

SECTION 9.0

MITIGATION MEASURES

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MITIGATION MEASURES

9.1 INTRODUCTION

The CEQ NEPA regulations require that mitigation measures be developed for all of a proposed project's effects on the environment where it is feasible to do so (40 CFR Sections 1502.14(f) and 1502.16(h); CEQ 40 Most Asked Questions, 19a). The NEPA regulations define mitigation as

...avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; compensating for the impact by replacing or providing substitute resources or environments (40 CFR Section 1508.20).

These principles have been applied to guide design for the alternatives. Where potential effects on the environment were identified in early stages of project design and in EIS preparation, appropriate changes in the project description were made to avoid or minimize them. Other applications of mitigation have been incorporated into the design of the alternatives and have been mentioned throughout the EIS, including those compensatory mitigation measures to which the Tribe agreed in the Intergovernmental Agreement (IGA) with the City of Taunton. The following section summarizes the measures to mitigate specific effects identified in the preparation of the EIS or to further reduce the impacts to less than significant levels.

9.2 MITIGATION MEASURES

9.2.1 TRANSPORTATION

Construction Impacts

The following measures would be implemented to mitigate traffic during construction, as described in **Section 8.19.4**, under Alternatives A, B, and C:

A. The Tribe will work with the City of Taunton to develop a comprehensive Construction Traffic Management Plan, which will include the definition of designated routes for all associated construction truck traffic developed in close coordination with MassDOT and City staff prior to start of construction. A separate TMP will be developed specific to roadway improvements and the construction of the new water main and sewer extension, which will take place partly in public roadways.

B. Construction equipment, material deliveries and personnel vehicular travel to the Project Site in connection with construction activities will use only the designated service road from Route 140 onto Stevens Street rather than accessing Stevens Street from the Middleboro Avenue side.

C. Construction workers will have off-site parking and will be shuttled to/from the Project Site. They will be encouraged to carpool, and will be able to store tools and equipment on Site.

D. Should a partial street closure be necessary in order to transport or off-load construction materials and/or to complete construction-related activities, the closure will be limited to off-peak periods.

The following mitigation measures would be implemented under Alternative D:

E. Developers would construct temporary service roads and staging/waiting areas for construction vehicles as appropriate for each building project.

F. Developers would create plans for construction worker parking, shuttling, public transit and carpool access, and on-site storage as appropriate for each building project.

G. Developers would undertake traffic flow minimization and safety measures as appropriate for each building project.

Operational Impacts

The following measures would be implemented to mitigate traffic impacts during operation, as described in **Section 8.1**, under Alternatives A and C:

H. Route 24 SB Ramp (Exit 12B/County Street (Route 140) Improvements (All mitigation measures proposed for Alternative A are detailed in **Section 8.1.3.4**.)

I. Route 24 NB Ramp (Exit 12A)/County Street (Route 140) Improvements

J. Galleria Mall Drive South/County Street/Route 140 SB Ramps (Exit 11A) Improvements

K. Overpass Connector/Route 140 NB Ramps/Stevens Street Intersection Improvements:

- Option 1: New Route 140 NB Ramp, or
- Option 2: Stevens Street Improvements

L. Route 24 NB to Route 140 NB Access Improvements:

- Option 3: New Route 24 SB Slip Ramp to Route 140 NB, or
- Option 4: Intersection Improvements at Route 140

M. Route 140 NB widened between Exit 11 and Exit 12

N. O'Connell Way/Stevens Street Improvements

O. Secondary service road constructed north of the parking garage to accommodate service vehicles generated by casino and Crossroads Center

P. Mozzone Boulevard/County Street (Route 140) Improvements

- Q. Bristol-Plymouth High School Drive/County Street (Route 140) Improvements
- R. Erica Drive/County Street (Route 140) Improvements
- S. Hart's Four Corners [Hart Street/County Street (Route 140)] Improvements
- T. County Street (Route 140)/Gordon M. Owen Riverway Extension Improvement
- U. High Street/Winthrop Street Improvements
- V. Winthrop Street (Route 44) at Highland Street Evaluation and Improvement
- W. Thirteen existing traffic signals to be outfitted with emergency vehicle priority equipment to allow rapid response from firehouse to Project Site
- X. Traffic calming measures and monitoring in East Taunton neighborhood to be evaluated and funded
- Y. Bristol-Plymouth HS Drive/Hart Street/Poole Street Improvements
- Z. Stevens Street/Middleboro Avenue Improvements
- AA. Stevens Street/Pinehill Street Improvements
- AB. Middleboro Avenue/Pinehill Street/Caswell Street Improvements
- AC. Middleboro Avenue/Old Colony Avenue/Liberty Street Improvements
- AD. East Taunton Elementary Driveway at Stevens Street Improvements

The following mitigation measures would be implemented under Alternative B:

- AE. O'Connell Way/Stevens Street/Revolutionary Road (Main Driveway) Improvements (All mitigation measures proposed for Alternative B are detailed in **Section 8.1.3.6.**)
- AF. Overpass Connector/Route 140 NB Ramps/Stevens Street Improvements
- AG. Route 24/Route 140 Interchange SB Off-Ramp Improvements
- AH. Secondary site driveway to be constructed on Stevens Street for passenger vehicles wanting to exit the Project Site to travel northbound on Stevens Street and all trucks entering the Site

9.2.2 FLOODPLAIN, WETLANDS AND OTHER WATERS OF THE U.S.

Construction Impacts

The following mitigation measures would be implemented to minimize impacts to wetlands during construction, as described in **Section 8.19.4**, under Alternatives A, B, and C:

- A. The Tribe will implement a Stormwater Pollution Prevention Plan (SWPPP) to prevent impacts to the wetlands during the construction of the Proposed Development. The program will incorporate Best Management Practices (BMPs) specified in guidelines developed by the EPA and will comply with the requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges for Construction Activities.
- B. The contractor will establish site trailers and staging areas to minimize impacts on natural resources.
- C. The Construction Manager (CM) will establish an “environmental safety” zone establishing a 10-foot buffer zone around the wetland areas on the site.
- D. Any refueling of construction vehicles and equipment will take place outside of the 10-foot wetlands buffer zone and will not be conducted in proximity to sedimentation basins or diversion swales.
- E. No on-site disposal of solid waste, including building materials, will be allowed in the 10-foot buffer zone. Stumps will be removed from the site.
- F. No materials will be disposed of into the wetlands or existing or proposed drainage systems. All subcontractors, including concrete suppliers, painters and plasterers, will be informed that the cleaning of equipment will be prohibited in areas where wash water will drain directly into wetlands or stormwater collection systems.
- G. The contractor will establish a water resource, e.g., “cistern supply area,” to supply a “water truck,” or other means, to provide moisture for dust control and irrigation. Water will not be withdrawn from wetland areas.

It can be assumed that site preparation, construction staging steps, and vehicle fueling and storage requirements for Alternative D would be similar those described above. Under Alternative D, any developers’ projects that involve the disturbance of more than one acre of land would be subject to the provisions of NPDES. The SWPPP would be implemented during construction to comply with the requirements of the NPDES General Permit.

Direct Impacts

The following mitigation measures would be implemented to minimize direct impacts to wetlands, as described in **Section 8.2**, under Alternatives A, B, and C:

H. In compliance with Executive Orders 11988 (Floodplain Management) and 11990 (Protection of Wetlands), and EPA Section 404(b)(1) review by the Corps, impacts to wetlands, floodplain, and other waters of the U.S. were avoided and minimized to the maximum extent practicable in project design.

