

Exhibit VIII.C.5.a (Designs):

Submit as Exhibit VIII.C.5.a. designs for the proposed Gaming Facility as follows:

- 1. Site plan for the Project Site, including any off-site ancillary property to be used by Applicant in connection with the Gaming Facility.*

The following gives a general description of the site plan for the Project:

The proposed gaming facility is located in the northern portion of the site to maximize views to the facility from the surrounding roadways and provide exceptional views for guests out across the Hudson River Valley below. It is composed of a hotel, casino, a parking garage, and a service/loading area. The casino finished floor is set at approximately elevation 480, which is the same elevation as the top floor of the parking garage to improve pedestrian access by providing as many parking spaces on the casino level as possible without compromising the visibility of the project from the highway. The elevation is set to optimize the grades of the arrival roadways and to be sensitive to the amount earthworks required to construct the facility. There are five surface parking lots located on site with a total of 1,150 spaces. The parking garage has capacity for approximately 3,000 vehicles on 5 levels. The parking garage also supports a bus arrival and departure facility with 9 loading/unloading bays and an additional 6 queuing bays.

There are two access points to the site: one from New York State Route 17K, and one from Corporate Boulevard. The primary access road from the south on Route 17K is designed as a boulevard with a landscaped median running the length of the roadway. A secondary access road to the site enters the site from Corporate Boulevard to the west. This road will primarily be used for employee parking, truck loading access, and service/administration loading.

Retaining walls will be located throughout the site to address the existing topographic grade changes and promote the integration of building and landform that is the foundation of the project design. Retaining walls will be constructed of natural stone or a similarly appropriate masonry material in the character of the township and this area of the county, and in strategic locations may be planted as green walls to soften the visual impact from the highway or adjacent uses. These features will be designed in concert to support the proposed casino development and to create a rich and contextual site and landscape design.

Stormwater detention for water quality treatment and other stormwater measures for stormwater quality and conveyance will be included in the development and designed in a manner to accentuate and improve the natural aesthetics of the existing site. Refer to Drawing 1 - Site Plan.

Drawings

Exhibit VIII.C.5.a.1. – Site Plan

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- 2. Full build out floor plans by building and floor including front- and back-of-the-house areas with major function/activity/use and approximate square footage thereof denoted. For repetitive activities like a hotel tower, a typical floor plan may be provided where floors are materially similar.*

Please see the attached Drawings.

Drawings

Exhibit VIII.C.5.a.2a - Floor Plan - Casino Level
Exhibit VIII.C.5.a.2b - Floor Plan - Service Level
Exhibit VIII.C.5.a.2c - Out Floor Plan - Hotel Levels

- 3. Building elevations and perspectives (showing heights, relative scale and relationship to adjacent existing or proposed buildings and areas).*

Please see the attached Drawings.

Drawings

Exhibit VIII.C.5.a.3a - Building Elevations - East & West
Exhibit VIII.C.5.a.3b - Building Elevations - North & South

- 4. Cross-sections sufficient to illustrate the interrelation of principal building program components (e.g. of a hotel room tower, if any, to circulation areas, the hotel lobby and/or gaming floor).*

Please see the attached Drawing.

Drawing

Exhibit VIII.C.5.a.4 - Cross Sections

- 5. Proposed hardscape, landscape and landscape treatments including any off-site improvements required to implement the proposal.*

Site Characteristics

The 90 acre casino site represents a cross-section of natural and managed landscape types common to this part of southeastern New York State. The site is adjacent to New York Route 17K in the town of Newburgh, Orange County, New York and is bound by Interstate Route 87 to the east, Interstate Route 84 to the north, New York Route 17K to the south, along with adjacent industrial facilities to the west.

Currently, the site consists of forests, wetlands and marshes. The forest areas occupy approximately half the site. The remaining land is divided into wetlands and marsh areas. An existing detention basin being used for the NE Distribution Center, which is an adjacent industrial warehouse complex, is located on the site. In addition one man-made and one natural channel are located on the lot.

