



Massachusetts Gaming Commission
101 Federal Street, 12th Floor
Boston, MA 02110

USE OF COMMUNITY MITIGATION RESERVE FUND
RESERVE APPLICATION - BD-15-1068-1068C-1068L-00000002749

Please complete the entire application.

Town of Wrentham

1. **NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT**

Planning Department

2. **DEPARTMENT RECEIVING FUNDS**

John Charbonneau, Director of Planning & Development

3. **NAME AND TITLE OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

79 South Street, Wrentham, MA 02093

4. **ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

(508) 384-5486 jcharbonneau@wrentham.ma.us

5. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL RESPONSIBLE FOR HANDLING OF FUNDS**

John Charbonneau, Director of Planning & Development

6. **NAME AND TITLE OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

79 South Street, Wrentham, MA 02093

7. **ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

(508) 384-5486 jcharbonneau@wrentham.ma.us

8. **PHONE # AND EMAIL ADDRESS OF INDIVIDUAL AUTHORIZED TO COMMIT FUNDS ON BEHALF OF MUNICIPALITY/GOVERNMENTAL ENTITY**

Plainridge Park Casino

9. **NAME OF GAMING LICENSEE**

IMPACT DESCRIPTION

Please describe in detail the related impact that is attributed to the construction or operation of a gaming facility. Please provide support for the determination that the construction or operation of the gaming facility caused, is causing or may cause the impact.

As a result of the construction of the Plainridge Park Casino at the southeast quadrant of the I-495/Route 1 interchange, the Town of Wrentham believes that there has and will continue to be increased interest in development along Wrentham's portion of Route 1. For example, the Town is in the process of permitting two (2) large projects at the intersection of Route 1 @ Madison Street at the northwest quadrant of the interchange. One (1) project is a 220-unit apartment Chapter 40B affordable housing development named Rosegate. The project was recently approved and submitted to DHCD form inclusion on the Town's subsidized housing inventory. The second project on the same site is a mixed-use subdivision named Ledgeview at Wrentham that will contain two (2) 80-room hotels, a 140-unit Senior Living Center, a 12,300 square-foot office building, a 58-unit Assisted Health Care Facility, three (3) restaurants, a bank and approximately 22,000 square feet of retail space. The attached letter (Exhibit A) from the developer of the above projects, Ryan Development, confirms that the proximity of the casino development was a factor in their decision to develop on the Madison Street site. There is also rumored development to take place on the eastern side of Route 1, directly across from the Rosegate/Ledgeview site, in Plainville.

PROPOSED USE OF PLANNING FUND

Please identify below the manner in which the funds are proposed to be used. Please provide documentation (e.g. - invoices, proposals, estimates, etc.) adequate for the Commission to ensure that the funds will be used for the cost of planning to mitigate the impact from the construction or operation of a proposed gaming establishment. Please describe how the planning request will address the specific impact indicated. Please attach additional sheets/supplemental materials if necessary.

The funding would be used to hire a consultant to conduct a study of the Route 1 corridor in Wrentham. The purpose of the study would be to analyze various aspects of the corridor to determine constraints to development such as zoning, environmental factors and traffic to see what measures could be taken to alleviate said constraints. The study would also identify the type of development that would succeed along the corridor considering the constraints as well as other development in other areas along the corridor in Foxborough and Plainville.

A copy of the scope of work used by MAPC to conduct a similar corridor study in Foxborough in 2015 is attached. The cost for that study was \$33,000. Since the consultant hired will have to also conduct traffic analyses, it is anticipated that the cost of the corridor study could approach \$50,000.

IMPACT CONTROLS/ADMINISTRATION OF IMPACT FUNDS

Please provide detail regarding the controls that will be used to ensure that funds will only be used in planning to address the specific impact. If non-governmental entities will receive any funds, please describe what reporting will be required and how the applicant will remedy any misuse of funds.

The funds will be used to retain a consultant for the purpose of preparing a study of the Route 1 corridor in Wrentham. As such, the Planning Department, in coordination with the Town Administrator, Board of Selectmen and the Economic Development Committee, will be responsible for administering the funds and working with the consultant to ensure that the funds are allocated appropriately and that the Town secures the agreed-upon product. The consultant will be responsible for coordinating with these Town officials/boards in the development of the study and for presenting the results upon completion.

CONSULTATION WITH REGIONAL PLANNING AGENCY (RPA)

Please provide details about the Applicant's consultation with the Regional Planning Agency serving the community.

