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**COMMUNITY
MITIGATION
FUND**

APPENDIX D – TRANSPORTATION PLANNING GRANT APPLICATION

BD-21-1068-1068C-1068L-56499

Please complete entire the Application

1. PROJECT INFORMATION
a) NAME OF MUNICIPALITY/GOVERNMENT ENTITY/DISTRICT City of Everett
b) PROJECT NAME (LIMIT 10 WORDS) Mystic Riverwalk Boardwalk
c) BRIEF PROJECT DESCRIPTION (LIMIT 50 WORDS) To complete a missing section of the Mystic Riverwalk between Mystic View Park and the Route 16/Woods Memorial Bridge. This proposed section of trail would utilize a boardwalk to cross a wetland between the park and the bridge.
d) CONTACT PERSON(S)/TITLE (Persons with responsibility for this grant) Jay Monty – Director of Transportation
e) PHONE # AND EMAIL ADDRESS OF CONTACT PERSON(S) 617-544-6033, jay.monty@ci.everett.ma.us
f) MAILING ADDRESS OF CONTACT PERSON(S) 484 Broadway, Everett, MA 02149

2. IMPACT DESCRIPTION/CONNECTION TO GAMING FACILITY

a) Please describe in detail the transportation related impact that is attributed to the operation of a gaming facility.

A commitment of the Encore casino was the construction of the Mystic Riverwalk. Connecting from lower Broadway to Mystic View park. This has been a crucial trail connection and one that has been well patronized since the casino opening, in part because it provides walk access to the Wellington MBTA station as well as other trail connections along the Mystic River. However, from Mystic View Park to the Woods Memorial bridge, pedestrians must transition from the Riverwalk onto narrow sidewalks that are directly adjacent to high speed traffic. These sidewalks are not adequate for the type of users such as families and children who currently utilize the other trails. In addition, the existing sidewalks provide an indirect route to the Woods Bridge.

b) Please provide documentation, specificity or evidence that gives support for the determination that the operation of the gaming facility caused or is causing the impact (i.e. surveys, data, reports)

Wellington MBTA station is a key hub for patrons and employees

c) How do you anticipate your proposed remedy will address the identified impact.

The proposed boardwalk and trail connection will provide a safe and direct route for pedestrians and cyclists wishing to access the Mystic River and Malden River path system from the Encore casino. It will provide route of adequate width and protection for users of all ages and abilities to travel between the casino and the MBTA station at Wellington.

3. PROPOSED USE OF TRANSPORTATION PLANNING FUNDS (Please attach additional sheets/supplemental materials if necessary.)

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a) Please identify the amount of funding requested.
\$200,000
b) Please identify the manner in which the funds are proposed to be used. Please provide a detailed scope, budget, and timetable for the use of funds
See Appendix A
c) 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 mitigating the impact.
See Appendix A
d) Please describe how the mitigation request will address the impact indicated. Please attach additional sheets/supplemental materials if necessary.
See Appendix A

e) How will you provide the data for reporting? How will you measure the effectiveness of the proposed project in mitigation impacts?
<p>The improvements proposed under this project represent safety and comfort improvements for pedestrian and bicycle travel. Though the current conditions of the walk/bike route between Mystic View park and the Woods Bridge are not dangerous to the point that they have caused fatalities or injuries, they discourage many workers, shoppers and recreationalists from utilizing the path.</p> <p>Thus measuring the effectiveness of the improvements can be done by measuring the number of trail users before and after project completion. In particular, the Encore resort monitors their employee and patron travel patterns and this data can be used to measure whether improvements to the path network result in high usage.</p>

f) For joint grant requests, please state the amount requested for the joint request. Please also state the amount of any Regional Planning Incentive Award requested and provide separate detail on the use of these additional funds.

N/A

4. CONSULTATION WITH MASSDOT/REGIONAL PLANNING AGENCY (RPA)/NEARBY COMMUNITIES

a) Please provide details about the Applicant's consultation with MassDOT to determine the potential for cooperative regional efforts regarding planning activities.

