

PARKING AND TRANSPORTATION INFRASTRUCTURE

Exhibit VIII. C.14.b

Traffic Executive Summary

Internal site circulation has been sufficiently designed to be both efficient and convenient for all guests arriving and leaving the Sterling Forest Resort. Traffic patterns have been established to maximize traffic flows and minimize conflict points, making the experience for patrons and others enjoyable. An adequate and efficient designed roadway network will allow patrons destined directly for the parking garage or patrons accessing valets and drop-offs to move freely between each location. Ease of use for the valet service, with separate and dedicated parking below the casino, minimizes the mixing of valet parking circulation with other on-site traffic. Adequately designed Porte-Cocheres that maximize service also minimize disruption to primary traffic patterns while providing this necessary convenience.

Traffic Circulation for Project Site

To give customers the ultimate arrival experience, hotel and casino guests will enter the site through Route 17A by means of tour/shuttle bus or a personal/rental vehicle. Those arriving by car can valet park at one of three locations or use the guest self-parking garage at the north end of the property. For convenience, these same guest valet areas also are used by limousines and taxis. To reduce congestion between employee, service, and patron vehicles, employee and service vehicles enter the lower level of the parking structure from a secondary entrance off of Route 17A.

Careful consideration was given to traffic circulation within the Sterling Forest Resort site. Internal to the site, traffic circulation will be simple, convenient, and efficient for all users. The two access roads leading from Route 17A into the site will meet at the southeast corner of the Resorts World Grand Hotel at a proposed roundabout. There will be two access roads leading from the roundabout to the Sterling Forest Resort for internal circulation.

The internal site circulation will be served via two primary interior roadway facilities. The first is the main four-lane, undivided roadway that extends north and south along the east side of the Resorts World Grand Hotel and provides direct access to the hotel Porte-Cochere, valet service, VIP Porte-Cochere, tour bus depot, parking garage, and loading docks. This inviting four-lane, undivided roadway that connects the roundabout to the parking garage will provide adequate and direct access for casino patrons, employees, and suppliers to their destinations when arriving at the Resorts World Grand Hotel. This roadway also will allow traffic destined for the parking garage to enter the site relatively unobstructed and efficiently.

Patrons arriving by tour bus also will experience smooth and direct access along the same four-lane roadway into a separate and dedicated drop-off and pick-up area located within the parking garage. The main floor of the parking garage will provide parking for up to 20 tour buses at one time. Tour-bus parking and passenger-car parking is separated.

Employees will park in the basement level of the garage from an access point at the southern end. Deliveries, suppliers, and trash removal also will access the Resorts World Grand Hotel via the basement level through the same access point on the southern end used by employees. The loading dock will be located on the basement floor of the parking garage and is sized to provide adequate capacity for the volume of deliveries arriving at the resort.

Casino and hotel patrons will park in the garage from level one to the top of the garage. The separation of patron parking from employee parking and deliveries will benefit both users. The four-lane hotel Porte-Cochere will provide ample and direct access for hotel guests checking in or out, limousine drop-off/pick-up lanes, or patrons using valet service. The smooth wraparound design will allow vehicles to easily maneuver in and out of the hotel Porte-Cochere, either to exit the facility or travel to the parking garage. Valet service is provided from the hotel Porte-Cochere. With all valet parking located in the basement level of the Resorts World Grand Hotel garage and with direct access from the hotel Porte-

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Cochere, valet parking and circulation has been designed on-site to provide the most direct and efficient system that minimizes interaction with other vehicles.

The second interior roadway is a two-lane, undivided road that extends along the southern end of the Resorts World Grand Hotel and provides direct access to the casino Porte-Cochere and valet service. The casino Porte-Cochere designed with four drop-off/pick-up lanes and provides ample and direct access for casino patrons, limousines, or patrons using the valet. The smooth wraparound design will allow vehicles to easily maneuver in and out of the casino Porte-Cochere, either to exit the facility or travel to the parking garage. Similar to the hotel Porte-Cochere, convenient valet service is provided with direct access from the casino Porte-Cochere. Again, valet parking and circulation has been designed on-site to provide the most direct and efficient system that minimizes interaction with other vehicles.