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Existing Vegetative Cover

The vegetative cover onsite was identified during site observations completed by Langan and generally include natural landscape communities of successional old fields, successional northern and southern hardwoods, chestnut oak forest, rocky summit grassland, shrub swamp and reedgrass marsh. More detail on these communities is provided in the natural resource reports developed by Langan. These communities will help inform the species that we ultimately select for the designed landscape and for use in the developed areas of the site, taking cues from the natural systems that are already in-place. These elements will be used to create an experiential narrative for patrons and employees, presenting a landscape that is not only attractive and sustainable, but one that is dynamic, connected to the cultural history of the site and is rooted in the biological context of the region. The vegetative characteristics of the land in this narrative are classified according to *Ecological Communities of New York State - Second Edition* prepared by the New York Natural Heritage Program (NYNHP) 2002.

Integration of Landform and Architecture

The primary objective of the project design is the development of a site plan and casino complex that accentuates the site features, takes advantage of exceptional views to and from the project site and builds on a strong tradition within the Hudson River Valley of building with, rather than against nature. The landscape architectural design strategies identified below are chosen to highlight the natural beauty of the site and elevate the patron experience.

Terrestrial Landscape Concept

The ground-level landscape concept will accentuate the natural features that already exist on the site, including topography and long views of the surrounding hills, Stewart Airport, the Thruway, Lake Washington and other regional features. The new landscape will include the preservation of mature, significant trees wherever possible, highlighting them in the landscape as site elements. Other landscape site features may include rock outcrops and new or preserved stone walls, hedgerows, old fields and other emblematic landscape elements common to the region. These features will be designed in concert to support the proposed casino development and to create a rich and contextual site and landscape design.

The landscape strategy will include the use of native and adapted vegetation, common to the plant communities of the region, to heal the site, reinforcing the positive views noted above and help to screen less desirable ones. Carefully selected plantings will help create a tasteful and memorable guest experience that will begin at the entrance drive at Route 17k.

Overall, our goal will be to develop an appropriate, sustainable and maintainable landscape that serves the needs of the casino development while reinforcing the character of the local ecology by providing habitat, stormwater and other sustainability benefits to the community and the greater region.

The Arrival Experience

Views of the casino will 'open' and 'close' as guests drive up the entry road, passing through existing forest and showcasing the existing wetlands helping to heighten interest as the casino development gradually comes into view. During this part of the arrival sequence, the new landscape will be barely visible as it blends into the surrounding context of woodland, field and swamp, knitting seamlessly with these natural landscape zones. In these areas, a variety of naturalized plantings will be utilized to help heal the disturbed edges, the utility cuts and grading disturbances associated the casino access road, integrating the enhanced wetland areas and stormwater management infrastructure into the hillside landscape. This naturalistic landscape will be punctuated by a landscape-scale sculpture that will be located along the road to provide contrast and interest. A limited number of more architectural plantings may also be incorporated along the entry road to further heighten the contrast between the naturalized and managed aspects of the on-site landscape. Along the entry drive, we will develop a dynamic, roadside landscape patterned on a successional old field landscape will utilize warm season grasses and wildflowers, punctuated by eastern red cedar (*Juniperus virginiana*), gray birch (*B. populifolia*) and

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hawthorns (*Crataegus spp.*). For more architectural plantings and the formal allee, we will utilize the American elm (*Ulmus americana*) for its graceful, vase-shaped canopy form, stately trunk and attractive bark. This landscape will vary in color and form throughout the seasons and will yield an ever-changing experience for employees and regular patrons.

As this landscape transitions to undisturbed forest, we will take our cues from the successional northern hardwood communities. Landscapes like these occur on sites that have been cleared or otherwise disturbed. Characteristic trees and shrubs include any of the following: quaking aspen (*Populus tremuloides*), paper birch (*Betula papyrifera*), pin cherry (*Prunus pensylvanica*), red maple (*Acer rubrum*), white pine (*Pinus strobus*), and American elm (*Ulmus americana*).