The City has consulted with the Department of Conservation and Recreation (DCR) regarding plans for the completion of a walkway along the Malden River and other recreational amenities, This boardwalk would continue the work done by both Encore and the Gateway Mall owners in building the interconnection trail from the Encore Casino to the Gateway Park as require by MEPA and the Chapter 91 license.

This boardwalk will provide a safer and more direct route for patrons of the resort as well as employees and other members of the public to access the Mystic and Malden Rivers as well as the Woods Bridge for access to the MBTA station at Wellington. It will negate the current need to walk through and around Santilly Circle (Route 16) which lacks physical barriers between between the high speed traffic and pedestrians. The proposed connection will link directly the park with the newly built bike and pedestrian walkway below the Woods Memorial Bridge. In addition to allowing access across the bridge, these existing underpasses and trails allow pedestrians to walk under the bridge and connect them to the Village Landing Park and the numerous businesses and restaurants including Nightshift, Bone Up brewery, distilleries and climbing gyms.

b) Please provide details about the Applicant's consultation with the Regional Planning Agency serving the community and nearby communities to determine the potential for cooperative regional efforts regarding planning activities.

The City of Everett has worked with MAPC and surrounding communities on multiple studies regarding the Malden and Mystic Rivers including a Waterfront Master Plan, a Mystic River Corridor Strategy Plan project

[\(https://www.mapc.org/resource-library/mystic-river-corridor-strategy-project/\)](https://www.mapc.org/resource-library/mystic-river-corridor-strategy-project/)

<https://www.mapc.org/wp->

and a Waterfront Assessment:

(content/uploads/2017/11/Complete_Everett_Waterfront_Assessment.pdf)

5. MATCHING FUNDS FROM GOVERNMENTAL OR OTHER ENTITY

a) 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.

The City has allocated up to 2 million dollars in its current 5-year capital plan for improvements to the waterfront, with an additional \$250,00 budgeted in operational funds for maintenance and public access of which \$43,000 specifically targeted to public access to the Malden River. It is anticipated that the City will expend a portion of these funds to further advance and support this project.

b) Please provide detail on what your community will contribute to the planning projects such as in-kind services or planning funds.

The City of Everett will partially match the assistance provided by the gaming commission by providing staff time, meeting space and other coordination and administrative time that will be required for a project of this magnitude. We will also pursue additional volunteer time from partner organisations including Mystic River Watershed Association, Friends of the Malden River, and city residents as a means of gathering input and expertise when required.

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

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a) Please describe and include excerpts regarding the transportation impact and potential mitigation from any relevant sections of any Host or Surrounding Community Agreement.

Section 5B of the Host Community Agreement specifies that Wynn/Encore shall make the waterfront accessible to the public and do so in accordance with the City's greater vision for the waterfront. In addition, Section 6 details the numerous transportation improvements including at Santilli Circle and greater access to public transportation. Specifically 6C.5 specifies that Encore will enhance "the City/DCR park and pathway system to and from Wellington Station on the MBTA Orange Line." This project furthers the advancement of safety and accessibility commitments at these locations.

b) Please provide a demonstration that such mitigation measure is not already required to be completed by the licensee pursuant to any regulatory requirements or pursuant to any agreements between such licensee and applicant.

The Host Community Agreement does not provide the specific means by which improvements to Santilli Circle or access to public transportation were to be carried out. It does not specify what level of accessibility and safety are required to be met for pedestrians at Santilli Circle, but simply that they are accessible and safe per MassDOT standards. However, the City's goal of creating a route that is safe and welcoming for "all ages and abilities" is a higher standard than the minimum bar provided by MassDOT. The City's goal aims to have a route that is adequate in width and fully protected from traffic. This goal is not met under the current conditions and requirements.

c) 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.

Section 13.3.1 of the FEIR specifies improvements to be made to Santilli Circle for pedestrian access around the perimeter of the circle and section 13.3.3 specifies improvements to the DCR trail system to create a means of access from the casino to Wellington MBTA station.

d) Please explain how this transportation impact was either anticipated or not anticipated in that Agreement or such MEPA decision.

The MEPA decision did not make specific recommendations as to the quality and exact routing of the trail connections and pedestrian improvements. Because these project components were primarily

under the jurisdiction of state agencies and private property owners, the City of Everett did not have a direct input or ability to make specific design decisions.

e) If transportation planning funds are sought for mitigation not required under MEPA, please provide justification why funding should be utilized to plan for such mitigation.

