VIII. ECONOMIC ACTIVITY AND BUSINESS DEVELOPMENT

C. LAND, CONSTRUCTION AND DESIGN OF PHYSICAL PLANT

14. PARKING AND TRANSPORTATION INFRASTRUCTURE

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 Live! New York Hotel & Casino will have two access points to NYS Route 208. We anticipate both of the driveways will have traffic signals connecting to the internal loop road that will provide access to the project. The internal loop road provides ingress and egress for casino and hotel patrons, employees and deliveries. The loop road traverses from the northern entrance along the northern property line to the rear of the parking garage, continues around the parking garage on the west and south and then along the southern side of the casino and connects to the southern entrance at NYS Route 208. Entrance to the casino/hotel drop-off, loading docks, surface parking and employee parking is provided along the road. No offsite satellite parking is proposed.

The parking for patrons is readily accessible to the casino and hotel. The surface parking is directly adjacent to the hotel and casino entrance and provides easy walking. The parking structure is directly connected to the casino building and allows direct access via elevators and stairs to the casino floor.

Limousine and valet drop-off is located at the traffic circle at the hotel Porte Cochere. Valet parked vehicles will have ramps from the drop-off area directly to the underground valet parking. Patrons will then have direct access the hotel lobby and casino floor from the drop-off area. Multiple drop-off lanes are provided at the Porte Cochere to facilitate valet and drop-off/pick-up of patrons. With the direct access to underground valet parking from the traffic circle area and the distance from the loop for to the traffic circle, the valet and drop-off operation will not back-up or interfere with the onsite circulation of traffic.

Employees parking will be provided in the southern portion of the surface lot and in designated areas within the parking garage. Employees will access to the building through secure entrances at the southeastern corner of the casino building.

Bus drop-off, pick-up and parking is provided at the ground level of the northern side of the parking garage. The bus area will be protected from weather and will include a waiting area for patrons. Additional parking for buses is provided along the western portion of the site loop circulation road, to the rear of the garage. Overnight parking of buses will be within the garage bus parking area or the area along western portion of the loop road, to the rear of the parking garage.

Loading/service docks for the casino/hotel are located under the casino building and the entertainment venue loading dock is along the northern portion of the loop road. All service and delivery will be at these locations.

Service vehicles will be limited to utility trucks for repairs, trash pick-up and snow removal. Service vehicles will be staged in the loading docks or the employee parking lot. Snow removal equipment is seasonal is staged in remote parking area or brought in from off-site by independent contractors retained for snow removal.

There will not be a gas station or refueling venue on site. There are several gas stations within 3 miles of the site which will be available to patrons or service vehicles.

Disabled assistance will be coordinated through the security staff. Security will take those calls and assist as needed. The on-site staff will have basic help for battery jumps and air to assist disabled vehicles to get to the gas stations if needed.

Attached are surface and site circulation plans which delineate traffic flow.