The Metropolitan Area Planning Council (MAPC) has been consulted on the project and provided the scope of work (Exhibit B) that they used in conducting a similar corridor study for the Town of Foxborough in 2015 as well as a copy of the study. The study focused on market analysis, build-out, zoning recommendations and strategies for attracting private sector investment. Wrentham is also interested in incorporating traffic/transportation into its corridor study and was told by MAPC that they would not be able to provide that element of the study. Therefore, it may be in the best interest of the Town to hire a consultant that can incorporate ALL elements it is seeking in the corridor study.

MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY

Please demonstrate that the governmental or other entity will provide significant funding to match or partially match the assistance required from the Community Mitigation Fund. Please provide detail on what your community will contribute to the planning projects such as in-kind services or planning funds.

The Town of Wrentham will provide in-kind services towards the proposed project in the form of staff and local board/committee time. The Director of Planning & Development will provide guidance and technical support to the consultant and will coordinate communication between the consultant preparing the study and local boards/committees. The Board of Selectmen and the Economic Development Committee will provide in-kind services by offering guidance to the consultant as well. This will be in the form of in-person meetings, emails and phone conversations, as needed.

**A PORTION OF THE RESERVE WILL BE USED AS AN OFFSET
AGAINST A SPECIFIC IMPACT APPLICATION**

If these funds are to be used to supplement a Specific Impact Mitigation Application, please describe.

Due to the current and anticipated increase in development interest along the Route 1 corridor in Wrentham that is a result of the development of the Plainridge Park Casino, the proposed study will examine current conditions, restraints on development and the future build-out. In addition and most importantly, the study will offer recommendations as to how the Town can take measures to prepare for and mitigate potential development. The study will act as a valuable planning tool for the Town.

**RELEVANT EXCERPTS FROM HOST OR SURROUNDING
COMMUNITY AGREEMENTS AND MASSACHUSETTS
ENVIRONMENTAL POLICY ACT (MEPA) DECISION**

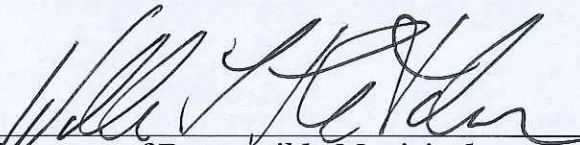
Please describe and include excerpts regarding the impact and potential mitigation from any relevant sections of the community's Host or Surrounding Community Agreement. Where applicable, please also briefly summarize and/or provide page references to the most relevant language included in the most relevant MEPA certificate(s) or comment(s) submitted by the community to MEPA. Please explain how this impact was either anticipated or not anticipated in that Agreement or such MEPA decision. If planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation. For example, a community could provide information on the significance of potential impacts if the impact exceeds projected estimates.

According to the "Market Analysis and Projections for Plainridge Racecourse - Traffic Generation Report" dated May 28, 2013, Wrentham was identified as a town of high interest and it was expected that approximately 27,105 visitors per year would come from Wrentham. By 2018, the number is expected to increase to approximately 29,132. In addition, in 2014 the I-495/MetroWest Partnership listed the I-495, Route 1 and Route 1A corridors in Foxborough, Plainville and Wrentham as one of its Top 10 transportation nightmares. See that attached report Exhibit C).

In addition, the 495/MetroWest Partnership provided a letter of support of this application and the resulting corridor study. (Exhibit D)

CERTIFICATION BY MUNICIPALITY/GOVERNMENTAL ENTITY

On behalf of the aforementioned municipality/governmental entity I hereby certify that the funds that are requested in this application will be used solely for the purposes articulated in this Application.



Signature of Responsible Municipal
Official/Governmental Entity

June 15, 2016

Date

APPROVAL OF THE MASSACHUSETTS GAMING COMMISSION

On behalf of the Massachusetts Gaming Commission, the Commission hereby authorizes the payment from the Community Mitigation Fund in accordance with M.G.L. c. 23K as outlined in this Application.

Executive Director

Date

Ombudsman

Date



**Massachusetts Gaming Commission
101 Federal Street, 12th Floor
Boston, MA 02110**

INSTRUCTIONS FOR FILING

USE OF COMMUNITY MITIGATION RESERVE FUND APPLICATION

If a Community is filing a **Use of Community Mitigation Reserve Fund Application**, please use this application form only. Please fill out the **entire application form**. Please submit the application to:

**John S. Ziemba, Ombudsman
Massachusetts Gaming Commission
101 Federal Street, 12th Floor
Boston, MA 02110**

If you have any questions please do not hesitate to contact John Ziemba at (617) 979-8423 or john.s.ziemba@state.ma.us.