I. Compensatory mitigation for unavoidable impacts to wetlands and other waters of the U.S. will be provided in accordance with the ratios contained in the "Revision of New England District Compensatory Mitigation Guidance (Corps; July 20, 2010). The preferred approach would be to create or enhance wetlands on the Project Site and/or proximate to each impact location at the Route 24/140 Intersection and proposed Route 140 Northbound Entrance Ramp (if Option 1 is selected), and proposed Route 140 Northbound exit from Route 24 Southbound (if Option 3 is selected) at an agreed upon mitigation ratio.

J. Compensatory flood storage would be provided for all flood storage that would be lost within the 100 year floodplain so as not cause an increase, incremental or otherwise, in the horizontal extent and level of flood waters during peak flows

The following mitigation measure would be implemented under Alternative D:

K. In compliance with the Massachusetts Wetlands Protection Act and the Taunton Wetlands Protection Bylaw, impacts to Bordering Vegetated Wetlands would be mitigated by creating new Bordering Vegetated Wetlands in the vicinity of the impact areas.

Secondary Effects

The following mitigation measure would be implemented to minimize secondary effects under Alternatives A, B, and C:

L. In compliance with Executive Orders 11988 (Floodplain Management) and 11990 (Protection of Wetlands), and EPA Section 404(b)(1) review by the Corps, impacts to wetlands, floodplain, and other waters of the U.S. were avoided and minimized to the maximum extent practicable in project design.

The following mitigation measure would be implemented under Alternative D:

M. It can be assumed that developers would comply with the Massachusetts Wetlands Protection Act and the Taunton Wetlands Protection Bylaw as necessary, and impacts would be minimized and mitigated to the maximum extent practicable.

9.2.3 STORMWATER

On-site Impacts

The following mitigation measure would be implemented to handle stormwater runoff, as described in **Section 8.3**, under Alternatives A, B, and C, though Alternative C would not involve any work north of the railroad tracks on the Project Site:

- A. Stormwater from the majority of the existing (and proposed) roadways will be collected in a closed conduit piping system fitted with 4-foot, deep-sump catch basins with hooded outlets.
- B. Runoff from the roadway and parking areas, once routed through the initial pollutant attenuation stage of the collection system, will be conveyed to the existing extended detention basin located at the end of O'Connell Way.
- C. For the areas currently flowing to the large combined existing extended detention basin, runoff from a portion of the roadway, parking/loading areas and building, once routed through the initial pollutant attenuation stage of the collection system, will be conveyed to the existing sediment forebay.
- D. A level spreader sump will be provided down gradient of all stormwater management BMPs to reduce the channeled flow velocities and induce non-erosive sheet flow conditions prior to discharge to the receiving wetland.
- E. Where feasible, roof drainage from the proposed building structures will be serviced by individual subsurface recharge systems. In areas where unsuitable soils and/or groundwater conditions prohibit the proper placement of subsurface recharge systems, above ground retention storage will be provided.
- F. A multi-cell water quality swale will intercept runoff from parking areas.
- G. Stormwater from much of the paved remote surface parking areas will discharge directly to bioretention areas.

The following mitigation measure would be implemented under Alternative D:

- H. Developers of new commercial, industrial, warehouse, and office buildings resulting in increased impervious areas would expand and create stormwater management measures as necessary and would comply with the MassDEP Standards.

Off-site Impacts

The following mitigation measures would be implemented under Alternatives A and C:

- I. Under Option 1, stormwater runoff generated by the Route 140 Northbound Entrance Ramp would be collected in a closed drainage system. Deep sump catch basins would collect the roadway runoff and then the water would be discharged into a water quality treatment unit. Once the stormwater passed through the water quality treatment unit it would be recharged into the ground through an infiltration BMP installed below the proposed roadway. If Option 2 were selected, the existing stormwater management system on Stevens Street would be upgraded to accommodate the roadway widening necessary to improve the traffic flow. These upgrades would likely include new deep sump catch basins, piping, and water quality units.

J. Under Option 3, ongoing design development will meet MassDEP Stormwater Standards to the extent possible. The recommended approach to addressing stormwater requirements consists of providing additional treatment at BMP # 2 and treating existing stormwater on Route 24 using potential BMPs # 4 and # 5 as shown on **Figure 8.3-4**. Proposed stormwater improvements at the Route 24/Route 140 Intersection under Option 4 include retrofitting the existing closed drainage system by relocating or providing new deep sump catch basins, piping, manholes, headwalls, drainage swales, sediment forebays and stormwater basins.

9.2.4 GEOLOGY AND SOILS

Impacts of each Alternative to geology and soils would be minimized and less than significant, as described in **Section 8.4**, and no mitigation would be necessary.

9.2.5 RARE SPECIES AND WILDLIFE HABITAT

Impacts of each Alternative to rare species and wildlife habitat would be minimized and less than significant, as described in **Section 8.5**, and no mitigation would be necessary.

9.2.6 HAZARDOUS MATERIALS

Risk of Encounter

The following mitigation measures would be implemented to minimize the risk of a hazardous materials encounter, as described in **Section 8.6**, under Alternatives A, B, and C:

A. Prior to construction, the Tribe will further investigate the potential to encounter OHM on the Project Site. Should any OHM be found to be present on the Project Site, it will be remediated in full compliance with all applicable regulations.

B. In the event that contaminated soil and/or groundwater or other hazardous materials are encountered during construction-related earth-moving activities, all work shall be halted until a qualified individual can assess the extent of contamination. The release will be evaluated and responded to in a manner consistent with the requirements of the MassDEP and the Massachusetts Contingency Plan (MCP; 310 CMR 40.0000).

The following mitigation measure would be implemented under Alternative D:

C. For each project on the site, each developer would ensure compliance with all applicable regulations, guidelines, and standard operating procedures (SOP).

Risk of Release

The following mitigation measures would be implemented to minimize the risk of a hazardous materials release under Alternatives A, B, and C:

D. All hazardous materials necessary for the operation of the facilities shall be stored and handled according to State, Federal, and manufacturer's guidelines. All flammable liquids shall be stored in a labeled secured container, encircled within a secondary containment enclosure.

E. Personnel shall follow written SOPs for filling and servicing construction equipment and vehicles.

The following mitigation measure would be implemented under Alternative D:

F. For each project on the site, each developer would ensure compliance with all applicable regulations, guidelines, and SOPs.

9.2.7 WATER SUPPLY

The following mitigation measures to meet the needs of the water system, described in **Section 8.7**, would be implemented under Alternatives A, B, and C:

A. The proposed water system improvements include upgrading the Stevens Street water main from a 12 inch main to a 16-inch water main and replacing the 12-inch water main and 8-inch water main on Pine Hill Street with one 16-inch water main.

B. The second point of connection for the Project Site would be at the emergency entrance on Middleboro Avenue/Hart Street. This would then provide a 12-inch water main through the Project Site, which would be connected to the existing 12-inch water main in O'Connell Way. This measure would be unnecessary and eliminated under Alternative C.

C. Hydrants, valves and other appurtenances would be installed as part of the new water main construction.

The following mitigation measure would be implemented under Alternative D:

D. Water service would be provided to the new buildings off the existing 12-inch water main in O'Connell Way or off the existing water mains surrounding the Project Site.

9.2.8 WASTEWATER

The following mitigation measure to meet the needs of the wastewater treatment system, described in **Section 8.8**, would be implemented under Alternative A:

A. The Tribe will contribute to the City's infiltration and inflow (I/I) removal program at a ratio of 5:1 (i.e. 5 gallons of I/I removed for each gallon of wastewater added) to remove 1.125 million gallons of peak I/I from the sewer collection system. This would reduce the frequency of combined sewer overflows (CSOs) and create an effective increase in WWTF capacity. The Tribe will also rehabilitate the existing Route 140 Pumping Station.

