



HART | HOWERTON

Comprehensive Development Plan
EPT CONCORD RESORT

January 15, 2013
Sullivan County, New York

Attachment VIII.C.3.a.-3

Lead Agency

Town Board of the Town of Thompson
Town of Thompson Town Hall
4052 State Route 42
Monticello, New York 12701

Applicant/Project Sponsor

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I. INTRODUCTION

A. PROJECT OVERVIEW

Entertainment Properties Trust (now known as EPR Properties™) controls an unsurpassed real estate opportunity to successfully redevelop the historic Concord Resort, reclaiming the resort's unique position in the regional economy by leveraging the site's unique physical and commercial opportunities into a long-term, value-based destination resort.

The EPT Concord Resort has all of the ingredients to ensure long-term value with a prime location, a variety of hospitality options and outdoor recreation pursuits situated within a compelling regional lifestyle. This will be the place where the people in the region come to experience the best that the Catskills has to offer. It will reconnect people with their community, offering the opportunity to, once again, experience the Concord.

The EPT Concord Resort contains a series of prime sites - linked by efficient and sustainable infrastructure - that encompass a range of settings and price points - all catering to a wide variety of potential owners, co-investors, developers and operating partners.

Real estate in the Catskills, with enough area to accommodate a thriving, energetic hospitality experience and built on an inherent tradition of family entertainment, is scarce. Long term value and sustainable real estate investment will be generated as the EPT Concord Resort redevelops over time and creates a true sense of vitality and energy in the region.

The development and design of a high-quality range of products and amenities in the EPT Concord Resort, innovatively arranged to maintain views of the rural Catskills setting, capitalizes on the value generation potential created through complementary uses. The strategic management of this opportunity and land asset will create the type of special products that attract segments of the regional market while maintaining the long-term integrity of the plan and the EPT Concord Resort environment. This approach responds to the decline in conventional, commodity real estate products and amenities common to the region as the market demands greater content per foot, hour, and dollar invested with a wider range of experiences.

1. Concept Master Plan

Developed over several years, the EPT Concord Resort will have a variety of destinations, product types, amenities and experiences. The Concept Master Plan will be comprised of several distinct centers of activity, each rooted in its particular site and setting.

The Resort Core will include the Casino Resort, the Entertainment Village and a Lakefront Hotel with Conference Facilities. The Lake Club, consisting of a Recreational Vehicle Park and timeshare units will be developed alongside the Resort Core on adjacent parcels.

The 18-hole Monster Golf Course will be renovated to allow for fair, yet challenging play while repairing the current flooding issues found throughout. A new Golf Clubhouse and several Golf Cottages will also be constructed adjacent to the course.

A Family Resort Hotel will provide an opportunity for a large, family-focused resort adjacent to a variety of outdoor recreation options, including a ski/tubing hill. An indoor waterpark, a conference center and a spa may all be potential accessory uses to the Hotel.

Situated on the hilltop at the northeastern edge of the EPT Concord Resort, a Sporting Club will offer experiential-based hospitality with a Hotel, Spa, and Branded Residential lots that will evoke the peaceful, rural setting of the Catskills while still being proximate to the excitement of the Resort Core.

The Residential Village located along Chalet Road near Kiamesha Lake Road will offer a mix of real estate offerings that will appeal to a wide range of potential buyers. The Village will also contain a Civic or Community Center to generate local activity. Should future market trends demonstrate the need for additional residential products, the Conceptual Master Plan has included parcels for supplementary development.

Certain property in and around the northwest boundary of the EPT Concord Resort is subject to a development program set forth in the previously approved CDP, as shown on Exhibit 1: Concept Master Plan.

The plans presented throughout this document are Illustrative Concept Plans and are not intended for construction.

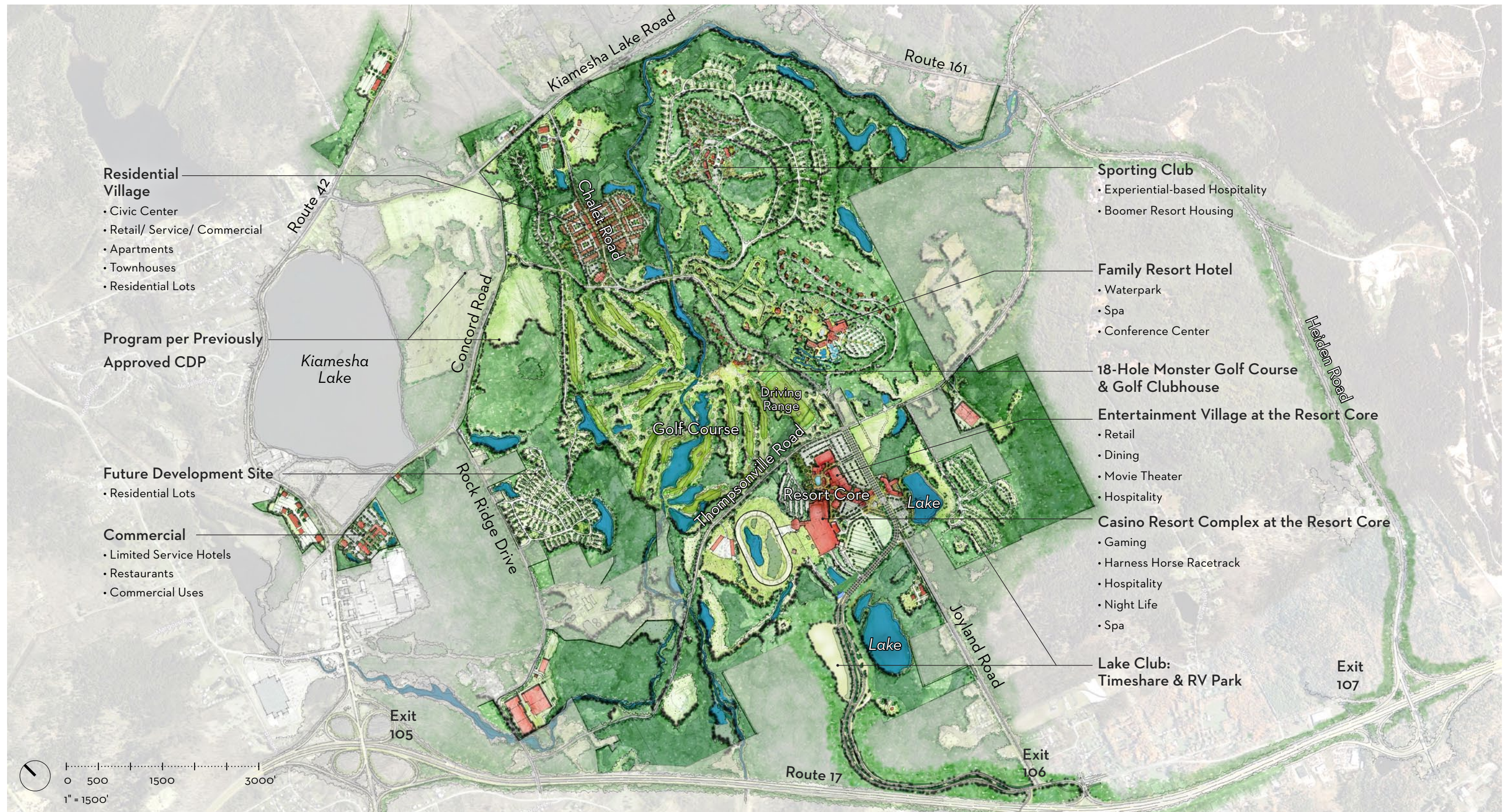


EXHIBIT 1: CONCEPT MASTER PLAN



*Please refer to Exhibit 3 for site plan layout at the Casino Resort.

LEGEND					
1	Entertainment Village • 115,000 sf Entertainment Retail • 40,000 sf Theater	7	Casino Resort	13	Lakefront Park
2	Ice Rink	8	Casino Employee Parking	14	Entertainment District Parking
3	Nature Trail	9	Casino Parking	15	"Tent" Event Field
4	Casino Resort Hotel	10	Gateway Park	16	Stormwater Retention
5	Future Casino Resort Hotel	11	Hotel & Conference Center	17	Grandstand/Showroom
6	Entry Feature	12	Conference Hotel Parking	18	Harness Horse Racetrack
				19	Grandstand/Showroom Parking

EXHIBIT 2: RESORT CORE

2. Resort Core

The Resort Core includes the Casino Resort and the Entertainment Village. It is an area of high energy, activity, and visual stimulation.

The prospect of relocating, subject to regulatory approval, the licenses under which the Monticello Raceway Management, Inc. operates to the Concord Resort provides a catalyst necessary for the development of a thriving, high-energy destination resort in the Catskills.

The Entertainment Village, comprised of a cinema and complementary destination retail and dining outlets, is the centerpiece of the non-casino market-driven program designed to encourage attendance at the bustling Resort Core. In concert with this destination experience, the Entertainment Village's diverse open space program is designed to enable a variety of community and lifestyle activities that are connected by a network of pedestrian and shared-surface streets. Wider streets facilitate vehicular traffic, while more narrow streets enhance a leisurely-paced pedestrian retail experience.

A mutually reinforcing relationship is thus created between the architectural and open space design: streets and squares leverage retail and amenity opportunities in order to best activate spaces, and spaces are organized and scaled to reinforce particular programs, leading a guest through a navigable sequence of spaces and linking key amenities such as the casino, the harness horse racetrack, the market square, the cinema and the native forest setting.

Phase 1 - Casino Resort

The Phase 1 development area is approximately 117 acres of a roughly 186 acre parcel to be leased to Monticello Raceway Management, Inc. for the casino, harness horse racetrack, hotel and entertainment complex. The Phase 1 development area is located in the south central portion of the project site with access from the Resort Entry Road and Thompsonville Roads. The site is bordered on the north and west by Thompsonville Road, on the east by Joyland Road, and on the south by wetlands. As shown in Exhibit 3, the Phase 1 development area includes the casino and associated support and back of house uses, the harness horse racetrack, stables, casino and hotel and associated parking for all proposed uses.



EXHIBIT 3: CASINO SITE DEVELOPMENT PLAN

Construction of the Casino Resort will begin upon receipt of approvals and permits from various governmental agencies, found in the table below. After the receipt of site plan approval for Phase 1, the Applicant will finalize design review details for

the golf course program and select components of the Entertainment Village at the Resort Core. It is anticipated that these components will be completed by 2014, based on these assumptions.

Involved Agencies & Anticipated Approvals

Approving Agency/ Department	Approvals/ Permits
Town of Thompson	
Town Board	Zoning Text Amendment
Town Board	Comprehensive Development Plan (CDP)
Planning Board	Site Plan Approval
Planning Board	Stripping of Land Permit
Highway Department	Road Improvement Permit
Sullivan County	
Division of Planning and Environmental Management	GML Section 239 Project Review
New York State	
Department of Environmental Conservation (DEC)	Public Water Supply Permit
DEC	SPDES Permit(s)
DEC	Article 15 Protection of Waters Permit
DEC	Article 24 Freshwater Wetland Permit
DEC	Water Quality Certification (Section 401)
DEC	Endangered and Threatened Species Review
DEC	Brownfields Cleanup Agreement (BCA)
DEC	CAFOs
DEC	Water Withdrawal Permit
DEC	Sewer Extension Approval
Department of Health (DOH)	Public Water Supply Permit
DOH	Sewer System Extension Permit
Department of Transportation (DOT)	Road Improvement Permit(s)
Office of Parks, Recreation, and Historic Preservation (OPRHP; also known as SHPO)	Section 106 and Section 14.09 Cultural Resources Review
Racing and Wagering Board	Section 322 Approval
Lottery	Section 1617A Approval
Regional	
Delaware River Basin Commission (DRBC)	Ground and/or Surface Water Withdrawal
DRBC	Discharge of Pollutants into Surface Waters or Groundwaters of the Delaware River Basin
DRBC	Total Dissolved Solids Determination
Federal	
US Fish and Wildlife Service (USFWS)	Section 7 ESA Review (Endangered and Threatened Species)
US Army Corps of Engineers (ACOE)	Individual Wetland Permit

B. PURPOSE OF CDP

EPT Concord II, LLC (the “Applicant”) has prepared this Comprehensive Development Plan (CDP) for the approximately 1,583 acre site known as the EPT Concord Resort. The EPT Concord Resort is a Planned Resort Development (PRD) subject to the regulations set forth in Section 250-27.2 of the Zoning Laws of the Town of Thompson, including any amendments thereto proposed in connection with the development of the EPT Concord Resort Site.

The PRD regulations require the preparation of a CDP, to be approved by the Town of Thompson Town Board, showing the manner in which the resort is to be developed over time and how the various land uses tie together in a cohesive manner.

To that end, the Town has set forth the objectives of the PRD to be “...the development and/or redevelopment of a destination resort having various commercial, retail, lodging, entertainment and recreational facilities and complementary single-family dwellings (also described as one-family dwellings) and multiple dwellings through comprehensive planning and maximum flexibility of design, which will in turn result in or accomplish the following:

- (a) Preservation of significant natural resources, such as wetlands and water bodies, and other areas of scenic and ecological value.
- (b) Innovation and variety in the type and design of residential development and lodging, providing a wide choice of living environment, occupancy tenure and housing cost.
- (c) Efficient use of a site to facilitate adequate and economical construction and maintenance of streets, stormwater management facilities, and water supply and sanitary sewerage systems.
- (d) Preservation of property values in the vicinity of a PRD and the protection of neighboring areas from any adverse impacts of development of a PRD.
- (e) Enhancement of commercial, entertainment and recreational opportunities for residents of the Town, county and region.

(f) Creation of diverse full- and part-time employment opportunities for residents of the Town, county and region.

(g) Inducement of private investment in the Town, county and region, including reinvestment in existing businesses and the attraction of new seasonal and year-round businesses.

As demonstrated herein, the CDP describes the site's existing conditions, provides a conceptual framework for the development of the EPT Concord Resort site consistent with the PRD objectives established by the Town, and provides design and development standards which create the desired resort community form and character.

For definitions, please refer to Section 250-27.2(B)(6) of the Town of Thompson's Zoning Code.

II. EXISTING CONDITIONS

A. SITE DESCRIPTION

The EPT Concord Resort consists of approximately 1,583 acres of mostly contiguous parcels located at the crossroads of Joyland Road and Thompsonville Road in Sullivan County, New York. The site is generally bound by Kiamesha Lake Road to the North, Route 17 to the South, Concord Road to the West and Heiden Road/County Road 161 to the East.

1. Property Ownership

The Applicant owns approximately 1,583 acres of real property within the existing 1,735 acre PRD district. The Applicant acquired the site on June 18, 2010 and received fee title to both the International and Monster Golf Course properties on December 7, 2011.