N/A

7. INTERNAL CONTROLS/ADMINISTRATION OF FUNDS

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a) Please provide detail regarding the controls that will be used to ensure that funds will only be used to plan to address this transportation impact.

The City's internal control structure regarding all grants have been designed to ensure compliance with the federal Office of Management and Budget circulars A-87 "Cost Principles for State, Local, and Indian Tribes", and A-102 "Grants and Cooperative Agreements with State and Local Governments" regardless if the grants are not federal. The control structure ensures all transactions are properly recorded and accounted for, and all transactions are executed in compliance with Laws, regulations, and the provisions of contracts and grant agreements. Some examples of these controls include, but are not limited to: The City's accounting system records all grants and the related grant activity in separate funds, and does not comingle grant activity between grants.

The City utilizes a requisition and purchase order system within the accounting system to ensure expenditures are sufficiently authorized for their intended purpose and adequate funding exists prior to procuring goods or services.

The City individual responsible for the management of the grant will be the only individual allowed to authorize expenditures to the grant, ensuring that only legitimate grant activity is charged to the grant. The City's accounting system automatically controls this process, which is then manually reviewed by the City Auditor's office during the payment processing.

Grant records maintained by the City individual responsible for the management of the grant will be reconciled with the City Auditor's office on a quarterly basis. Any discrepancies identified during this process will be researched and corrected within 15 days from the date identified.

b) Will any non-governmental entity receive funds? If so, please describe. 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.

