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COMMISSIONERS

Gayle Cameron

Bruce W. Stebbins

Enrique Zuniga

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HYNES CONVENTION CENTER
900 Boylston Street, Room 311
Boston, Massachusetts 02115

1 P R O C E E D I N G S :

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3 COMMISSIONER MCHUGH: All right.4 It's 1:30, and I'm going to recall to order
5 public meeting No. 125. We had, this morning,
6 the presentation by Mohegan Sun. This
7 afternoon we're looking forward to the
8 presentation by Wynn MA, LLC.9 Mr. Ziemba, do you want to make the
10 appropriate introductions and lead us into
11 this session?12 MR. ZIEMBA: Thank you,
13 Commissioners. I won't repeat my missive from
14 this morning, but I will remind everyone that
15 we are allocating a maximum of two hours for
16 this presentation, and it's expected that the
17 presentation and questions will last,
18 approximately, 90 minutes. And we, very much,
19 thank the applicant team for showing up today
20 to give us their presentation.21 We are joined by Bob DeSalvio,
22 senior vice president from Wynn Development;
23 Keri Pyke, Howard/Stein-Hudson; and
24 Chris Gordon Hudson from Dirigo Group.

1 Mr. DeSalvio, if you want to take us from
2 there.

3 COMMISSIONER MCHUGH: Good
4 afternoon.

5 MR. DESALVIO: Thank you, John, and
6 good afternoon, Commissioners.

7 COMMISSIONER MCHUGH: Good
8 afternoon.

9 COMMISSIONER CAMERON: Good
10 afternoon.

11 COMMISSIONER ZUNIGA: Good
12 afternoon.

13 COMMISSIONER STEBBINS: Good
14 afternoon. Again, my name, Bob DeSalvio,
15 senior vice president, Wynn Resorts
16 Development. And as John mentioned, I'm
17 joined by Chris and Keri, who I'm going to say
18 a few words about in a minute. They've done a
19 terrific job putting together this
20 comprehensive presentation today, and deserve
21 a lot of the credit for it, and I'll say a
22 little bit about their backgrounds in a
23 minute.

24 Before I get to that, though, I want

1 to talk a little bit, in my overview, about
2 why, first of all, I think it was a great idea
3 to schedule this today. I say that because,
4 since joining the company back in March, I've
5 done quite a few community meetings, and I
6 will you that transportation is usually the
7 number one topic on the meeting. So, I think
8 schedule some time specifically for this
9 topic, not only does it help us sort of put
10 together all our thoughts on it, but I'm sure
11 everyone who lives in the general region is
12 very happy about to hear about this because it
13 seems to be right up their alley and something
14 that they're concerned about.

15 I'm also -- before we get into the
16 presentation I was thinking about where we
17 were going to start with this, I remember
18 doing an exhaustive market research project
19 when I was working in another gaming
20 jurisdiction, and the topic of the research
21 was why customers select one casino over
22 another. And we employed a very prominent
23 researcher in New York City, Dr. Ned Kennan,
24 who worked with us on trying to get behind the

1 motivations of why somebody does pick one
2 place over another. And, certain, we learned
3 a lot about casinos themselves, but I think
4 probably one of the more shocking learnings
5 from that research project was that the casino
6 experience actually begins before a guest
7 actually gets to the property, and they start
8 thinking about where they're going. I know
9 they get excited about the enjoyment of the
10 trip. And when you think about Wynn Resorts
11 and how heavily we focus on extraordinarily
12 guest service, making sure that our guests can
13 get to and from the property and the resort in
14 a efficient manner is almost as important as
15 the experience itself. So that's why
16 transportation is important to us, and why
17 we're happy to talk about it today.

18 I want to start with a slide that
19 shows where we are in relationship to the
20 regional transportation infrastructure. As
21 you can see, Everett is centrally located to
22 all the major arteries. When we look at Route
23 93, we look at 99 and 16, access to one,
24 access to the orange line and public

1 transportation, MBTA bus service, right
2 outside our front door, you can actually see
3 very clearly from this, that Everett is
4 perfectly suited for a resort like Wynn in
5 Everett.

6 And we'll tell you a lot about how
7 the mitigation that we're planning, which by
8 the way, is now about a \$50 million private
9 investment in mitigation. It's a substantial
10 number, and it's a number that we've honed as
11 we approach our FEIR filing. And just to make
12 sure that, even for the folks that are
13 watching at home, that they understand that
14 this is a \$50 million private investment in
15 transportation, mitigation and improvements.

16 The way we approached the subject
17 was clearly from a holistic, multimodal,
18 sustainable transportation strategy. And by
19 that, I mean we covered everything, from rail
20 and bus, and bike and car, and boats and water
21 transit, and walking paths and -- you name it.
22 We went across the entire spectrum of
23 transportation options to make sure that we'd,
24 at least, were thoughtful and we understood

1 how guests might arrive and come to and from
2 the resort, and how we can make their stay
3 more enjoyable by providing great access
4 options.

5 For the Wynn project, the MEPA
6 timeline has been something that we've been
7 heavily focused in. And I want to just say
8 that we are very happy to report the results.
9 And I want to start by a little historical
10 perspective of how we got to where we got to
11 today.

12 When you look at this particular
13 slide, our EENF, the expanded environmental
14 notification form, that was filed over a year
15 ago, back May 31st of 2013. We had the
16 secretary's certificate on the EENF, and the
17 scope of the DEIR was issued last July,
18 July 26, 2013. DEIR was filed on
19 December 16th of '13. Secretary's certificate
20 on the DER and scope of the FEIR issued
21 February 21st. And today the big news to
22 report is that our FEIR filing will be filed
23 on June 30th. And that's a major step in the
24 project for us, and we are hopeful that we

1 will receive the secretary's certificate by
2 August 15th. So we've made major milestones,
3 and this is the culmination of years worth of
4 work in getting our transportation plan in,
5 basically, it's final form.

6 COMMISSIONER MCHUGH: Could I just
7 interrupt here? For those -- particularly for
8 those watching at home, those acronyms may not
9 be self-explaining. And those are all stages,
10 I think it's simple enough to say, all stages
11 in the Massachusetts Environmental Protection
12 Act processing that must be carried out by
13 everyone who seeks to build a major project in
14 Massachusetts, so those are steps along the
15 way that Mr. DeSalvio just described.

16 MR. DESALVIO: Great. Thank you,
17 Commissioner. I'd now like to talk about the
18 folks joining me at the table here today.
19 Chris Gordon has been a terrific partner
20 through this entire -- entire process.
21 Professional engineer, senior lecturer over at
22 MIT and at Harvard. I'm not going to go
23 through the entire -- Chris warned me not to
24 go through the entire background so he

1 wouldn't be embarrassed. But, suffice it to
2 say, he has incredible experience. He's got a
3 master's degree in civil engineering from MIT,
4 a bachelor's degree in civil engineering from
5 University of Maine. And I thought, one of
6 the awards that I think, for me, was actually
7 very important, 2001 person of the year for
8 Construction Management Association of America
9 for both the New England region and the
10 country. Chris has been a valuable partner
11 all the way through the whole process, and
12 you'll hear from him in a minute.

13 We're also joined today by
14 Keri Pyke, who's sitting to my right next to
15 Chris. Keri, as you know, is the principal of
16 Howard/Stein-Hudson, also a civil engineer. A
17 BS in civil engineering from RPI, registered
18 professional engineer in five different -- six
19 different states. She's been involved in many
20 of the large projects in the Boston area and
21 has worked with us all through the process on
22 our traffic studies and our mitigation plans.
23 So two excellent professionals that really led
24 the charge on this effort. And I'm very

1 happy, at this point, to turn it over to
2 Chris.

3 MR. GORDON: Great. Thank you, Bob,
4 and thank you for having us. We're going to
5 do the briefing in two parts. I'm going to
6 explain to you what our transportation plan
7 is, and Keri's going to get very specific on
8 the improvements, so she's going to walk you
9 through road by road, lane by lane, and
10 explain what we're actually proposing to do
11 for the improvements.

12 I also want to do a couple of things
13 at the beginning, not unlike we've done a
14 minute ago on the -- on the DEIR lingo. I
15 want to just remind, especially people that
16 might be watching this, sort of, how we do
17 these traffic studies. It'll be brief, but I
18 think it helps set the stage.

19 If you think about traffic analysis,
20 and this will come up later as we talk about
21 intersections, they're almost always measured
22 by intersections. That's the easiest thing to
23 measure, the most important thing to measure.
24 So once you -- when you look at a whole region

1 like we did for this project, we actually have
2 to study, are the intersections functioning?
3 What is the delay time and how are they
4 working? And then we also, the metric that's
5 used is a level of service. And you've heard
6 this, I know, many times in briefings. So
7 today you'll here a bit more about it. And
8 they're A through F, as you can imagine. Most
9 cities are in the DE range. Unfortunately,
10 some are in the F's, occasionally you get up
11 the ABC's, but you'll hear a bit today about
12 some of the level of service in some of the
13 intersections and the goals we set to try and
14 have those as high as we could.

15 We also want to talk about how the
16 study itself was done. Four-step process.
17 The biggest step is measuring the existing
18 conditions. We'll show a numbers in a minute,
19 but we did a massive amount of traffic studies
20 here in the region, a number of intersections,
21 a number of cities. We also did traffic
22 studies in other casinos around the world to
23 look at casinos that were close to ours. And
24 this wasn't just going on line and Googling.

1 This is actually sending people to casinos to
2 do traffic counts. to watch people get on
3 buses, to figure out what time of day they
4 were there. So there was an awful lot of work
5 done to actually understand how this whole
6 process might work, because these casinos, of
7 course, are new to the region.

8 We then build the no-build
9 condition. And, again, that, sort of, buzz
10 word, but what that means is, we project out a
11 10-year projection for traffic if we didn't
12 exist. So we went to all the cities and towns
13 around us, we got all their approvals that
14 they had done through their zoning boards, all
15 the projects, and we build all that traffic
16 into the model. And, then, to be safe, we
17 added another growth projection on that, in
18 case something we didn't think of happened.
19 So then we have the base case in 2023 of all
20 the traffic, what might be there.

21 We then put in our build condition,
22 and I'll show you how we did that. But we
23 actually put our projected traffic onto that
24 network to see what happened, and then, of

1 course, we came up with a mitigated condition,
2 which is the things you do to for all these
3 projects to see if we have to tweak anything
4 to make it work. So that's the overview of
5 what we're going to show you today.

6 As part of that, you have to figure
7 out how many trips you're going to generate,
8 so I want to spend just a second on how we did
9 that. First is, you have to figure out how
10 many people and then, eventually, vehicles
11 would be coming to the facility. Some of this
12 is done by national standards. We know how
13 many rooms in the hotel; we know how many
14 seats in the restaurant; we know how big the
15 retail is. And there's -- there's formulas
16 that you use to develop that. We did that
17 first.

18 Second of all, is what is a -- what
19 is a casino in Everett, Massachusetts generate
20 for traffic? That's more difficult, because
21 there isn't a national standard. There's not
22 for casinos, and there certainly isn't for
23 Massachusetts. So -- so what we did there is
24 we worked closely with the MDOT, department of

1 transportation, to look at benchmarking. And
2 as you all know, benchmarking can be a little
3 bit, you know, complicated. So what we did
4 is, we worked on a very long list of casinos,
5 we identified the specific ones that we wanted
6 to look at, and then we sent people there to
7 study those casinos and built into that. I
8 know you have the book in front of you, so I'm
9 just going to go ahead while John gets the
10 screen --

11 COMMISSIONER MCHUGH: We can wake
12 for just a second so that the folks at home
13 can watch this.

14 MR. GORDON: Yep. There you go.
15 That's it, John. Next you decide the mode
16 splits. And we're going to show you today how
17 many people we think will ride the different
18 modes. These are things like buses, trains,
19 water shuttles, walking, biking. And we spent
20 a lot of time on that, because it's easy to,
21 sort of, pump up all the nontraffic once they
22 see we have no traffic, but that's not
23 realistic. So, instead, we try to say how
24 many people really will ride the bus, and how

1 many will ride the orange line. So we're
2 going to show you those numbers today, and
3 we've road-tested those with a lot of groups
4 to really get a sense of how realistic they
5 are.

6 Next we look at how we distribute
7 that traffic around the region. And, then,
8 finally that contributes our trip generation
9 for the whole project. So that's sort of the
10 background of what we did. I know you know
11 that, but we wanted to go through that to make
12 sure you saw how that all worked.

13 Next, I want to go back to something
14 Bob mentioned, we -- and it was also mentioned
15 by the commissioners, we're in the middle and
16 almost done, I should say, with the MEPA
17 process, and this is out of the MEPA mission
18 statement. And the thing in yellow we wanted
19 to point out is that, it says, "and developing
20 enforceable mitigation commitments, which will
21 be become conditions for the project, if and
22 when they are permanent."