The following mitigation measure would be implemented under Alternative B:

B. The Tribe would remove 0.5 million gallons of peak I/I from the sewer collection system. This would reduce the frequency of CSOs and create an effective increase in WWTF capacity. The Route 140 Pumping Station would be rehabilitated.

The following mitigation measure would be implemented under Alternative C:

C. The Tribe would remove 0.88 million gallons of peak I/I from the sewer collection system. This would reduce the frequency of CSOs and create an effective increase in WWTF capacity. The Route 140 Pumping Station would be rehabilitated.

The following mitigation measure would be implemented under Alternative D:

D. A total of 115,000 gallons of peak I/I would be removed from the sewer collection system. Rehabilitation of the Route 140 PS would be by the City of Taunton. The Route 140 Pumping Station could be rehabilitated by the City.

9.2.9 UTILITIES

Impacts to Electric Utility

The following mitigation measure to address electricity use, as described in **Section 8.9**, would be implemented under Alternatives A, B, and C:

A. A new substation will be constructed on the Project Site to fulfill electrical demand.

The following mitigation measure would be implemented under Alternative D:

B. Infrastructure updates would be undertaken by the City of Taunton as necessary.

Impacts to Gas Utility

The following mitigation measures to address gas use would be implemented under Alternatives A, B, and C:

C. Columbia Gas has made a preliminary determination that the gas mains in the vicinity of the Project Site are capable of supplying the estimated gas demand. A portion of the gas leading to the area in Route 140 would be upgraded to meet the project requirements.

D. Gas service would be extended from Middleboro Avenue to provide for the water park. This measure would be unnecessary and eliminated under Alternative C.

The following mitigation measure would be implemented under Alternative D:

- E. Infrastructure updates would be undertaken by the City of Taunton as necessary.

9.2.10 SOLID WASTE

As described in **Section 8.10**, solid waste impacts of each Alternative would be minimized and less than significant, and no mitigation would be necessary.

9.2.11 AIR QUALITY

Construction Impacts

The following mitigation measures would be implemented to address air quality impacts during construction, as describe in **Section 8.19.4**, under Alternatives A, B, and C:

- A. Subcontractors will be required to adhere to all applicable regulations regarding control of dust and emissions. This will include maintenance of all motor vehicles, machinery, and equipment associated with construction activities and proper fitting of equipment with mufflers or other regulatory-required emissions control devices.
- B. Dust generated from earthwork and other construction activities will be controlled by spraying with water. If necessary, other dust suppression methods will be implemented to ensure minimization of the off-site transport of dust. There also will be regular sweeping of the pavement of adjacent roadway surfaces during the construction period.

The following mitigation measure would be implemented under Alternative D:

- C. Adherence to all applicable regulations regarding dust control and emissions would minimize the impact to air quality during construction.

Regional Mesoscale Emissions

As described in **Section 8.11**, mitigation of Alternatives A, B, and C would be addressed by the transportation mitigation measures described in **Section 9.2.1** above. These measures would reduce VOCs and NO_x emissions during operation.

Under Alternative D, mitigation would be the responsibility of individual developers, owners and tenants. Mitigation measures could vary widely.

Stationary Sources

The following mitigation measures would be implemented under Alternatives A, B, C, and D:

- D. Equipment subject to the Massachusetts Environmental Results Program (ERP) would meet emissions standards and other performance and maintenance requirements.

- E. Carbon monoxide monitors would be installed within loading docks and parking garages.

9.2.12 Greenhouse Gas

Direct and Indirect GHG Emissions

The following mitigation measures would be implemented to address direct and indirect greenhouse gas emissions, as described in **Section 8.12**, under Alternatives A, B, and C:

- A. A condenser heat recovery system will use a heat recovery exchanger to allow the reclamation of heat energy that is typically wasted and rejected via the chiller condenser.
- B. High-efficiency water cooled chillers will use enhanced controls, enlarged and improved condenser sections, and high-efficiency compressors.
- C. Air and water side economizers will allow the use of ambient air for cooling when outside temperatures are low enough.
- D. Variable air volume systems, variable speed pumping, and variable speed cooling tower fans will reduce the energy use during periods when full motor capacity is not required.
- E. Kitchen exhaust will be demand controlled to reduce unnecessary operation.
- F. Improved air filtration will allow the system to meet indoor air quality requirements with less outdoor air makeup, reducing the energy needed to heat or cool the outdoor air makeup.
- G. A high efficiency building shell generally includes greater insulation values in the building shell and glazing selection that combines functionality and high insulating properties. The casino design will include a high efficiency shell to minimize the energy required to maintain desired interior conditions.
- H. Green roofing will provide insulation.
- I. Reflective roofing aids in reducing urban heat island effect in summer and so will be utilized on most roof surfaces except where green roofing is employed.
- J. By shading building structures, exterior shading devices can reduce the cooling requirements for those structures.
- K. Premium electric motors are more efficient than standard motors and will be specified for all significant uses such as HVAC equipment and elevators.
- L. For ventilation systems where a large percentage of fresh air makeup must be used, a heat exchanger will use exhaust air to pre-warm incoming air on cold days, and pre-cool incoming air on hot days.

- M. Ventilation systems will be demand controlled to reduce unnecessary operation.
- N. Room occupancy sensors will be used in offices, conference rooms, bathrooms and storage areas to turn off or reduce lighting when the space is not occupied. Similarly, HVAC will be designed to minimize energy use when hotel rooms are unoccupied.
- O. Building shells will maximize daylight penetration, reducing the need for indoor electric lighting during the daytime.
- P. High-efficiency lighting and dimmer lighting will be installed to reduce electricity use.
- Q. Low flow fixtures will provide an energy benefit by reducing the amount of water that needs to be treated and pumped to the Site.
- R. Energy Star appliances will be utilized wherever they are available for the intended function.
- S. Rainwater harvesting will provide an energy benefit by reducing the amount of water that needs to be treated and pumped to the Site for irrigation.
- T. An energy management system will provide the operators with real-time data on system performance, allowing optimization of the system to reduce energy demand and cost.
- U. To ensure proper implementation of energy-saving measures, enhanced commissioning will include additional oversight of the construction and startup phases.
- V. Because refrigerants can be GHGs, an enhanced refrigerant management will ensure that the systems used have the minimum feasible global warming potential, and that leaks are prevented.

Under Alternative D, mitigation would be the responsibility of individual developers, owners and tenants. Mitigation measures could vary widely.

Transportation-Related GHG Emissions

Mitigation of Alternatives A, B, and C would be addressed by the transportation mitigation measures described in **Section 9.2.1** above. These measures would reduce GHG emissions from transportation.

Under Alternative D, mitigation would be the responsibility of individual developers, owners and tenants. Mitigation measures could vary widely.

9.2.13 CULTURAL RESOURCES

The following mitigation measures would be implemented to address potential impacts to cultural resources, as described in **Section 8.13**, under Alternatives A and B:

A. If the Tribe, in consultation with the MHC and BIA, determines that avoidance of the First Light 1-4 sites is not possible, then further investigations at the site examination level will be undertaken to collect sufficient information on site characteristics to determine if the sites meet the National Register criteria to be eligible for listing. If any of the sites are determined eligible for listing, the Tribe will consult with the MHC and BIA to consider alternatives to avoid, minimize or mitigate adverse effects to the sites under Section 106. If avoidance is not possible, the Tribe, through its THPO, will consult with the MHC and BIA under Section 106 to enter into a Memorandum of Agreement (MOA) that will include a data recovery program to mitigate the adverse effects to the sites.