No

***No Community is eligible for more than one
Transportation Regional Planning Incentive Award.***

Appendix A: Scope of Work

Gateway Park Improvements

Everett, MA

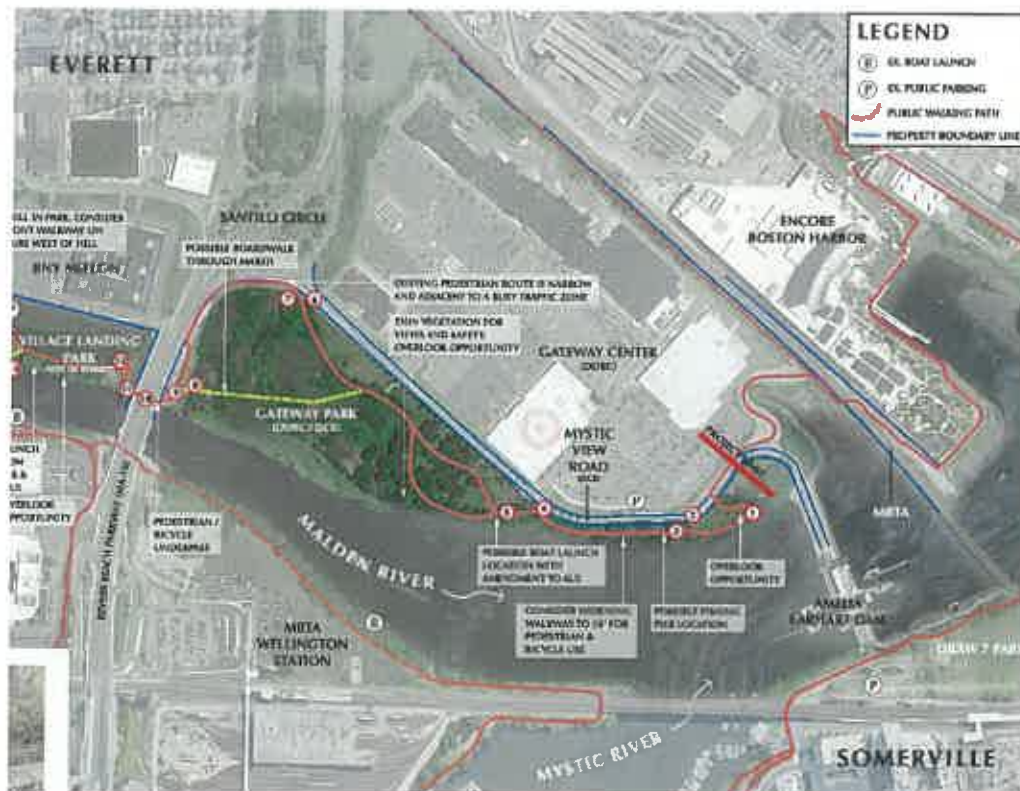
Summary of Work

The City of Everett has been working with Shadley Associates on a plan for a transportation connection between the west side of Encore Boston Harbor westward to the confluence of the Mystic and Malden Rivers, and northwards along the Malden River to Rivergreen, a recently completed public open space with a waterfront walkway that connects with the Northern Strand Community Trail. It is the City's intent to create this continuous multi-use path that would both provide a continuous connection and also encourage public access to Everett's riverfront.

The City has been working with a multidisciplinary team on planning and initial design work for this connection. Working with Shadley Associates, landscape architects and prime consultant, GEI engineers on water access planning and with Vertex, an LSP specialist, the City has received the products of the first two work phases:

- I. Everett Riverfront Walkway Existing Conditions Report
- II. Everett Riverfront Walkway Design Alternatives Report

The alignment of the multi-use trail and the amenities and improvements have been explained and discussed with the Conservation Commission, the Mystic River Watershed Association, the Department of Conservation and Recreation, Friends of the Malden River, and private property owners at or near the trail. The City has a preferred multi-use path alignment and is requesting funding to develop the project in the next phase of design, for Gateway Park. The image below illustrates Gateway Park and the summary of the improvements.



Gateway Park is owned by DDRC, the developer of the adjacent Gateway Plaza. They have an agreement with the DCR, and therefore Gateway Park is a state park and part of the DCR network. Both DDRC and DCR have been working with the City of Everett to accomplish the goals of this updated and improved transportation corridor and public park.

This project includes several transportation and public amenity components. The project will begin at its east end at the “DCR Harborwalk Connector”, a project completed by Wynn Design and Development, that creates a continuous public walkway from the western edge of the resort property, under the MBTA bridge above, around an existing inlet on DDRC’s property, and which connects with the DCR’s existing walkway at Gateway Park. This project will pick up the connection and create a lighted 10’ wide paved multi-use trail through Gateway Park and connecting with the pedestrian and bicycle path at the new MassDOT underpass at Route 16 / Woods Memorial Bridge.

In addition to the multi-use pathway, the project will create an overlook pier, a canoe and kayak launch, seating areas, bicycle parking areas, and a 12’ wide boardwalk across an existing wetland that is the most direct connection between Gateway Park and the Route 16 underpass. This will provide a safe, off-road transportation link, allowing bicyclists and pedestrians to avoid the busy Santilli Circle to the northeast of Gateway Park.

To accomplish these goals, the project design team would include:

- Landscape Architect (prime consultant and landscape architecture)
- Civil Engineer (drainage and erosion control)
- Structural Engineer and Geotechnical Engineer (for the boardwalk and overlook pier)
- Traffic Engineer (consulting for the pull-off along Mystic View Road)
- Electrical Engineer (site lighting)

- LSP (guidance on the contamination issues at Gateway Park, which has three AUL's)

The City will receive a site existing conditions and topographical survey, which contains field-delineated environmental resource areas, from another project. This survey with wetland boundaries will allow the Gateway Park project to proceed into the early stages of final design. In addition, the City is pursuing a separate improvement effort with DDRC and the DCR to remove the invasive species (mostly phragmites) that have taken over the entire shoreline and the entire marsh/wetland near Route 16.

We expect the project will develop as outlined below.

1. 25% Final Design

The goal of this phase is to develop the concept plan into the initial phases of technical final design, with a construction cost estimate to confirm the project scope. The work of this phase will include drafting the continuous riverfront walkway in CAD, as the previous design phases prepared the plans and sketches by hand. The design team will confirm the technical issues and will create drawings and initial specifications. Specifically, the work will proceed as follows.

To begin, the design team will receive the existing conditions and topographic survey with field-flagged resource areas (prepared by others) and will review it. The team will ask questions of the surveyor and will set up the drawing sheets. Using the site survey, the landscape architects will CAD-draft the entire walkway and the initial layout of the pier and the boardwalk. The initial plans will show site lights, benches, and the canoe/kayak launch. Using these initial plans, the subconsultants will:

- Geotechnical Engineers – initial site investigations must be performed to confirm existing conditions and provide soils information that will be used for structural design.