LEGEND	
	Site Access Points
	Property Line

EXHIBIT 4: EXISTING AND ADJACENT LAND USES

B. EXISTING SITE ACCESS

The primary access to the EPT Concord Resort is off of NYS Route 17, exit 106. The exit 106 ramp connects to local roads into the site. NYS Route 17 is a four-lane divided highway that runs east-west. NYS Route 17 is under the jurisdiction of the New York State Department of Transportation (NYSDOT) and connects to NYS Thruway (Interstate-87) in the east and with Interstate 81 in the west. NYS Route 17 connects to NYS Route 42 with a full clover-leaf interchange. NYS Route 17 is currently in the process of being converted to Interstate 86 (I-86). However, there are no plans for the NYS Route 17 conversion within Sullivan County within the next five years.

The site is bordered by three roadways - Kiamesha Lake Road to the north, Concord Road to the northwest and Rock Ridge Drive to the west. Kiamesha Lake Road

(County Road 109) is a two-way, east-west roadway extending from NYS Route 42 to Heiden Road (County Road 161) and is under Sullivan County jurisdiction. Concord Road (County Road 182), under the Town of Thompson jurisdiction, is a two-way, east-west roadway extending from NYS Route 42 to Kiamesha Lake Road (County Road 109). Rock Ridge Drive, also under the Town of Thompson jurisdiction, is a two-way north-south roadway extending between Concord Road (County Road 182) and Thompsonville Road.

There are three roadways which traverse the project site: Joyland Road, Thompsonville Road and Chalet Road. Each of these roadways is local, being owned and maintained by the Town of Thompson. Thompsonville Road is a two-way, east-west roadway extending between Heiden Road (County Route 161) and Rock Ridge Drive. Chalet Road/Joyland Road is a two-way, north-south roadway extending between Kiamesha Lake Road and NYS Route 17.

