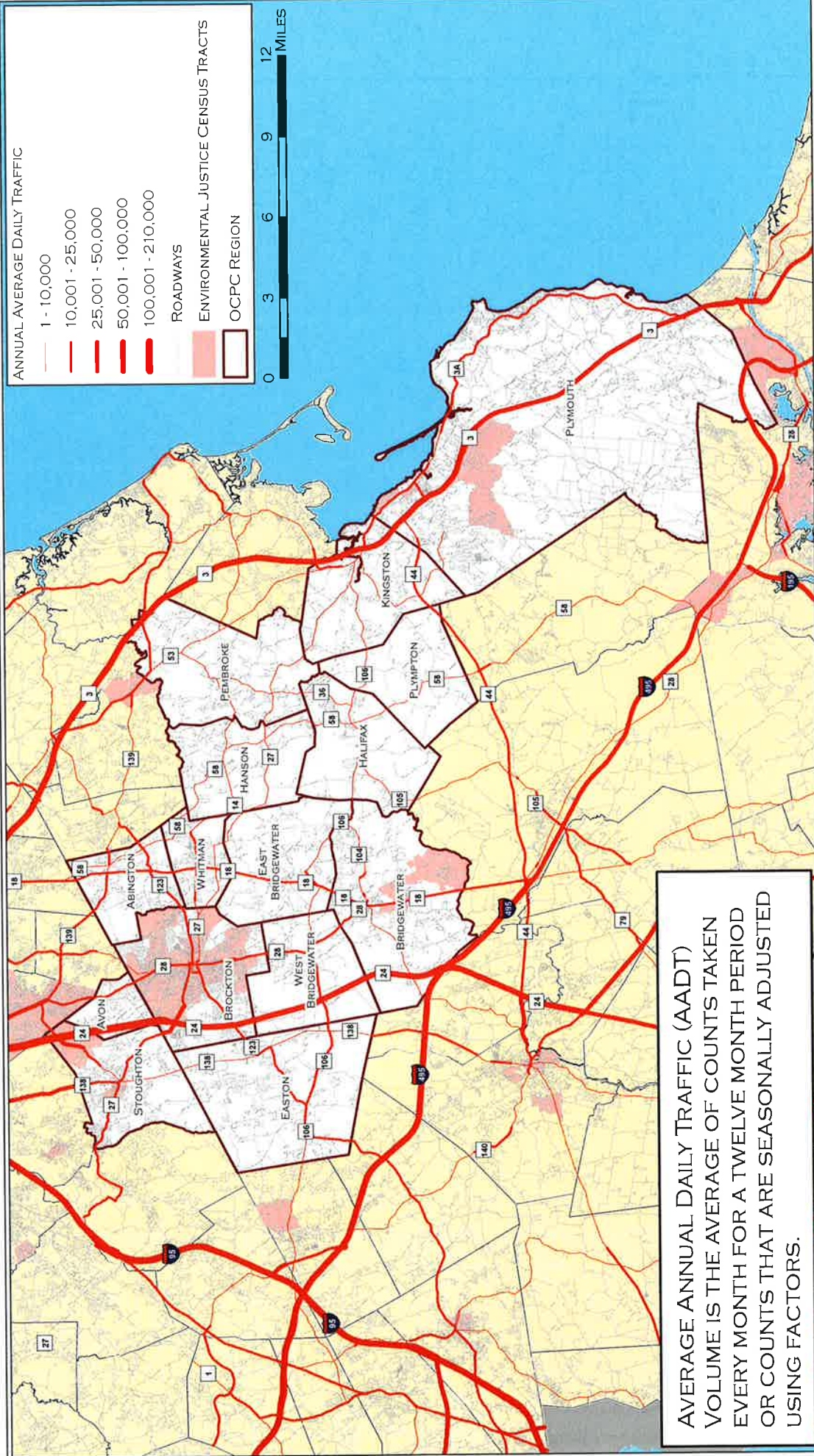
<b>TRAFFIC CONTROL DEVICES</b>	
<b>Issue</b>	<b>Comment</b>
<b>I. Signs</b>	
<p>Signage is a critical element in providing a safe roadway environment. Please consider the following:</p> <ul style="list-style-type: none"> <li>• Are all current signs visible? Are they conspicuous and clear? Are the correct signs used for each situation?</li> </ul>	
<ul style="list-style-type: none"> <li>• Are signs visible (consider both night and day)?</li> <li>• Does the retroreflectivity or illumination appear satisfactory?</li> <li>• Are there any concerns regarding sign supports?</li> </ul>	
<b>J. Traffic signals</b>	
<p>Although the focus of this RSA are lane departures, this does present an opportunity for us to consider any traffic signals. Specifically:</p> <ul style="list-style-type: none"> <li>• If present, do the traffic signals appear to be designed, installed, and operating correctly?</li> <li>• Is the controller located in a safe position? (where it is unlikely to be hit, but maintenance access is safe)</li> <li>• Is there adequate sight distance to the ends of possible vehicle queues?</li> </ul>	
<b>K. Marking and delineation</b>	
<ul style="list-style-type: none"> <li>• Is the line marking and delineation: <ul style="list-style-type: none"> <li>— appropriate for the function of the road?</li> <li>— consistent along the route?</li> <li>— likely to be effective under all expected conditions? (day, night, wet, dry, fog, rising and setting sun, oncoming headlights, etc.)</li> </ul> </li> <li>• Are centerlines, edgelines, and lane lines provided? If not, do drivers have adequate guidance?</li> </ul>	

<b>ROADWAY ACTIVITY</b>	
<b>Issue</b>	<b>Comment</b>
<p>With respect to roadway activity please consider safety elements related to the following:</p> <ul style="list-style-type: none"> <li>• Pedestrians</li> <li>• Bicycles</li> <li>• Public transportation vehicles and riders</li> <li>• Emergency vehicles</li> <li>• Commercial vehicles</li> <li>• Slow moving vehicles</li> </ul>	

<b>ENVIRONMENTAL CONSIDERATIONS</b>	
<b>Issue</b>	<b>Comment</b>
<b>Weather &amp; Animals</b>	
<p>From an environmental perspective it is important to consider any potential impacts. Most notably is likely to be the impacts of weather or animals, including:</p> <ul style="list-style-type: none"> <li>• Possible effects of rain, fog, snow, ice, wind on design features.</li> <li>• Has snow fall accumulation been considered in the design (storage, sight distance around snowbanks, etc.)?</li> <li>• Are there any known animal travel/migration routes in surrounding areas which could affect design?</li> </ul>	



# ANNUAL AVERAGE DAILY TRAFFIC (AADT) ON STATE NUMBERED ROUTES



**ANNUAL AVERAGE DAILY TRAFFIC**

- 1 - 10,000
- 10,001 - 25,000
- 25,001 - 50,000
- 50,001 - 100,000
- 100,001 - 210,000

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## As traffic worsens, West Bridgewater police target Route 106

By Dana Trismen  
Enterprise Staff Writer

Posted Aug 23, 2013 @ 08:00 AM

Last update Aug 23, 2013 @ 08:38 AM

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WEST BRIDGEWATER — Aaron Wentz talks on his cell phone while driving on Route 106, the mouthpiece pressed to his chin as he makes a turn. As he cruises through West Bridgewater, he spots other drivers with their eyes on their lap, texting while stopped at traffic lights.

"I see danger in texting, and more danger in people talking on their phones. I know I do it, too; my van is my mobile office. But I see people not focusing," said Wentz, 37, who keeps his laptop and phone in his van at all times.

But there is one stretch of roadway in West Bridgewater that Wentz considers particularly dangerous. And while he is a Whitman resident, Wentz drives this road every day: a three-quarter mile stretch of Route 106, through which 30,000 vehicles pass daily.

Wentz's concern is echoed by statistics. Within the past year, the strip of Route 106 from Elm Square to Lincoln Street was the site of 79 accidents. Fifty-one, or 65 percent, of those accident were rear-enders, a result, police say, of distracted drivers compounded by frustration with traffic. While West Bridgewater police make attempts to stop the accidents by cracking down on texting while driving, the town has announced no new plans to curb the traffic problem.

"There are currently no planned widenings (of the roadway) or anything like that at this time," said Charles Kilmore, transportation program manager for Old Colony Planning Council.

The stretch of road in question is known locally as West Center Street and extends from North Elm Street west to Lincoln Street just east of Route 24.

Since 2010, there has been an increase of about 4,400 motorists using the road daily. This steady increase may be due in part to the influx of shopping centers and businesses. The Market Basket supermarket, which opened in October 2012 at 352 West Center St., employs about 400 employees. It alone adds another 200 people driving on the route to work each day, according to store manager John Gordon.

But some West Bridgewater residents believe the traffic is a longstanding problem not the result of a few store placements.

"It's been a mess for quite a few years," said Weston Sarty, 69.

The argument of people with this view is that Route 106 is a central location, making it attractive to motorists from surrounding communities and creating a natural bottleneck.

"The whole problem is (Route) 106 is the best way for anybody to get to Bridgewater, West Bridgewater, Halifax, Middleboro; they all come over through here," said Hugh Hurley, chairman of West Bridgewater's Planning Board. "There's no simple solution to it."

The road's popularity comes at a high cost: the sheer volume of accidents.

Lt. Victor Flaherty of the West Bridgewater Police Department said he is shocked by the number of rear-end collisions.

"When I saw the statistics of those accidents, obviously, people are distracted for some reason, and I think the main cause of distraction is texting or use of the phone," said Flaherty.

So he began the police crackdown on texting while driving.

Flaherty, who calls texting his pet peeve, has led officers on three special texting operations during which officers looked for texting among drivers.

Held in January, March and June, officers issued 115 traffic citations, which each results in a \$100 fine.

Texting while driving has been illegal since 2010, and the ban includes checking email, using a Web browser or any sort of social media. Dialing a phone to make a call or using a GPS on a phone is legal.

Flaherty said he believes the traffic problem on Route 106 contributes to the texting epidemic.

"When you have more time, you're like, 'What am I going to do next.' In traffic, people think they have the opportunity to put on their makeup, to text. It's opportunity based," he said.

The traffic snarls won't disappear any time soon. The town considered widening the road, but so far has decided against it.

The main obstacles, said Kilmore of the Old Colony Planning Council, are environmental concerns and costs.

"At some point, it definitely needs some sort of widening or capacity enhancement to improve the traffic flow," said Kilmore. "Any additional businesses put in there would make it intolerable."

Hurley, the chairman of the West Bridgewater Planning Board, said progress is being made on improving Route 106, but it is coming in small steps.

"We've been trying bit by bit when somebody does something to widen the roadway a little bit here and a little bit there," he said. "It's piecemeal, but it's coming along."

Residents, meanwhile, have noticed the efforts of police and feel their presence on Route 106.

"I haven't really seen texting while driving," said Doris Kaye, 46. "West Bridgewater police have really cracked down."

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The Boston Globe

# South

LOOKING BACK ON 2012 | ROUTE 24

## Making Route 24 less deadly

By [Emily Sweeney](#) | GLOBE STAFF DECEMBER 30, 2012



GEORGE RIZER FOR THE BOSTON GLOBE/FILE JULY 2012

Things are improving on Route 24. After several people lost their lives on the highway in the first half of 2012, State Police took a close look at their crash data and began increasing patrols on weekend nights on Route 24 and nearby Interstate 195. State troopers handed out 2,810 citations during a 10-week patrol surge and another 288 citations over Thanksgiving weekend. During that period, they made 105 operating-under-the-influence arrests, and pulled over motorists driving as fast as 117 miles per hour. Road conditions have also improved, said Charlie Kilmer, a transportation planner at the Old Colony Planning Council who travels Route 24 regularly. Line striping is better, new paving has reduced puddles, and additional antiglare screens are being installed along the median in Bridgewater, Brockton, and West Bridgewater. Kilmer said those improvements, along with the increased police presence and media coverage, have helped make Route 24 safer. “It seems like it was kind of a wake-up call for the general motoring public,” he said. Since the crackdown began, there has not been a single fatal accident on Route 24. “We pressed the road hard,” said Major Anthony Thomas, Troop D commander for the State Police. “It’s been an effective campaign, and we’re proud of it.”

Emily Sweeney

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*Emily Sweeney can be reached at [esweeney@globe.com](mailto:esweeney@globe.com).*



## COL. TIMOTHY ALBEN: Dangerous drivers are the issue on Route 24

By Col. Timothy P. Alben  
Massachusetts State Police

Posted Oct 31, 2012 @ 07:56 AM

Last update Oct 31, 2012 @ 08:24 AM

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COMMENTARY — On July 15, a wrong-way driver on Route 24 caused the deaths of two people, the latest in a series of crashes along that strip of road. Leading up to that tragic event, and over the course of several years, sections of Route 24, as well as portions of Interstate 195 in southeastern Massachusetts, had become areas of increasing public safety concerns.

The frequency of personal injury crashes and the senseless loss of life on those roadways required a closer analysis, particularly with respect to issues of inattentive, distracted and impaired vehicle operation.

And while experience and statistics would dictate that there will always be some number of fatalities on any busy highway, as protectors of those roadways, the State Police cannot be satisfied by that. For us, there is never any acceptable losses of life.

In late July, I announced what would become a 10-week, high-intensity public safety intervention program by the State Police that would seek to identify and mitigate dangerous driving behavior on those two roadways.

Commentary and speculation surrounding the history of crashes on these roadways more often suggested that engineering deficiencies or the sheer volume of traffic on Route 24 had exceeded the roadway's capacity to safely handle today's traffic volume. However, our data suggested that the overwhelming number of tragic incidents on these roadways were far more attributable to irresponsible, careless and occasionally criminal driving behavior.

Over four successive years, between 2009 and 2012, the Massachusetts State Police have made 714 arrests of individuals for operating under the influence of alcohol, just in those areas of Routes 24 and 195 covered by our Middleboro and Dartmouth barracks. Despite that consistent State Police presence, the incidences of vehicle crashes and injuries continued, occasionally with catastrophic consequences. Targeting weekend and late-night traffic, we directed 11 additional patrols on both Friday and Saturday nights between 8 p.m. and 4 a.m. Over the 10 weeks, there were 90 arrests for operating under the influence of alcohol; 2,810 civil infraction citations issued; and 218 seatbelt violations issued. Why highlight these three areas? Because these violations underscore risk factors that contribute directly to crashes and the subsequent loss of life or serious injury.

We encountered the highest number of impaired drivers between the hours of 1 and 4 a.m. — exactly when you'd expect people to be leaving bars, nightclubs and parties.

Sixteen of those arrested for OUI were multiple offenders, including individuals who were fourth-, fifth- and sixth-time offenders. Indeed, during the patrol initiative, one out of every 32 motor vehicle stops we made on the targeted roadways resulted in an OUI arrest.

All the physical road improvements that we might conceive of won't change the risks presented by such irresponsible and criminal behavior.

No one wants police positioned every mile on a roadway or at every intersection. Enforcement is an important aspect of safe roadways, but it does not supplant individual responsibility for safe and sober driving.

Law enforcement will continue to do its part, and the automobile industry is doing its part with safety innovations, but the message of individual responsibility must once again resonate.

Use a designated driver; buckle up; place the cellphone down while operating a car; and pay attention to the serious business of safely operating a vehicle. It will save your life, or the life of someone you love, or the life of someone you don't know but who is loved by others.



Col. Timothy P. Alben heads the Massachusetts State Police.

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## Crash on Route 24 in West Bridgewater hospitalizes one

By Justin Graeber  
Enterprise Staff Writer

Posted Sep 06, 2012 @ 09:40 AM

WEST BRIDGEWATER — A man was transported to a Brockton hospital after a roll over accident on Route 24 Wednesday night.

The Fire Department sent one engine and an ambulance to Route 24 southbound near the Route 106 exit at 7:22 p.m., officials said. They found a single car had rolled over and struck the guardrail.

A 56-year-old man was taken by ambulance to Good Samaritan Medial Center in Brockton. Updates on his condition were not available Thursday morning.

Justin Graeber may be reached at [jgraeber@enterpriseneews.com](mailto:jgraeber@enterpriseneews.com) or follow him on Twitter @justingraeber.

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## Drivers refuse to slow down on Route 24

Holiday weekend nets 10 drunken drivers on Route 24, Interstate 195

By Justin Graeber

**Enterprise Staff Writer**

Posted Sep 05, 2012 @ 06:01 AM

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BROCKTON — The state police have been stepping up weekend patrols on Route 24, but drunk drivers and speeders don't seem to be getting the message.

In the sixth week of the "patrol surge" on Route 24 and Interstate 195, state troopers said they made 10 arrests for drunk driving, 14 arrests for other charges, issued six criminal citations and 263 non-criminal citations.

One of the arrestees, Aengus Dlouhy, 44, of Dartmouth was charged with his sixth drunk driving offense. Dlouhy was arrested on Interstate 195 on Friday night. Two of the drunk driving arrests happened on Route 24.

This raises the total of drunk driving arrests to 55 since the surge began in early August. Of the 55 arrests, other than Dlouhy's, 44 were for first offense, seven were for second offense, two were for third offense and one was for fourth offense.

Speed was also a factor in many of the citations. This weekend, three operators stopped for speeding were clocked at speeds of 104, 107, and 110 mph.

The surge deploys 11 additional patrols on Route 24 and Interstate 195 from 8 p.m. Friday to 4 a.m. Saturday and again from 8 p.m. Saturday to 4 a.m. Sunday.

In addition to the drunk drivers, the six-week totals for the increased patrols include:

56 other arrests,

42 criminal summons issued,

1,640 citations written for various motor vehicle violations.

The extra patrols will run through September.

Justin Graeber may be reached at [jgraeber@enterpriseneews.com](mailto:jgraeber@enterpriseneews.com) or follow him on Twitter [@justingraeber](#).

**READ MORE** about the danger of Route 24.

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## State police cracking down on Route 24 truckers

By Erin Shannon

**Enterprise Staff Writer**

Posted Aug 29, 2012 @ 06:01 AM

Last update Aug 29, 2012 @ 09:40 AM

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STOUGHTON — The highway is the office for commercial truckers, so the trucking industry is working to make sure it's safe.

In recent years, more and more commercial trucks are becoming equipped with electronic systems that can curb accidents, according to the American Trucking Association.

The ATA supports these electronic systems including roll-over stability, which causes a truck to automatically brake if it senses it could tip, and forward radar, which senses when a truck is too close to another vehicle.

"More and more fleets are looking at them as safety investments and weighing the cost of the technology versus the cost of an accident," said Sean McNally, spokesman for the ATA. "Just one accident, it pays for itself."

A recent accident on Route 24 involving a tipped tractor trailer shut down a busy on-ramp for several hours during the Monday evening commute.

An open trailer, 18-wheeler hauling stainless steel scrap tipped while on the on-ramp northbound from Route 139 in Stoughton. The accident caused debris to litter the road, resulting in a road closure for cleanup, the state police said.

Interstate Wrecker Service, of Canton, cleaned up the scrap metal that was piled all over the road and hauled it away. An Interstate worker said that metal will be picked up and returned to the owner.

No citations have been issued to the driver, who was not injured, or the Pennsylvania-Night Train Express, and the cause of the accident is still under investigation, the state police relations office said.

A state Department of Transportation official said truck accidents are not more common types of vehicles but they are more notable.

"For trucks, the major problem that we seem to have is rollovers, which is generally due to fast speeds on ramps, or the major thing that causes accidents is when they get cut off by a car," said Broderick, chief engineer at Mass DOT.

The State Police Commercial Vehicle Enforcement Section have conducted targeted patrols on the last two weekends and have pulled over 19 speeding trucks, conducted 28 vehicle inspections, written 49 citations and taken two trucks out of service, one for faulty breaks and one having a suspended license.

This crackdown is being conducted in conjunction with a patrol surge by police during the curfew to curb reckless driving on Route 24 and Interstate 195.

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“We’re supportive of law enforcement and we’re supportive of their efforts to do what bad actors off the road,” said McNally. “We are proponents of slowing down not just to vehicles.”

The ATA supports a national speed limit of 65 miles per hour for all roads and vehicle:

Motorists should always be alert when driving near trucks said Broderick.

“Anytime someone sees a truck on the highway they have to remember because of the weight of the truck, it is going to take a lot longer for that truck to stop,” said Broderic a little bit of distance. It is not like driving a car.”

Erin Shannon may be reached at [eshannon@enterprisenews.com](mailto:eshannon@enterprisenews.com) or follow her o @Erin\_Enterprise.

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In an effort to address the high number of fatal and serious accidents on area roadways this year, Massachusetts state police have stepped up weekend patrols after 8 p.m. along Route 24 and Interstate 195. In the first weekend of their "surge," troopers arrested nine motorists for operating under the influence last weekend. They also issued 222 tickets and arrested six people on warrants for misdemeanors.

"This is just the beginning," State Police Col. Timothy P. Alben said. "With a continued effort over the next two months, we will, without question, make a difference on those roads." Troopers will be on the lookout for aggressive drivers or those showing signs of driving while intoxicated. While patrols could be tripled on some weekend nights, a police surge only puts a Band-Aid on a hemorrhaging wound: The large numbers of inebriated – as well as dangerous, distracted and aggressive drivers on our roads.

While state police are now stepping up efforts to patrol the highways, that puts troopers in danger, particularly since many sections of Route 24 have narrow shoulders. The danger – especially on Route 24 – goes well beyond intoxicated drivers on weekends, though. Daily commuters on Route 24 frequently feel as if they're taking their lives into their hands just getting to and from work every day.

"People just drive too fast," said Tom Fisher of Randolph. "I drive 60 mph in the right lane and people are whipping in and out and by me."

Many drivers feel that the road is a death trap. Laura Conroy has driven from Middleboro to Canton every workday for the past 29 years. "The drivers on the highway are reckless and have become even more reckless in the last few years," she said.

Twelve people have died in accidents on Route 24 in as many months, the latest claiming the life of a pedestrian who was walking along the road in Randolph on Sunday. More people have died in Route 24 crashes this year than in the years 2006-2009 combined.

Certainly, the poor design of Route 24 – built in 1952, before today's volume of traffic and levels of distraction could have been envisioned – is part of the problem. But the addition of more interchanges to accommodate growth in the region have also added to the problem.

Stretches of the highway in Raynham and Taunton were the most dangerous, according to 2009 statistics, the most recent available with 113 and 100 accidents, respectively. The problem is exacerbated by a lack of public transportation options and more jobs in the region, which forces more daily commuters onto the road.

To address the design flaws of Route 24, regional and state planners have pitched the idea of Route 24 becoming an interstate highway. That would qualify the roadway for federal funding in the future. But before it could be approved as an interstate, the state would have to upgrade interchanges to bring them up to federal standards. That could cost \$1 billion.

State transportation officials have a responsibility to address the safety deficiencies on Route 24, including investigating the feasibility of making this major, heavily traveled highway an interstate. State police should continue to patrol this dangerous road – beyond a two-month "surge" – to help calm traffic and take dangerous motorists off the road.

But the primary responsibility lies with all motorists, and not just those who use Route 24. Exercise common sense and courtesy, slow down and allow for extra time to get to your destination and leave plenty of space between vehicles. Ignore the phone, electronic devices or other distractions when you are behind the wheel and focus your attention to the road. The life you save by exercising a little care and courtesy could be your own.

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# TAUNTON DAILY GAZETTE

## OUR VIEW: Finding the keys to improving Route 24 safety

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Posted Jul 31, 2012 @ 06:45 PM

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In an effort to address the high number of fatal and serious accidents on area roadways this year, Massachusetts State Police have stepped up weekend patrols after 8 p.m. along Route 24 and Interstate 195. In the **first weekend of their "surge,"** troopers arrested nine motorists for operating under the influence last weekend. They also issued 222 tickets and arrested six people on warrants for misdemeanors.

"This is just the beginning," State Police Col. Timothy P. Alben said. "With a continued effort over the next two months, we will, without question, make a difference on those roads." Troopers will be on the lookout for aggressive drivers or those showing signs of driving while intoxicated. While patrols could be tripled on some weekend nights, a police surge only puts a Band-Aid on a hemorrhaging wound: The

large numbers of inebriated — as well as otherwise dangerous, distracted and aggressive drivers on our roads.

While State Police are now stepping up efforts to patrol the highways, that puts troopers in danger, particularly since many sections of Route 24 have narrow shoulders. The danger — especially on Route 24 — goes well beyond intoxicated drivers on weekends, though.

Daily commuters on Route 24 frequently feel as if they're taking their life into their hands just getting to and from work every day. "Drive as if your life depends on it, 'cause on 24, it does," said Steven Curran, a Freetown resident who commutes from Freetown to Randolph every weekday.