B. It is anticipated the MHC will determine the East Taunton Industrial Park 2 Site (19-BR-500) as eligible for listing on the National Register. If, following consultation, it is determined avoidance of the Site is not possible, the Tribe, through its THPO, will consult with the MHC and BIA under Section 106 to enter into a Memorandum of Agreement (MOA) that will include a data recovery program to mitigate the adverse effects to the site.

The following mitigation measure would be implemented under Alternative C:

C. If the Tribe, in consultation with the MHC and BIA, determines that avoidance of the First Light 1 Site is not possible, then further investigations at the site examination level will be undertaken to collect sufficient information on site characteristics to determine if the site meets the National Register criteria to be eligible for listing. If the site is determined eligible for listing, the Tribe will consult with the MHC and BIA to consider alternatives to avoid, minimize or mitigate adverse effects to the site under Section 106. If avoidance is not possible, the Tribe, through its THPO, will consult with the MHC and BIA under Section 106 to enter into a Memorandum of Agreement (MOA) that will include a data recovery program to mitigate the adverse effects to the site.

The following mitigation measure would be implemented under Alternative D:

D. The project proponent(s) for the site build-out would be required to comply with State Register Review and/or Section 106 if state and/or federal funding, licensing, permits and/or approvals were required. The project proponent(s) would be required to conduct a site examination for First Light 1-4 to determine if any of the sites meet the criteria for National Register eligibility, and conduct a site examination if avoidance is not possible. The project proponent(s) would be required to avoid the East Taunton Industrial Park 2 Site (19-BR-900) that was recommended as eligible for listing in the National Register. If avoidance is not possible, the site would be subject to data recovery.

9.2.14 NOISE

Construction Impacts

The following mitigation measures would be implemented to address noise construction impacts, as described in **Section 8.19.4**, under Alternatives A, B, and C:

- A. Construction equipment will be required to have installed and properly operating appropriate noise muffler systems.
- B. All exterior construction activities will typically be limited to normal working hours. Off-hour work will be minimized, to the extent practicable, to avoid excess noise generating work at sensitive times.
- C. Appropriate traffic management techniques to mitigate roadway traffic noise impacts will be implemented during the construction period.
- D. Excessive idling of construction equipment engines will be prohibited.
- E. All exhaust mufflers will be in good working order, and regular maintenance and lubrication of equipment will be required.

Although mitigation would be the responsibility of individual developers under Alternative D, mitigation measures would most likely be the same as Alternative A.

Operational Impacts

Operational noise impacts from mechanical equipment associated with Alternatives A, B, and C, as described in **Section 8.14**, would not be significant and would not require mitigation. Operational noise impacts under Alternative D cannot be predicted due to the potential variability of equipments needs of potential building owners and tenants.

9.2.15 VISUAL

Impacts of each Alternative relating to regional visibility, architectural aesthetics, shadow, and light would be minimized to the extent practicable, as described in **Section 8.15**.

9.2.16 SOCIOECONOMIC

The following mitigation measures would be implemented to address the socioeconomic impacts, as described in **Section 8.16**, under Alternatives A:

- A. The Tribe will pay a one-time cost of approximately \$2.982 million and annual costs of \$2.5 million to fund the creation of a new police substation to accommodate the increased daily population in East Taunton, the purchase of new patrol cars, and the hiring of additional officers.

B. The Tribe will support problem gambling education, awareness, and treatment through a one-time contribution of \$60,000 and annual contributions of \$30,000 to a local center for the treatment of compulsive gambling. The Tribe will provide training to front line staff in recognizing compulsive gamblers and make information available and accessible for such individuals seeking assistance.

C. The Tribe would pay the City a one-time cost of \$2.14 million for Phase 1 of the Proposed Development, a one-time cost of \$720,000 for Phase 2, and annual costs of \$1.5 million for fire protection infrastructure improvements.

D. The Tribe would pay the City of Taunton \$370,000 annually as increased local contribution to the Taunton School District. The Taunton School District could use these additional funds as needed based on any new burdens that result from an increased student population.

Under Alternatives B and C, payments from the Tribe to the City of Taunton, which are based on estimated services necessitated by the project-induced demand, would be reduced compared to Alternative A in proportion to the reduction in the size of the development program.

9.2.17 ENVIRONMENTAL JUSTICE

Negative impacts to an Environmental Justice Community would be limited to increases in traffic in the vicinity of in Census Tract 6141.01 Block Group 3 under Alternatives A, B, and C, as described in **Section 8.17**. Transportation improvements described above in **Section 9.2.1** would mitigate this undue burden under each Alternative.

SECTION 10.0

CONSULTATION AND COORDINATION

SECTION 10.0

CONSULTATION AND COORDINATION

10.1 LEAD AGENCY

Bureau of Indian Affairs (BIA)

Franklin Keel, Regional Director, Eastern Regional Office

Chester McGhee, Regional Environmental Protection Specialist, Eastern Regional Office

10.2 COOPERATING AGENCY

Mashpee Wampanoag Tribe

Cedric Cromwell, Tribe Chairman of and Tribal Gaming Authority President

Louis Catarina, Jr., Program Manager

Robert Hendricks, Tribe Treasurer and Tribal Gaming Authority Treasurer

Yvonne Avant, Tribal Gaming Authority Secretary

Ramona Peters, Tribal Historic Preservation Officer

10.3 FEDERAL AGENCIES

U.S. Army Corps of Engineer (Corps) New England District

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10.4 STATE AND LOCAL AGENCIES AND UTILITIES

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Greater Attleboro Taunton Regional Transit Authority (GATRA)

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Massachusetts Department of Conservation and Recreation (DCR)

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10.5 ENVIRONMENTAL CONSULTANTS

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SECTION 11.0

LIST OF PREPARERS

SECTION 11.0

LIST OF PREPARERS

This section describes the organizations and their personnel who have contributed technical analyses and findings to this DEIS.

11.1 EPSILON ASSOCIATES, INC.

Epsilon Associates coordinated the DEIS process on behalf of the Bureau of Indian Affairs. Epsilon Associates documented and analyzed potential impacts of each Alternative related to the environment including wetlands, geology and soils, stormwater, rare species, solid waste, air quality, greenhouse gas emissions, cultural resources, noise, and visual aesthetics.

Margaret B. Briggs

Managing Principal

Ms. Briggs has played a major role in Massachusetts Environmental Protection Act (MEPA), Boston Redevelopment Authority (BRA), and National Environmental Protection Agency (NEPA) permitting efforts over the past 25 years. Her responsibilities in this project included regular collaboration with lawyers, project proponents, and regulatory agencies in strategic discussions of project planning and permitting. Ms. Briggs holds a Bachelor's Degree in Biology and Environmental Science from Middlebury College.

Michael D. Howard, PWS, CWS

Principal and Manager of Ecological Sciences

Mr. Howard is certified as a Professional Wetland Scientist by the Society of Wetland Scientists and as a Certified Wetland Scientist by the State of New Hampshire. He has nearly 19 years experience in wetland ecology, wetland replication and restoration, wildlife biology, vernal pool assessments, natural resource inventories, impact statement preparation, environmental regulatory analysis, and environmental permitting. He has extensive experience in wetland delineation and functional assessments utilizing federal and state methodologies. Mr. Howard oversaw the analysis involved in the Wetlands, Geology and Soils, and Rare Species sections of this DEIS. He holds a Bachelor's Degree in Forestry and Wildlife Management from the University of Massachusetts, Amherst and has completed graduate coursework in Environmental Studies at the University of Massachusetts, Lowell.

