

# MASSACHUSETTS GAMING COMMISSION SURROUNDING COMMUNITY PETITION ANALYSIS



**COMMUNITY:**  
**APPLICANT:**

**TOWN OF DIGHTON**  
**RAYNHAM PARK LLC**

11/20/2013

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## INTRODUCTION AND OVERVIEW

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The Community has submitted to the Commission a petition to be designated as a surrounding community to the Applicant's proposed gaming establishment in accordance with G.L. c. 23K, §§ 4(33) and 17(a) and 205 CMR 125.01(1)(c). The Applicant has submitted a response to the petition.

In making its determination, the Commission must consider the factors in G.L. c. 23K, §§ 4(33) and 17(a) including population, infrastructure, distance from the gaming establishment and political boundaries.

The Commission must review, in accordance with G.L. c. 23K, §§ 4(33) and 17(a) and 205 CMR 125.01(2)(b), the Applicant's entire application; the Applicant's RFA-2 detailed plan of construction; any independent evaluations; any pertinent information received from the Community, the Applicant, the Applicant's host community, and the public; and any additional information that the Commission determined to be beneficial in making its determination.

The Commission's regulations lay out the six criteria that the Commission should consider in making its determination:

1. Proximity
2. Transportation Infrastructure
3. Development
4. Operation
5. Other
6. Positive Impacts

This document lays out the six criteria and provides the legal framework that the Commission must consider, an executive summary of the issues, the Community's petition, the Applicant's response, RPA analysis, ENF analysis, consultant analysis, relevant RFA-2 application question responses, and other relevant materials.

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# 1. PROXIMITY

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## Legal Framework

In determining whether a community is a surrounding community, the commission . . . will evaluate whether: . . . The community is in proximity to the host community and the gaming establishment included in the RFA-2 Application, taking into account such factors as any shared border between the community and the host community; and the geographic and commuting distance between the community and the host community, between the community and the gaming establishment, and between residential areas in the community and the gaming establishment. 205 CMR 125.01(2)(b)(1)

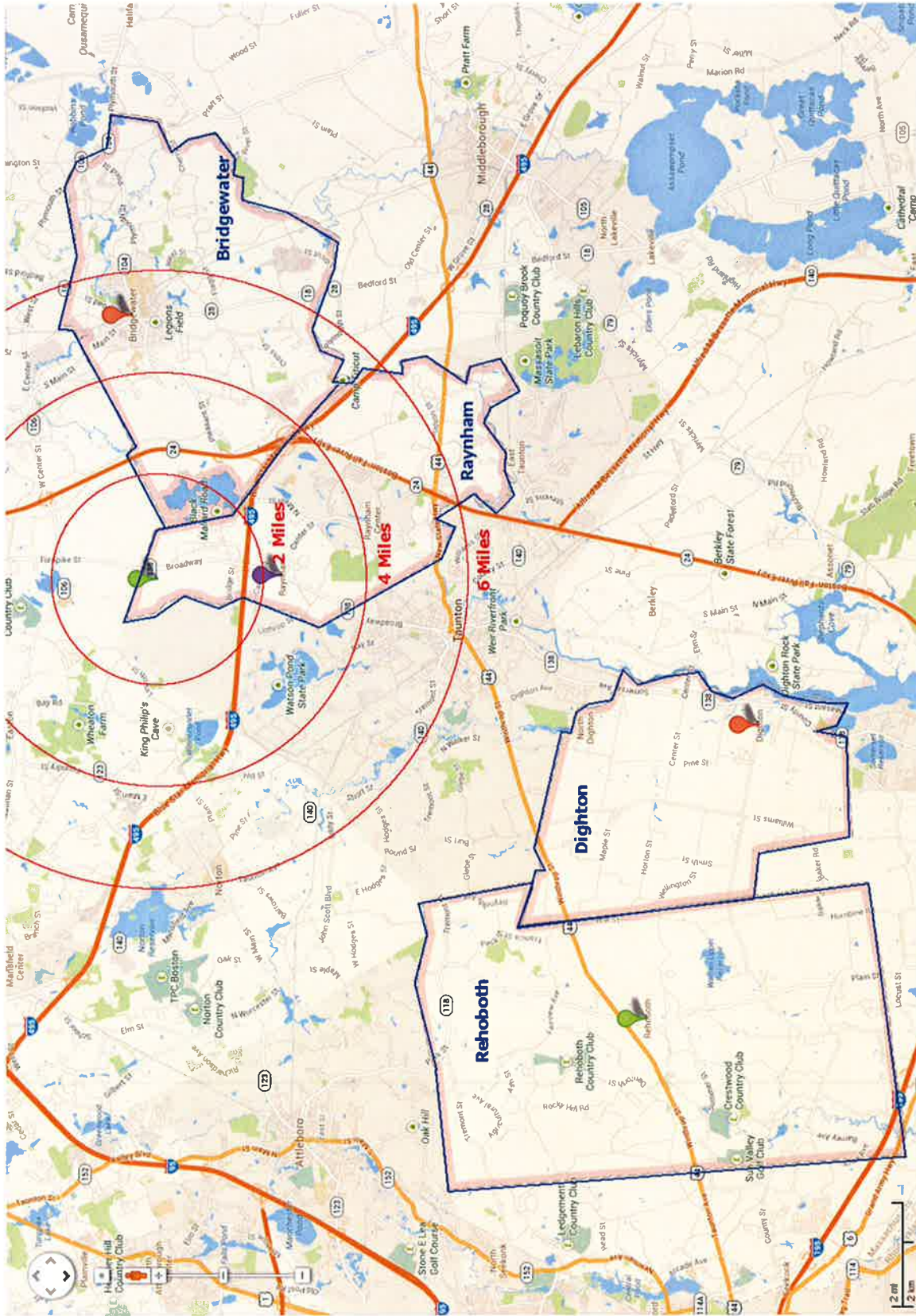
## Executive Summary

No information regarding Dighton's proximity to the Raynham facility and to Raynham was provided by Dighton or the Applicant. According to Google Maps, the distance between the Raynham facility and Dighton is 12.7 miles, with a commuting time of 27 minutes, traveling on Route 138, or 16.9 miles and 25 minutes, traveling on Route 24.

During the Commission's deliberation on surrounding communities policies, the Commission rejected establishing a mileage based threshold for determining which communities are surrounding communities. But noted that the legislature had offered amendments on such a mileage based standard (establishing a standard of 2 miles, 3 miles or 5 miles distance from a gaming facility as determination of surrounding community status or the need for a hearing.)<sup>1</sup>

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<sup>1</sup> See "Surrounding Communities Amendments" document included in December 12, 2012 Commission Meeting Packet.



**A. COMMUNITY PETITION**

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None

**B. APPLICANT RESPONSE**

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None

**C. RPA ANALYSIS**

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None

**D. ENF ANALYSIS**

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None

**E. CONSULTANT ANALYSIS**

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None

**F. APPLICATION**

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None

## G. OTHER

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### NITSCH ENGINEERING REPORT

#### 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.

#### 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.

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## 2. INFRASTRUCTURE

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### Legal Framework

In determining whether a community is a surrounding community, the commission . . . will evaluate whether: . . . 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 roadways within the community. 205 CMR 125.01(2)(b)(2)

### Executive Summary

Dighton's petition did not mention traffic as a concern. The Town of Dighton's petition to be designated as a surrounding community stated that the Town requests that "its possible designation, in relation to a Raynham slot parlor, remain undecided until the parlor's actual impact on this Town can be accurately assayed, when the slot parlor actually commences operations." The accompanying letter from the Chief of the Town of Dighton Fire Department stated: "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."

The Applicant opposes the petition "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 Applicant's Nearby Community Impact Report compiled by Nitsch Engineering, which concluded that a number of geographically closer communities were not significantly and adversely impacted by the facility, did not study Dighton's impacts.

The Commission contracted with the Southeast Regional Economic Development District (SRPEDD) and the Old Colony Planning Council (OCPC) to study potential impacts of the facility on nearby communities. SRPEDD concluded that "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."

Dighton was not addressed in the project's ENF Certificate.

Green International finds that:

“Comment letters and memoranda prepared by MassDOT and the area’s regional planning agency, the Southeastern Region Planning & Economic Development District (SRPEDD), were reviewed to obtain any potential insights or concerns related to the proposed casino and the impact on Dighton.”

“MassDOT comments to date have been in relation to the ENF filed by the Applicant. In that comment letter, the DOT comments focused on Route 24, Route 106 as well as the Applicant’s forecasts methods. DOT did not mention any potential concern relative to Route 44 in the Town of Dighton nor called for the Applicant to include this section in any subsequent environmental studies.”

“In contrast to MassDOT, the Southeastern Regional Planning and Economic Development District (SERPEDD) have commented to MEPA and also completed an assessment of the proposed casino on their member communities including Dighton. SRPEDD, using its model, was able to prepare an estimate of casino related traffic that may pass through the Taunton Green and potentially reach Dighton. The Dighton average estimate was 60 vehicle trips over the day or less than one (!%) percent of the total estimated site traffic.”

“While the Nitsch report did not specifically address traffic originating from or traveling through Dighton, it was estimated to be less than 1% based on the SRPEDD model. That amounts to 60 vehicle trips. If one assumes them all to be on Route 44, it would result in a relative increase of approximately 0.5% - considered to be minimal.”

“Access connection – The proposed casino site is situated approximately 11 miles from the center of Dighton and along Route 138 so there is some direct connectivity though some distance away and through Taunton.”

“Projected changes level of service (LOS) – There was no analysis done for along Route 44 in Dington by the Applicant. Based on information developed by SRPEDD and reviewed, the daily estimate of casino related traffic in Dighton would be 60 vehicle trips and this would result in less than 6 vehilce trips occurring during the peak hours. This level of additional vehicle trips is not expected to result in any noticeable change in traffic operations.”

“Increased traffic volumes on local streets – As noted above, the casino related traffic in Dighton is 60 vehicle trips per day based on the SRPEDD travel model. If all were to be on Route 44, this would result in an increase of approximately 0.5% that would be considered minimal.”