Many drivers feel that the road is a death trap. "Route 24 progressively gets more aggressive the further north (I travel). I don't feel safe," Fall River resident Amy Bednarz wrote on the social networking site, Twitter, after her Monday morning commute to Randolph. After her evening commute on Monday, she recounted the many traffic hazards encountered. "Just driving home from Randolph, I watched cars tailgating, flashing their lights, swerving, going way over (the) speed limit," she tweeted.

In an effort to slow traffic down, police have put new electronic signs up on the road warning, "Slow Down, "Speed Kills." On Route 24, during the past year, that has certainly proven to be the case. Twelve people have died in accidents on Route 24 in as many months, the latest claiming the life of a pedestrian who was walking along the road in Randolph on Sunday. More people have died in **Route 24 crashes this year** than in the years 2006-2009 combined.

Certainly, the poor design of Route 24 — built in 1952, before today's volume of traffic and levels of distraction could have been envisioned — is part of the problem. But the addition of more interchanges to accommodate growth in the region have also added to the problem. There are more than 30 exits in the 42.8 miles from Fall River to Randolph, many of them short with sharp turns, offering limited space for merging onto the highway.

Stretches of the highway in Raynham and Taunton were the most dangerous, according to 2009 statistics, the most recent available with 113 and 100 accidents respectively. The problem is exacerbated by a lack of public transportation options and jobs along the SouthCoast, which forces more daily commuters onto the road.

To address the **design flaws of Route 24, regional and state planners have pitched the idea of Route 24 becoming an interstate highway.** That would qualify the roadway for federal funding in the future. But before it could be approved as an interstate, the state would have to upgrade interchanges to bring them up to federal standards. That could cost nearly \$1 billion.

According to the last estimates, which were done back in 1998, the price was estimated at \$887 million. And the construction would pose even more dangers and congestion. Other problems include narrow sections of the roadway, offering little "drift room" for motorists, some of whom have become increasingly distracted by electronic devices in recent years.

State transportation officials have a responsibility to address the safety deficiencies on Route 24, including investigating the feasibility of making this major, heavily traveled highway an interstate. State police should continue to patrol this dangerous road — beyond a two-month "surge" — to help calm traffic and take dangerous motorists off of the road.

But the primary **responsibility lies with all motorists** — and not just those who use Route 24. Exercise common sense and courtesy, slow down and allow for extra time to get to your destination and leave plenty of space between vehicles. Ignore the phone, electronic devices or other distractions when you're behind the wheel and focus your attention to the road. The life you save by exercising a little care and courtesy could be your own.

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## Problems of Route 24 persist without a plan to fix them

Second of a two-part series

By Justin Graeber

Enterprise Staff Writer

Posted Jul 30, 2012 @ 06:01 AM

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BROCKTON — It was built beginning in the early 1950s to link the major cities of southeastern Massachusetts — Fall River, New Bedford, Taunton and Brockton — to Boston. While it has served that purpose, providing a corridor to the capital city, Route 24 has also evolved into a model of highway dysfunction.

The upshot is that there are too many short, sharp on and off ramps that are too close together. Getting on the highway with only a few car lengths before you're in 60-70 mph traffic takes nerve, and a heavy foot on the gas pedal.

"Merging vehicles try to get up to speed ... you're competing for that space in the traffic flow," said Charles Kilmer of the Old Colony Planning Council.

Getting off the road safely takes just as much skill.

It's the nub of the problem for regional and state planners who would like to see Route 24 become an interstate highway, thus qualifying it for federal funds.

But to get federal money to make the highway safer, the state would first have to bring the existing interchanges along Route 24 up to federal standards. And the last estimate on what that would cost, done in 1998, was \$887 million. That 14-year-old cost study also said that \$225 million would be needed to fix the interchanges from Bridgewater to Stoughton alone.

"An interstate would provide longer tapers on the ramps," Kilmer said, making them safer for drivers exiting and entering Route 24. "But there's just not enough money in the state system to bring it up to spec."

There are other design-related issues with the 42.8-mile road from Fall River to Randolph. The shoulder, especially on the left-hand side of the road in both directions, near the barrier is tiny and in some spots non-existent. There is no room for even the slightest drift.

"(Vehicles) hit the barrier and bounce into traffic," he said.

Because of the lack of space on the sides of the road, even minor accidents can cause massive traffic tie-ups.

Some improvements have been made. The road was rebuilt and repaved from Avon to Raynham after a 2007 audit showed the road was in particularly bad shape.

"It drains better, the lines are more visible at night," Kilmer said.

The state also made superficial improvements to the interchanges. "They put wider white striping to make it more visible, more prevalent, just to help define the area better," he said.

Kilmer said that if major highway work isn't a possibility, state officials have few options to make the road safer.

"In the short term, enhanced police enforcement, things that (the state transportation department) can do to bring it to people's attention; slow down, don't drive distracted," he said.

The deaths of three people, including a 12-year-old girl, in accidents this month on Route 24 have had an effect.

Commuter Ginny Crowley has noticed a change in behavior recently.

"This morning," she said, "I noticed that vehicles were going much closer to the speed limit and were farther apart from each other than usual."

On Thursday, state police announced they'll have more cruisers on Route 24 during the weekends through the summer. They'll be looking for some of the same factors that contributed to the deaths this month on the highway: people not wearing seatbelts and wrong-way drivers.

The state has also erected flashing signs in the median strip that deliver the message: "Speed kills. Slow down."

Justin Graeber may be reached at [jgraeber@enterpriseneews.com](mailto:jgraeber@enterpriseneews.com).

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# Enterprise news.com

BREAKING NEWS VIDEO: State police announce beefed-up Route 24 patrols

## VIDEO: State police announce beefed-up Route 24 patrols

By Amy Carboneau  
Enterprise Staff Writer

Posted Jul 26, 2012 @ 11:34 AM

Last update Jul 26, 2012 @ 02:29 PM

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BRIDGEWATER — State police will add 11 additional patrols to Route 24 and Interstate 195 during overnight hours to crack down on speeders and other dangerous drivers, and to remind all motorists to drive safely.

The patrols – staffed by troopers from the Middleboro and North Dartmouth barracks – will be added mostly on Friday and Saturday nights, from 8 p.m. to 4 a.m., through the rest of the summer. That's the time state police said the majority of serious accidents occur.

Right now, state police dispatch three patrols and have one desk officer from each barracks during those hours.

The beefed-up patrols come after two fatalities and several serious accidents on Route 24 this month alone.

State Police Superintendent Colonel Timothy Alben said in a press conference Thursday morning at the Bridgewater service area on Route 24 that they plan to patrol aggressively.

"We will monitor the impact of this initiative and provide the necessary resources to address this problem as we see it," he said.

"Motorists must do their part as well," he added. "Obey the speed limit, never drive while impaired, do not text or email while operating the vehicle, please wear your seat belts, and respect the drivers around you, especially their right not to have their safety jeopardized."

The troopers will be paid overtime for the additional patrols. Officials did not immediately have a total cost on Thursday.

Police have said different factors are responsible for the accidents, including impaired drivers, failure to wear seatbelts and wrong-way drivers.

More than 128,000 motorists daily navigate Route 24 at its busiest point. It's considered one of the most hazardous highways in the state, with its straightaway design ideal for speeders and other dangerous drivers.

Between Jan. 1, 2011 and July 17, 2012, the state police Collision Analysis and Reconstruction Section responded to 16 serious accidents along Route 24. Eleven of those resulted in fatalities, and five resulted in serious bodily injury.

Recent incidents on Route 24 include:

On July 8, a Canton man was seriously injured and two others were hurt in a three-car accident near Exit 17 in Brockton.

On July 12, a 12-year-old Norton girl died after police said a tire blew on the vehicle in which she was a passenger, causing it to flip over in Avon.

On July 15, a crash caused by a wrong-way driver claimed the life of a Rhode Island man and the driver, a 19-year-old woman from Mansfield, and injured three other people on the West Bridgewater stretch of the highway.

On July 16, there were two separate single-car crashes in the Bridgewater area.

On July 19, a shoplifting suspect going 100 mph led Stoughton police on a chase down Route 24 before she was arrested in Brockton.

Amy Carboneau may be reached at [acarboneau@enterpriseneews.com](mailto:acarboneau@enterpriseneews.com), or follow her on Twitter @amycarboneau.

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## VIDEO: After two recent deaths, state police cracking down on dangerous drivers on Route 24

By Amy Carboneau  
Enterprise Staff Writer  
Posted Jul 26, 2012 @ 06:01 AM

### Video



[Traveling on dangerous Route 24](#)

BRIDGEWATER — Area residents who frequent Route 24 may already have noticed state police cruisers pulling drivers over and watching passing motorists from various locations.

Now, state police plan to ramp up those patrols after two fatal crashes on Route 24 this month and other serious accidents in recent weeks, police said.

Police said they will also beef up patrols on Interstate 195, which extends through the Fall River and New Bedford areas.

State police Supt. Col. Timothy Alben, Troop D Commander Maj. Anthony Thomas and a representative from the state Department of Transportation were to announce details for the “proactive patrol initiative” at 9:30 a.m. today at the Burger King service plaza on Route 24 northbound in Bridgewater.

Police said different factors are responsible for the accidents, including impaired drivers, failure to wear seatbelts and wrong-way drivers.

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## Beefed-up patrols on Route 24, I-195 net nine drunk drivers; 222 tickets issued

By Maria Papadopoulos

Enterprise Staff Writer

Posted Jul 30, 2012 @ 12:18 PM

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It was not part of the targeted patrols on Route 24, but state police also arrested an Ohio man and charged him with drunken driving and driving the wrong way early Monday morning on Route 140 in New Bedford, state police said. State police received several calls just after midnight reporting a driver traveling northbound in the southbound lanes of Route 140 in New Bedford.

Trooper Brendan Roper used his siren and blue emergency lights and his spotlight to signal Robert Pina, 45, of West Chester, Ohio. State police said Pina looked over at the marked state police cruiser and continued to drive his car down the road.

Freetown police responded and positioned a police cruiser in the breakdown lane with emergency lights and officers set up a vehicle tire-deflation device in the middle of Route 140, state police said. Pina's car came to a stop just before the tire-deflation device and pulled over into the breakdown lane.

Pina's eyes were "glassy, bloodshot," he had a strong odor of an alcohol on his breath, and he failed several sobriety tests, state police said.

Pina was charged with operating under the influence of liquor, negligent operation, and wrong-way operation. He was set to be arraigned Monday in New Bedford District Court.

State police deployed 11 additional patrols on Routes 24 and I-195 on Friday and Saturday. The extra patrols ran from 8 p.m. Friday to 4 a.m. Saturday and from 8 p.m. Saturday to 4 a.m. Sunday, and will continue through September. They compliment regular patrols of the Middleboro and Dartmouth barracks.

Maria Papadopoulos may be reached at [mpapadopoulos@enterprisenews.com](mailto:mpapadopoulos@enterprisenews.com).

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BROCKTON — State police netted nine drunk drivers – including one going the wrong way and another who nearly struck a trooper on construction detail – on Friday and Saturday nights during the first weekend of beefed-up patrols on Route 24 and I-195, state police said.

State police – who also issued 222 citations to drivers – are “very pleased” with the results of the first patrol surge, state police spokesperson David Procopio said Monday.

“The troopers assigned to this initiative did a great job on the first two nights. But we are just beginning,” he said. “We will be out there overnight every Friday and Saturday through the end of September, and we will keep hammering any motorist who puts the lives of others in danger. We will make these roads a very difficult place to drive if you're drunk, distracted, or aggressive.”

The statistics for the first weekend were released Monday. State police announced Thursday they are nearly tripling patrols on Route 24 and I-195 on Friday and Saturday nights through September, after a string of recent fatal crashes on Route 24.

Locally, two horrific accidents – one in Avon on July 12 and the other in West Bridgewater on July 15 – claimed three lives, including a 12-year-old girl from Norton.

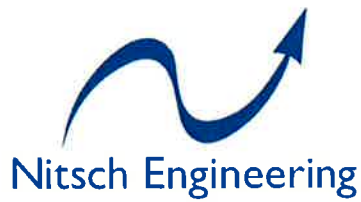
Two drunk drivers were arrested Friday night, while seven more were arrested Saturday night, state police said.

Early Sunday morning, troopers arrested one of the alleged drunk drivers, Nicholas Pilla, 25, of New Bedford, after he drove the wrong way – northbound on the southbound side of Route 24 in Berkley at 3:15 a.m.

Troopers said Pilla's eyes were “glassy and bloodshot” and his breath smelled like alcohol. Pilla was charged with operating the influence of liquor and negligent operation after troopers performed several field-sobriety tests, police said.

Early Saturday morning, a Brockton man arrested for drunken driving was among two drivers seriously injured in a two-car crash on Route 24 northbound, north of Exit 8 in Freetown at 1:35 a.m., state police said.

Jose Perez, 49, of Brockton, who was driving a 1999 Ford Mustang, was charged with operating under the influence, negligent operation, and marked lanes violation. Perez and the other driver, a 24-year-old Middleboro woman driving a 2000 Chevrolet Cavalier, were both sent to Rhode Island Hospital with serious but non life-threatening injuries, state police said.



# Nearby Communities Impact Report for Raynham Park Casino Raynham, Massachusetts



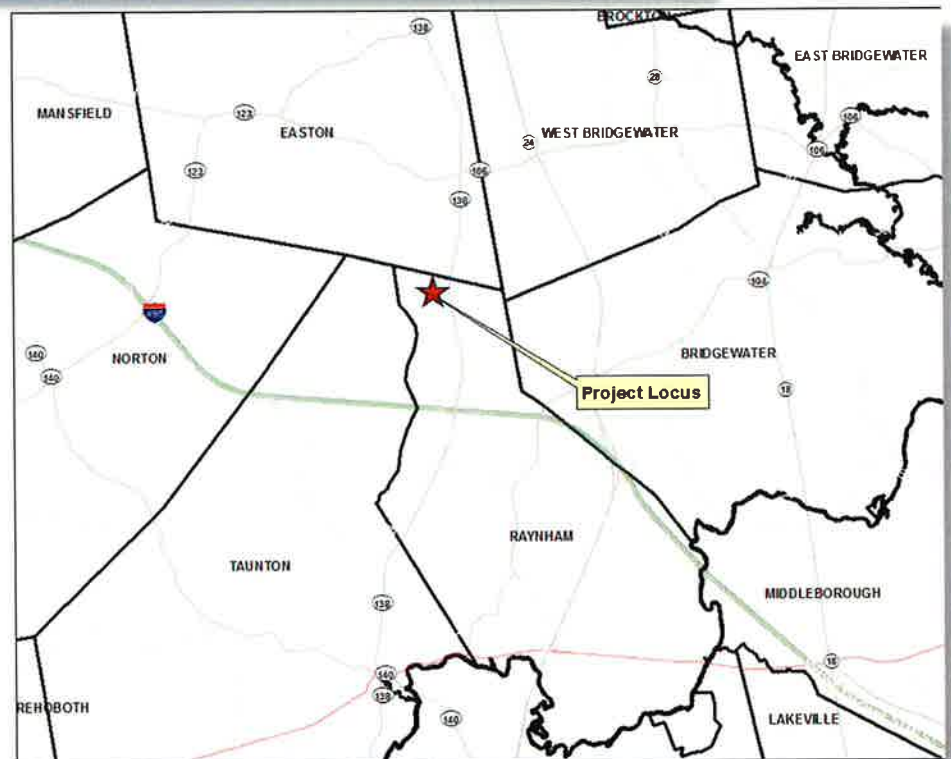
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September 2013



**Raynham Park Nearby Communities Impact Report**  
Raynham, MA

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## 1.0 INTRODUCTION

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### 1.1 EXECUTIVE SUMMARY

Raynham Park LLC is proposing to redevelop the existing Raynham Park site with a new 175,000-square-foot facility that will house a slot casino, special event venue, and associated site and utility improvements (collectively, the "Project"). The Project will be licensed under M.G.L. c. 23K, § 2 and the Massachusetts Gaming Commission's Regulations (205 CMR110.00).

Raynham Park Casino is being permitted as a Category 2 license and will be investing \$125,000,000 in capital improvements. This project is smaller than a "destination" casino proposed under Category 1 and as a result will have less of an impact on nearby communities.

This report explores and summarizes the listed impacts to nearby communities within the Gaming Commission Regulations, then identifies the potential impacts to the nearby communities, and reviews the proposed project and actual impacts to the nearby communities. That process has led to the following conclusions:

- The Project location in the northern portion of Raynham, with its existing roadway network and convenient access via Interstate 495 and Route 24, minimizes impacts to roadways in nearby communities.
  - The proposed traffic light at the site entrance on Route 138 will help to mitigate traffic impacts on Route 138.
- The existing site has a historical and current gaming use, and the continuation and expansion of that use does not create significant adverse impacts to nearby communities (when compared to a project site with no existing gaming use).
- The proposed improvements to stormwater management, including greening of the site by over 25%, will result in a substantial improvement to the water quality of the stormwater runoff from the site to the Hockomock Swamp. This improves the environmental condition of the nearby communities.
- The nearby communities of Norton, Taunton, East Bridgewater, Bridgewater, and Middleborough were found not to be significantly and adversely impacted with respect to their proximity to the site, casino project generated traffic (either during construction or operations) or demands for municipal services. The proposed mitigation included in the Project contributes significantly to this finding of no significant and adverse impact.
- The Town of Easton will be impacted. – Transportation and Construction
  - Transportation impact from the project: MassDOT has already prepared the 25% design plans for improvements to Route 138/106 intersection. The proposed 25% design plans will provide mitigation for traffic impacts from the Project. The 25% design plans have been reviewed by the Proponent's design team and the only suggested revisions would be to extend some of the turning lanes and optimize sequencing lights. The Proponent is meeting with MassDOT to discuss the project and to discuss the proposed improvement project for Route 138/106 intersection.

- Transportation impact during construction: A traffic management plan will be prepared for construction activities and the plan will recommend use of 495 to avoid trips through Easton and Route 138/106 intersection. The final traffic management plan will be coordinated with MassDOT, the Town of Raynham, and the Town of Easton.
- Municipal Services impacts: – The Proponent is working with Town of Raynham to ensure that adequate resources will be dedicated to the Project Site to avoid/minimize reliance on Police and Fire in Easton.

## 1.2 HOST AND SURROUNDING COMMUNITIES

The Massachusetts gaming licensing process for a casino requires the proponent of the license application to pursue agreements with both the Host Community – the municipality where the casino or slot facility is proposed to be located – and Surrounding Communities – the municipalities in proximity to the Host Community that the Commission believes are likely to be impacted by the development and operation of the casino or slot facility. Section 2 of this report includes a more detailed description of Surrounding Communities and potential impacts. The project's Proponent is Raynham Park LLC c/o Greenwood Gaming and Entertainment, Inc. 2999 Street Road Bensalem PA 19020.

This report explores the **potential** impacts and proposed mitigation for communities within close proximity to the proposed slots facility to be located at the current Raynham Park (1958 Broadway, Raynham, Massachusetts). For more detailed project information, please see the Environmental Notification Form prepared for the project.

The Proponent has been working with the host Community (Raynham) in developing appropriate mitigation for the proposed Project's impacts on Raynham. The mitigation includes reduction of impervious area on site, installation of a new traffic lights at the entrance, improvements to the Route 138 along the Project's frontage, etc. The Host Community Agreement provides further mitigation for the proposed Project. For additional information and detail on project impacts and proposed mitigation on the Host Community see the Environmental Notification Form submitted to MEPA.

## 1.3 PROJECT SUMMARY

The Raynham Park Casino is a redevelopment project that is proposed on a 99-acre parcel located at 1958 Broadway in Raynham, Massachusetts (subsequently referred to as the "Site"). The Site is located in north Raynham, near the Easton/Raynham town line, and is bounded by wetlands and property owned by the Commonwealth along the Easton/Raynham Town Line to the north, Broadway (Route 138) to the east, industrial use and existing residences to the south, and the former Penn Central Railroad to the west.



*Existing Conditions (2008 USGS Orthophoto)*

#### **1.4 HISTORICAL BACKGROUND**

The Raynham-Taunton Greyhound Park opened in the early 1940s and continues operation today. The Park was established as a live greyhound racing facility from the 1940s-2010 and included a grandstand, track, approximately 4,000 parking spaces, and over 50 dog kennels. In 1971, the Park became the first greyhound track to hold races seven days a week. The Park set a world record for collecting \$240 million in dog racing revenue in one year in 1989.



**1971 Aerial Photograph**

When dog racing was banned in Massachusetts on January 1, 2010, the facility evolved into a simulcast racing center for greyhound, thoroughbred, and harness racing. As a result of the ban, the staff of 600 was reduced by approximately 2/3. The Park has continued to operate as a simulcast center since 2010, and the track and kennels have since been abandoned. The western portion of the site (behind the abandoned race track) is now used to store telephone/utility poles. The north-central area of the Site has been converted to the Patriot Recycling Corporation facility for soil screening, asphalt, brick, concrete, and shingle recycling. Two other areas of the existing parking lot have been modified as a tractor-trailer driver training course.



## 1.5 PROPOSED PROJECT

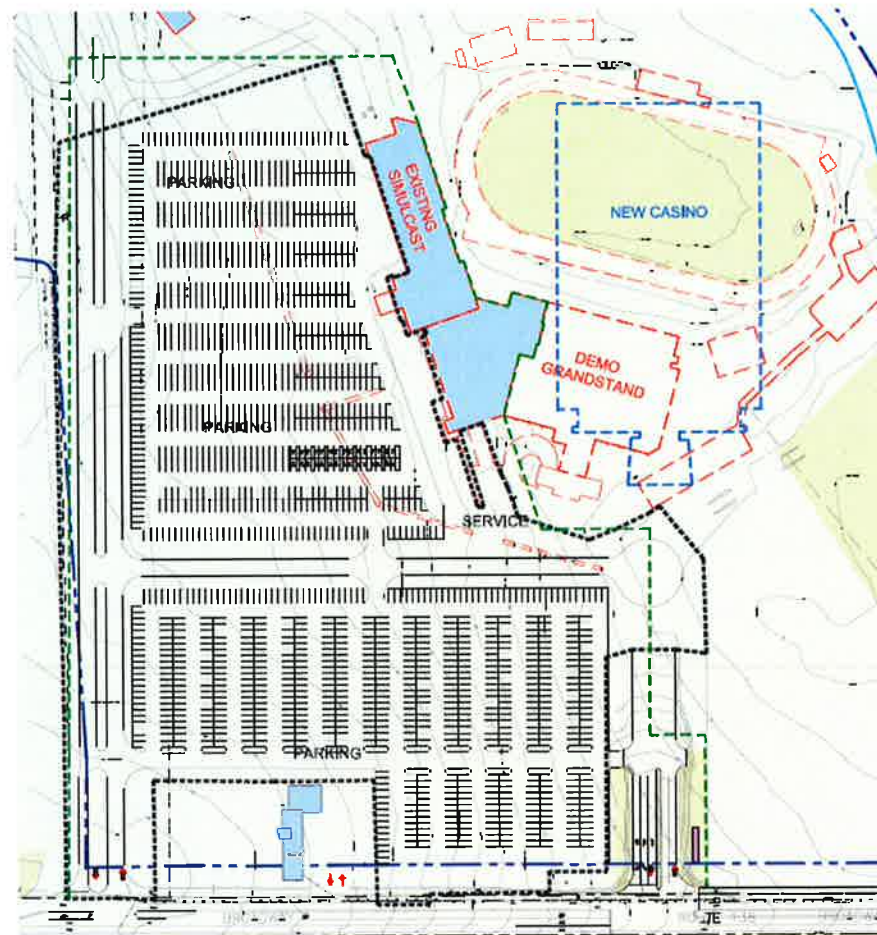
The proposed work includes the demolition of the existing facility and dog track operation, including the main buildings, 16 out buildings, existing kennel buildings, track, parking lots, and Sunoco Gas Station, to allow for the construction of a new 175,000-square-foot facility that will house a slot casino, special event venue, and hotel, as well as associated site and utility improvements (collectively, the "Project").

The Project will be constructed in three phases. Phase 1 includes renovations to the existing building to open a temporary slot casino, which will be operational five and half months after the state gaming license is issued. The temporary casino will be operational during the construction of the permanent casino in Phase 2, and will then be demolished.

Phase 3 includes expansion of the entertainment facilities and new hotel. The timing of Phase 3 will be determined after Phase 1 and 2 are completed and will be based on market demand.

### Phase 1 – Temporary Slot Casino

- Renovate existing simulcast building into a temporary slot casino.
- Open temporary slot casino and keep operational through construction of permanent slot casino and associated site improvements.