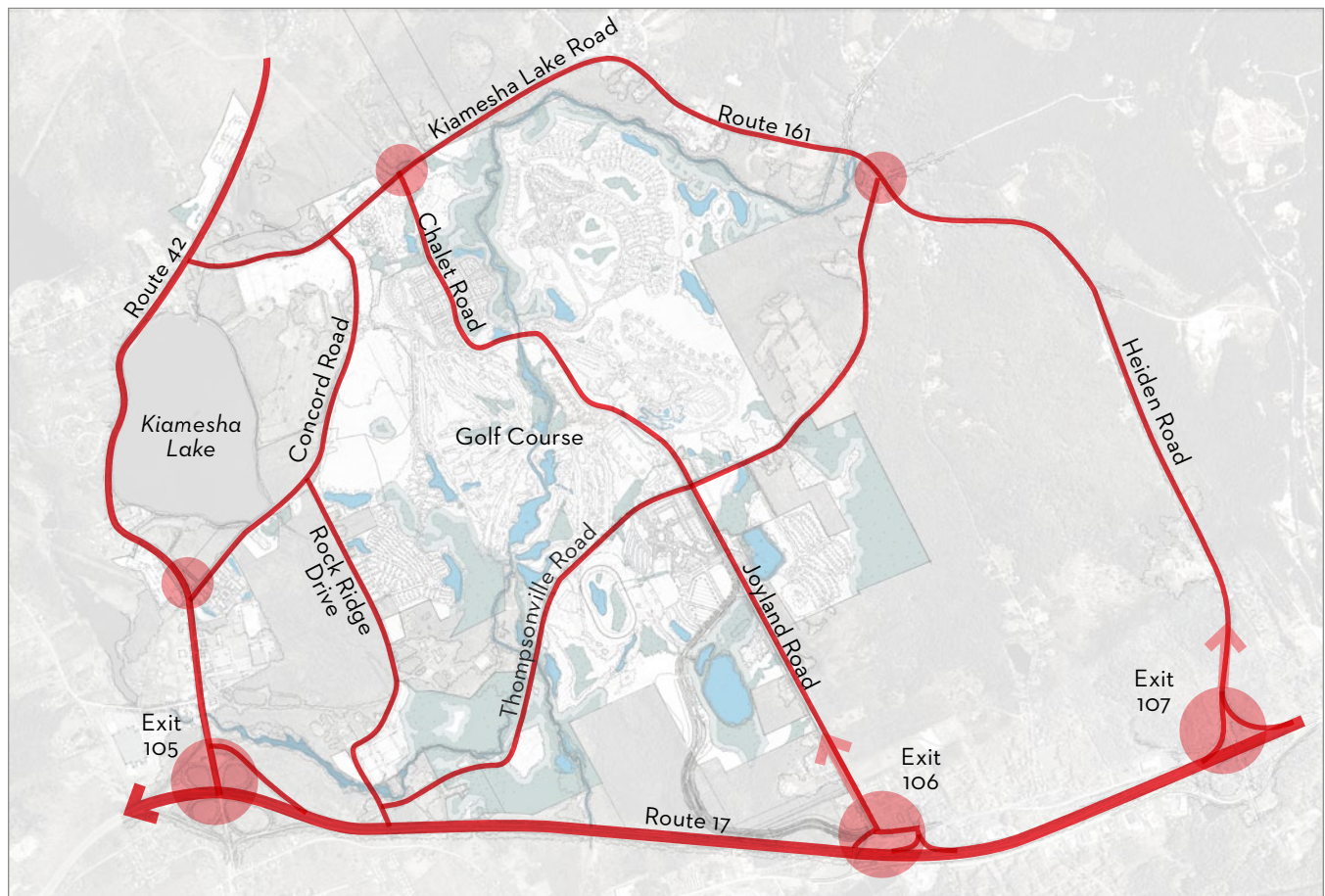


EXHIBIT 5: EXISTING SITE ACCESS

C. EXISTING NATURAL FEATURES

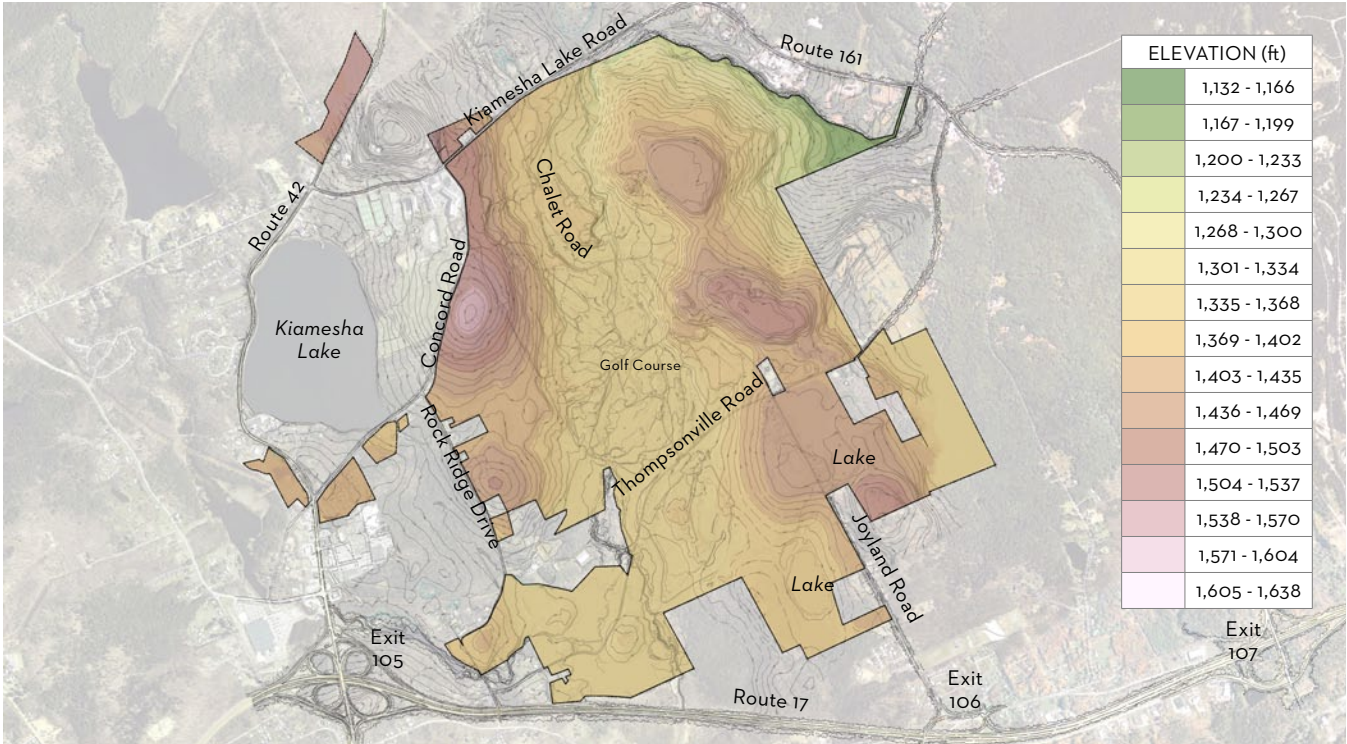


EXHIBIT 6: ELEVATION STUDY

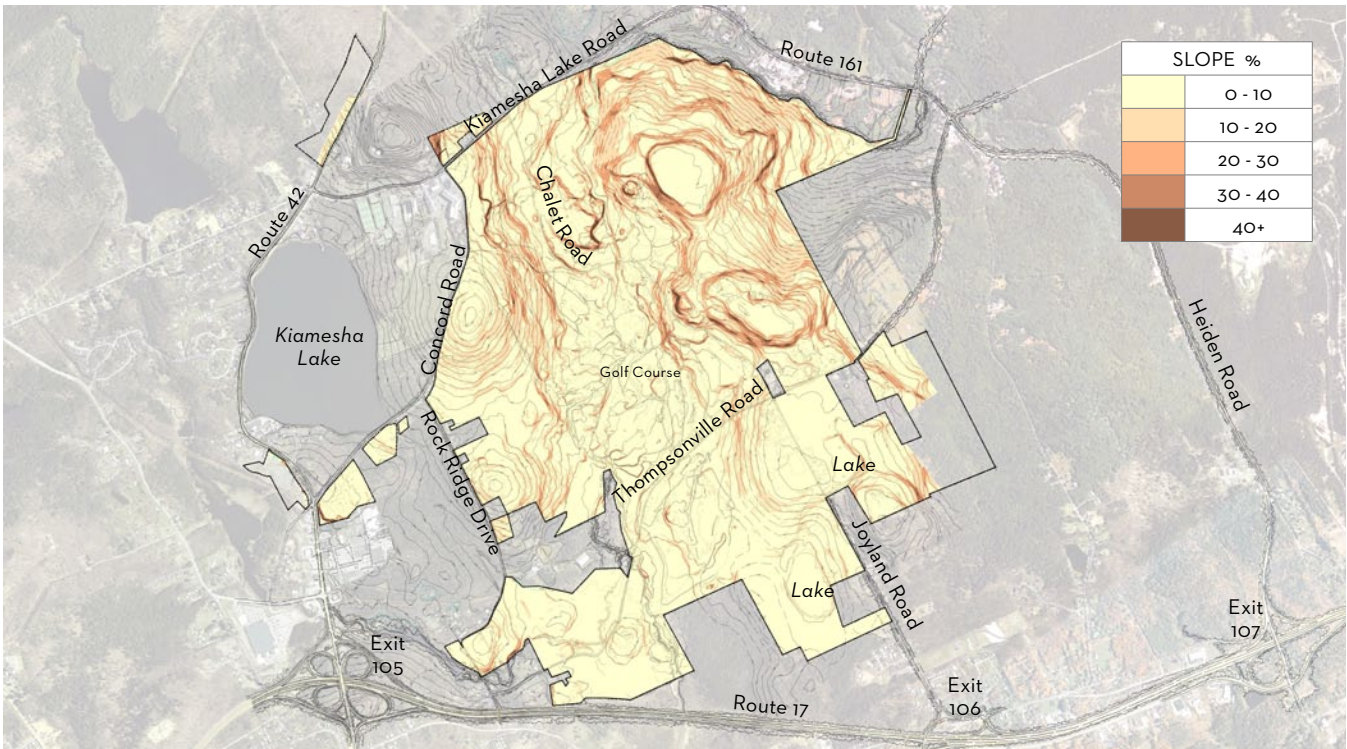


EXHIBIT 7: SLOPE ANALYSIS

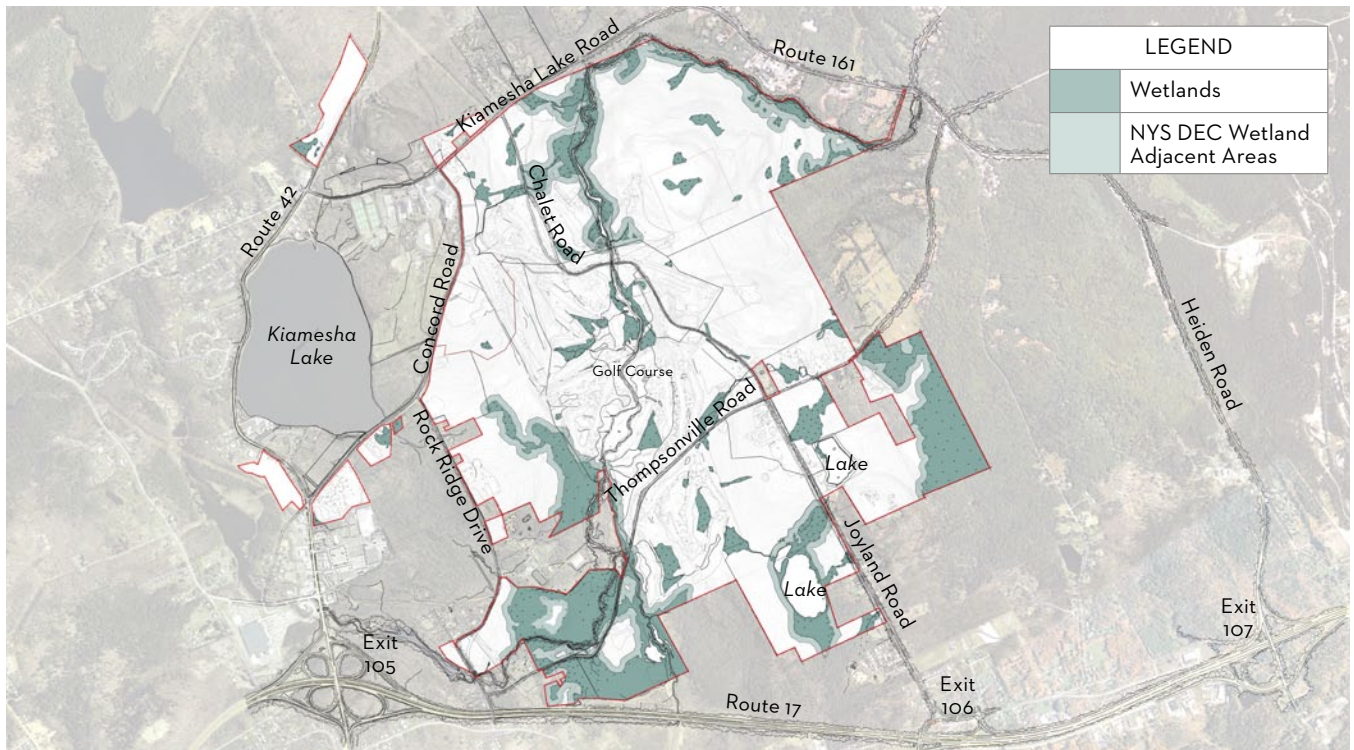


EXHIBIT 8: WETLANDS

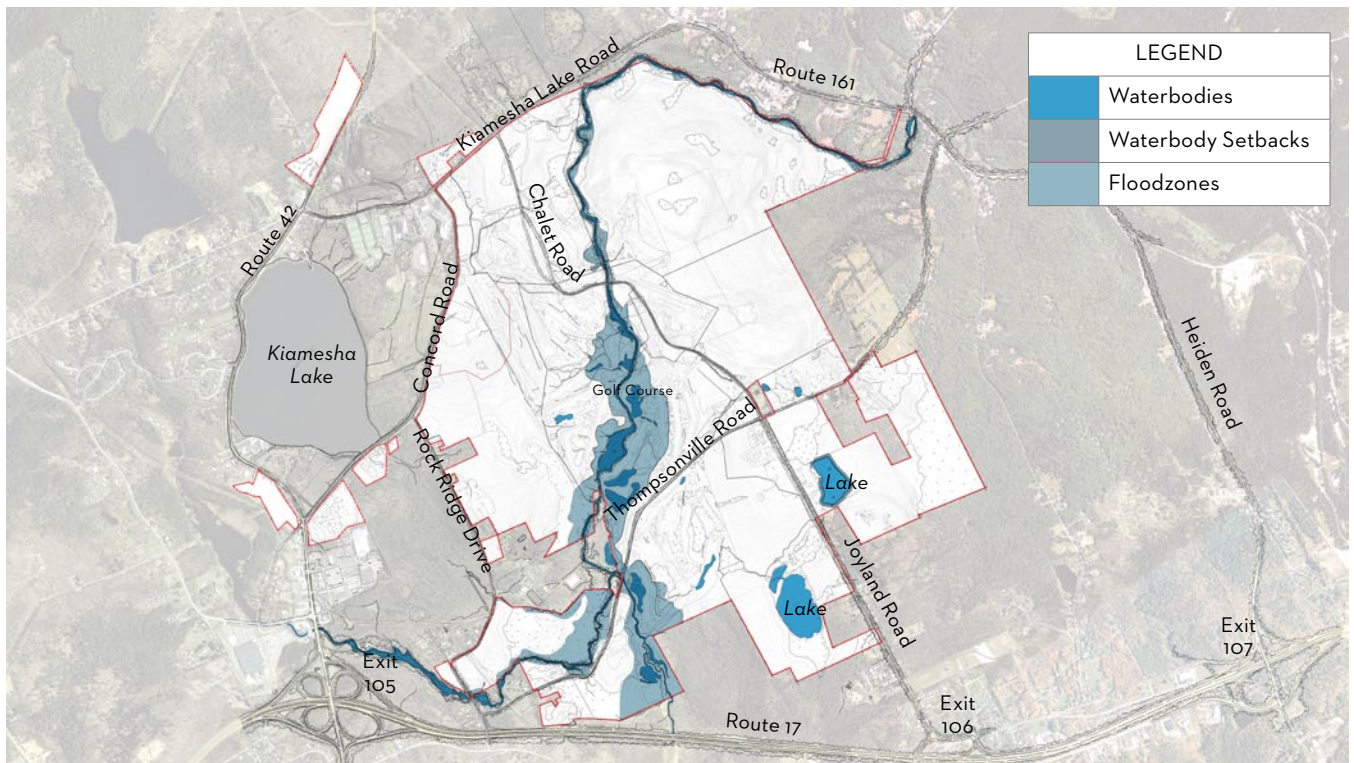


EXHIBIT 9: WATERBODIES



Total Site Area		1,583.00 ac
	Wetlands	282.71 ac
	NYS DEC Wetland Adjacent Areas	159.10 ac
	Waterbodies	41.21 ac
	Water Body Setbacks	20.25 ac
	Floodzone	38.65 ac
	Steep Slopes (30%+)	19.59 ac
	Land within NYSDEC Brownfield Cleanup Program (BCP)	12.10 ac
Developable Land		1,009.39 ac

EXHIBIT 10: DEVELOPABLE LAND

III. COMPREHENSIVE DEVELOPMENT PLAN

A. COMPREHENSIVE DEVELOPMENT PLAN

1. Comprehensive Development Plan

The land areas indicated in Exhibit 11A are included in the EPT Concord Resort Comprehensive Development Plan.





EXHIBIT 11A: COMPREHENSIVE DEVELOPMENT PLAN

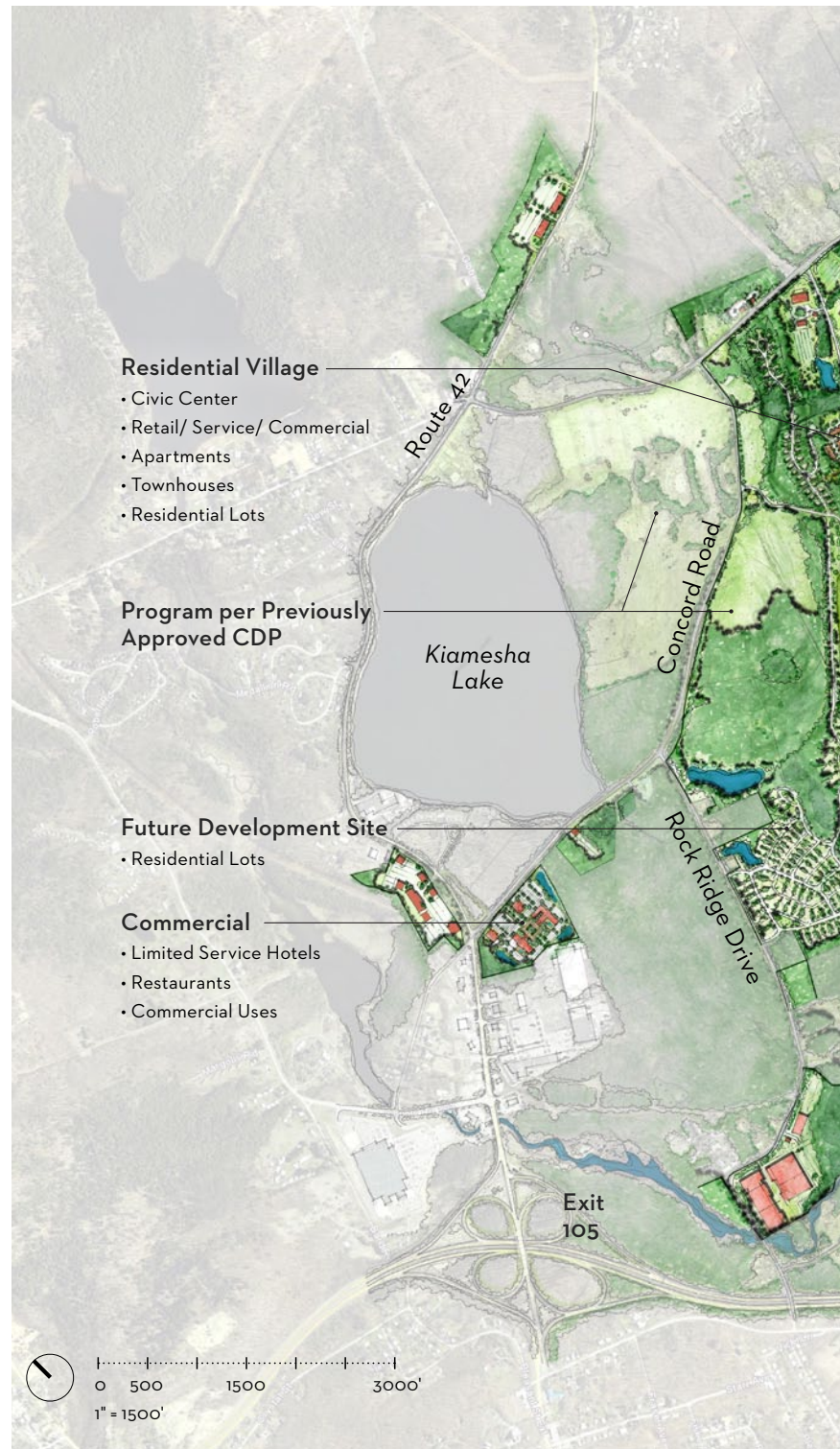
B. PROPOSED DEVELOPMENT USES

1. Permitted Uses (per PRD)

In accordance with the PRD, the maximum allowable density for residential uses is 4.0 dwelling units per acre of the Net Site Area (the "NSA"). The NSA for the EPT Concord Resort, as defined in Section 250-27.2-B(6) of the Zoning Laws of the Town of Thompson, is 1,236.01 acres. Applying that density across the site yields a maximum of 4,944 dwelling units that may be built at the EPT Concord Resort. All residential accessory uses shall be no greater than 10% of the aggregate total net floor area of the residential uses.

For non-residential uses, the maximum allowable density for hotel/motel units is 1.75 keys per acre of NSA, permitting up to 2,183 keys for the project. All motel/hotel accessory uses shall be no greater than 15% of the aggregate total net floor area of all hotel/motel uses. The maximum net floor area for all casino and racino uses is 450,000 square feet. The maximum total floor area ratio (FAR) of principal and accessory commercial uses (excluding casino and hotel/motel uses) is 0.0175. Applying that FAR across the site yields a potential maximum of 942,210 square feet of commercial use. The maximum building height is 350 feet.

LAND USE PROGRAM SUMMARY		
PROGRAM	EPT CONCORD RESORT CDP	ALLOWABLE PROGRAM
Residential	897 du	4,944 du (@ 4 du/ net acre)
Hotel	1,800 keys	2,183 keys (@ 1.75 keys/ net acre)
Hotel Accessory	15% of 1,100,000 sf	15% of aggregate total net floor area
Casino	405,000 sf	450,000 sf
Commercial	903,000 sf	942,210 sf (allowable commercial SF @ .0175 FAR)
Civic Center	35,000 sf	



du	dwelling unit(s)
key	unit of hospitality accommodation (regardless of unit size)
sf	square feet

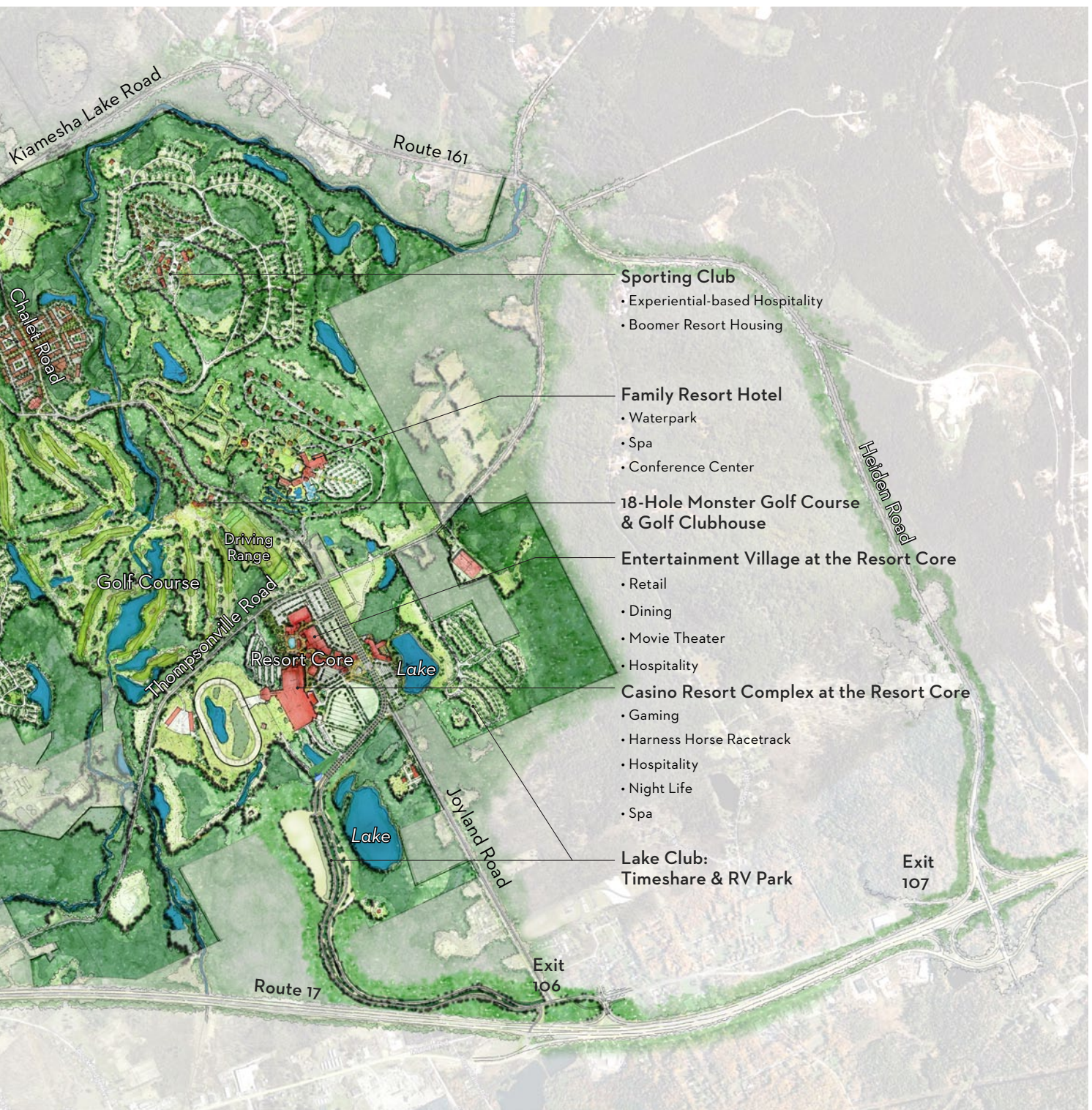


EXHIBIT 11B: CONCEPT MASTER PLAN

2. Proposed Program

Developed over several years, the EPT Concord Resort will have a variety of spaces, products, destinations, amenities and experiences. Clustered development will protect valuable open space and preserve the

Catskills character while creating centers of activity that attract visitors from the New York Metropolitan area and beyond.

The program includes the following uses: Casino, Harness Horse Racetrack, Hospitality, Residential, Commercial, and Golf and Recreation.

