

Exhibit VIII.C.14.b (Description Traffic Circulation Plans):

Submit as Exhibit VIII.C.14.b. a description of traffic circulation plans for the Project Site including ingress and egress of casino patrons, employees and suppliers including plans for tour bus, limousine and valet drop-off areas, plans for service vehicle parking, satellite parking and other related transportation infrastructure, and plans to offer refueling, overnight bus parking, disabled vehicle assistance, and convenience store facilities on site.

The primary access to the site is proposed along NYS Route 17K opposite Crossroads Court. 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 will provide two lanes in each direction with a raised landscaped median, providing left-turn lanes where necessary. To avoid steep slopes, the access road will travel through the site running parallel to existing grades.

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.

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 also an area in front of the hotel entrance that can be used for drop-off.

There are several options for accessing the site depending on the vehicle type and desired experience. (See Figure 1 for Site Traffic Circulation Plan.) The following describes the paths for the various types of vehicles:

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 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.

Bus arrivals have a separate dedicated drop-off and parking area in the lowest level of the parking garage. There is an area in the center of the parking garage that provides a counter-clockwise circulation pattern to facilitate bus activity and minimize conflict with self-park vehicles.

In addition to the designated bus drop-off, there is also an area provided behind the building for separate bus parking for performers at the event center to park, load, and unload without impacting the patrons' arrival experience.

Self-Park Patrons

The majority of patrons will be self-parking their vehicles. The self-park patrons have the most 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 on to enter the top level of the parking structure and work downward into the garage. The self-park vehicles can exit via any of the described access points. In addition, an additional exit is located further south along the main access road.

Valet Patrons

Those patrons that want to take advantage of the valet service will enter the Porte-Cochere. The valet attendant has a designated valet-only lane to 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, but will continue to either the large surface lot or the parking structure.

Bus Patrons

Those patrons travelling by bus access the lowest level of the parking structure. This route separates the bus activity so as to minimally impact the self-park and valet patrons.

Employees and Service Vehicles

Employees and service vehicles use Corporate Boulevard to the west of the primary access driveway. They will enter at the side of the facility and have direct access to employee parking lots and the loading area with minimal interaction with patron traffic.

Tour Bus/Entertainment Trailers

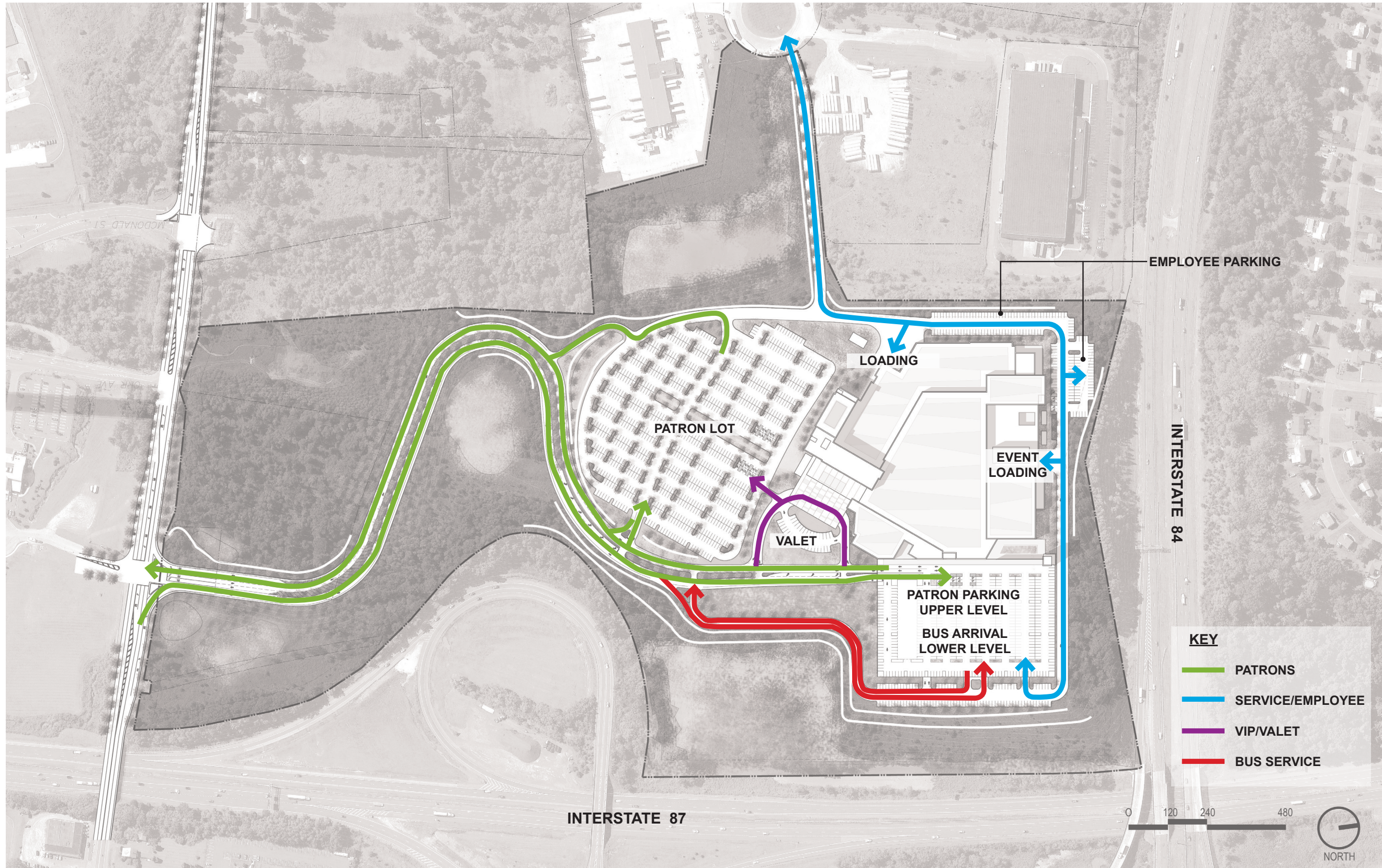
Vehicles associated with the performers at the event center will have a designated area behind the building for vehicles to park, load, and unload separately.

Refueling Station

We will evaluate the desire or need for refueling stations on site.

Attachment / Figures

Figure 1 – Site Traffic Circulation Plan



TRAFFIC CIRCULATION PLAN

PERKINS EASTMAN - LANGAN - THORNTON TOMASETTI - JAROS BAUM & BOLLES - CLEO DESIGN

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