Figure VIII. C.14.b-1: Resort Circulation

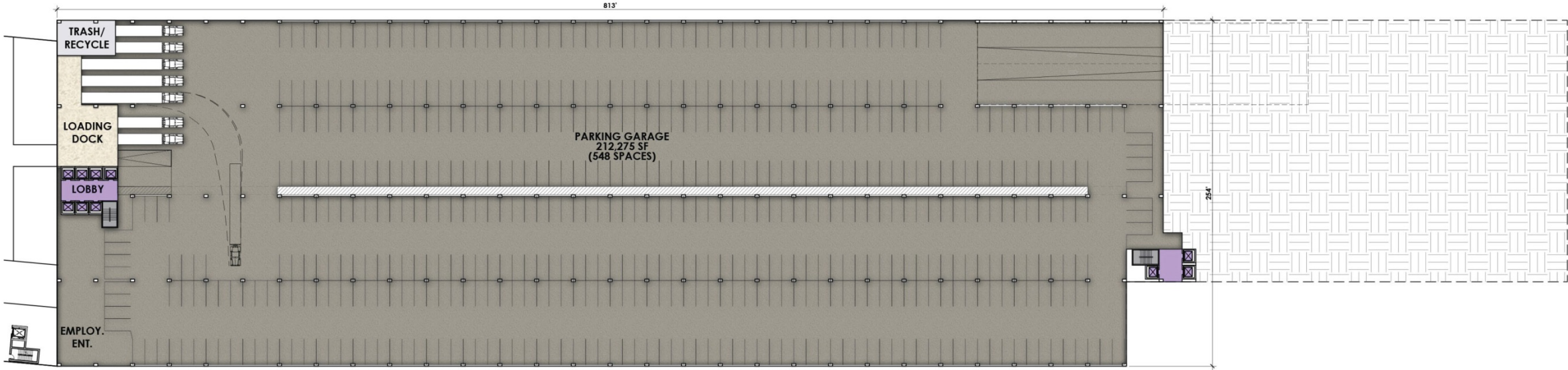


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Patrons with disabilities will be properly and adequately served via two points of access to the Resorts World Grand Hotel through the hotel Porte-Cochere or the casino Porte-Cochere. Individuals with disabilities who wish to park will be provided adequate, close, and accessible parking in the garage that meets ADA standards for the facility.

Egress from the site will occur primarily from the four-lane roadway. Unloading will occur efficiently with two lanes exiting the parking garage. The four-lane roadway will provide a direct and generally unobstructed route for all users exiting the site. Valet users, limousines, and others using the Porte-Cocheres also will be given direct egress from the site without any circuitous patterns necessary.

Figure VIII. C.14.b-2a. Garage Basement Plan

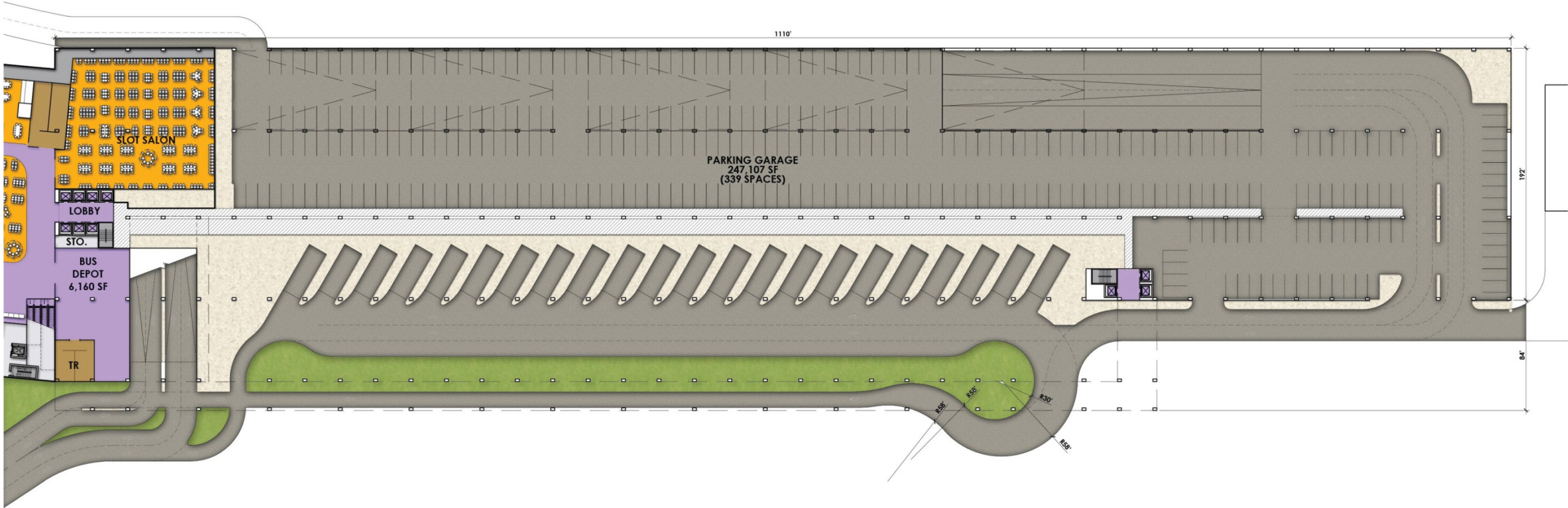


Garage Basement Plan

June 16, 2014



Figure VIII. C.14.b-2b. Garage Basement Plan



Garage Grade Level 1 Plan

June 16, 2014