As patrons emerge at the plateau, the casino building and parking field comes into view. In these areas of the site, near the casino, parking field and parking structure, the landscape will be much more designed, prominent and identifiable, employing architectural order in the plantings and a narrower range plant species in order to extend the architectural forms of the building onto the site. Planting in this style will bring organization and scale to porte-cochere, plazas, pedestrian ways and arrival spaces. Managed and agriculturally-based landscape features common to the region, such as hedgerows, orchards and fields will be adapted to the casino site, providing strong character and local typologies in the landscape. The constant undercurrent of seasonal change will merge from these crisp, architectural plantings, extending this 'layer' of the landscape narrative even the more developed portions of the site.

At the main parking lot, the design will represent a unique landscape modeled on a blend of the chestnut oak forest and the rocky summit grasslands of the region. This landscape zone is identified by the NYNHP as a hardwood forest that occurs on well-drained sites in glaciated portions of the Appalachians, and on the coastal plain. This forest type is similar to the Allegheny Oak Forest and is distinguished by fewer canopy dominants and a less diverse shrub layer and ground layer flora. Dominant trees are typically chestnut oak (*Quercus montana*) and red oak (*Q. rubra*). Common associates are white oak (*Q. alba*), black oak (*Q. velutina*), and red maple (*Acer rubrum*). Other species that occur in the grassland community include native grasses like little bluestem (*Schizachyrium scoparium*), tufted hairgrass (*Deschampsia flexuosa*), poverty-grass (*Danthonia spicata*, *D. compressa*), and Indian grass (*Sorghastrum nutans*). Other grasses and sedges include Pennsylvania sedge (*Carex pennsylvanica*), big bluestem (*Andropogon gerardii*), and deer-tongue grass (*Panicum clandestinum*).

We will incorporate warm season grasses, flowering perennials and forbes selectively in these areas in order to enhance the habitat value of these areas and to provide seasonal color, interest and sustainability of the parking lots. All of the species will tolerate the difficult condition of the parking field which will be characterized by significant sun and wind exposure, coupled with the punishing variations of heat, cold and reflected light and re-radiated heat plus the additional pressures from snow and ice removal operations in the winter months. These are difficult conditions to sustain quality plant life and our task will be developing a design that focusses on creating generous planting islands, adequate soil design and the proper maintenance guidelines.

In the plateau area, we will incorporate bio-swales wherever possible to help increase water quality and reduce runoff. These swales will be planted with native vegetation that will provide attractive and functional relief from the expanses of paving associated with the parking fields. A tree-lined allee will punctuate the main pedestrian walk through the parking field and will be planting with large canopy trees to shade the walk and to lend a pedestrian scale while emulating the farm road planting typologies common to the region.

We will incorporate plantings that pay homage to agricultural fields and orchards in the larger landscape areas. Flowering trees will greet visitors in the early spring with a blast of color while fall foliage and winter fruit will mark the change in seasons and provide strong visual complement to the casino building architecture.

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Vertical Landscape Concept

As indicated in the illustrative materials, the project will include a number of contemporary landscape strategies as well, potentially including the parking garage roof and vertical green walls. While these elements provide enhanced ecological and visual benefits to the project, their design and ultimately the details and species associated with these green technologies will be selected for their durability, wildlife value and aesthetic qualities. We will work closely with the architectural team to develop the designs for these elements that could contribute to reducing the heat island affect, on-site energy production and enhanced water quality while adding to the overall site sustainability aspects of the casino project.