***Phase 1: Temporary Casino and Parking Layout***



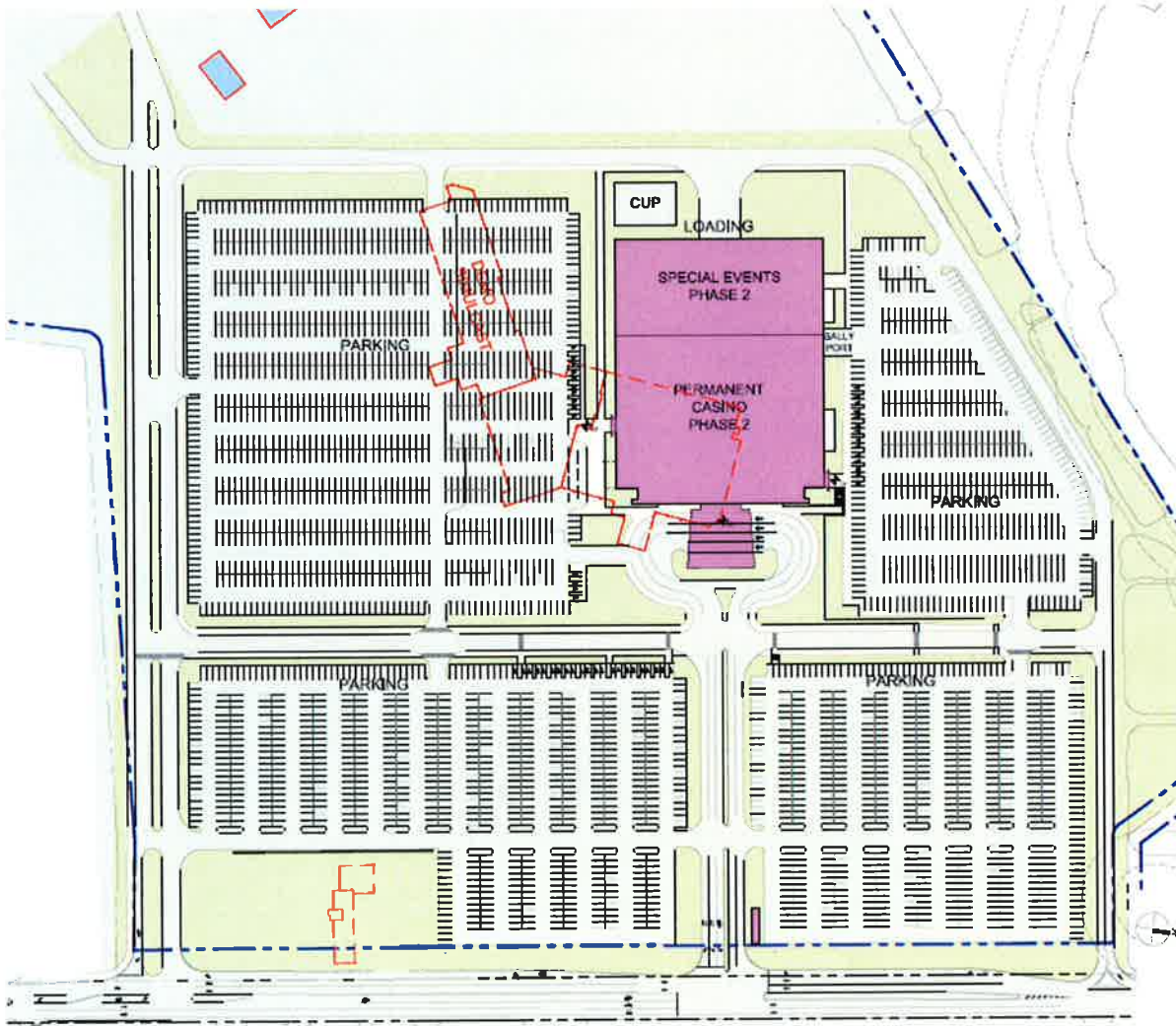
***Phase 1: Temporary Casino Rendering***

Phase 2 – Permanent Slot Casino (This Phase is the submittal for Category 2 License)

- Construct new slot casino and event venue (phase 2A).
- Construct new parking lot, utility services, and stormwater management practices (phase 2A).
- Transfer slots and simulcast from the temporary facility to new facility.
- Demolish temporary slot casino. Maintain adjacent parking area until parking lots (phase 2B and 2C) are constructed.
- Construct new parking lot (phase 2B).
- Construct new parking lot (phase 2C).
- Construct new parking lot (phase 2D).



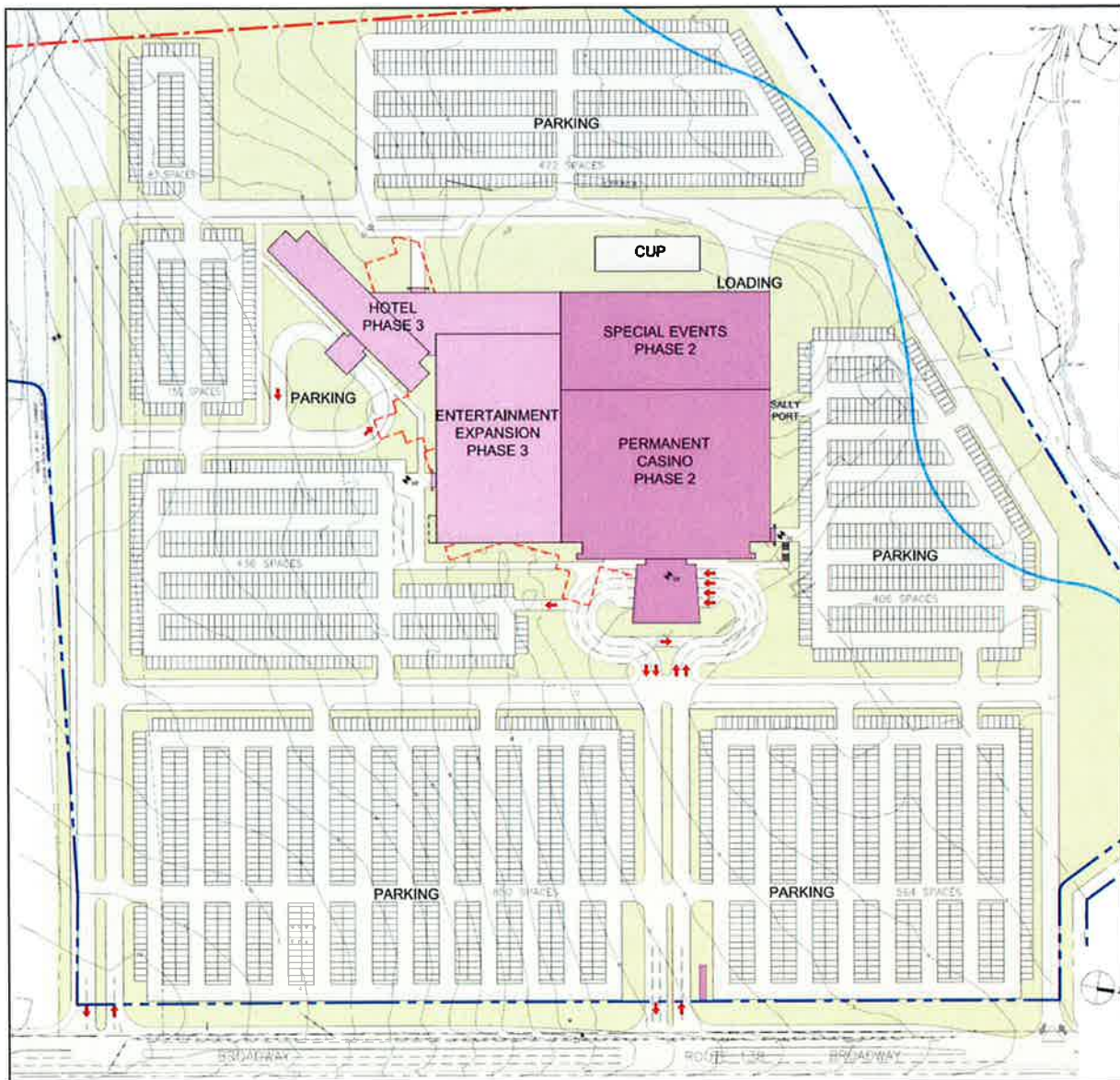
***Phase 2: Slots Casino Rendering***



**Phase 2: Building and Parking Layout**

Phase 3 – Expansion of Entertainment Venues and Hotel (This future phase will be market driven)

- Construct new slot casino and event venue (phase 2A).
- Expand Entertainment/Meeting Facilities.
- Construct a hotel.



**Proposed Building and Parking Layout (Phases 2-3)**

## 1.6 CONSISTENCY WITH PLANNING

The Project will be designed to be consistent with the short- and long-term goals of local and regional planning policies. The Site is located in the Southeastern Regional Planning & Economic Development District, which issued an update to their Comprehensive Economic Development Plan in June 2012. The following goals were outlined in the report, and have been considered during the planning and design of the Project:

- A. Support the development of small business and new startups in the region.  
The Project will provide revenue for the Town of Raynham and the southeast region of Massachusetts. It is also anticipated that 600 permanent jobs will be created. A portion of the funding provided to Raynham through the Host Community Agreement is dedicated to improving the façade for Route 138. In addition, Greenwood's gaming's casino in Bensalem, PA has spawned the growth of the restaurant business along the major corridor on which the casino is located. Similar development is expected for Raynham.
- B. Support the development of infrastructure for economic development.  
The existing site has roadway and utility infrastructure, which will be improved as part of the Project.
- C. Pursue sustainable development and enhance the region's quality of life.  
The Project will reduce environmental impacts to the surrounding area and will enhance the long-term environmental and economic health of the region through the construction of energy-efficient and LEED-certified structures, and environmental mitigation.
- D. Broaden region's economic profile; promote employment opportunities in emerging sectors such as marine science, biotech, and the creative economy.  
The construction of a slot casino, hotel, and entertainment venue will provide employment in a variety of sectors.
- E. Provide institutional support for economic development.  
The Proponent has entered into a Host Community Agreement with the Town of Raynham, who is supportive of the Project, and will continue working with the Town and its consultants throughout the design and permitting process.

## 1.7 CONSISTENCY WITH RAYNHAM ZONING

The Project is being designed to be consistent with the Town of Raynham Zoning Bylaw. The Site is located within the Industrial District, which is an area planned for economic development. The following is a list of requirements under the Zoning Bylaws (dated May 18, 2009) Sections V and 5.1:

Maximum Building Height:	40 feet (Higher with Special Permit)
Minimum Frontage:	150 feet
Minimum Depth:	100 feet
Minimum Lot Area:	30,000 square feet
Minimum Front Yard:	45 feet
Minimum Side Yard:	20 feet
Minimum Rear Yard:	20 feet

It is anticipated that a Special Permit for building height will be required. The Proponent will coordinate with the Raynham Planning Board and Zoning Board of Appeals as required.

## 2.0 PERMITTING CONTEXT

The anticipated federal, state, and municipal permits and approvals required for the Project are summarized in Table 1-1, below.

**Table 1-1 Anticipated Federal, State, and Municipal Permits and Approvals**

	<b>Issuing Authority</b>	<b>Permit/Approval</b>
<b>Federal</b>	Environmental Protection Agency	National Pollutant Discharge Elimination System (NPDES) Construction General Permit – Notice of Intent/Notice of Termination
	Massachusetts Gaming Commission	Gaming License
<b>State</b>	Executive Office of Energy and Environmental Affairs	Massachusetts Environmental Policy Act Review
	Massachusetts Department of Environmental Protection	Sewer Connection Certification – Phase 2 Sewer Connection Permit – Phase 3 Demolition Permit
	Massachusetts Department of Transportation – Highway Division	Vehicular Access Permit Non-Vehicular Access Permit
	Massachusetts Historical Commission	State Register Review (if required)
	Raynham Conservation Commission	Order of Conditions for Notice of Intent
<b>Municipal</b>	Raynham Planning Board	Site Plan Approval
	Raynham Zoning Board of Appeals	Special Permit & Variances
	Raynham Sewer Commission	Sanitary Sewer Service Connection
	Raynham Water Department	Water Service Connection
	Raynham Fire Department	Underground Storage Tank Registration and Compliance (if required)
	Raynham Building Department	Building Permit

## **2.1 GAMING LEGISLATION**

Chapter 194 of the Acts of 2011: An Act Establishing Expanded Gaming in the Commonwealth (the "Gaming Act") was signed into law on November 22, 2011 to provide economic investment and job creation within the Commonwealth. The Gaming Act provides for the licensing of up to three destination resort casinos in diverse geographic locations within the Commonwealth, as well as one slot facility; the Gaming Act also created a Gaming Commission to oversee the implementation of expanded gaming within the Commonwealth.

The Proponent has met with the Massachusetts Gaming Commission and will submit an application seeking a license to operate a Category 2 gaming establishment at Raynham Park Casino. The Proponent has submitted a Phase 1 Suitability Application and will be filing the Phase 2 Application prior to October 4.

## **2.2 HOST AGREEMENT & TOWN REFERENDUM**

The Proponent obtained a Host Community Agreement (HCA) from the Town of Raynham on June 11, 2013. The Proponent is actively engaged with the Town of Raynham to plan for a Town referendum as required by the Gaming Act. The referendum vote was held on August 13, 2013 and passed with an overwhelming majority.

Through the HCA, the Proponent agreed to provide the Town of Raynham with an annual mitigation fee of \$1.1 million, and will expend funds for other specified purposes as stated in the Agreement. After four years, the payment will increase 2.5 percent annually for 20 years. The Proponent will also pay the town \$100,000 each year to be put toward the town's capital needs. An additional \$15,000 in annual payments will be made toward improving the business facade of Route 138.

## **2.3 SURROUNDING COMMUNITY DEFINITIONS**

The Gaming Commission's website defines "A *Surrounding Community* as a municipality in proximity to a host community that the Commission determines experiences or is likely to experience impacts from the development or operation of a gaming establishment. Under the Gaming Act, gaming applicants are required to submit signed agreements between the Surrounding Communities and the applicant setting forth the conditions to have a gaming establishment located in proximity to the Surrounding Communities and documentation of public outreach to those Surrounding Communities.

The Commission recently promulgated a regulation further defining the term "surrounding community" for gaming applications and other purposes. In this regulation, the Commission further defines the factors it will use in determining which communities are "Surrounding Communities", if such communities have not already been designated as Surrounding Communities in an applicant's RFA-2 application. Applicants for gaming licenses have the primary responsibility for determining whether a community is a "surrounding community" to be included in its application. However, the Gaming Act establishes a procedure for the Commission to decide whether a community is a "surrounding community" even though the applicant has not included an agreement with that community in its RFA-2 application to the MGC. In the event an applicant has not been able to reach an agreement with a surrounding community prior to the RFA-2 application, the Gaming Act specifies that gaming applicants and Surrounding Communities will have thirty days to negotiate an agreement before the Commission implements protocols and procedures to ensure the conclusion of a fair and reasonable agreement."

The Gaming Act defines Surrounding Communities as:

125.01: Determination of Surrounding Communities and Execution of Mitigation Agreements

(1) *General.* The following communities are determined to be Surrounding Communities concerning the development and operation of a specific gaming establishment for purposes of M.G.L. c. 23K and 205 CMR:

(a) Each community located in the commonwealth that both:

1. has been designated as a surrounding community by an applicant for a Category 1 or Category 2 license in the RFA-2 application, written notice of which designation shall be provided by the applicant to the community's chief executive officer as defined in M.G.L. c. 4, §7, cl. Fifth B, at the time the application is filed with the commission; and

2. submits to the commission a written assent, signed by the community's chief executive officer as defined in M.G.L. c. 4, §7, cl. Fifth B, or their designee, to the designation within ten days of receipt of the application by the commission. Such notice to the community of designation by the applicant shall also include written notice of the requirement that each community must, to obtain final surrounding community designation, assent to such designation in writing within ten days of the date of the receipt of the application by the commission. Upon receipt of the written assent, the commission shall issue a written notice designating the community as a surrounding community; and

(b) Each community located in the commonwealth that has executed a surrounding community agreement with the applicant for a Category 1 or Category 2 license which agreement was submitted with the RFA-2 application and is determined by the commission to be in compliance with M.G.L. c. 23K, § 15(9); and

(c) Each community located in the commonwealth that has been designated a surrounding community by the commission under M.G.L. c. 23K, § 17(a) and 205 CMR 125.01(2) after the submission of an applicant's RFA-2 application upon written petition by the community's chief executive officer as defined in M.G.L. c. 4, § 7, cl. Fifth B, or their designee, for the community to be designated a surrounding community with respect to the specific gaming establishment.

## 2.4 IMPACTS AS DEFINED IN 205 CMR: MASSACHUSETTS GAMING COMMISSION

The following impacts are identified in 205 CMR 125.01, these impacts are the basis of review for this report:

- **Proximity:** The community is in proximity to the host community and the gaming establishment.
- **Transportation:** The transportation infrastructure in the community will be significantly and adversely affected by the gaming establishment, taking into account such factors as ready access between the community and the gaming establishment; projected changes in level of service at identified intersections; increased volume of trips on local streets; anticipated degradation of infrastructure from additional trips to and from a gaming establishment; adverse impacts on transit ridership and station parking impacts; significant projected vehicle trip generation weekdays and weekends for a 24-hour period; and peak vehicle trips generated on state and federal road; ways within the community.



- **Construction:** The community will be significantly and adversely affected by the development of the gaming establishment prior to its opening taking into account such factors as noise and environmental impacts generated during its construction; increased construction vehicle trips on roadways within the community and intersecting the community; and projected increased traffic during the period of construction.
- **Municipal Services:** The community will be significantly and adversely affected by the operation of the gaming establishment after its opening, taking into account such factors as:
  - Potential public safety impacts on the community;
  - Increased demand on community and regional water and sewer systems
  - Impacts on the community from stormwater run-off, associated pollutants, and changes in drainage patterns;
  - Stresses on the community's housing stock including any projected negative impacts on the appraised value of housing stock due to a gaming establishment;
  - Negative impact on local, retail, entertainment, and service establishments in the community; and
  - Increased social service needs including, but not limited to, those related to problem gambling and demonstrated impact on public education in the community.
- **Other:** The community will be significantly and adversely affected by any other relevant potential impacts that the Gaming Commission considers appropriate for evaluation based on its review of the entire application for the gaming establishment.

## 2.5 NEARBY COMMUNITIES INPUT

This Report is intended to be used a starting point for discussion with nearby communities. The Proponent is currently reaching out to the following communities:

- Town of Easton
- City of Taunton
- Town of Raynham
- Town of West Bridgewater
- Town of Bridgewater
- Town of Middleborough
- Town of Norton

The Proponent is continuing to work with the Town of Raynham during this process and looks forward to receiving input from nearby communities.

### 3.0 INVESTIGATED IMPACTS TO NEARBY COMMUNITIES

The Proponent has investigated the following potential impacts to nearby communities as outlined in the governing regulations (section 205 CMR 125.01): Proximity, Transportation, Construction, and Municipal Services (Table 3-1). This analysis was performed to review these potential impacts in greater detail in advance of meeting with nearby communities. Section 4.0 discussed the proposed mitigation included in the project that reduces and/or eliminates the potential impacts.

Table 3-1 Investigated Potential Impacts on Nearby Communities

Municipality	Investigated Potential Impacts
Easton	Proximity, Transportation, Construction, Municipal Services
West Bridgewater	Proximity, Transportation
Bridgewater	Proximity, Transportation
Taunton	Proximity, Transportation, Municipal Services
Middleborough	Proximity, Transportation
Norton (Does not border Raynham)	Proximity, Municipal Services

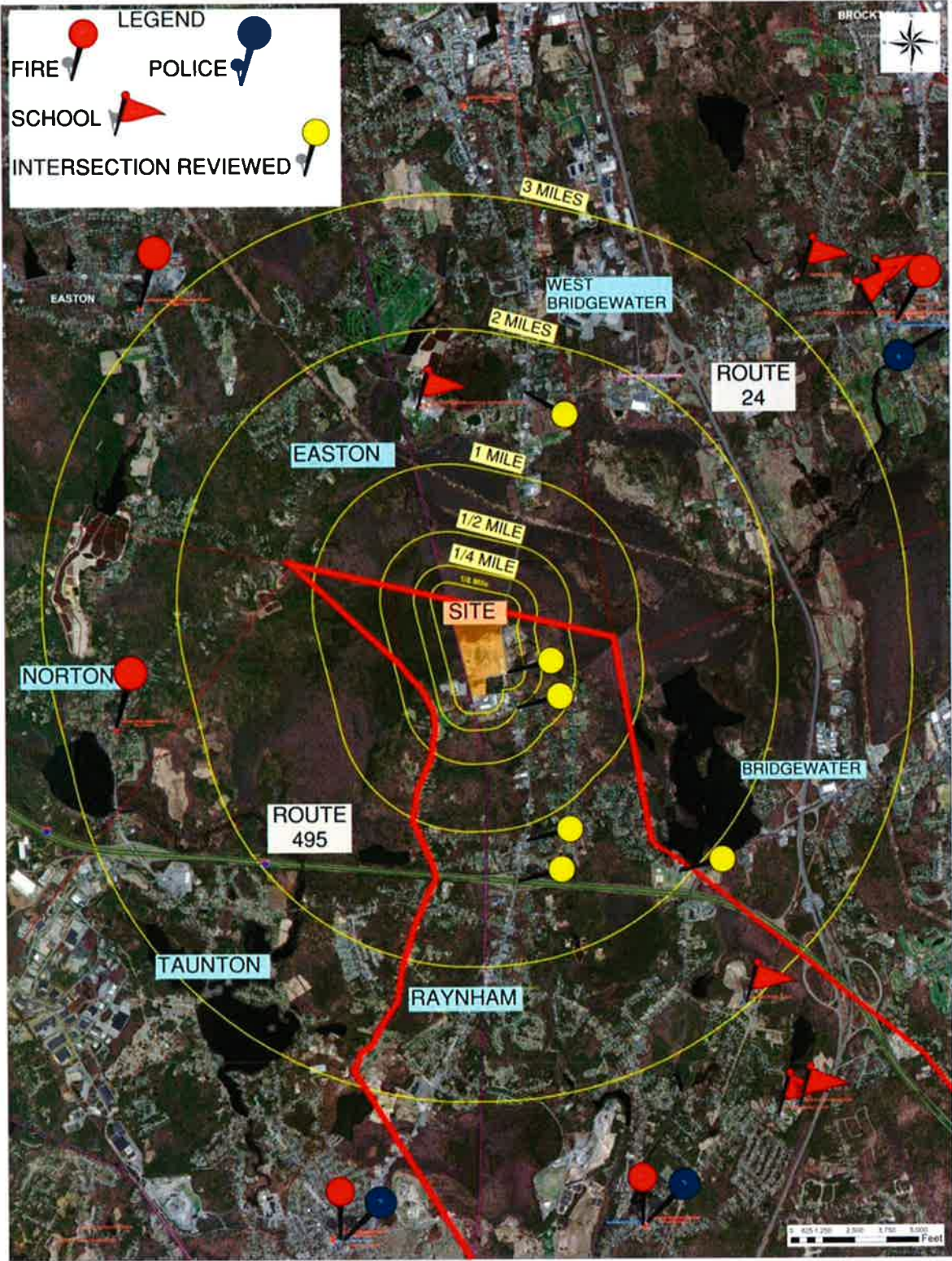
#### 3.1 PROXIMITY

The Site is located in a rural area and is surrounded almost entirely by woods, wetlands, or industrial development. Table 3-2 identifies the distances to the town/city lines and municipal centers. For the Town of Easton, the intersection of Route 138 and 106 was used as the town center area due to its proximity to the Site.

Table 3-2 Proximity of Nearby Communities to Raynham Town Line and Town Center

Municipality	Distance to Town/City Line <sup>1</sup> (miles)	Distance to Municipal Center(miles)
Easton	0.1	1.6
West Bridgewater	1.0	4.2
Bridgewater	1.0	5.1
Taunton	0.3	5.6
Middleborough	5.5	10.3
Norton (Does not border Raynham)	2.0	6.0

1. Approximate distances from Google.



**Nearby Communities Proximity Map**

### **3.1.1 Summary of Findings - Proximity**

The Site is located in the northern portion of Raynham approximately 0.1 miles from the Easton town line, and is also within one (1) mile of Bridgewater, West Bridgewater, and Taunton. The following points summarize the results of the Proximity impact analysis:

- The Site is located approximately 0.1 mile from the Taunton City Line along Route 138.
- The Site is located approximately one (1) mile from Bridgewater Town Line as the crow flies, but over two (2) miles by road (Route 138 to Route 106) through Easton.
- The Site is located approximately one (1) mile from the West Bridgewater town line as the crow flies. There are many routes from the Site to West Bridgewater, however there are no direct roadway connections.
- The closest residential neighborhood outside of Raynham is located on Prospect Hill Street in Taunton. Prospect Hill Street is a dead-end street off of Bridge Street and Elm Street, which are accessed from Route 138 in Raynham). The neighborhood is isolated by Route 495 and is separated from the Site by the railroad right-of-way that runs along the western boundary of the Site. The Project does not include any work west of the railroad right-of-way.
- The closest residential homes and businesses in Easton are located approximately one (1) mile north of the Site on Route 138, which is separated from the Site by the Hockomock Swamp.
- The Hockomock Swamp Area of Critical Environmental Concern (ACEC) runs along the northern portion of the Site. The Hockomock Swamp ACEC is located in Raynham, Bridgewater, West Bridgewater, Easton, Taunton, and Norton.