23 So everything we're committing to
24 through the FEIR, we're committed to. These

1 aren't things we're suggesting or we're trying
2 to, you know, talk about. We actually are
3 formally committing to this, otherwise we
4 violate our permits. So all the \$50 million
5 worth of stuff we're going to show you today,
6 is a formal mitigation.

7 And I know there was a question this
8 morning about, what if it costs more than
9 that? We commit to the mitigation. Whatever
10 it costs, it costs. We have that risk. So if
11 the 50 becomes 52 or 48, it doesn't matter.
12 We still have to build everything we put in
13 our package. So what we'll show you today is
14 a firm commitment of what we're going to do.

15 Again, I won't read all these
16 bullets, but as Bob said, we started the
17 process over a year ago with our expanded,
18 environmental notification form. That's the
19 first step where you raise your hand and say,
20 we're going to build this project. And, in
21 that, we put a lot of information about
22 traffic in that.

23 We did some traffic studies at five
24 locations, we proposed a study of 43

1 locations. Meaning that, in that document we
2 said, in order to really understand this
3 project, we have to study 43 different
4 intersections. We looked at the five initial
5 sites, and this will show you where those
6 were. Sweets -- Santilli Circle, Sweetser,
7 Broadway, Sullivan Square. We knew those were
8 the big issues, so we studied those right off
9 the bat to try and understand those as best we
10 could.

11 In our certificate -- excuse me, in
12 our filing we proposed everything in blue,
13 which are those 43 intersections. When we
14 actually worked through this with me MEPA and
15 with DOT, that became 57 intersection. So in
16 the DEIR we agreed to study 57 intersections
17 in seven different cities. In the scale of
18 traffic studies, and I've been involved in a
19 lot of these, that's big. That's a very large
20 traffic study. We're not complaining, it has
21 to be done. As Bob said, the last thing we
22 want to do is have a resort that isn't
23 functioning, so we wanted to get to a
24 highly-functioning traffic system.

1 So everything in yellow are all the
2 intersections that Keri and her team studied.
3 The certificate came back and, again, it
4 suggested 57 different locations. We studied
5 the orange line, we studied the trip
6 generations. An awful lot of work went into
7 the DEIR. And, if you remember, we -- I think
8 it's, approximately, 5,000 pages of data that
9 we filed earlier in the year.

10 Another point that I want to make,
11 and this sounds like a technical detail, but
12 it is important, in agreement with the DOT,
13 us, as well as the other casinos, are using an
14 artificial peak for the peak traffic. Again,
15 I apologize for the level of detail, but we
16 have a peak that's something like nine or
17 10 o'clock at night where our traffic really
18 peaks. The commuter roads around Everett peak
19 at around 4:30 to six in the afternoon.
20 They're very separate peaks, so they don't
21 overlap. A normal traffic study, you would
22 study those peaks separately.

23 What the DOT said is, you know, we
24 really don't -- we're not completely

1 comfortable that's what -- that's what's going
2 to happen. Will you overlap? So we took our
3 nine o'clock at night peak, which is what's
4 represented here, it's represented in the red
5 out here, and we put it on top of the 4:30
6 peak to six peak around Everett. So we have a
7 double peak, which is much higher than we
8 think will ever exist, and that's fine. It's
9 not a complaint at all. But it means that our
10 numbers are very conservative. So we're
11 studying a double peak at the 4:30 hour, and
12 we're mitigating for that double peak, which
13 means it should work really well because it's
14 a pretty conservative number, because our
15 traffic at the 4:30 to six window is not as
16 high as our late-in-the-evening traffic.

17 We then developed charts like this,
18 and these are just examples. But this is an
19 example of the -- our -- the percentages of
20 our traffic and how it's getting to the site,
21 and this drove a lot of our mitigation. And
22 as you've seen from our different filings, I
23 don't think anybody was surprised, a lot of
24 traffic goes through Sullivan Square. More

1 than half our traffic goes through Sullivan
2 Square, something like 20 percent goes through
3 Wellington Circle, and everything else is
4 pretty-well distributed. So, as you look at
5 places like Sullivan Square, Wellington,
6 Santilli, Sweetser, we knew that's where we
7 should focus, and that's what we've been able
8 to do through this study.

9 We also have our employees. None of
10 our employees will be parking on site, so
11 we've got all of them parked off site, and
12 we're going to show you some of that detail
13 today. This helps in a lot of ways. It helps
14 them because an easier commute, but it also
15 pulls traffic off some of the more-congested
16 intersections. We've also, we're going to be
17 staggering the work shifts. So our Friday
18 peak there'll be no shift changes in that 4:30
19 to six window, so employees won't be trying to
20 get to work during that peak hour, which takes
21 a lot of traffic out of that peak as well. So
22 we spent a lot of time.

23 Fortunately, Wynn, typically, has an
24 excellent relationship with their employees,

1 so they're able to do things that you can do
2 with a very cooperative staff, like stag work
3 hours, ask them to park off site, bus them in.
4 A lot of stuff that we think will work very,
5 very well around the casino.

6 These are the mode shares, and I
7 won't go through all of this, but everything
8 in pink is what we filed in DEIR. Just to
9 give you a couple highlights, we assume, for
10 example, that 10 percent of the patrons and
11 20 percent of the employees would ride the
12 orange line, we assume that 10 percent of the
13 employees would ride the local bus, water
14 transportation, 3 percent each, et cetera, et
15 cetera. And these were pretty aggressive.

16 We filed this and we got comments
17 back saying, you know, that's great, but this
18 is such an exciting project, could you be more
19 aggressive? And we spent a lot of time
20 thinking about that because we didn't want to
21 sugar coat it and say, sure, everybody's going
22 to ride the bus, because we're not sure they
23 would.

24 So after a long, long discussion

1 with a lot of people, including the DOT and
2 others, we came up with some major changes for
3 the FEIR. One is, we're doubling the assumed
4 ridership on the water shuttle. It's going up
5 to 6 percent for the water shuttle, and I'll
6 show you the plans for the water shuttle in a
7 minute. We're not afraid of it. We're going
8 to market the heck out of this. We think, if
9 you're in downtown Boston, you're in the
10 waterfront, you're at the airport, you're
11 going to enjoy getting on the water shuttle.
12 I know there's some questions about, you know,
13 is it seasonal? Is it cold? We're -- we
14 studied this extensively. These are going to
15 be heated boats, covered boats, they're going
16 to run 12 months out of the year, they're
17 low-wakes, they can make it in 15 minutes.
18 And if you're, for example, if you're at the
19 convention center and you can step out and get
20 on a boat, and in 15 minutes you're at the
21 front door of the casino, we think that's very
22 doable. We're excited about it. So we were
23 able to double that number.

24 We also have added a new line here

1 called Premium Park and Ride, and I'll show
2 you some details in a minute, but that's based
3 on a Logan Express system, which means we'll
4 park people remotely and they'll take a luxury
5 Wynn bus into the casino. This isn't just for
6 traffic. These are, frankly, for people that
7 may not come to Boston often. They may not
8 want to drive through the city, they may not
9 want to find the casino, so they're very
10 welcomed to park on the outskirts and bus in.
11 Logan does this, and it's been highly
12 successful. We've been meeting with Massport
13 and working with them on coordinating, and
14 we'll show he you some of those details.

15 These are trip summaries and, again,
16 you've got all that so we won't go through it.
17 But one of the things we think is important
18 here is, at the end of the DEIR we got a lot
19 of comments. And they -- we got a hundred
20 comment letters and they were very helpful.
21 These were very specific questions from the
22 DOT, the MBTA, the DCR, neighbors, abutters
23 all that sort of stuff, and we took them to
24 heart. They say, could you try this? Can you

1 try that? Can you do this? And because of a
2 lot of those suggestions, our numbers in the
3 FEIR are going down. So if you look at some
4 of the peak hour numbers, the peak day
5 numbers, for example, on a Friday, we're going
6 from 1700 an hour down to 1400 an hour for
7 cars. We can prove how we did that. That's
8 not just a slight of hand. That's a very
9 legitimate adjustment to the way we put the
10 traffic in. It's mainly through the mode
11 splits. So we've tried hard to listen to
12 everybody who said, gee, can you -- can you
13 adjust that down. So, again, the filing on
14 June 30th will show less traffic in cars at
15 all these intersections, based on the common
16 letters.

17 This is the -- there's been a lot
18 written and said about how much our traffic
19 was going to add to the network. You've heard
20 numbers of 70 percent, 80 percent. Very much
21 of myths. If you look at our -- the easiest
22 way to measure the traffic at the casino is
23 the bridge right in front of it. The Everett
24 Street bridge is the best way to measure

1 traffic because it's right there and people
2 have to go over it. At the very, very peak
3 that traffic increases 17 percent. If you go
4 over to areas like Rutherford Avenue and north
5 of Sullivan Square, it's 7 percent increase,
6 and this is in 2023. If you look at areas
7 like Medford, Wellington Circle, Sweetser
8 Circle, it's 2 percent.

9 So when you've heard things like 70
10 to 80 percent traffic increase, we don't know
11 where they come from. But we want to show you
12 the numbers that it's actually dramatically
13 less than that. And this can all be
14 mitigated, and we're very comfortable with the
15 mitigation.

16 I now want to quickly run you
17 through what the actual plan is, mode by mode,
18 and then Keri's going to talk about how we
19 mitigate the system to make sure it all works.

20 First is rail connections. We're
21 very pleased with the rail connections. We
22 have three train stations very nearby, two
23 what we think are the best suited for us. One
24 is Malden Center, and one is Wellington.

1 They're both every close to the site. For
2 example, Wellington is a mile door to door, so
3 the shuttle bus, it's a couple minutes. These
4 are both on the orange line. Malden also
5 connects to the commuter line. They're also
6 on the bus lines. So they're very multimodal
7 hubs. So mainly for employees, but also for
8 patrons, they can get off at Wellington, they
9 can get off at Malden, we'll pick them up in a
10 bus, we'll take them right to the front door.

11 And, first of all, if you look at --
12 if you look at this slide, and it's a little
13 light on the screen, but these are concentric
14 circles showing how long it takes to get some
15 of these stops to downtown Boston. Both
16 Wellington -- both Wellington and Malden are
17 in the -- show you the number. They're --
18 they're both within the 10-minute line from
19 downtown Boston, which, again, I don't, at
20 all, want to pick on any of the earlier
21 briefings, but, for example, the
22 Beachmont Station for Suffolk Downs is the
23 15-minute circle. So we're closer to downtown
24 Boston than some of the other competitors are.

1 The other issue is, well, doesn't
2 shuttle bus take a long time? If you think
3 about the time it takes to get your car in a
4 garage, get your ticket, walk to the elevator,
5 get up in the elevator, walk through the
6 casino. We're going to pick you up at the
7 front door of the station and take you to the
8 front door of the casino. Arguably, that's
9 going to be less time than walking around the
10 parking garage. So it literally will be, we
11 think, 10 minutes out of Boston on the orange
12 line, get on the shuttle bus and go right to
13 the front door of the casino. So we think
14 it's a very efficient mode for anybody who
15 chooses to take the orange line.

16 Water shuttles. We're extremely
17 excited about this. We have studied this and
18 studied this. We're doing a study right now
19 with the Boston Harbor Association to figure
20 out how this fits in with all the other water
21 transportation systems. Our analysis, which
22 we're quite excited about, shows that if we
23 put a water dock at our facility, which we
24 will, if we use a low-profile, catamaran boat,

1 we do that on purpose because in order to get
2 the higher speeds you have to have low-wake,
3 low-profile.

4 Also, the bridge in front of our
5 site, we do not want the drawbridge going up
6 and down during rush hour because it'll stall
7 traffic. This boat, which happens to be -- we
8 may or may not use exactly this boat, but this
9 is an example. This is a prototype we had
10 sketched up that, actually, is built in
11 Massachusetts. This boat can get under that
12 bridge anytime of day at high tide without
13 raising the bridge, it can operate in a
14 low-wake mode, and it can get to downtown
15 Boston in 15 minutes. You notice it's
16 enclosed. It's a 49-passenger. Our plan has
17 four of these boats in it, three in
18 circulation, one in backup so, at all times,
19 there's boats making the route. So it's
20 probably a 15-minute wait, 20-minute wait at
21 worst. So if you end up at the -- you know,
22 the trick is you probably going to get through
23 it the middle of the wait, it might be five or
24 six minutes before the boat gets there. So

1 it's a very quick method.

2 The water shuttle dock drops you
3 right at the front door, so you walk in the
4 front door. The two -- the two sites we're
5 proposing, initially, is downtown Boston and
6 also over near the waterfront, near the
7 convention center.

8 There was a question we were given
9 this week by the commission about, have you
10 secured deals for these? We've spent a lot of
11 time with different boat operators, dock
12 operators, most of these docks are required to
13 allow access because it's part of their
14 permitting, so we're very confident we'll get
15 access. Many of them are willing to sign a
16 deal. We haven't actually signed the deals
17 because we don't have a license yet, but we're
18 very confident we'll get deals to actually
19 dock at these docks. We're working with a
20 boat operator right now, who has been working
21 with us closely on the budget. They're very
22 excited. So, yes, this is completely
23 implementable. We can have the boats made by
24 the time we open. We don't have any

1 hesitation this could be working when we open.