AJ Jablonowski, PE

Principal

Mr. Jablonowski has experience with a variety of industries including power production, surface coating, chemical production, waste treatment, metalworking, electronics, food processing, and groundwater treatment. His duties include overall environmental licensing, compliance and due diligence audits, air permit applications, pollution control studies, accidental release prevention, and regulatory applicability

studies. He has served as a technical resource for greenhouse gas emissions analysis in this DEIS process. Mr. Jablonowski holds a Bachelor's Degree in Chemical Engineering from Johns Hopkins University.

Robert O'Neal, CCM

Principal

Mr. O'Neal is a Certified Consulting Meteorologist with 25 years experience in the areas of community noise impact assessments, meteorological data collection and analyses, and air quality modeling. His noise impact evaluation experience includes design and implementation of sound level measurement programs, modeling of future impacts, conceptual mitigation analyses, and compliance testing. Mr. O'Neal was responsible for the Noise Impacts sections of this DEIS. He holds a Master of Science Degree in Atmospheric Science from Colorado State University and a Bachelor's Degree in Engineering Science from Dartmouth College.

David Hewett, LEED AP

Associate

Mr. Hewett has over 25 years of professional experience in the field of environmental impact analysis and permitting. He has focused on the preparation of environmental documentation pursuant to the National Environmental Policy Act (NEPA), Massachusetts Environmental Policy Act (MEPA) and the City of Boston's Article 80. Mr. Hewett managed the documentation and analysis of the natural environment aspects of this DEIS. He is a Leadership in Energy and Environmental Design Accredited Professional. Mr. Hewett holds a Bachelor's Degree in Biology from Middlebury College.

Vincent R. Tino, CCM

Senior Consultant

Mr. Tino is an American Meteorological Society Certified Consulting Meteorologist with over eighteen years of experience in air quality modeling and permitting, meteorological modeling, model development, and data analysis. He is knowledgeable of air quality dispersion models, which are both approved, and under review by the United States Environmental Protection Agency. Mr. Tino performed the air quality analyses for this DEIS. He holds a Master of Science Degree in Meteorology from Florida State University and a Bachelor of Science Degree in Meteorology from the University of Lowell (UMass Lowell).

Taya Dixon

Senior Consultant

Ms. Dixon has 14 years of professional experience in cultural resource management, historic preservation planning, architectural design review, Municipal, State and Federal environmental regulation and compliance, Federal Rehabilitation Investment Tax Credits, State Historic Rehabilitation Tax Credits, roadway and bridge design review, and project management. She has assisted consultation with State and

Federal Agencies for the preparation of this DEIS. She holds a Master of Science Degree in Historic Preservation from the University of Pennsylvania and a Bachelor's Degree in Architectural History from Wellesley College.

Brian Graves

Manager, GIS and Graphics

Mr. Graves is a graphics and GIS Information Systems specialist with experience in graphic design, mapping, project permitting and photography. He is skilled in a range of Adobe, GIS, AutoCAD and environmental modeling software tools for modeling 2-D and 3-D environments, and uses this technology to analyze geographic data for environmental impact assessments, project alternatives analyses, and routing studies for a variety of development projects. For this DEIS, Mr. Graves conducted analyses in on the visual impacts of proposed buildings. He holds a Bachelor's Degree in Wildlife and Fisheries Conservation from the University of Massachusetts, Amherst.

Robert Weiner

GIS Specialist

Mr. Weiner is a geographer with experience in Geographic Information Systems, spatial data analysis, and quality assurance and quality control. He employs GIS and related technologies to collect, manipulate, and analyze various forms of data. Mr. Weiner used modeling software such as ArcGIS and AutoCAD, supplemented by graphical software such as Adobe Illustrator, to implement environmental constraints mapping and produce graphics for this GIS. He has a Master's Degree in Geography from Hunter College at the City University of New York and a Bachelor's Degree in Geography from Rutgers University.

Amanda Atwell

Project Scientist

Ms. Atwell is a Project Scientist with nine years experience in wetland ecology, habitat assessments, wildlife biology, natural resource inventories, impact statement preparation, environmental regulatory analysis, and environmental permitting. She has extensive experience in wetland delineation and functional assessments utilizing federal and state methodologies. Ms. Atwell was responsible for the Geology and Soils sections of this DEIS. She holds a Master of Science Degree in Crop, Soil, and Environmental Science from Virginia Polytechnic Institute and State University and a Bachelor's Degree in Environmental Science from the University of Florida.

Catherine Ferrara

Staff Scientist

Ms. Ferrara is a Staff Scientist at Epsilon Associates with experience in project coordination, writing, editing, and data collection to meet the requirements of the NEPA, MEPA, and Boston Article 80 processes. For this project, Ms. Ferrara coordinated environmental analyses and assisted in the production of a complete DEIS. She has a Bachelor's Degree in Environmental Studies from Hamilton College.

11.2 JCJ ARCHITECTURE

JCJ Architecture (JCJ) developed architectural plans for all Development Alternatives of the proposed destination resort casino and ancillary facilities in Taunton.

William M. Dow, Jr., RA, PP

Principal-in-Charge

Bill Dow is a registered architect and professional planner with more than 28 years of experience in the development of gaming, hospitality and entertainment projects. As Principal-in-Charge on this project, Mr. Dow was responsible for monitoring overall project performance and for the overall quality of performance and communication between client and project team. Mr. Dow is a graduate of Trinity College and has his Master of Architecture Degree from the University of Pennsylvania. He is a member of the American Planning Association, the US Green Building Council, the International Code Council, Building Safety Professionals, and a Patron of the Native American Rights Fund and an Associate member of the National Congress of American Indians.

Alexandra Lopatynsky, AIA

Project Manager

Ms. Lopatynsky is a registered architect who has a diverse portfolio of experience that includes gaming, hospitality, retail, corporate/tenant fit-out, education, civic and not-for-profit. As project manager, Ms. Lopatynsky was responsible for compliance with the project's scope, schedule and budget, and she was the primary, day-to-day point of communication between the client and project team. Ms. Lopatynsky is a graduate of Pratt Institute and a member of the Association of Real Estate Women and a former board member of the Darien Revitalization Initiative.

Lalaine Tanaka, AIA, LEED AP

Design Principal

Ms. Tanaka is a registered architect and LEED accredited professional with over 25 years experience in the planning and design of large scale resort developments. Ms. Tanaka has worked on planning and architectural projects throughout the U.S., ranging from hospitality to large scale mixed-use developments

to community master plans to retail commercial developments. A graduate of California Polytechnic San Luis Obispo, Ms. Tanaka was on the advisory board of AIA Orange County and ARDA and actively involved in organizations such as ALIS, Lodging Conference, and G2E.

Danae Tinsley

Project Coordinator

As project coordinator, Ms. Tinsley worked with the senior members of the project team to ensure that details regarding scope, budget, schedule and design were understood, communicated and coordinated among all members of the project team. She has experience in a variety of project types including hospitality and gaming, corporate/commercial, healthcare and K12. Ms. Tinsley graduated Cum Laude from Mount Ida College in Newton Massachusetts with a degree in Interior Design and has been a member of the IIDA/New England Hartford and New Haven City Center Task Force.

11.3 HOWARD/STEIN-HUDSON ASSOCIATES, INC.

Howard/Stein-Hudson Associates (HSH) was responsible for preparing the transportation sections of the DEIS, including coordination with reviewing transportation agencies, transportation analyses, and development of off-site mitigation measures.

Jane Howard

Principal-in-Charge

Ms. Howard is a Founding Principal of HSH. She supervised all transportation planning aspects of the DEIS and overall preparation of the transportation sections. She has over 35 years of experience in transportation planning and impact analysis in eastern Massachusetts. She has a Bachelor of Arts degree from Cornell University and a Master's in Community Planning from the University of Rhode Island.