Exhibit A

RYAN DEVELOPMENT LLC

February 17, 2016

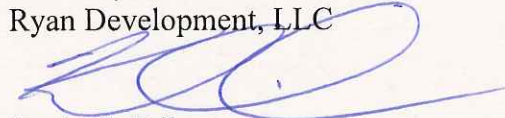
John Charbonneau
Town Planner
Town Hall
79 South Street
Wrentham, MA 02093

Re: Ledgeview at Wrentham

Dear Mr. Charbonneau,

I hope that this letter finds you well. As you are aware, Ryan Development LLC (“RDLLC”) is currently in the process of pursuing the permitting of an exciting, large scale mixed use development that will include approximately 658,000 s.f. of new hotel, retail, restaurant, healthcare, housing and office space on land located on Rte. 1 in Wrentham and Plainville, Massachusetts. During the process, RDLLC has discussed a number of economic factors with your office as well as with various other Town departments detailing what has led RDLLC to determine that Wrentham was a suitable location for such a dynamic project. As we discussed, some of the major driving factors for this project’s viability are the recent improvements and developments in and around Wrentham and Plainville, including the recent Plainridge Park Casino located at 301 Washington Street, Plainville MA. If we can be of any further assistance, please do not hesitate to contact us directly. Thank you again.

Sincerely,
Ryan Development, LLC



Kevin S. Eriksen
General Counsel

Exhibit B

Foxborough Route 1 Corridor Research and Market Analysis

Scope of Work – March 2015

This scope of work defines the tasks and deliverables associated with the analysis of the current development potential for retail, office, and residential uses along the Route 1 Corridor in Foxborough. The report will include zoning recommendations and marketing strategies for the corridor.

Deliverables

- Office, Retail, and Housing Market Analysis (building on what's been done through the Foxborough Master Plan process)
- Build Out Analysis
- Zoning Recommendations
- Strategies for attracting private sector investment/commercial development.

Project Area Context

As the town of Foxborough prepares for new development associated with increased sewer capacity, regional growth spun off from the South Coast Rail project, as well as the potential resulting from proposed daily commuter rail service to the Foxborough Route 1 Corridor, the existing Route 1 zoning, last comprehensively reviewed and updated 25 years ago, should be re-evaluated. Through the ongoing Master Plan effort in the Town, the town has determined that it is likely over-zoned for retail development, and is interested in determining the market and development potential. Through the Master Planning process, it was also determined that many Foxborough residents view Route 1 as an opportunity to strengthen the Town's tax base.

The Master Planning Process hosted a Route 1 workshop as an introduction to more detailed work along the Route 1 Corridor. At this workshop, held in late January, property owners, business owners, residents, and local officials discussed challenges to development including water resource areas that merit protection, the need for expanded sewer, transportation, traffic and parking, buffering Foxborough's residential areas from development along Route 1 and greening the corridor to create a more appealing environment. The MAPC scope of work will build off of what has already been learned through the Master Planning process in order to take a more detailed look at the development and market potential of the corridor.

Also, the Town of Foxborough's long-standing sewer capacity issues are being addressed by the creation of the joint Foxborough-Mansfield Sewer District. The town needs to determine how best to establish land uses within the Route 1 Corridor, and elsewhere in town, to take advantage of this new capacity.

Partners and Responsibilities

MAPC staff with expertise in land use, zoning, environmental and economic development planning will produce the project deliverables. MAPC staff will organize monthly check-ins with Foxborough planning staff to maintain regular communication about project process. MAPC will also meet with the Foxborough Planning Board 3 times within the course of the project.

- Meeting with town planner/planning board to present market analysis preliminary findings

and preliminary mapping analysis and ID priority parcels. We will also discuss and gather feedback on potential zoning changes (June)

- Meeting with town planner/planning board to debrief from Route 1 public meeting and discuss preliminary recommendations. (October)
- Final Presentation to Planning Board (November/December)

MAPC and the town of Foxborough will also host a Route 1 meeting in September to invite feedback from citizens, business owners and other interested stakeholders.

Town of Foxborough staff and Planning Board members will provide feedback and commentary through email communications and in person meetings. They will assist with outreach for the Route 1 meeting in September and help MAPC staff to get in touch with appropriate stakeholders throughout the project process. They will also help to secure a venue for the meeting and collaborate with MAPC staff on the logistics of this meeting.

Outreach will be targeted to securing the participation of members of local boards, committees, and commissions; residents; property owners; business owners; developers; and staff from nonprofit and voluntary organizations including business and neighborhood associations.