“While there is limited potential for casino-related traffic to travel through the local roadways in the Town of Dighton, it is not evident based on the information that has been reviewed and evaluated that the facility would likely cause a significant and adverse traffic impact on the subject roadways. The surrounding community determination will need to be based on other factors including geographic proximity to the site and host community and operational concerns other than traffic.”

**A. COMMUNITY PETITION**

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None

**B. APPLICANT RESPONSE**

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None

## C. RPA ANALYSIS

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### OLD COLONY PLANNING COUNCIL

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 (Mass DOT #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.

## **SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT**

### **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.

## D. ENF ANALYSIS

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The ENF includes a transportation study that provides an analysis of the project's traffic impacts and identifies a number of transportation improvements to address the transportation impacts resulting from the Full Build development. Based on the ENF analysis the Proponent has committed to a mitigation program consisting of traffic signalization along Route 138, associated geometric improvements and a Transportation Demand Management (TDM) Program.

Access and egress to the site will be via three existing curb cuts on Route 138 that will be modified and improved for the project. The Proponent has proposed an actuated traffic signal at the main boulevard entrance (the primary entrance to the site) from Route 138. The north curb cut will be under stop control and would be designed as a service-only entrance/exit. The south curb cut will be designed to restrict left-turns out of the site,

The project has the potential to generate 5,800 new adt on weekdays. Therefore, development of an effective transportation access and mitigation plan is critical to avoid potentially significant impacts to the regional transportation system and state roadways. Project planning should place equal emphasis on roadway improvements and TDM measures and pursue creative solutions to encourage both patrons and employees to use alternative modes of transportation. MassDOT provided detailed comments on the project and analysis required to assess impacts and develop adequate mitigation.

### Study Area

The transportation study includes an evaluation of the study area transportation network and presents an analysis of existing and future Build and No-Build conditions for each intersection. The trip distribution is expected to be roughly 50 percent from the north of the site and 50 percent from the south of the site, with a majority of the trips from the north via Route 24 and a majority of the trips from the south via Interstate 495 (I-495). The following intersections are included in the study area:

- Route 138 (Turnpike Street)/Route 106 (Foundry Street) intersection;
- Route 138 (Broadway)/Raynham Park North Driveway Intersection;
- Route 138 (Broadway)/Raynham Park South Driveway/Robinson Street intersection;
- Route 138 (Broadway)/Elm Street East/Elm Street West intersection;
- Route: 138 (Broadway)/I-495 Northbound Ramps intersection; and
- Route 138 (Broadway)/I-495 Southbound Ramps intersection.

The following intersections which may be impacted by the proposed casino, should be included in the revised TIAS as requested by MassDOT:

- Route 24/West Center Street (Route 106) intersection;

- Route 138 (Washington Street)/Turnpike Street intersection; and
- Route 138 (Washington Street)/Belmont Street intersection.

The DEIR should include the gravity model employed to develop trip distribution assumptions, backup documentation and a clear explanation of how percentages were derived. In addition, the gravity model should be employed to consider the extent to which the proposed casino resort in Taunton could affect trip distribution.



## **E. CONSULTANT ANALYSIS**

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### **GREEN INTERNATIONAL AFFILIATES, INC.**

In response to MGC request, Green International Affiliates, Inc. (GREEN) has undertaken an evaluation of the petitions for being designated as a *Surrounding Community* with respect to the casino proposals. As part of the development of casinos in Massachusetts, a community may be designated as a Surrounding Community as per 250 CMR 125.00. The regulation specifies a number of considerations or factors to guide the determination of the designation and one of them include various traffic related impact factors. A number of communities have petitioned the MGC requesting designation in part or whole due to traffic related factors. These petitions that were received and remain in the review process include Fitchburg, Sterling, Bolton, Bridgewater, and Dighton. This report summarizes the evaluation of traffic impacts relative to Dighton.

#### Evaluation Process

The regulation identifies various factors related to transportation and traffic impacts to be considered in the evaluation. These include:

- Access connection
- Projected changes in level of service (LOS)
- Increased volume on local streets
- Anticipated degradation of infrastructure
- Adverse impacts on transit ridership/station parking
- Significant peak vehicle trip generation (weekdays/weekends) on state and federal highways

In relation to the ‘Anticipated degradation of infrastructure’, the potential likelihood of construction related traffic impacts on the roadway system located in the community petitioning for designation was ascertained as it is the heavier construction type vehicles that would affect the condition of road infrastructure.

In reviewing all of these factors for the affected casino and subject community, information provided by the Applicant was initially reviewed. In many cases, the Applicant’s traffic study did not extend far into nearby communities. In those situations, additional research was conducted to identify known traffic levels, relative safety conditions, connectivity, and potential level of impact. In addition, the written reviews completed by the regional planning agencies (RPAs) and MassDOT in the MEPA process were taken into account as well relative to the applicable areas of concern.

- Access connection – This looks at the physical link between the site and the community as well as the approximate distance to the center of the community.
- Projected changes level of service (LOS) – This defines an operating condition of a roadway or intersection. The levels range from LOS ‘A’ to LOS ‘F’ with the highest level with minimal or short motorist delays being LOS ‘A’ to the lower levels that would represent very long motorist delays & potential capacity constraints at LOS ‘E’ and ‘F’. A change from one to another may not signify a problem.
- Increased traffic volumes on local streets – This examines the level of traffic volume that is estimated to occur due to the project onto local streets. In this evaluation, local streets would consider non-interstate or interstate-like facilities. They could be local arterials or collector type roads both State numbered routes or not.
- Anticipated degradation on infrastructure – Degradation of a roadway generally relates to the pavement or driving surface. It is affected not just by the number of vehicles, but the level of heavy vehicle traffic.
- Significant peak vehicle generation on State and Federal highways – This will identify the estimated casino related traffic that is expected to be added onto State and Federal highways that would also be located in the potentially affected community.

While the above factors do not specifically cite safety, several communities including Dighton have raised the issue of additional emergency responses due to an increase in crashes attributable to the additional casino traffic. Consequently, a review of historical crash history obtained from MassDOT records was completed for the applicable route. A crash rate based on the volume was determined and taking into account the projected casino volume on the subject roadway section, an estimate of potential increase in crash experience based on current rates was calculated to determine if a significant increase could be realized.

#### Petitioning Community: Dighton

The Town of Dighton has submitted a petition to be designated as a “Surrounding Community” with respect to the proposed Raynham Slots Casino proposed in Raynham. The following summarizes our review with respect to the above factors.

- Applicant Traffic Study

The Applicant (RP) has submitted a traffic study by their consultant (Nitsch) that provided their assessment of traffic conditions resulting from the proposed casino. The study was completed as part of the Applicant’s effort to obtain acceptance by the host community. It was later submitted

as part of the Environmental Notification Form (ENF) to MEPA that begins the State's environmental study process.

Note:

The Nitsch traffic study examined locations essentially along Route 138 in Raynham north of Route I-495. The information provided in the study or other sources within the Application does not provide any substantive information relative to the potential traffic impact on Dighton, however, it is also noted that Dighton is located approximately \_\_ miles away from the site through Raynham and Taunton.

- RPA/MassDOT Comments

Comment letters and memoranda prepared by MassDOT and the area's regional planning agency, the Southeastern Region Planning & Economic Development District (SRPEDD), were reviewed to obtain any potential insights or concerns related to the proposed casino and the impact on Dighton.

MassDOT comments to date have been in relation to the ENF filed by the Applicant. In that comment letter, the DOT comments focused on Route 24, Route 106 as well as the Applicant's forecasts methods. DOT did not mention any potential concern relative to Route 44 in the Town of Dighton nor called for the Applicant to include this section in any subsequent environmental studies.

In contrast to MassDOT, the Southeastern Regional Planning and Economic Development District (SERPEDD) have commented to MEPA and also completed an assessment of the proposed casino on their member communities including Dighton. SRPEDD, using its model, was able to prepare an estimate of casino related traffic that may pass through the Taunton Green and potentially reach Dighton. The Dighton average estimate was 60 vehicle trips over the day or less than one (!%) percent of the total estimated site traffic.

Notes:

*The more local routes of potential concern from a traffic perspective in Dighton are Route 138 and Route 44, which are under MassDOT jurisdiction.*

*The Town of Dighton did not submit any comments to MEPA as part of the ENF review.*

- GREEN Analysis

As part of the Green analysis, information contained in the Nitsch traffic study as well as other information available through MassDOT and the SRPEDD were reviewed to obtain additional

information to help address the factors. Prior to the review of the factors with respect to Dighton's petition, a brief summary of information relative to the proposed Raynham casino.

The proposed slots casino in Raynham is to be located off Route 138 on the site of the former Greyhound Racing site. The site is currently active with Simulcast activity as well as other unrelated activities (i.e. trash hauling business) occurring. Route 138 is a State owned and maintained in this area two lane highway. Traveling southerly along this route through Taunton, the project site is approximately 11 miles from the center of Dighton. Route 44 is a major State east-west oriented highway. In Dighton it is a two lane highway carrying approximately 10,800 vehicles per day. The town raised some concerns with respect to Route 44.

While the Nitsch report did not specifically address traffic originating from or traveling through Dighton, it was estimated to be less than 1% based on the SRPEDD model. That amounts to 60 vehicle trips. If one assumes them all to be on Route 44, it would result in a relative increase of approximately 0.5% - considered to be minimal.

The following summarizes our analysis against the factors in 250 CMR 125.00:

- Access connection – The proposed casino site is situated approximately 11 miles from the center of Dighton and along Route 138 so there is some direct connectivity though some distance away and through Taunton.
- Projected changes level of service (LOS) – There was no analysis done for along Route 44 in Dington by the Applicant. Based on information developed by SRPEDD and reviewed, the daily estimate of casino related traffic in Dighton would be 60 vehicle trips and this would result in less than 6 vehilce trips occurring during the peak hours. *This level of additional vehicle trips is not expected to result in any noticeable change in traffic operations.*
- Increased traffic volumes on local streets – As noted above, the casino related traffic in Dighton is 60 vehicle trips per day based on the SRPEDD travel model. *If all were to be on Route 44, this would result in an increase of approximately 0.5% that would be considered minimal.*
- Anticipated degradation on infrastructure – The Applicant has stated that construction related heavy vehicle traffic would be controlled and remain on the area's major roadways. At this time it is not known where specifically materials would be obtained from, however, with I-495, nearby with a direct connection to Route 138 and relatively short distance between I-495 and the site, it is anticipated that most longer haul trips would be via these two routes. In addition, construction traffic including the facility that materials are procured from would be controlled to a degree by the Applicant. Thus, *the heavy vehicle traffic impact and consequently, road infrastructure impact on Dighton roadways including Route 44 should be none or minimal.*

- Significant peak vehicle generation on State and Federal highways – AS stated above, the amount of peak hour traffic due to the casino expected on Route 44 is less than 6 vehicle trips. As this level, no significant change in traffic flow operations or safety would be expected.