2 This is also a marketing issue.

3 We're not, at all, afraid of marketing the
4 heck of out of this. When you come to Boston,
5 in your tourist package, your convention
6 package, your hotel package, it's going to
7 talk about the Wynn shuttle. You're going to
8 know -- you're going to know this is how you
9 want to get to the casino.

10 Premium Park & Ride, this is the
11 Logan Express system. And, again, we're using
12 Logan Express as an example. We're working
13 well with Massport, but until we get a license
14 there's, obviously, no agreement in place.
15 But the Logan Express, as you know, has four
16 systems. They've got Braintree, Framingham,
17 Woburn and Peabody. At least two of those, if
18 not three, work well for our locations to pull
19 people off the western end of our -- of our
20 travel shed, which would be Braintree, Woburn
21 and Framingham. We've talked to them about
22 actually using our own buses, but potentially
23 using their parking lots, so we'll looking
24 capacity and charge of fees, and that sort of

1 stuff.

2 If we did that, this is an example
3 of that's Woburn and that's Braintree, you
4 would -- let's say you're coming down from
5 Vermont and you just don't want to deal with
6 Boston, you'd park in Framingham or Woburn,
7 you'd get out of your car, you'd get on our
8 bus and we'd take you right to the casino and
9 vice versa.

10 This is an example of Macau in China
11 where there's a Wynn facility. You see the
12 Wynn logo on that bus? Almost everybody gets
13 to that casino on a bus. So we know how to do
14 this. This isn't a new idea we're, sort of,
15 puzzled about. That's exactly -- if you went
16 to Macau now, it's very likely you'd end up on
17 a luxury Wynn bus, and you'd be taken to the
18 casino on a bus. So we know how do this,
19 we're very comfortable with it, and we think
20 it could work great in Massachusetts.

21 We also like MBTA buses, especially
22 for the employees. There is a tremendous
23 amount of bus service in and around
24 Sullivan Square, Everett, Malden, Medford.

1 There's a lot of bus routes. We won't walk
2 you through them, but there's a very often,
3 regularly-scheduled systems. The MBTA has a
4 great service that goes by there. The
5 existing bus stop is right at the front door
6 of our site. So we assume, as part of
7 widening Broadway we'll work with them to
8 build that. They'll be able to stop right
9 there. This is a public bus in Las Vegas.
10 That's the Wynn in the background. Wynn has
11 an excellent relationship with the transit
12 operator out there. Again, they're used to
13 doing this. People -- employees ride the bus,
14 patrons ride the bus. So this isn't a mystery
15 to us, that a public bus might bring somebody
16 to the facility. It's, again, something we're
17 comfortable with.

18 Pedestrians and cyclists, this is a
19 serious issue. This isn't just something we
20 threw in to make folks happy. We're going to
21 be building a harbor walk all the way around
22 the perimeter of our site. And from your site
23 to, I think you see the waterfront here, that
24 connects -- that's sort of missing link in two

1 areas. There's a harbor walk along the river
2 now that goes out through Gateway and further
3 up the river, there's an extension over to
4 Charlestown that goes around Boston. This is
5 the missing link that would allow you to
6 continue around the river for miles and miles.
7 So we're going to build this, it's part of our
8 budget, it's a public facility, so if somebody
9 wants to walk their dog or just go out for a
10 bike ride, they can do this. It's also
11 connected back into Everett. So if somebody's
12 coming to work and they want to walk, there's
13 no reason you can't. It's also back to
14 Wellington. If an employee wants to get on
15 the T a half hour earlier, you can walk. It's
16 about a mile, door to door, to walk over here
17 through the park. It's not a bad exercise so
18 we'll see some employees that walk over from
19 Wellington. So we think pedestrians and
20 cyclists will absolutely get to work that way,
21 and some people may come to the casino that
22 way.

23 Off-site parking, to be very
24 specific, we have three sites that we're very

1 excited about, Malden Center is the first one.
2 In our surrounding community agreement with
3 Malden Center, which -- with Malden, which is
4 signed, and with Medford, which is signed,
5 they both include what's called a
6 transportation hub. And that's means we're
7 going to use it as a designated place where
8 employees can go, patrons can go and get
9 direct access to the resort.

10 So, for example, in Malden center
11 we're working with them on designating parking
12 spaces in several downtown parking garages
13 where, either employees or patrons would go
14 and park. Also, they can get off the commuter
15 line there, get off the orange line there, and
16 get on our bus and we'll take you right to
17 work or right to -- to the gaming facility.
18 So -- and it's a direct shot down right to the
19 facility.

20 Wellington station, same thing.
21 We're working with two developers there that
22 have excess -- significant excess parking in
23 their garages. They're very anxious to lease
24 us those spaces. So we would lease spaces in

1 Wellington, again, either employees or people
2 getting off the orange line, or patrons, would
3 get on our bus and go right to the site.

4 We're also talking to several land
5 owners in Everett here, and are able to
6 purchase several large pieces of property in
7 that part of Everett. It's unclear if we need
8 all three, but we'll have the possibility of
9 doing all three. We'll also can use the
10 Everett one for off-site parking for buses.
11 If you have a -- you know, a luxury bus come
12 down from New Hampshire we can have a place
13 for them to park. So that would also be off
14 site.

15 So all three of these allow the
16 employees to park and have a shuttle bus that
17 goes directly to the site. We, obviously,
18 will have an active shuttle fleet, which we've
19 already walked through the details of that.

20 I'm going to turn this over to Keri.
21 She's going to walk you through the actual
22 improvements. All of the things that I showed
23 you, we've got very detailed numbers on, if
24 you want to see them. So we didn't -- we

1 didn't go into all the rides per thing, but
2 they're all here, if you want to do it.
3 Keri's going to walk you through the
4 improvement system. This is the \$50 million
5 worth of work we're going to do on the roadway
6 network, and, then, of course, anytime we're
7 happy to answer any question questions.

8 MS. PYKE: All right. Good
9 afternoon.

10 COMMISSIONER CAMERON: Good
11 afternoon.

12 COMMISSIONER MCHUGH: Good
13 afternoon.

14 COMMISSIONER ZUNIGA: Good
15 afternoon.

16 COMMISSIONER STEBBINS: Good
17 afternoon.

18 MS. PYKE: So now we come right down
19 to the specifics. So this map, on slide 37,
20 shows the major locations of that \$50 million
21 commitment that Bob was talking about earlier.
22 That's \$50 million of Wynn's money that's
23 going to be spent on transportation
24 improvements. There are a few other

1 locations. I just highlighted the large ones
2 here, but we have some other smaller
3 intersection improvements to do, thinks like
4 changes to signal timing, some striping,
5 signing kinds of things that aren't -- these
6 haven't kind of the big ticket items in that
7 \$50-million price tag. And, then, these will
8 all be completed before we open, so all of our
9 mitigation will be in place. And so I'm going
10 to take you through these one by one, but I'll
11 just -- there we go. Make sure I'm not
12 pointing at myself. There we go.

13 So we have -- we're going to show
14 you specifics on Wellington Circle in Medford,
15 that includes some widening and some
16 signal-timing improvements. Santilli Circle,
17 we actually have a change in what our
18 mitigation, our proposed mitigation is at
19 Santilli Circle. I'll show you the detail of
20 that.

21 Similarly, Sweetser Circle, we were
22 a little bit vague in the DEIR and we now have
23 some -- some specifics to show you.
24 Sullivan Square and Cambridge Street in

1 Boston, some widening and signal upgrades.
2 And, again, I'll show you a plan, and then I
3 actually have a couple of videos to show you
4 of existing and proposed conditions that
5 we'll -- we'll run through.

6 And, then, not last but not least,
7 although we're going to start with it, lower
8 Broadway, right in front of the site that
9 we're going to be doing significant
10 improvements.

11 So just to kind of put this
12 \$50-million number in perspective, this is a
13 little summary of some other recent, large
14 development projects that have -- that are --
15 some of them are in construction now in
16 various different stages. Station Landing is
17 nearly complete, the one on the bottom of the
18 list, in terms of development area. So Wynn
19 is actually kind of on the low end, in terms
20 of actual building area, but we're the highest
21 in the list in terms of contribution for
22 transportation mitigation.

23 Interestingly, the red numbers on
24 the right that you see in public expenditure

1 for Assembly Row and for North Point, those
2 are public dollars, primarily, for transit
3 improvements. So in Assembly Row's case,
4 there was a commitment by the developer for an
5 amount, and then there was an additional
6 federal new-starts money that was -- so that
7 that station, the new Assembly Square Station,
8 could be built, which is, I understand,
9 opening later this year. And, then, similarly
10 in North Point there is public money being
11 committed for the relocation of Lechmere
12 Station and some other items in that list as
13 well.

14 But so you -- again, just to sort of
15 the range of the range of amounts that
16 different developers have committed as part of
17 their mitigation, and this is all, you know,
18 through the MEPA process that we've been
19 talking about.

20 So right into lower Broadway. So to
21 orient you, this is an overview slide and I'm
22 going to -- we're going to zoom in and go
23 closer, but, basically, the blue highlights
24 lower Broadway, and the on the top, kind of

1 left, is our site driveway. So the river
2 would be on the left side of the slide, and
3 then as we proceed to the right, we would get
4 up to Sweetser Circle, which would be off the
5 slide to the right.

6 So first we'll start at south end of
7 -- of Route 99, lower Broadway. And this
8 shows our mitigation plan at our front door.

9 So, again, Broadway is running
10 across the slide, and we have the site
11 driveway you can see coming from the top and
12 curving around. In this loc -- all along
13 lower Broadway we are proposing to widen, so
14 the pink lines are the existing curb lines.
15 So, for example, you can see right where about
16 my pointer is, is the pink line coming from
17 the north. So -- and we're going to be
18 widening significantly in that area to be able
19 to make this grand entrance into the new
20 resort.

21 We're also going to be, basically,
22 providing a landscaped median down the center
23 of lower Broadway, so that's an enhancement
24 feature. There'll be a new traffic signal at

1 our front door here. Including -- you can see
2 the crosswalks across for pedestrian access.
3 As Chris mentioned, there are MBTA bus stops
4 today, right about in this location, and also
5 in this location, and we presume we would
6 rebuild those and provide shelters, et cetera,
7 so that employees and patrons could come to
8 the site via MBTA bus, should they desire to
9 do that.

10 Currently, lower Broadway has bike
11 lanes and we would -- those are included.
12 Probably can't see them in the closeup, but we
13 have a bike lane in each direction along lower
14 Broadway to make those connections, which then
15 would allow folks to be able to connect into
16 the river system that Chris was talking about
17 earlier on their bicycle or by walking.

18 There's an existing signal today at
19 Alford and Dexter that we will also -- that
20 will also get upgraded as part of the project.
21 And you can see we've got -- so couple
22 left-turn lanes turning in, got a new
23 left-turn bay here. One of the problems with
24 the way lower Broadway operates today is

1 they're aren't any left-turn lanes. And so,
2 as you -- you know, you can be in the left
3 lane and kind of get stuck behind someone
4 who's waiting to turn left into one of the --
5 the side streets or a driveway. So this
6 provides a new left-turn lane into
7 Mystic Street, or you can kind of make the
8 U-turn, go into Bows Street, if you want to do
9 that as well. We have a new right-turn lane
10 coming from the north going into the site.
11 Two lanes coming out to go left to go north,
12 and two lanes going south coming out of the
13 site driveway. So this is -- and this is our
14 preferred access plan, I should mention. So
15 there are some land deals that have to happen,
16 and some of them have already taken place, and
17 we have agreements. And I don't know all the
18 details of those, so if you have questions
19 about that, I'm going to defer to Chris and
20 Bob. But --

21 MR. GORDON: The only comment there
22 is we do have the ability to -- we to have the
23 ability to acquire all of the property we need
24 for widening Broadway.

1 MS. PYKE: Right.

2 MR. GORDON: Either through us or
3 the city, those deals have already been worked
4 out.

5 MS. PYKE: So but to -- we do --
6 kind of see it right here. We do need, I
7 think it's only, maybe, a few acres of land
8 from the MBTA's Everett yards in this corner,
9 and we're still working ongoing discussions
10 with the MBTA in that negotiation.

11 So with that, I want to show you, we
12 have an alternate plan. This is our preferred
13 plan for the access to the site, but, if we,
14 for some reason can't make that deal happen,
15 we have an alternate plan that the project can
16 still go forward.

17 So in the previous slide that I
18 showed you, the access driveway was about
19 right here where that -- where my pointer is
20 kinds of curving, just across from
21 Mystic Street. And so, basically, if we
22 aren't able to get that land deal done, we
23 would reuse Horizon Way as -- there is a
24 driveway to the property today. I think you

1 probably went through there on your site
2 visit. So we would reuse that access, and we
3 would still need to maintain, then, the access
4 to the MBTA's property from that. Here's the
5 garage and then the roadway curving around to
6 go to the front door of the -- of the resort.