Project Work Plan:

Task	Hours	Subtotal Funding Sources	Timeframe
General management and coordination. Project management and communication with Foxborough staff: monthly check-in calls or meetings after Executive Committee, and 3 planning board meetings during the project.	50	\$4,000	Ongoing
Existing Conditions Analysis. Review of current planning documents and work done on Route 1 to date. Identify current uses, ownership, and constraints and opportunities to development along Route 1.	60	\$4,800	March-April
Market Analysis. Identify regional and submarket regional office trends (current tenants, vacancy, lease terms and pricing), regional and local housing trends (current rents, capture rate analysis) as well as retail potential along the corridor. Review ongoing market analysis done through Foxborough Master Plan. Interview retailers, property owners, and brokers along Route 1 for local contextual information.	94	\$7,460	April-May
Build Out Analysis. Conduct build out analysis examining the development potential along the corridor under existing zoning with septic versus development potential along the corridor with sewer. Identify opportunity sites through mapping analysis (land values, improvement values, ownership, environmental constraints) and discussion with planning board. Determine desired and supportable uses by site.	49	\$4,020	May-June
Zoning Analysis. Review of existing zoning, results of build out analysis, and feedback from planning board to create recommendations for zoning changes to help facilitate desired development along Route 1.	60	\$5,400	June-July
Route 1 Workshop Public meeting to present analysis to date and gather input from stakeholders on appropriate development, opportunity sites, and preliminary zoning changes. Task includes outreach to stakeholders as well as press and publicity for the event.	49	\$4,020	September
Final Deliverables. Final Report identifying desired development/opportunities, zoning recommendations, and zoning recommendations.	37.5	\$3,000	November/ December
Non-labor costs (transportation, refreshments)		\$300	
Totals	400	\$33,000	

Exhibit C



495/MetroWest Region's Top Ten Transportation Nightmares: The Next Decade

The first "Top 10 Transportation Nightmares" list was compiled in the spring of 2004 when the 495/MetroWest Partnership asked residents and travelers into, within and through the 495/MetroWest region to identify what transportation nightmares they faced on a daily basis. This effort was prompted in part by the significant growth that occurred in the region over the previous decade and the transportation challenges that this growth was creating.

Transportation "nightmares" were submitted by the general public through an open nomination process coordinated by the Partnership and *MetroWest Daily News*, which ran a series of articles over an eight-week period, focused on various transportation issues. At the close of the nomination period, a committee of diverse transportation professionals including planners and engineers from both the public and private sectors came together to establish a Top Ten List representing the critical issues facing the Partnership's service area. The goal of this initiative, both in 2004 and today, is to identify the transportation challenges in our region. The Partnership's objective is to ultimately bring resources to these challenges and as such, our next phase of work will be advocating for solutions on behalf of our public and private sector stakeholders.

Given the merger of transportation agencies into MassDOT and additional transportation resources (Transportation Reform in 2009 and Transportation Financing Act in 2013), and considering the significant advances made on the region's 2004 Transportation Nightmare List, the Partnership believes that now is the time to take a fresh look at the transportation environment and compile a new list of transportation priorities to highlight the 495/MetroWest region's needs across modes, town lines, planning jurisdictions, and legislative districts. Recognizing that transportation infrastructure is inexorably linked to the region's economic success and quality of life, the Partnership is focused on advancing the conversation and advocating for solutions to our transportation and transit challenges. As part of the Partnership's mission we will continue our focus on strengthening the region's transportation networks over the next ten years - and well into the future.

2014 Top Ten Transportation Nightmares

#10: Routes 135 and 126 in Framingham (previously #4 on the 2004 nightmares list)

The Route 135/126 Intersection and Grade Crossing in the heart of Downtown Framingham continues to be recognized by the public as a major traffic bottleneck for the region, incorporating a rotary, several traffic lights and two active railroad tracks used by both commuter and freight trains. While the increased commuter rail service is a welcome solution to addressing transit needs in the region, it also exacerbates the congestion already experienced at this intersection. These well-known traffic challenges stifle both economic and revitalization efforts for Framingham's Downtown, and limit the regional north-south connectivity for many of the communities in this area during the critical morning and evening peak commuting hours.

Between the release of the previous nightmares list and now, a project has been filed, #606109, for intersection improvements to address the concerns highlighted above. At the time of this report, the project

is in the early environmental review stages and its full construction cost has been estimated at \$110,000,000. Additionally, the Metropolitan Area Planning Council is conducting a study looking at opportunities and challenges to new development in the downtown area, a portion of which is focused on transportation planning and engineering services in Downtown Framingham.