David Matton

Director of Transportation Engineering

David Matton oversaw traffic analyses and development of mitigation. A Principal of HSH, Mr. Matton has over 24 years of experience in transportation engineering, including 21 with HSH. Mr. Matton has a Bachelor's Degree in Civil Engineering from the University of Massachusetts Dartmouth.

Alexandra Siu, P.E.

Senior Transportation Engineer and Associate

Ms. Siu supervised traffic analysis, including use of the Synchro and VISSIM traffic operations software. She has five years of experience and has been with HSH for four years since graduating with a Bachelor of Science Degree in Civil and Environmental Engineering. She received her Master's Degree from Northeastern University in Civil Engineering in 2011.

Jared Hite

Senior Transportation Engineer

Mr. Hite supervised trip distribution estimation and accident analysis and participated in traffic data collection and operations analysis. He joined HSH in 2011 with six previous years of experience. He received his Bachelor's of Science Degree in Civil Engineering from Rensselaer Polytechnic Institute in 2004.

Hannah Giovanucci and Kelly Chronley

Junior Transportation Engineers

Ms. Giovanucci and Ms. Chronley worked under supervision of Alexandra Siu on traffic data collection and operations analysis. Ms. Giovanucci joined HSH in 2012 after receiving her Bachelor of Science Degree in Civil Engineering from the University of Massachusetts, Boston. Ms. Chronley joined HSH as a full time employee in 2009 after a year as a Co-Op for the company with her Bachelor of Science Degree in Engineering from Northeastern University.

Ray Hebert

Senior Graphic Designer and Production Manager

Mr. Hebert supervised transportation-related graphics, including template design, illustration, web-site design, presentation materials, and logo creation. Mr. Hebert joined HSH in 2001; he has 21 total years of experience.

Galen Allis

Office Coordinator

Ms. Allis assisted in the production of the DEIS. She has seven years' experience in office management and assistance with a background in Business Marketing & Management, and a specialty in Customer Service.

11.4 FIELD ENGINEERING COMPANY, INC.

Field Engineering Company, Inc. was responsible for site civil engineering, utility coordination, and stormwater design.

Robert M. Field, P.E.

Principal

Mr. Field has over 25 years experience in the design, permitting and project management of a broad range of civil engineering projects, including roadway, sewage collection, water distribution and drainage control projects for private and municipal clients. He holds a Bachelor of Science Degree from the University of Maine and is a Registered Professional Civil Engineer.

Kenneth J. Motta

Senior Project Manager

Mr. Motta has over 25 years of professional engineering practice in land use development, regulatory permitting, and wastewater facilities planning and design. He holds a Bachelor of Science Degree in Civil Engineering Technology from Wentworth Institute of Technology, and is a member of the Massachusetts Association of Conservation Commissioners, New England Water Works Association, American Society of Civil Engineers, and American Water Works Association.

Richard R. Riccio III, P.E.

Project Manager

Mr. Riccio has over 14 years experience in many aspects of civil engineering including planning, design and costing of wastewater facilities including sequencing batch reactor and rotating biological contractor technologies, report preparation for MEPA as well as preparing Project Evaluation Forms and applications for Municipal Funding through Massachusetts State Revolving Fund.

Jon C. Connell

Project Engineer

Mr. Connell has over 16 years experience in the planning, design and preparation of bid documents and construction specifications, bidding, construction contract administration and construction oversight of public and private infrastructure projects.

Regina M. Simas

CAD Operator

Ms. Simas has over 30 years experience in graphic design, drafting and CAD operation.

Rebecca M Babineau

Permitting Coordinator

Ms. Babineau has over 11 years of professional office support experience including contract administration and regulatory site development permitting.

11.5 FAY, SPOFFORD & THORNDIKE, INC.

Fay, Spofford & Thorndike, Inc. (FST) was responsible for the Water Supply and Wastewater sections of the DEIS. FST also conducted design and operations analyses for the proposed improvements at the Route 24/Route 140 Interchange.

Erica M. Lotz, P.E.

Senior Principal Engineer

Ms. Lotz evaluated the City of Taunton's water supply infrastructure and how it would be impacted by the development of the proposed casino. She has a strong background in water system hydraulics and has completed water system evaluations for many agencies and municipalities throughout New England. Ms. Lotz holds a Bachelor of Science Degree in Civil Engineering from Worcester Polytechnic Institute and an M.B.A. in Strategy and Business Analysis from Boston University.

Justin D. Gould, P.E.

Associate

Mr. Gould regularly performs wastewater planning, design and construction services for public and private clients. He was responsible for the evaluation of wastewater impacts on the City of Taunton's sewer collection system and wastewater treatment facility. Mr. Gould has a Bachelor of Science Degree in Civil Engineering from the University of Massachusetts and an Master of Science Degree in Environmental Engineering from Tufts University.

Elise DuBois

Engineer

Ms. DuBois assisted with the writing and research for the water sections of the report, and provided support to the wastewater sections. She has worked in the water industry specializing in distribution for the last 12 years. Ms. DuBois has a Bachelor of Science Degree in Architectural Engineering from Drexel University and is a Certified Water Operator.

David P. Glenn, P.E.

Senior Principal Engineer

Mr. Glenn supported the Stormwater/Drainage analysis of the Route 24/140 Interchange for this DEIS. He is one an experienced stormwater engineer and routinely performs these services on roadway design projects. He has a Bachelor of Science Degree in Civil Engineering from Wentworth Institute of Technology.

Frederick A. Moseley, P.E.

Vice President & Associate

Serving as Roadway Design Manager, Mr. Moseley was responsible the evaluation of the design of the Route 24/140 Interchange. He has experience as a project manager on roadway design projects in southeastern Massachusetts. Mr. Moseley has a B.S. in Civil Engineering from Worcester Polytechnic Institute and an M.S. in Transportation from the University of Pennsylvania.

Jill C. McLaughlin, P.E.

Senior Principal Engineer

Ms. McLaughlin served as Roadway Design Lead supporting Mr. Moseley in analyzing design alternatives for the Route 24/140 Interchange. Her background has focused on civil engineering and roadway design for a broad range of highway, roadway, bridge, and site development projects. She holds a Bachelor of Science Degree in Civil Engineering from the University of Massachusetts, Lowell.

11.6 AKRF

AKRF, Inc. authored the Socioeconomic sections of the DEIS.

John E. Feingold

Senior Vice President

Mr. Feingold directed the analysis of socioeconomic conditions for the DEIS. He has over 35 years of planning and project management experience at AKRF as well as at New York's Regional Plan Association, the Trust for Public Land, The Nature Conservancy, and the (former) Massachusetts Department of Environmental Management. Mr. Feingold specializes in directing planning, socioeconomic, fiscal, and environmental impact assessments. He holds a Bachelor's Degree in Environmental Planning from Colorado State University and has completed coursework towards a Master's Degree in Public Administration from Suffolk University.

Britt Page, AICP

Technical Director

Ms. Page conducted the Economic Benefits Analysis and authored portions of the Socioeconomic sections of this DEIS. She has over 15 years of experience in economic, land use, and public policy analysis. Ms. Page is experienced in a wide range of tools for economic analysis, including IMPLAN and RIMS-II input-output modeling systems and municipal fiscal impact studies. Ms. Page is a certified member of the American Planning Association. She holds a Master's Degree from Carnegie Mellon University's H. John Heinz III School of Public Policy and Management and a Bachelor's Degree in Urban Studies from Brown University.