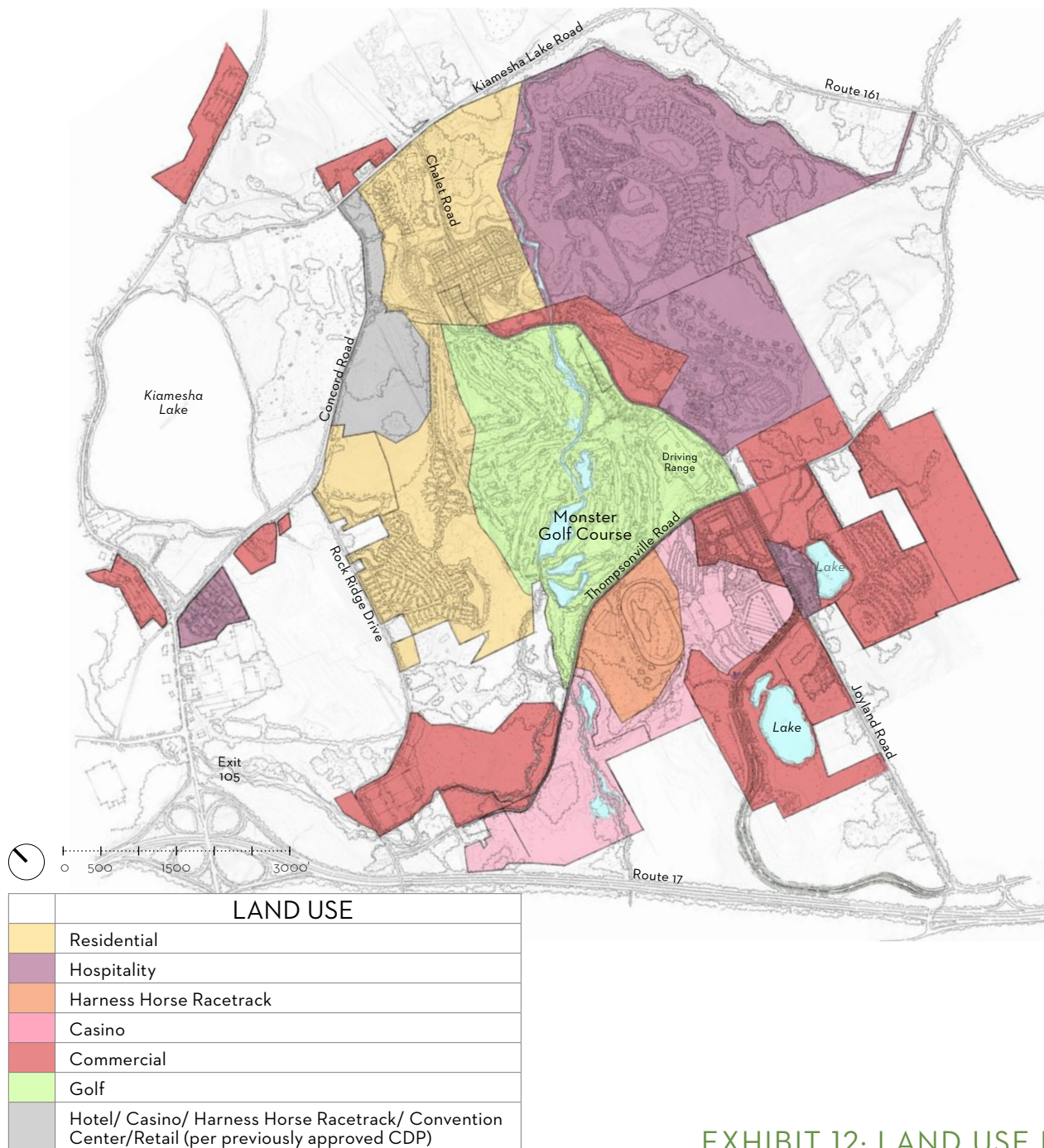


EXHIBIT 12: LAND USE PLAN

Casino Resort

Phase 1 of the EPT Concord Resort project proposes the Casino, Hotel and Entertainment Village. The casino will consist of 2,150 Video Gaming Machines (VGM), restaurants and food service, a 248 room hotel, events center, harness horse racetrack, grandstand/showroom and support buildings, and structured and surface parking on approximately 117 acres.

The primary access to the Phase 1 Development Area will be via a signed boulevard entry off of the Resort Entry Road. This main entrance will lead visitors and guests to the casino/hotel. An employee/service access is proposed from Thompsonville Road, at the northern portion of the Phase 1 site. Two additional points of entry are proposed from Thompsonville Road to provide access/egress to the harness horse racetrack and associated equestrian support facilities and employee parking.

The planning and layout of Phase 1 of the EPT Concord Resort was heavily influenced by the varied site topography and environmental considerations. Rather than re-grading significant portions of the Phase 1 site to accommodate project components, the project components were laid out to maximize the benefit of the existing topography. For example, the parking garage is proposed to be located underneath the podium level of the main building to best utilize the significant change in grade and the harness horse racetrack is proposed for the most level area within the Phase 1 site.

A detailed list and description of the Phase 1 Site development components is provided below:

Casino and Restaurant/Food Service:

- 2,150 VGMs.
- Center Bar Lounge with seating for approximately 68 guests.
- Fine Dining – Shared lounge/bar supporting two restaurants, with seating for approximately 80 guests each and a private dining area for 14 guests.
- Buffet with 225 seats.
- Entertainment Restaurant with seating for

approximately 202 including bar seating.

- Secondary entrance to the casino with grab and go food service.
- Grab and Go food service located near the Bus Lobby for prepackaged food sales.

Back of House/Support Space:

- Employee services, including changing facilities, uniform service, and employee dining room.
- Administrative offices on the casino level.
- Main kitchen producing the majority of the food for the food service venues.
- Preparatory kitchens at the fine dining and entertainment restaurants.
- Casino support and infrastructure will be located on the first floor under the casino level.

Hotel and Events Center:

- Hotel with 248 rooms (232 standard rooms, 16 suites). The hotel is proposed to be nine stories total, including eight stories of guest rooms.
- Lobby/reception area located on the main level at the hotel access from the main entry.
- Events center will include two dividable meeting rooms, one large ballroom with stage dividable into seven rooms, and a pre-function area with an exterior terrace.
- Spa and indoor pool located on the main level of the Hotel.

Horse Racing:

- Eight lane (and one safety lane) 1/2-mile Harness Horse Racetrack with an apron for trackside viewing. The apron trackside will accommodate approximately 100 patrons.
- Paddock and maintenance buildings located to the west of the track.
- Grandstand/Showroom with seating for approximately 500 patrons for viewing live racing and entertainment events (simulcast facility would be located below the Grandstand/Showroom).
- Snack Stand.

Parking:

- Three levels of subsurface parking below the Casino level providing approximately 1,300 spaces.
- Surface parking for approximately 1,800 cars.

Central Plant:

- Prepackaged Central Plant for boilers and chillers located near the Loading and Warehouse area.

Sustainability Plan

The Applicant is committed to the usage of green materials and good design practices throughout the design and implementation of the project. Specific practices to be incorporated into the Phase I development area include:

- Usage of propane gas: The combination of propane gas and low emissions boilers will limit the amount of pollutants created by this facility and minimize air quality impacts.
- Usage of window/glass glazing: The project will utilize advanced glazing systems with increased R values to reduce solar heat gain, preventing unnecessary energy use.

- Provision of significant additional landscaping - The project will retain the maximum number of mature trees as is practicable and augment with significant additional landscaping.
- Usage of green materials in building interiors: Interior finishes will incorporate numerous materials that are green by design, including: low VOC paints for the interior walls, ceilings which are made from partially recycled materials, and the use of wood species, which are harvested as recoverable species.
- Use of efficient LED lighting at specialty fixtures and exterior site lighting fixtures.
- Use of pervious asphalt and paver materials to reduce the amount of stormwater runoff in parking areas.
- Implementation of a stormwater management plan to limit the pollutants generated from run off and assist in controlling excessive discharge.
- Usage of efficient bathroom and faucet fixtures.
- Implementation of ongoing operational initiatives including recycling of cans, bottles, grease recovery etc. and water saving methods including two or three day cycles for the hotel laundry.

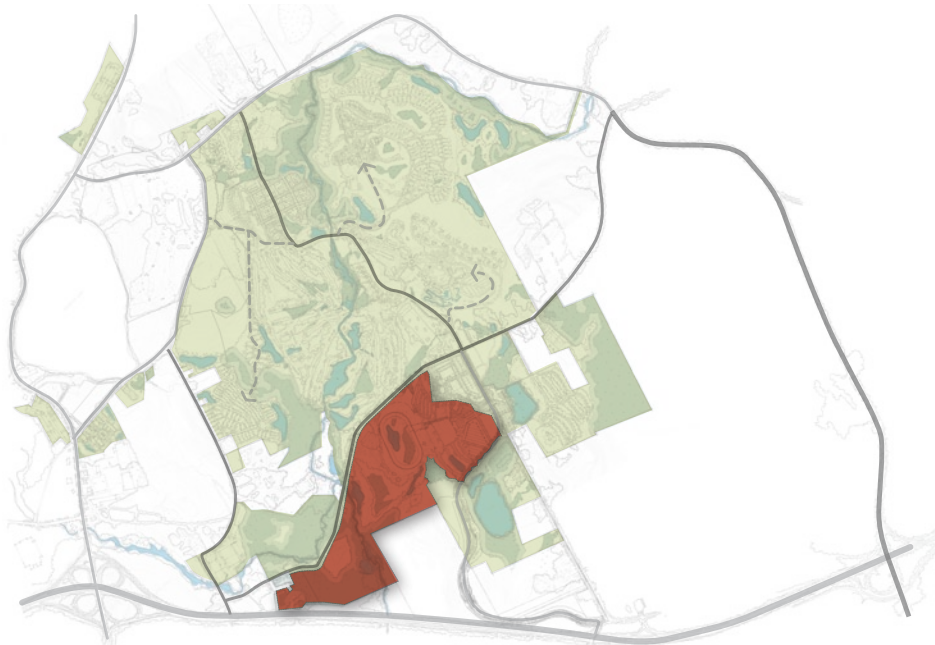


EXHIBIT 13: LOCATION OF CASINO RESORT PROGRAM

Hospitality

The Family Resort Hotel site will provide an opportunity for a large, family-focused resort adjacent to a variety of outdoor recreation opportunities. The hotel may include up to 550 rooms, restaurants and a fitness center and spa. A Conference Center and an indoor/outdoor waterpark may act as possible accessory uses to the hotel. A generous lawn may be programmed for a variety of activities such as a skating rink, croquet lawn and an amphitheater/ event area. Additional outdoor activities may include tennis, volleyball and basketball, shuffleboard, bocce, horseshoes and a putting course. The hotel site may also connect to a system of trails circulating throughout the site and to the adjacent tubing (winter) and biking (summer) hill.

The Sporting Club will fit within the surrounding landscape and will celebrate the outdoor-oriented lifestyle and traditions of the Catskills. The core of the Sporting Club may include a Lodge of up to 250 rooms, Spa, and Fitness Center. 170 branded residential lots may also be developed alongside and serviced by the Sporting Club. A series of wooded trails would connect to a variety of destinations both within the

Sporting Club site and to the larger resort-wide trail system.

The Resort will include a Casino Hotel of 248 rooms that will be in the initial phase of the EPT Concord Resort Project. At a later phase, an additional Casino Hotel of up to 250 rooms may be introduced.

The 250-room Lakefront Resort and Conference Center is located in the Resort Core. Demand for this facility may emanate from growth in the overnight visitor market in the region and induced demand from the New York Metropolitan Area.

At the intersection of Concord Road and NYS Route 42, the parcel program includes up to two (2) 125- room hotels; one limited service hotel and one extended stay hotel.

Adjacent to the Recreational Vehicle Park (discussed in more depth in the Commercial Section), timeshares and/or fractionals will be an allowable hospitality use. Additional hospitality uses proximate to the RV Park may include a hotel.

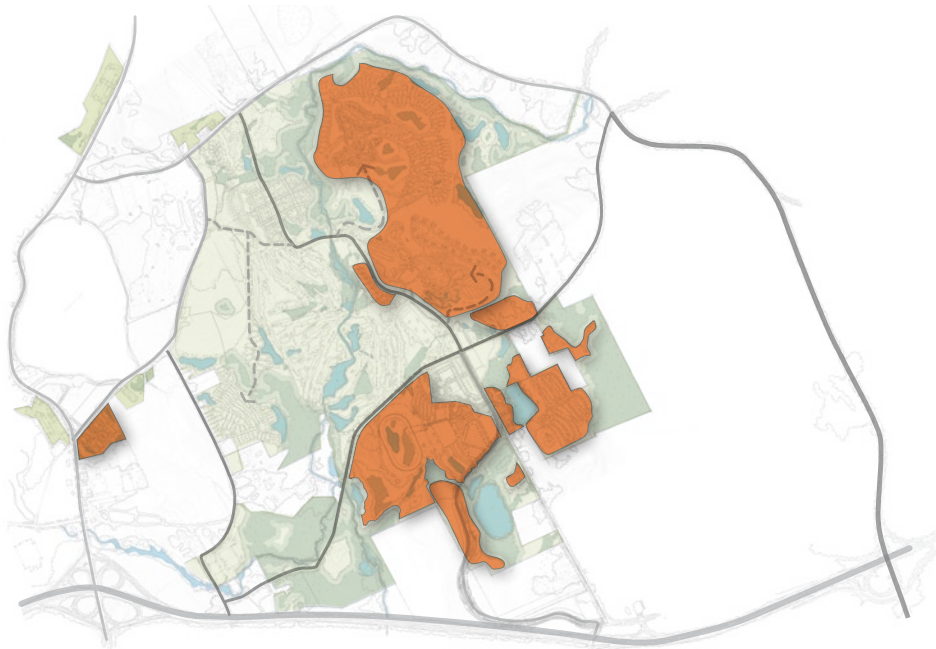


EXHIBIT 14: LOCATION OF HOSPITALITY PROGRAM

Residential

EPT Concord Resort will offer distinct neighborhoods with a diverse assortment of products that range from single-family executive homes to multi-family apartments in the Residential Village. Careful market-driven phasing will create complete neighborhoods and will maximize the full value of the property.