Drawings

Exhibit VIII.C.5.a.5. - Drawing 1 - Landscape Plan

Exhibit VIII.C.5.a.5a - Hardscape and Landscape Treatments - Landscape Preservation and Restoration

Exhibit VIII.C.5.a.5b - Hardscape and Landscape Treatments - Arrival Experience

Exhibit VIII.C.5.a.5c - Hardscape and Landscape Treatments - Parking Landscape

Exhibit VIII.C.5.a.5d - Hardscape and Landscape Treatments - Porte Cochere Landscape

Exhibit VIII.C.5.a.5e - Hardscape and Landscape Treatments - Vertical Landscape and Site Walls

6. Exterior lighting design.

The exterior lighting design works to amplify the drama of the architectural forms with lighted feature walls and glass enclosures that glow like jewel boxes perched on the summit. Reinforcing the overall design, the lighting accentuates the architectural and natural landscape features and creates a sophisticated upscale environment. The hotel tower and porte-cochere are transformed with the use of color changing LED lighting, offering a sense of theatrical drama for visitors and providing a unique evening look for the facility to contrast the architecture during daylight hours. Additional architectural lighting along the perforated architectural screens and vegetated walls adds color, but also a subtle depth and level of variety to the façade design. Full cut-off site lighting of roadways and walkways offers clear and safe circulation paths for pedestrians and automobiles without dominating the landscape or creating light pollution into the surrounding area.

Drawing

Exhibit VIII.C.5.a.6 - Exterior Lighting Design

7. Plans for parking structures, if any. For parking structure floors, a typical floor plan may be provided where floors are materially similar.

Please see the attached Drawing.

Drawing

Exhibit VIII.C.5.a.7 - Plans for Parking Structures

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- 8. Surface parking and Project Site traffic circulation plan, including denotation of pick-up/drop-off areas for hotel and casino patrons, buses and valet parking and of parking areas for employees, patrons, valet-parked vehicles and buses if separate parking areas are to be provided.*

Attached, site traffic circulation figures show how the following circulation is provided: Site Parking, Site Circulation, Self-Park Patrons, Valet Patrons, Drop-Off Patrons, Bus Patrons, Employee and Service Vehicles, and Tour Bus Drop-Off Facilities.

The following is a brief description of the site traffic circulation movements.

Site Parking

The on-site parking program provides approximately 4,150 parking spaces for patrons, valet and employees. The parking spaces are split between one parking structure and five surface parking lots.

There will be approximately 3,000 parking spaces located in the garage to be used for patron self-park and valet parking. The multiple-story parking garage will have a footprint of approximately 200,000 sq ft. Several points of access will be provided to the parking garage including via the top level of the parking garage (adjacent to the Porte-Cochere) and at the lowest level of the parking garage (bus, employee, and self-park). Designated parking will be made available for employees in the parking structure, as appropriate to the operations of the facility. There are five surface lots totaling 1,150 spaces. An approximately 30-space lot serves the VIP/Porte-Cochere area. Three lots totaling approximately 150 spaces serve employees. Two of these lots are located in the northwestern corner of the site, while a third lot has been provided east of the parking garage. The remaining spaces are provided in a large patron parking area south of the building and directly adjacent to the hotel. The proposed dimensions for the proposed parking spaces are 9-feet wide by 18-feet long with 24-foot wide drive aisles.

Site Circulation

The Porte-Cochere is the primary drop-off and pick-up point for the site. This area can be used for hotel and casino drop-off and pick-up, shuttle drop-off and pick-up, and valet. There is an additional area integrated into the entry plaza in front of the hotel entrance that includes a drop-off. (See Drawing 1 for Site Plan).

There are several different types of patrons and vehicles that require different levels of access and unique arrival and departure experiences. (See Figure 1 for Site Traffic Circulation Plan.)

Self-Park Patrons

The majority of patrons will be self-parking their vehicles. The self-park vehicles have the broadest range of options with respect to on-site accessibility. As they traverse the main access road, the first option is to turn left into the large surface lot, located at the same level as the casino. Further on, the next option is to turn right and follow the primary bus route to the lower level of the parking structure. From this level, self-park vehicles can access ramps to any level of the parking structure. The third option is to continue to the top level of the parking structure and use the garage ramps to work downwards into the garage. The self-park vehicles can exit via any of the described access points. In addition, an exit is provided from the surface parking lot located further south along the main access road.