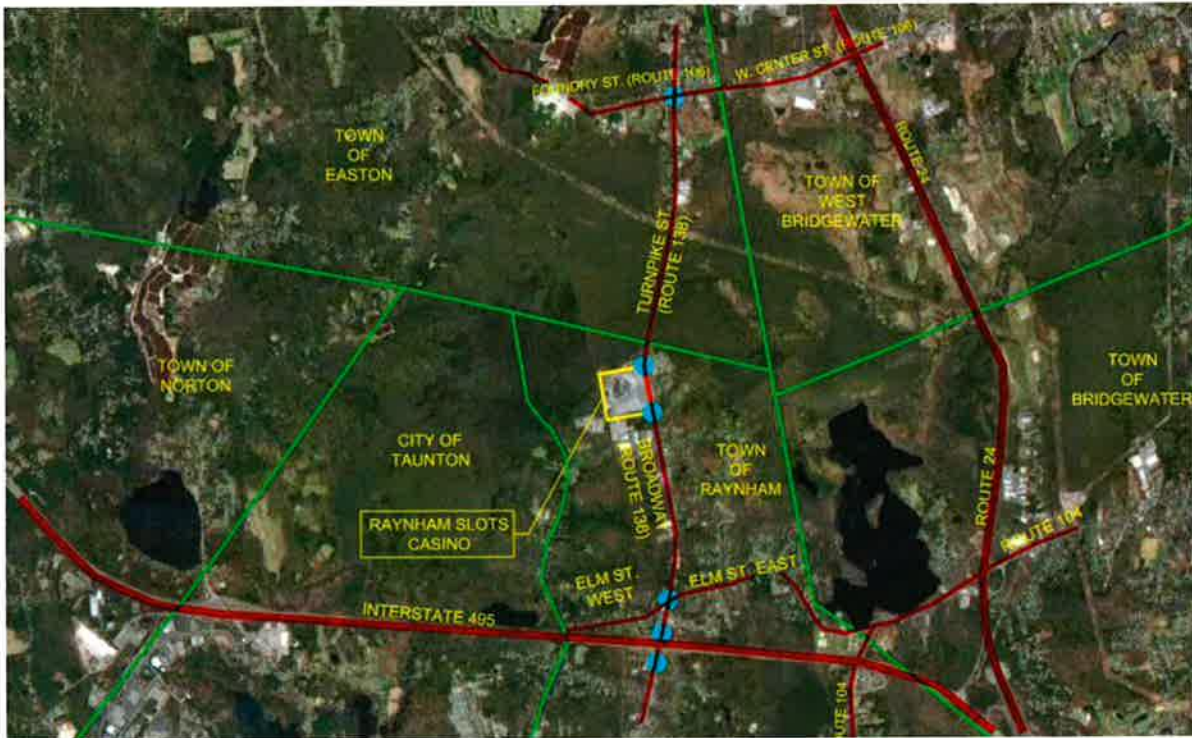
### **3.1.2 Summary of Proposed Mitigation – Proximity**

The following actions are proposed to mitigate the potential proximity impacts to the nearby communities:

- Due to its rural location, the selection of the existing developed Site for the proposed Raynham Park Casino Project avoids substantial impacts to nearby communities through proximity. The Site is isolated by Route 495 and Raynham to the south, the Hockomock Swamp to the north and east, residential neighborhoods to the southeast located within Raynham, and the railroad right-of-way to the west.
- Due to the Site's proximity to the ACEC, the Project will provide more than the required stormwater mitigation under the Massachusetts Department of Environmental Protection (MassDEP) Stormwater Standards. The Project will reduce the amount of impervious area and will provide a substantial improvement in the water quality of stormwater runoff discharging to the ACEC.

## **3.2 TRANSPORTATION**

The Project Site will be primarily accessed via regional highways and primary access roads. The impact on local roadways is minimal and no major impacts are anticipated on local roads in nearby communities.



**Existing Regional Roadway System**

### 3.2.1 Summary of Findings – Transportation

The following points summarize the results of the Transportation impact analysis:

- Regional access to the Site is provided by Interstate 495 (I-495) from the east, west, and south and Route 24 from the north.
  - Interstate 495 intersects Route 138 in Raynham, which provides direct access to the Site and will not impact nearby communities.
  - To access the Site from Route 24, patrons will travel on Route 106 to Route 138, travelling through the Towns of West Bridgewater and Easton.
  - Use of minor local roadways to access the Site is anticipated to be minimal.
  - MassDOT has prepared 25% design plans for improvement to the Route 136/106 intersection. These plans include adding turning lanes and generally improving the geometry and function of the intersection.

### 3.2.2 Summary of Mitigation - Transportation

The following actions are proposed to mitigate the potential transportation impacts to the nearby communities:

- The proponent is proposing a traffic signal at the main boulevard Site entrance/exit, which will facilitate access and egress and reduce impacts on local roadways within the Town of Raynham.

- The intersection of Route 138 and Route 106 in Easton and the proposed MassDOT improvement project to this intersection has been studied as part of the planning for the development of the Site.
  - This intersection will require additional improvements/mitigation than the currently planned improvement project for this intersection.
  - The required improvements at this intersection will be coordinated with the Massachusetts Department of Transportation (MassDOT) and the Town of Easton.

### 3.3 CONSTRUCTION

The Project will be constructed in three phases as described in Section 1.5. Construction of Phase 1 of the Raynham Park Casino will begin promptly after the gaming license is obtained and all other necessary permits and approvals are received and finalized. The approximate timeframes for each phase of construction are provided below:

#### Phase 1 – Temporary Casino

Start Date	After Award of License
Design/Build & Permit Schedule	4 ½ Months
Construction Schedule	5 ½ Months

#### Phase 2 – Permanent Slot Casino:

Start Date	After Award of License
Design/Build & Permit Schedule	9 Months
Construction Schedule	12 ½ Months

#### Phase 3 – Entertainment Expansion and Hotel:

Start Date	Market Dependent
Design/Build & Permit Schedule	TBD
Construction Schedule	TBD

#### 3.3.1 Summary of Findings - Construction

The Project will follow all applicable laws and regulations during construction activities. The following points summarize the results of the Construction impact analysis:

- Potential construction impacts to the nearby communities include construction vehicle traffic, air quality, noise, erosion and sediment, and stormwater.
  - Due to their distance from the Site, there are not anticipated to be construction impacts to Bridgewater, West Bridgewater, Norton, and Middleborough.
  - There is the potential for directly adjacent portions of Taunton to be affected by some construction activities, specifically air quality and noise conditions at the Site. Construction period traffic, air quality, noise, erosion and sediment, and stormwater may also impact the Town of Easton. Proposed mitigation for these impacts are outlined in Section 3.3.2

- Due to the observed groundwater and bedrock information and the minimal proposed cuts, construction dewatering (removing groundwater from excavations) is anticipated to be limited. If dewatering is necessary during construction, including the discharge of stormwater that is removed from excavations, trenches, foundations, vaults, or other similar points of accumulation, the project will include design specifications and details for all dewatering practices will be installed and maintained to comply with Part 2.1.3.4 of the Construction General Permit.

### **3.3.2 Summary of Mitigation - Construction**

The following actions are proposed to mitigate the potential Construction impacts to the nearby communities:

- The Proponent will work with the Towns of Raynham and Easton to prepare a Traffic Management Plan to minimize potential construction traffic impacts. The Plan will require construction-related traffic to access the Site using I-495 and Route 138 through the Town of Raynham to eliminate construction period traffic impacts to the nearby communities. Construction deliveries to the site will occur only during non-peak periods.
- The Project will pursue United States Green Building Council's Leadership in Energy & Environmental Design (LEED) certification for the project which has requirements for construction including recycling demolition and construction waste, and addressing indoor air quality.
- The construction contract will require contractors to pursue a number of measures to reasonably reduce potential emissions and minimize impacts from construction vehicles, such as:
  - Monitor construction practices to minimize unnecessary transfers and mechanical disturbances of loose materials.
  - Use appropriate mufflers on equipment, and properly maintain intake and exhaust mufflers.
  - Use muffling enclosures on continuously-operating equipment (e.g., air compressors and welding generators).
  - Use the most quiet construction operations, techniques, and equipment, where feasible.
  - Turn off idling equipment.
- Erosion and sedimentation controls are proposed to minimize the construction-related impact of the proposed project on surrounding and downstream areas. Since this project will disturb more than one acre of land, a National Pollutant Discharge Elimination System (NPDES) Stormwater Construction General Permit (CGP) is required.
  - The CGP requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction activities, which is a detailed erosion and sediment control plan that indicates the structural and non-structural erosion and sediment controls that will be employed, as

appropriate, to control erosion on the construction sites. These measures include such items as temporary seeding, mulching, silt fences, check dams, and storm drain inlet protection. The SWPPP also includes provisions that these erosion control measures be inspected regularly to ensure that they are functioning properly.

- The Proponent will reuse or recycle demolition and construction materials to the greatest extent feasible.
  - Construction procedures will allow for the segregation, reuse, and recycling of materials. Materials that cannot be reused will be transported in covered trucks by a contract hauler to a licensed facility. All construction related traffic will be directed to Route 495 via Route 138 in Raynham to minimize traffic impacts to nearby communities.

### **3.4 MUNICIPAL SERVICES**

The proposed project will be serviced primarily by the Town of Raynham municipal services and the Proponent will continue to work with Raynham throughout the licensing and permitting process.

#### **3.4.1 Summary of Findings – Municipal Services**

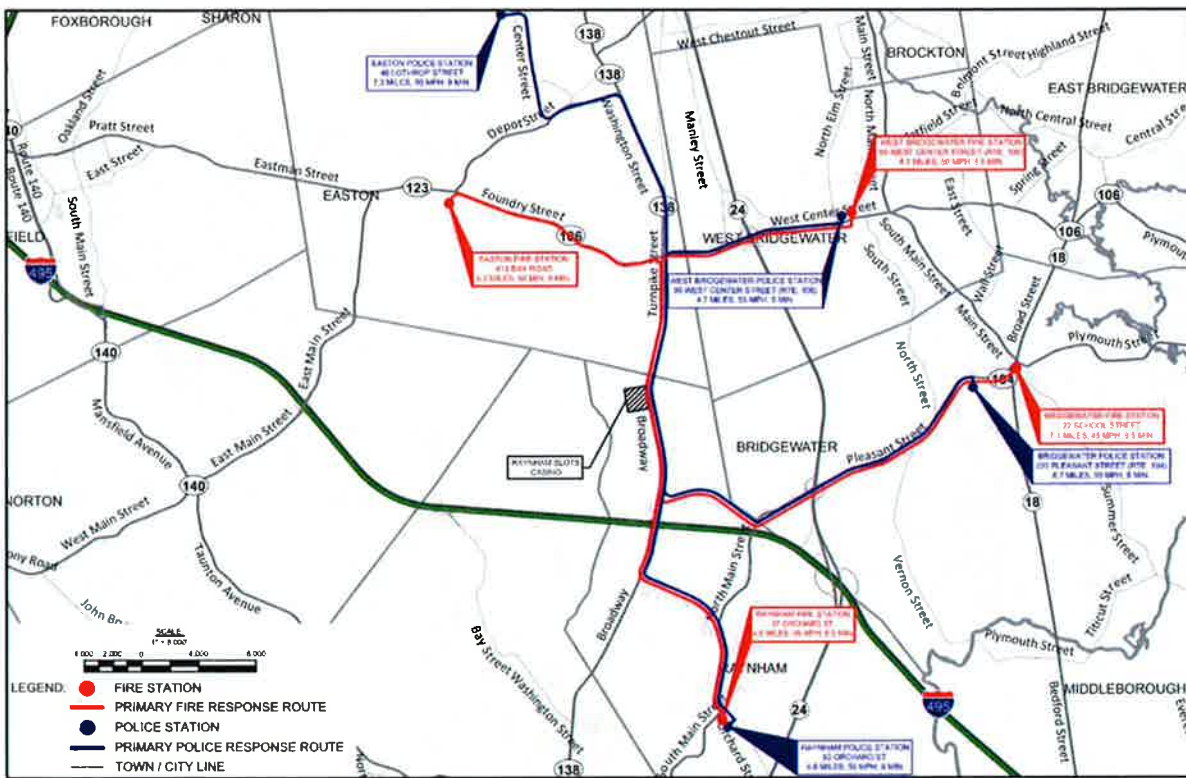
The following municipal services were reviewed for potential impacts on nearby communities: public safety (Police and Fire), Regional Water and Sewer Systems, Regional Stormwater Management, the housing market, retail, entertainment and service establishments, and social services. Once the Proponent receives input from nearby communities, this list will be updated.

##### Police and Fire Service (Public Safety)

The site will be serviced primarily by Town of Raynham Police and Fire for response to a call at the facility. As part of the traffic study, an analysis was performed to determine response times to the site (see figure below). This information is being used in the on-going discussions with the Town of Raynham.

The Site is currently a gaming operation facility featuring simulcast racing and has both food and alcohol services. The proposed project will maintain the simulcast racing and add slots, plus expand food and alcohol services and add an entertainment venue (Phase 2). Based on the Town of Raynham's experience with the Site when it was a fully functioning Dog Track with similar uses, there is not anticipated to be a significant impact on the public safety departments in nearby communities.





**Police and Fire Stations in nearby communities**

Municipal and Regional Water and Sewer Systems

The Site is currently serviced by the North Raynham Water District's water and Town of Raynham's sanitary sewer systems. The North Raynham Water District owns and operates its own public wells which are permitted by MA DEP. The Proponent is meeting with the District and will continue during the licensing process.

The proposed project is pursuing LEED certification. In order to comply with LEED credits, the Project will use low-flow water fixtures which will reduce future sanitary flows compared to current fixtures at the existing facility.

The Raynham Sewer Department operates and maintains the sewer collection system and pumps. The Site is serviced by a private on-site sanitary sewerage pump station that discharges to a municipal pump station across Route 138 from the Site. Both of these pump stations are new and were installed 7 to 8 years ago. The Town of Raynham has an inter-municipality agreement with the City of Taunton; under this agreement, the Town of Raynham's sewer collection system discharges to the Wastewater Treatment facility owned and operated by the City of Taunton.

The Site currently has a permit to discharge 23,000 gallons per day to the Raynham sewer collection system. The Proponent is currently discussing the existing permitted flows versus the proposed flows, and how the Phasing of the project may impact the City's available allotments within their agreement with Taunton. See Table 3-1 for design flows based on Title 5.

**Table 3-1 Estimated Proposed Wastewater Generation**

	Use	Gross Building Area	Estimated Sewer Flows (GPD)
<b>Phase 1 Temporary Casino</b>	Gaming (Slots)	51,310	6,250
	Simulcast	48,003	1,800
	Restaurant/Bar	(included above)	5,320
	<b>Total Flow = 13,370</b>		
<b>Phase 2 Permanent</b>	Gaming (Slots)	114,332	6,250
	Simulcast	58,987	2,400
	Restaurant/Bar	(included above)	13,650
	Special Events/Function Hall	(included above)	15,600
	<b>Total Flow = 37,900</b>		
<b>Phase 3</b>	Bowling Alley/Night Club	64,485	1,720
	Retail	(included in above)	500
	Restaurant	(included in above)	12,145
	Meeting Center	(included in above)	7,995
	Hotel	135,000	16,500
<b>Total Flow = 38,860</b>			
<b>Total Flow for Phases 2 and 3</b>			<b>76,760 GPD</b>

Title 5 flows are inherently conservative and actual flows are anticipated to be significantly lower. The Proponent will continue to work with the Town of Raynham regarding design flows versus actual flows, as well as the potential impacts on the sewer collection system and municipal pumps. At this time, it is anticipated that the Town of Raynham has sewer capacity for flows through Phase 2.

Stormwater Management

The Site's stormwater runoff currently discharges into the Hockomock Swamp substantially unmitigated and untreated. The Hockomock Swamp is an ACEC and will require a higher level of stormwater quality treatment of the stormwater runoff prior to discharge. The Project will meet all requirements of the MassDEP Stormwater Management Standards and will strive to provide a net positive impact on the receiving Hockomock Swamp.

The proposed project will reduce the impervious surfaces on site by approximately 17.8 acres (or 28%). There is a substantial reduction of impervious surfaces within the Riverfront and within the Buffer Zone to the Hockomock Swamp. The reduction of the impervious surfaces will reduce the quantity of runoff flowing to Hockomock Swamp. In addition to upgrading the drainage collection system to current standards, a series of gravel wetlands will be constructed along Hockomock Swamp to provide water quality treatment and some additional stormwater quantity mitigation. A 50-foot vegetated buffer will also be added along the Hockomock Swamp. This proposed stormwater management system is a substantial improvement over the existing conditions and will improve the water quality of the runoff from the Site.

### Housing Market

Based on the history of the Site, the size of the Project and the Site's proximity to residential neighborhoods in nearby communities, there will be minimal negative impacts to the housing market in the nearby communities.

### Retail, Entertainment, and Service Establishments

The impact of the Project on the retail, entertainment, and service establishments is anticipated to enhance local businesses. Parx casino in Bensalem, PA has spawned the growth of the restaurant business along the major corridor on which the casino is located, as discussed below, and similar development is expected for Raynham.

Prior to the opening of Parx in December 2006, there were claims by some that the casino would take business away from local small businesses, like restaurants and shops, in the surrounding area, as had been experienced when casinos opened in Atlantic City. However, the experience has been the opposite of what was feared for Bensalem and experienced in Atlantic City. Since Parx opened in 2006, small businesses in the surrounding area and along Street Road have flourished. Township officials have advised often of the reports they have received from existing restaurants of significant increases in business volumes, and many new restaurants have opened in the wake of the casino's opening. In addition, since the casino's opening in December 2006, approximately 48% of its total spend (or approximately \$550 million) has been spent by Parx with local businesses for construction services and for operational goods and services. Through its community development office, Parx continues to conduct outreach efforts to local businesses in an effort to increase the volume of business awarded to small and local contractors and vendors.

### Social Services

As noted earlier during the discussion of impacts to Police & Fire Services, the proposed operation will be similar to when the Site was a fully functioning Dog Track with similar uses. Based on the past use of the site and the proposed use of the Site, an increase in the demand for social services is not anticipated in the nearby communities.

### **3.4.2 Summary of Mitigation – Municipal Services**

The following actions are proposed to mitigate the potential impacts to the municipal services of nearby communities:

- The Proponent is working with Town of Raynham to ensure that adequate Public Safety and Social Services resources will be dedicated to the Project Site to minimize reliance on Police and Fire in Easton.
- Based on the substantial improvement in water quality and quantity reduction, the project will substantially reduce the Site's impact on the Hockomock Swamp and therefore mitigate any potential impacts on nearby communities within the designated ACEC.

## **3.5 OTHER POTENTIAL IMPACTS ON NEARBY COMMUNITIES**

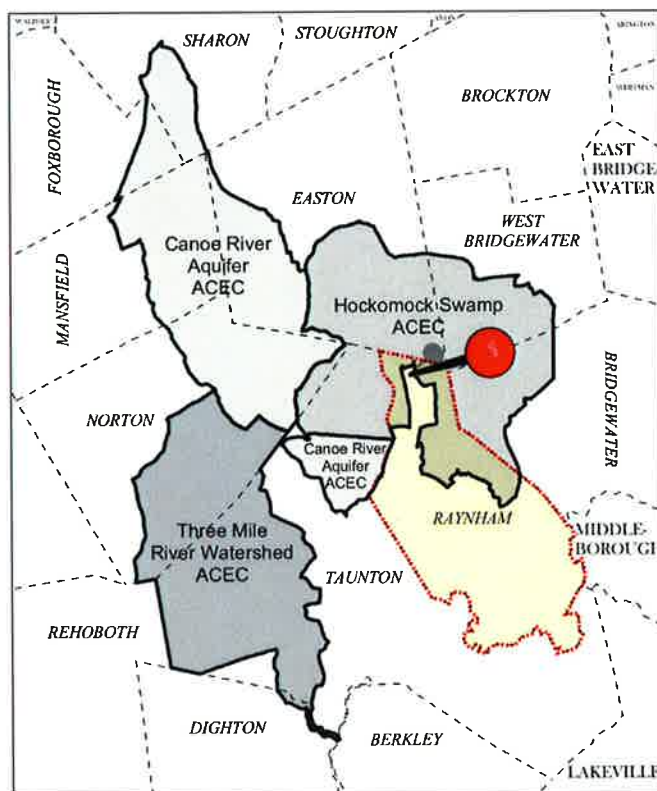
This section provides an overview of issues that may not fall within previously defined categories.

### **3.5.1 Local Cultural Institutions**

There are many cultural institutions in Massachusetts but none are located in the vicinity of the Project that would be impacted.

### 3.5.2 Area of Critical Environmental Concern

A review of the Massachusetts Geographic Information System (MassGIS) dated April 2009, indicates that the northern portion of the Site is located within the Hockomock Swamp ACEC. The Hockomock Swamp is the largest freshwater swamp in Massachusetts and comprises approximately 17,000 acres in Easton, Bridgewater, Norton, Raynham, Taunton, and West Bridgewater. This area also contains the FEMA 100-year floodplain and NHESP Priority Habitat for Rare Species, and is considered a critical area under the MassDEP Stormwater Management Standards. The Project will be designed to improve the existing condition of the site located within the ACEC, including restoration with native vegetation and a significant improvement to the stormwater quality being discharged to the ACEC. Based on the proposed stormwater management system improvements, there will not be an impact on the nearby communities within the ACEC.



**Nearby Communities with ACECs**

### 3.5.3 FEMA Flood Zone

Based on the Flood Insurance Rate Maps for the Towns of Easton, Raynham, and Taunton (Community Panel Numbers 250053, 250061, and 2500066, respectively), the 100-year flood zone (Zone A) encroaches on the northern portion of the Site. The Zone A is considered Bordering Land Subject to Flooding under the Massachusetts Wetland Protection Act. The existing flood storage capacity will be maintained or appropriate compensation provided as required by regulations; there will not be an impact on the nearby communities.

### 3.5.4 Natural Heritage and Endangered Species Program

A review of the 13th Edition of the Massachusetts Natural Heritage Atlas prepared by the Natural Heritage and Endangered Species Program (NHESP), dated October 1, 2008, indicates that the northern portion of the Site is located within a Priority Habitat of Rare Species (PH 1392). The area within the habitat area is previously developed. The area closest to the Hockomock Swamp and within the Buffer Zone that is currently developed will be restored. In addition, the proposed gravel wetlands along the northerly limits of the development will extend the vegetated border. Since no work is being performed outside of previously developed areas, there will be no impact to the habitat – in fact there will be an improvement. There will be no impact on the nearby communities.

### 3.5.5 Major Watersheds

The Site is located within the Taunton River Watershed. Massachusetts Department of Environmental Protection (MassDEP) and the Environmental Protection Agency (EPA) issued the Final Pathogen Total Maximum Daily Load (TMDL) for the Taunton River Watershed in June 2011. The TMDL is a “pollution budget” that identifies the sources of pathogens from direct and indirect discharges, determines the maximum amount of the pollutant that can be discharged to the Taunton River to meet water quality standards, and assigns pollutant load allocations to the sources. The Project includes pollutant reductions measures that are outlined in the TMDL, particularly for stormwater treatment and source control measures. Based on the proposed stormwater management system improvements, there will not be an impact on the nearby communities within the Taunton Watershed.

## 4.0 CONCLUSIONS

### 4.1 NEARBY COMMUNITIES

The table below outlines the investigated impacts to communities located near the Project Site in Raynham, Massachusetts.