### Concluding Opinion

While there is limited potential for casino-related traffic to travel through the local roadways in the Town of Dighton, it is not evident based on the information that has been reviewed and evaluated that the facility would likely cause a significant and adverse traffic impact on the subject roadways. The surrounding community determination will need to be based on other factors including geographic proximity to the site and host community and operational concerns other than traffic.

## **F. APPLICATION**

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### **2-26**

As described by the Fine Point Group in its Raynham Park Market Study (included as 2-26-2), “Located within a 90 minute drive of over 5 million adults, Raynham Park is the ideal location for a slot parlor in Massachusetts. Conveniently located along Route 138, just minutes from Interstate 495, Raynham Park is easily accessible to gamblers from all over New England. This ideal site location will enable Raynham Park to recapture a very large number of Massachusetts gamers who have been taking their gaming business out of state. Estimated recapture rates, determined by the Fine Point Group, range from 60% of total estimated gross gaming revenue to 44% of estimated gross gaming revenue

### **2-28**

Raynham Park estimates that it will invest approximately \$1.5 to \$2 million in roadway infrastructure to mitigate traffic impact for the towns of Raynham and Easton. Furthermore, Raynham Park will be financing the renovations and improvements to the Brockton Fairgrounds if the conditions are met under which there will be harness racing at the Fairgrounds.

### **2-30**

Raynham Park’s facility will be developed in two phases. The first phase will include renovation of a portion of the existing building to allow continuation of existing simulcast operations and to provide a temporary slots casino. As reflected in the construction schedule included in 2-30-02, the construction period for the temporary casino conversion will be approximately six months, and it is anticipated that Raynham Park will be prepared to open its temporary casino six months from the issuance of a Category 2 license by the Commission. The construction period for the second phase will start at the same time as the temporary and the construction period will be approximately eighteen months, resulting in a projected opening of the permanent facility twelve months after the opening of the temporary casino. Construction mitigation measures are included in Raynham Park’s plan in the areas of air quality and noise, storm water/erosion and control, dewatering, and construction and demolition debris.

### **2-32**

The core usage of the Parx Raynham facility will be as a slot parlor. It will operate year round, 24 hours a day. In addition to the slot parlor, the facility will contain multiple bars and restaurants as well as an entertainment venue. The venue will have a full schedule of entertainment with a mixture of larger acts as well as a regular schedule of smaller acts meant to provide reasons for our guests to visit. The restaurants will include a sports bar that will become a main destination in the area for people to have fun and watch a game. We will also have a high end restaurant as well as another name brand casual venue. The goal will be to always have reasons in addition to the slot floor for our guests and visitors to the area to visit Parx Raynham.

Given this usage for the facility, we do not expect to see a significant seasonality. Our experience in Pennsylvania supports this expectation.

#### **2-34**

Parx Casino Raynham will deploy a sophisticated marketing plan that will develop and cultivate new players, recapture Massachusetts play that is leaving the state and reward those guests who build loyalty with the property.

#### **2-36**

While most components of Raynham Park's marketing plan can and will be applied to attract out-of-state visitors, the only portion which specifically focuses on out-of-state visitors is the portion which addresses marketing of patrons on Parx Casino's database. Because it will represent only a very small portion of its gaming and non-gaming revenues Raynham Park has not modeled out-of-state revenues on a best, average and worst case scenario.

#### **4.23**

Regional access to the proposed Raynham Park Casino is achieved by utilizing Interstate 495 (I-495) predominantly from the east, west and south and Route 24 from the north. Local roadways, including Route 138, Route 106 and Route 104 provide access to the site from the nearby municipalities of Taunton, Bridgewater, Easton, Mansfield, Norton and West Bridgewater. As part of the project development, the access and egress will be modified to include a fully-actuated traffic signal as part of a planned main boulevard entrance to and exit from the site located approximately halfway between the existing north and south curb cuts. The Greater Attleboro Regional Transit Authority (GATRA) operates a route in the nearby cities and towns of Mansfield, Norton, and Taunton. A park-and-ride facility is located along Route 106 in West Bridgewater adjacent to the interchange with Route 24. No bus service is planned as part of the project.

#### **4.24**

The existing transportation facilities in the vicinity of the site are generally adequate to accommodate the needs of the facility. Because the project is sandwiched between I-495 and Route 24, use of local roads will be minimal. Nevertheless, as part of implementation of its host community agreement with the Town of Raynham, Raynham Park has agreed to an extensive Roadway Mitigation Program designed to remedy any inadequacies to the transportation infrastructure. These include the widening of Broadway (Route 138), the installation of a new traffic signal, the creation of a new driveway into the site and the retiming of certain other traffic signals. A complete copy of the Roadway Mitigation Program is included as Exhibit 4-24-02.

#### **5.02.03 Nitsch Engineering Nearby Communities Impact Report**

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.

## **G. OTHER**

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### **NITSCH ENGINEERING REPORT**

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.

#### **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.

#### **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.



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## 3. DEVELOPMENT

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### Legal Framework

In determining whether a community is a surrounding community, the commission . . . will evaluate whether: . . . 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. 205 CMR 125.01(2)(b)(3)

### Executive Summary

Dighton's petition did not mention development impacts as a concern. The Town of Dighton's petition to be designated as a surrounding community stated that the Town requests that "its possible designation, in relation to a Raynham slot parlor, remain undecided until the parlor's actual impact on this Town can be accurately assayed, when the slot parlor actually commences operations." The accompanying letter from the Chief of the Town of Dighton Fire Department stated: "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."

In the Applicant's response to the Town's Surrounding Community Petition, the Applicant stated that it opposes the petition "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 Applicant's Nearby Community Impact Report compiled by Nitsch Engineering, which concluded that a number of geographically closer communities were not significantly and adversely impacted by the facility, did not study Dighton's impacts.

Green International Affiliates, Inc., stated that "[t]he Applicant has stated that construction related heavy vehicle traffic would be controlled and remain on the area's major roadways. At this time it is not known where specifically materials would be obtained from, however, with I-495, nearby with a direct connection to Route 138 and relatively short distance between I-495 and the site, it is anticipated that most longer haul trips would be via these two routes. In addition, construction traffic including the facility that materials are procured from would be controlled to a degree by the Applicant. Thus, **the heavy vehicle traffic impact and consequently, road infrastructure impact on Dighton roadways including Route 44 should be none or minimal.**"

SRPEDD concluded that "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."

Dighton was not addressed in the project's ENF Certificate.

The Applicant's application states that "[a] traffic management plan will be prepared for the construction phases of the Project. The plan will likely recommend the use of 495 to avoid trips through Easton and the Route 138/106 intersection. Construction deliveries to the Site will use only non-local roadways, and will be scheduled to occur during non-peak traffic periods. A final traffic management plan will be coordinated with MassDOT, the Town of Raynham, and the Town of Easton. Efforts to encourage public transportation via commuter rail service to the Site are part of Phase IV of the Project

## **A. COMMUNITY PETITION**

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None

## **B. APPLICANT RESPONSE**

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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 ("RP A,"), 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.

## **C. RPA ANALYSIS**

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The Commission contracted with the Southeast Regional Economic Development District (SRPEDD) and the Old Colony Planning Council (OCPC) to study potential impacts of the facility on nearby communities. SRPEDD concluded that "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."

Dighton was not addressed in the project's ENF Certificate.

## **D. ENF ANALYSIS**

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Dighton was not addressed in the project's ENF Certificate.

The DEIR should include a discussion of construction phasing, evaluate potential impacts associated with construction activities (including but not limited to noise, vibration, dust, and traffic flow disruptions) and propose feasible measures to avoid or eliminate these impacts. The phasing plan should identify what operations will continue during construction and, if so~ how parking and other needs will be accommodated during construction.

## **E. CONSULTANT ANALYSIS**

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None

## **F. APPLICATION**

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### **2-10**

Raynham Park’s facility will be developed in two phases. The first phase will include renovation of a portion of the existing building to allow continuation of existing simulcast operations and to provide a temporary slots casino. As reflected in the construction schedule included in 2-10-02, the construction period for the temporary casino conversion will be approximately six months, and it is anticipated that Raynham Park will be prepared to open its temporary casino six months from the issuance of a Category 2 license by the Commission. The construction period for the second phase will start at the same time as the temporary and the construction period will be approximately eighteen months, resulting in a projected opening of the permanent facility twelve months after the opening of the temporary casino. It is estimated that the temporary casino project will require 143,000 construction hours, and the permanent casino project 728,750 construction hours – for a total of 871,750 construction hours.

### **2-30**

Raynham Park’s facility will be developed in two phases. The first phase will include renovation of a portion of the existing building to allow continuation of existing simulcast operations and to provide a temporary slots casino. As reflected in the construction schedule included in 2-30-02, the construction period for the temporary casino conversion will be approximately six months, and it is anticipated that Raynham Park will be prepared to open its temporary casino six months from the issuance of a Category 2 license by the Commission. The construction period for the second phase will start at the same time as the temporary and the construction period will be approximately eighteen months, resulting in a projected opening of the permanent facility twelve months after the opening of the temporary casino. Construction mitigation measures are included in Raynham Park’s plan in the areas of air quality and noise, storm water/erosion and control, dewatering, and construction and demolition debris.

### **2-37**

Because the vast majority of Raynham Park’s gaming patronage is projected to be in-state, all of Raynham Park’s Market Plan (2-37-02) focuses on in-state visitors, with the exception of portions designed to attract out-of-state persons on Parx Casino’s database.