#9: Route 16 Corridor, particularly in Milford and Wellesley

Route 16 is a secondary arterial roadway that crisscrosses east to west, providing an alternative means of traversing the region instead of relying on one of the few major roadways (such as Route 1, Route 9 and/or the interstate highway system). The 495/MetroWest region includes three interstate highways and many arterial/feeder roads like Route 16, which are increasingly burdened as highway congestion increases. However, Route 16 was never envisioned to withstand the number of vehicles that travel on it today. While the communities of Milford and Wellesley are separated by three towns, Route 16 functions, or in this case does not function, similarly in both towns. Route 16 provides local access for residents and acts as their "Main Street" corridor, providing many of the commercial services that these community's residents rely on for their day-to-day lives. There are numerous concerns about this corridor, including in the communities of Sherborn and Natick, but a few intersections in Milford and Wellesley stand out as considerably problematic from a capacity and safety perspective.

In Milford, Route 16 is intersected by Route 109 (near Hannaford supermarket) and Route 140 (at Milford Regional Medical Center); both intersections have experienced increased congestion during the evening commute which puts a strain on not just commuters but residents trying to access both sites. Meanwhile in Wellesley, Route 9 intersects Route 16 at a very disorganized ramp and bridge exchange. The intersection is constantly congested during peak hours and the MetroWest Regional Transit Authority (MWRTA) has expressed concerns about this intersection in relation to its fixed routes that traverse the intersection. It should be noted that while Wellesley is outside of the 495/MetroWest Partnership's service area, the impact of congestion on Route 16 in Wellesley affects the town of Natick and other Partnership communities along the Corridor.

Similar to the concerns raised later in this document on Route 9, Route 16 should be treated as a corridor rather than as a town by town nightmare.

#8: I-495 and the 1's

Routes 1 and 1A are two major thoroughfares in the southern portion of the 495/MetroWest region, providing access to several large developments including Gillette Stadium and Patriot Place, the Wrentham Outlets, and Plainridge Racecourse, which is slated to host the state's only slots parlor.

I-495 & Rt. 1 (Foxborough/Plainville):

The congestion challenges along Route 1 from the I-495 Interchange to the I-95 Interchange are well known, particularly during special events in Foxborough at Gillette Stadium. Given the nature of the Route 1 corridor, there are a number of potential economic development opportunities that are limited due to the safety and capacity constraints along the corridor. With the Plainridge Park Casino slated to open in April 2015, traffic challenges at I-495 and Route 1 will only increase.

I-495 & 1A (Wrentham):

Over 13 million people visit the Wrentham Premium Outlet Mall each year and as a result, the interchange of I-495 and Route 1A is well beyond its intended capacity. A 130,000 square foot shopping center is about to open across from the outlets. There are also 200 acres of prime commercial property adjacent to the Outlet Mall, but economic development opportunities in this region have stalled due to these traffic constraints. Additionally, at the time of this report, there is no public transit to the Outlet Mall or to this area in general. Given planned and desired growth in Wrentham and the surrounding communities and the additional traffic expected at the nearby Plainridge Park Casino, the existing constraints will worsen and development opportunities will be limited.

#7: I-495 and Route 9 in Westborough (previously #10 on the 2004 nightmares list)

Ten years later and this interchange has moved from the #10 Nightmare in the region to the #7 Nightmare. However, significant progress has been made towards addressing the long-term needs of the interchange. In 2009, Congressman James McGovern secured federal funding to carry out an analysis of needed improvements to Route 9, the I-495/Route 9 interchange, and the I-495/I-90 interchange. The funds were then used by MassDOT to commission the *I-495/Route 9 Interchange Improvement Study*, which resulted in a comprehensive report of potential improvements that was released in November 2013. Given its centralized location in 495/MetroWest, the area surrounding the intersection within the communities of Southborough and Westborough continues to be an attractive location for commercial and residential development. Unfortunately, the interchange cannot support the capacity demands being placed upon it today and with expected continued development, into the future. Acceleration and deceleration lanes on both roads are indeed a nightmare, the sight lines are regarded as a hazard and the interchange is heavily congested during rush hours.

The study recommended several improvements to address both safety and capacity at the I-495/Route 9 and I-495/I-90 interchanges. One of those recommendations, Project #60770, is in the preliminary stage of design and will make improvements along Route 9 surrounding the interchange with I-495. The current cost estimate for those improvements is \$12,500,000.

#6: I-495 /I-90 Interchange (previously #3 on the 2004 nightmares list)

The interchange where I-495 and the Turnpike meet was included in the previous Nightmares list where it was regarded as a congestion choke point, forcing commuters to search out other routes resulting in traffic flow concerns on local roadways. As a result, in 2006, the Partnership was asked by the Executive Office of Transportation (precursor to MassDOT) to convene a series of meetings with state agencies to discuss potential improvements to the interchange, which resulted in the widening of the ramps to double lanes from the tollbooth to I-90.

Despite this improvement, the inability for traffic to smoothly move through this interchange continues to represent a serious transportation challenge for the 495/MetroWest region. As described by numerous public nominations, traffic has only worsened at this interchange as it is not uncommon for traffic backups to extend from this interchange all the way to the Route 9 interchange to the north, almost 2 miles away.

There has been progress addressing the deteriorating traffic flow problem at the intersection of these two major thoroughfares. In November 2013, MassDOT released a final report on the I-495/Rt. 9 Interchange Improvement Study, the scope of which included the I-495/I-90 Interchange. The study includes a proposed project for the I-495/I-90 interchange to address sub-standard ramps and geometry. Additionally, MassDOT is undertaking a replacement of the existing Turnpike tollbooths with an All-Electronic Tolling (AET) system. This work will start in 2014 and continue through 2016.

#5: I-495/I-290 Interchange (previously #2 on the 2004 nightmares list)

The interchange at I-495 and I-290 is a critical access point to the region as commuters use this exchange to travel between Worcester and 495/MetroWest communities, while leisure travelers and employees use this intersection to travel to or from New Hampshire, Maine, Cape Cod, and southern New England. The exchange is congested and has a high level of vehicular collisions and truck turnovers, prompting concerns of safety and traffic flow. During weekend periods, it is not uncommon for southbound and eastbound traffic approaching this interchange to be backed up for miles during the peak commuting periods as commuter and recreational traffic mingle.

In 2006, following the original nightmares list, then-Secretary of Transportation John Cogliano announced at the Partnership's annual conference that the state would proceed with permitting the planned improvements to the interchange. Since that initial state permitting review, a project has been filed, #603345, for reconstruction and a bridge replacement at the intersection. At the time of this report, this project is in the environmental notification form (ENF) stage. The current construction cost estimate is \$100,000,000.

#4: Commuter Rail

The 495/MetroWest region is home to three commuter rail lines: Fitchburg Line, Franklin Line and the Framingham/Worcester Line. These three lines account for approximately one third of the average daily ridership of the entire commuter rail network. Major employers within the 495/MetroWest region have cited on numerous occasions how the lack of a reliable and convenient reverse commute limits their ability to hire qualified employees. While there have been numerous investments in improving the network over the past 10 years, such as the Fitchburg Line Improvement Project, the increased service on the Framingham/Worcester Line, and the selection of a new commuter rail operator, there are still common regional concerns that need attention. These include matters of performance, parking supply/availability, and the ability for individuals to reverse commute from the metropolitan Boston area to the many employers in the 495/MetroWest region. If addressed, ridership will continue to increase on each of these lines. It is again worth noting that we recognize the unintended consequences of increased commuter rail service relative to congestion at the at-grade crossings in our region. However, this does not diminish the demand for increased service. Commuter Rail is also greatly dependent upon the next "Nightmare", as riders need reliable options for getting to and from the stations.

#3: Suburban Mobility Challenges: First Mile, Last Mile & a Few in Between

Data shows that the majority of employees who work in the 495/MetroWest region, commute to jobs within the region rather than from suburban communities to the urban core. Given the proportion of residents who live and work in the region, combined with existing transit gaps, it has come as no surprise that suburban mobility challenges have made the top three on our Transportation Nightmares List.

On the 2004 List, the number one Nightmare was the lack of public transportation in the region. As a result, the Partnership formed the 495/MetroWest Alliance for Transit Services, which was a collaborative effort to provide technical assistance to municipalities considering potential transit initiatives and in 2006, our legislative delegation secured statutory changes to allow communities to join or establish a new Regional Transit Authority. With this reform, and thanks to the support of legislators, businesses, and communities within the region, the need for public transportation was partially addressed with the formation of the MetroWest Regional Transit Authority (MWRTA) in 2006. However, the need for additional service hours in the evening and on weekends, as well as the decrease in headways is crucial to the growth of the system.

The MWRTA has established a transit network for several member communities in the region and is constantly growing new routes and services. They operate several fixed route bus services as well as shuttle services to area train stations and local hospitals. The Worcester RTA (WRTA) has also provided new services in the region, most recently in the form of a Westborough Shuttle from the train station to area businesses and employers.

The region also hosts two Transportation Management Associations (TMA); the MetroWest/495 TMA serves businesses in Framingham, Marlborough, Natick, Southborough, and Westborough, and the CrossTown Connect TMA, currently serving the towns of Acton, Boxborough, Littleton & Maynard as well as businesses in Littleton, Maynard, and Westford. CrossTown Connect is a newer model of TMA as a public private partnership open to both business and community membership.

Given these developments, the area now has a working foundation of regional public and private transit services, but additional challenges still remain. These include connections between different RTAs, last mile access from commuter rail to employers in the region as well as first mile access for residents to access commuter rail stations, the need for more Public/Private Partnerships like Crosstown Connect, and the promotion of other multi-modal means of transport. Several nominations included pedestrian needs in the region, particularly as they link to transit services. And for many employers in the region, until a reverse commute is in place, the last mile challenge is more like the last 20 miles, with some businesses currently shuttling workers from distant stations for timing and other reasons.

Suburban mobility challenges are being considered and addressed in a more consistent manner with initiatives like GreenDOT and Complete Streets, but there is clearly a long road, bike path, and sidewalk ahead to meet the demands of the 495/MetroWest region.

#2: Turnpike: Why Do We Need to Pay for this Nightmare?

Congestion continues to plague the Turnpike in our region, exacerbating existing problems at various interchanges, particularly at I-495 and with Route 9. The congestion impacts employers in the region as well as employees who commute to and from the 495/MetroWest region. While MassDOT has invested in message boards and is moving to an All Electronic Tolling (AET) option that is expected to improve the efficiency of toll collection efforts, the congestion concerns remain. One of the resounding themes for nominating the Turnpike, was the fact that users pay for this "Nightmare" on a daily basis. Users often sited on and off-ramps as a major bottleneck due to current designs and constraints. In referencing tolling equity, users are demanding a greater return on investment for their daily travels on the Turnpike.

#1: Route 9 Corridor: Main Street MetroWest or Thruway to Boston?

The Route 9 Corridor, a 27-mile segment crossing through six 495/MetroWest communities, namely Shrewsbury, Northborough, Westborough, Southborough, Framingham, and Natick, is the thoroughfare for the entire region. Route 9 connects with several major roadways and arteries, providing drivers access to major retail centers, commercial office spaces, industrial facilities, housing, higher education, tourist attractions, and employment. This route has experienced rush hour congestion on both the eastbound and westbound lanes for as long as there has been a cohesive 495/MetroWest region. While in years past, congestion was mostly confined to rush hours, problems now persist at all hours of the day. The challenges along Route 9 range in their scope, magnitude and location but no doubt several interchanges are affected daily:

- 9 and Route 20 (Shrewsbury/Northborough)
- 9 and Lyman St. (Westborough)
- 9 and Crystal Pond (Southborough)
- 9 and Oak Hill (Southborough)
- *Tech Park/9-90/9-30* (Framingham)
- 9 and Temple (Framingham)
- 9 and Edgell-Main St. (Framingham)
- 9/126 (Framingham)
- Golden Triangle (Framingham/Natick)
- 9/27 (Natick)
- 9/Oak (Natick)
- 9/128 (extends the Route 9 Corridor into Wellesley which is outside of the 495/MetroWest region but is a significant enough challenge to warrant mention on this list)

Route 9 has risen to the top of the Nightmares List because of its complexity as a Corridor, with the current challenges and congestion points all being interconnected. While no one solution will solve this nightmare, all solutions should be mindful of the corridor as a whole to allow Route 9 to continue to serve the region.

The 495/MetroWest Partnership, along with the *MetroWest Daily News*, would like to thank readers, employers, residents, and employees for submitting their regional transportation nightmares. This public nomination process plays a critical role in the Partnership's transportation advocacy. We have heard your concerns and are ready to work with both public and private stakeholders at the local, state, and federal level towards addressing these challenges and ensuring a prosperous future for the 495/MetroWest region.