Table 4-1 Investigated Impacts on Nearby Communities

<b>Municipality</b>	<b>Investigated Impacts</b>	<b>Impacts</b>
<b>Easton</b>	Proximity, Transportation, Construction, Municipal Services	Proximity, Transportation, Construction, and Municipal Services
<b>West Bridgewater</b>	Proximity, Transportation	No Impact
<b>Bridgewater</b>	Proximity, Transportation	No Impact
<b>Taunton</b>	Proximity, Transportation, Municipal Services	No Impact
<b>Middleborough</b>	Proximity, Transportation	No Impact
<b>Norton (does not border Raynham)</b>	Proximity, Municipal Services	No Impact

After reviewing the potential impacts, the proposed Project, and proposed mitigation; Taunton, West Bridgewater, Bridgewater, Norton, and Middleborough were found not to have impacts as identified in the Gaming Licensing regulations or the potential impacts were mitigated with the proposed project.

**Table 4-2 Description of Impacts on Nearby Communities**

<b>Municipality</b>	<b>Impacts</b>	<b>Description of Impact</b>
<b>Easton</b>	Proximity, Transportation, Construction, Municipal Services	Easton is the closest municipality and will be impacted by traffic and construction, and potentially by public safety needs

**4.2 SURROUNDING COMMUNITY AGREEMENTS**

The Proponent is using this report to reach out to the nearby communities by providing our initial assessment of impacts on them. The Proponent has identified the Town of Easton as a Surrounding Community and is beginning the process of pursuing an agreement with the Town.

**TOWN OF EASTON**

Easton Town Administrator  
Attn: David Colton  
136 Elm Street  
North Easton, MA 02356

Easton Planning and Zoning Board  
Attn: Christine Santoro  
136 Elm Street  
North Easton, MA 02356

Easton Conservation Commission  
Attn: Pam Almeida  
136 Elm Street  
North Easton, MA 02356

Easton Board of Health  
Attn: Kristin Kennedy  
Town Offices  
136 Elm Street  
North Easton, MA 02356

**CITY OF TAUNTON**

Taunton City Council  
Attn: Colleen Ellis  
City Hall  
141 Oak Street  
Taunton, MA 02780

Taunton Planning and Conservation Department  
Attn: Planning Board  
City Hall Annex  
15 Summer Street  
Taunton, MA 02780

Taunton Planning and Conservation Department  
Attn: Conservation Commission  
City Hall Annex  
15 Summer Street  
Taunton, MA 02780

Taunton Board of Health  
Attn: Heather Gallant  
Executive Director  
45 School Street  
Taunton, MA 02780

**TOWN OF BRIDGEWATER**

Bridgewater Town Manager  
Attn: Michael Dutton  
Public Library, Basement  
15 South Street  
Bridgewater, MA 02324

Bridgewater Planning Board  
Attn: Leslie Door  
64 Central Square  
Bridgewater, MA 02324

Bridgewater Conservation Commission  
Attn: Jane Brown  
64 Central Square  
Bridgewater, MA 02324

Bridgewater Board of Health  
151 High Street  
Bridgewater, MA 02324

**TOWN OF NORTON**

Norton Board of Selectmen  
Attn: Carol A. Instasi  
70 East Main Street  
Norton, MA 02766

Norton Planning Department  
Attn: Phyllis Bernard  
70 East Main Street  
Norton, MA 02766

Norton Conservation Commission  
Attn: Phyllis Bernard  
70 East Main Street

Norton, MA 02766

Norton Board of Health  
Attn: Cynthia J. Peters  
70 East Main Street, 2<sup>nd</sup> Floor  
Norton, MA 02766

**TOWN OF WEST BRIDGEWATER**

West Bridgewater Board of Selectmen  
Attn: Jerry D. Lawrence  
65 North Main Street  
West Bridgewater, MA 02379

West Bridgewater Planning Board  
Attn: Gerald Stetson  
65 North Main Street  
West Bridgewater, MA 02379

West Bridgewater Conservation Commission  
Attn: Katherine Doherty  
65 North Main Street  
West Bridgewater, MA 02379

West Bridgewater Board of Health  
Attn: Darlene Green  
65 North Main Street  
West Bridgewater, MA 02379

**TOWN OF MIDDLEBOROUGH**

Middleborough Board of Selectmen  
Attn: Jackie Shanley  
Executive Assistant  
10 Nickerson Avenue  
Middleborough, MA 02346

Middleborough Planning Department  
Attn: Lorraine Stillman  
20 Center Street, 2<sup>nd</sup> Floor  
Middleboro, MA 02346

Middleborough Conservation Commission  
Attn: Phyllis J. Barbato  
Bank Building  
20 Centre Street, 2nd floor  
Middleborough, MA 02346

Middleborough Health Department  
Attn: Jeanne Spalding  
20 Center Street  
Middleboro, MA 02346



#### **4.3 SUMMARY**

As stated above, the Proponent has identified that the Town of Easton will be impacted by the proposed project. The Project currently includes mitigation to minimize and eliminate these impacts. All of the communities will be contacted, be provided with this report, and meetings will be held as necessary. The Town of Easton will be contacted and meeting(s) will be held over the next two-three months to arrive at an agreement about how to mitigate these impacts. Those negotiations will be performed in accordance with the State Gaming Commission Regulations.



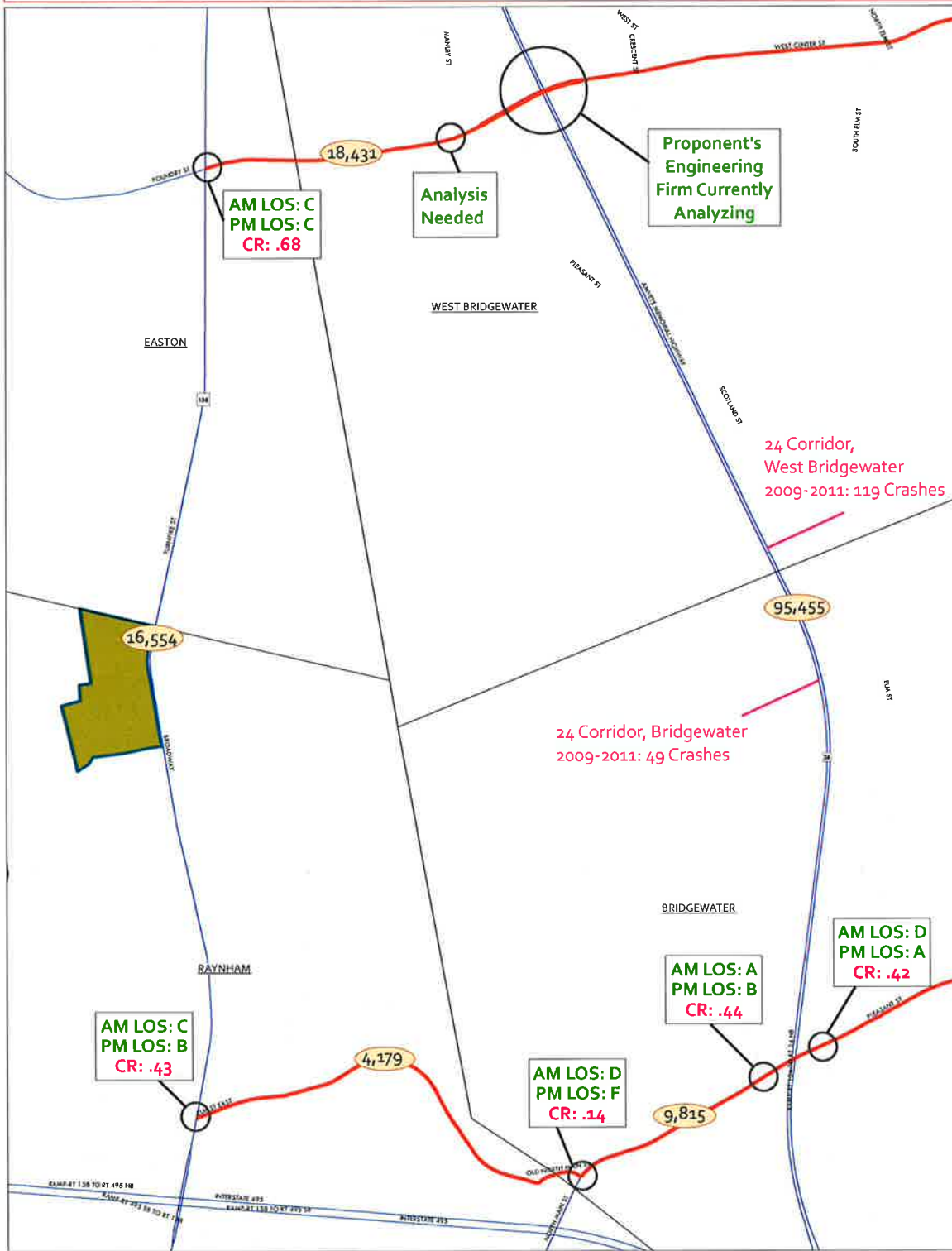
**Nitsch Engineering**

[www.nitscheng.com](http://www.nitscheng.com)

617-338-0063



# Raynham Park Area Existing Traffic Conditions



## LOS: LEVEL OF SERVICE

Level of Service is a qualitative and quantitative measure that summarizes the overall operation of an intersection or transportation facility based on the analysis techniques published in the Highway Capacity Manual by the Transportation Research Board.

## CR: CRASH RATE

Crash Rates are the average number of crashes per million entering vehicles. They are used, according to the Manual of Traffic Engineering Studies, to characterize the crash exposure of a facility.

## JURISDICTION

Who Owns the Roads?

State-Owned

- Route 24, West Bridgewater: 6.5 MI
- Route 24, Bridgewater: 5.6 MI
- Route 138, Easton: 1.6 MI
- Route 138, Raynham: 1.7 MI

Town-Owned

- Route 104, Bridgewater: 0.7 MI
- Route 106, West Bridgewater: 0.6 MI
- Route 106, Easton: 0.3 MI
- Elm Street East, Raynham: 1.4 MI
- Old North Main Street: 0.2 MI (Bridgewater & Raynham)

— Routes 104, 106 and Elm Street

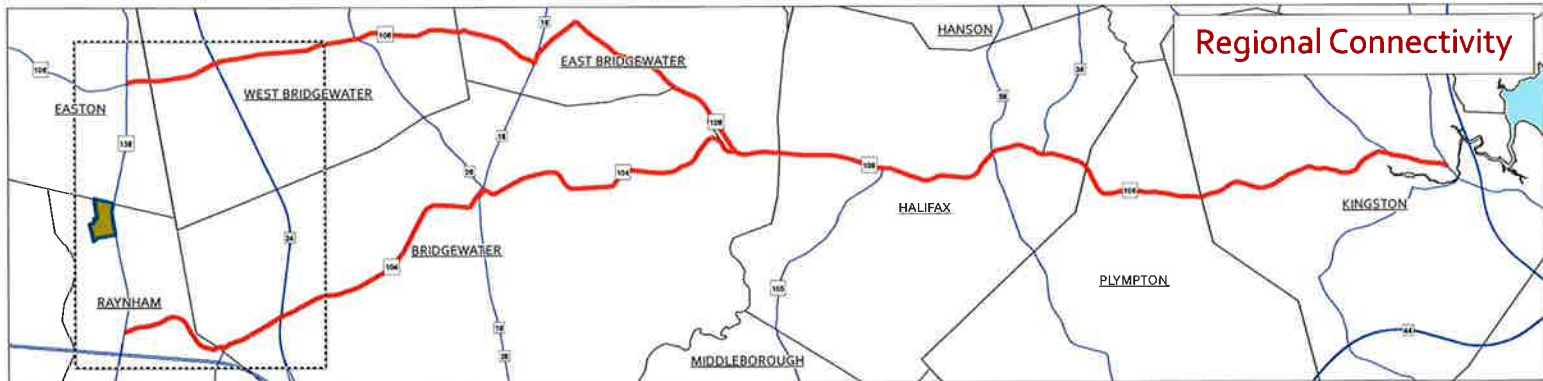
— Major Routes

— Roadways

■ Proposed Slot Parlor Site

Old Colony Planning Council  
70 School Street, Brockton, MA 02301  
August 2013  
Data Sources: Massachusetts Department of Transportation, Office of Geographic Information (MassGIS), Old Colony Planning Council  
Scale: 1:250,000

## Regional Connectivity





**TOWN OF DIGHTON  
BOARD OF SELECTMEN  
979 SOMERSET AVENUE  
DIGHTON, MA 02715  
TEL: (508) 669-5182  
FAX: (508) 669-5667**

October 24, 2013  
CERTIFIED MAIL, RETURN RECEIPT REQUESTED

Massachusetts Gaming Commission  
84 State Street, 10<sup>th</sup> Floor  
Boston, MA 02109

Dear Ladies & Gentlemen:

The Town of Dighton may have unforeseeable expenses meeting the impacts of a slot parlor at the former dog racing track in Raynham.

The Selectmen of Dighton have met with entrepreneur Mr. George Carney and Southeastern Regional Planning and Economic Development District (SRPEDD) Director Steve Smith concerning the Town's possible "surrounding community" designation, as part of a Raynham slot parlor application process (Tuesday, 17 September 2013).

Since that meeting, Dighton's fire chief has attended a Connecticut seminar on the possible area impact of a disaster at a large gaming facility. His summation of this forum is contained in the accompanying letter.

Dighton respectfully requests that its possible designation, in relation to a Raynham slot parlor, as a "surrounding community", remain undecided until the parlor's actual impact on this Town can be accurately assayed, when the slot parlor actually commences operations.

Sincerely,  
BOARD OF SELECTMEN

Dean V. Cronin  
Chairman

Thomas J. Pires  
Member

Patrick W. Menges  
Clerk

Enclosure



# TOWN OF DIGHTON

## FIRE DEPARTMENT

300 MAIN STREET  
P.O. BOX 603  
DIGHTON, MA 02715-0603

Antone P. Roderick, Jr.  
Chief

TEL: (508) 669-6611  
FAX: (508) 669-6861

TO: Patrick Menges  
Board of Selectmen  
FROM: Antone P. Roderick, Jr.  
Chief of the Fire Department  
DATE: October 26, 2013  
RE: Slot/Casino Proposal Impact

Dear Mr. Menges:

This letter is per your request on the possible slot machine establishment and proposed casino in the area.

After a recent meeting with the State Fire Marshall and area Fire Chiefs where we were able to view and tour Foxwoods Casino in Connecticut, I see no impact on the Town of Dighton with any of these establishments, other than a possible call for mutual aid to a surrounding Town.

If you have any further questions, please do not hesitate to contact me.

Sincerely,

Antone P. Roderick, Jr.  
Chief of the Fire Department



Eckert Seamans Cherin & Mellott, LLC  
Two International Place  
16<sup>th</sup> Floor  
Boston, MA 02110

TEL 617 342 6800  
FAX 617 342 6899  
www.eckertseamans.com

November 12, 2013

Massachusetts Gaming Commission  
Stephen P. Crosby, Chairman  
84 State Street, 10<sup>th</sup> Floor  
Boston, MM 02109

RE: Petition of Town of Dighton for Designation as a Surrounding  
Community

Dear Chairman Crosby:

This correspondence is submitted on behalf of Raynham Park, LLC (“Raynham Park”), a Category 2 Applicant, as a formal Answer or Response to the Petition submitted by the Town of Dighton (“Community”) on October 31, 2013 requesting that the Community be designated as a “surrounding community” as that term is defined by M.G.L.c. 23K §2 and the Commission’s regulations at 205 CMR 125.01. By way of Answer and for the reasons set forth below, Raynham Park opposes the designation, because the Community is “not likely to experience impacts from the development or operation of . . .” the Raynham Park gaming establishment. *See* M.G.L.c. 23K §2.

The evidence of record supports denial of surrounding community designation. First, as part of its Phase 2 Application, Raynham Park submitted a Nearby Communities Impact Report and a Raynham Slots Casino Traffic Impact Study, both prepared by Nitsch Engineering, and both of which conclude that the Community is not likely to experience impact from the construction or operation of the Raynham Park gaming establishment. Second, the local Regional Planning Agency (“RPA,”), the Southeastern Regional Planning and Economic Development District (“SRPEDD”), issued a Report on November 5, 2013, which is attached hereto, which also concluded that the Community is not likely to be impacted by the construction or operation of the Raynham Park facility.

Nevertheless, Raynham Park representatives have met with representatives of the Community and have exercised good faith, reasonable efforts to negotiate an arrangement which withholds surrounding community designation, but provides for a “look back” as to whether the Community has been impacted at an agreed upon point in time after the gaming establishment has been opened for business for a reasonable period, in exchange for withdrawal of the Community’s Surrounding Community Petition. However, unfortunately, Raynham Park has not been able to reach an agreement with the Community on such a “look back arrangement” to

date. Accordingly, while we will continue to negotiate this matter with the Community, Raynham Park has no choice but to oppose the Community's designation as a surrounding community at this time.

Respectfully submitted,



Grace Lee

Cc: Sue Medeiros, Town Clerk  
Catherine Blue, General Counsel, Massachusetts Gaming Commission  
John Ziemba, Ombudman, Massachusetts Gaming Commission

## Southeastern Regional Planning and Economic Development District

### RAYNHAM PARK IMPACT ANALYSIS: SURROUNDING COMMUNITIES

This analysis evaluates the potential impacts of the Raynham Park Slot Parlor proposed in Raynham, Massachusetts on surrounding communities in the SRPEDD region. For the purpose of this analysis, the following communities were included: Taunton, Middleborough, Lakeville, Berkley, Dighton, Rehoboth and Norton. Among those communities, only Taunton has official “surrounding community” status as designated by the proponent and defined in the Massachusetts Gaming Commission statute. As the host community, impacts to the Town of Raynham were not analyzed.

#### PROJECT DESCRIPTION

As described in the Environmental Notification Form (ENF), the project consists of the demolition of the existing Simulcast facility and dog track operation, including buildings, track, and parking lots, and construction of a 1,250 slot casino and special event venue. The Proponent is seeking a Category 2 gaming license pursuant to Chapter 194 of the Acts of 2011: An Act Establishing Expanded Gaming in the Commonwealth and M.G.L. Chapter 23K, Section 19, as amended by Section 16 of the Expanded Gaming Act, which authorizes the Massachusetts Gaming Commission (MGC) to license one slots facility statewide.

The project will be constructed in four phases. Phase I includes renovations to the existing building to open a temporary slot casino, which will be operational within four months of the issuance of a state gaming license. The temporary casino will be operational during the construction of the permanent casino in Phase 2. Phase 2 will entail the construction of the permanent casino building, which will feature 1,250 slot machines, a food court, a specialty restaurant, a bar with entertainment, and player support and service areas. In addition, Phase 2 will include a 15,600 square foot (sf) special events space to accommodate meetings, conferences, concerts and entertainment. Phase 2 will include 173,324 sf at full build-out. Following the construction of Phase 2, the temporary casino will be demolished. The timing of Phase 3 is market-dependent. The construction will include an expanded entertainment venue and hotel with an additional 104,534 sf of space. The Proponent has reserved an area in the southwestern portion of the site, adjacent to the former Penn Central Railroad right of way, for Phase 4. This phase will include a train station and three retail spaces to support future South Coast Rail service.

Raynham Park is located on a 121.1-acre site at 1958 Broadway (Route 138) in Raynham. The site is bounded by the Easton/Raynham Town Line to the north, Broadway (Route 138) to the east (including a gas station located on the easterly side of the property parallel to Broadway), industrial development to the south, and the former Penn Central Railroad to the west. A portion of the site is located within the Hockomock Swamp Area of Critical Environmental Concern (ACEC). Approximately 65.1 acres of the site is developed with a grandstand building, simulcast building, and other smaller out buildings, extensive paved storage/parking areas, and an abandoned dog track and kennels.



## ANALYSIS

In conducting this analysis, we have been hampered by the lack of sufficient data on the project. The Secretary of the Massachusetts Executive Office of Energy and Environmental Affairs issued the 17-page scope for the Raynham Park ENF Certificate on September 20, 2013. The analysis required by that scope has not been completed, so we had to rely on best available data and information, especially regarding the traffic impacts. If possible, it may be prudent to predicate any Surrounding Community Agreements on baseline studies at the time of opening with mitigation determined after a mutually agreed-upon period of time with independent evaluation and arbitration.

This analysis is based upon the completion of the first two phases of the proposed Raynham Park facility. Future phases (entertainment and other options; slot machines cannot be expanded past 1250) could result in the expansion of the facility and the impacts associated with the facility, but there is the strong possibility that future phases could be negated by more competition from a Native American casino proposed for Taunton, or other commercial casinos that have been proposed within less than an hour's drive from the Raynham location.

## JOBS

The issues regarding housing and jobs that could possibly impact the surrounding communities are the need to import workers to fill the new jobs and the housing stock needed to support those workers. SRPEDD examined census population, housing, employment and journey to work to work information for this analysis.

The Raynham Park proponents project a total of 600 jobs will be created as a result of their development. B&S Consulting, working for the Town of Raynham, put the total jobs number from 411-500. These jobs are expected to be from a variety of occupations, but most will be unskilled or low skilled jobs comparable to retail or hospitality industry jobs.

The proponents have suggested that most of these jobs will be filled by former workers at the Raynham Dog Track, which ceased operation as a dog racing facility in 2010. Hiring back former employees would minimize the impact to the town and surrounding communities if those workers are already residing in the area and are unemployed or underemployed. It is not a realistic expectation that 411-600 new jobs will be filled by former workers who still reside in the area. Since 2010, the track has operated only for simulcast betting and many former employees will have found new employment or retired. A more realistic expectation is that a large majority of the estimated 600 jobs will be filled by workers from the host and surrounding communities and those seeking employment that reside within a half hour commute.

The Host Community Agreement signed with the Town of Raynham includes a preference for hiring qualified citizens of that town for jobs in construction and operations, so meeting that goal will lower somewhat the number of workers coming from surrounding communities and beyond.

Data from 2011 suggest that there is a more than adequate supply of qualified labor force participants who are likely to be seeking work that reside within a twenty mile radius of the site. With significant numbers of available workers within a reasonable commute and with an appropriate skills match, the proponents will not need to import workers from outside the area to meet the projected demand. Within a twenty mile radius of the Raynham Park site, there are over 800,000 residents defined as "civilian labor force" of which 8.6% (69,000) are unemployed (US Census).

Census-defined employment sectors that are most relevant for Raynham Park are: (1) retail trade and (2) arts, entertainment, recreation, and accommodation and food services. Those two sectors make up 20.3% of the labor force or approximately 149,000 employed and 14,000 unemployed workers within a twenty mile radius of the Raynham Park site. Raynham Park is expected to employ very few people who require specialized skills (such as slot machine repair technicians), so the large majority of employment opportunities can be filled with the immediately available labor force, with training opportunities available for the more specialized jobs. The net employment impact of the project is that very few jobs are likely to be filled from outside the standard commuting area.

## HOUSING

The 2011 data further show that there is adequate vacant and affordable housing available to meet the demand associated with the 411-600 new jobs projected to be created by Raynham Park. Of the 588,171 housing units within a twenty mile radius of Raynham Park, 6.9% (in excess of 40,000) are vacant.

Furthermore, 173,394 units of housing within that area are classified as rental units and the vacancy rate among rental units is 4.4% of the housing stock, or 8,152 vacant units.

The impact of jobs and housing associated with the slot parlor on surrounding communities is expected to be negligible. Under the maximum jobs scenario of 600 new jobs, virtually all of these positions can be filled by job seekers within a half hour commute of the site without requiring the construction of new housing and the introduction of new families into the surrounding communities.

The availability of existing labor force within a reasonable commute will have a negligible impact on local school systems because the jobs will be filled mostly by existing residents of the region.

Outside of the host community of Raynham, the largest numbers of workers are likely to come from the bigger regional communities within easy commuting distance, such as Taunton, Brockton and Attleboro.

*(NOTE: The expected minimal impact on housing and schools associated with the Raynham Park slot parlor cannot be assumed to be equivalent for a category 1 commercial resort casino or Native American casino, where the labor force skill requirements are more diverse and the number of workers will be as much as ten times larger.)*

## TRAFFIC

This report documents the estimated traffic demand resulting from the proposed Raynham slot parlor proposed at the site of the former Raynham Dog Track in Raynham, Massachusetts. The traffic distribution analysis in this report was based on a simplified mathematic model which is inspired by the gravitational theory of Newtonian Physics assuming that the number of trips is directly proportional to the total population of the places (in this case, we used city and town as places) and inversely proportional to the travel time between the casino as a destination and the places as origins. The analysis evaluates the trip distribution pattern from over 3.2 million people in major cities and towns within portions of the state of Massachusetts and Rhode Island that have the highest likelihood of trip origins. We assume the further away the community is the less likely people will come to consume at the casino by surface transportation.

This analysis does not evaluate the casinos' market share among the existing and future casino sites because it is not within the scope of this study and, in essence, that type of study is more complex and requires more data of casino customers and business operation. By the time more data is available, the data in this report could be expanded to include more assumptions.