### **4-25**

Land has been reserved in the southwestern portion of the Site, adjacent to the railroad, for the potential future Raynham Park commuter rail station. Service to Raynham Park Casino would be part of the MBTA’s effort to extend rail service to southeastern Massachusetts. The Owner will continue to coordinate with the MBTA.

### **4.31**

The Site is located in a rural area and is surrounded almost entirely by woods, wetlands, or industrial development. Although there are no commercial attractions in the immediate vicinity of Raynham Park, there are restaurants located along Route 138 between the project site and major access highways. The proposed project includes the installation of a fully-actuated traffic signal on Route 138 at the main boulevard entrance, which will improve access between the site and the nearby restaurants. The proposed project includes a Roadway Mitigation Program which will improve access between the site and the nearby restaurants on Route 138 by installing a traffic signal, widening Route 138 and creating a main site driveway.

### **5.33**

The proposed Project may add approximately 5,800 trips per day to the existing Site for an estimated total of 7,500 trips per day. A traffic management plan will be prepared for the construction phases of the Project. The plan will likely recommend the use of 495 to avoid trips through Easton and the Route 138/106 intersection. Construction deliveries to the Site will use only non-local roadways, and will be scheduled to occur during non-peak traffic periods. A final traffic management plan will be coordinated with MassDOT, the Town of Raynham, and the Town of Easton. Efforts to encourage public transportation via commuter rail service to the Site are part of Phase IV of the Project.

## G. OTHER

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### NITSCH ENGINEERING REPORT

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

#### 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.

#### 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 nonpeak 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.



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## 4. OPERATION

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### Legal Framework

In determining whether a community is a surrounding community, the commission . . . will evaluate whether: . . . 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 storm water 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; any negative impact on local, retail, entertainment, and service establishments in the community; increased social service needs including, but not limited to, those related to problem gambling; and demonstrated impact on public education in the community. 205 CMR 125.01(2)(b)(4)

### Executive Summary

The Town of Dighton's petition to be designated as a surrounding community stated that the Town requests that "its possible designation, in relation to a Raynham slot parlor, remain undecided until the parlor's actual impact on this Town can be accurately assayed, when the slot parlor actually commences operations." The accompanying letter from the Chief of the Town of Dighton Fire Department stated: "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." The Town's petition did not attempt to quantify how significant potential calls for mutual aid may be.

In the Applicant's response to the Town's Surrounding Community Petition, the Applicant stated that it opposes the petition "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 Applicant's Nearby Community Impact Report compiled by Nitsch Engineering, which concluded that a number of geographically closer communities were not significantly and adversely impacted by the facility, did not study Dighton's impacts.

The Commission contracted with the Southeast Regional Economic Development District (SRPEDD) and the Old Colony Planning Council (OCPC) to study potential impacts of the

facility on nearby communities. SRPEDD concluded that “[t]he 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. SRPEDD did not conclude its public safety analysis of the region.

Dighton was not addressed in the project’s ENF Certificate.

Lynn D. Sweet Consulting Group noted:

“We find that it cannot be determined from the submitted materials and our independent evaluation that the communities surrounding Raynham will be significantly and adversely affected by the operation of the gaming establishment after its opening due to housing impacts resulting from the facility.”

“Old Colony Planning Council document examined vacant units in a 20 mile radius around the site and concluded that it seems unlikely that there would be a major housing impact associated with a slots parlor on the surrounding communities.”

## **A. COMMUNITY PETITION**

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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.

### Town Of Dighton Fire Department

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.

## **B. APPLICANT RESPONSE**

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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.

## C. RPA ANALYSIS

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### OLD COLONY PLANNING COUNCIL

#### 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.

#### 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.

#### Water Resources

**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.

**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 onsite 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.

**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.

#### 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.

## **SOUTHEASTERN REGIONAL PLANNING AND ECONOMIC DEVELOPMENT DISTRICT**

### 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.)*

### Public Safety

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



## SOUTHEAST REGIONAL PLANNING AGENCY

\*Note that the below report concerns both Raynham and Plainville.

### Public Safety Impacts Related to Potential Slots Casino in the SRPEDD Region

Research conducted for public safety impacts, specifically drunken-driving and increased ambulance calls resulted in findings from existing slot casinos around the United States. While it is easy to assume impacts likely due to a potential casino opening, this is not realistic in terms of hard data. The best source is to draw from existing casinos.

SRPEDD reached out to the Region V EMS Director regarding data for the following concerns:

- ✓ Number of ambulance calls per month on State highways due to drunk driving.
- ✓ Average call for response on secondary roads within communities (for potential slots casino).
- ✓ Extra costs/impacts to communities for ambulance dispatch.

Please see below for partial response to the above questions.

*The state EMS office is gathering the information on accidents that EMS responded (including suspected alcohol/ drug use. They are classified together so they cannot separate alcohol and drugs) to in the communities around Plainville and Raynham. The Gaming Commission/SRPEDD/communities need to realize that these numbers for incidents involving alcohol/ drugs are not hard numbers because it relies on the EMS providers and how they input the information. It is also noted that there are many, many variables with obtaining these types of data requests. NOTE: As of report date, SRPEDD is waiting on the State EMS Office to provide additional data.*

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The following is an excerpt (specifically for public safety impacts) from a report prepared by Problem Gambling Solutions, Inc., dated May 27, 2013 for the Town of Plainville.

The report is titled; “The Impacts of Gambling on Local Citizens.”

Public service impacts that appeared most relevant to local citizens, with the opening of the Proposed slot parlor was:

Police activity may increase by 2% to 10% placing some additional demand on the Plainville Police Department. The majority of the increased activity is expected to result from a larger volume of motor vehicle incidents, an increase number of property crimes, and an increase in domestic dispute calls.

The opening of the proposed slot parlor at the Plainridge Racecourse is anticipated to result in a 5% to 10% increase in Fire Department activity primarily due to increases in emergency medical service (EMS) calls. Much of that increase is anticipated to be related to increased visitation to the slot parlor from inside and outside of the town.

Table 1.

**SUMMARY TABLE OF IMPACTS ON LOCAL CITIZENS**

Impact Area	Increase	Mixed or No Impact	Decrease	Comments
<b>HEALTH &amp; SOCIAL</b>				
Problem Gambling Prevalence	X			Estimated 35% to 45% increase (prevalence increases with increased proximity to gambling venue)
Child Abuse and Neglect	X			Small increase
Suicide Rate	X			Small increase
Crime Rate	X			Small increase; primarily in non-violent crimes
Vehicle Accidents	X			Small increase related to driver fatigue and DUI
Unsafe Sex (STDs)	X			Magnitude difficult to estimate
Domestic Violence	X			Small increase in reports; actual magnitude difficult to estimate
Divorce	X			Small increase
<b>PUBLIC SERVICE</b>				
Police Department	X			Likely increase in total activity ranging from 2% to 10%
Fire Department	X			Likely increase in total activity ranging from 5% to 10%, primarily due to increases in EMS calls
<b>ECONOMIC</b>				
Government Revenue	X			Increased government revenue through taxes
Employment		X		Small spike in local employment during construction and early operation, but over time gains will either level off or slightly decrease
Bankruptcies		X		Small decrease during construction but by 2017 rates may slightly increase
Property Values		X		No significant changes in property value

*Note: Negative impacts are primarily related to an estimated 44% increase in problem gambling prevalence within 10 miles of the slot parlor (net gain of 1.62 additional problem gamblers for every 100 adults). Because a minority of problem gamblers has police/child welfare/employment/health service involvement their impact on the community is tempered. Additionally, gambling may be one of several factors that contributed to an individual's behaviors creating social and economic costs (i.e., the mental health and substance abuse comorbidities of problem gamblers are additional contributing factors).*

**Alcohol-Related Accidents:** Driving under the influence is another possible ill effect of casinos and racinos (race tracks at which slot machines are available for gamblers). A recent study found that rural or moderately sized counties with casinos saw an increase in alcohol-related fatalities.<sup>116</sup>

**Table 7. Town of Plainville Crime Data Fiscal Years 2010 to 2012<sup>149,150,151</sup>**

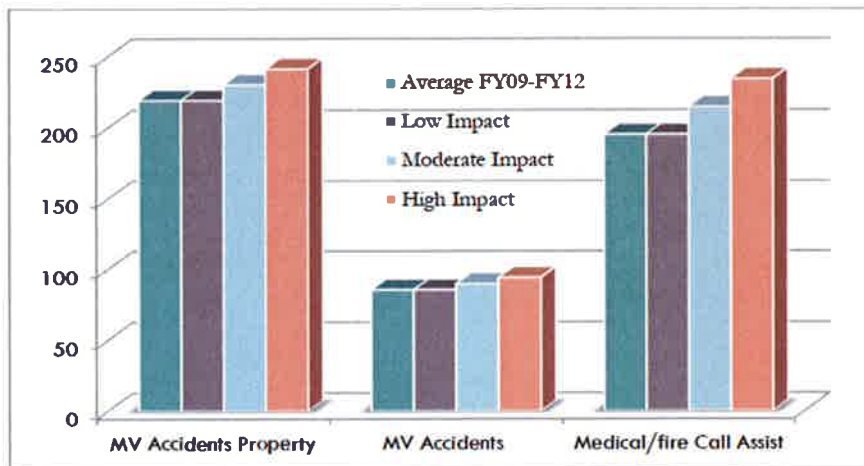
Type	FY10	FY11	FY12	Type	FY10	FY11	FY12
9-1-1 Calls	1978	2208	2626	Motor Vehicle Accidents (property)	214	221	208
Property Crimes	324	272	302	Motor Vehicle Accidents	89/1	89/1	92/0

**THE IMPACTS OF GAMING ON LOCAL STREETS**

				(Total/Fatal)			
Person Crimes	857	500	479	Officer Generated Activity	4,185	3652	3659
Burglar Alarm Calls	342	347	377	Medical/Fire Call Assist	195	195	123
Various Complaints	2,340	2052	2075	Domestic Violence - Incidents	101	99	92
Domestic Violence – Violations/ Service	5/30	11/30	6/38	Domestic Violence - Arrests	10	17	18
Total Arrests/Protective Custody	142/25	196/24	159/22	Total Incidents	8,701	10,138	10,083