2004 List
495/METROWEST REGION'S
TOP TEN TRANSPORTATION NIGHTMARES

1. Lack of Public Transportation
2. I-290 and I-495
3. I-495 and Rt. 90 / Massachusetts Turnpike
4. Rt. 135 and Rt. 126 in Framingham
5. Rt. 9 and Lyman Street in Westborough
6. Rt. 9 at Central St. and Oakhill Rd. in Southborough
7. Rt. 20 Corridor
8. System-wide maintenance / Improved signal systems and roadways
9. 'The Bookends'-
 Littleton's I-495 & Rt. 119
 Franklin's I-495 & Rt. 140
10. I-495 and Rt. 9

Exhibit D



495/METROWEST

PARTNERSHIP

Leaders for Regional Prosperity

John S. Ziemba, Ombudsman
Massachusetts Gaming Commission
101 Federal St., 12th Floor
Boston, MA 02110

June 3, 2016

Re: Town of Wrentham's Application for Use of Community Mitigation Reserve Fund

Dear Mr. Ziemba:

On behalf of the 495/MetroWest Partnership, we are writing in support of Wrentham's application to the Community Mitigation Reserve Fund to study the Route 1 Corridor to analyze zoning and traffic conditions in consideration of further developments along the corridor as a result of the development of the Plainridge park Casino. The Partnership is pleased by the Town of Wrentham's increased interest in developing along Route 1 following the successful construction of the Plainridge Park Casino, as the corridor has proven itself as a viable center of commerce and industry with its variety of shopping centers and outlets and planned housing developments

The 495/MetroWest Partnership is a non-profit advocacy organization now serving thirty-five communities, over half a million residents, and an employment base of over \$22 billion per year. The Partnership seeks to address regional needs through public-private collaboration by working to enhance economic vitality, improve quality of life and sustain natural resources. The Partnership focuses on helping to alleviate regional constraints and limitations, and conducts numerous initiatives on transportation, workforce housing, and water resources.

The revitalization of the Route 1 corridor is not only important to the economic stability of the Town of Wrentham but also to the continued success and growth of the 495/MetroWest region. The two proposed developments at the intersection of Route 1 and Madison Street, the Rosegate housing development and the Ledgeview mixed-use development, would serve to attract visitors, businesses, and residents to the region, while also complementing the Plainridge Park Casino through the construction of hotels and retail space.

The Partnership notes the importance and potential of the Route 1 Corridor as noted in our 2014 Top Ten Transportation Nightmares report. Transportation "nightmares" were submitted by the general public through an open nomination process coordinated by the Partnership and the *MetroWest Daily News*, which ran a series of articles over an eight-week period, focused on various transportation issues. At the close of the nomination period, a committee of diverse transportation professionals including planners and engineers from both the public and private sectors came together to establish a Top Ten List representing the critical issues facing the Partnership's service area. The Partnership, along with our stakeholders from both the public and private sectors, recognizes that transportation infrastructure is inexorably

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linked to the region's economic success and quality of life. As such, we are focused on advancing the conversation and advocating for solutions to our transportation challenges and we feel this Route 1 Corridor Analysis offers an excellent opportunity to address Nightmare #8 on our list (excerpts below). Route 1 is already subject to heavy traffic congestion due to the success of the Wrentham Premium Outlet Mall. The Partnership hopes that the proposed study of the corridor will offer solutions for the needed roadway improvements in this area of continued growth.

#8: I-495 and the 1's

Routes 1 and 1A are two major thoroughfares in the southern portion of the 495/MetroWest region, providing access to several large developments including Gillette Stadium and Patriot Place, the Wrentham Outlets, and Plainridge Racecourse (the Report came out in 2014 prior to the transition to Plainridge Park Casino), which is slated to host the state's only slots parlor.

I-495 & 1A (Wrentham):

Over 13 million people visit the Wrentham Premium Outlet Mall each year and as a result, the interchange of I-495 and Route 1A is well beyond its intended capacity. A 130,000 square foot shopping center is about to open across from the outlets. There are also 200 acres of prime commercial property adjacent to the Outlet Mall, but economic development opportunities in this region have stalled due to these traffic constraints. Additionally, at this time, there is no public transit to the Outlet Mall or to this area in general. Given planned and desired growth in Wrentham and the surrounding communities and the additional traffic expected at the nearby Plainridge Park Casino, the existing constraints will worsen and development opportunities will be limited.

In addition to the traffic concerns, the Partnership is pleased to see the Town's interest in analyzing zoning and environmental conditions along the Corridor to achieve comprehensive results. Accordingly, the Town's application directly addresses the statutory authorization for the Community Mitigation Reserve Fund, which references assisting the host and surrounding communities with "transportation, infrastructure" and "environmental issues and public safety", as noted in MGL Chapter 23K, section 61.

The Partnership urges approval of Wrentham's Community Mitigation Reserve Fund Application and we look forward to learning the results of this application. Please do not hesitate to contact us with any questions on the Partnership's position relative to supporting Wrentham's application at (774)760-0495 or Jessica@495partnership.org.

Sincerely,



Paul F. Matthews
Executive Director



Jessica Strunkin
Deputy Director