



EXHIBIT VIII.C.14.b.

PARKING AND TRANSPORTATION INFRASTRUCTURE

Description of 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 main access to Adelaar and the Gaming Facility will be from the Resort Entry Road, which links Interchange 106 of NYS Route 17 (Future Interstate 86) with the Project Site. The Resort Entry Road will be used by patrons, employees and suppliers. A small number of employees and patrons may also access the site from the improved entrance at Joyland Road. The Resort Entry Road will also serve as the main entrance for the Entertainment Village, Indoor Waterpark Lodge and Monster Golf Course. In addition, the existing roads traveling through Adelaar will be improved to meet current design standards and new roads will be constructed to access Future Development sites.

Montreign Resort Casino

As shown in Attachment VIII.C.14.b.-1, the Adelaar Circulation Plan, the Montreign Resort Casino will be accessed primarily from the Resort Entry Road. The Resort Entry Road will create a strong gateway experience for the resort, with a large scale entry sign monument and associated landscaping. From the entrance, the road immediately transitions to a forested setting within Adelaar. The road will be a four-lane divided boulevard with a vegetated median of approximately twenty-five (25) feet. Native trees and shrubs will supplement, and be planted in natural formations, with existing vegetation and existing trees to be retained where feasible.

Once on property, patrons will use Montreign’s main entrance drive, also a four lane divided boulevard, for all patron parking (structure, surface and valet). Attachment VIII.C.14.b.-2, p. 1, illustrates the patron route to the porte cochere for valet and drop-off; the patron route to the parking garage and the direct garage exit path; and the location of the three building entries used from self-park vehicles. Page 2 of Attachment VIII.C.14.b.-2 illustrates surface parking lot locations and their parking counts, and Attachment VIII.C.14.b.-3 illustrates a typical parking floor of the parking garage, which is four floors and accommodates 1,565 vehicles. The on-site parking and garage parking is further described in Exhibit VIII.C.5.a., and pages 5 to 9 of Attachment VIII.C.5.a.-4.

Tour buses and jitney buses will access the Montreign Resort Casino exclusively from the Resort Entry Road. Once on site, they will enter into Montreign’s main boulevard and follow signage directing them to turn left to the Bus Drop area to discharge their passengers, as illustrated on page 3 of Attachment VIII.C.14.b.-2. From there, they will follow signage and staff direction to a designated location to park if they are to stay “on site” for any duration. Buses will not be permitted to idle when sitting near building entries, or within the bus drop area. Parking is permitted, and available, overnight for both tour buses and limousines.

Montreign has developed the option to allow event parking for The Spotlight Showroom and the M Centre, using the lower parking lot and a direct entrance to The Spotlight podium building. The access to this parking location is illustrated on page 4 of Attachment VIII.C.14.b.-2.



LEGEND	
	Resort Entry Road (90-160' R.O.W. within Entertainment Village) <ul style="list-style-type: none"> • Divided boulevard - two lanes each way. Vegetated median; width varies, 25' minimum. Travelways need not be parallel. • 35 mph design speed • Native trees/shrubs to supplement existing vegetation; canopy over road; retain existing trees wherever feasible; natural planting pattern, not formal.
	Resort Road (42-50' R.O.W.) <ul style="list-style-type: none"> • Meandering country road. Alignment follows topography and responds to existing trees and rock outcrops • 30 mph design speed
	Village Commercial (50-58' R.O.W.) <ul style="list-style-type: none"> • Generally straight country road that is the "main street" through the residential village. Alignment follows village residential blocks. • 25 mph design speed
	Village Residential (50-60' R.O.W.) <ul style="list-style-type: none"> • R.O.W. varies based on on-street parking • 25 mph design speed
	Neighborhood (36-50' R.O.W.) <ul style="list-style-type: none"> • R.O.W. includes sidewalk and planting strip • 25 mph design speed

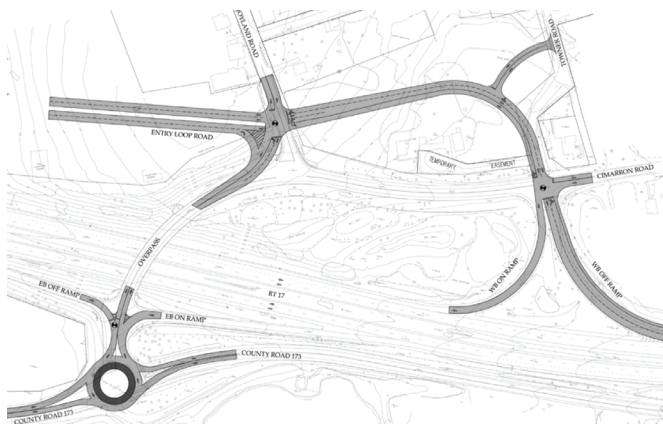
Armored cars will follow the same entry sequence as buses and patrons for the garage, but will follow restricted access signage to a designated driveway just south of the building behind the bus drop canopy. This access area will have surveillance coverage, and provides a screened, private access for these vehicles. The route is indicated on page 5 of Attachment VIII.C.14.b.-2.