The proponent's estimate of 7541 trips/day generated by the facility was utilized in this analysis. This number could increase or decrease based upon future phases or increased competition.

Additional traffic impacts at the Taunton Green/Route138 and the Middleborough Circle were examined in the analysis, as these two locations are known to have outstanding traffic issues and are locations that potentially will be impacted by new traffic generated by the proposed slot parlor. Our findings enabled us to quantify the potential traffic increase at these two locations.

In both cases, the current level of service is below acceptable levels and we have projected how much additional traffic is likely to pass through these locations. The Middleborough Rotary requires a comprehensive solution that is presently under discussion, and the information below provides a measure of the likely impact from the Raynham proposal (See Table 1).

The urban setting and configuration of the Taunton Green makes a comprehensive solution to this problem much more problematic, but the additional traffic could have a measurable level of service impact on the operation of many intersections along Route 138 north of the Taunton Green, most notably at Bay Street and the two locations where Washington Street intersects with Broadway (see Table 2). (It should be noted that a Wal-Mart Super Center will be opening on Route 138 in Raynham before the slot parlor would open, and this complicates the accurate measurement of impacts).

It is suggested that the Taunton and Middleborough locations could be addressed in a surrounding community agreement with a clause that establishes a baseline of traffic conditions (including crash data) upon opening and re-evaluates those conditions at a later point in time to accurately determine the facility's impact. Such an agreement would require a process to select an objective third party and provide for arbitration if necessary. This approach could prove useful along Broadway in both Raynham and Taunton to assess a possible increase in crashes involving left turns onto and off of Broadway. The

fix may ultimately involve signal timing adjustment that provides gaps in the flow that allow opportunities to complete left turns.

SRPEDD's analysis was not detailed enough to find a measurable deterioration in the level of service at locations in other communities in the SRPEDD region (i.e. Lakeville, Berkley, Dighton and Rehoboth) attributable to the Raynham facility, although no significant impact is expected.

**Findings: Taunton Green/Route 138**

SRPEDD projects approximately 332 vehicular trips be generated by the proposed facility on a regular day, including week day and weekend, will enter Taunton Green. That is equal to 4.4% of the total trips from the proposed development. In terms the traffic impact on the Taunton Green, we projected about additional 34 cars entering Taunton Green at the peak hour in the afternoon. All of these vehicles are assumed to proceed north on Route 138 to the Raynham Town line and beyond to the facility.

Table 1 shows the results of the analysis.

We provided high and low estimates to capture the possible range of traffic will be utilizing Taunton Green by observing the transportation network and land use patterns. We also applied a modest adjustment rate to reduce the total trips to replicate the downtown Taunton road conditions because there are more alternative routes in the downtown and its vicinity.

TABLE 1

**Estimated trips passing Taunton Green**

County	City or Town	High %*	Low %*	High Trips	Low Trips	Avg Trips	Avg Trips(Adj)**
Bristol	Acushnet	0.00%	0.00%	-	-	-	-
Bristol	ATTLEBORO	0.00%	0.00%	-	-	-	-
Bristol	Berkley	0.45%	0.00%	34	-	17	10
Bristol	Dartmouth	0.00%	0.00%	-	-	-	-
Bristol	Dighton	1.47%	1.17%	111	88	99	60
Bristol	Fairhaven	0.00%	0.00%	-	-	-	-
Bristol	FALL RIVER	0.00%	0.00%	-	-	-	-
Bristol	Freetown	0.00%	0.00%	-	-	-	-
Bristol	NEW BEDFORD	0.00%	0.00%	-	-	-	-
Bristol	North Attleborough	0.00%	0.00%	-	-	-	-
Bristol	Norton	0.00%	0.00%	-	-	-	-
Bristol	Raynham	0.76%	0.00%	57	-	29	17
Bristol	Rehoboth	2.05%	0.73%	155	55	105	63
Bristol	Seekonk	1.44%	0.51%	109	39	74	44
Bristol	Somerset	0.12%	0.00%	9	-	4	3
Bristol	Swansea	0.14%	0.00%	10	-	5	3
Bristol	TAUNTON	3.27%	1.63%	246	123	185	111
Bristol	Westport	0.00%	0.00%	-	-	-	-
Providence	Burrillville	0.00%	0.00%	-	-	-	-
Providence	Central Falls	0.00%	0.00%	-	-	-	-
Providence	Cranston	0.00%	0.00%	-	-	-	-
Providence	Cumberland	0.00%	0.00%	-	-	-	-
Providence	East Providence	0.42%	0.00%	32	-	16	10
Providence	Foster	0.00%	0.00%	-	-	-	-
Providence	Glocester	0.00%	0.00%	-	-	-	-
Providence	Johnston	0.00%	0.00%	-	-	-	-
Providence	Lincoln	0.00%	0.00%	-	-	-	-
Providence	North Providence	0.00%	0.00%	-	-	-	-
Providence	North Smithfield	0.00%	0.00%	-	-	-	-
Providence	Pawtucket	0.00%	0.00%	-	-	-	-
Providence	Providence	0.45%	0.00%	34	-	17	10
Providence	Scituate	0.00%	0.00%	-	-	-	-
Providence	Smithfield	0.00%	0.00%	-	-	-	-
Providence	Woonsocket	0.00%	0.00%	-	-	-	-
			<b>Total</b>	<b>796</b>	<b>306</b>	<b>551</b>	<b>331</b>

\*This is the percentage from overall trip generation from the proposed Raynham slot parlor.

\*\*We applied adjustment factor to replicate the downtown Taunton traffic network.

**Findings: Middleborough Rotary**

SRPEDD projects approximately 294 vehicular trips are generated by the proposed facility on a regular day, including week day and weekend that enter the Middleborough rotary. That is equal to 3.9% trips from the proposed development. The proponent’s estimate of 7541 trips/day generated by the facility was utilized in this analysis. In terms of the traffic impact at the rotary, we projected about additional 30 cars entering the rotary at the peak hour in the afternoon.

We provided high and low estimates to capture the possible range of trips that enter Middleborough rotary by observing the transportation network and land use pattern. The estimated percentage is not directly from calculation but from professional judgment and familiarity with the area.

Table 2 shows the results of the analysis.

TABLE 2

<b>Estimated trips passing Middleborough Rotary</b>						
<b>County</b>	<b>City or Town</b>	<b>High %*</b>	<b>Low %*</b>	<b>High Trips</b>	<b>Low Trips</b>	<b>Avrg Trips</b>
Plymouth	Carver*	0.95%	0.95%	72	72	72
Plymouth	Duxbury	0.68%	0.00%	51	-	26
Plymouth	Kingston	0.89%	0.00%	67	-	33
Plymouth	Lakeville	0.00%	0.00%	-	-	-
Plymouth	Marion	0.00%	0.00%	-	-	-
Plymouth	Marshfield	0.63%	0.00%	47	-	24
Plymouth	Mattapoissett	0.00%	0.00%	-	-	-
Plymouth	Middleborough	1.72%	0.00%	129	-	65
Plymouth	Plymouth	0.83%	0.00%	63	-	31
Plymouth	Plympton	1.12%	0.00%	84	-	42
Plymouth	Rochester	0.00%	0.00%	-	-	-
Plymouth	Wareham	0.00%	0.00%	-	-	-
<b>Total</b>				<b>514</b>	<b>72</b>	<b>293</b>

*\*This is the percentage from overall trip generation from the proposed Raynham slot parlor.*

**WATER & SEWER**

Raynham Park will discharge into the Taunton wastewater treatment plant through an extension to the existing sewer system. The WWTP does have the capacity, by permit, but also has a new, lower nitrogen discharge standard. In terms of handling the quantity of the proposed discharge, no modification to the WWTP should be necessary.

Inflow/infiltration issues were addressed to the co-permittees (of which Raynham is one) in 2009 as part of a phased sewer extension. It is necessary that Taunton insures that the proponents live up to their proposed LID, GHG and LEED standards, as well as the I/I concerns.

## PUBLIC SAFETY

SRPEDD has not completed its analysis of the potential impacts to public safety services provided by the surrounding cities and towns.



## Nearby Communities Impact Report for Raynham Park Casino Raynham, Massachusetts



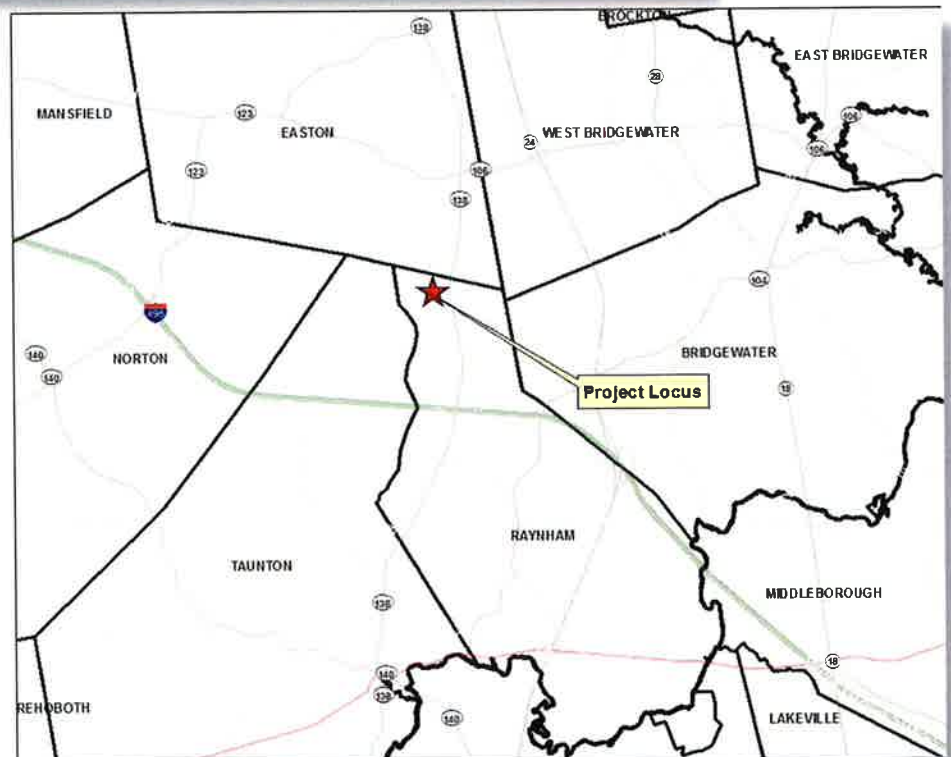
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September 2013





**Raynham Park Nearby Communities Impact Report**  
Raynham, MA

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## 1.0 INTRODUCTION

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### 1.1 EXECUTIVE SUMMARY

Raynham Park LLC is proposing to redevelop the existing Raynham Park site with a new 175,000-square-foot facility that will house a slot casino, special event venue, and associated site and utility improvements (collectively, the "Project"). The Project will be licensed under M.G.L. c. 23K, § 2 and the Massachusetts Gaming Commission's Regulations (205 CMR110.00).

Raynham Park Casino is being permitted as a Category 2 license and will be investing \$125,000,000 in capital improvements. This project is smaller than a "destination" casino proposed under Category 1 and as a result will have less of an impact on nearby communities.

This report explores and summarizes the listed impacts to nearby communities within the Gaming Commission Regulations, then identifies the potential impacts to the nearby communities, and reviews the proposed project and actual impacts to the nearby communities. That process has led to the following conclusions:

- The Project location in the northern portion of Raynham, with its existing roadway network and convenient access via Interstate 495 and Route 24, minimizes impacts to roadways in nearby communities.
  - The proposed traffic light at the site entrance on Route 138 will help to mitigate traffic impacts on Route 138.
- The existing site has a historical and current gaming use, and the continuation and expansion of that use does not create significant adverse impacts to nearby communities (when compared to a project site with no existing gaming use).
- The proposed improvements to stormwater management, including greening of the site by over 25%, will result in a substantial improvement to the water quality of the stormwater runoff from the site to the Hockomock Swamp. This improves the environmental condition of the nearby communities.
- The nearby communities of Norton, Taunton, East Bridgewater, Bridgewater, and Middleborough were found not to be significantly and adversely impacted with respect to their proximity to the site, casino project generated traffic (either during construction or operations) or demands for municipal services. The proposed mitigation included in the Project contributes significantly to this finding of no significant and adverse impact.
- The Town of Easton will be impacted. – Transportation and Construction
  - Transportation impact from the project: MassDOT has already prepared the 25% design plans for improvements to Route 138/106 intersection. The proposed 25% design plans will provide mitigation for traffic impacts from the Project. The 25% design plans have been reviewed by the Proponent's design team and the only suggested revisions would be to extend some of the turning lanes and optimize sequencing lights. The Proponent is meeting with MassDOT to discuss the project and to discuss the proposed improvement project for Route 138/106 intersection.

- Transportation impact during construction: A traffic management plan will be prepared for construction activities and the plan will recommend use of 495 to avoid trips through Easton and Route 138/106 intersection. The final traffic management plan will be coordinated with MassDOT, the Town of Raynham, and the Town of Easton.
- Municipal Services impacts: – The Proponent is working with Town of Raynham to ensure that adequate resources will be dedicated to the Project Site to avoid/minimize reliance on Police and Fire in Easton.

## 1.2 HOST AND SURROUNDING COMMUNITIES

The Massachusetts gaming licensing process for a casino requires the proponent of the license application to pursue agreements with both the Host Community – the municipality where the casino or slot facility is proposed to be located – and Surrounding Communities – the municipalities in proximity to the Host Community that the Commission believes are likely to be impacted by the development and operation of the casino or slot facility. Section 2 of this report includes a more detailed description of Surrounding Communities and potential impacts. The project's Proponent is Raynham Park LLC c/o Greenwood Gaming and Entertainment, Inc. 2999 Street Road Bensalem PA 19020.

This report explores the **potential** impacts and proposed mitigation for communities within close proximity to the proposed slots facility to be located at the current Raynham Park (1958 Broadway, Raynham, Massachusetts). For more detailed project information, please see the Environmental Notification Form prepared for the project.

The Proponent has been working with the host Community (Raynham) in developing appropriate mitigation for the proposed Project's impacts on Raynham. The mitigation includes reduction of impervious area on site, installation of a new traffic lights at the entrance, improvements to the Route 138 along the Project's frontage, etc. The Host Community Agreement provides further mitigation for the proposed Project. For additional information and detail on project impacts and proposed mitigation on the Host Community see the Environmental Notification Form submitted to MEPA.

## 1.3 PROJECT SUMMARY

The Raynham Park Casino is a redevelopment project that is proposed on a 99-acre parcel located at 1958 Broadway in Raynham, Massachusetts (subsequently referred to as the "Site"). The Site is located in north Raynham, near the Easton/Raynham town line, and is bounded by wetlands and property owned by the Commonwealth along the Easton/Raynham Town Line to the north, Broadway (Route 138) to the east, industrial use and existing residences to the south, and the former Penn Central Railroad to the west.



*Existing Conditions (2008 USGS Orthophoto)*

#### **1.4 HISTORICAL BACKGROUND**

The Raynham-Taunton Greyhound Park opened in the early 1940s and continues operation today. The Park was established as a live greyhound racing facility from the 1940s-2010 and included a grandstand, track, approximately 4,000 parking spaces, and over 50 dog kennels. In 1971, the Park became the first greyhound track to hold races seven days a week. The Park set a world record for collecting \$240 million in dog racing revenue in one year in 1989.



**1971 Aerial Photograph**

When dog racing was banned in Massachusetts on January 1, 2010, the facility evolved into a simulcast racing center for greyhound, thoroughbred, and harness racing. As a result of the ban, the staff of 600 was reduced by approximately 2/3. The Park has continued to operate as a simulcast center since 2010, and the track and kennels have since been abandoned. The western portion of the site (behind the abandoned race track) is now used to store telephone/utility poles. The north-central area of the Site has been converted to the Patriot Recycling Corporation facility for soil screening, asphalt, brick, concrete, and shingle recycling. Two other areas of the existing parking lot have been modified as a tractor-trailer driver training course.

### 1.5 PROPOSED PROJECT

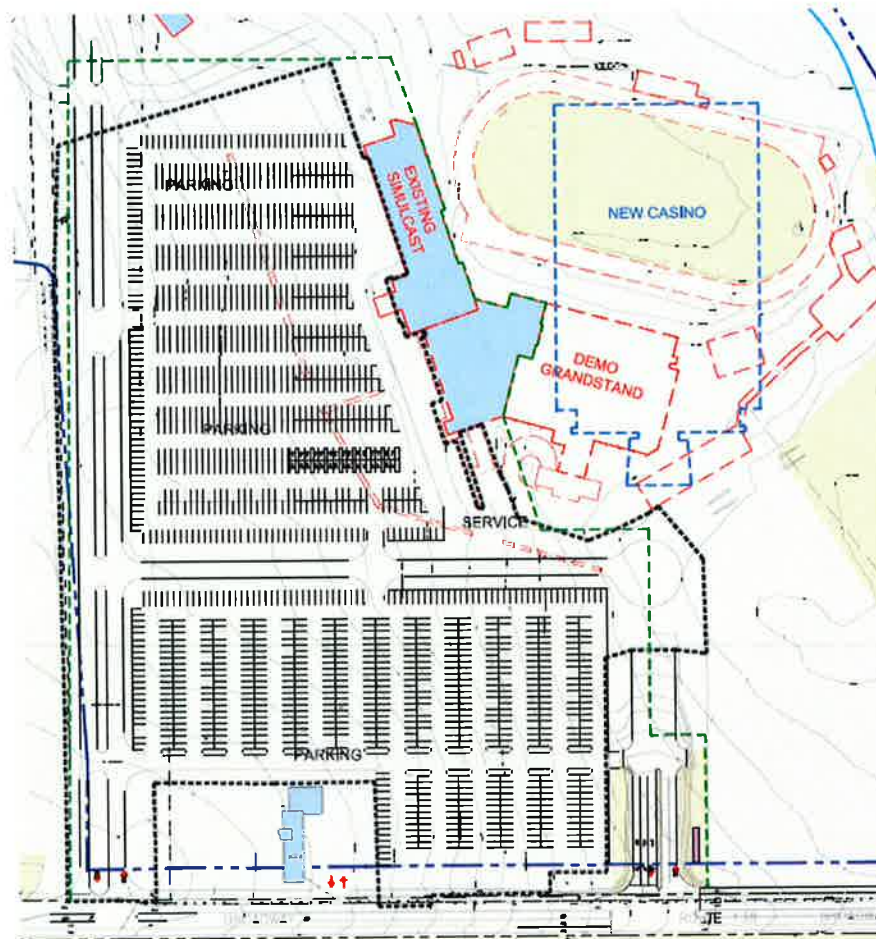
The proposed work includes the demolition of the existing facility and dog track operation, including the main buildings, 16 out buildings, existing kennel buildings, track, parking lots, and Sunoco Gas Station, to allow for the construction of a new 175,000-square-foot facility that will house a slot casino, special event venue, and hotel, as well as associated site and utility improvements (collectively, the "Project").

The Project will be constructed in three phases. Phase 1 includes renovations to the existing building to open a temporary slot casino, which will be operational five and half months after the state gaming license is issued. The temporary casino will be operational during the construction of the permanent casino in Phase 2, and will then be demolished.

Phase 3 includes expansion of the entertainment facilities and new hotel. The timing of Phase 3 will be determined after Phase 1 and 2 are completed and will be based on market demand.

#### Phase 1 – Temporary Slot Casino

- Renovate existing simulcast building into a temporary slot casino.
- Open temporary slot casino and keep operational through construction of permanent slot casino and associated site improvements.



**Phase 1: Temporary Casino and Parking Layout**



***Phase 1: Temporary Casino Rendering***

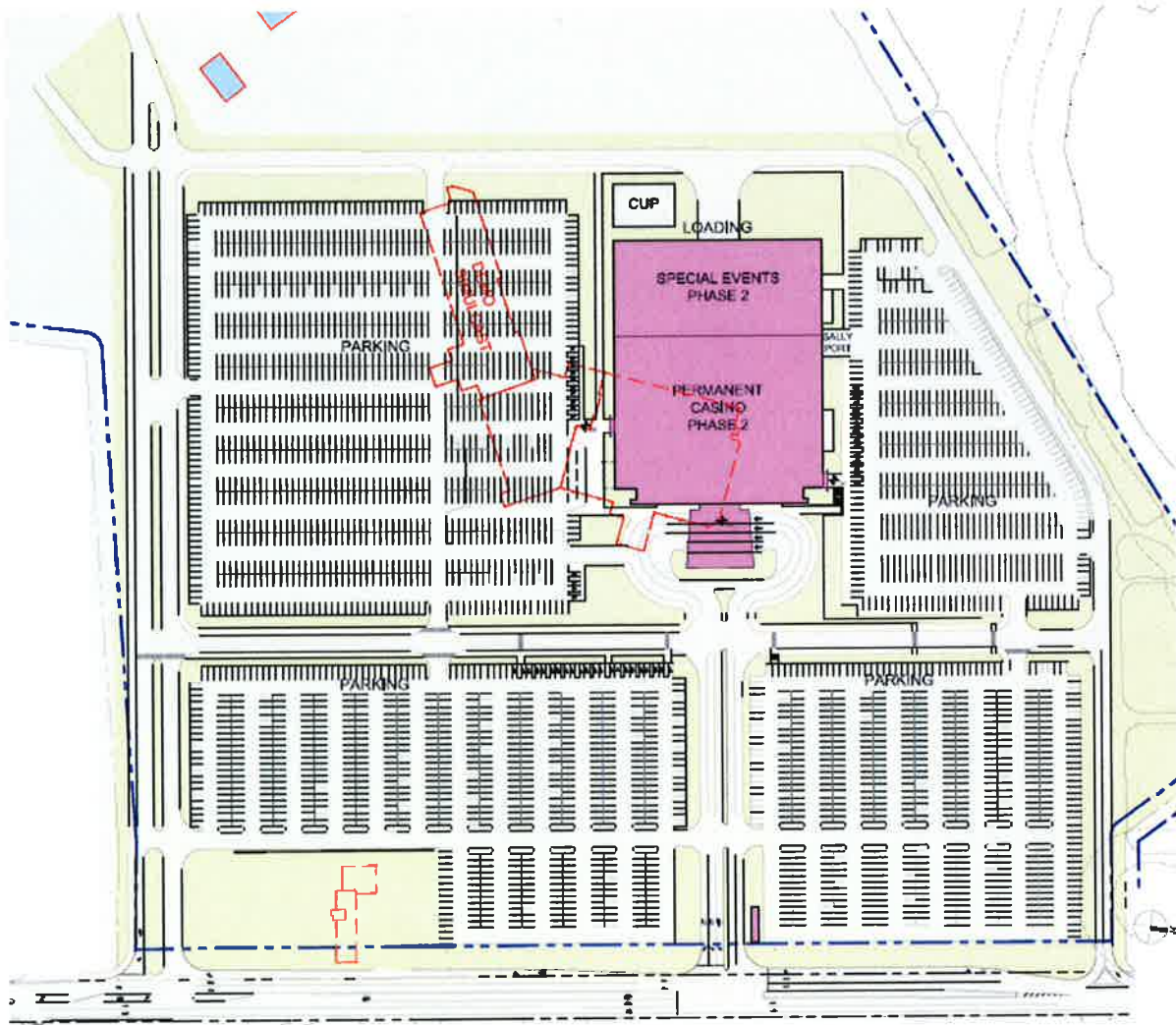
Phase 2 – Permanent Slot Casino (This Phase is the submittal for Category 2 License)

- Construct new slot casino and event venue (phase 2A).
- Construct new parking lot, utility services, and stormwater management practices (phase 2A).
- Transfer slots and simulcast from the temporary facility to new facility.
- Demolish temporary slot casino. Maintain adjacent parking area until parking lots (phase 2B and 2C) are constructed.
- Construct new parking lot (phase 2B).
- Construct new parking lot (phase 2C).
- Construct new parking lot (phase 2D).