Valet Patrons

The valet experience has been designed to reduce conflicts between self-park drop-offs, pedestrians and other site circulation; thus improving the experience of all customers. Those patrons that wish to take advantage of the valet service will enter the Porte-Cochere where they will drop off their vehicle in a dedicated drop-off lane. When returning vehicles the valet attendant has two designated valet-only

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lanes within the Porte-Cochere. When exiting, the patron can turn right directly onto the main access road via the Porte-Cochere.

Drop-Off Patrons

Patrons that wish to drop-off can enter the Porte-Cochere similar to valet patrons and enter the dedicated drop-off lane. After drop-off they would continue to either the large surface lot or the parking structure.

Bus Patrons

Those patrons travelling by bus will arrive in a dedicated bus facility at the lowest level of the parking structure. This route isolates the bus activity from other site circulation which creates minimal impact to the self-park and valet patrons. The bus facility has direct access to the casino floor by stairs or elevator.

Employees and Service Vehicles

Employees and service vehicles use Corporate Boulevard to the west of the primary access driveway and have direct access to employee parking lots with approximately 150 spaces and the loading area with minimal interaction with patron traffic.

Tour Bus/Entertainment Trailers

Vehicles associated with the performers at the event center have a designated area on the north of the building for vehicles to park, load, and unload separately. This area is accessed from Corporate Boulevard to minimize the impact on patron traffic by these large vehicles.

Attachment / Figures

Exhibit VIII.C.5.a.8. - Figure 1 - Site Traffic Circulation Plan

Drawings

Exhibit VIII.C.5.a.8. - Drawing 1 - Site Plan

9. High-quality, color perspective renderings of the exterior of the proposed Gaming Facility showing general massing and context of the overall building program layout from each of the principal exterior approaches.

Please see the attached Drawings.

Drawings

Exhibit VIII.C.5.a.9a - Exterior Perspective Rendering - Highway Intersection

Exhibit VIII.C.5.a.9b - Exterior Perspective Rendering - Approach Drive

Exhibit VIII.C.5.a.9c - Exterior Perspective Rendering - Porte Cochere & Hotel Tower

Exhibit VIII.C.5.a.9d - Exterior Perspective Rendering - Porte Cochere

Exhibit VIII.C.5.a.9e - Exterior Perspective Rendering - East Lobby Entrance

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10. *At least one high-quality, color perspective rendering of the exterior of the proposed Gaming Facility at night showing the effect of the proposed exterior lighting design.*

Please see the attached Drawings.

Drawings

Exhibit VIII.C.5.a.10a - Night Perspective Rendering – Overall Site
Exhibit VIII.C.5.a.10b - Night Perspective Rendering – Porte Cochere
Exhibit VIII.C.5.a.10c - Night Perspective Rendering – Porte Cochere & Grand Lobby

11. *High-quality, color perspective renderings of significant interior spaces providing general orientation and a sense of layout including, for example, the main entrance lobby, gaming floor, convention lobby/ballroom and principal circulation space(s).*

Drawings

Exhibit VIII.C.5.a.11a - Interior Perspective Rendering – Grand Lobby Casino
Exhibit VIII.C.5.a.11b - Interior Perspective Rendering – Casino
Exhibit VIII.C.5.a.11c - Interior Perspective Rendering – Center Bar
Exhibit VIII.C.5.a.11d - Interior Perspective Rendering – Pre-Function Area
Exhibit VIII.C.5.a.11e - Interior Perspective Rendering – Typical Guest Room

12. *Project Site access plan indicating adjacent properties and buildings, streets, automobile and pedestrian access and site circulation, parking, building footprints, service areas, vegetation, tour bus drop-off facilities and other related infrastructure and access to and egress from all major traffic arterials and freeways identifying those off-site improvements required to implement the proposal.*

Attached project site access show how the following access is provided: Adjacent Properties, Buildings, and Streets, Automobile Access, Pedestrian Access, Site Circulation, Parking, Parking Building Footprints, Service Areas, Vegetation, Tour Bus Drop-Off Facilities, Access and Egress from Major Traffic Arterials and Freeways, and Off-Site Improvements.

The following is a brief description of the access movements.

Primary Access

The primary access to the site is proposed along NYS Route 17K opposite Crossroads Court (See Figure 1 - Site Access Plan). The intersection of Route 17K & Crossroads Court/Site Driveway will be signalized. The site driveway leg of the intersection will include two lanes for entering the site and four lanes for exiting the site at the proposed access point. As the driveway traverses the site, the main access road

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will provide two lanes in each direction with a raised landscaped median, providing left-turn lanes where necessary.

Secondary Access

There is a second access point to the site using Corporate Boulevard. This access point, between Corporate Boulevard and the site, has one lane entering and one lane exiting and will be primarily used for employees and service vehicles. This access point allows access to an employee lot, loading docks, and a loop road around the casino leading to the parking garage.

Adjacent Properties and Buildings

To the south of the site, there are several parcels of vacant land. To the west of the site, there are several properties utilized for commercial, warehouse, and distribution uses. The site is bound on the north by Interstate 84, on the east by Interstate 87, and on the south by NYS Route 17K (see Figure 3 - Vicinity Map). Refer to current land use map for adjacent uses and streets (see Figure 2 - Current Land Use Map).

Automobile Access

Primary automobile and bus access will be from a boulevard-style entrance from Route 17K opposite Crossroads Court. This access point will be used for visitors to enter the site and proceed to the Porte-Cochere, a multiple-floor parking garage, an outdoor parking area, or the bus drop-off. An additional access point will be provided via Corporate Boulevard to the west. The Corporate Boulevard access will be used primarily for employees and service vehicles.

Pedestrian Access

Pedestrian access will be provided to the complex from all the parking areas, allowing safe pedestrian circulation via sidewalks. There is no anticipated off-site pedestrian access from Route 17K as there are no existing pedestrian facilities along Route 17K. The Gaming Facility is approximately 0.6 miles from Route 17K and traverses an approximately 100 ft grade change. Furthermore, a pedestrian route along the main entrance is undesirable so as to minimize pedestrian vehicle interaction.

Site Circulation

Site circulation will be provided from a main access road that will connect to Route 17K and a perimeter road that will connect to Corporate Boulevard. The main access road will have sufficient lanes to allow two-way traffic to gain access to the Porte-Cochere, parking garage, surface parking areas and bus drop-off area. The perimeter road will provide access for employees and service vehicles, as well as vehicles required for the performers at the event center. Both the main access road and perimeter road will adhere to regulations for emergency vehicle access and circulation (See Figure 4 - Site Traffic Circulation Plan).

Parking

The on-site parking program provides approximately 4,150 parking spaces for patrons, valet and employees. The parking spaces are split between one parking structure and five surface parking lots.

There will be approximately 3,000 parking spaces located in the garage to be used for patron self-park and valet parking. The multiple-story parking garage will have a footprint of approximately 200,000 sq ft. We envision several access points to the parking garage including via the top level of the parking garage (adjacent to the Porte-Cochere) and at the lowest level of the parking garage (bus, employee, and self-park). Designated parking will be made available for employees in the parking structure, as needed. There are five surface lots totaling 1,150 spaces. An approximately 30-space lot serves the VIP/ Porte-Cochere area. Three lots totaling approximately 150 spaces serve employees. The remaining spaces are provided in a large patron parking area at the front of the building adjacent to the hotel. The proposed dimensions for the proposed parking spaces are 9-feet wide by 18-feet long with 24-foot wide drive aisles.

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Parking Building Footprints

The multiple-story parking garage will have a footprint of approximately 200,000 sq ft.