The geotechnical engineers will perform soils borings for the site structures, three borings for the boardwalk and one boring for the pier. Approval for borings will need to be obtained from the Conservation Commission, with help from the LSP, as the site has restrictions in place. After approval from the Conservation Commission, the geotechnical engineers will perform soils tests/borings for the boardwalk and pier. A boring will also be needed at the overlook. This initial information, developed over 2 days, will provide preliminary documentation of the soils which will allow the structural engineers to prepare preliminary drawings. The geotechnical engineers may recommend additional site work in future project phases, depending on the results. Their work will result in a geotechnical summary report. We assume that the material excavated on-site will be returned to the hole/disposed on-site, as confirmed with the LSP. It is assumed that boring equipment and personnel can access the boardwalk area (the cost for a barge to perform geotechnical explorations is not included).

- Structural Engineers – using information from the geotechnical engineers and using the preliminary layout of the structures, the structural engineers will create initial structural drawings. This will require a confirmation of materials and railings/edges so that the work complies with building code. Work will include preliminary framing layout, typical boardwalk and pier details, a “type study” to determine the best-suited boardwalk and pier materials, and typical pile details. The structural engineers will also provide consultation on other project

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elements such as grading and low walls that may be needed to grade a universally accessible walkway to the canoe/kayak launch, excavation for site lights and any other site elements that require footing to frost. During design, the structural engineers will create the drawings and specifications needed for the structural work.

- Traffic Engineers – the project proposes the creation of a new pull-off on Mystic View Road for the purposes of loading and unloading car-top boats. After unloading, the cars would then park within the 40 allocated parking spaces for Gateway Park. If the DCR or DDRC requires input from a traffic engineer for this roadway change, the team will be ready. We assume traffic counts are not necessary for this work.

1.

- Civil Engineers – their primary responsibility will be erosion control and site protection, plus stormwater management. Work will include the evaluation of stormwater solutions with Everett’s resiliency goals. The civil engineer will develop a list of the necessary environmental permits and schedule for permitting for the entire project. When the appropriate time to submit permit applications to the DEP and Conservation Commission happens, they would prepare the draft and final applications. If utilities in Mystic View Road are impacted, they will consult with the team. There are no other utilities expected for the work of this park, with the exception of the possibility of water lines into the park and at the canoe launch for maintenance.

2.

- Electrical Engineers – Their scope would include the investigation of the power supply at Gateway Park, and the location of possible connections. Mystic View Road has roadway lights; there are no other lights in Gateway Park. The intent of this project is to create an illuminated, continuous walkway from the DCR Harborwalk Connector to the Route 16 underpass. The electrical engineer will have discussions with DDRC and with DCR and will evaluate the load needed for the walkway lights, and the possible connections with power. During design, they would create the electrical drawings and specifications needed to construct the electrical work.

3.

- Licensed Site Professional – this subconsultant is critical as the entire Gateway Park has three AUL’s on it. They will advise the consultant team on the rules and restrictions on excavation, and during later design and construction phases will evaluate the construction excavation soils and create the legal filings needed.

4.

The landscape architects are responsible for the entire project development including the coordination with and guidance of the subconsultant team. Specifically, the landscape architects will:

- Design and draft the proposed improvements in CAD, including layout and grading. Grading will need to conform with the earthwork restrictions due to contaminated soils.
- Create Landscape plans to illustrate planting and seeding. The goal is to keep mature, healthy trees and to begin to install new trees for the future of the park. The Landscape Plans will illustrate areas of lawn seeding, and also conservation mix, and will address long term maintenance of the park.
- Design of the canoe/kayak shoreline access, which will closely resemble a new area near the water in the DCR’s Macdonald Park. The design of the gangways and floats is not included in this initial project.