7 Similarly, we still have the -- all
8 the other kinds of improvements that we're
9 proposing on lower Broadway. The widenings,
10 the new traffic signal at our front door, the
11 upgraded traffic signal at Alford and Dexter,
12 and the landscaped median down the center of
13 Broadway, bike lanes, new sidewalks, the bus
14 stops. So we have a backup plan for the side
15 entrance, if we aren't able to get everything
16 we need, but we pretty confident that we can,
17 as Chris said.

18 So moving North on Broadway, just to
19 continue with the widening. So you can see
20 this is, on the left side, again, Broadway
21 going across, is the extension of the
22 right-turn lane that goes into the site. You
23 can see, again, the landscaped median that
24 continues that will allow opportunities for

1 plantings in the center of the roadway, which
2 will enhance the -- the visual character of
3 the area.

4 And, then, as we continue north on
5 the right most side of this slide is the
6 intersection of Beacham Street, which is
7 currently signalized. We would upgrade that
8 signal. We're proposing the secondary access
9 into the site. That would be for service
10 vehicles, and also for employee shuttles.
11 Across from Beacham Street, so new signal
12 here, and you can see when we got to the next
13 slide in a minute, we've got a new left-turn
14 lane in here, and skip up to the next slide so
15 you can see the other side of Beacham and --
16 and the driveway, so now we have left-turn
17 lanes in both directions on Broadway. So,
18 again, that gets those folks that are turning
19 out of the way of the through-moving vehicles.
20 It also allows us to provide them with the
21 protected left-turn phase, so they -- they'll
22 get a green arrow to be able to more safely
23 make their turning movements.

24 New crosswalks. Again, the signal

1 here would be upgraded. All the new signals
2 along this corridor would have all the
3 state-of-the-art technology, including things
4 like the countdown pedestrians signals that
5 you see. I know they have them around here in
6 a lot -- most of the crosswalks, so you know
7 how much time you have to cross the crosswalk,
8 because you still are having to cross a number
9 of lanes of traffic, so you know how long. So
10 you have to run or, oh, I can't make it.
11 Maybe I'm going to wait.

12 And, again, we -- we are able to
13 continue with the median, kind of, behind this
14 left-turn lane in this section. And, then,
15 the last signal on the north end is
16 Bowdoin Street, which, again, is an existing
17 signalized intersection we would upgrade. And
18 at Bowdoin Street we would also provide the
19 left-turn lane northbound to turn into
20 Bowdoin Street. There's a number of
21 residential developments happening up in this
22 corner, and so those folks would have improved
23 access through this project as well.

24 COMMISSIONER ZUNIGA: Ms. Pyke --

1 MS. PYKE: Yes.

2 COMMISSIONER ZUNIGA: You mentioned
3 something about that access from that signal
4 on the left. I forget the --

5 MS. PYKE: Beacham. Well, the
6 street over here is Beacham.

7 COMMISSIONER ZUNIGA: Is Beacham.
8 Right.

9 MS. PYKE: Right.

10 COMMISSIONER ZUNIGA: That this
11 would be an alternative, or another access to
12 the casino?

13 MS. PYKE: It would be secondary
14 access for service, and also for emergency
15 vehicles. It's preferred --

16 MR. GORDON: Service road.

17 COMMISSIONER ZUNIGA: Service road.

18 MS. PYKE: But it's, basically, a
19 service road. Right.

20 COMMISSIONER ZUNIGA: Okay.

21 MS. PYKE: All right. Any other
22 questions on lower Broadway before we move on?
23 All right.

24 So the next location, and this is

1 located up and to the north. So this is
2 Santilli Circle, and so Santilli Circle is
3 Route 16, which kind of runs from the top
4 left, the bottom right with the curve in the
5 middle. And Santilli Highway coming from the
6 top, Mystic View Road, which is the main road
7 into the Gateway Center development, and then
8 the front road, which connects Santilli and
9 Sweetser Circles. And, again on this slide,
10 the pink lines show you the existing curb
11 lines, so you can see in a number of places
12 we're changing the curb lines.

13 This diagram, which is literally
14 almost hot off the presses, is a change from
15 what we had proposed in the DEIR. We had
16 proposed a complete construction of a viaduct
17 for Route 16, which, basically, would
18 completely grade, separate the Route 16
19 traffic more like an interchange. And we had
20 comments on the DEIR from MassDOT and DCR, and
21 others, saying, could you please look at some
22 alternatives at this location, because MassDOT
23 is taking down viaducts like this in other
24 parts of the state? So, most notably,

1 recently Casey Arborway down in Jamaica Plain.
2 And, then, also they're talking about taking
3 the viaduct on McGrath Highway just farther
4 down Route 28 in Somerville. So they said
5 could you -- you know, we're trying not to
6 build more bridges that we have to maintain,
7 could you figure -- see if you could figure
8 out something else?

9 So we looked at a number of
10 alternatives, and basically what this does, so
11 this kind of thick, grey, line is a new
12 flyover ramp that would come from Route 16
13 eastbound and take traffic out of the circle
14 and out of these two signalized intersections
15 here and here, with a direct route to the
16 Frontage Road that connects to
17 Sweetser Circle.

18 Today there is a lot of traffic, not
19 just Wynn's traffic, but existing traffic. If
20 you are coming from Route 16 eastbound and you
21 want to go over here to the Frontage Road, you
22 have to make the right turn -- so you have to
23 go through this light, you make a right turn,
24 you come around here, go through this light,

1 and then peel off onto the Frontage Road. So
2 you have to go through both traffic signals.
3 And that's on the order of, like, 1,500 cars
4 in peak hours that do that. It's one of the
5 major movements, aside of the through
6 movements on Route 16.

7 So when we started to look at what
8 could we do that would make things better here
9 and help in general, we're still building a
10 structure, but it's a much smaller structure.
11 Basically, one lane plus, you know, kind of
12 shoulder so that you have emergency access
13 wide to be able to connect. So in order to do
14 that, we have some reconfiguration we have to
15 do, which is why you see some, like, change to
16 the island here, a little bit of a change to
17 the island in the middle here, and changes to,
18 kind of, the area over here.

19 Then, in addition to that, we're
20 proposing to widen out over on the
21 Frontage Road side to be -- allow two lanes to
22 come out here, and also to have three lanes
23 through the circle in this section. A lot of
24 times, now, what happens is folks can't get

1 out of the Frontage Road. I live here area,
2 so I will tell you I avoid this on a Saturday
3 because people -- this will be backed up all
4 the way to -- to Sweetser Circle, rather,
5 because people -- this -- this little area
6 right here for people that come off the
7 Frontage Road, or come off of Route 16
8 westbound and want to go into the
9 Gateway Center, there's not a lot of queuing
10 space here, and so it ends up blocking the
11 access for Mystic -- to Mystic Valley Parkway.
12 So then you have the folks from Gateway
13 Center, who come around, and they get stuck
14 here, and then nobody can go and you have,
15 kind of, a gridlock situation. It's not --
16 not a good thing.

17 So if we provide a little more width
18 here, then folks that are coming from this
19 side that want to go on Mystic Valley Parkway
20 westbound will be able to get by that queue,
21 and similarly will be able to process more
22 traffic over here.

23 In addition to that, we're also
24 going to be rebuilding the sidewalks. You can

1 see the, kind of, peach color that my pointer
2 is following. And crosswalks. Along this
3 route, today there isn't sidewalk, but there
4 is kind of a goat path. There are brave
5 people that actually walk through the middle
6 of the circle, believe it or not. So we want
7 to make a safer and try to direct them to a
8 safer access where they will be able to get --
9 and then there's a sidewalk on the park side
10 that connects up into the Gateway Center. So
11 that would, again, reinforce the -- the
12 connection into the trail system, and also
13 into the -- the shopping district. Yes.
14 Thank you, John.

15 So this is also one of the main ways
16 for folks coming from, say, 93 who get off of
17 93 onto Route 16 would have to come through
18 here. So this also does benefit us. We will
19 be adding traffic that would have to do that
20 roundabout kind of method of getting to the
21 casino by going through both traffic signals
22 and over to Sweetser and then south on
23 Route 99. Instead, they would be able to just
24 use this direct ramp, but it also is a benefit

1 to the folks that live in Everett and Malden,
2 who today -- like I said, I know I do this all
3 the time, that you have to go around, and
4 then -- and then Sweetser is one of the major
5 access points as a connection for -- for Main
6 Street and Broadway into Everett and further
7 north into Malden.

8 So that's, kind of, the overview of
9 Santilli. And because we take that large slug
10 of traffic out of both signals, then we can
11 retime them and allow them to work more
12 efficiently as well.

13 All right. So now we'll move east.
14 And so, I was just talking about the
15 connection. So we were just at Santilli,
16 which would be off to the left of the slide.
17 And this is our proposal for Sweetser Circle.
18 And, basically, this reuses the footprint of
19 the existing rotary. But what we're doing is
20 kind of restriping it as what we call a
21 modern, two-lane roundabout with -- and we've
22 highlighted, kind of, the changes in this blue
23 color of lanes that -- well, I confess there's
24 not really a lot of striping out here now so

1 it's kind of a free-for-all on who can go
2 where.

3 So this is proposing to try to give
4 more people direction through signing and
5 pavement markings, but also things -- so I
6 said this movement coming from the Frontage
7 Road is kind of heavy, and then you add to
8 this offramp from Route 16 westbound. And so,
9 this would, basically, allow a slip lane to go
10 right south on Route 99, which is again one of
11 the directions to head down to the casino.
12 You have a similar lane that would -- it's not
13 an addition, we don't have a construct
14 anything new. It's a reuse of the existing
15 curb-to-curb width. To provide this slip
16 lane, so if you're coming north on Route 99,
17 lower Broadway, then you can go directly to
18 Route 16, and then more direction, kind of, in
19 the center with two lanes.

20 Today, again, the width is here on
21 Broadway coming from Everett to provide two
22 lanes, and you have the occasional person that
23 will sneak around and go up Main Street,
24 similarly on Main Street. But this is

1 formalizing that and actually directing
2 people, giving them more direction on which
3 lane to be in. So if you're coming on
4 Main Street and you want to go south onto
5 Broadway, you want to probably be in the left
6 lane, because this lane is intended to, kind
7 of, allow people to scoot around and -- and go
8 off to Frontage Road and over to
9 Gateway Center or points west. And so, we --
10 we have analysis that shows this will work
11 much, much better than -- than the current
12 situation that's out there. Like I said, it's
13 a little bit of a free-for-all so --

14 So now we're going to move back west
15 on Route 16 to Wellington Circle, so we were
16 just off -- we would have been off to the
17 right of side this slide. So Route 16 is
18 running across and Route 28, the Fells Way is
19 running north and south here, and you have a
20 mass of three traffic signals. You have a
21 traffic signal that, kind of, controls this
22 whole situation. We have a traffic signal
23 that controls the western intersection, and
24 then you have a traffic signal up here that

1 controls this intersection from the north.

2 And the proposal here is, basically,
3 we would widen in a few places, and those
4 places are shown in blue. And, again, we're
5 showing the existing curb line in pink, so
6 you -- but we tried to highlight, for you,
7 where the widening would take place. And, in
8 some cases -- so, for example, on the
9 Fells Way northbound we're proposing to widen
10 so that we can provide -- today there's a
11 left-turn lane, and then the second lane from
12 the left is a shared left and through. This
13 would allow us to provide two left-turn lanes
14 and still maintain the number of through
15 lanes, which doesn't necessarily benefit
16 Wynn's traffic, but it helps the overall
17 operation of this group of signals that all,
18 kind of, work together. And then we have some
19 widening on the southern side of Route 16,
20 kind of, in the middle, that, again, allows
21 more traffic to be able to process through
22 going eastbound, and similarly on the
23 westbound direction.

24 And, again, with those -- the

1 combination of those widenings plus changes to
2 the traffic signal timing means we can make
3 Wellington work a little better as well. And
4 understand there will be a larger study to
5 come of Wellington Circle. Yeah. Okay.

6 So now, before we go to the next
7 slide, John's going to switch us out, we're
8 going to talk about Sullivan Square in Boston.
9 And we have -- I have a little video, couple
10 little videos to show you. First we're going
11 to show you the existing conditions. And this
12 is a little bit long so the first one is --
13 it's about two minutes. I wasn't going to
14 show the whole thing but you can kind of get a
15 sense. John, can you pause it for a minute;
16 is that possible? Thank you. John can do
17 anything.

18 So just to kind of orient you, and
19 this, it's going to zoom in and out and kind
20 of changes views a little bit, but I want to
21 orient you a little bit. So here's the rotary
22 of Sullivan Square. The Sullivan Square T
23 station and the parking -- and its parking are
24 over here. And you have -- so this is

1 Rutherford Avenue and the via -- the tunnel --
2 the underpass that goes underneath Sullivan
3 Square, and then you have Main Street and
4 Maffa Way that connect heading up toward
5 Somerville. Over here is Charlestown proper,
6 the Schrafft Center is the building right
7 here. And I just want to point out a few
8 things.

9 So you're going to see, when we get
10 into the video, for example, over here on
11 Cambridge Street and at the offramp from 93,
12 that the cars look like they're driving on top
13 of 93. That's because it's on top of an
14 aerial photo, so I can't-I can't -- I just
15 want to point that out. And, also, there's a
16 few places in the rotary where, when the ariel
17 was taken, there were trucks in the rotary, so
18 it looks like cars are driving on top of the
19 trucks because my animation, I can't move the
20 trucks off the image. So I just wanted to
21 point out a few of those little anomalies
22 before we get into this. So go ahead, John,
23 thanks.

24 MR. GORDON: Obviously, the casino's

1 at the top of page.

2 MS. PYKE: Yes, thank you. So the
3 Alford Street bridge would be just off the
4 top, and then the casino just beyond that.
5 So, yeah, the Mystic River's just right here.

6 Oh, yes. And so, this is ramp CL,
7 which is Exit 28 off of 93 north, which is one
8 of the major routes for our patrons coming
9 into the casino from the south and west.

10 COMMISSIONER STEBBINS: I'm sorry.
11 Tell me what time of day, again, this was?

12 MS. PYKE: That is -- thank you.
13 I'm glad you asked that because I didn't tell
14 you so -- this is intended to be a Friday --
15 our Friday rush hour, so 4:30 to 5:30 is what
16 the traffic volumes are.

17 MR. DESALVIO: And that's the
18 existing condition --

19 MS. PYKE: Right.

20 MR. DESALVIO: -- as it is today.

21 MS. PYKE: This is the existing
22 condition. And you do see this -- this ramp
23 frequently backs up, and as does
24 Cambridge Street from the west, which -- so

1 now we're moving more toward the circle.
2 Here's the intersection of Maffa Way and
3 Cambridge Street, and Alford Street. You can
4 see it works pretty well over here, but you
5 got some backups and some backups. And this
6 signal causes a lot of issues with this whole
7 stretch of Cambridge Street in terms of
8 backups, as we can, kind of, see here. I
9 think, maybe, it will do one more zoom out for
10 us, and then we'll say enough of that and move
11 on to show you what we're proposing to do to
12 fix it. So, and there's more of a view,
13 again, of a res -- a more residential Cam --
14 Charlestown, sorry.

15 Okay. Pause that, John. Okay. And
16 we'll go back to the PowerPoint and I'll show
17 you our improvement plan for Sullivan Square.
18 All right. So to orient you again, so here's
19 Cambridge Street, kind of, running from the
20 bottom left into the, kind of, middle of the
21 right side there. The ramp that we saw from
22 93 north is just down here on the bottom left.
23 Here's the parking at Sullivan Square Station,
24 which is underneath I-93 over here on the left

1 side. You have Maffa Way, which comes from --
2 from Somerville, and, then, this is the
3 western side of the Sullivan Square rotary.
4 And what we're proposing to do here is to
5 basically reconstruct all of the area that you
6 see in, kind of, that light-gray color, as
7 well as all of sidewalks, which is shown in,
8 kind of, a peach color. There would be signal
9 upgrades at the ramp and Cambridge Street, and
10 at Maffa Way, Cambridge Street and the rotary.
11 We're also proposing to build a new signal
12 here at Spice Street and Cambridge Street, and
13 a new signal here and Maffa Way. And this is
14 a busway right now.

15 And this plan is actually based on
16 the City of Boston's larger plan for what they
17 would like -- what their current, sort of,
18 thinking is for Rutherford Avenue and Sullivan
19 Square. And so, we said, okay, we have a
20 large slug of traffic that's going to be
21 arriving using this ramp, and this signal
22 causes a lot of the backup issues, as you're
23 going to see in a minute with the -- I have a
24 video with this proposed condition. There's

1 also -- so this would become more of a
2 fully-used functioning rather than -- today
3 it's limited to buses only.

4 But so we have -- and then we would
5 build, basically, all of the new sidewalks,
6 including these little connections around here
7 and heading north toward the Alford Street
8 bridge, which is -- hopefully, the
9 construction's going to be done, but they've
10 built new sidewalks there so that, if we had a
11 employee or a patron who came into
12 Sullivan Square and didn't want to continue up
13 to Wellington to get on our shuttle bus, they
14 have the opportunity to get off here and have
15 a well-maintained, accessible sidewalk to be
16 able to get to the resort. So we would
17 rebuild the sidewalk all the way up here -- I
18 didn't -- I didn't include the -- makes the
19 plan a little smaller and harder to read, if I
20 showed -- show you that whole piece, but that
21 is intended to be part of this project, this
22 construction project. And this would then be
23 able to plug into the City of Boston's larger
24 plan for what they would like to do with

1 Sullivan Square and Rutherford Avenue.

2 So -- thank you, John. So one of
3 the other changes, right now, this ramp coming
4 off of 93 north is a right-turn lane and a
5 left-turn lane. If you drive in the area a
6 lot, or if you just don't know, there are a
7 number of people who use the left lane to turn
8 right, even though, technically, there are
9 state troopers who will sit down there and
10 write you a ticket for doing that, because it
11 is signed that you're not supposed to be able
12 to do that.

13 What we want to do is change the
14 signal phasing here to allow that, to allow a
15 double right turn, which makes the traffic
16 flow a lot better. And, then, coming into the
17 intersection at Maffa Way and the rotary, we
18 would actually -- today there are four lanes
19 here. We're just going to, basically,
20 repurpose them. So we would have three lanes
21 entering the rotary and one lane coming out,
22 which is consistent with what the City of
23 Boston has shown in their plans to date.

24 We would also -- today there is a

1 bike lane heading into the rotary. There is
2 not a bike lane, it's just a sharrow marking
3 coming out of the rotary. And so, we would
4 propose to put the bike lane in on the
5 westbound direction on Cambridge Street so we
6 would have the full accommodation in both
7 directions. As I said, this would be a new
8 signal, upgraded signal, upgraded signal, and
9 another new signal. So four -- four new
10 signals, basically.

11 And so, now, John, can we run the
12 mitigated condition video?

13 MR. GORDON: This is after it's
14 mitigated.

15 MS. PYKE: So this -- yeah, so this
16 is after that plan that I showed you is built.
17 So you still have the rotary in the -- in the
18 plan, as we can see here, and as of last
19 video, it's going to zoom in here in a minute
20 but -- again, there's the rotary, and now
21 we're going to zoom in and look at the ramp.
22 And this is the difference fixing -- the
23 queuing issue is all because of this signal,
24 because this gets backed up and then people

1 can't come through on Cambridge Street, they
2 can't come off the ramp. And so, you'll see
3 here we have some queues, but by retiming
4 this, upgrading the equipment, we're able to
5 allow traffic to flow much more smoothly and
6 to process more efficiently.

7 I think, maybe, it's going to do one
8 more zoom-out for us before we -- we ran that
9 one a little faster. The program that we
10 make -- that we use to -- to create these
11 simulations allows to you tell it what speed
12 you want it to make the video. And,
13 unfortunately, on the existing condition I
14 told it too long, so that's why the video's a
15 little bit longer. Okay.

16 COMMISSIONER ZUNIGA: Can I ask a
17 clarifying question?

18 MS. PYKE: Sure.

19 COMMISSIONER ZUNIGA: Maybe in
20 the -- in the -- so an improvement that you're
21 proposing is in between Spice Street and the
22 circle. There are -- there would now be three
23 lanes?

24 MS. PYKE: Three lanes coming out

1 into the rotary, yes.

2 COMMISSIONER ZUNIGA: Into the
3 rotary. Where currently there are two or --
4 it's kind of hard to tell.

5 MS. PYKE: There are, currently,
6 two.

7 COMMISSIONER ZUNIGA: There are
8 currently two.

9 MS. PYKE: I think the stripings's
10 kind of fading, after the winter we had.

11 COMMISSIONER ZUNIGA: Right. But
12 that allows for the queuing to move up, and
13 then the signal in the back would --

14 MS. PYKE: That's part of it, right.
15 So you have three lanes to process that
16 traffic, instead of just two. Absolutely.

17 COMMISSIONER MCHUGH: And the -- the
18 underpass for Rutherford Avenue traffic would
19 remain?

20 MS. PYKE: Correct.

21 COMMISSIONER MCHUGH: And the --

22 MS. PYKE: Well, as -- in our -- in
23 our plan, yes, we're not touching the
24 underpass.

1 MR. GORDON: And this works -- as
2 you know, there's a big discussion about
3 whether or not it should or shouldn't -- this
4 plan is specifically designed to work with
5 either option, whether they decide to keep the
6 underpass or not.

7 COMMISSIONER MCHUGH: Right. You're
8 not -- but Wynn is not touching the underpass?

9 MS. PYKE: Correct.

10 MR. GORDON: Correct.

11 COMMISSIONER MCHUGH: And Wynn is
12 not touching the other side of
13 Sullivan Circle where the traffic coming out
14 of Charlestown via Main Street and Medford
15 Street empties into Sullivan Square?

16 MS. PYKE: Correct.

17 MR. GORDON: Correct. By lightening
18 up this -- it'll help that, because of this,
19 but you're right, there's no physical change
20 to this intersection.

21 COMMISSIONER MCHUGH: Right. Right
22 got it. Okay.

23 MS. PYKE: Yeah. I think I'll -- so
24 one of the other things that wasn't on my,

1 sort of, summation slide that we're proposing
2 to do is to rebuild what we call the truck
3 loop.

4 So Broadway, near the site is up on
5 the top, very top of this image. And there
6 are a lot of trucks -- there's an industrial
7 area down here off of Beacham street, and a
8 lot of trucks that use this route today. For
9 example, if you want -- if you're coming out
10 of Boston, the ramps from the Tobin Bridge
11 heading northbound no longer allow truck
12 traffic, because they had big issues with
13 trucks hitting the buildings at the bottoms of
14 the ramps.

15 So the trucks, for example, to the
16 Chelsea Fruit Market and the -- which is
17 partially in Everett, are directed to use this
18 route to come up. And some -- a lot of the
19 trucks coming from the south already use this
20 route to use Dexter Street, which is in blue.
21 Kind of, very on the edge -- I apologize, very
22 on the edge of the slide here. And, then,
23 come around up Robin Street, and there are
24 more industrial uses on the east side of

1 Robin Street. North is, kind of, to the top
2 and -- top and right -- or top and left,
3 rather. And then they come up to Beacham and
4 they turn right.

5 So we would propose to try to
6 facilitate that happening, and potentially,
7 also, facilitate the reverse happening by
8 making some improvements. The pavement out
9 there now is in very bad condition. There
10 isn't really a formal sidewalk. We would
11 propose to build a sidewalk on one side,
12 probably, the side that -- this side there are
13 some residents. Make sure that the curbs all
14 work for trucks to be able to move through
15 there, not too quickly, but at least so
16 they're not getting jarred by potholes, and
17 that the pavement can then stand up to the
18 repeated wear and tear of truck traffic.

19 This ties in -- although it's not --
20 it is a little bit of a -- I suppose a benefit
21 for Wynn for, if we are parking employees and
22 we're having our shuttles potentially come
23 this way, to come over to the site. But, in
24 general, it was just something that, in

1 talking with Everett, it fits into, sort of,
2 their larger -- their larger lower Broadway
3 master plan. They currently are working on
4 funding. They have a design in place for
5 Beacham Street, all the way to the Chelsea and
6 Everett city line. But I think they have, at
7 least, gotten some funding appropriated,
8 although I think the money's not exactly in
9 place yet but -- and, then, they have their
10 design done, so that would then tie in with
11 this. So that's another piece that Wynn is
12 proposing to build.

13 MR. GORDON: Just one additional
14 thing. That we have a weekly meeting with the
15 City of Everett staff. We go through all the
16 transportation issues. So a lot of the stuff
17 like this that has been in their mind for a
18 long time, part for the reason it's in our
19 plan is because those weekly coordination
20 discussions where they really tried to impress
21 upon us some of the stuff they'd like to get
22 done in and around Broadway. So this has been
23 very carefully coordinated with them and their
24 outside consultants, trying to fit it into

1 their bigger picture.

2 MS. PYKE: And, then, finally I want
3 to talk a little bit about our transportation
4 demand management program. Chris alluded to
5 it in some of his earlier slides, but this is
6 a lot of the different types of things that
7 Wynn is going to do to -- to encourage, not
8 only encourage, but really incentivize both
9 patrons and employees to get out of their cars
10 and use alternate modes to come to work, or to
11 come to the resort.

12 And so, for employees, things like a
13 guaranteed ride home. So if they know, if I
14 do take the T and I have an emergency, my
15 child is ill and I have to pick them up at
16 school, for example, I have an option to be
17 able to not have to be waiting for the T to
18 get home and make that happen. Things like
19 that.

20 Subsidies for CharlieCards both for
21 employees, but also having CharlieCards
22 available on site for guests so they can ride
23 the local bus, or take the water shuttle and
24 then connect into Boston to their regional --

1 to the regional transit network, and providing
2 information about those services that are
3 available.

4 Providing Zipcar on site so, again,
5 an employee doesn't have to have a car on
6 site, because if they need a car they can get
7 one.

8 One of the things that was suggested
9 in our comment letters for the hub -- was to
10 add a Hubway station on site. This would be
11 the first Hubway station in Everett. Hubway
12 has expanded to Somerville and Cambridge, and
13 so, again, it's another option for folks to be
14 able to then take a Hubway bike, and, you
15 know, with our other amenities, things like
16 the new harbor walk and things like that, and
17 be able to bicycle around the area and bring
18 the bike back, not have to work too much about
19 bringing your own. Providing covered and
20 secure bicycle parking in the garage for the
21 employees.

22 There will also be showers and
23 lockers available for employees so they can
24 bike to work, if they want to, and be able to

1 take a shower and clean up before they start
2 their shift.

3 The patron and employee shuttles, we
4 talked about going to Malden and Wellington.
5 We looked very closely at whether or not we
6 ought to put shuttles into Assembly -- the new
7 Assembly Row Station, or into Sullivan. And
8 there are already MBTA bus lines go into
9 Sullivan. So we thought, let's don't
10 duplicate service where there is already
11 pretty good bus service coming out of Sullivan
12 Square.

13 Assembly Row is very challenging
14 from a transportation-roadway network
15 standpoint, and so we didn't propose to put
16 shuttles to that new station, primarily,
17 because you can't get there from here on the
18 roads. We did look into the potential of a
19 water shuttle connection or, also, pedestrian
20 bridge. Both of those don't seem feasible at
21 this point, but that doesn't mean we might not
22 explore them in the future.

23 And, then, the water shuttle. Chris
24 talked a lot about the water shuttle already,

1 our proposed water shuttle service into
2 downtown, which, again, we're very -- very
3 heavily going to market to both patrons and
4 employees to be able to use that to get to the
5 site, and also to get into Boston, if they
6 want to visit other places. And those -- we
7 have a -- we'll have -- we have a very
8 detailed incentive package that will be in --
9 as part of the FEIR.

10 MR. GORDON: I think that's --

11 MS. PYKE: I think that's it for me.
12 I'll turn it back to Bob to wrap it up.

13 COMMISSIONER MCHUGH: Could I just
14 ask one question?

15 MS. PYKE: Sure.

16 COMMISSIONER MCHUGH: Did you say
17 that -- that a water shuttle running back and
18 forth between the site and Assembly square
19 does not seem feasible?

20 MS. PYKE: Well -- Chris --

21 MR. GORDON: We have studied that,
22 because a lot of people -- you can see it. I
23 mean, if you're on the site, you can see the
24 station.

1 COMMISSIONER MCHUGH: Right.

2 MR. GORDON: And it didn't -- we may
3 still do it some day as first step. I mean,
4 the long-term -- in our mind, the long-term
5 solution is all the cities should get together
6 and put a foot bridge over. And it makes much
7 more sense. Water shuttle, by the time you
8 get out of the station, you walk around on the
9 track, you get on the boat leaves, comes back,
10 it's not as quick as you think. So our early
11 look at that was it wasn't going to have a lot
12 of ridership and it really wasn't as efficient
13 as people thought, so we didn't put it in the
14 proposal.

15 COMMISSIONER MCHUGH: Okay.

16 MR. DESALVIO: Thanks, Chris and
17 Keri. I thought they did a terrific job
18 really summarizing what we feel is an
19 extremely comprehensive and exhaustive
20 analysis. As I mentioned in the -- in the
21 overview, it's a holistic, multimodal
22 approach. And I think that's really the only
23 way to look at something as complicated as the
24 transportation to what would be a Wynn resort

1 in Everett.

2 We've mitigated all of our traffic,
3 as required. We have ongoing monitor, and
4 always will looking at refinements along the
5 way, and it's a high-performing transportation
6 network.

7 I think, actually, on top of all
8 that, probably the biggest news of all is that
9 our team is now ready to do our filing on
10 June 30th and move on towards the secretary's
11 certificate, which would position us extremely
12 well for handling all of our traffic needs for
13 Wynn Resorts. So with that, we want to turn
14 it back over to both the commissioners as well
15 as your consultants for any questions for the
16 team.

17 COMMISSIONER MCHUGH: Great. Thank
18 you very much. Commissioners?

19 COMMISSIONER CAMERON: I had a
20 couple questions for the team. Scheduling.
21 First of all, completing permitting and an
22 opening. I know your original estimates were
23 33 to 36 months. With these additional
24 mitigation plans that we saw today, does that

1 change anything for permitting or --

2 MR. DESALVIO: No. No changes to
3 the schedule. Still the original 33 to 36.
4 We've got the environmental work to do at the
5 front end. As far as the actual date, of
6 course, that is contingent upon potential
7 award of the license so that has a tendency,
8 obviously, to float along with that date.
9 But, no, no change at all. And, again, as we
10 mentioned earlier these improvements will be
11 done prior to opening.

12 COMMISSIONER CAMERON: Which leads
13 me to my next question, which is, many of
14 these mitigation plans are outside the city of
15 Everett. How are you doing with those
16 discussions with those cities and towns, also
17 with DOT?

18 MR. GORDON: I would say, well, as
19 you may know the MEPA process gets you through
20 that process. Then you have to go back and
21 get individual permits for each roadway, so
22 we've already started working on those
23 discussions. We've estimated there's about 19
24 permits to actually build all this stuff. So

1 we've started detailed discussions with DCR,
2 DOT, MBTA, Everett, Medford, Malden, Boston,
3 all those different areas, and I think we're
4 in good shape. What we have to do now is,
5 once we get through the MEPA process, and as
6 we get a license, we'll obviously file for our
7 final, final permits for each one of those.

8 We're in good shape on any land that
9 we need. We've secured deals up and down
10 Broadway for that. The DOT meetings continue
11 to go well, DCR continues to go well. So I
12 think, and I don't want to be presumptuous,
13 but I think we're in pretty good shape for
14 implementation.

15 COMMISSIONER CAMERON: And you
16 mentioned early on that all of these
17 mitigation -- so everything we saw today, your
18 plan would be to have all those improvements
19 done before opening?

20 MR. GORDON: Yes.

21 MR. DESALVIO: Yes.

22 MR. GORDON: The critical -- as you
23 look at that, the critical path is Santilli.
24 That's the most work. And we're confident

1 Santilli can get done. I don't want to get
2 into too much detail, unless you want to. But
3 we've looked at things like, you know, how to
4 actually put that viaduct up, we looked at
5 precast. We looked at a bunch of stuff, and
6 we're very confident we can get that built --
7 and that's the longest one, and we can
8 certainly get that built before we open.

9 COMMISSIONER CAMERON: Thank you.

10 COMMISSIONER ZUNIGA: Can we go back
11 to slide 25, please, because it tells a little
12 bit of the story of the revolution between the
13 draft and the final --

14 MR. GORDON: The mode splits.

15 COMMISSIONER ZUNIGA: -- DEIR, the
16 mode splits. So is it fair to say you
17 highlighted the additional numbers that you
18 could get with water or the
19 Premium Park & Ride based on comments, but
20 that also then allowed to you minimize, or
21 reduce, not minimize, reduce some of the
22 numbers when it come -- came to actual cars
23 driving?

24 MR. GORDON: There's two reductions.

1 The overall traffic was reduced because of the
2 way we've been looking at how to actually get
3 people to the site. But, also, the mode
4 splits of multipassenger vehicles has allowed
5 us to reduce the single-passenger vehicles.
6 So, yes, the single-passenger vehicles are
7 down.

8 So if you look at that chart --
9 John, can you go back to 25? Oh, here it is.
10 If you look at that on the -- where it says --
11 the first section where it says subtotal, we
12 were at -- we were at 77 percent of our
13 patrons in cars, we're now at 71 percent.
14 Employees were at 44, they're now down to 41
15 percent. So, yes, those have gone down.

16 COMMISSIONER ZUNIGA: And the
17 single-passenger vehicles are mostly
18 employees, or do you also assume that
19 patrons --

20 MR. GORDON: I would say it's more
21 -- well, I'm thinking numbers versus
22 percentage. It is more patrons because
23 more -- for example, employees will more
24 likely to be on the employee shuttle, the MBTA

1 bus, that sort of stuff, where patrons are
2 more likely going to be the water shuttle,
3 remote park and ride. So when you do all
4 those numbers, there's -- there's a bit more
5 patrons in cars than there are in employees.

6 COMMISSIONER STEBBINS: I had a
7 couple of questions. First of all, you talked
8 about using some of the other, I think
9 Wellington Station, kind of, these MBTA spots
10 as a transportation hub. Are there any
11 agreements or approvals you need to have from
12 the MBTA to cycle your buses through?

13 MR. GORDON: Both -- both -- well,
14 the location in Wellington we're looking at,
15 we're working with a developer on, no, because
16 it's private property. The Malden Station,
17 we're still working out exactly where we would
18 park a bus. There is city garages, and then
19 there's the MBTA station.

20 So depending on, if the bus is more
21 at the garage, more the station. If it's at
22 the station, we would want to work out an
23 agreement with the MBTA because they control
24 that area. If it's more at the garage, it

1 would be with the city. So as we get into
2 more details, we'll figure out where the bus
3 is going to stop and then decide which place
4 we need to get it at.

5 MR. DESALVIO: And the
6 City of Malden's been extremely cooperative on
7 trying to make the arrangement, and they are a
8 transportation hub as part of our surrounding
9 community agreement.

10 COMMISSIONER STEBBINS: Okay. On
11 slide 27, which is your change in Friday p.m.
12 peak-hour volumes --

13 MR. GORDON: Yep.

14 COMMISSIONER STEBBINS: -- I'm
15 assuming an assessment of all of those
16 locations and access percentages would be
17 smaller, if you look at regular rush-hour
18 times or anything else, where it's not your
19 peak, the percentage of change in volume build
20 versus no-build --

21 MR. GORDON: Our --

22 MS. PYKE: That is the -- this is --

23 MR. GORDON: The real.

24 MS. PYKE: Well, we call this, in

1 the document, the real peak.

2 MR. GORDON: Which is the rush --
3 sorry to interrupt. But the road rush hour,
4 the 4:30 to six, is what this is.

5 COMMISSIONER STEBBINS: Okay.

6 MR. GORDON: Our peak, which is much
7 later at night, it, actually, the percentage
8 looks higher and the traffic's a lot lower,
9 because the background traffic is a lot
10 smaller so our added traffic is -- makes the
11 percentage go up, but the actual traffic goes
12 down.

13 COMMISSIONER STEBBINS: Okay.

14 COMMISSIONER ZUNIGA: So this is the
15 worse-case scenario?

16 MR. DESALVIO: Right. When the real
17 peak is.

18 COMMISSIONER ZUNIGA: When the real
19 peak is.

20 COMMISSIONER STEBBINS: I have I had
21 a question as it relates to Sullivan Square.
22 And you show that -- just make sure I get the
23 number right. You're expecting 63 percent of
24 your patrons to come up Broadway through

1 Sullivan Square, and 73 percent are going to
2 exit that way. How does that 63 divide out?
3 Is that 63 -- you have people coming in, I
4 think, from 99, you also have people coming in
5 off 93. I think it's slide 23.

6 MR. GORDON: We'll have Keri --

7 MS. PYKE: Yeah, I will.

8 MR. GORDON: Yeah, that one.

9 MS. PYKE: This one. So you're
10 referring to the numbers right here?

11 COMMISSIONER STEBBINS: Yeah. How
12 does -- I mean, you talked about the
13 improvements on Sullivan Square, I think from
14 the standpoint of easing access off of 93.

15 MS. PYKE: Right.

16 COMMISSIONER STEBBINS: But I'm
17 assuming you're still expecting traffic to
18 come in from --

19 MS. PYKE: Yes. So --

20 COMMISSIONER STEBBINS: -- the
21 western --

22 MS. PYKE: Yes.

23 COMMISSIONER STEBBINS: -- Mass.
24 entrance from 99.

1 MS. PYKE: Yes. So the numbers
2 should be, down here, if we're looking at,
3 say, the 63 percent, which is the entering
4 traffic, they're -- that number at the point
5 of the bridge is the combination of the
6 traffic that's on Rutherford Avenue. So
7 that's, potentially, traffic that coming from
8 Charlestown, or from other points, sort of, in
9 general, in Boston that might have come over
10 the North Washington Street bridge, if they
11 know their way around. And the traffic that's
12 coming off 93 north, which is a combination of
13 the traffic coming from the west on I-90 to 93
14 north, and also coming up from the south,
15 eventually to 93 north. And this little bit
16 of traffic we have over here on
17 Washington Street in Somerville, which becomes
18 Cambridge Street.

19 So all of that and -- sorry, wait, I
20 forgot, we've got lots of ands here. We've
21 got a little bit of traffic coming through
22 Broadway in Somerville, that's 1 percent, and
23 we've got a little bit of traffic that is
24 coming from 93 south that doesn't get off at

1 Route -- Route 16 to come over. So that's
2 where we get that 63 percent.

3 We really wanted to say that all of
4 the traffic from the north is going to get off
5 on Rout 16. But I think for people
6 unfamiliar, it's probably more likely they're
7 going to get as close to the site as they can
8 off of a regional highway and then get off.
9 So that's why we -- it's possible that some of
10 that, I think it's only 5 percent that come
11 down, all the way down to Sullivan Square from
12 the north, for example, might actually get off
13 at Route 16, and that would be how we would --
14 so for example, on the resort's Web site,
15 that's how we would direct people.

16 You can work Google Maps and have
17 them, you know, direct people in certain ways
18 in the GI -- GPS program. So when somebody
19 puts it into their GPS it'll tell them go this
20 way to get to the Wynn. But we still, in
21 trying to be conservative and really
22 understand, because as Bob said, we really
23 want to make sure -- our front door has to
24 work, or people will come once and they won't

1 come again, if the transportation doesn't
2 work. They'll say, oh, that was too hard to
3 get to, I'm going to go somewhere else.

4 So -- so that 63 percent is a
5 combination of all of those different
6 directions coming into Sullivan Square. The
7 largest of which is the percentage from 93.

8 COMMISSIONER STEBBINS: Okay. And
9 Commissioner McHugh alluded to it, you have no
10 plans to do any mitigation -- well, make any
11 changes or improvements on the east side of
12 Sullivan Square, even though it looks like
13 you're -- because you're now creating three
14 lanes entering that circle. You're kind of
15 pumping more traffic in. And I saw a quick
16 glimpse, even though it's not your traffic,
17 because your traffic's going to go through the
18 underpass, but there's still traffic backing
19 up on the -- people getting off to go into
20 Sullivan circle -- Sullivan Square.

21 MS. PYKE: You're right, that there
22 is -- there are backups that exist on those
23 roads today coming out of Charlestown. We
24 aren't adding to them.

1 MR. DESALVIO: Just in light of what
2 Ombudsman Ziemba said earlier, part of this
3 relates to some of the discussions, ongoing
4 discussions we're having with Boston and may
5 not be exactly appropriate for today's
6 discussion.

7 COMMISSIONER STEBBINS: All right.
8 Thank you.

9 COMMISSIONER MCHUGH: Are you
10 finished, Bruce?

11 COMMISSIONER STEBBINS: Yes.

12 COMMISSIONER MCHUGH: I had two
13 questions. One dealing with this, and if this
14 is still in discussions then tell me as well,
15 but you said that this -- these upgrades work
16 regardless of whether the underpass remains or
17 it goes -- goes to the surface choice. Could
18 you just show me how the surface choice would
19 work with this?

20 MR. GORDON: Well they both,
21 roughly, follow the alignment of the current
22 underpass. And, as you know, there's --
23 there's been a long discussion in Charlestown
24 about whether or not, at some point, they

1 should upgrade this whole route.

2 COMMISSIONER MCHUGH: Right.

3 MR. GORDON: The surface option is
4 more of a boulevard. It's two lanes in each
5 direction plus some parking, with some park
6 spaces on each side that, roughly, not
7 exactly, roughly follows the underpass. And
8 then the circle goes away and these roads all
9 get connected out to that in -- in
10 perpendicular intersections, if you will. So
11 these roads come out, as does Main Street and
12 the other ones.

13 So, for example, if they did the
14 surface option here, these roads would come
15 out to a signalized intersection here, this
16 would come out to a signaling intersection
17 here, and it would function that way.

18 COMMISSIONER MCHUGH: Got it.

19 MR. GORDON: If they left the
20 underpass -- they've got a version which --
21 again, I don't have it here, but the circle
22 also goes away, but they have a surface road
23 system on each side of that, and some cases
24 they've got decking over it, and the roads

1 still come out to intersections that are,
2 generally, in the middle of that right-of-way
3 now.

4 In all options the actual circle
5 itself goes away, and you get more of a
6 traditional street-block system, because they
7 relate to create some development parcels. So
8 you end up with more of a grid of street
9 blocks that you can develop.

10 COMMISSIONER MCHUGH: So that would
11 increase the number of intersections and,
12 consequently, the number of signals that would
13 be needed to feed the traffic through this
14 intersection.

15 MR. GORDON: And part of that, and I
16 don't want to speak for the city because
17 they've spent years on this --

18 COMMISSIONER MCHUGH: No, I
19 understand. I understand.

20 MR. GORDON: But part of that is
21 intentional, is the traffic calming approach
22 they've got for the boulevard, which means
23 they don't want a thoroughfare. So a few more
24 intersections with properly-timed signals, as

1 long as it can flow through there, they don't
2 mind that it might take a little bit more time
3 to go through there.

4 MR. DESALVIO: And one thing I'd
5 like to add is that, we thought long and hard
6 about the changes that we were going to make
7 in relationship to this larger plan, and
8 wanted to make sure that any of the work that
9 we did would work under any scenario, because
10 the last thing we want to do is make all these
11 changes then have another project start at a
12 another date and have to rip up the work that
13 we already did.

14 So the way we designed this is, it
15 could be easily connected to whatever option
16 the city of Boston actually settles on.

17 COMMISSIONER MCHUGH: All right.
18 Thank you. The other question I had was a
19 relation to slide 25.

20 MR. GORDON: Okay.

21 COMMISSIONER MCHUGH: Which is
22 that -- that one, yeah. And that shows tour
23 buses account for 10 percent of the patrons.
24 If my memory serves me, and it increasingly

1 doesn't, I thought the application, the RFA2
2 application said that you were not going to
3 rely on any tour buses, so I wondered if that
4 was a change in the business model?

5 MR. DESALVIO: It's not necessarily
6 a change in the business model, but if you --
7 if you talk about a 10-percent range, and if
8 our -- if our visitor counts were, roughly,
9 7-1/2 to eight million people, that would tell
10 you seven -- 750,000 people or so over the
11 course of the year.

12 We do feel like there are good
13 opportunities for us to be able to get people
14 out of their cars and into motor coaches, and
15 are already starting to talk to various
16 services running some service to the property.

17 So it's something that we -- we
18 thought a lot about after getting a lot of the
19 comments back on the DEIR process. As a
20 matter of fact, if -- if you move back to the
21 entry slide where we had the road entry slide.
22 I don't remember --

23 MR. GORDON: Yep. The preferred
24 entry, John. It's on the Broadway -- it's on

1 the first Broadway slide. To the question
2 about the application, we'll go back and check
3 that, but it was the DEIR at 10 percent but
4 I'm not sure of the application. We'll check
5 that.

6 MR. DESALVIO: If you notice up
7 here, this is a new feature. And in order to
8 accommodate for that, we allow a motor coach
9 to come in, do a drop-off. In our final set
10 of plans there's a motor coach arrival
11 entrance, and then they're able to turn and
12 get out of the property this way. So we did
13 make an accommodation for that, if, in fact,
14 that plan was successful.

15 COMMISSIONER MCHUGH: Okay. And
16 motor coaches are the same as tour buses here?

17 MR. DESALVIO: Yes, they were.

18 COMMISSIONER MCHUGH: All right.

19 Thank you.

20 COMMISSIONER STEBBINS: Do you use
21 that same area for your employee bus shuttle
22 drop-off?

23 MR. GORDON: No.

24 MR. DESALVIO: No.

1 MR. GORDON: There's a -- in the
2 back of house area there's another drop-off,
3 which is off this page, but we have another
4 bus -- covered-bus drop-off for employee
5 shuttles in the back.

6 MR. DESALVIO: And so, when you
7 think of tour buses or -- or motor coach, you
8 have the MBTA stops out front, we have the
9 employees as a separate, we have the one that
10 I just showed you, and then an overnight tour
11 bus could actually go in and around the
12 porte-cochere. So there's really four
13 different locations where you could move
14 people in and around the property in some sort
15 of tour bus or more traditional motor coach.

16 COMMISSIONER MCHUGH: All right.

17 Any other questions, Commissioners?

18 Mr. Moore, do you have some questions?

19 MR. MOORE: Yes. A few traffic --

20 COMMISSIONER MCHUGH: Mr. Rick
21 Moore, one of our consultants, and
22 Jason Sobel, our other consultant.

23 MR. MOORE: Thanks. On the modes
24 that you increase the boat traffic from three

1 to 6 percent -- sorry. On the mode share, the
2 water transportation increased from three to
3 6 percent, it seems like you're basing that on
4 a marketing plan. Is there any other basis
5 for that increase?

6 MR. DESALVIO: We actually have
7 worked, over the last month or so, developing
8 that marketing plan, which would be part of
9 our submission. And we think there's a great
10 opportunity to hook up with the larger. water
11 network in the Boston area. We think it's a
12 unique and different transportation method.
13 We plan on using, potentially, incentive
14 systems to get people on it and -- and think
15 that it will be really a unique way to provide
16 transportation to the property.

17 So, yes, in order to have a new
18 service like that, marketing is the key so
19 we've -- we've spent quite a bit of time
20 working on the marketing plan for that
21 service.

22 MS. PYKE: Can I -- can I add to
23 that too?

24 MR. MOORE: But no other data from

1 elsewhere?

2 MS. PYKE: So -- and part of that --
3 the basis when we thought, okay, are we
4 physically, actually going to be able to find
5 enough people in downtown Boston, because the
6 intent is not that people are going to drive
7 into Boston, park somewhere and get on the
8 water shuttle. We want the market that's
9 already there. And as part of the marketing
10 study that was done for Wynn, there was also
11 information about the tourism industry in
12 Boston.

13 And so, Chris and Bob both talked
14 about, you know, the marketing strategy with
15 hotels, and tour packages and things like
16 that, to be able to tell people, the service
17 is here. You can come to the Wynn and you
18 don't even have to worry -- you don't even
19 have to get a cab. So that was part of the
20 thought process too.

21 Right. And we ran through all of
22 those numbers looking at the market study for
23 not just the 7-1/2 million patrons per year,
24 but also the tourist industry in Boston.

1 MR. MOORE: So instead of the
2 tourist taking a car, they'll take a boat?

3 MS. PYKE: Yes. That's the goal.

4 MR. MOORE: Talking a bit about the
5 front door and the alternative access, if you
6 don't get the MBTA, I presume if you don't get
7 the MBTA land there you also don't get the
8 service road. So that means everything comes
9 through the one entrance. Are you comfortable
10 that's a good, long-term solution.

11 MR. GORDON: Yeah. I mean, we like
12 the preferred better, but we've run all the
13 capacity issues so that the service trucks can
14 come in the front entrance.

15 First of all, we control when they
16 come and go, so we can certainly control
17 delivery times. The shuttle buses work that
18 way. So the main -- the alternate main
19 entrance, what is up on the screen here now,
20 we think certainly works. For example, the
21 service road would continue straight and go up
22 behind the property, MBTA agents would be
23 here, the parking garage would be here. This
24 would be a stop condition. So, yes, we think

1 it could handle all the traffic.

2 MR. DESALVIO: Just by way of
3 background on that. The last property that I
4 was at, we had to bring in those -- those
5 larger vehicles right in through what was the
6 main entrance. And, clearly, if someone wants
7 to do business with the resort, we can very
8 much can control when they to and from the
9 property. And we did a lot of that work
10 between two and three in the morning to six,
11 seven, eight o'clock in the morning when there
12 was very, very little guest visitation. So
13 you can get that traffic in and out of the
14 building very quickly when there's no other
15 guests present.

16 MR. MOORE: Santilli Circle, that's
17 an interesting change from the original plan.
18 Have you talked to DOT about this; are you --
19 are you just going to submit this as a
20 take-it-or-leave-it option, or how -- how --
21 how are you working with DOT to --

22 MR. GORDON: Well, first, I mean, we
23 would never submit as a take-it-or-leave-it
24 because that would be presumptuous on our

1 part. We have a meeting with the DOT on this
2 particular option. We've been sending them
3 information, but have not had a detailed
4 discussion with them this week. We're trying
5 to get them scheduled, and that will be
6 scheduled soon.

7 We've talked to DCR, we've talked to
8 the City of Everett, and DOT is aware of it,
9 but we've not sat down and gone through the
10 nuts and bolts of it yet. We would file it,
11 certainly, as our intention, but, of course,
12 at the end of the day they've got to approve
13 it. So it would be -- it would be an option
14 we want them to consider.