The Residential component comprising single-family and multi-family units is included in EPT Concord Resort's program for development because:

- There is a need for on-site residential to support the resort's operating employees
- Key work-force housing and mid-priced single-family and multi-family units were identified as a direct result of our local market research
- There is separate, independent market demand for varying types of resort-related residential units -- for both permanent residents of EPT Concord Resort and second-home buyers

Development of the residential component of EPT Concord Resort will provide:

- 1) Additional Direct Employment and Wages.
- 2) Additional Visitor/Residents' expenditures within EPT Concord Resort and the surrounding communities.
- 3) Additional Retail Spending by Residents.
- 4) Additional Local Direct Expenditures on Materials and Supplies.
- 5) Additional Retail Sales Tax Collected During Construction.
- 6) Additional Retail Sales Tax Collected from Residents.
- 7) Additional State Income Tax Revenues Generated.
- 8) Additional Total Direct and Indirect Business Volume at EPT Concord Resort and within the surrounding communities.
- 9) Real Estate Taxes.



EXHIBIT 15: LOCATION OF RESIDENTIAL PROGRAM

With approximately 365 residences, the Residential Village will provide a variety of housing opportunities for existing area employers and their employees. From single family lots to townhouses and flats, the housing mix will create a compact neighborhood while protecting natural resources. The Residential Village could also contain a small commercial zone with neighborhood convenience retail within a five-minute walk from all residences. A new Civic or Community Center will be an additional allowable use within the Residential Village that would also generate local energy in the neighborhood. The Civic or Community Center would increase vehicular and pedestrian traffic to the EPT Concord Resort.

Following market demand, the Residential Village may expand to an adjacent parcel to the west and southwest. The future development site may contain up to 350 single family residential lots.

Additional residential development may occur within the Sporting Club parcel, as is mentioned above. These approximately 170 branded residential lots may be developed nearby and with central services and amenities provided by the Sporting Club.

Commercial

A thoughtful retail and commercial pattern will recognize the varied requirements of the gaming guest, the community member, the destination tourist and groups arriving to the site.

One element of the Entertainment Village commercial program may be a 40,000 square foot movie theater with twelve (12) screens. The theater will be supported by on-site and casino visitors as well as by the local 25-mile market. Additional commercial program in the Entertainment Village, totaling approximately 115,000 square feet of destination retail, will complement both the casino and the movie theater. This program may include four to five restaurants, a 15,000 square foot Comedy Museum, a 28-lane bowling alley, a local wine and farmer's market, an activity center for children, and rotating exhibit space to showcase local artists.

Additional commercial uses on the EPT Concord Resort site may include:

- 290,000 square feet of commercial space in the non-contiguous parcels located along NYS Route 42, Concord Road, and Kiamesha Lake Road.
- 20,000 square feet of mixed-use neighborhood convenience retail in the Residential Village
- 175,000 square feet of movie/production studios.
- 100,000 square foot Indoor and/or Outdoor Waterpark.
- 60,000 square feet of amenities associated with the 150-space Recreational Vehicle Park. Timeshares (as listed in the Hospitality Section) may be permitted within the Recreational Vehicle Park.
- 40,000 square foot Recreational Sports Center.
- 20,000 square foot Golf Clubhouse.
- 4,000 square foot Golf Academy.
- 39,000 square feet of Back-of-House and support structures for commercial uses, including a Golf Maintenance building.
- 5,000 square feet of retail facilities for the sale of NY State Agricultural products in support of the Demonstration Farm.



EXHIBIT 16: LOCATION OF COMMERCIAL PROGRAM

Golf, Recreation and Civic

The renovated 18-hole Monster Golf Course will feature a new Golf Clubhouse with the potential for a bar, a clubhouse dining and event space, convenience locker rooms, and lounge area. The Golf Academy and instructional space will further augment the golf and resort experience. There is also opportunity for golf cottages adjacent to the clubhouse and overlooking the course.

Since the EPT Concord Resort is located in an environment where there cannot be year-round play, the golf course and Golf Clubhouse could be used in the off-season for winter activities. The golf course will provide an opportunity for sleigh rides, cross-country skiing, and snowshoeing, and the Golf Clubhouse will serve as a Nordic Center and central location for other area cold weather amenities and activities.

The renovation of the Monster Golf Course will feature the natural landscape, Kiamesha Creek, and will also take advantage of the rolling terrain of the former International Course to provide a premier golf experience. Improvement to the course irrigation and drainage system will reduce the number of weather-related course closings.

Additional recreational pursuits include the rehabilitated Concord Ski Area which will be reinvented as a snow tubing and sledding hill in the winter and a venue for mountain biking during the remaining three seasons. “Pick your own” fruit and maple syrup tapping demonstrations are recreational activities that may be located on the site as well.

Trails are a significant part of the EPT Concord Resort experience. A proposed trail system will connect the various areas of the resort and provides an array of experiences. Trails will provide access to the natural features within the site including Kiamesha Creek, hillside hikes, and on-site lakes. Trail types will vary and will allow for a range of trail-based activities. The EPT Concord Resort will also look for opportunities to connect to regional trail systems including access to the Neversink River and other area amenities.

Each village or neighborhood will have a local network of green connections, which in turn support the larger site-wide green corridors. These greenways may include community lakes, parks, trails, streets and open spaces and recreation areas.



EXHIBIT 17: LOCATION OF GOLF, RECREATION AND CIVIC

Civic

A Civic Center and other community support facilities provide an opportunity for centralized services integrated into a neighborhood setting. Community uses might include programs such as after-school tutoring, senior citizen meeting space, recreation, library, etc. which support residents of the Residential Village and the larger Town of Thompson community. A civic or community program will attract people to the resort for community activities, gathering space, recreation, or offer civic uses such as a town hall, post office, classrooms, or library.

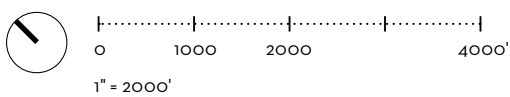
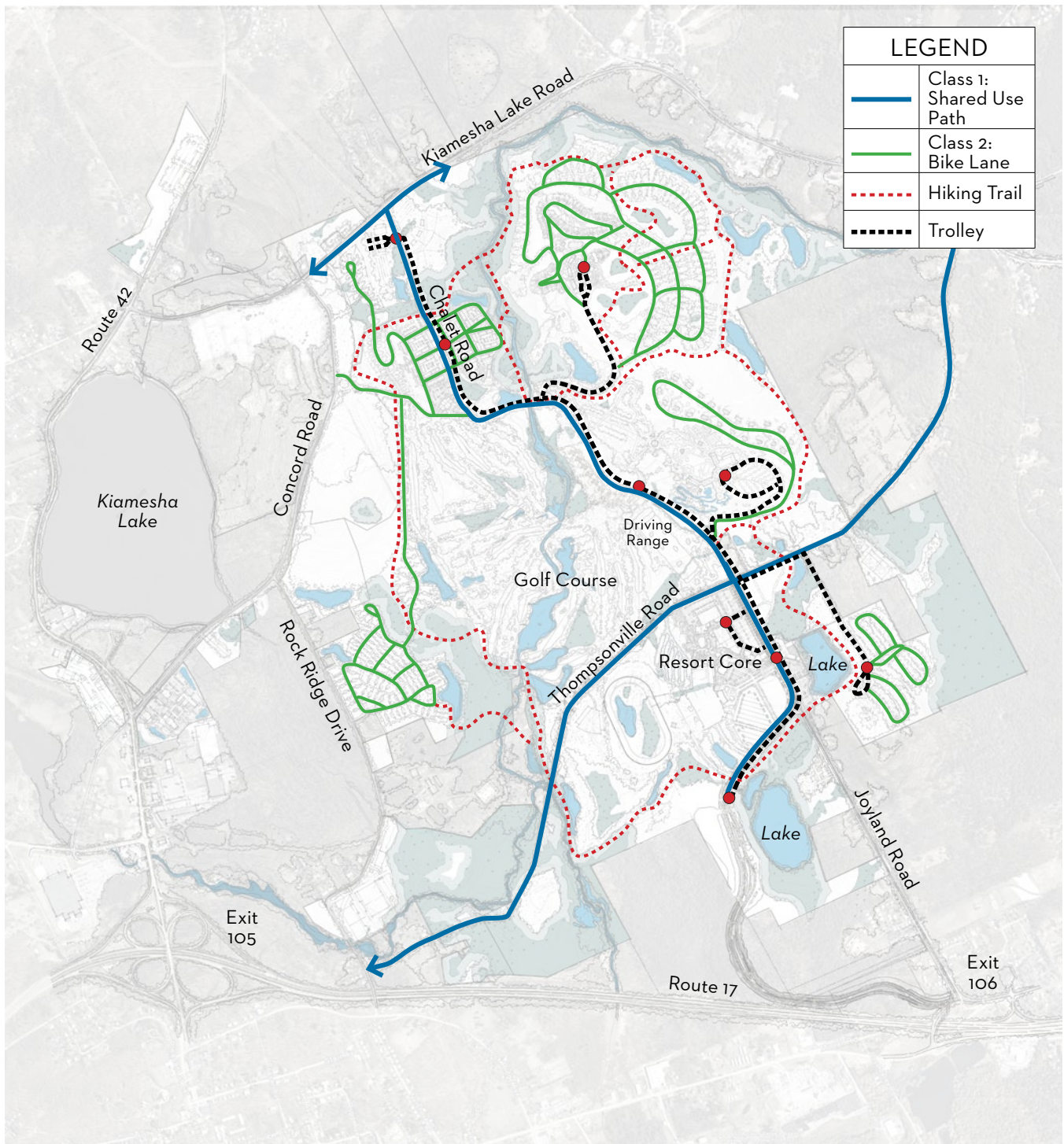


EXHIBIT 18A: TRAILS DIAGRAM







LEGEND	
	Lakes & Streams (existing & proposed)
	Wetland
	Forest / Development within Forest Framework
	Entry Landscape
	Golf Landscape
	Development Area



EXHIBIT 18B: LANDSCAPE ZONE DIAGRAM

3. Landscape Vision

The landscape at the EPT Concord Resort provides a framework that will link together the individual neighborhoods, districts and amenities, expressing the special qualities of the site and establishing a unique sense of place. Existing features of the site will be restored and enhanced to deepen the guest's awareness of natural settings, wildlife and native plant communities, and cultural landscape traditions. To heighten the guest experience, a network of roads and trails are designed to interface with unique site features. The essential qualities of the Catskills building traditions are represented by the design, details and materials palette for buildings, site structures and site elements, based on a clean, straight-forward design aesthetic, hand-crafted details and, if available, regionally sourced stone, metal, timber and wood materials.

There will be four guiding principles for the landscape at the EPT Concord Resort:

- Nurture a restorative landscape that sustains the streams, forest and wetlands of the site.
- Create a simple road network that blends into the landscape and orients guests.
- Develop a network of pedestrian streets, trails, and walking paths that will serve as important social and recreational amenities for guests and residents.
- Establish a refined Catskills aesthetic; a style that is less decorative, with materials that could be found on-site or within the region. The desired visual aesthetic is not a recreation of what has been done in the past but instead draws from historic precedents to create a new style that is contemporary while still rooted in local tradition.

4. Guidelines per Landscape Zone:

Natural Landscape

- *Wetlands:* A system of protected, interconnected wetlands weaves through the resort and functions as a unique ecological amenity. NYS DEC wetland adjacent areas shall be respected and enhanced, as allowed by regulation, to improve biodiversity, functionality and aesthetics and to improve the vitality of the natural setting and enhance the resort experience.
- *Lakes, Ponds and Streams:* The existing stream corridor and two larger lakes shall be preserved and restored as allowed by regulation, in order to improve water quality, support wildlife, increase biodiversity, and improve aesthetics. Banks shall be stabilized and revegetated with appropriate erosion control methods and native plantings. Shorelines shall also be revegetated to restore plant diversity, benefit wildlife and improve soil function. Public access trails and amenities shall be designed for low impact to natural systems, with typical details such as elevated trails, footbridges, and dock facilities.
- *Forest Management:* Based on an assessment of specific site conditions (forest type, age, species composition, understory character, slope, aspect, soils and groundwater) the intent is to actively manage the forest to achieve a healthier and more diverse natural condition with an improved appearance. To fulfill these objectives, the following potential steps may occur:
 - Manage growth of the forest setting for Old Growth characteristics: clearings, multilayered conditions (understory, mid-story and overstory), and presence of larger specimens, snags and forest floor debris. Achieving this character would also augment biodiversity, provide a rich and varied nature experience and enhance aesthetics.
 - Increase tree species diversity.
 - Manage dense stands with a release treatment to reduce competition for the better tree individuals.

- Create openings: small to moderate scale clearings that allow more light and encourage an increase in plant diversity.
- Shape the edges of newly cleared stands during the development process along roads, parcels, and trails to create a more natural, undulating forest edge to the stands.
- Diversify plantings with multi-layered qualities and seasonal interest at forest edges.
- Restore existing dry-stack stone walls as part of site/cultural history.
- Enhance site walls associated with hiking trails with native mosses and lycopodium species.
- Identify specific species of trees, shrubs, herbaceous species, ferns and grasses that are natural plant communities suited to site conditions; emphasis on providing a rich and diverse viewing experience for hiker/recreational user.
- Emphasize a regional identity focused on forest enhancement while creating unique experiences throughout the property.
- *Meadows:* An existing abandoned golf course fairway near the Residential Village may be restored to a meadow condition, reseeded with native grasses and planted with tree species to attract wildlife and create viewing opportunities for resort users.

Golf Landscape

The Monster Golf Course will be re-designed and restored, once again providing an expansive visual and lifestyle amenity for the EPT Concord Resort. Current drainage issues, the flooding and siltation of Kiamesha Creek, and required improvements to the irrigation system may be addressed as part of the golf course redesign. Major view corridors may be maintained and enhanced. To expand multi-seasonal recreation opportunities, during winter months the golf course may be used for cross-country skiing and horse-drawn sleigh rides.

Roads

The landscape character of the roads will maintain the rural character of the existing roads. The roads will be designed and landscaped to provide a generous buffer to surrounding land uses, and will take advantage of important view opportunities.

Entry Landscape

The primary resort entry will create a strong gateway experience for the resort, with a large scale permanent entry sign monument and associated landscape design that may be visible from Exit 106 at NYS Route 17. The entry sign will provide a welcome point at the entry, confirming project identity and information about the resort. From the entry, the road immediately transitions to the natural forested environment of the EPT Concord Resort. The secondary entrances from Kiamesha Lake Road and Thompsonville Road will have small scale resort monument signs for project identification and wayfinding. This signage may have minimal landscaping to integrate the monument with the forest setting.