Service Areas

Trucks and service vehicles are proposed to be kept separate from other vehicular traffic. A service area including three loading docks will be located on the west side of the complex to allow easy access from the employee and service access via Corporate Boulevard.

Vegetation

A vegetated median with trees and lighting will be part of the grand boulevard-style entrance from Route 17K. A bioretention swale or grassed swale may be incorporated to help address stormwater conveyance. Landscape islands will be incorporated in the parking areas and throughout the site. Refer to Exhibit VIII.C.5.a.5. for landscape information and the landscape plan.

Tour Bus Drop-Off Facilities

Vehicles associated with the performers at the event center will have a designated area behind the building for vehicles to park, load, and unload as needed.

Access and Egress from Major Traffic Arterials and Freeways

There are eight primary ingress/egress routes for the site. These routes consist of Interstate 84 eastbound and westbound, Interstate 87 northbound and southbound, Route 17K eastbound and westbound and Route 300 northbound and southbound. Each route eventually accesses the site along Route 17K at either the primary access driveway, opposite Crossroads Court, or Corporate Boulevard. The following describes the major vehicular paths:

Interstate 84 Eastbound

There are two ways to access the site via I-84 eastbound. The first alternative is to take Exit 6 and turn right onto Route 17K eastbound. The second alternative is to take Exit 7B for Route 300/Union Ave, turn right onto Route 300 southbound, and then turn right onto NYS Route 17K westbound.

Interstate 84 Westbound

There are two ways to access the site via I-84 westbound. The first alternative is to take Exit 7B for Route 300/Union Ave, turn left onto Route 300 southbound, and then turn right onto NYS Route 17K westbound. The second alternative is to take Exit 6 and turn left onto Route 17K eastbound.

Interstate 87 Northbound

There are two ways to access the site via I-87 northbound. The first alternative is to take Exit 17 for I-84/Route 300/Route 17K and to keep right at the fork to continue toward NYS Route 17K. Turn right onto NYS Route 17K westbound and the site is located on the right. This route is for EZ-Pass customers only. The second alternative is to take Exit 17, turn right onto Route 300 southbound and then turn right onto Route 17K westbound.

Interstate 87 Southbound

To access the site from I-87 southbound, take exit 17 for Route 300, turn right onto Route 300 southbound, and then turn right onto Route 17K.

Route 17K Eastbound

To access the site from Route 17K eastbound, continue travelling eastbound and the site will be located on the left.

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Route 17K Westbound

To access the site from Route 17K westbound, continue travelling westbound and the site will be located on the right.

Route 300 Northbound

To access the site from Route 300 northbound, turn left onto Route 17K westbound.

Route 300 Southbound

To access the site from Route 300 southbound, turn right onto route 17K westbound.

Off-Site Improvements

The most significant proposed improvement will be widening Route 17K to provide two lanes in each direction from the McDonald Street intersection to the existing 4-lane section just west of the Route 300 intersection. In addition, two westbound lanes will continue through the Corporate Boulevard intersection. This widening will require modification to multiple intersections and the bridge over the NYS Thruway (I-87). The improvements to Route 17K will provide a regional benefit by increasing the highway capacity between I-84 and Route 300. All proposed mitigation will be permitted through the New York State Department of Transportation (NYSDOT). All of the design and construction of the proposed mitigation will be based on NYSDOT policies and procedures. The bridge widening will also follow NYS Thruway policies and procedures where applicable. Refer to Exhibit VIII.C.17.d for additional information on the bridge widening/replacement.

Attachment/Figures

Exhibit VIII.C.5.a.12. - Figure 1

Exhibit VIII.C.5.a.12. - Figure 2

Exhibit VIII.C.5.a.12. - Figure 3

Exhibit VIII.C.5.a.12. - Figure 4

Site Access Plan

Current Land Use Map

Vicinity Map

Site Traffic Circulation Plan