15 MR. MOORE: Could those discussions
16 potentially delay your filing?

17 MR. GORDON: I don't think so. I
18 mean, again, we've shown them a lot of
19 different versions of this, so they haven't
20 said this exact one, but they've been very
21 comfortable with all the different versions
22 we've shown them. Yeah. And -- that's a good
23 point. They were the ones who asked us to
24 reconsider the other one, so I think that

1 that-- this is a -- we assume this will be a
2 well received.

3 MR. SOBEL: Will there be other
4 options for Santilli Circle included in the
5 FEIR?

6 MR. GORDON: No.

7 MR. SOBEL: Or is this the only
8 option going forward?

9 MS. PYKE: No, wait. We will -- in
10 the -- we aren't including them in the main
11 body of the document, but we will include the
12 documentation of other options that we looked
13 at. It didn't work nearly as well because
14 there were a lot of things we tried that just
15 didn't -- flat out work did not work. So that
16 documentation will be there to show, you know,
17 we tried this one, we tried that one. The
18 City of Everett actually did a study of
19 Santilli Circle in 2006 or seven, I think.
20 And so, we relooked at a bunch of those
21 options to say, has anything changed that one
22 of these might work better? We came up with
23 some other, including this, as other
24 alternatives. So all that will be in the --

1 in the document -- in the appendix.

2 MR. GORDON: And --

3 MS. PYKE: And just briefly touched
4 on in the text.

5 MR. GORDON: And as on all the
6 mitigation, all of it will have one for
7 option. The only -- the only two variables in
8 the filing will be those main entrances.
9 Everything else we're recommending one
10 specific mitigation.

11 MR. MOORE: Okay. On
12 Sullivan Square, I know that's -- you're still
13 negotiating. But in terms of your filing of
14 the draft -- of the final EIR, there are those
15 surface options that -- sort of the second
16 phase, if you will. What you're proposing
17 here, presumably, is the first phase, and
18 there will be a second phase.

19 The question is, will you include
20 traffic analysis of the second phase, the
21 surface option and the underpass option?

22 MR. GORDON: I'm checking with Keri
23 on what we've included, because in the DEIR we
24 included some of the traffic for the permanent

1 fix, and then we were asked to show different
2 version of it. So I believe in the FEIR -
3 we're just comparing notes here - I believe in
4 the FEIR it's probably going to have both
5 because we have -- we were asked by the city
6 to show the traffic, if the permanent fix was
7 built, but if it doesn't get built we'd also
8 want to include the traffic if it doesn't get
9 built. So I believe, and we're still checking
10 here --

11 MS. PYKE: Yeah.

12 MR. GORDON: Both would be in the
13 FEIR.

14 MR. MOORE: So that information,
15 beyond your improvements, whatever the city or
16 whatever is concluded, those two basic
17 options, the numbers will be included, the
18 analysis will be included?

19 MS. PYKE: That's the intent right
20 now.

21 MR. MOORE: Anything else on
22 Sullivan Square? Traffic -- yeah, why don't
23 you -- because I wanted to go to parking and
24 some permitting so --

1 MR. SOBEL: Yeah.

2 MR. MOORE: -- let's do traffic.

3 MR. SOBEL: This kind of ties in
4 with traffic as well as parking. We've had
5 some discussion about the change in mode share
6 from the DEIR to the FEIR. In the DEIR, it
7 was also documented that there were peak
8 periods where the on-site parking was over
9 capacity. Will the FEIR include an updated
10 analysis of the on-site parking in light of
11 the change in mode share?

12 MR. GORDON: Yes. We got a lot of
13 comments through the FEIR that they thought
14 there should be more parking, primarily,
15 because there reason there was several days
16 out of the year, and several months out of the
17 year where there was overflow parking being
18 put off site. The new FEIR went -- goes from
19 2,900 to 3,700 parking spaces on site.

20 In order to do that, that
21 accommodates all the comments that we got
22 back. Primarily, it allows us to handle all
23 peak days completely on site, it allows us to
24 handle special events. It also allows the

1 flexibility for, you know, not the perfect
2 parker, not the perfect person trying to find
3 a space. So we think at about 3,700 we can
4 handle just about anything. So that will be
5 in the FEIR, which, that will eliminate the
6 need for any off-site parking, any off-site
7 valet.

8 MS. PYKE: Chris, can I add to that?

9 MR. MOORE: And will that be just in
10 enlarged subsurface parking garage?

11 MR. GORDON: Yes.

12 MR. DESALVIO: And Keri you were
13 saying --

14 MS. PYKE: And I also -- well, also,
15 that allows us to accommodate the things like
16 Zipcar and preferred spaces for folks who have
17 alternative fuel or hybrid vehicles, electric
18 vehicle charging stations, that kind of
19 accommodation in the garage as well.

20 MR. DESALVIO: And to follow-up on
21 your question about location, you'll see, when
22 the final plans are filed, we took the area
23 below the retail esplanade, which previously
24 did not have any parking underneath it, and we

1 added that to it and connected it to the
2 larger. So it's all now very conveniently
3 located right directly below.

4 And, as a matter of fact, in this
5 plan it's much more convenient for customers,
6 because if you were going to be coming to the
7 resort and possibly just going to the retail
8 esplanade or restaurant, we created a set of
9 elevators that would actually put you right up
10 in the area where you want to go. So there's
11 three different locations now, where you go
12 from the garage straight up to the area in the
13 resort where you want to go. So it's, really,
14 a vastly-improved plan from the original.

15 And that was, again, due to a lot of
16 great feedback that we got along the way, and
17 our architectural folks at Wynn Design really
18 did a great job accommodating that.

19 MR. MOORE: So that notion of valet
20 parking when you're exceeding capacity is not
21 on the table any longer?

22 MR. GORDON: Correct.

23 MR. DESALVIO: That's correct.

24 MR. MOORE: Anything else on that?

1 MR. SOBEL: Not on that, but one
2 more traffic question.

3 MR. MOORE: Go ahead.

4 MR. SOBEL: Acknowledging that your
5 water shuttles will be low enough to go under
6 the Alford Street without having the bridge
7 going up and down, there is other water
8 traffic on the Mystic River, and have you done
9 a detailed analysis of how frequently that
10 bridge would need to be raised to accommodate
11 existing water traffic, and what implications
12 that might have on -- on Alford Street and
13 Route 99?

14 MR. GORDON: I would say that we --
15 first of all, we had a lot of discussions with
16 people about it, including the harbor master
17 and the -- and the safety -- I forget his
18 actual title, but the person of the
19 Everett Police Department that runs the police
20 boat. We've talked to the people up and down
21 the waterfront who have different craft come
22 back and forth. And we didn't get any
23 concerns by any of those groups. A little bit
24 of that is folklore because the data doesn't

1 exist. In other words, there's not good data
2 on how many times a day a certain boat goes
3 through there, but they did not anticipate the
4 bridge, especially the new bridge, having to
5 be a factor in how we factor in our traffic.

6 MR. MOORE: That -- that's anecdotal
7 information?

8 MR. GORDON: Yeah.

9 MR. MOORE: In terms of the off-site
10 publication transportation and the connection
11 to Sullivan Square, or Wellington, in the
12 draft EIR, the certificate, there was some
13 discussion about some detailed analysis of how
14 the vehicles would come in, whether there was
15 enough room at the stations to accommodate the
16 shuttles. Will that information be in the
17 final EIR?

18 MR. GORDON: Well, as I said a few
19 minutes ago, we're pretty far down the road
20 with both those groups. The -- the site we're
21 looking at in Wellington Circle is a private
22 piece of property where they can easily put
23 bus -- are you talking about where the bus
24 stop, or the vehicles and engines side?

1 MR. MOORE: No. The shuttle bus.

2 MR. GORDON: Shuttle buses.

3 Wellington, we're quite sure where it would
4 go, and it's on property that would -- where
5 the developer we're talking to controls. On
6 the --

7 MR. MOORE: Will that be on the --

8 MR. GORDON: Sorry.

9 MR. MOORE: Will that information be
10 in the document?

11 MR. GORDON: No. I mean, I don't --
12 a detailed plan of that wouldn't be. But we
13 can certainly provide it to you. We can add
14 it in, if you'd like. In other words, we
15 figured a lot of this stuff out, but it's not
16 in the FEIR.

17 In Malden Center, again, we're still
18 working out whether it should be on one side
19 to the street where the parking garages are,
20 or over on the station side. And depending on
21 which side makes most sense from a transport
22 point of view, if it's on MBTA side, we would
23 definitely have to work out with them where we
24 park and what the timing would be. If it's on

1 the city side, they've already said there's
2 plenty of access there.

3 MR. MOORE: But in terms of
4 requirement that was in the certificate to
5 provide information, you know, sketches,
6 plans, to see that this can actually work, is
7 that contemplated?

8 MR. GORDON: I'd have to go back and
9 look at the certificate. I mean, we were --
10 we were not under the impression we had to
11 design those bus drop-off areas for the FEIR
12 level.

13 MR. MOORE: Well, this is a -- at a
14 concept level to -- to make sure that there's
15 enough, you know, room to get --

16 MR. GORDON: I mean, we'll -- we'll
17 certainly look -- we'll go back and look at
18 the certificate and see what it says, and
19 whatever we've got to do we'll make sure we
20 do.

21 MR. MOORE: A permitting question.
22 There's been some discussion about traffic and
23 -- and other permits that may require you
24 to -- to get into the Federal National

1 Environmental Policy Act, NEPA. What do you
2 see as your position there; do you expect to
3 get into NEPA, and how is that going to work
4 in your schedule?

5 MR. GORDON: We are working on that.
6 Matter of fact, early, early this morning
7 there were some more emails back and forth.
8 The discussions with that have been that the
9 Army Corps of Engineers would be, sort of, a
10 portal for some of those approvals.

11 The NEPA process, it's unclear
12 exactly -- we've teed up our position. We're
13 trying to sort out if we've got to go through
14 and get our certificate of -- of --
15 certificate of -- I'm going to forget the
16 exact -- there's a certificate we may have to
17 apply for. If we do, we certainly will. Our
18 discussion with the Army Corps and with some
19 of the federal folks, we may not have to do
20 that. So whatever they decide, we'll
21 certainly comply with.

22 MR. MOORE: And -- and you'll update
23 that information in the final EIR?

24 MR. GORDON: If -- if we get their

1 -- if we get their answer by then.

2 MR. MOORE: The status?

3 MR. GORDON: Well, again, if we get
4 their answer by then, we'll certainly include
5 it.

6 MR. MOORE: I think we're done.

7 COMMISSIONER MCHUGH: Thank you.

8 Any follow-up questions from the
9 commissioners? All right. Mr. DeSalvio,
10 Mr. Gordon, Ms. Pyle [sic], thank you, that
11 was informative. Any final thoughts,
12 Mr. DeSalvio?

13 MR. DESALVIO: No. Just to say
14 thanks again for hosting this today. I think
15 it was a terrific idea, and we're happy to
16 provide the information.

17 COMMISSIONER MCHUGH: Thank you very
18 much.

19 COMMISSIONER CAMERON: Thank you.

20 COMMISSIONER ZUNIGA: Thank you.

21 MS. PYKE: Thank you.

22 COMMISSIONER MCHUGH: All right. I
23 entertain, then, a motion to adjourn.

24 COMMISSIONER CAMERON: So moved.

1 COMMISSIONER ZUNIGA: So moved.

2 COMMISSIONER MCHUGH: All in favor

3 say aye.

4 COMMISSIONER CAMERON: Aye.

5 COMMISSIONER ZUNIGA: Aye.

6 COMMISSIONER STEBBINS: Aye.

7 COMMISSIONER MCHUGH: And the ayes

8 have it unanimously, as they usually do on

9 that topic.

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11 (Proceeding concluded at 3:06 p.m.)

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1 GUEST SPEAKERS:

2 Robert J. DeSalvio, Wynn Resorts Development

3 Keri Pyke, Howard/Stein-Hudson Associates

4 Christopher Gordon, Dirigo Group

5 Richard Moore, City Point Partners

6 Jason Sobel, Green International Affiliates, Inc.

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9 MASSACHUSETTS GAMING COMMISSION STAFF:

10 John Ziemba, Ombudsman

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C E R T I F I C A T E

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2
3 I, Brenda M. Ginisi, Court Reporter, do
4 hereby certify that the foregoing is a true and
5 accurate transcript from the record of the
6 proceedings.

7 I, Brenda M. Ginisi, further certify that
8 the foregoing is in compliance with the
9 Administrative Office of the Trial Court Directive
10 of Transcript Format.

11 I, Brenda M. Ginisi, further certify that I
12 neither am counsel for, related to, nor employed
13 by any of the parties to the action in which this
14 hearing was taken and further that I am not
15 financially nor otherwise interested in the
16 outcome of this action.

17 Proceedings recorded by verbatim means, and
18 transcript produced from computer.

19
20 WITNESS MY HAND THIS 21st of June
21 2014.

22
23 BRENDA M. GINISI
24 Notary Public

My Commission expires:
July 11, 2014