- Layout of site lighting, including preparing photometric plans to evaluate light levels, and working with the DCR and DDRC on the goals and controls for the site lights. The intent is to match the City's site lights that have been installed at Rivergreen, to create a continuous character for the Everett multi-use trail while providing safe light levels for pedestrian and bicycle use.
- Selection and layout of site amenities including seat walls, benches, trash receptacles, bicycle parking and signage. These selections will be coordinated between the City, DDRC and the DCR.
- Provide oversight and management of all work, including collaboration with the DCR (who controls the Amelia Earhart Dam and uses Mystic View Road for access). There likely will be a public meeting to gain community input during this work.

The deliverables for the 25% design will include the following drawings.

- Cover Sheet
- Existing Conditions Plan (Survey)
- Erosion Control Plan - Preliminary
- Site Preparation & Demolition Plan -Preliminary
- Layout & Materials Plan
- Grading Plan
- Drainage Plan
- Planting
- Site Details – not included in 25%; will be included in 50%
- Structural Details for the Pier and the Boardwalk - Preliminary
- Electrical Plans - Preliminary

The design team will prepare preliminary technical specifications for the work shown on the plans. They will also prepare an estimate of probable construction cost based on recent public bid prices. The estimate will be itemized so the estimated cost of various elements is visible.

There will be meetings with the City, DDRC and the DCR. The goal of this phase of work is to make sure the scope and the budget of the project is consistent with expectations.

Deliverables this phase:

- 25% Plans and Preliminary Technical Specifications
- Construction Cost Estimate
- Review Meetings with notes
- One Public Meeting with notes

2. 50% Final Design

Following the 25% work phase, the design team will advance the project work to a 50% Construction Documentation level. The drawings will include more detail and the materials that have been selected. The technical specifications will be updated, and the team and the client (City plus DDRC and DCR) will discuss how and when to bid the project. Options include the possibility of the City or the DCR bidding the project. The team will also update the construction cost estimate. The team will prepare the drawings, specifications and construction cost estimate, and will prepare a memo outlining the future steps for permitting

and approvals. With the project being more clearly defined, the civil engineer will prepare a schedule for the environmental permit applications, and the LSP will prepare a memo defining the issues and the steps for approvals. Both these tasks would be performed in subsequent project phases. Note that at 50% there is work remaining to produce the final bid documents, which would occur after permit applications and approvals (permitting and final bid documents are not included in this funding request).

Deliverables this phase:

- 50% Drawings
- Technical Specifications
- Construction Cost Estimate
- Review meetings with notes

The scope of this funding application will allow the City of Everett to advance this project that is critical to its future. Not only will the project create a transportation corridor that connects Broadway, Encore Boston Harbor and Gateway Park to Route 16 (and the Wellington MBTA Station), but it is a critical component of the City's goal to improve waterfront access. The City also has plans to continue the transportation corridor north of the Route 16 underpass, through Village Landing Park, along the river on private property (the property owner is amenable), to Rivergreen, which already has an illuminated multi-use trail connecting with the Northern Strand Community Trail.

Proposed Costs:

This application proposes to advance the technical development of new and improved public routes and amenities through Gateway Park, thereby improving a critical connection between Encore Boston Harbor and the Route 16 bridge/underpass. The costs for this proposed work are as follows for the entire team and the work outlined above:

25% Final Design

• Landscape Architecture	\$ 42,500
• Geotechnical Engineering	\$ 24,000. (including coord w Cons Com)
• Structural Engineering	\$ 8,000.
• Traffic Consultation	\$ 6,000. (consultation)
• Civil Engineering	\$ 9,500.
• Electrical Engineering	\$ 10,000.
• LSP	<u>\$ 8,000.</u>
	\$108,000.

50% Design

• Landscape Architecture	\$ 32,000.
• Geotechnical Engineering	\$ 4,000. (consultation, no extra field work)
• Structural Engineering	\$ 22,000.
• Traffic Consultation	\$ 1,000. (consultation)
• Civil Engineering	\$ 9,000.
• Electrical Engineering	\$ 10,000.
• LSP	<u>\$ 8,000.</u>

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\$ 86,000.

Total Funding Request

\$194,000.00

8. 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.

C. D. Maris

Date: *02/01/21*

Signature of Responsible Municipal
Official/Governmental Entity

Carlo D. Maris

(print name)

Mayor

Title: