

Wynn Everett Boston Impact Analysis

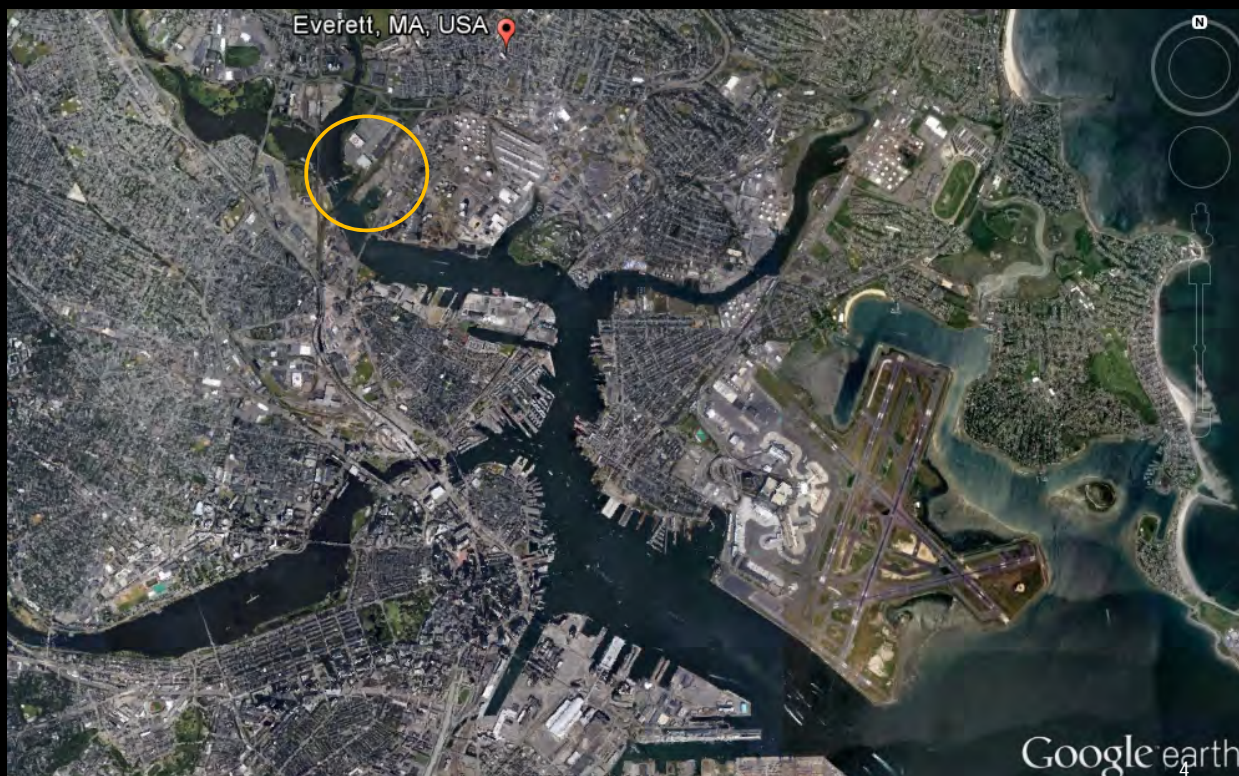
July 23rd, 2014

Agenda

- Project Overview
- Impact Methodology
- Overview of Impacts
- Conclusions

Project 0 verview

Project Site

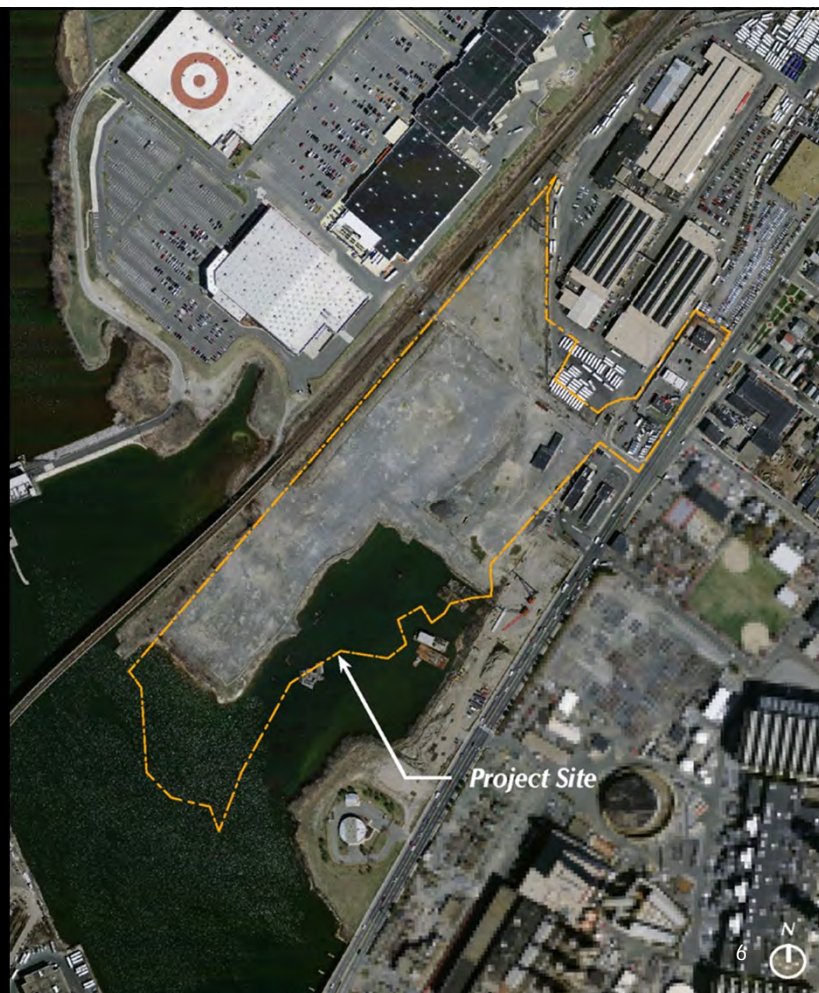


Neighborhood - Context



5

Property



Development Site Today

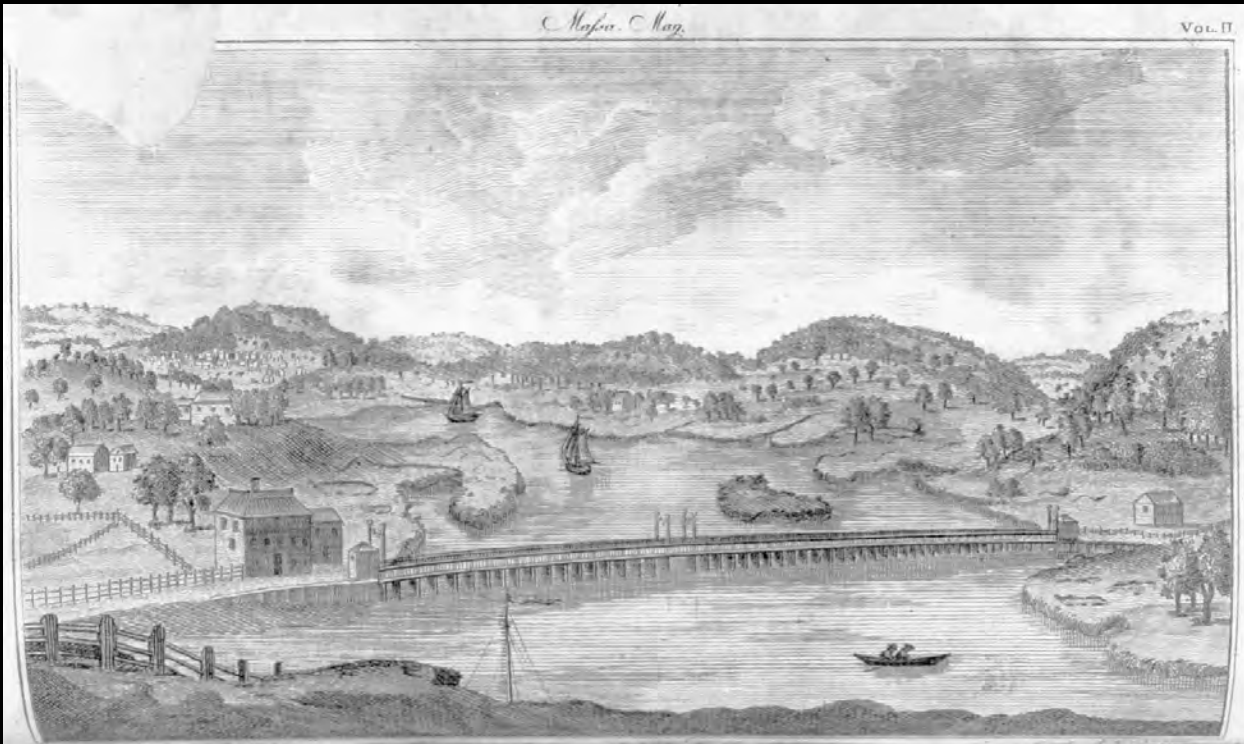


Les Vants Aerial Photos
www.lesvants.com
978-851-3431

Development Site Today



A Bit of History



Wynn Everett



Conceptual Site Plan



Wynn Everett
Everett, Massachusetts

Conceptual Site Plan
Source: Wynn Design & Development, 2013

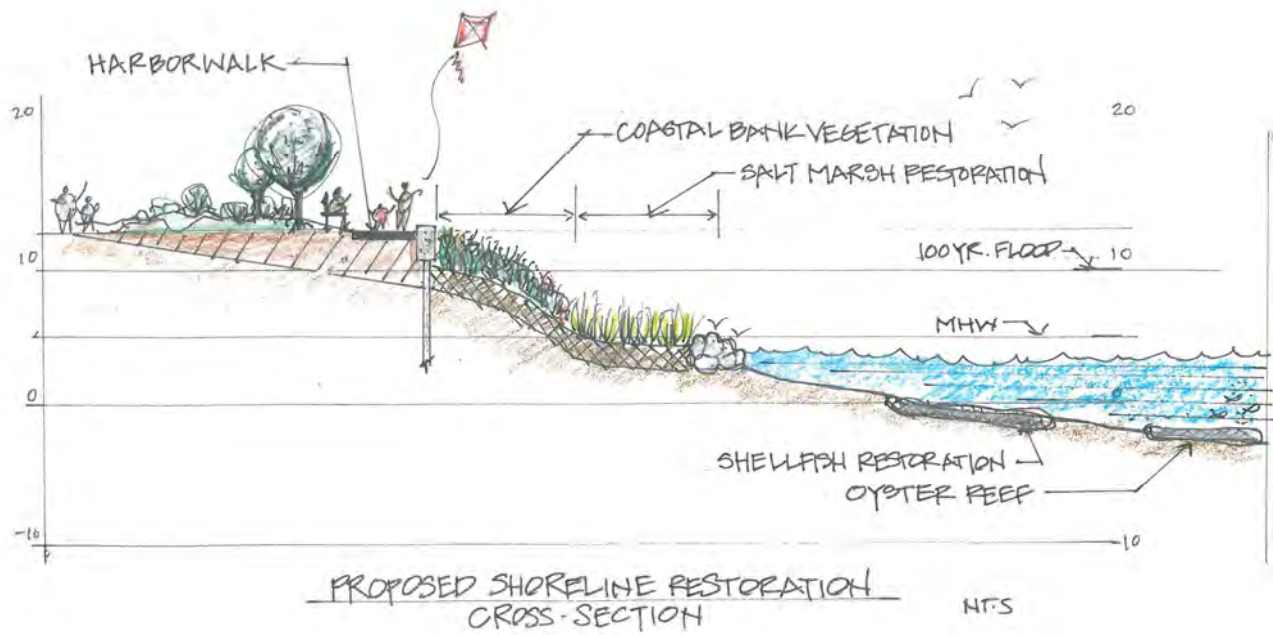
Public Realm Concept Plan



Remediation

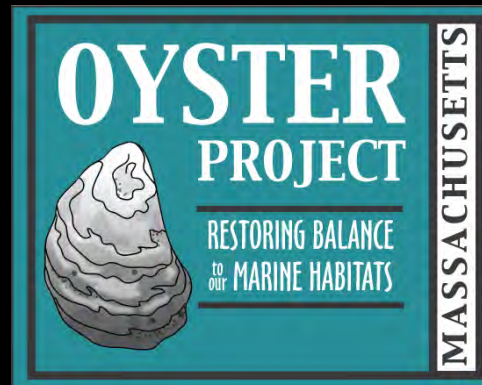


Living Shoreline



Shellfish Restoration

- Historic value- Union Oyster House
- Control nitrogen and other bacteria
- Improves water quality and habitat for other species (30 gal/day)
- Offset impacts from pollutants