***Phase 2: Slots Casino Rendering***





**Phase 2: Building and Parking Layout**



## 1.6 CONSISTENCY WITH PLANNING

The Project will be designed to be consistent with the short- and long-term goals of local and regional planning policies. The Site is located in the Southeastern Regional Planning & Economic Development District, which issued an update to their Comprehensive Economic Development Plan in June 2012. The following goals were outlined in the report, and have been considered during the planning and design of the Project:

- A. Support the development of small business and new startups in the region.  
The Project will provide revenue for the Town of Raynham and the southeast region of Massachusetts. It is also anticipated that 600 permanent jobs will be created. A portion of the funding provided to Raynham through the Host Community Agreement is dedicated to improving the façade for Route 138. In addition, Greenwood's gaming's casino in Bensalem, PA has spawned the growth of the restaurant business along the major corridor on which the casino is located. Similar development is expected for Raynham.
- B. Support the development of infrastructure for economic development.  
The existing site has roadway and utility infrastructure, which will be improved as part of the Project.
- C. Pursue sustainable development and enhance the region's quality of life.  
The Project will reduce environmental impacts to the surrounding area and will enhance the long-term environmental and economic health of the region through the construction of energy-efficient and LEED-certified structures, and environmental mitigation.
- D. Broaden region's economic profile; promote employment opportunities in emerging sectors such as marine science, biotech, and the creative economy.  
The construction of a slot casino, hotel, and entertainment venue will provide employment in a variety of sectors.
- E. Provide institutional support for economic development.  
The Proponent has entered into a Host Community Agreement with the Town of Raynham, who is supportive of the Project, and will continue working with the Town and its consultants throughout the design and permitting process.

## 1.7 CONSISTENCY WITH RAYNHAM ZONING

The Project is being designed to be consistent with the Town of Raynham Zoning Bylaw. The Site is located within the Industrial District, which is an area planned for economic development. The following is a list of requirements under the Zoning Bylaws (dated May 18, 2009) Sections V and 5.1:

Maximum Building Height:	40 feet (Higher with Special Permit)
Minimum Frontage:	150 feet
Minimum Depth:	100 feet
Minimum Lot Area:	30,000 square feet
Minimum Front Yard:	45 feet
Minimum Side Yard:	20 feet
Minimum Rear Yard:	20 feet

It is anticipated that a Special Permit for building height will be required. The Proponent will coordinate with the Raynham Planning Board and Zoning Board of Appeals as required.

## 2.0 PERMITTING CONTEXT

The anticipated federal, state, and municipal permits and approvals required for the Project are summarized in Table 1-1, below.

Table 1-1 Anticipated Federal, State, and Municipal Permits and Approvals

	Issuing Authority	Permit/Approval
<b>Federal</b>	Environmental Protection Agency	National Pollutant Discharge Elimination System (NPDES) Construction General Permit – Notice of Intent/Notice of Termination
	Massachusetts Gaming Commission	Gaming License
<b>State</b>	Executive Office of Energy and Environmental Affairs	Massachusetts Environmental Policy Act Review
	Massachusetts Department of Environmental Protection	Sewer Connection Certification – Phase 2 Sewer Connection Permit – Phase 3 Demolition Permit
	Massachusetts Department of Transportation – Highway Division	Vehicular Access Permit Non-Vehicular Access Permit
	Massachusetts Historical Commission	State Register Review (if required)
	Raynham Conservation Commission	Order of Conditions for Notice of Intent
<b>Municipal</b>	Raynham Planning Board	Site Plan Approval
	Raynham Zoning Board of Appeals	Special Permit & Variances
	Raynham Sewer Commission	Sanitary Sewer Service Connection
	Raynham Water Department	Water Service Connection
	Raynham Fire Department	Underground Storage Tank Registration and Compliance (if required)
	Raynham Building Department	Building Permit

## 2.1 GAMING LEGISLATION

Chapter 194 of the Acts of 2011: An Act Establishing Expanded Gaming in the Commonwealth (the "Gaming Act") was signed into law on November 22, 2011 to provide economic investment and job creation within the Commonwealth. The Gaming Act provides for the licensing of up to three destination resort casinos in diverse geographic locations within the Commonwealth, as well as one slot facility; the Gaming Act also created a Gaming Commission to oversee the implementation of expanded gaming within the Commonwealth.

The Proponent has met with the Massachusetts Gaming Commission and will submit an application seeking a license to operate a Category 2 gaming establishment at Raynham Park Casino. The Proponent has submitted a Phase 1 Suitability Application and will be filing the Phase 2 Application prior to October 4.

## 2.2 HOST AGREEMENT & TOWN REFERENDUM

The Proponent obtained a Host Community Agreement (HCA) from the Town of Raynham on June 11, 2013. The Proponent is actively engaged with the Town of Raynham to plan for a Town referendum as required by the Gaming Act. The referendum vote was held on August 13, 2013 and passed with an overwhelming majority.

Through the HCA, the Proponent agreed to provide the Town of Raynham with an annual mitigation fee of \$1.1 million, and will expend funds for other specified purposes as stated in the Agreement. After four years, the payment will increase 2.5 percent annually for 20 years. The Proponent will also pay the town \$100,000 each year to be put toward the town's capital needs. An additional \$15,000 in annual payments will be made toward improving the business facade of Route 138.

## 2.3 SURROUNDING COMMUNITY DEFINITIONS

The Gaming Commission's website defines "A *Surrounding Community* as a municipality in proximity to a host community that the Commission determines experiences or is likely to experience impacts from the development or operation of a gaming establishment. Under the Gaming Act, gaming applicants are required to submit signed agreements between the Surrounding Communities and the applicant setting forth the conditions to have a gaming establishment located in proximity to the Surrounding Communities and documentation of public outreach to those Surrounding Communities.

The Commission recently promulgated a regulation further defining the term "surrounding community" for gaming applications and other purposes. In this regulation, the Commission further defines the factors it will use in determining which communities are "Surrounding Communities", if such communities have not already been designated as Surrounding Communities in an applicant's RFA-2 application. Applicants for gaming licenses have the primary responsibility for determining whether a community is a "surrounding community" to be included in its application. However, the Gaming Act establishes a procedure for the Commission to decide whether a community is a "surrounding community" even though the applicant has not included an agreement with that community in its RFA-2 application to the MGC. In the event an applicant has not been able to reach an agreement with a surrounding community prior to the RFA-2 application, the Gaming Act specifies that gaming applicants and Surrounding Communities will have thirty days to negotiate an agreement before the Commission implements protocols and procedures to ensure the conclusion of a fair and reasonable agreement."

The Gaming Act defines Surrounding Communities as:

125.01: Determination of Surrounding Communities and Execution of Mitigation Agreements

(1) *General.* The following communities are determined to be Surrounding Communities concerning the development and operation of a specific gaming establishment for purposes of M.G.L. c. 23K and 205 CMR:

(a) Each community located in the commonwealth that both:

1. has been designated as a surrounding community by an applicant for a Category 1 or Category 2 license in the RFA-2 application, written notice of which designation shall be provided by the applicant to the community's chief executive officer as defined in M.G.L. c. 4, §7, cl. Fifth B, at the time the application is filed with the commission; and

2. submits to the commission a written assent, signed by the community's chief executive officer as defined in M.G.L. c. 4, §7, cl. Fifth B, or their designee, to the designation within ten days of receipt of the application by the commission. Such notice to the community of designation by the applicant shall also include written notice of the requirement that each community must, to obtain final surrounding community designation, assent to such designation in writing within ten days of the date of the receipt of the application by the commission. Upon receipt of the written assent, the commission shall issue a written notice designating the community as a surrounding community; and

(b) Each community located in the commonwealth that has executed a surrounding community agreement with the applicant for a Category 1 or Category 2 license which agreement was submitted with the RFA-2 application and is determined by the commission to be in compliance with M.G.L. c. 23K, § 15(9); and

(c) Each community located in the commonwealth that has been designated a surrounding community by the commission under M.G.L. c. 23K, § 17(a) and 205 CMR 125.01(2) after the submission of an applicant's RFA-2 application upon written petition by the community's chief executive officer as defined in M.G.L. c. 4, § 7, cl. Fifth B, or their designee, for the community to be designated a surrounding community with respect to the specific gaming establishment.

## 2.4 IMPACTS AS DEFINED IN 205 CMR: MASSACHUSETTS GAMING COMMISSION

The following impacts are identified in 205 CMR 125.01, these impacts are the basis of review for this report:

- **Proximity:** The community is in proximity to the host community and the gaming establishment.
- **Transportation:** The transportation infrastructure in the community will be significantly and adversely affected by the gaming establishment, taking into account such factors as ready access between the community and the gaming establishment; projected changes in level of service at identified intersections; increased volume of trips on local streets; anticipated degradation of infrastructure from additional trips to and from a gaming establishment; adverse impacts on transit ridership and station parking impacts; significant projected vehicle trip generation weekdays and weekends for a 24-hour period; and peak vehicle trips generated on state and federal road; ways within the community.

- **Construction:** The community will be significantly and adversely affected by the development of the gaming establishment prior to its opening taking into account such factors as noise and environmental impacts generated during its construction; increased construction vehicle trips on roadways within the community and intersecting the community; and projected increased traffic during the period of construction.
- **Municipal Services:** The community will be significantly and adversely affected by the operation of the gaming establishment after its opening, taking into account such factors as:
  - Potential public safety impacts on the community;
  - Increased demand on community and regional water and sewer systems
  - Impacts on the community from stormwater run-off, associated pollutants, and changes in drainage patterns;
  - Stresses on the community's housing stock including any projected negative impacts on the appraised value of housing stock due to a gaming establishment;
  - Negative impact on local, retail, entertainment, and service establishments in the community; and
  - Increased social service needs including, but not limited to, those related to problem gambling and demonstrated impact on public education in the community.
- **Other:** The community will be significantly and adversely affected by any other relevant potential impacts that the Gaming Commission considers appropriate for evaluation based on its review of the entire application for the gaming establishment.

## 2.5 NEARBY COMMUNITIES INPUT

This Report is intended to be used a starting point for discussion with nearby communities. The Proponent is currently reaching out to the following communities:

- Town of Easton
- City of Taunton
- Town of Raynham
- Town of West Bridgewater
- Town of Bridgewater
- Town of Middleborough
- Town of Norton

The Proponent is continuing to work with the Town of Raynham during this process and looks forward to receiving input from nearby communities.

### 3.0 INVESTIGATED IMPACTS TO NEARBY COMMUNITIES

The Proponent has investigated the following potential impacts to nearby communities as outlined in the governing regulations (section 205 CMR 125.01): Proximity, Transportation, Construction, and Municipal Services (Table 3-1). This analysis was performed to review these potential impacts in greater detail in advance of meeting with nearby communities. Section 4.0 discussed the proposed mitigation included in the project that reduces and/or eliminates the potential impacts.

Table 3-1 Investigated Potential Impacts on Nearby Communities

Municipality	Investigated Potential Impacts
Easton	Proximity, Transportation, Construction, Municipal Services
West Bridgewater	Proximity, Transportation
Bridgewater	Proximity, Transportation
Taunton	Proximity, Transportation, Municipal Services
Middleborough	Proximity, Transportation
Norton (Does not border Raynham)	Proximity, Municipal Services

#### 3.1 PROXIMITY

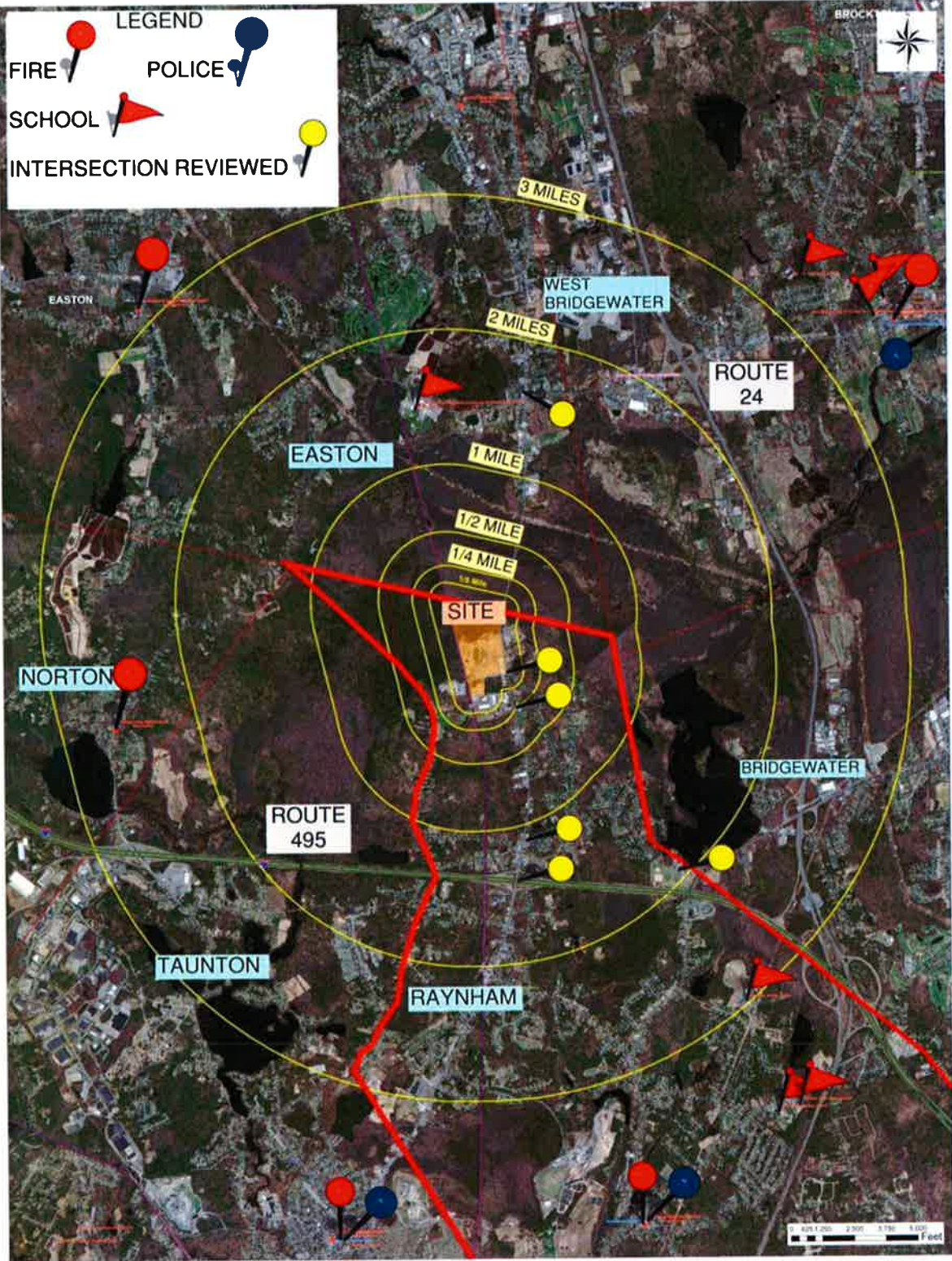
The Site is located in a rural area and is surrounded almost entirely by woods, wetlands, or industrial development. Table 3-2 identifies the distances to the town/city lines and municipal centers. For the Town of Easton, the intersection of Route 138 and 106 was used as the town center area due to its proximity to the Site.

Table 3-2 Proximity of Nearby Communities to Raynham Town Line and Town Center

Municipality	Distance to Town/City Line <sup>1</sup> (miles)	Distance to Municipal Center(miles)
Easton	0.1	1.6
West Bridgewater	1.0	4.2
Bridgewater	1.0	5.1
Taunton	0.3	5.6
Middleborough	5.5	10.3
Norton (Does not border Raynham)	2.0	6.0

1. Approximate distances from Google.





*Nearby Communities Proximity Map*

### 3.1.1 Summary of Findings - Proximity

The Site is located in the northern portion of Raynham approximately 0.1 miles from the Easton town line, and is also within one (1) mile of Bridgewater, West Bridgewater, and Taunton. The following points summarize the results of the Proximity impact analysis:

- The Site is located approximately 0.1 mile from the Taunton City Line along Route 138.
- The Site is located approximately one (1) mile from Bridgewater Town Line as the crow flies, but over two (2) miles by road (Route 138 to Route 106) through Easton.
- The Site is located approximately one (1) mile from the West Bridgewater town line as the crow flies. There are many routes from the Site to West Bridgewater, however there are no direct roadway connections.
- The closest residential neighborhood outside of Raynham is located on Prospect Hill Street in Taunton. Prospect Hill Street is a dead-end street off of Bridge Street and Elm Street, which are accessed from Route 138 in Raynham). The neighborhood is isolated by Route 495 and is separated from the Site by the railroad right-of-way that runs along the western boundary of the Site. The Project does not include any work west of the railroad right-of-way.
- The closest residential homes and businesses in Easton are located approximately one (1) mile north of the Site on Route 138, which is separated from the Site by the Hockomock Swamp.
- The Hockomock Swamp Area of Critical Environmental Concern (ACEC) runs along the northern portion of the Site. The Hockomock Swamp ACEC is located in Raynham, Bridgewater, West Bridgewater, Easton, Taunton, and Norton.

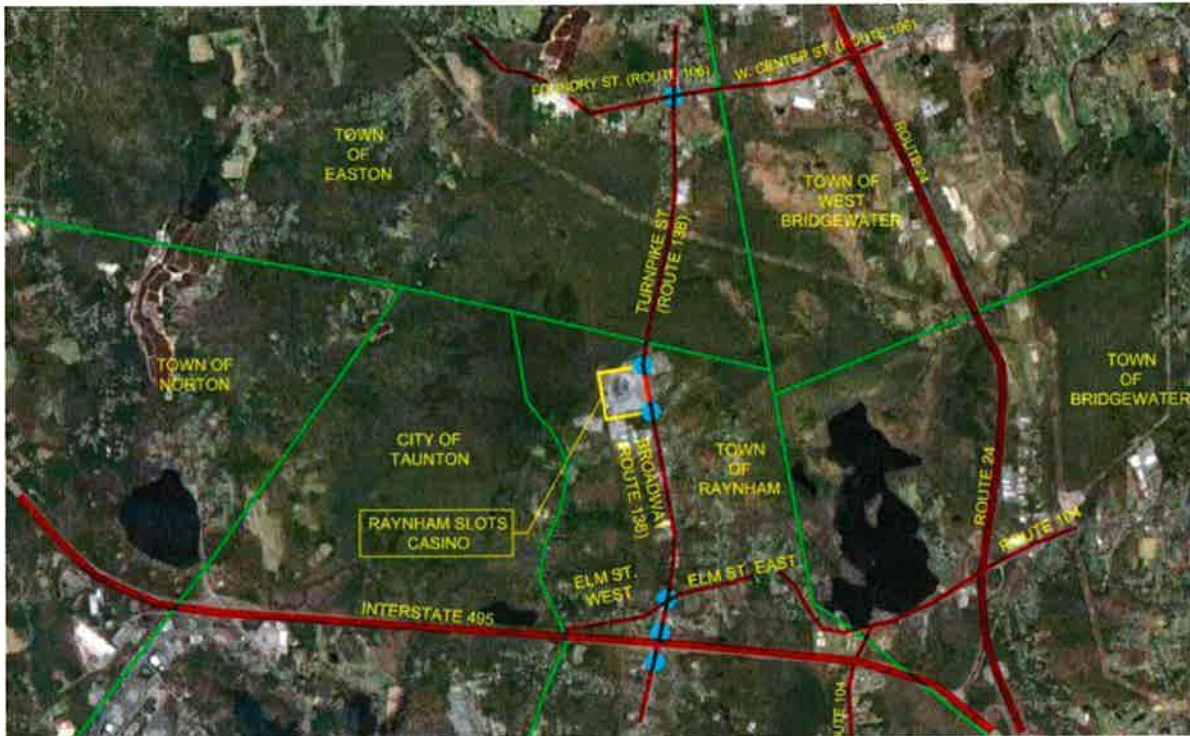
### 3.1.2 Summary of Proposed Mitigation – Proximity

The following actions are proposed to mitigate the potential proximity impacts to the nearby communities:

- Due to the its rural location, the selection of the existing developed Site for the proposed Raynham Park Casino Project avoids substantial impacts to nearby communities through proximity. The Site is isolated by Route 495 and Raynham to the south, the Hockomock Swamp to the north and east, residential neighborhoods to the southeast located within Raynham, and the railroad right-of-way to the west.
- Due to the Site's proximity to the ACEC, the Project will provide more than the required stormwater mitigation under the Massachusetts Department of Environmental Protection (MassDEP) Stormwater Standards. The Project will reduce the amount of impervious area and will provide a substantial improvement in the water quality of stormwater runoff discharging to the ACEC.

## 3.2 TRANSPORTATION

The Project Site will be primarily accessed via regional highways and primary access roads. The impact on local roadways is minimal and no major impacts are anticipated on local roads in nearby communities.



**Existing Regional Roadway System**

### 3.2.1 Summary of Findings – Transportation

The following points summarize the results of the Transportation impact analysis:

- Regional access to the Site is provided by Interstate 495 (I-495) from the east, west, and south and Route 24 from the north.
  - Interstate 495 intersects Route 138 in Raynham, which provides direct access to the Site and will not impact nearby communities.
  - To access the Site from Route 24, patrons will travel on Route 106 to Route 138, travelling through the Towns of West Bridgewater and Easton.
  - Use of minor local roadways to access the Site is anticipated to be minimal.
  - MassDOT has prepared 25% design plans for improvement to the Route 136/106 intersection. These plans include adding turning lanes and generally improving the geometry and function of the intersection.

### 3.2.2 Summary of Mitigation - Transportation

The following actions are proposed to mitigate the potential transportation impacts to the nearby communities:

- The proponent is proposing a traffic signal at the main boulevard Site entrance/exit, which will facilitate access and egress and reduce impacts on local roadways within the Town of Raynham.

- The intersection of Route 138 and Route 106 in Easton and the proposed MassDOT improvement project to this intersection has been studied as part of the planning for the development of the Site.
  - This intersection will require additional improvements/mitigation than the currently planned improvement project for this intersection.
  - The required improvements at this intersection will be coordinated with the Massachusetts Department of Transportation (MassDOT) and the Town of Easton.

### 3.3 CONSTRUCTION

The Project will be constructed in three phases as described in Section 1.5. Construction of Phase 1 of the Raynham Park Casino will begin promptly after the gaming license is obtained and all other necessary permits and approvals are received and finalized. The approximate timeframes for each phase of construction are provided below:

#### Phase 1 – Temporary Casino

Start Date	After Award of License
Design/Build & Permit Schedule	4 ½ Months
Construction Schedule	5 ½ Months

#### Phase 2 – Permanent Slot Casino:

Start Date	After Award of License
Design/Build & Permit Schedule	9 Months
Construction Schedule	12 ½ Months

#### Phase 3 – Entertainment Expansion and Hotel:

Start Date	Market Dependent
Design/Build & Permit Schedule	TBD
Construction Schedule	TBD

#### 3.3.1 Summary of Findings - Construction

The Project will follow all applicable laws and regulations during construction activities. The following points summarize the results of the Construction impact analysis:

- Potential construction impacts to the nearby communities include construction vehicle traffic, air quality, noise, erosion and sediment, and stormwater.
  - Due to their distance from the Site, there are not anticipated to be construction impacts to Bridgewater, West Bridgewater, Norton, and Middleborough.
  - There is the potential for directly adjacent portions of Taunton to be affected by some construction activities, specifically air quality and noise conditions at the Site. Construction period traffic, air quality, noise, erosion and sediment, and stormwater may also impact the Town of Easton. Proposed mitigation for these impacts are outlined in Section 3.3.2

- Due to the observed groundwater and bedrock information and the minimal proposed cuts, construction dewatering (removing groundwater from excavations) is anticipated to be limited. If dewatering is necessary during construction, including the discharge of stormwater that is removed from excavations, trenches, foundations, vaults, or other similar points of accumulation, the project will include design specifications and details for all dewatering practices will be installed and maintained to comply with Part 2.1.3.4 of the Construction General Permit.

### **3.3.2 Summary of Mitigation - Construction**

The following actions are proposed to mitigate the potential Construction impacts to the nearby communities:

- The Proponent will work with the Towns of Raynham and Easton to prepare a Traffic Management Plan to minimize potential construction traffic impacts. The Plan will require construction-related traffic to access the Site using I-495 and Route 138 through the Town of Raynham to eliminate construction period traffic impacts to the nearby communities. Construction deliveries to the site will occur only during non-peak periods.
- The Project will pursue United States Green Building Council's Leadership in Energy & Environmental Design (LEED) certification for the project which has requirements for construction including recycling demolition and construction waste, and addressing indoor air quality.
- The construction contract will require contractors to pursue a number of measures to reasonably reduce potential emissions and minimize impacts from construction vehicles, such as:
  - Monitor construction practices to minimize unnecessary transfers and mechanical disturbances of loose materials.
  - Use appropriate mufflers on equipment, and properly maintain intake and exhaust mufflers.
  - Use muffling enclosures on continuously-operating equipment (e.g., air compressors and welding generators).
  - Use the most quiet construction operations, techniques, and equipment, where feasible.
  - Turn off idling equipment.
- Erosion and sedimentation controls are proposed to minimize the construction-related impact of the proposed project on surrounding and downstream areas. Since this project will disturb more than one acre of land, a National Pollutant Discharge Elimination System (NPDES) Stormwater Construction General Permit (CGP) is required.
  - The CGP requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction activities, which is a detailed erosion and sediment control plan that indicates the structural and non-structural erosion and sediment controls that will be employed, as

appropriate, to control erosion on the construction sites. These measures include such items as temporary seeding, mulching, silt fences, check dams, and storm drain inlet protection. The SWPPP also includes provisions that these erosion control measures be inspected regularly to ensure that they are functioning properly.