*Notes: Property Crimes include: House breaks, larceny, shoplifting, & vandalism. Crimes Against the Person include: Assault & Battery, Sexual Assaults, Threats, Robbery & Annoying Phone Calls.*

**Figure 9. Town of Plainville Police Department: FY09-FY12 Average Motor Vehicle Incidents and Medical/Fire Call Assists and Predicted Impact Post-Slot Parlor**



*Note: Low impact based on no changes from past four year average. Moderate and high impacts based on reports of approximately a 5% to 10% increase of total police activity found from SEIG reviewed studies. For medical/fire calls, 10% to 20% increase based on discussions from survey of nine fire departments conducted by the Town of Plainville's Fire Chief Joubert.*

## Fire and Emergence Medical Service

The research on the impact of gambling expansion as related to fire and emergence medical assistance service within communities reveal mixed findings. For some jurisdictions, the introduction of a casino or gaming expansion is accompanied by improved fire and emergence medical service (EMS) response times and capabilities, secondary to increased government revenues related to gaming expansion and greater budget allocations to local fire departments and other first responder services.<sup>154</sup> There are also examples in the literature where gaming expansion has been associated with negative impacts on fire department services. For example, in 1997, town officials of Montville estimated a yearly financial casino-related impact of nearly \$1 million as a result of increased costs for police, fire protection, and school spending. The majority of this spending was attributed to the construction of Mohegan Sun.<sup>155</sup> North Stonington has also reported an increased demand for fire services since the opening of the local casino resulting in the town instituting a \$140,000 financial incentive and longevity program in order to maintain adequate staffing levels.

In anticipation of the Plainridge Racecourse expansion to add a slot parlor, additional parking, and other facilities, Theodore Joubert, Chief of the Town of Plainville Fire Department, conducted an informal survey of nine fire departments identified as servicing communities that “represent the same populous for the area” where a racino was developed. From this effort, Chief Joubert

concluded that he could reasonably expect a 10% to 20% increase in EMS calls, a 5% to 10% increase for services in general, and a slight increase in fire related calls. One notable exception was a report from the Fire Chief covering the Saratoga Gaming & Raceway where the Chief reported 10 significant fire related incidents related to the nearby racino.

**Baseline Indicator Data**

**Table 8. Town of Plainville Fire Department Records Fiscal Years 2010 to 2012** <sup>156,157,158</sup>

Type	FY10	FY11	FY12
EMS calls are requests for medical aid	799	885	1061
Fire calls include structure fires, car fires, brush fires	36	182	233
Service calls include fire alarm maintenance, inspections	226	1042	1165
Hazardous calls include fuel leaks, odor investigations, suspicious items	74	156	78
Good intent – including cancelled in route, smoke scare, nothing found	107	-	-
False – including CO detectors, smoke det., sprinkler activation, heat det	210	-	-
Other – inspections, citizen complaints, mutual aid, fire alarm maint./work	799	-	-
Miscellaneous calls include lifting assists, pre-inspection assistance, public education		339	181
<b>Total Incidents / Activity</b>	<b>2402</b>	<b>2604</b>	<b>2588</b>

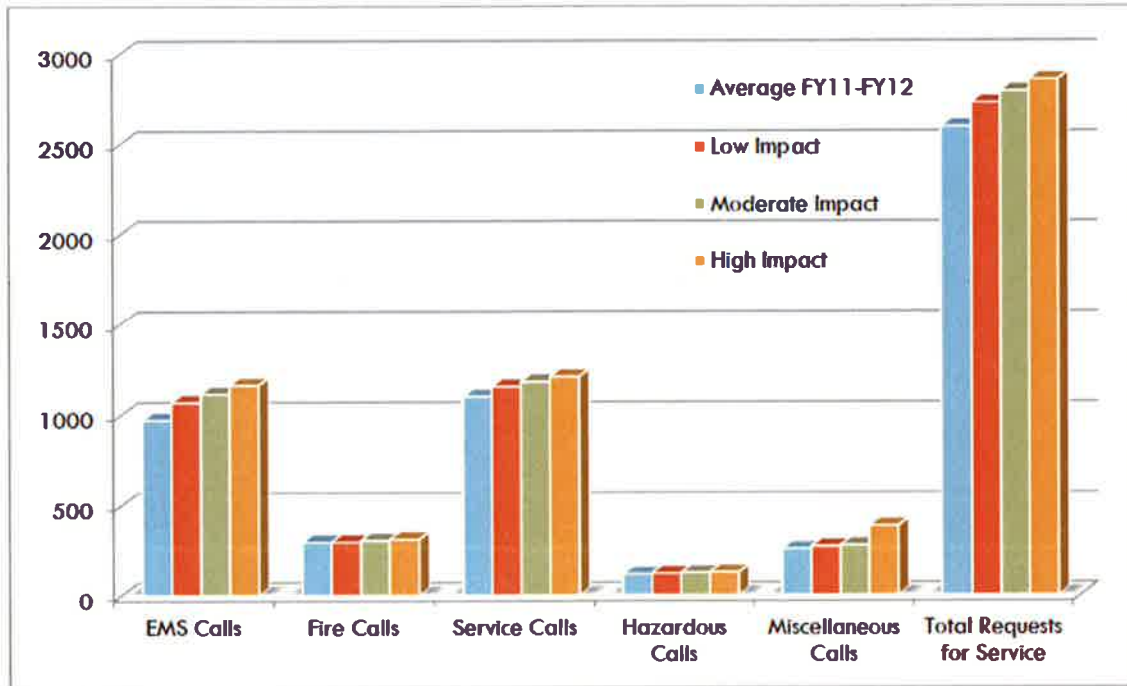
**Predicted Impact**

The opening of the proposed slot parlor at the Plainridge Racecourse is anticipated to result in a 5% to 10% increase in total Fire Department activity including a 10% to 20% increase in EMS calls. Much of that increase is anticipated to be related to increase Racecourse visitation from inside and outside of the Town. The higher racecourse visitation rates create the probability for more EMS calls by virtue of increasing the number of persons within the Department’s catchment area during racecourse business hours and by higher traffic volume.

The main issue the Plainville Fire Department faces is the distance between its one station, located downtown, and the location of the cross-town racecourse. A service call to the Plainridge Racecourse has a response time of approximately 6 to 8 minutes to cover a distance of roughly three miles. This response time does not meet the National Fire Protection Association standards for fire related calls but does meet the standard for EMS response time (maximum of 8 minutes). Chief Joubert stated his community would benefit from a sub-station in the northeast area of the Town with an engine and ambulance in order to provide better service to the new developments and northeastern area of the Town.

The implications for the citizens of the Town of Plainville depend on how the increased demand for fire and EMS services are resolved. With no additional infrastructure to the Town’s Fire Department, the new developments on the Town’s northeastern area will likely experience less than ideal response time. Further complicating increased calls to the northeast is the Department’s current level of staffing where four responders are on duty at any one time. A call across town removes resources away from other areas of the Town. If a sub-station was developed on the northeast part of town, with an additional engine, ambulance, and crew, the Fire Department would be significantly expanded and Fire Department services to Town citizens would improve.

**Figure 10. Town of Plainville Fire Department: FY11-FY12 Average Activity and Predicted Impact Post-Slot Parlor Expansion**



*Note: For Emergency Medical Services (EMS) calls, 10% to 20% increase estimated, for fire calls 0% to 5% increase estimated, for all other calls, 5% to 10% increase estimated; all estimates based on discussions from survey of nine fire departments chiefs of towns and cities that developed a racino where the fire departments and area population sizes approximated that of the Town of Plainville. Survey conducted by the Town of Plainville’s Fire Chief Joubert and communicated to investigator on May 6, 2013.*

DATA SOURCES (outside of SRPEDD region)

1. LAW ENFORCEMENT STAFFING/PRESENCE

Host Community agreement could provide for a “sub-station” within the slots casino. Host Police Chief can determine the level of staffing needed and paid for “X” casino.

Specific information regarding relationships between State Troopers and Gaming Commission law enforcement personnel can be finalized.

Source: *Public Safety Impact Findings* (for a Category 2 Slots Casino) - (data source: B&S Consulting for proposed 1250 slot license casino in Leominster, MA)

2. Operating Slots/Racino

Resort Worlds Casino (Aqueduct) – South Ozone Park, Queens, NY – opened in 2011

“The neighborhoods around the racino have dodged the public safety woes that locals feared,” said Betty Braton, chairwoman of Community Board 10.

“The negative impact the community was most afraid of did not come,” she said.

Read more: <http://www.nydailynews.com/new-york/queens/local-impact-aqueduct-racino-article-1.1193091#ixzz2l2K6o3cC>

*Do casinos increase the number of drunk drivers on local roads?*

Casinos are known for their fast-paced environments where customers are encouraged to let loose and have a good time. This often means enjoying alcoholic beverages that may be provided complementarily to the customer while gambling or enjoyed at a casino lounge or restaurant. The anecdotal evidence would indicate a connection between an increase in drunk drivers and casinos. Drunken driving arrests were reported to have nearly doubled in Bethlehem, PA, after the Sands Casino Resort opened in 2009 while they have remained consistent in a nearby non-casino county.

In 2009, Norwich, CT, located near two Indian gambling casinos (Foxwoods & Mohegan), reported that DUI arrests had more than doubled since 1992. The towns of Montville and Ledyard also experienced significant increases. Roughly 20 percent of the motorists in Montville, Ledyard and North Stonington arrested for DUI acknowledged to police that their last drink was at a casino. One such motorist was charged with manslaughter in March 2009 for allegedly causing a fatal accident by driving the wrong way on I-395.

In what is considered one of the first empirical studies on the subject, Chad D. Cotti and Douglas M. Walker explored whether there is a link between casino expansion and alcohol-related fatal traffic accidents. They found that in urban areas, casinos actually reduce the rate of DUIs, while the rate for suburban and rural areas increases. They believe the difference may be that in urban areas the shorter driving distances, availability of public transportation, and substitution of gambling for bar-hopping might account for the decreased rate, while the rate increase in less populated areas is caused by the increase in distance driven by alcohol-impaired drivers.