Rebecca Gafvert

Planner/Economist

Ms. Gafvert contributed research and analysis for the Socioeconomic sections of the document and conducted the Environmental Justice analysis. She has worked on market feasibility studies and land use and socioeconomic analyses for Environmental Impact Statements and Environmental Assessment Statements. Ms. Gafvert has a Bachelor's Degree in Political Science and International Relations from The Ohio State University and a Master of Community Planning degree from the University of Cincinnati.

11.7 GEI CONSULTANTS, INC.

GEI Consultants, Inc. (GEI) conducted an ASTM International (ASTM) Phase I Environmental Site Assessment for the parcels of the Liberty & Union Industrial Park (LUIP) comprising the Project Site for the proposed destination resort casino. GEI was responsible for the Hazardous Materials sections of the DEIS.

Joseph G. Engels, P.E., LSP

Vice President and Senior Practice Leader

Mr. Engels has 35 years of consulting engineering experience focused on the investigation, design and construction of surface and subsurface projects. His environmental site investigation and remediation experience includes extensive work under various state and federal regulatory requirements, including CERCLA, RCRA and the Massachusetts Contingency Plan (MCP). Mr. Engels holds a Bachelor of Engineering Degree in Civil Engineering and a Master of Engineering Degree in Civil Engineering with a concentration in Geotechnical Engineering. He is a registered Professional Engineer in the states of Massachusetts, New Hampshire, Connecticut, Maine, Vermont, New York, New Jersey, Pennsylvania, and North Carolina, and a Licensed Site Professional in the state of Massachusetts.

Catherine Gabis Johnson, P.G.

Project Manager

Ms. Johnson is a Project Manager and geologist with more than 15 years of experience. She has worked with municipal and state agencies to bring their disposal sites into compliance with the Massachusetts Contingency Plan (MCP) and managed all manners of MCP response for a variety of private and government clients. Ms. Johnson is an experienced geologist, with extensive experience in site assessments, facility compliance audits, subsurface field investigations and geologic mapping. She holds a Bachelor of Science Degree and a Master of Science Degree in Geology and is a registered Professional Geologist in the state of New Hampshire.

11.8 THE PUBLIC ARCHAEOLOGY LABORATORY, INC.

The Public Archaeology Laboratory (PAL) was responsible for the archaeological investigation of property involved in the DEIS.

A. Peter Mair, II, R.P.A.

Senior Archaeologist

Mr. Mair was the Principal Investigator responsible for archaeological investigations in this project. Mr. Mair has been in the field of cultural resource management since 1978. His extensive experience includes the preparation of cultural resource documents in support of Environmental Assessments, Environmental Impact Statements, including Section 106 Documentation Reports, Memoranda of Agreement, and

Section 4(f) Statements. Mr. Mair received his Bachelor's Degree in Anthropology from the State University College at Oswego, New York, and his Master's Degree in Anthropology from the State University of New York at Binghamton. Mr. Mair is a Registered Professional Archaeologist.

11.9 EXP INTERNATIONAL SERVICES, INC.

exp International Services, Inc. (exp) conducted greenhouse gas emissions analyses for the proposed destination resort casino facilities.

William C. Beckman, PE

Executive Vice President

As General Manager of exp, Mr. Beckman has been conducting business with clients, partners and projects throughout the world. He received a Bachelor of Science in Civil and Environmental Engineering from the University of Wisconsin's School of Engineering. He is a Professional Engineer in Arizona, California, Florida, Georgia, Massachusetts, Michigan, New Hampshire, New Jersey, Nevada, Pennsylvania, South Carolina, Texas, Virginia, and Wisconsin.

Paul Van Kauwenberg, PE, LEED® AP

Principal, Mechanical Engineer

Mr Van Kauwenberg is a Principal and Mechanical Engineer at exp and is responsible for the overall project management on exp gaming and hospitality projects. His efforts include basis of design development, system selections and space planning, project accounting, scope management, in-house project financial and manpower management, and overseeing exp's construction administration services on his projects. Paul is a graduate of the Milwaukee School of Engineering with a Bachelor of Science Degree in Mechanical Engineering. He is a Professional Engineer in Florida, Iowa, Minnesota, North Carolina, and Nevada, and a Leadership in Energy and Environmental Design Accredited Professional.

Alexander Ryazanov, PE

Electrical Engineer

Mr. Ryazanov has over 25 years of experience in design and consulting in a wide range of new construction and renovation projects. He has extensive experience in power distribution, lighting, fire alarm, and communications systems for commercial, educational, hospitality, institutional, health care, industrial, correctional, and broadcast facilities. He holds a Master's Degree and a Bachelor's Degree of Science in Electrical Engineering from the Institute of Petroleum Technology and is a licensed Professional Engineer in Oklahoma, Massachusetts, Ohio, Rhode Island, Georgia, Minnesota, Iowa, and Connecticut.

11.10 JEM ASSOCIATES, INC.

JEM Associates, Inc. (JEM) advised JCJ Architecture in regards to the foodservice needs of the proposed destination resort casino facilities.

John M. Egnor

President

As Founder and President of JEM, Mr. Egnor has handled projects for gaming and hospitality industry leaders, including large scale, multi-property cook-chill systems, and cutting edge dynamic bars. Mr. Egnor has experience and technical expertise in Plumbing, HVAC, Building Systems, Sheet Metal fabrication, and building maintenance.

Jon Rosky

Project Manager

Mr. Rosky has over 25 years of foodservice background. From operations, Jon went into design with JEM, gaining experience in CAD, design solutions, and equipment possibilities. Mr. Rosky has experience as Food & Beverage Director/Consultant for a fast-track casino project. He graduated from Bucknell University.

11.11 CRABTREE MCGRATH ASSOCIATES, INC.

Crabtree McGrath Associates, Inc. provided JCJ Architecture with additional consultation regarding the foodservice needs of the proposed destination resort casino facilities.

John Sousa

President

Mr. Sousa joined Crabtree McGrath in 2001 and is now president and owner of the firm. He is a graduate of the New England Institute of Technology with a Bachelor of Science degree in Architectural Engineering. This experience has given him an understanding of building systems and how they relate to foodservice equipment. John has designed and managed projects for healthcare, corporate, and hospitality clients on a national scale. His responsibilities consist of document management, specification writing, and construction administration.

SECTION 12.0

ACRONYMS AND ABBREVIATIONS

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ACRONYMS AND ABBREVIATIONS

A

ACEC	Area of Critical Environmental Concern
ACS	American Community Survey
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AGL	Above Ground Level
ANSI	American National Standards Institute
AP	Accredited Professional (LEED)
APC	Assawompset Pond Complex
AST	Aboveground Storage Tank
ATR	Automatic Traffic Recorder

B

BAT	Brockton Area Transit Authority
BCI	Bureau of Crime Investigation
BCSO	Barnstable County Sherriff's Office
BIA	Bureau of Indian Affairs
BMP	Best Management Practice
BOD	Basis of Design
BVW	Bordering Vegetated Wetlands

C

CAA	Clean Air Act
CEQ	Council on Environmental Quality
CFC	Chlorofluorocarbon
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGP	Construction General Permit
CH ₄	Methane
CHP	Combined Heat and Power
CIAQMP	Construction Indoor Air Quality Management Plan
City	City of Taunton
CM	Construction Manager
CMR	Code of Massachusetts Regulations
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
Compact	Tribal-State Compact
Corps	U.S. Army Corps of Engineers
CSOs	Combined Sewer Overflows
CWA	Clean Water Act
CWMP	Comprehensive Wastewater Management Plan

D

dB	Decibel
dBA	A-weighted Decibel
DCR	Massachusetts Department of Conservation and Recreation
DEIS	Draft Environmental Impact Statement
DEM	Digital Elevation Model
DER	Massachusetts Division of Ecological Restoration
DOI	U.S. Department of the Interior

E

EEA	Massachusetts Executive Office of Energy & Environmental Affairs
EIA	U.S. Energy Information Administration
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ENF	Environmental Notification Form
EO	Executive Order
EOLWD	Massachusetts Executive Office of Labor and Workforce Development
EPA	U.S. Environmental Protection Agency
EPH	Extractable Petroleum Hydrocarbons
Epsilon	Epsilon Associates, Inc.
ERP	Massachusetts Environmental Results Program
ESA	Environmental Site Assessment
exp	exp International Services, Inc.