- Provides educational opportunities/raise awareness
- MOP has shown that oysters can survive and grow in Boston Harbor



Impact Analysis Methodology



MEPA

MA Environmental Policy Act

- Requires that state agencies and major projects involving state agencies study the environmental consequences of their actions.
- "Use all practicable means and measures to minimize damage to the environment," by studying alternatives to the proposed project, **and developing enforceable mitigation commitments, which will become conditions for the project if and when they are permitted.**
- It is NOT a permitting process
- It DOES include significant public participation, seeking comment from citizens, state, regional and local agencies.
- MEPA review occurs before permitting agencies act, to ensure that they are fully cognizant of environmental consequences of their actions, and to ensure that all possible courses of action have been examined.

Jurisdiction of MEPA for this Project



Deval L. Patrick
GOVERNOR

Richard K. Sullivan, Jr.
SECRETARY

The Commonwealth of Massachusetts
Executive Office of Energy and Environmental Affairs
100 Cambridge Street, Suite 900
Boston, MA 02114

Tel: (617) 626-1000
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February 21, 2014

CERTIFICATE OF THE SECRETARY OF ENERGY AND ENVIRONMENTAL AFFAIRS
ON THE
DRAFT ENVIRONMENTAL IMPACT REPORT

PROJECT NAME	: Wynn Everett
PROJECT MUNICIPALITY	: Everett
PROJECT WATERSHED	: Boston Harbor
EEA NUMBER	: 15060
PROJECT PROPONENT	: Wynn MA, LLC
DATE NOTICED IN MONITOR	: December 18, 2013

MEPA jurisdiction is limited to the subject matter of required or potentially required permits; however, the subject matter of the Gaming License confers broad scope jurisdiction and extends to all aspects of the project that may cause Damage to the Environment, as defined by the MEPA regulations.

Subject Areas of the FEIR

- 1 Introduction
- 2 Project Description
- 3 Wetlands and Waterways
- 4 Transportation
- 5 Air Quality
- 6 Greenhouse Gas and Sustainable Development
- 7 Stormwater
- 8 Water Supply
- 9 Wastewater
- 10 Solid and Hazardous Wastes
- 11 Historic and Archaeological Resources
- 12 Construction Management
- 13 Mitigation Measures
- 14 Draft Section 61 Findings

MEPA TimeLine



- Expanded Environmental Notification Form (EENF), filed May 31, 2013
- Secretary's Certificate on EENF and scope of DEIR, issued on July 26, 2013
- Draft Environmental Impact Report (DEIR), filed December 16, 2013
- Secretary's Certificate on DEIR and scope of FEIR, issued on February 21, 2014
- FEIR filing June 30th—Secretary's Certificate anticipated by August 15, 2014

Look-Back and Reopening Provisions

- We anticipate that EOEEA's Secretary Certificate on FEIR will include a five year look-back requirement for monitoring, reporting, and mitigating
- Gaming Commission language on reopening

127.02: Reasons for Reopening a Mitigation Agreement

Unless a mitigation agreement provides otherwise or provides a different remedy, the parties to a mitigation agreement may reopen negotiations on a signed mitigation agreement pursuant to any of the following triggering events:

- (1) In the event that an applicant or licensee is granted a gaming license subject to the issuance of the secretary of EOEEA's certificate on the applicant's final, supplemental, or single environmental impact report pursuant to 301 CMR 11.08(8) and 205 CMR 120.02: *Conditions of Licensure*, and the project as so certified and mitigated in accordance with the secretary of EOEEA's certificate would, if the applicant receives a final license from the commission, likely cause a significant and material adverse impact.
- (2) In the event that an applicant or licensee is granted a gaming license subject to the issuance of a federal, state or local permit or approval, and the permit or approval is either denied or issued in a manner such that the project would, if the applicant receives a final license from the commission, likely cause a significant and material adverse impact.
- (3) An occurrence that is likely to cause a significant and material adverse impact.

Gaming Tax Allocation

Distribution of Wynn Everett Casino Tax Revenue, First Full Year		
Fund/Program	Percent Dedicated	Dollar Value
MA Cultural Council	2.0%	\$4.02 M
MA Tourism Fund	1.0%	\$2.01 M
Community Mitigation Fund	6.5%	\$13.07 M
Local Capital Projects Fund	4.5%	\$9.05 M
Gaming Local Aid Fund	20.0%	\$40.20 M
Commonwealth Stabilization Fund	10.0%	\$20.10 M
Education Fund	14.0%	\$28.14 M
Gaming Economic Development Fund	9.5%	\$19.10 M
Debt Reduction Program	10.0%	\$20.10 M
Transportation Infrastructure & Development Fund	15.0%	\$30.15 M
Public Health Trust Fund	5.0%	\$10.05 M
Race Horse Development Fund	2.5%	\$5.03 M
TOTAL	100%	\$201.01 M

Source: Chapter 194 of the Acts of 2011: An Act Establishing Expanded Gaming in the Commonwealth; TMG Consulting Analysis

Gaming Legislation Methodology

205 CMR 125.01(2)(b):

1. Proximity
2. Transportation infrastructure will be "significantly and adversely" affected
3. Community will be "significantly and adversely" affected by the development of the gaming establishment
4. Community will be "significantly and adversely" affected by the operation of the gaming establishment
5. Community will "significantly and adversely" affected by other relevant potential impacts

Agreements = MEPA +

Community Agreements

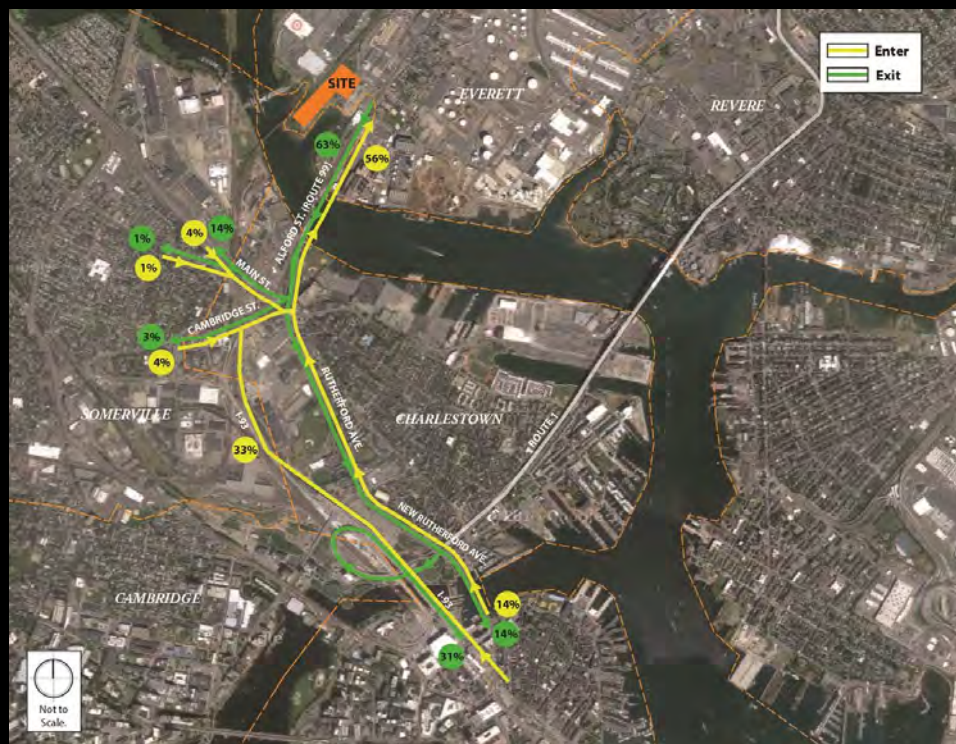
- Malden- Surrounding Agreement Reached
- Medford- Surrounding Agreement Reached
- Cambridge – Surrounding Agreement Reached
- Chelsea – Surrounding Agreement Arbitrated
- Somerville – Surrounding Agreement Arbitrated
- Lynn – Neighboring Agreement Reached
- Melrose – Neighboring Agreement Reached

- Boston – Ongoing Discussions

Overview of Impacts – Proximity Chart

City	Approximate Length of Common Border (miles)	Approximate Distance from Wynn Site to Border (miles)
Malden	1.80	1.33
Medford	1.04	0.38
Boston	0.66	0.00
Chelsea	3.00	0.76
Somerville	0.27	0.01
Cambridge	0	1.14

Transportation Impacts (ex. Trip Distribution of Patrons)



Impacts During Development (i.e. Construction Impacts)

- Potential Impacts
 - Noise
 - Dust
 - Erosion
 - Vibration
 - Traffic

Construction Noise Impact

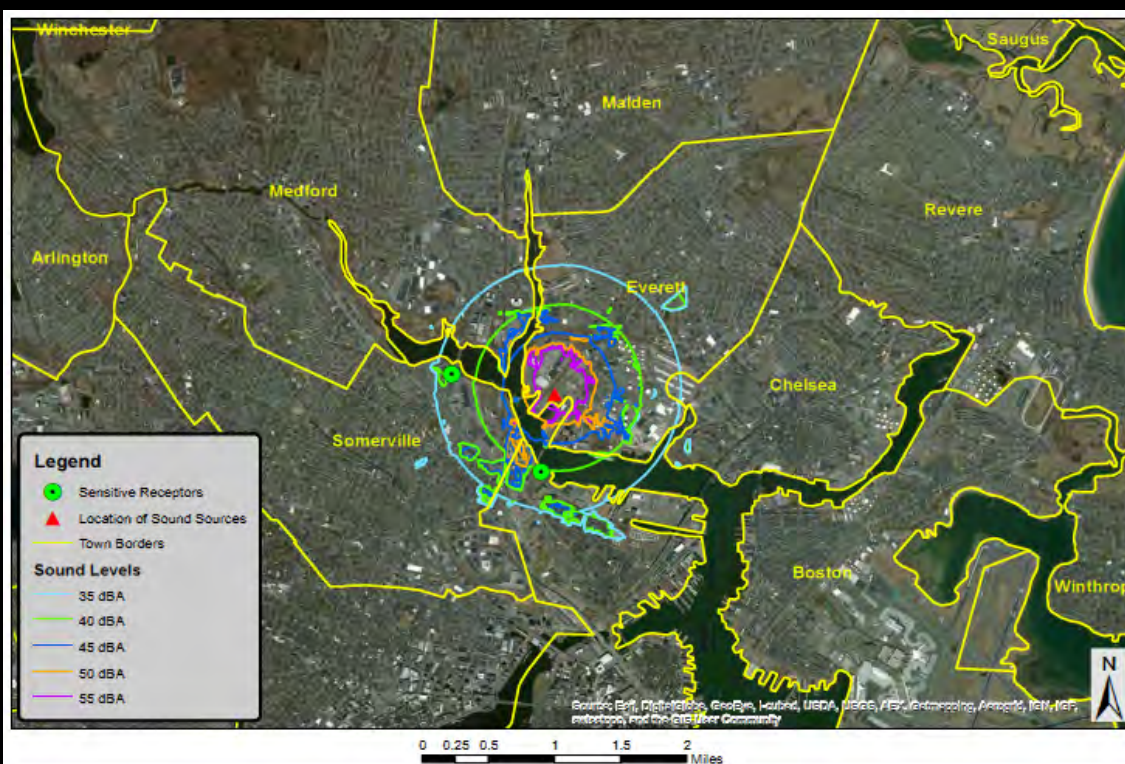


Figure 1
Maximum Sound Levels (Leq, dBA) from
Wynn Everett Construction



Noise Level Index

Decibel (Loudness) Comparison Chart

Here are some interesting numbers, collected from a variety of sources, that help one to understand the volume levels of various sources and how they can affect our hearing.

Environmental Noise	
Weakest sound heard	0dB
Whisper Quiet Library at 6'	30dB
Normal conversation at 3'	60-65dB
Telephone dial tone	80dB
City Traffic (inside car)	85dB
Train whistle at 500', Truck Traffic	90dB
Jackhammer at 50'	95dB
Subway train at 200'	95dB
<i>Level at which sustained exposure may result in hearing loss</i>	<i>90 - 95dB</i>
Hand Drill	98dB
Power mower at 3'	107dB
Snowmobile, Motorcycle	100dB
Power saw at 3'	110dB
Sandblasting, Loud Rock Concert	115dB
<i>Pain begins</i>	<i>125dB</i>
Pneumatic riveter at 4'	125dB
<i>Even short term exposure can cause permanent damage - Loudest recommended exposure <u>WITH</u> hearing protection</i>	<i>140dB</i>
Jet engine at 100'	140dB
12 Gauge Shotgun Blast	165dB
Death of hearing tissue	180dB
Loudest sound possible	194dB

Source: Galen Carol Audio

Boston Noise Regulations

REGULATIONS FOR THE CONTROL OF NOISE IN THE CITY OF BOSTON

REGULATION 3: Restrictions on Noise Emitted from Construction Sites

- 3.1 Except as provided for in Regulation 3.3 and 3.4, it shall be unlawful for any person to operate any construction device or devices on any construction site if the operation of such device or devices emits noise, measured at the lot line of the affected property, in excess of the values shown below:

Lot Use of Affected Property	L_{90} level	Maximum Noise Level
Residential or Institutional	75 dBA	86 dBA
Business or Recreational	80 dBA	--
Industrial	85 dBA	--

The same level shall apply to any public way as applies to an industrial use. Measurements should not be taken closer than fifteen (15) meters (50 feet) from the nearest active construction device on the construction site. The maximum noise level shall be measured on the sound level meter on "Slow" response.

Impacts During Operation

- Economic Studies
- Crime Studies

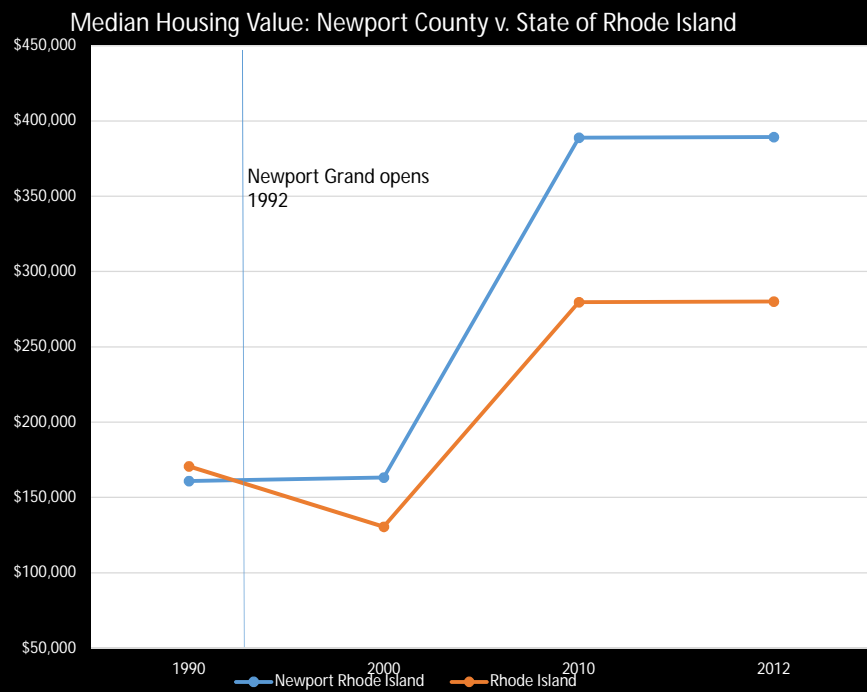
Statewide Economic Impact Projection

- **5,144 New Jobs**
 - 3,287 Direct On-Site FTEs (approximately 4,000 Jobs)
 - 1,858 Indirect & Induced FTEs throughout Commonwealth
- **\$270.55 Million in New Earnings**
 - \$136.13 million Direct On-Site Earnings
 - \$134.42 million Indirect & Induced Earnings throughout the Commonwealth