There are several ways in which governments respond to the problem of intoxicated driving. Public education campaigns can make people more aware of the dangers of drunk driving and the severe penalties for it. Strict enforcement and police tactics such as drunk driving check points are also effective. Ensuring that the proprietors of establishments that serve alcoholic beverage properly train their staff on how to detect and handle intoxicated patrons is also necessary to reduce the problem.

### Drunk Driving Fatalities

Many casinos provide their patrons with free alcoholic beverages as long as they are gambling. Indeed, like bars, casinos represent an increasingly popular form of nighttime entertainment. To the extent that alcohol is relatively cheap at many casinos, then one might expect there to be a link between casinos and drunk driving.

There has not been published work that has studied the relationship between casinos and DUI arrests in the United States. However, one study examined casinos and alcohol-related traffic fatalities (“ARFAs”). The 2010 study by Cotti and Walker examined data from 1990 to 2000, a period that covers much of the recent US commercial casino expansion outside of Nevada and New Jersey. Their findings indicate that there is indeed a relationship between the existence of casinos and ARFAs. However, the relationship appears to be related to miles driven. In short, the study finds that ARFAs increase by 9.2 percent for casino counties with patrons do not have to drive as far, and they often have alternatives to driving, such as taking a cab, bus, or other public transportation. In addition, the authors suggest that urban casinos may serve as a substitute for bars and nightclubs, at which the average patron may consume more alcohol than at casinos

### First Responder Services

The impact of *non-criminal* demands on local law enforcement and other first responders is often overlooked or given secondary consideration in gambling impact studies. What are the impacts from an entertainment venue that operates 24-hours, 7 days a week in terms of additional police and ambulance service calls?

Within the first year after the Horseshoe Casino Cleveland opened in Ohio, the city incurred \$3.1 million in additional expenses related to the police department largely due to increased visitors and activity in its downtown area.<sup>407</sup> According to the *Maryland Gazette*, the creation of a special county police unit for the area was necessary to keep a lid on problems in the vicinity of the new Maryland Live Casino in Hanover.

Spectrum’s Connecticut gambling impact study found that the City of Norwich felt significant impacts from Indian gaming casinos eight miles away. City officials estimated casino-related costs to be anywhere from \$1 million to \$2.5 million a year. They include: A 27 percent increase in motor vehicle accidents from 1991 to 2004. An increase in police overtime from \$85,000 in



1991 to more than \$280,000 in 2008. A 76 percent increase in calls for service from people needing police from 1992 to 2004.

In some communities, local police and fire departments may be required to purchase additional equipment and provide specialized training for their workers. Government may reduce these costs by requiring gambling establishments to share the costs. To minimize the impact on local police, gambling establishments may be required to maintain certain levels of in house security personnel or establish a fee for service arrangement to cover when additional police service may be desired or required. Governments may impose additional tax assessments on gambling establishments to offset additional law enforcement costs.

*Source: Spectrum Gaming Group, October 2013 (NOTE: Spectrum's report was prepared for the State of Florida Legislature).*

Lessons Learned (this article is in response to a potential casino in Milford, MA)

In Ledyard, where the town had no say in the casino, Mayor John Rodolico said the relationship between the casino and town is just starting to get on good terms.

Montville Mayor Ronald McDaniel said there have been very few negative effects from Mohegan Sun, which he noted “learned many lessons” from how Foxwoods opened.

Bob Steel, a former congressman who represented eastern Connecticut, said the entire region changed when casinos came to the area.

“They are an overwhelming presence in the area,” Steel said. “From traffic to schools being concerned about a gambling culture, I think it runs the whole gamut.”

Overall, these Connecticut towns had a much different experience than Milford will likely see because their casinos were built on tribal land.

Neither town gained much revenue from the developments since tribal land is tax-exempt and no host agreement was required. Also, the state divvies up the 25 percent of the slot machine revenue it receives from the casinos among all the cities and towns across the state, regardless of proximity to the casinos.

While officials in the host and surrounding towns acknowledged many negative effects to their communities, most also said there could be big benefits if Milford plays their cards right.

There are a variety of areas where, whether Connecticut officials had a positive or negative feeling about the casinos, everyone agreed there have been major impacts.

## Traffic

“The most immediate effect was the increase of traffic on (Ledyard’s) roads,” Rodolico, the mayor, said. “They’ve had tens of thousands of people going there from the day they opened.”

While the majority of the traffic runs through ramps created specifically for the casinos, Rodolico said they still see an impact on their local roads.

Norwich, located about 8 miles from the casinos, has seen many effects from them and, according to a 2009 casino impact study done by the state, has seen an estimated \$1 million to \$2.5 million a year in casino-related expenses.

Along with the increased traffic comes more pressure on the police and ambulance services in the area.

“Our police force has expanded by about 25 percent since the casinos opened, which is directly a result of increased traffic,” said Rodolico.

He also noted that before the casinos opened, the city ambulance service was running about 300 responses a year and ambulances would last for 15 to 20 years. Now, the ambulance service responds to upwards of 1,000 calls a year and the life expectancy of ambulances has gone down by about a third

You can think of a casino as a small city,” said Connecticut State Police spokesman Lt. Jay Paul Vance. “Everything you experience in a small city is what we experience at the casinos.”

Vance said they see everything from minor thefts and assaults to money laundering and counterfeit bills.

“Interesting enough, it’s not overwhelming,” Vance said. “When you look at the thousands of people going in and out every day and see a handful of crimes.”

Vance did note a spike in drunk driving arrests and crashes since the casinos opened.

Source: March 24, 2013 Metrowest Daily News Article “Lesson from Connecticut Casino Experience.”

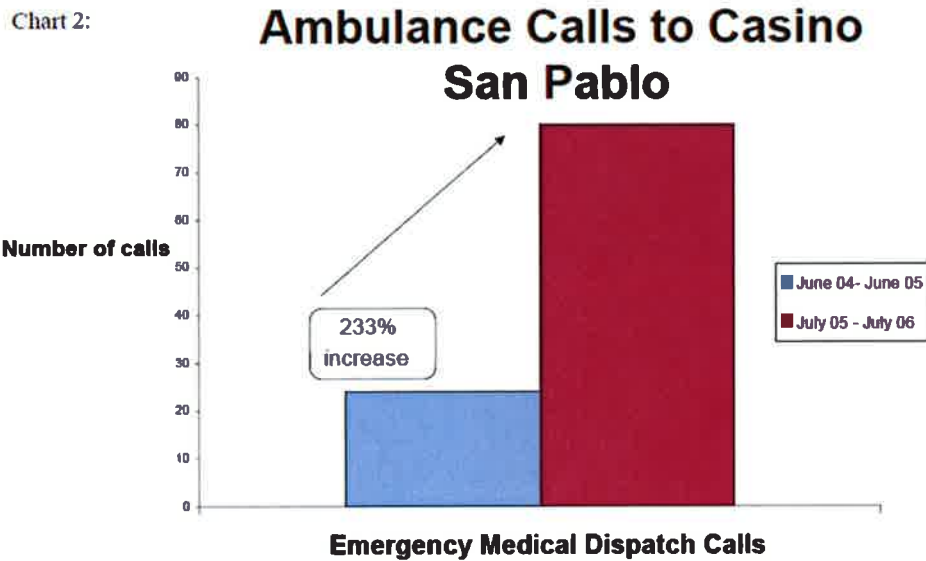
## Emergency Responses at Casino - (Lytton San Pablo Slot Casino located in San Pablo, CA)

Police, Fire and EMS responses **increased** after the installation of the slot machines (2004-2006).

Emergency calls increased from 203 in 2004 to 895 in 2006. Ambulance calls increased from 24 in 2004 to 80 in 2006.

Increases in Emergency Calls to the Casino: 341%

Increases in Ambulance Calls to the Casino: 233%



Source: Gambling with Our Future: Casino San Pablo’s Impact on Local Communities One Year after the Introduction of Slot Machines. Report prepared by The East Bay Coalition Against Urban Casinos, 2006.

## **D. ENF ANALYSIS**

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The ENF indicates thru 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. The wetlands in this area act as a large reservoir and serve as the headwaters for the Town River, which flows into the Taunton River. The wetlands and floodplains are hydrologically connected, with an extensive underlying system of medium- and high-yield aquifers. According to the ENF, the project will be designed to improve the existing condition of the site located within the ACEC, including restoring native vegetation and providing significant improvement to the storm water quality that is discharged to the ACEC. The DEIR should specifically address how improvements in stormwater quality will benefit the ACEC.

## **E. CONSULTANT ANALYSIS**

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### **LYNN D. SWEET CONSULTING GROUP**

This letter is in connection with the proposed Category 2 gaming facility with 1,250 slots and 175,000 square feet of gaming floor area in Raynham, MA (the “Subject Property”) and the Southeastern Regional Planning and Economic Development District (“SRPEDD”) “Impact Analysis” and the Old Colony Planning Council (“Old Colony”) “Technical Analysis”. You have asked us to take a brief look at information in these documents discussing potential housing impacts on the potential surrounding communities.

#### **Methodology**

We have reviewed the Host Community Agreement, the portion of the gaming legislation related to Surrounding Communities, SPREDD “Raynham Park Impact Analysis: Surrounding Communities” dated November 5, 2013 and the Old Colony “Technical Analysis of Proposed Raynham Park Slot Parlor” dated October 23, 2013 and proposed FTE’s. We have also contacted industry experts. We ran Census ACS reports and Esri reports.

#### **Conclusion**

We find that it cannot be determined from the submitted materials and our independent evaluation that the communities surrounding Raynham will be significantly and adversely affected by the operation of the gaming establishment after its opening due to housing impacts resulting from the facility.

#### **Research**

Based on the information provided by the Applicant and HLT (MGC’s technical reviewer), it is our understanding that but for the “pre-opening team” from the applicant to get the operation and training started, most workers will be drawn from the local area. Industry experts engaged by the MGC (HLT) have indicated that travel time and distance to work is dependent on housing choices and travel conditions. They also state that In House-training includes substantial regulatory training for problem gaming, ethics, etc.

We were provided with a FTE analysis that shows there will be 400-600 jobs created by the new Slots Parlor. In addition, the host agreement states that they will give preference to employees who previously worked at the Raynham dog track.