Resort Core

- *Casino and Entertainment Core:* The casino, conference, retail and entertainment facilities at the Resort Core will be connected by a main pedestrian street that is active during all four seasons. A series of nodes along this thoroughfare will provide opportunities for social gathering, markets, festivals, an ice rink and passive entertainment. Lighting effects will transform the look and feel of the Resort Core seasonally; site furnishings and signage are intended to be artistic, lively, and playful. Long views to the golf course and the Family Resort Hotel visually connect the Resort Core with the rest of the resort. Plantings will express a contemporary Catskills design aesthetic, and shall provide an exciting counterpoint to site art and furnishings, creating a series of outdoor settings within hardscape areas. Plantings will define entries and circulation, shade seating areas, screen service areas, and generally create appropriate transitions to the surrounding natural environment. Paving materials should be permeable where feasible, and stormwater methods should be integral with the landscape design, using bioswales and rain gardens to capture, treat and infiltrate stormwater run-off from paved surfaces and buildings.
- *Lake Club:* The Lake Club will be one of the anchors of the Resort Core, drawing casino and entertainment visitors to enjoy some of the site's natural amenities. A boardwalk trail around the lake may be provided as well as a dock for fishing and access to water sports. The vegetation within the lake setback may be preserved and enhanced with native grasses, willows, berries, and sedges.
- *RV Park:* The RV Park shall integrate into the surrounding existing forest character and the layout of parking spaces shall be designed around existing trees, walls, and rock features. A series of vegetated islands should be incorporated to break up the parking into smaller "rooms".

Residential Village

The Residential Village will have a network of green spaces including small parks and recreation areas, a central village green and several small ponds. Streets shall generally have regular plantings of large scale canopy shade trees and low groundcover or grass planting strips along road edges. Site circulation shall provide a safe integration of the pedestrian and vehicular environment, with pedestrian access to the community trails system. The village open space network and circulation will have a strong visual and physical connection to Kiamesha Creek.

Residential Neighborhoods

- *Forested Buffer:* As a consequence of development clearing operations, the residential neighborhoods will have the appearance of clearings, with new forest edges that have exposed trees that were formerly within the middle of a forest and therefore devoid of foliage. To both restore and enhance the natural forest edge condition, a forest buffer is proposed in the adjacent open space surrounding the neighborhoods. This forest buffer will include a vertically tiered, staggered planting of forest canopy trees, understory trees, and a forest floor shrub and herbaceous layer. Plant materials will be based on the existing native forest conditions.
- *Recreational Landscape:* The parks and commons areas will retain a natural setting and overall character, incorporating informal native plantings to complement the site character and landscape aesthetic, buffering the edges and transitioning to natural woodland. More traditional garden and landscape design elements may also occur within the core areas.
- *Rain Gardens:* The road edges should incorporate a system of planted bioswales that collect, store, treat, and convey road run-off and provide a distinctive visual amenity for the residential neighborhoods.
- *Slope Stabilization:* Based on sustainable practices, use of mechanical stabilization of slopes exceeding 25% and revegetation of all slopes with appropriate erosion control plantings that complement the natural setting will occur. Construction should avoid impacts to slopes exceeding 30%, and efforts to retain natural rock outcroppings in their state will also be a priority.

Sporting Club & Family Resort Hotel/ Ski Hill

Located on two of the site's higher elevations, the Sporting Club and Family Resort Hotel should be nestled within the surrounding forest context. The layout and positioning of these resort roads and cottages should respect the existing topography and forest framework. Existing forest will be preserved to the greatest extent possible to maintain a naturalistic feel and experience. The Ski Hill shall be maintained and used throughout the year for seasonal activities. Parking lot guidelines are found in Chapter IV.

Trail Network

A network of hiking, biking, and walking trails may be provided to connect the amenities, neighborhoods, and natural landscapes of the EPT Concord Resort and offer a variety of multi-seasonal recreational experiences for guests and residents of the resort as well as the local community. The major multi-use trails should generally consist of asphalt or stabilized soil materials to accommodate pedestrians, bicyclists, and meet ADA accessibility requirements. The minor hiking and biking trails in the natural areas may revert to pervious, natural materials such as stabilized gravel or soil.

5. Architectural Character & Design Concepts

The architecture and landscape character of the EPT Concord Resort should be evocative of the Catskills, defining a wider vernacular for the resort. Architecture in the Catskills is informed by the land and rolling landforms with materials that draw on those within the area, including wood, timber and stone. Historic Resorts within the Catskills were typically large lodges, positioned iconically within the landscape. Other vernacular building forms come from agricultural complexes and include round barns and octagon houses. The EPT Concord Resort will reflect tradition, reference the historic resorts in color, texture, form, and materials while incorporating a contemporary use of glazing and materials. Materials should include metal, stone and timber.

There are opportunities for signature buildings throughout the site, including pavilions and open air structures, gathering spaces and traditional parks. The clean design aesthetic, regionally sourced materials and hand-crafted details of these buildings, site structures, and site elements will evoke the traditional construction language of the Catskills. Buildings should capture views, activity within and without, and reinforce the contemporary look and feel of the place. Public spaces must capture the importance of designing complete environments - from the way light transforms spaces to the way site furniture and signage helps set the spirit of a setting.

The Entertainment Village program consists of one and two story buildings. Vertical elements will be important to balance the predominant horizontal and the dominant vertical building components of the Casino Resort. Architectural features and roof forms that increase the height and help balance the massing while creating a diverse streetscape should be implemented.

Architectural Character will be comprehensively addressed in commercial and residential design guidelines developed and enforced by the Master Association.

Refer to Exhibits 19-23 for Illustrative Concept Plans of Key Neighborhoods at the EPT Concord Resort. The following renderings are illustrative and are neither final design nor intended for construction. The design of individual buildings will evolve to accommodate the final development program.

Although detailed design for the proposed Casino/Hotel and Entertainment Village core buildings have not been finalized, it is anticipated that the Casino Hotel would be an architecturally significant marquis building, with a contemporary design, utilizing glass to maximize views of the Resort. The current casino building design uses metal panels throughout with stone and wood accents while curtainwall glass and storefront glass with metal panel banding and stone accent would be utilized on the hotel tower.



*Please refer to Exhibit 3 for site plan layout at the Casino Resort.



LEGEND			
1	Entertainment District • 115,000 sf Entertainment Retail • 40,000 sf Theater	10	Gateway Park
2	Ice Rink	11	Hotel & Conference Center
3	Nature Trail	12	Conference Hotel Parking
4	Casino Resort Hotel	13	Lakefront Park
5	Future Casino Resort Hotel	14	Entertainment District Parking
6	Entry Feature	15	"Tent" Event Field
7	Casino Resort	16	Stormwater Retention
8	Casino Employee Parking	17	Grandstand/Showroom
9	Casino Parking	18	Harness Horse Racetrack
		19	Grandstand/Showroom Parking

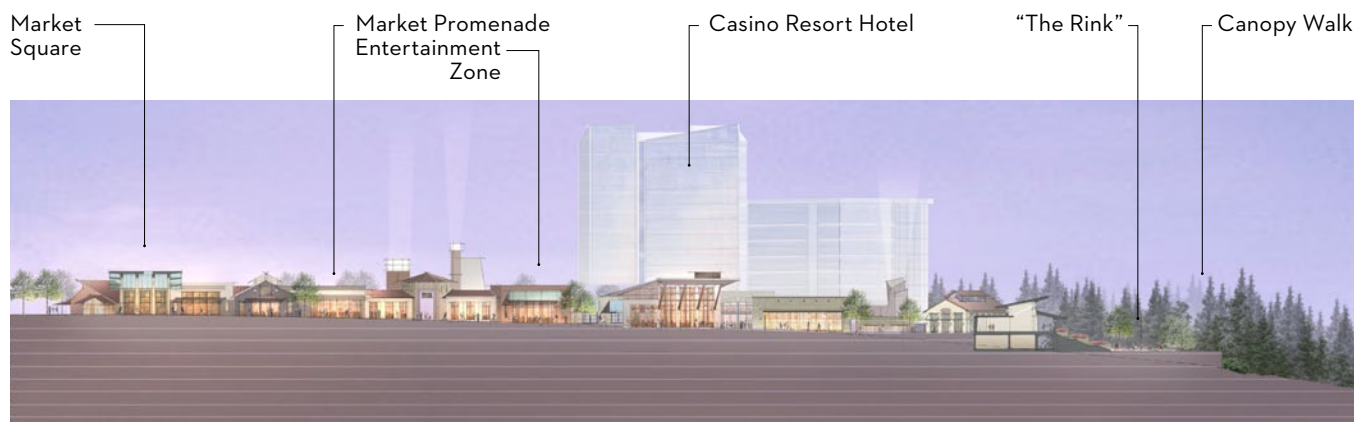
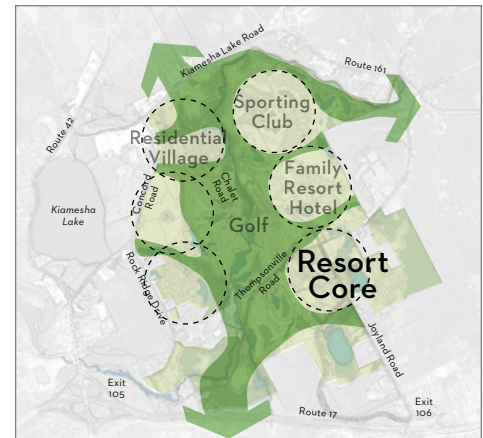


EXHIBIT 19: RESORT CORE



LEGEND	
1	Chairlift or Tube Pull
2	Hilltop Lodge – Center for skiing/boarding, tubing, mountain biking; restaurant
3	Putting Course
4	Lawn – skating rink; croquet lawn; amphitheater; event area
5	Outdoor Waterpark – pools; waterslides; spa; lazy river; pool bar
6	Indoor Waterpark
7	Gatehouse
8	Parking Lot
9	Family Resort Hotel – 550 rooms; restaurants; fitness center; spa
10	Conference Center
11	Lawn & Raquet Sports – croquet; tennis; volleyball; basketball; shuffleboard; bocce; horsehoes
12	Hotel Cottages (included in total number of keys)

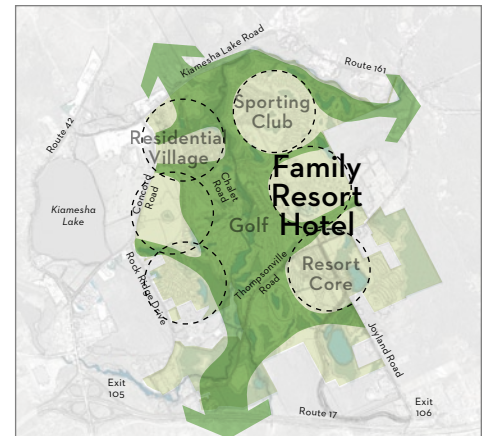


EXHIBIT 20: FAMILY RESORT HOTEL





LEGEND	
1	The Lodge
2	The Spa
3	Cabins
4	Branded Residential Lots
5	Gatehouse
6	Fitness, Pilates & Yoga
7	Nature Center
8	Fish Camp
9	Outdoor Sporting Club Adventure

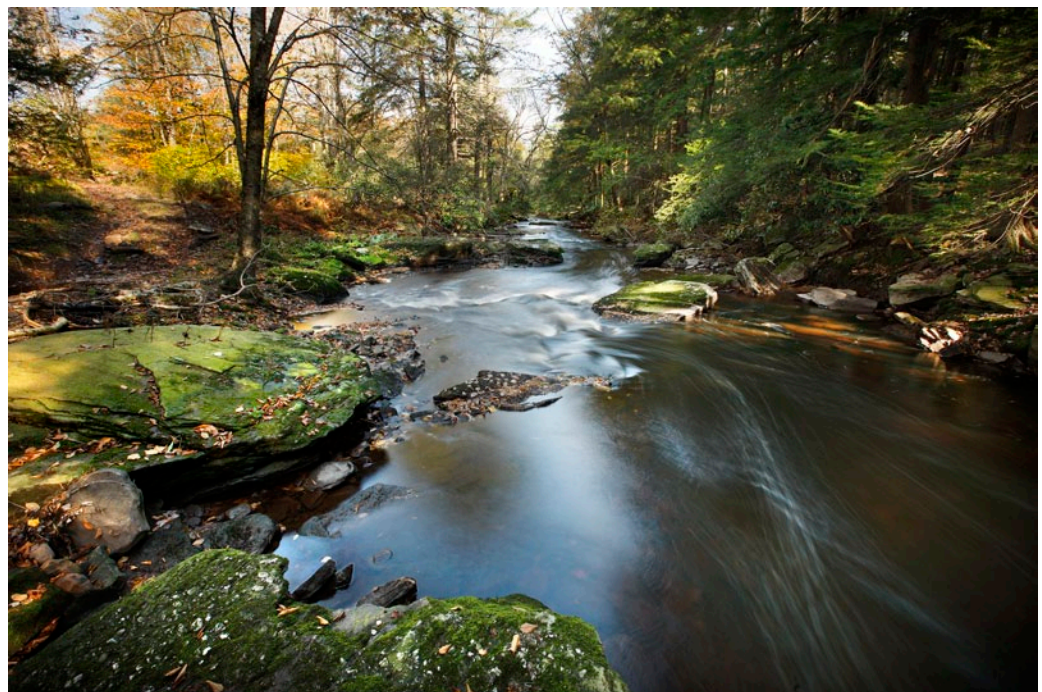
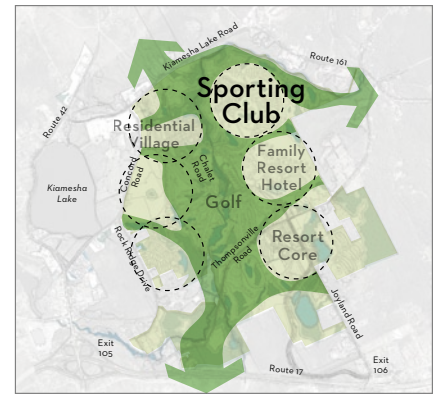


EXHIBIT 22: SPORTING CLUB



LEGEND	
1	Single Family Residential
2	Overlook
3	Multi-family Residential
4	Retail / Commercial
5	Esplanade
6	Park Pavilion
7	Creek Crossing & Nature Walk
8	Neighborhood Park
9	Civic Center