F

FAA	Federal Aviation Administration
FEIR	Final Environmental Impact Report
FEIS	Final Environmental Impact Statement
FEMA	Federal Emergency Management Agency
FFE	Fixtures, Furniture, and Equipment
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FPPA	Farmland Protection Policy Act
FREP	Fall River Executive Park
FST	Fay, Spofford & Thorndike, Inc.

G

GATRA	Greater Attleboro-Taunton Regional Transportation Authority
GEI	GEI Consultants, Inc.
GHG	Greenhouse Gas
GIS	Geographic Information System
GPD	Gallons per Day
GPM	Gallons per Minute
GSF	Gross Square Footage
GWP	Global Warming Potential

H

HACCP	Hazard Analysis and Critical Control Points
HCM	<i>Highway Capacity Manual</i>
HCS	Highway Capacity Software
HFCs	Hydrofluorocarbons
HMR	Hazardous Materials Review
HSH	Howard/Stein-Hudson Associates
HVAC	Heating, Ventilation, and Air Conditioning

I

I/I	Infiltration and Inflow
IAQ	Indoor Air Quality
ICC	International Code Council
IGA	Intergovernmental Agreement
IGRA	Indian Gaming Regulatory Act
IHP	Indian Housing Plan
IMPLAN	IMPact Analysis for PLANning
IRA	Indian Reorganization Act
IVW	Isolated Vegetated Wetland

J

JCJ	JCJ Architecture
JEM	JEM Associates, Inc.

K

KSF	Thousand Square Feet
kW	Kilowatt
kWh	Kilowatt-Hours

L

L ₉₀	Sound Level Exceeded 90 Percent of the Time
LBS	Pounds
LED	Light Emitting Diode
LEDPA	Least Environmentally Damaging Practicable Alternative
LEED	Leadership in Energy and Environmental Design
L _{eq}	Average Sound Level
LID	Low Impact Development
LiDAR	Light Detection And Ranging
LIHEAP	Low Income Home Energy Assistance Program
LOS	Level of Service
LPG	Liquefied Petroleum Gases
LUHPPL	Land Use with a Higher Potential Pollutant Load
LUIP	Liberty & Union Industrial Park

M

MAAQS	Massachusetts Ambient Air Quality Standards
Mass Audubon	Massachusetts Audubon Society
MassDEP	Massachusetts Department of Environmental Protection
MassDOT	Massachusetts Department of Transportation
MassGIS	Massachusetts Office of Geographic Information
MBTA	Massachusetts Bay Transportation Authority

M

MCP	Massachusetts Contingency Plan
MEPA	Massachusetts Environmental Policy Act
MFD	Mashpee Fire Department
MGD	Million Gallons per Day
MGL	Massachusetts General Law
MHC	Massachusetts Historical Commission
MIG	Minnesota IMPLAN Group
MMBtu	1,000,000 British Thermal Units
MMR	Massachusetts Military Reservation
MMEP	Mitigation Monitoring and Enforcement Plan
MOA	Memorandum of Agreement
MOVES	MOtor Vehicle Emission Simulator
MPD	Mashpee Police Department
MPH	Miles per Hour
MS4	Municipal Separate Storm Sewer System
MSIP	Myles Standish Industrial Park
MSL	Mean Sea Level
MSW	Municipal Solid Waste
MUTCD	Manual on Uniform Traffic Control Devices
MW	Megawatt
MWh	Megawatt-Hours
MWT	Mashpee Wampanoag Tribe
$\mu\text{g}/\text{m}^3$	Micrograms per Cubic Meter

N

N ₂ O	Nitrous Oxide
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria
NAHASDA	Native American Housing Assistance and Self Determination Act
NB	Northbound
NECTA	New England City and Town Area
NEPA	National Environmental Policy Act
NHESP	Massachusetts Natural Heritage and Endangered Species Program
NO ₂	Nitrogen Dioxide
NOA	Notice of Availability
NOAA	National Oceanic and Atmospheric Administration
NOI	Notice of Intent
NOx	Oxides of Nitrogen
NPC	Notice of Project Change
NPDES	National Pollution Discharge Elimination System
NPS	National Park Service
NRIND	National Register Individual Property
NSR	New Source Review
NWPL	National Wetland Plant List

O

O ₃	Ozone
OCPC	Old Colony Planning Council
OHM	Oil and/or Hazardous Materials
OHWM	Ordinary High Water Mark
OPR	Owner's Project Requirements

P

PAL	Public Archaeology Laboratory
Pb	Lead
PC/Ln/H	Passenger Cars per Lane per Hour
PC/Mi/Ln	Passenger Cars per Mile per Lane
PEM	Palustrine Emergent Wetlands
PFCs	Perfluorocarbons
PFO	Palustrine Forested Wetlands
PILOT	Payments in Lieu of Taxes
PM	Particulate Matter
PPM	Parts per Million
PS	Pumping Station
PSD	Prevention of Significant Deterioration
PSS	Palustrine Scrub-Shrub Wetlands
PV	Photovoltaic

R

RAO	Response Action Outcome
REC	Recognized Environmental Conditions
RGPCD	Residential Gallons Per Capita per Day
ROD	Record of Decision
RTN	Release Tracking Number

S

SB	Southbound
SCAQMD	South Coast Air Quality Management District
SF	Square Feet
SF ₆	Sulfur Hexafluoride
SFEIR	Supplemental Final Environmental Impact Report
SHW	Solar Hot Water
SIP	Massachusetts State Implementation Plan
SO ₂	Sulfur Dioxide
SOP	Standard Operating Procedures
SPCC	Spill Prevention Control and Countermeasure
SRI	Solar Reflectance Index
SRPEDD	Southeastern Regional Planning & Economic Development District
SRTA	Southeastern Regional Transit Authority
SWPPP	Stormwater Pollution Prevention Plan

T

TCP	Traditional Cultural Property
TDC	Taunton Development Corporation
TFD	Taunton Fire Department
THPO	Tribal Historic Preservation Officer
TMC	Turning Movement Counts
TMDL	Total Maximum Daily Load
TMLP	Taunton Municipal Lighting Plant
TMP	Traffic Management Plan
TPY	Tons per Year
Tribe	Mashpee Wampanoag Tribe
TRWA	Taunton River Watershed Alliance
TSP	Total Suspended Particulate
TSS	Total Suspended Solids

U

UAW	Unaccounted-for Water
UB	Unconsolidated Bottom
USDA	U.S. Department of Agriculture
USDA-NCRS	U.S. Department of Agriculture, Natural Resources Conservation Service
USFWS	U.S. Fish and Wildlife Service
USGBC	U.S. Green Building Council
USGS	U.S. Geological Survey

V

VFD	Variable Frequency Drive
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
VPH	Volatile Petroleum Hydrocarbons

W

WMA	Water Management Act
WQC	Water Quality Certification
WTP	Water Treatment Plant
WWTF	Wastewater Treatment Facility

SECTION 13.0

REFERENCES

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