The SRPEDD document concludes that the impact of jobs and housing associated with the slot parlor on surrounding communities is expected to be negligible. They go on to cite vacancy rates and unemployment rates for the area.

The SRPEDD document examined vacant units in a 20 mile radius around the site and concluded that it seems unlikely that there would be a major housing impact associated with a slots parlor on the surrounding communities.

As a means of checking on their data, we looked at current information available from the Massachusetts Department of Workforce and Labor Development as show in Table 1 below. This table shows that Raynham as of August 2013 has a 7.1% unemployment rate and Taunton, the community directly south of Raynham 7.6%. In addition, for both communities there are approximately 2,848 job seekers.

**Table 1**

Unemployment-Past 10 Years				Unemployment-Past 10 Years			
Raynham				Taunton			
Year	Labor Force	Employed	Unemployed	Year	Labor Force	Employed	Unemployed
2013 *	7,726	7,180	546	2013 *	30,322	28,020	2,302
2012	7,759	7,282	477	2012	30,793	28,415	2,378
2011	7,873	7,304	569	2011	31,153	28,500	2,653
2010	7,847	7,228	619	2010	31,158	28,207	2,951
2009	7,978	7,354	624	2009	31,251	28,291	2,960
2008	8,060	7,648	412	2008	31,306	29,355	1,951
2007	8,034	7,701	333	2007	31,013	29,436	1,577
2006	7,981	7,648	333	2006	31,000	29,336	1,664
2005	7,791	7,462	329	2005	30,645	29,068	1,577
2004	7,602	7,237	365	2004	30,439	28,756	1,683
2003	7,216	6,854	362	2003	30,840	29,012	1,828

**\*Period through August 2013**

Table 2 compares housing vacancy rates for Raynham and Taunton as of the 2007-2011 ACS. Therefore, looking at these two communities alone, there are 2,290 housing units that could be absorbed in the event workers do move to the area to work at the Subject Property.

**Table 2**

Housing Occupancy & Vacancy				
	Raynham		Taunton	
	Number	Percent	Number	Percent
<b>Total housing units</b>	5,025		23,803	
<b>Occupied housing units</b>	4,739	94.31%	21,799	91.58%
<b>Vacant Units</b>	286	5.69%	2,004	8.42%

We would be pleased to answer any questions you have in this regard. Thank you for your time and attention.

Sincerely,  
LDS Consulting Group, LLC



By: \_\_\_\_\_  
Lynne D. Sweet, Managing Member

## **F. APPLICATION**

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### **2-32**

The core usage of the Parx Raynham facility will be as a slot parlor. It will operate year round, 24 hours a day. In addition to the slot parlor, the facility will contain multiple bars and restaurants as well as an entertainment venue. The venue will have a full schedule of entertainment with a mixture of larger acts as well as a regular schedule of smaller acts meant to provide reasons for our guests to visit. The restaurants will include a sports bar that will become a main destination in the area for people to have fun and watch a game. We will also have a high end restaurant as well as another name brand casual venue. The goal will be to always have reasons in addition to the slot floor for our guests and visitors to the area to visit Parx Raynham. Given this usage for the facility, we do not expect to see a significant seasonality. Our experience in Pennsylvania supports this expectation.

### **3.2**

Raynham Park plans to employ 804 persons (460 full-time employees and 344 part-time employees) in its permanent facility and 603 persons (348 full-time employees and 255 part-time employees) in its temporary facility. The full-time employees will receive a full package of benefits. Raynham Park has assured that it will provide a high number of quality jobs in the gaming establishment by developing estimated wage levels for the various positions in the gaming establishment. The average wage level for salaried employees in the gaming operations is projected at approximately \$80,000.00. The average wage level for hourly employees in gaming operations is projected to be approximately \$27,000.00, with some of these employees eligible for tips.

### **3.4**

Raynham Park will make contact with all appropriate local, state and federal agencies in the surrounding areas to lay out the jobs available and qualifications required so that they in turn can start making plans to search their databases for unemployed and underemployed candidates. Raynham Park envisions that this would include the labor and workforce development section of the Massachusetts Government and the network of One-Stop Career Centers located throughout the Commonwealth. Furthermore, as indicated in the response to 3-03-01, Raynham Park has an MOU with M.C.C.T.I. to coordinate with the Institute in its attempts to attract qualified unemployed and underemployed persons. Finally, Raynham Park intends to provide specific attention to prior employees of the greyhound track which operated previously at the Raynham Park site and hire back as many of these former employees, including unemployed and underemployed, as possible.

### **3.6**

If Raynham Park is awarded a final Category 2 gaming license, Raynham Park and its contractors will work closely with the Town of Raynham to provide preference for the



employment of town residents and former employees of the now closed Raynham Greyhound Track in the construction and operational phases of the gaming establishment. Prior to the construction and operations phase of the project, Raynham Park will hold a job fair for residents at which it will publicize its employment needs and explain its hiring processes. In addition, Raynham Park will make a good faith effort to use local vendors where cost and quality of goods and services are competitive. Raynham Park will advertise and work with the Taunton Area Chamber of Commerce to promote opportunities for local businesses. Raynham Park will also utilize union labor in the construction of the gaming establishment and will make periodic compliance reports to the Town of Raynham. In regards to work force development utilizing local residents, the MGC can be assured that Greenwood Racing has a record that is second to none. Overall, Raynham Park will meet or exceed the local hiring record of Greenwood Racing in Pennsylvania with 80% of its employees residing within 15 miles and 65% within 10 miles of the gaming facility.

#### **4-26**

Raynham Park's facility is surrounded by surface parking which will assure more than adequate patron parking for the various phases of casino development. The proposed project will utilize existing paved parking areas, but will improve layout, circulation, and pedestrian access from the parking areas to the building. Parking in all phases of development is distributed around the facility providing convenient access for patrons and employees to the multiple entries of the facility.

#### **4-30**

The casino is positioned in the center of the site and located over 800 feet from potential adjacent development south or east of the site. Perimeter activity is limited to vehicular circulation or parking. The northern and eastern edges of the site are bounded by natural preserve and cannot be developed. Site lighting will include light cutoffs at perimeter edging of the site.

#### **4-35**

The North Raynham Water District maintains the Town of Raynham's water system. Several wells provide water and it is stored in a tank in North Raynham. Arrowhead Lane Water Filtration Plant treats the water prior to distribution. The existing capacity of the municipal system appears adequate. The impact of the proposed facility's water usage results in the following upgrades: the existing water pit will be removed and the six inch water line will be replaced with a new ten inch water service throughout the site. In addition, a new ten inch fire protection water service will be constructed to provide water for the building's fire protection system and hydrants at the site.

### **5.1**

The research and design completed for the Project Site have not identified any costs that would be incurred by the Host Community of Raynham for either construction or operation of the gaming establishment. Any mitigation for traffic, utilities, etc. that is required to support the

project will be paid for by Raynham Park under the Host Community Agreement. As to the surrounding community of Easton, Raynham Park is currently in negotiations with Easton for a surrounding community agreement, but it is not expected that Easton will bear any infrastructure costs

## **G. OTHER**

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### **NITSCH ENGINEERING REPORT**

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.

#### **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.

##### *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 intermunicipality 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.

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.

#### 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.

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## **5. OTHER**

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### **Legal Framework**

In determining whether a community is a surrounding community, the commission . . . will evaluate whether: . . . The community will be significantly and adversely affected by any other relevant potential impacts that the commission considers appropriate for evaluation based on its review of the entire application for the gaming establishment. 205 CMR 125.01(2)(b)(5)

### **Executive Summary**

n/a

**A. COMMUNITY PETITION**

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None

**B. APPLICANT RESPONSE**

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None

**C. RPA ANALYSIS**

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None

**D. ENF ANALYSIS**

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None

**E. CONSULTANT ANALYSIS**

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None

**F. APPLICATION**

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**4.26**

Raynham Park’s facility is surrounded by surface parking which will assure more than adequate patron parking for the various phases of casino development. The proposed project will utilize existing paved parking areas, but will improve layout, circulation, and pedestrian access from the parking areas to the building. Parking in all phases of development is distributed around the facility providing convenient access for patrons and employees to the multiple entries of the facility.

**4.35**

The North Raynham Water District maintains the Town of Raynham’s water system. Several wells provide water and it is stored in a tank in North Raynham. Arrowhead Lane Water Filtration Plant treats the water prior to distribution. The existing capacity of the municipal system appears adequate. The impact of the proposed facility’s water usage results in the following upgrades: the existing water pit will be removed and the six inch water line will be replaced with a new ten inch water service throughout the site. In addition, a new ten inch fire protection water service will be constructed to provide water for the building’s fire protection system and hydrants at the site.