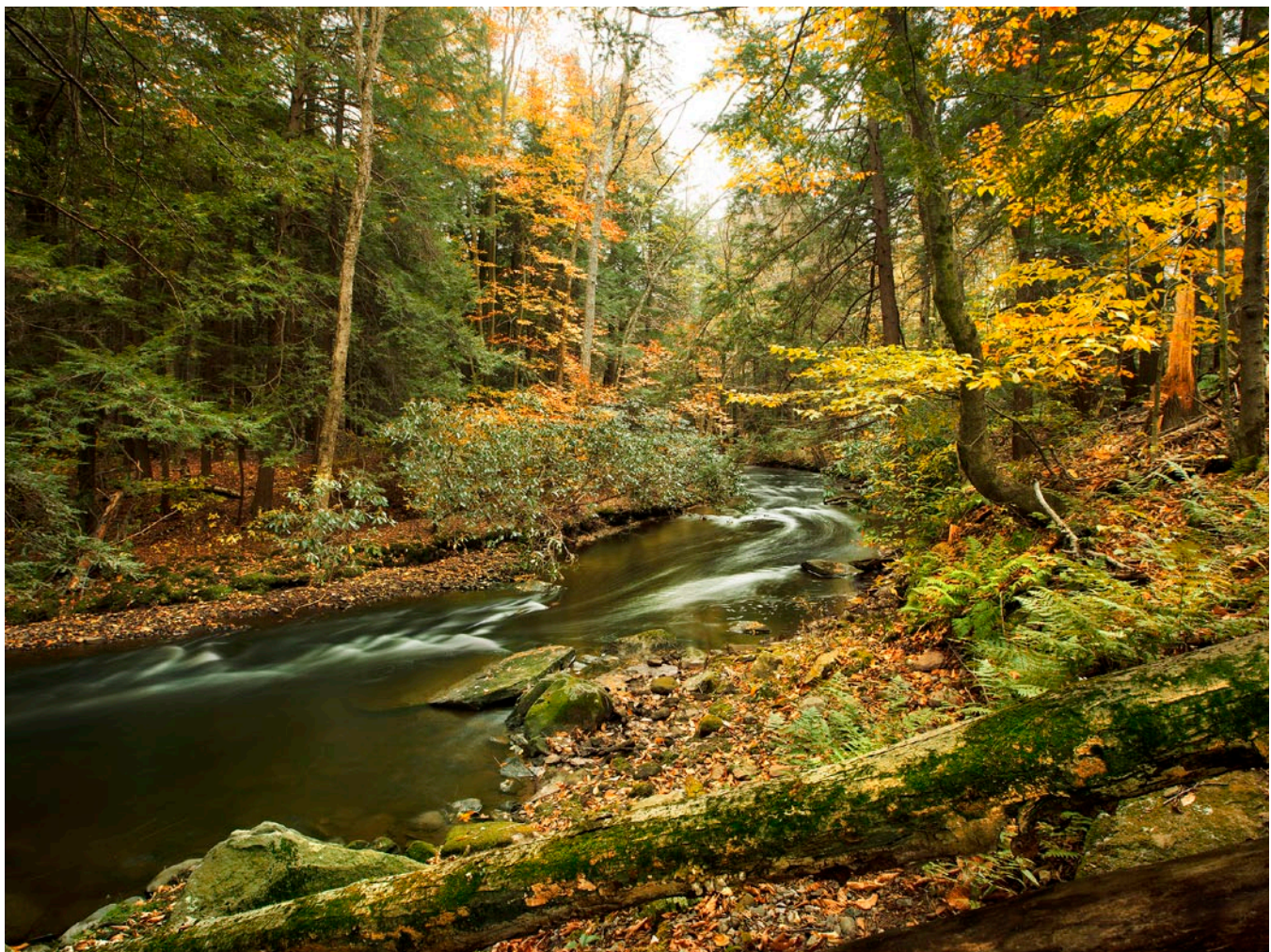
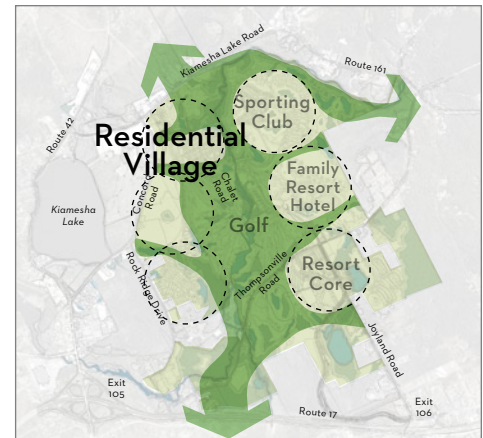


EXHIBIT 21: VILLAGE



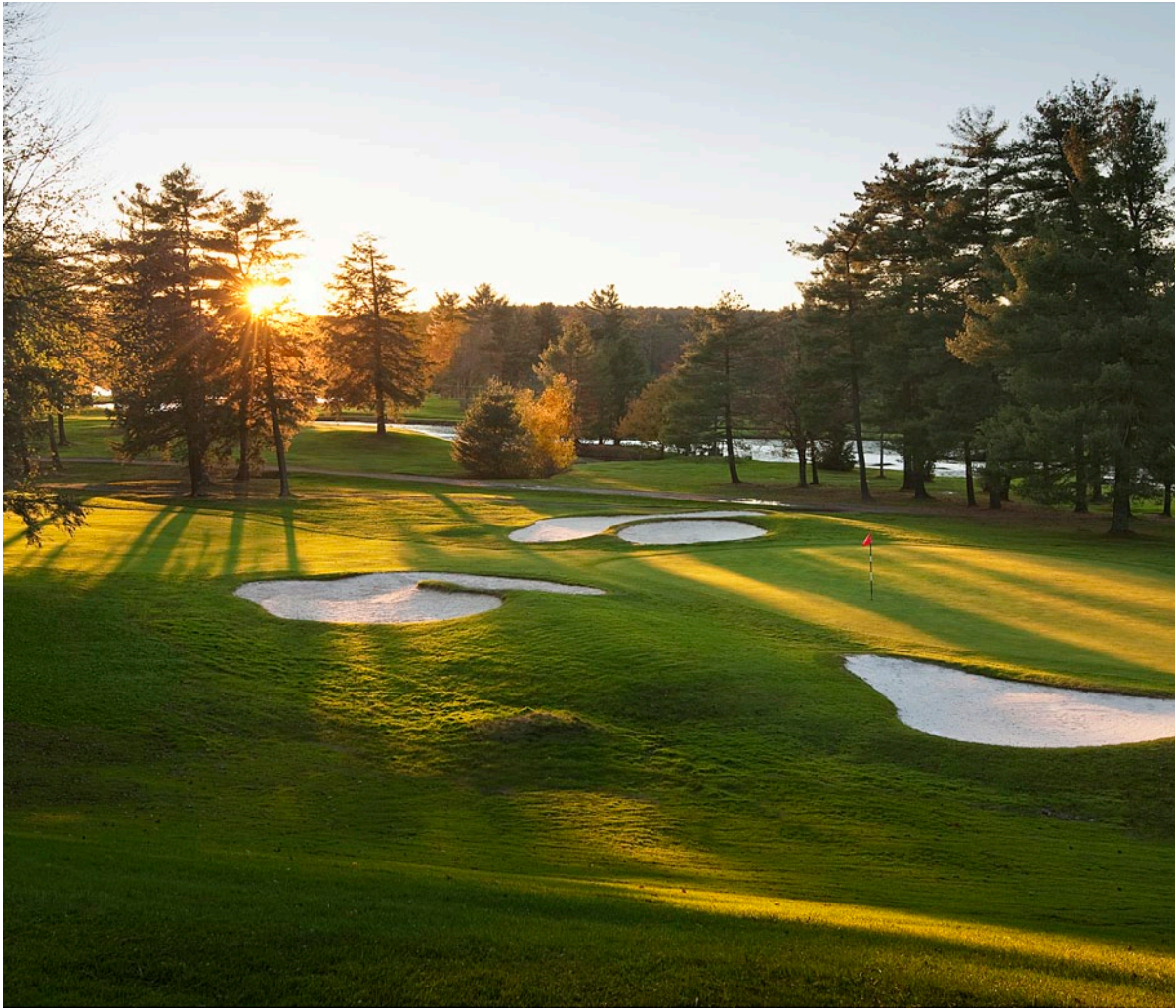
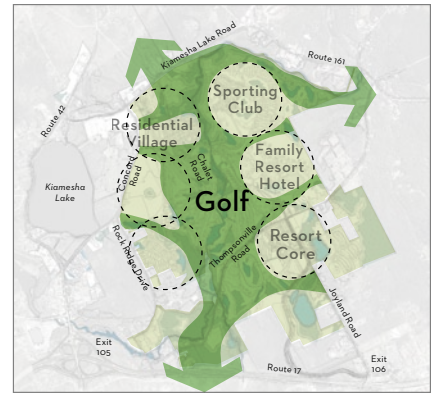


EXHIBIT 23A: GOLF





LEGEND	
1	Golf Clubhouse – Pro Shop; Locker Rooms; Bar & Grille
2	Clubhouse Dining
3	Duplex Cottages (12)
4	Driving Range
5	Practice Putting Green
6	Bag & Cart Storage
7	Golf Academy



EXHIBIT 23B: GOLF

C. SITE INFRASTRUCTURE

1. Access & Circulation

ROW, Access, Circulation Improvements






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.

The Resort Entry Road is proposed to be a four lane divided roadway. The existing roadways within the project will need to be redesigned to incorporate wider drive lanes in conformance with current Town of Thompson design standards. 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 which have been designed based

on AASHTO design criteria for 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.

Trip generation estimates were developed and then assigned to the roadway network for Phase 1 of the Proposed Project. Intersection infrastructure improvements needed with implementation of Phase 1 to maintain level of service (LOS) D or better traffic operations at all intersection movements were identified. LOS D conditions are generally considered the upper range of tolerable operating conditions for drivers. It is not uncommon for operations to degrade to worse than LOS D operations during the peak hours when traffic volume is at its highest level compared to the rest of the day, however, it is desired to try to achieve LOS D operations. If the intersection was operating at worse than LOS D conditions under the

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

No Build condition, then improvements were identified only if the Proposed Project resulted in a drop in level of service. The following improvement measures for Phase 1 of the Proposed Project will need to be coordinated with the governing agencies:

- Joyland Road and Cimarron Road, NYS Route 17 Westbound Ramps/Towner Road and Cimarron Road, NYS Route 17 Eastbound Ramps and Cimarron

Road intersections - Redesign Interchange 106 (See Exhibit 24B). The redesigned interchange includes a realigned Cimarron Road, installation of signals at the NYS Route 17 westbound and eastbound ramps, signal installation at Joyland Road and Cimarron Road, and converting the County Road 173/ Overpass signalized intersection into a single-lane roundabout.

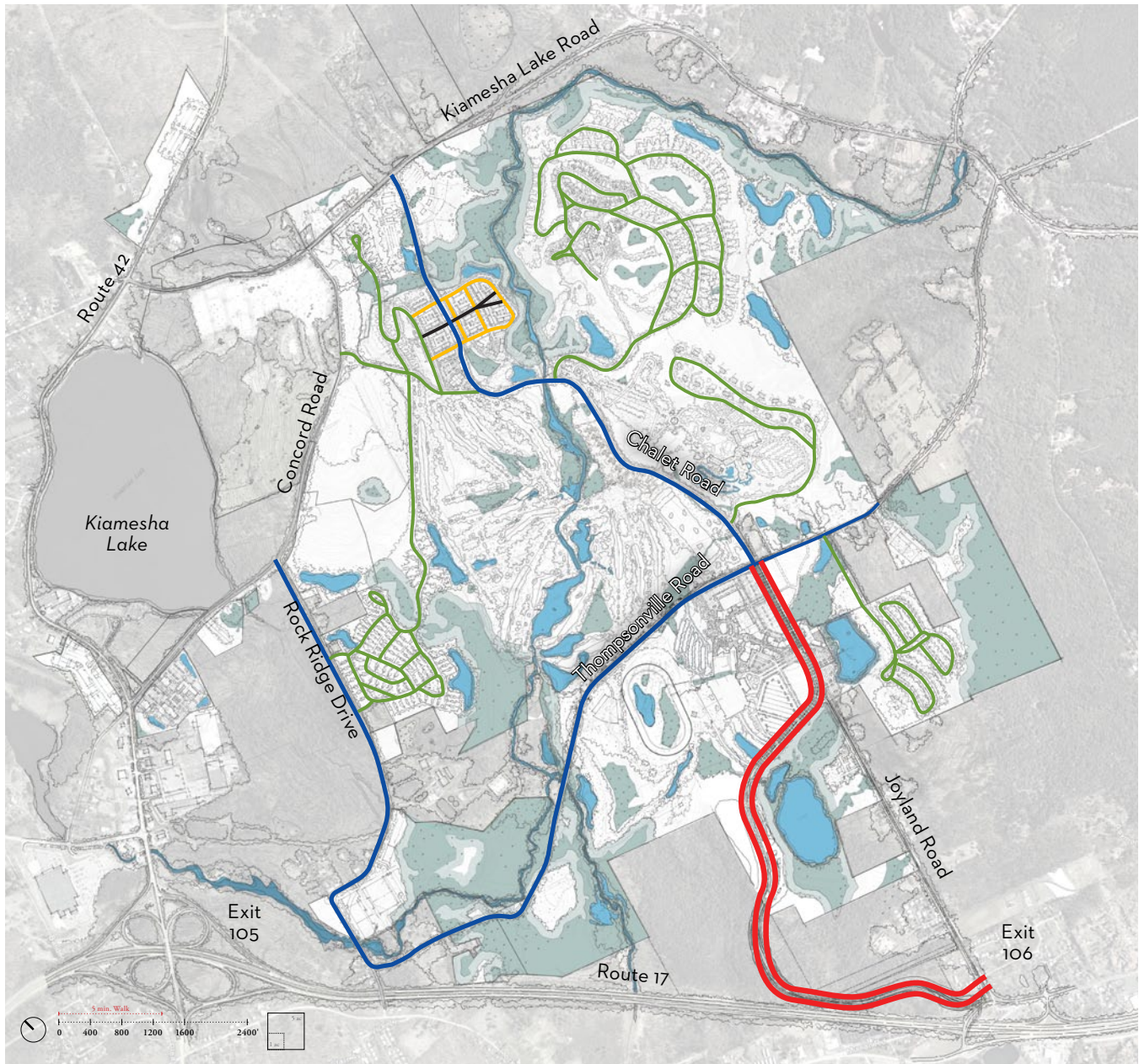


EXHIBIT 24A: ROAD USE TYPES

- Adjust signal timings at the Pleasant Street and Broadway, NYS Route 42 and Concord Road, and NYS Route 42 and Cimarron Road intersections.
- In consultation and with approval from NYSDOT and other involved agencies, Intelligent Transportation Systems (ITS), will also be considered and could include installing adaptive traffic control systems to improve vehicle detection/operations including the addition of system detectors for data collection and monitoring.
- Video monitoring that would allow for the remote viewing of the operation of the adaptive traffic control systems at the NYS Route 17 Exit 106 Interchange to ensure that the newly implemented systems are functioning correctly. The video monitoring would also improve safety and accident response time and would be part of the overall traffic management plan to be developed for the Proposed Project with the Town and emergency services.
- The previously approved realignment of Concord Road will be accomplished by others.

As future development phases come on-line, supplemental traffic analysis will be conducted to identify if additional improvement measures are warranted.

Pedestrian Circulation

A hierarchy of 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 Route 17 interchange to Kiamesha Lake Road. In addition, loop spurs will link off of the main spine, expanding the recreation options for guests.

Within the Entertainment Village, the pedestrian street 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.