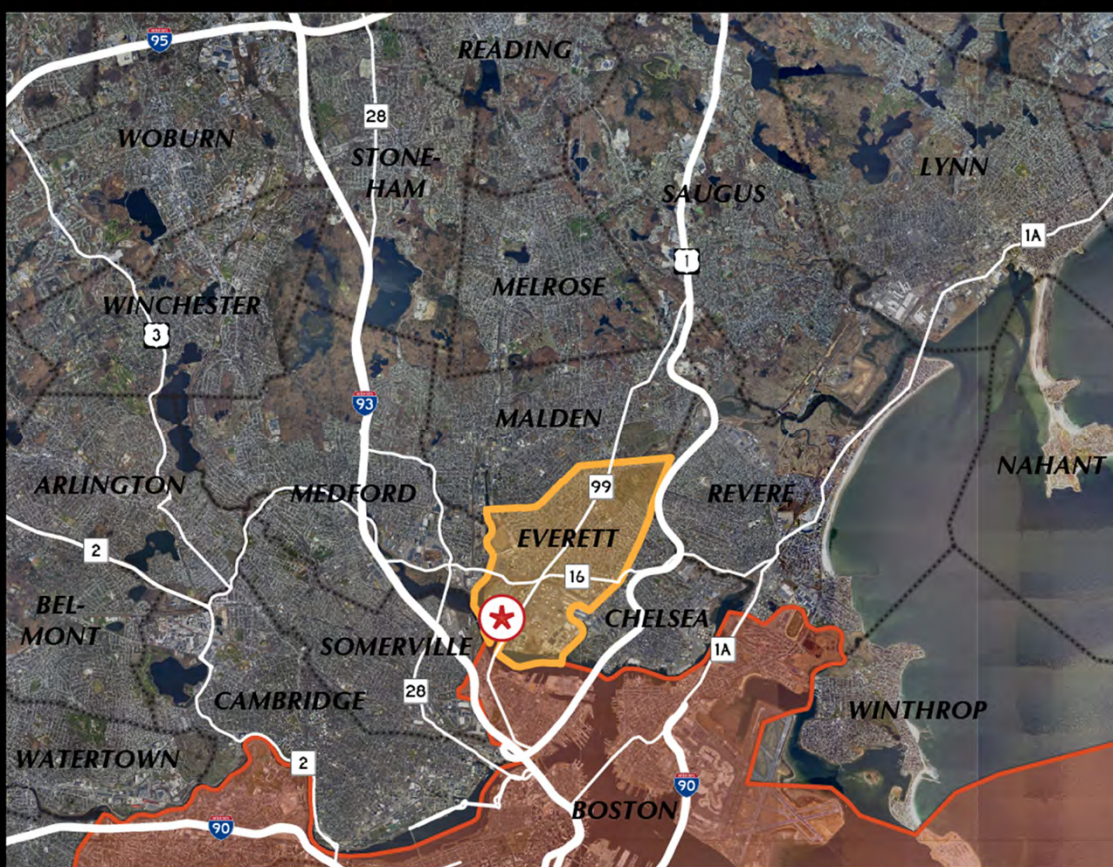
Impacts of Casinos on Residential Property Values

- We have not found that the presence of a casino has negative effects on the value of residential property in the area
 - Often, communities with casinos experience stronger growth or a more stable housing value than their state average

Impacts of Casinos on Residential Property Values



Boston Analysis



Relevant Section of the FEIR

- 1 Introduction
- 2 Project Description
- 3 Wetlands and Waterways
- 4 **Transportation**
- 5 **Air Quality**
- 6 Greenhouse Gas and Sustainable Development
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Air Quality

- Parking Garage Emissions
 - CO Monitoring System
- Vehicle Emissions
 - Mesoscale Air Quality Analysis
 - Assessed VOC and NO_x future no-build and build
 - VOC emissions increase from no build to build, slightly higher than today
 - NO_x emissions increase from no build to build, but will be significantly better than today
 - Sources: Natural Ozone, locally generated ozone and transported ozone
 - Local emissions have almost no effect due to small contribution and reaction times
 - County wide emissions increase less than 0.001%
 - Massachusetts in compliance with NAAQS for ozone

Wastewater

- Charlestown (Cambridge and Somerville) sewage flows through Everett
- DeLauri Pump Station has reduced capacity
- Diversion of Everett flows will increase capacity
- Fewer Combined Sewer Overflow events in Mystic River

So lid and Hazardous W aste Remediation

- Remediation under Massachusetts Contingency Plan will stop contamination migration to River.
- Significant additional remediation will be accomplished due to development.



Remediation will be performed in compliance with all regulatory requirements and in a manner to control off property impacts:

- Massachusetts Contingency Plan - 310 CMR 40.0000
- Dust measurement and control (310 CMR 40.0018)
- Properly stockpiled (310 CMR 40.0036)
- Impacted soil shipped in a manner to minimize fugitive dust (310 CMR 40.0036(5))



Construction Management - Charlestown Construction Impacts

- Noise – None
- Dust – None
- Erosion - None
- Vibration – None
- Traffic – None

Economic Impacts

Estimated Impacts from
Wynn Everett on Boston

	Population and Distance Method
Earnings Impact	\$37,438,678

Source: U.S. Census; U.S. Department of Commerce; TMG Consulting analysis

Transportation

Boston Impact Summary and BAF0

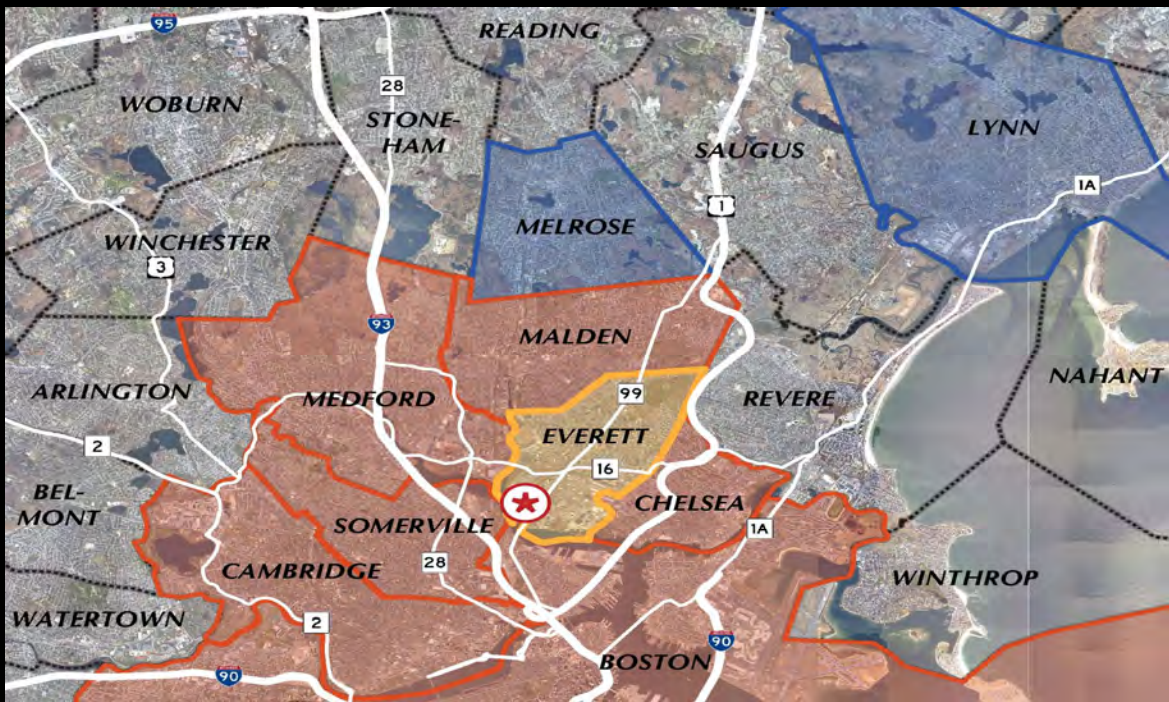
Methodology

205 CMR 125.01(2)(b):

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The logo for Wynn Resorts, featuring the word "Wynn" in a stylized script font followed by "RESORTS" in a smaller, sans-serif font.

Proximity



wynn PLANNERS

Proximity

City	Approximate Length of Common Border (miles)	Approximate Distance from Wynn Site to Border (miles)
Malden	1.80	1.33
Medford	1.04	0.38
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Chelsea	3.00	0.76
Somerville	0.27	0.01
Cambridge	0	1.14

Transportation

- Exhaustive traffic analysis
- Through the MEPA process, Wynn will be responsible for approximately \$50 M in traffic mitigation:
 - Everett (host community)
 - Medford (surrounding community)
 - Boston (surrounding community)
 - Chelsea (surrounding community)
 - Revere (did not request surrounding status)
- Boston mitigation estimated to be approximately \$5 million
- FEIR is pending and Wynn will implement any required traffic mitigation

Development Impact

	NOISE	DUST	EROSION	VIBRATION	TRAFFIC
Boston	Whisper Quiet Library	None	None	None	Minor
Cambridge	None	None	None	None	None
Chelsea	Whisper Quiet Library	None	None	None	None
Malden	None	None	None	None	None
Medford	Whisper Quiet Library	None	None	None	Minor
Somerville	Whisper Quiet Library	None	None	None	None

Operations Impact

Direct/Indirect New Jobs (5,144 throughout the Commonwealth)

New Household Earnings

Increase in Residential and Retail Property Values

	ESTIMATED EARNINGS IMPACT TO LOCATION
Boston	\$37.44 million
Cambridge	\$11.68 million
Chelsea	\$4.92 million
Malden	\$7.87 million
Medford	\$6.58 million
Somerville	\$8.29 million
TOTAL	\$86.1 million

Public Safety

- Three level of enforcement:
 - Wynn Internal Security
 - Everett Police
 - State Police
- No increase in crime rate
- Increase of incidents in the *immediate area* in instance of certain types of crime associated with additional population
- \$1,000,000 to cover any public safety needs resulting from increased visitation

Boston BAFO

1. **Vendor Purchase** - At least \$15 million of goods and services
2. **Traffic Improvements** - Estimated at approximately \$5 million

Pre-Opening Payments -

- \$250,000 for impacts to local roadways in Charlestown and/or for design and construction of an agreed upon long-term infrastructure solution for Sullivan Square
- \$750,000.00 for staffing and public safety initiatives related to increased pedestrian and vehicular traffic in Boston during the construction phase

Post-Opening Payments -

- \$1 million/year for impacts to local roadways in Charlestown and/or for design and construction of an agreed upon long-term infrastructure solution for Sullivan Square
- \$1 million/year for need for increased police, fire, traffic, EMS, mutual aid assistance and public works personnel to maintain roadway safety
- \$250,000/year for water transportation
- \$350,000/year to support Charlestown's non-profits

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Wynn Surrounding Community Agreements*

	Malden	Medford	Somerville	Chelsea	Cambridge	Boston
Business Development Fund	\$100,000	\$100,000	\$150,000	\$75,000	\$25,000	\$0
Transportation Hub Payment	\$325,000	\$325,000	\$0	\$0	\$0	\$0
Transportation Payment	\$225,000	\$0	\$0	\$225,000	\$0	\$1,000,000
Public Safety (related to increased traffic)	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$1,000,000
Non-Profit Contribution	\$100,000	\$225,000	\$100,000	\$100,000	\$25,000	\$350,000
Water Transportation (including public safety)	\$0	\$100,000	\$150,000	\$0	\$50,000	\$250,000
	\$1,000,000	\$1,000,000	\$650,000	\$650,000	\$100,000	\$2,600,000





Q & A