- The Proponent will reuse or recycle demolition and construction materials to the greatest extent feasible.
  - Construction procedures will allow for the segregation, reuse, and recycling of materials. Materials that cannot be reused will be transported in covered trucks by a contract hauler to a licensed facility. All construction related traffic will be directed to Route 495 via Route 138 in Raynham to minimize traffic impacts to nearby communities.

### **3.4 MUNICIPAL SERVICES**

The proposed project will be serviced primarily by the Town of Raynham municipal services and the Proponent will continue to work with Raynham throughout the licensing and permitting process.

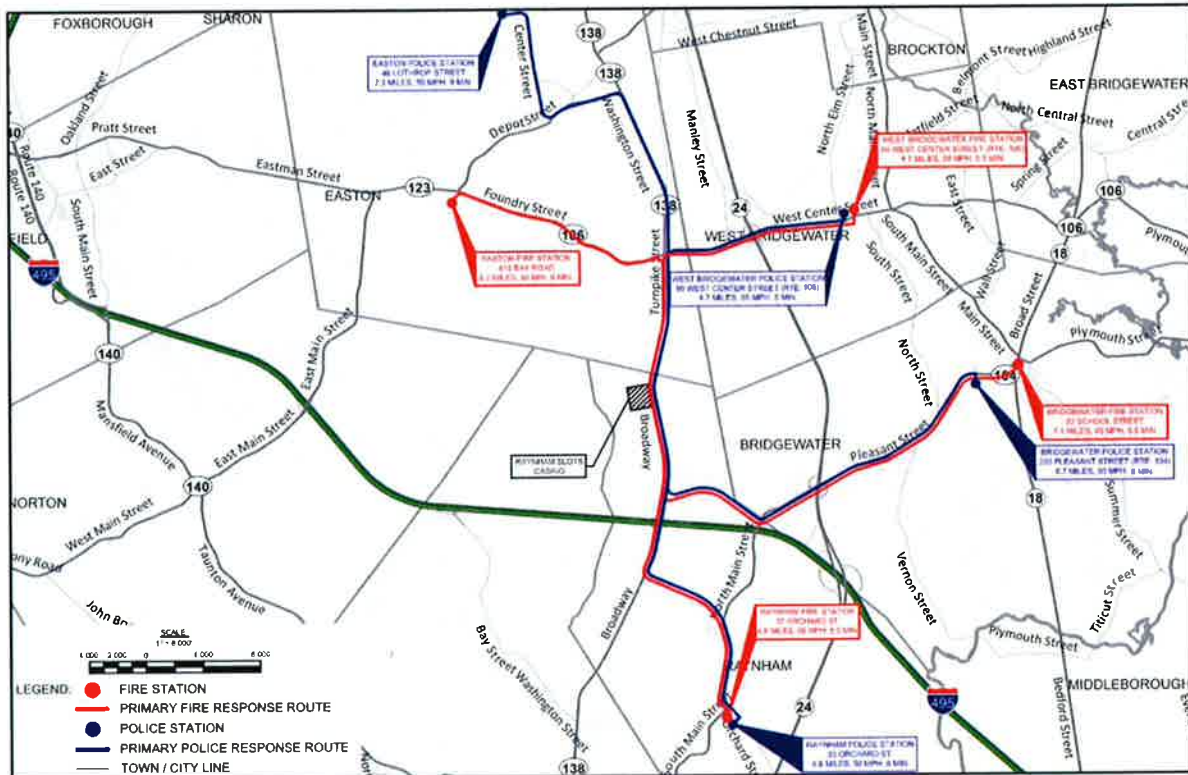
#### **3.4.1 Summary of Findings – Municipal Services**

The following municipal services were reviewed for potential impacts on nearby communities: public safety (Police and Fire), Regional Water and Sewer Systems, Regional Stormwater Management, the housing market, retail, entertainment and service establishments, and social services. Once the Proponent receives input from nearby communities, this list will be updated.

##### Police and Fire Service (Public Safety)

The site will be serviced primarily by Town of Raynham Police and Fire for response to a call at the facility. As part of the traffic study, an analysis was performed to determine response times to the site (see figure below). This information is being used in the on-going discussions with the Town of Raynham.

The Site is currently a gaming operation facility featuring simulcast racing and has both food and alcohol services. The proposed project will maintain the simulcast racing and add slots, plus expand food and alcohol services and add an entertainment venue (Phase 2). Based on the Town of Raynham's experience with the Site when it was a fully functioning Dog Track with similar uses, there is not anticipated to be a significant impact on the public safety departments in nearby communities.



**Police and Fire Stations in nearby communities**

Municipal and Regional Water and Sewer Systems

The Site is currently serviced by the North Raynham Water District's water and Town of Raynham's sanitary sewer systems. The North Raynham Water District owns and operates its own public wells which are permitted by MA DEP. The Proponent is meeting with the District and will continue during the licensing process.

The proposed project is pursuing LEED certification. In order to comply with LEED credits, the Project will use low-flow water fixtures which will reduce future sanitary flows compared to current fixtures at the existing facility.

The Raynham Sewer Department operates and maintains the sewer collection system and pumps. The Site is serviced by a private on-site sanitary sewerage pump station that discharges to a municipal pump station across Route 138 from the Site. Both of these pump stations are new and were installed 7 to 8 years ago. The Town of Raynham has an inter-municipality agreement with the City of Taunton; under this agreement, the Town of Raynham's sewer collection system discharges to the Wastewater Treatment facility owned and operated by the City of Taunton.

The Site currently has a permit to discharge 23,000 gallons per day to the Raynham sewer collection system. The Proponent is currently discussing the existing permitted flows versus the proposed flows, and how the Phasing of the project may impact the City's available allotments within their agreement with Taunton. See Table 3-1 for design flows based on Title 5.

**Table 3-1 Estimated Proposed Wastewater Generation**

	<b>Use</b>	<b>Gross Building Area</b>	<b>Estimated Sewer Flows (GPD)</b>
<b>Phase 1 Temporary Casino</b>	Gaming (Slots)	51,310	6,250
	Simulcast	48,003	1,800
	Restaurant/Bar	(included above)	5,320
	<b>Total Flow = 13,370</b>		
<b>Phase 2 Permanent</b>	Gaming (Slots)	114,332	6,250
	Simulcast	58,987	2,400
	Restaurant/Bar	(included above)	13,650
	Special Events/Function Hall	(included above)	15,600
	<b>Total Flow = 37,900</b>		
<b>Phase 3</b>	Bowling Alley/Night Club	64,485	1,720
	Retail	(included in above)	500
	Restaurant	(included in above)	12,145
	Meeting Center	(included in above)	7,995
	Hotel	135,000	16,500
<b>Total Flow = 38,860</b>			
<b>Total Flow for Phases 2 and 3</b>			<b>76,760 GPD</b>

Title 5 flows are inherently conservative and actual flows are anticipated to be significantly lower. The Proponent will continue to work with the Town of Raynham regarding design flows versus actual flows, as well as the potential impacts on the sewer collection system and municipal pumps. At this time, it is anticipated that the Town of Raynham has sewer capacity for flows through Phase 2.

Stormwater Management

The Site's stormwater runoff currently discharges into the Hockomock Swamp substantially unmitigated and untreated. The Hockomock Swamp is an ACEC and will require a higher level of stormwater quality treatment of the stormwater runoff prior to discharge. The Project will meet all requirements of the MassDEP Stormwater Management Standards and will strive to provide a net positive impact on the receiving Hockomock Swamp.

The proposed project will reduce the impervious surfaces on site by approximately 17.8 acres (or 28%). There is a substantial reduction of impervious surfaces within the Riverfront and within the Buffer Zone to the Hockomock Swamp. The reduction of the impervious surfaces will reduce the quantity of runoff flowing to Hockomock Swamp. In addition to upgrading the drainage collection system to current standards, a series of gravel wetlands will be constructed along Hockomock Swamp to provide water quality treatment and some additional stormwater mitigation. A 50-foot vegetated buffer will also be added along the Hockomock Swamp. This proposed stormwater management system is a substantial improvement over the existing conditions and will improve the water quality of the runoff from the Site.



### Housing Market

Based on the history of the Site, the size of the Project and the Site's proximity to residential neighborhoods in nearby communities, there will be minimal negative impacts to the housing market in the nearby communities.

### Retail, Entertainment, and Service Establishments

The impact of the Project on the retail, entertainment, and service establishments is anticipated to enhance local businesses. Parx casino in Bensalem, PA has spawned the growth of the restaurant business along the major corridor on which the casino is located, as discussed below, and similar development is expected for Raynham.

Prior to the opening of Parx in December 2006, there were claims by some that the casino would take business away from local small businesses, like restaurants and shops, in the surrounding area, as had been experienced when casinos opened in Atlantic City. However, the experience has been the opposite of what was feared for Bensalem and experienced in Atlantic City. Since Parx opened in 2006, small businesses in the surrounding area and along Street Road have flourished. Township officials have advised often of the reports they have received from existing restaurants of significant increases in business volumes, and many new restaurants have opened in the wake of the casino's opening. In addition, since the casino's opening in December 2006, approximately 48% of its total spend (or approximately \$550 million) has been spent by Parx with local businesses for construction services and for operational goods and services. Through its community development office, Parx continues to conduct outreach efforts to local businesses in an effort to increase the volume of business awarded to small and local contractors and vendors.

### Social Services

As noted earlier during the discussion of impacts to Police & Fire Services, the proposed operation will be similar to when the Site was a fully functioning Dog Track with similar uses. Based on the past use of the site and the proposed use of the Site, an increase in the demand for social services is not anticipated in the nearby communities.

### **3.4.2 Summary of Mitigation – Municipal Services**

The following actions are proposed to mitigate the potential impacts to the municipal services of nearby communities:

- The Proponent is working with Town of Raynham to ensure that adequate Public Safety and Social Services resources will be dedicated to the Project Site to minimize reliance on Police and Fire in Easton.
- Based on the substantial improvement in water quality and quantity reduction, the project will substantially reduce the Site's impact on the Hockomock Swamp and therefore mitigate any potential impacts on nearby communities within the designated ACEC.

## **3.5 OTHER POTENTIAL IMPACTS ON NEARBY COMMUNITIES**

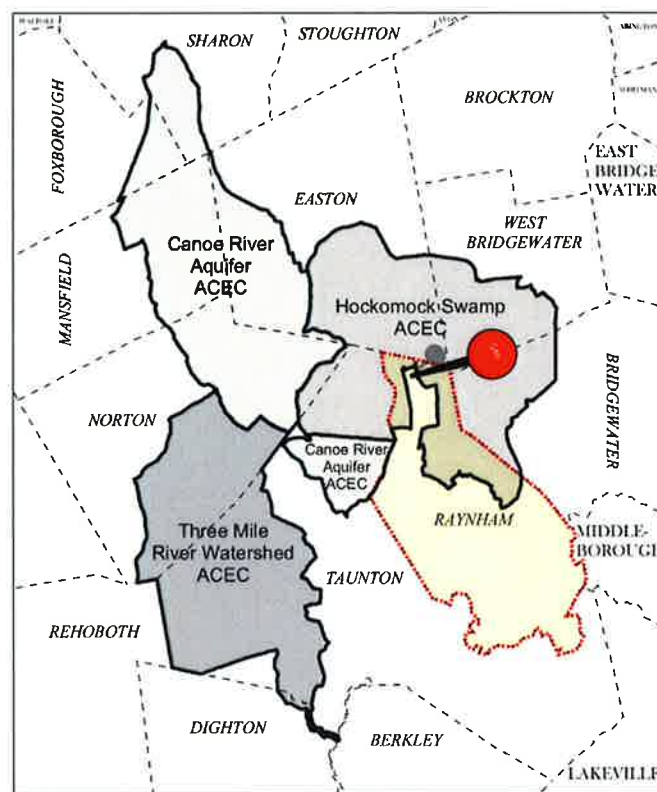
This section provides an overview of issues that may not fall within previously defined categories.

### **3.5.1 Local Cultural Institutions**

There are many cultural institutions in Massachusetts but none are located in the vicinity of the Project that would be impacted.

### 3.5.2 Area of Critical Environmental Concern

A review of the Massachusetts Geographic Information System (MassGIS) dated April 2009, indicates that the northern portion of the Site is located within the Hockomock Swamp ACEC. The Hockomock Swamp is the largest freshwater swamp in Massachusetts and comprises approximately 17,000 acres in Easton, Bridgewater, Norton, Raynham, Taunton, and West Bridgewater. This area also contains the FEMA 100-year floodplain and NHESP Priority Habitat for Rare Species, and is considered a critical area under the MassDEP Stormwater Management Standards. The Project will be designed to improve the existing condition of the site located within the ACEC, including restoration with native vegetation and a significant improvement to the stormwater quality being discharged to the ACEC. Based on the proposed stormwater management system improvements, there will not be an impact on the nearby communities within the ACEC.



**Nearby Communities with ACECs**

### 3.5.3 FEMA Flood Zone

Based on the Flood Insurance Rate Maps for the Towns of Easton, Raynham, and Taunton (Community Panel Numbers 250053, 250061, and 2500066, respectively), the 100-year flood zone (Zone A) encroaches on the northern portion of the Site. The Zone A is considered Bordering Land Subject to Flooding under the Massachusetts Wetland Protection Act. The existing flood storage capacity will be maintained or appropriate compensation provided as required by regulations; there will not be an impact on the nearby communities.

### 3.5.4 Natural Heritage and Endangered Species Program

A review of the 13th Edition of the Massachusetts Natural Heritage Atlas prepared by the Natural Heritage and Endangered Species Program (NHESP), dated October 1, 2008, indicates that the northern portion of the Site is located within a Priority Habitat of Rare Species (PH 1392). The area within the habitat area is previously developed. The area closest to the Hockomock Swamp and within the Buffer Zone that is currently developed will be restored. In addition, the proposed gravel wetlands along the northerly limits of the development will extend the vegetated border. Since no work is being performed outside of previously developed areas, there will be no impact to the habitat – in fact there will be an improvement. There will be no impact on the nearby communities.

### 3.5.5 Major Watersheds

The Site is located within the Taunton River Watershed. Massachusetts Department of Environmental Protection (MassDEP) and the Environmental Protection Agency (EPA) issued the Final Pathogen Total Maximum Daily Load (TMDL) for the Taunton River Watershed in June 2011. The TMDL is a “pollution budget” that identifies the sources of pathogens from direct and indirect discharges, determines the maximum amount of the pollutant that can be discharged to the Taunton River to meet water quality standards, and assigns pollutant load allocations to the sources. The Project includes pollutant reductions measures that are outlined in the TMDL, particularly for stormwater treatment and source control measures. Based on the proposed stormwater management system improvements, there will not be an impact on the nearby communities within the Taunton Watershed.

## 4.0 CONCLUSIONS

### 4.1 NEARBY COMMUNITIES

The table below outlines the investigated impacts to communities located near the Project Site in Raynham, Massachusetts.

Table 4-1 Investigated Impacts on Nearby Communities

<b>Municipality</b>	<b>Investigated Impacts</b>	<b>Impacts</b>
<b>Easton</b>	Proximity, Transportation, Construction, Municipal Services	Proximity, Transportation, Construction, and Municipal Services
<b>West Bridgewater</b>	Proximity, Transportation	No Impact
<b>Bridgewater</b>	Proximity, Transportation	No Impact
<b>Taunton</b>	Proximity, Transportation, Municipal Services	No Impact
<b>Middleborough</b>	Proximity, Transportation	No Impact
<b>Norton (does not border Raynham)</b>	Proximity, Municipal Services	No Impact

After reviewing the potential impacts, the proposed Project, and proposed mitigation; Taunton, West Bridgewater, Bridgewater, Norton, and Middleborough were found not to have impacts as identified in the Gaming Licensing regulations or the potential impacts were mitigated with the proposed project.

**Table 4-2 Description of Impacts on Nearby Communities**

<b>Municipality</b>	<b>Impacts</b>	<b>Description of Impact</b>
<b>Easton</b>	Proximity, Transportation, Construction, Municipal Services	Easton is the closest municipality and will be impacted by traffic and construction, and potentially by public safety needs

**4.2 SURROUNDING COMMUNITY AGREEMENTS**

The Proponent is using this report to reach out to the nearby communities by providing our initial assessment of impacts on them. The Proponent has identified the Town of Easton as a Surrounding Community and is beginning the process of pursuing an agreement with the Town.

**TOWN OF EASTON**

Easton Town Administrator  
Attn: David Colton  
136 Elm Street  
North Easton, MA 02356

Easton Planning and Zoning Board  
Attn: Christine Santoro  
136 Elm Street  
North Easton, MA 02356

Easton Conservation Commission  
Attn: Pam Almeida  
136 Elm Street  
North Easton, MA 02356

Easton Board of Health  
Attn: Kristin Kennedy  
Town Offices  
136 Elm Street  
North Easton, MA 02356

**CITY OF TAUNTON**

Taunton City Council  
Attn: Colleen Ellis  
City Hall  
141 Oak Street  
Taunton, MA 02780

Taunton Planning and Conservation Department  
Attn: Planning Board  
City Hall Annex  
15 Summer Street  
Taunton, MA 02780

Taunton Planning and Conservation Department  
Attn: Conservation Commission  
City Hall Annex  
15 Summer Street  
Taunton, MA 02780

Taunton Board of Health  
Attn: Heather Gallant  
Executive Director  
45 School Street  
Taunton, MA 02780

**TOWN OF BRIDGEWATER**  
Bridgewater Town Manager  
Attn: Michael Dutton  
Public Library, Basement  
15 South Street  
Bridgewater, MA 02324

Bridgewater Planning Board  
Attn: Leslie Door  
64 Central Square  
Bridgewater, MA 02324

Bridgewater Conservation Commission  
Attn: Jane Brown  
64 Central Square  
Bridgewater, MA 02324

Bridgewater Board of Health  
151 High Street  
Bridgewater, MA 02324

**TOWN OF NORTON**  
Norton Board of Selectmen  
Attn: Carol A. Instasi  
70 East Main Street  
Norton, MA 02766

Norton Planning Department  
Attn: Phyllis Bernard  
70 East Main Street  
Norton, MA 02766

Norton Conservation Commission  
Attn: Phyllis Bernard  
70 East Main Street

Norton, MA 02766

Norton Board of Health  
Attn: Cynthia J. Peters  
70 East Main Street, 2<sup>nd</sup> Floor  
Norton, MA 02766

**TOWN OF WEST BRIDGEWATER**

West Bridgewater Board of Selectmen  
Attn: Jerry D. Lawrence  
65 North Main Street  
West Bridgewater, MA 02379

West Bridgewater Planning Board  
Attn: Gerald Stetson  
65 North Main Street  
West Bridgewater, MA 02379

West Bridgewater Conservation Commission  
Attn: Katherine Doherty  
65 North Main Street  
West Bridgewater, MA 02379

West Bridgewater Board of Health  
Attn: Darlene Green  
65 North Main Street  
West Bridgewater, MA 02379

**TOWN OF MIDDLEBOROUGH**

Middleborough Board of Selectmen  
Attn: Jackie Shanley  
Executive Assistant  
10 Nickerson Avenue  
Middleborough, MA 02346

Middleborough Planning Department  
Attn: Lorraine Stillman  
20 Center Street, 2<sup>nd</sup> Floor  
Middleboro, MA 02346

Middleborough Conservation Commission  
Attn: Phyllis J. Barbato  
Bank Building  
20 Centre Street, 2nd floor  
Middleborough, MA 02346

Middleborough Health Department  
Attn: Jeanne Spalding  
20 Center Street  
Middleboro, MA 02346

#### **4.3 SUMMARY**

As stated above, the Proponent has identified that the Town of Easton will be impacted by the proposed project. The Project currently includes mitigation to minimize and eliminate these impacts. All of the communities will be contacted, be provided with this report, and meetings will be held as necessary. The Town of Easton will be contacted and meeting(s) will be held over the next two-three months to arrive at an agreement about how to mitigate these impacts. Those negotiations will be performed in accordance with the State Gaming Commission Regulations.



**Nitsch Engineering**

[www.nitscheng.com](http://www.nitscheng.com)  
617-338-0063





## Town of Lakeville

Town Office Building

346 Bedford Street

Lakeville, Massachusetts 02347

OFFICE OF  
SELECTMEN

TELEPHONE 508-946-8803

FAX 508-946-0112

October 30, 2013

Stephen Crosby, Chairman  
Massachusetts Gaming Commission  
84 State Street, 10<sup>th</sup> Floor  
Boston, MA 02109

RE: Petition Seeking Designation as a Surrounding Community to Raynham Park, LLC

Dear Chairman Crosby,

The Town of Lakeville petitions the Massachusetts Gaming Commission to be designated a surrounding community to Raynham Park, LLC in accordance with 205 CMR 125.01 (1)(c).

We ask that you consider the following factors in your determination referenced in 205 CMR 125.01(2)(b):

1. Lakeville shares a border with the Town of Raynham, the host community to Raynham Park, LLC.
2. Although we believe it is not readily ascertainable at this time whether Lakeville will be impacted by the operation of the proposed gaming establishment, we think it is more appropriate to attempt to identify any impact which may require mitigation after the gaming establishment has been opened for business for a reasonable period of time. We are concerned with stresses on our community's housing stock and that there may be an impact on our public education in the future, so we would like to have the ability to negotiate a Surrounding Community Agreement if any significant and negative impacts are identified after the gaming establishment is operational.

It is our understanding that action by the Commission in favor of our petition will give the Town of Lakeville the standing to negotiate a Surrounding Community Agreement in the future that protects us from any significant and adverse impacts from this proposed project.

Thank you in advance for your consideration,

Sincerely,

Scott T. Belliveau

Chairman

Lakeville Board of Selectmen



Eckert Seamans Cherin & Mellott, LLC  
Two International Place  
16<sup>th</sup> Floor  
Boston, MA 02110

TEL 617 342 6800  
FAX 617 342 6899  
www.eckertseamans.com

November 12, 2013

Massachusetts Gaming Commission  
Stephen P. Crosby, Chairman  
84 State Street, 10<sup>th</sup> Floor  
Boston, MM 02109

RE: Petition of Town of Lakeville for Designation as a Surrounding  
Community

Dear Chairman Crosby:

This correspondence is submitted on behalf of Raynham Park, LLC (“Raynham Park”), a Category 2 Applicant, as a formal Answer or Response to the Petition submitted by the Town of Lakeville (“Community”) on October 31, 2013 requesting that the Community be designated as a “surrounding community” as that term is defined by M.G.L.c. 23K §2 and the Commission’s regulations at 205 CMR 125.01. By way of Answer and for the reasons set forth below, Raynham Park opposes the designation, because the Community is “not likely to experience impacts from the development or operation of . . .” the Raynham Park gaming establishment. *See* M.G.L.c. 23K §2.

The evidence of record supports denial of surrounding community designation. First, as part of its Phase 2 Application, Raynham Park submitted a Nearby Communities Impact Report and a Raynham Slots Casino Traffic Impact Study, both prepared by Nitsch Engineering, and both of which conclude that the Community is not likely to experience impact from the construction or operation of the Raynham Park gaming establishment. Second, the local Regional Planning Agency (“RPA,”), the Southeastern Regional Planning and Economic Development District (“SRPEDD”), issued a Report on November 5, 2013, which is attached hereto, which also concluded that the Community is not likely to be impacted by the construction or operation of the Raynham Park facility.

Nevertheless, Raynham Park representatives have met with representatives of the Community and have exercised good faith, reasonable efforts to negotiate an arrangement which withholds surrounding community designation, but provides for a “look back” as to whether the Community has been impacted at an agreed upon point in time after the gaming establishment has been opened for business for a reasonable period, in exchange for withdrawal of the Community’s Surrounding Community Petition. However, unfortunately, Raynham Park has not been able to reach an agreement with the Community on such a “look back arrangement” to

date. Accordingly, while we will continue to negotiate this matter with the Community, Raynham Park has no choice but to oppose the Community's designation as a surrounding community at this time.

Respectfully submitted,



Grace Lee

Cc: Rita Garbitt, Town Administrator  
Catherine Blue, General Counsel, Massachusetts Gaming Commission  
John Ziamba, Ombudman, Massachusetts Gaming Commission