Employees and service vehicles will use the Thompsonville Road entrance drive for employee parking and access to

the loading dock, which is at a lower elevation on site behind the main facility, as described on page 6 of Attachment VIII.C.14.b.-2 which details the route and access points. Once on site, the employees will follow signage and turn right into a designated parking lot with 502 spaces, and service and loading vehicles will follow signage and travel another 300 feet down the access drive to the loading areas. This routing will minimize the potential conflicts between employee, supply vehicles and patron vehicles.

All vehicles exit the property the same way they enter, except vehicles leaving the parking garage, where there is the option to exit directly south onto the Adelaar entry boulevard heading off property. Signage will be provided throughout the property for direction to local roadways, other resort core amenities, and several specific parking alternatives on site including, but not limited to, the following:

- Self-park - directed to designated garage spaces or designated surface lots.
- V.I.Me parking (Montreign VIP level designation) – directed to specific garage parking or specific surface lots.
- Valet parking – directed to the porte cochere at the main entry to Montreign.
- Special event and special services parking, as needed.



There is no anticipated need for satellite parking. The approved site plans for the Montreign Resort Casino contain sufficient on-site parking for patrons, employees, buses and limousines. Montreign does not anticipate a fueling station or convenience store on the casino site.

Entertainment Village, Indoor Waterpark Lodge, Monster Golf Course, Infrastructure Improvements

Vehicular access for the Entertainment Village will be from the Resort Entry Road and Joyland Road just north of Montreign. Attachment VIII.C.5.a.-13 to Exhibit VIII.C.5.a. shows the pedestrian street within the Entertainment Village, which will be

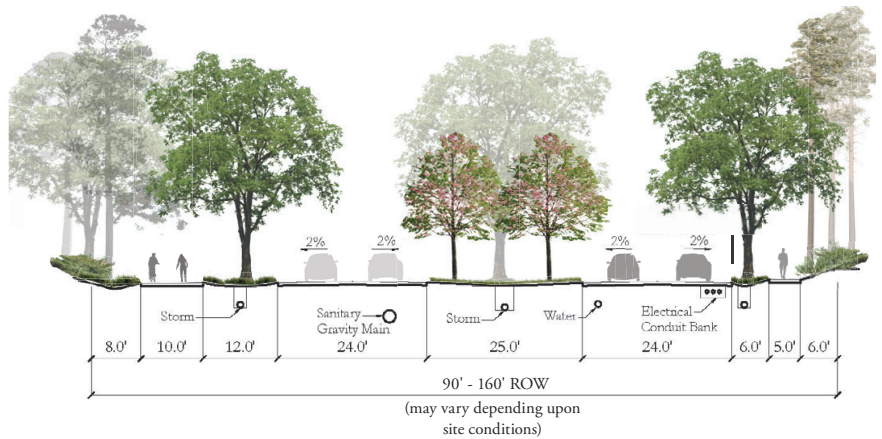
an important outdoor gathering space that serves guests with retail establishments and recreational amenities. The vitality of the pedestrian street will have multiple uses and flexible spaces that can accommodate seasonal attractions. Parking for the Entertainment Village will be provided to the north and east of the buildings within the Village to minimize conflicts between pedestrians and vehicles.

Attachment VIII.C.5.a.-13 also identifies access for the Indoor Waterpark Lodge from an improved Chalet Road. A secondary/service entrance to the waterpark will be located along Thompsonville Road to provide access to overflow and employee parking lots. The entrance to the new Monster Golf Course clubhouse will also be off of an improved Chalet Road, as well as Thompsonville Road for some of the golf amenities.

Future Development

The existing roadways located throughout the Project Site will be improved to accommodate increased

traffic volumes and to create an appropriate gateway into the proposed development, as illustrated in Attachment VIII.C.14.b.-1. They will be redesigned to incorporate wider drive lanes in conformance with the design standards specified in the 2013 Comprehensive Development Plan for Adelaar approved by the Town of Thompson. In addition, all roadways are proposed to incorporate landscaping as well as pedestrian and multi-use path components to improve circulation and the aesthetic environment within the resort.



The proposed conceptual roadway alignments reflect horizontal curves that have been designed based on AASHTO design criteria for thirty (30) mph roadways and, where possible, have been situated along similar alignments of the existing roadways. The new roadway designs will potentially require bridge improvements and/or replacements in two locations (Kiamesha Creek intersections with Thompsonville Road and Chalet Road) to accommodate for utility infrastructure upgrades and widened roadway cross-sections.

A hierarchy of pedestrian trails will flow throughout the resort, linking different districts and bringing guests into a close connection with the landscape. A paved, multi-use bike path will link the major districts of the resort. The primary spine will run north-south from the NYS Route 17 interchange to Kiamesha Lake Road. In addition, loop spurs will link off of the main spine, expanding the recreation options for guests. These trails will typically be wide enough for two people to walk side-by-side and may be constructed using a variety of pavement surfaces. The trails will follow the natural terrain but may incorporate stairs when steep grades are encountered. These trails and path are illustrated in Attachment VIII.C.10.a.-3 to Exhibit VIII.C.10.a.