## **G. OTHER**

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### **NITSCH ENGINEERING REPORT**

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

#### **Local Cultural Institutions**

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

#### **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.

#### **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.

#### **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.

#### 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.



**NOVEMBER 14, 2013 – COMMUNITY COMMENTS AT PUBLIC MEETING**

4 MS. LEE: Good morning,  
5 Commissioners. For the record there is  
6 actually three of us Grace Lee for the  
7 applicant. I have with me General Counsel for  
8 Greenwood Entertainment and Racing, Tom  
9 Bonner.  
10 And then with me also is Tom Carney part of the  
11 Carney Group.  
12 I'm going to actually hand it over  
13 to Mr. Bonner. He's been working with Tom  
14 and  
15 I in reaching out to all of the communities.  
16 And he'll be able to give you -- If there are  
17 no questions right now, I am going to have Mr.  
18 Bonner give you an update of what we've done  
19 and how we've approached this.  
20 MR. BONEER: Thank you, Grace. Good  
21 morning, Mr. Chairman, good morning,  
22 Commissioners. I am a big fan of brief  
23 presentations, but Mr. Ritter set the bar  
24 extremely high. I don't think I can match his,  
25 but we will be brief.  
26 One of the things that I'd like to  
27 emphasize to the Commission is that we  
28 understand the significance of this process.  
29 We've addressed it as a collaborative process.  
30 We've included the communities in our meetings  
31 that we've had.  
32 One of the reasons that I think  
33 we've been able to demonstrate an interest in  
34 and a concern for this project is the  
35 participation of the Carney family in our  
36 project. These neighboring towns know the  
37 Carney family. They know the operation. They  
38 know what the Carney family businesses have  
39 meant over the years. And I think that there's  
40 a certain level of comfort that comes from  
41 dealing with a known entity and quantity. So,  
42 we are glad that they have been able to be a  
43 part of the process.  
44 The big picture, we have 11 towns  
45 with whom we have had various  
46 communications.  
47 We've had one meeting with some towns. We  
48 have  
49 had four meetings with some towns. I have a

50 meeting at 2:00 today with Grace and Tom  
51 Carney  
52 to meet with another town. So, we devoted our  
53 full effort to this once we got the October 4  
54 application behind us.  
55 We've designated four towns to date  
56 of the 11, Easton, Taunton, West Bridgewater  
57 and we just designated Middleboro on Monday.  
58 We have an executed surrounding community  
59 agreement with Taunton.  
60 That leaves five petitioners.  
61 Middleboro had petitioned you for recognition.  
62 But in the interim, we did recognize them. So,  
63 there's five towns that have petitioned the  
64 Commission for recognition. They are  
65 Berkeley,  
66 Dighton, Bridgewater, Rehoboth and Lakeville.  
67 You heard from Rehoboth, Bridgewater and  
68 Lakeville today. You know the status from the  
69 comments that were made today.  
70 With respect to Berkeley, we have  
71 been in detailed discussions about the  
72 possibility of Berkeley executing a nearby  
73 community agreement as distinguished from a  
74 surrounding community agreement. I am  
75 optimistic that we'll be able to report next  
76 week that we've reached an agreement with  
77 them.  
78 So, if we're successful with  
79 Berkeley and Lakeville as was just indicated,  
80 we'll knock another two off the list. The  
81 point is we are working hard; we're making  
82 progress. That covers nine.  
83 The other two towns I haven't  
84 addressed, Norton and Stoughton. Stoughton did  
85 not petition for surrounding community status  
86 because we had prior to the end date signed a  
87 nearby community agreement with Stoughton.  
88 So,  
89 they are off your radar screen and not to be  
90 worried about.  
91 The only other town with which we've  
92 had communication but no agreement and no  
93 petition to you is the town of Norton. They  
94 haven't been back in touch with us. They had  
95 not indicated any interest in meeting with us.

16 So, I have nothing to report with respect to  
17 Norton.  
18 The summary is there are nine towns  
19 who are either designated or have petitioned  
20 for designation. We have one agreement signed  
21 with one. We hope we are going to have  
22 agreements with two or three others. So, we  
23 are whittling down the list. I'd be happy to  
24 answer any questions that you may have. That's  
1 the summary of where we are. We continue to  
2 work on it.  
3 And knowing your schedule, although  
4 November 21 next week is an important date for  
5 designation, we then have another 30 days to  
6 try to get these deals done in whatever form  
7 these towns may present themselves following  
8 your actions next week.  
9 CHAIRMAN CROSBY: Excuse me. The  
10 accessorizing touch with the pen is a nice one.  
11 Say again where Rehoboth is. What  
12 is the status of Rehoboth?  
13 MR. BONNER: With Rehoboth, we have  
14 met with Rehoboth and have discussed and  
15 submitted to them a proposed nearby  
community  
16 agreement with Rehoboth.  
17 CHAIRMAN CROSBY: Which addresses  
18 this traffic on 44 issue?  
19 MR. BONNER: Yes. Based on  
20 discussions we had with Mr. Ritter, he had  
21 identified that same concern when we met. And  
22 the nearby community agreement that we sent  
to  
23 him addresses that.  
24 By the way, the format of the nearby  
1 community agreement is this wait-and-see  
2 approach. We enter into an agreement now. We  
3 agree that a year or so after opening we will  
4 agree with the town on what things to study.  
5 We will study those items.  
6 We will get that report results. We  
7 will then meet and agree or if we cannot agree,  
8 based on what you said last meeting Mr.  
9 Chairman, I believe that disagreement comes  
10 back to the Commission for a decision under  
the  
11 arbitration section of the regulation. That is  
12 the general format of the nearby community

13 agreement.  
14 CHAIRMAN CROSBY: Thank you.  
15 COMMISSIONER CAMERON: John is  
16 shaking his head no.  
17 MR. ZIEMBA: No.  
18 MS. BLUE: No. The arbitration  
19 provision under our regulations anticipates the  
20 arbitration occurring now to get through a  
21 surrounding community agreement. So, the  
22 applicant is free to agree to that in some form  
23 independently in their own agreement but will  
24 not be the arbitration under our regs.  
1 MS. LEE: Yes, I was going to  
2 correct Counsel. What we put into the nearby  
3 community agreements is the integration of  
4 those provisions to go through the arbitration  
5 process.  
6 I just wanted to back up so that the  
7 Commission understood exactly how we  
approached  
8 this process. We approached this process as  
9 the Carneys have always approached the  
10 surrounding communities and nearby  
communities  
11 as neighbors, just as neighbors.  
12 They've been neighbors with these  
13 communities as a facility for over -- almost  
14 half a decade. They continue to maintain those  
15 great relationships. So, in kind of going  
16 forward with that, Tom and I initially even  
17 before the application, and we were a little  
18 ambitious, before the application was due, we  
19 met with every community that reached out to  
us  
20 regardless of whether we thought they were  
21 significantly impacted, regardless of the legal  
22 analysis. That was subsequently going to have  
23 to be applied by this Commission.  
24 We wanted to understand exactly what  
1 the concern was. We also recognize that they  
2 were going to view the applicant's reports with  
3 a little bit of skepticism. So, we integrated  
4 into these meetings the RPAs, both SRPEDD  
and  
5 Old Colony, to make sure that they had all of  
6 the information that we had available. We gave  
7 them access to our information. We wanted to  
8 make sure everybody had a comfort level that

9 the information was objective.  
 10 It is our information, It's  
 11 information that we've submitted to MEPA. It  
 12 was in our ENF reports. All of that  
 13 information was made available per the  
 14 regulations to all of these communities as well  
 15 as to the RPAs.  
 16 After listening to all of the  
 17 communities, one of the consistent themes we  
 18 heard by everyone around the facility is that  
 19 they weren't certain what the impacts were  
 20 going to be. And the anxiety was if they  
 21 didn't do something then they were going to  
 22 waive all of their rights, which is completely  
 23 understandable because I think we all sit here  
 24 today not certain about what the impacts are  
 1 going to be significant, insignificant or  
 2 otherwise.  
 3 So, we formulated a nearby community  
 4 agreement, which basically has the wait-and-see  
 5 provision to actually analyze the impacts at  
 6 that time. So, that's the approach with that  
 7 we've been going forward with. That's the  
 8 approach that we've kind of engaged everyone  
 9 with. We've relied heavily on the RPAs'  
 10 assessments to the extent that when SRPEDD  
 11 finished their analysis and came out with  
 12 Middleboro being significantly impacted per  
 the  
 13 regulations, we recognized them as well.  
 14 So, this continues to be a  
 15 collaborative process. We hope to wrap this up  
 16 before the deadlines. And we had hoped that we  
 17 could get all of this done before today, but we  
 18 are still optimistic that hopefully we will get  
 19 it done before the 21st.  
 20 COMMISSIONER ZUNIGA: I forget if  
 21 you gave this update, Mr. Bonner, but West  
 22 Bridgewater. -- I'm sorry. You gave an update  
 23 of West Bridgewater, what about Bridgewater?  
 24 MR. BONNER: We met with Bridgewater  
 1 yesterday. That was the second meeting that we  
 2 had had with Bridgewater. We agreed to meet  
 3 again next week to continue our discussion with

4 them.  
 5 The issue with Bridgewater is will  
 6 we designate them as a surrounding community.  
 7 We are still working through some of the data  
 8 they presented to us. You heard Mr. Dutton's  
 9 comments today. Taking a little different  
 10 views on traffic flows and where traffic will  
 11 come from, we will take that under advisement.  
 12 We just got that information yesterday.  
 13 It was that kind of information that  
 14 we got from West Bridgewater who we  
 originally  
 15 did not designate that led us to designate  
 16 them. They gave us some additional traffic  
 17 information that we didn't have from our  
 18 studies. So, we have shown we are receptive to  
 19 that information from the towns. And we have  
 20 to review what Bridgewater shared with us  
 21 yesterday.  
 22 CHAIRMAN CROSBY: In your wait-and-  
 23 see package, how do you anticipate that  
 24 suggestion in the statute that there is a  
 1 weighting of good effects versus negative  
 2 effects?  
 3 MS. LEE: I think in the agreement  
 4 we do take -- there is language in there about  
 5 the net negative impacts. So, the  
 6 contemplation of recognizing positive impacts  
 7 is in there. I can't tell you exactly today  
 8 how it will be quantified, but there is a  
 9 consideration for that.  
 10 CHAIRMAN CROSBY: We are looking for  
 11 some help on how to quantify.  
 12 MR. BONNER: So far, we've put the  
 13 words in the agreement. How we effect them  
 14 remains to be determined.  
 15 CHAIRMAN CROSBY: All right. We'll  
 16 try that too. Anybody else? Thank you.

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## **6. POSITIVE IMPACTS**

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### **Legal Framework**

In determining whether a community is a surrounding community the commission may consider any positive impacts on a community that may result from the development and operation of a gaming establishment. 205 CMR 125.01(2)(c)

### **Executive Summary**

The Applicants Application includes a description of many positive impacts of the proposed facility including approximately annual tax revenue of \$137,800,000 to the state. The economic impact of the Facility statewide will be the creation of nearly 1800 total job opportunities providing nearly \$73 million in annual employee earnings and approximately 800 persons employed from the area at the Facility. Further, it projects to purchase \$38 million annually in regional goods and services. In addition, regional businesses will realize between \$159-192 million per year in revenues.

## **A. COMMUNITY PETITION**

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None

## **B. APPLICANT RESPONSE**

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None

## **C. RPA ANALYSIS**

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### 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.

## **D. ENF ANALYSIS**

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None

## **E. CONSULTANT ANALYSIS**

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None

## **F. APPLICATION**

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None

## **G. OTHER**

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None