Walking trails will provide links within districts as well as between districts and the multi-use/bike path. These trails will typically be wide enough for two people to walk side-by-side and may be composed from a variety of pavement surfaces. These trails will blend with the natural terrain and may incorporate stairs when steep grades are encountered.

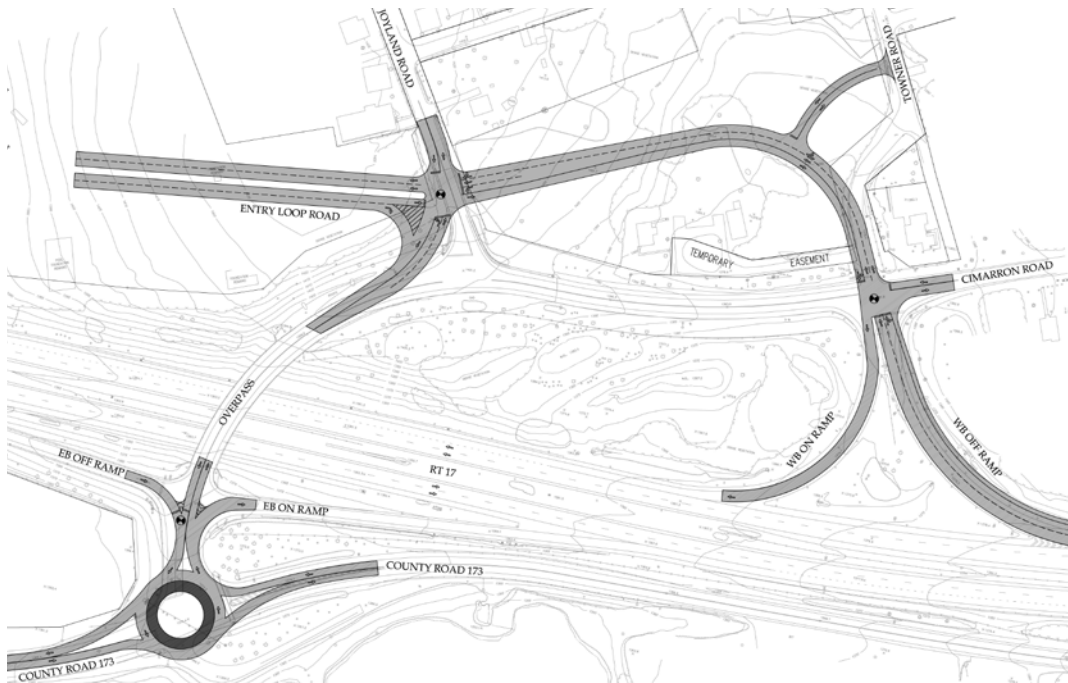


EXHIBIT 24B: INTERCHANGE 106 RE-DESIGN

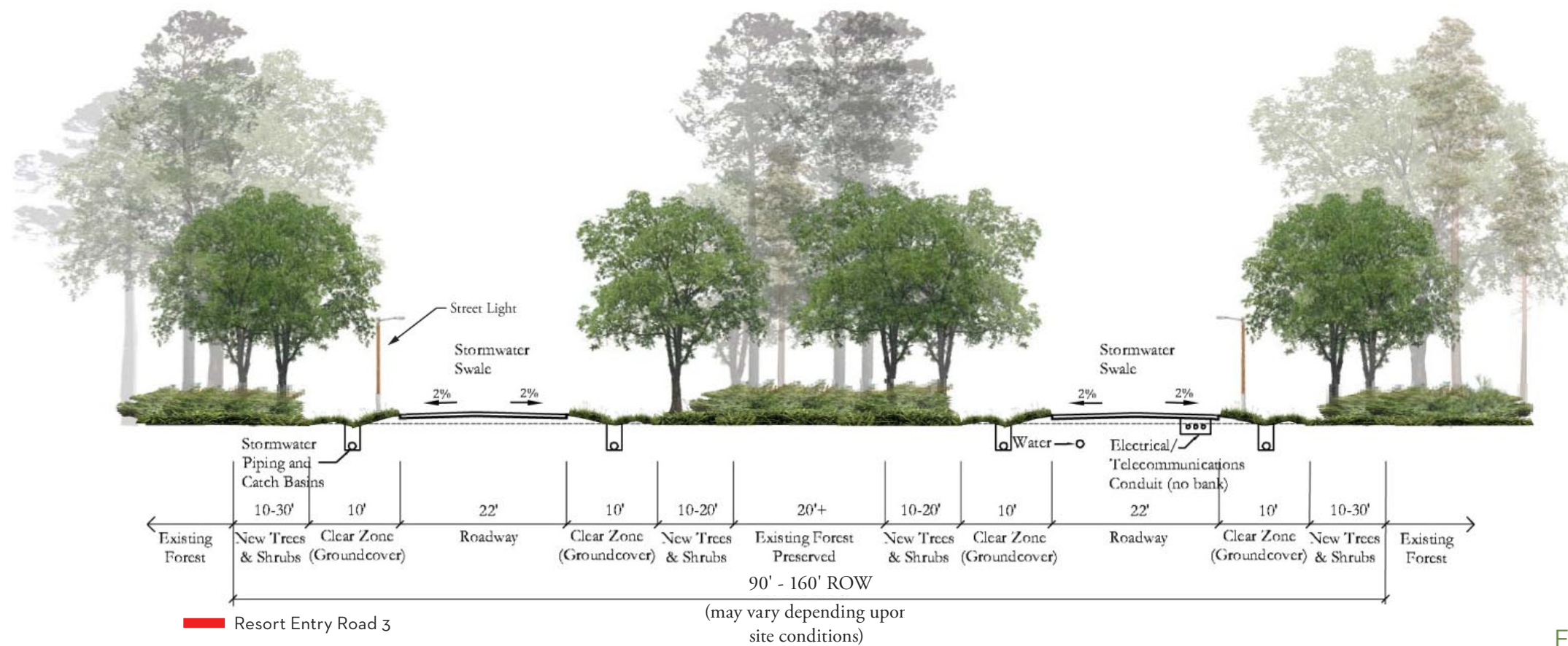
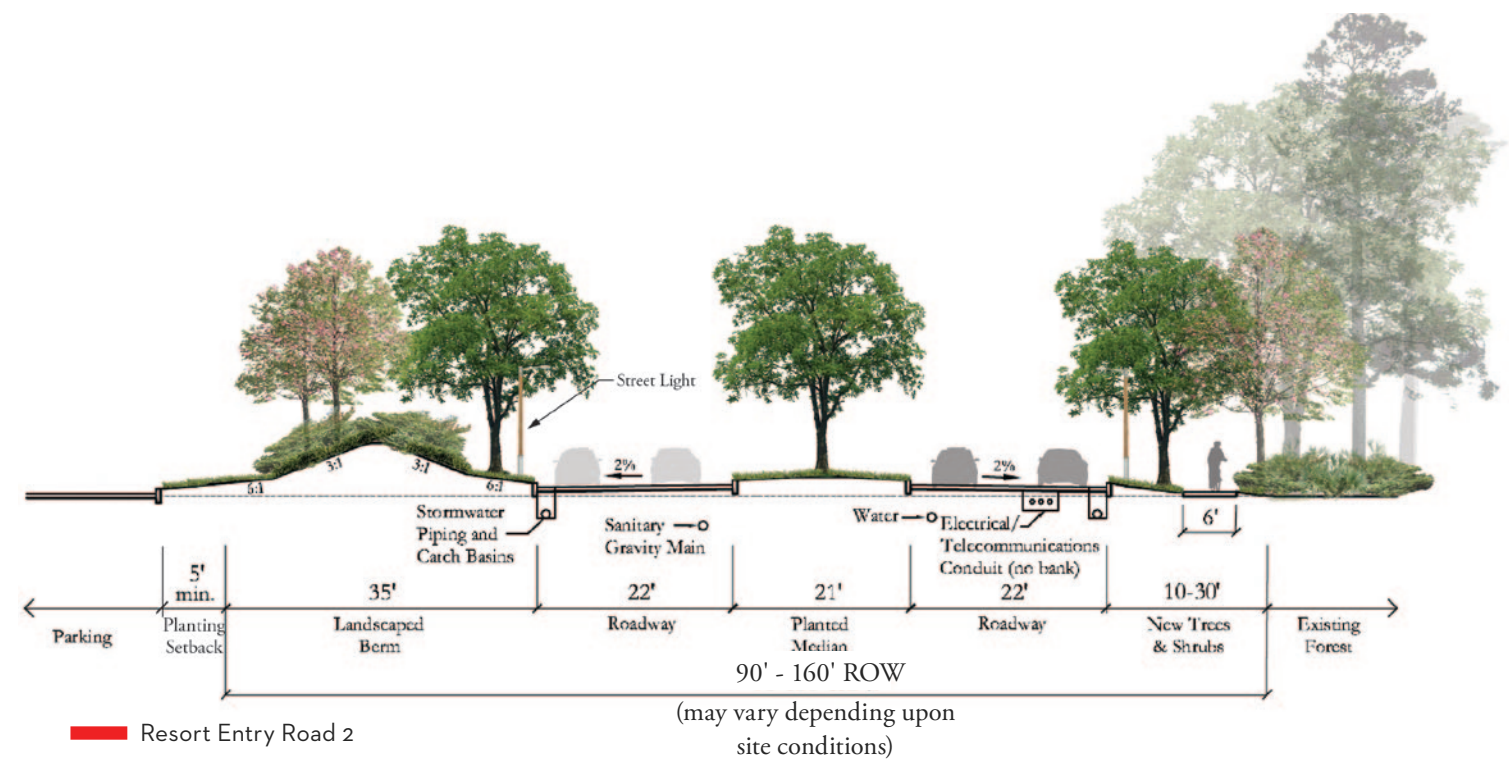
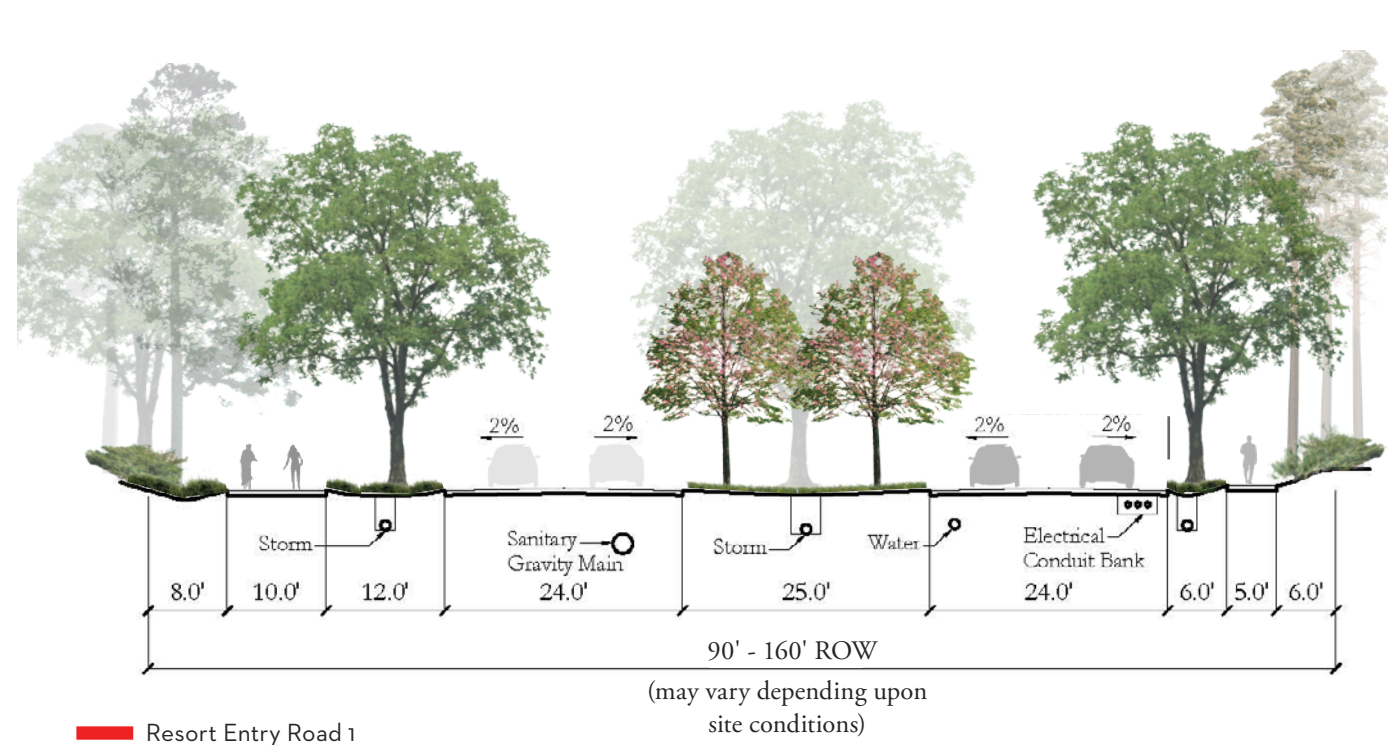


EXHIBIT 25A: ROAD SECTIONS

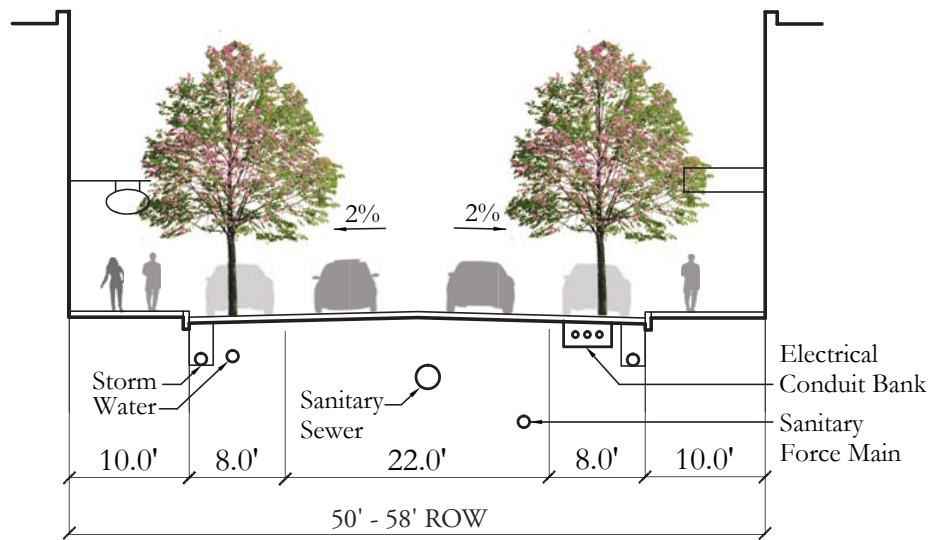
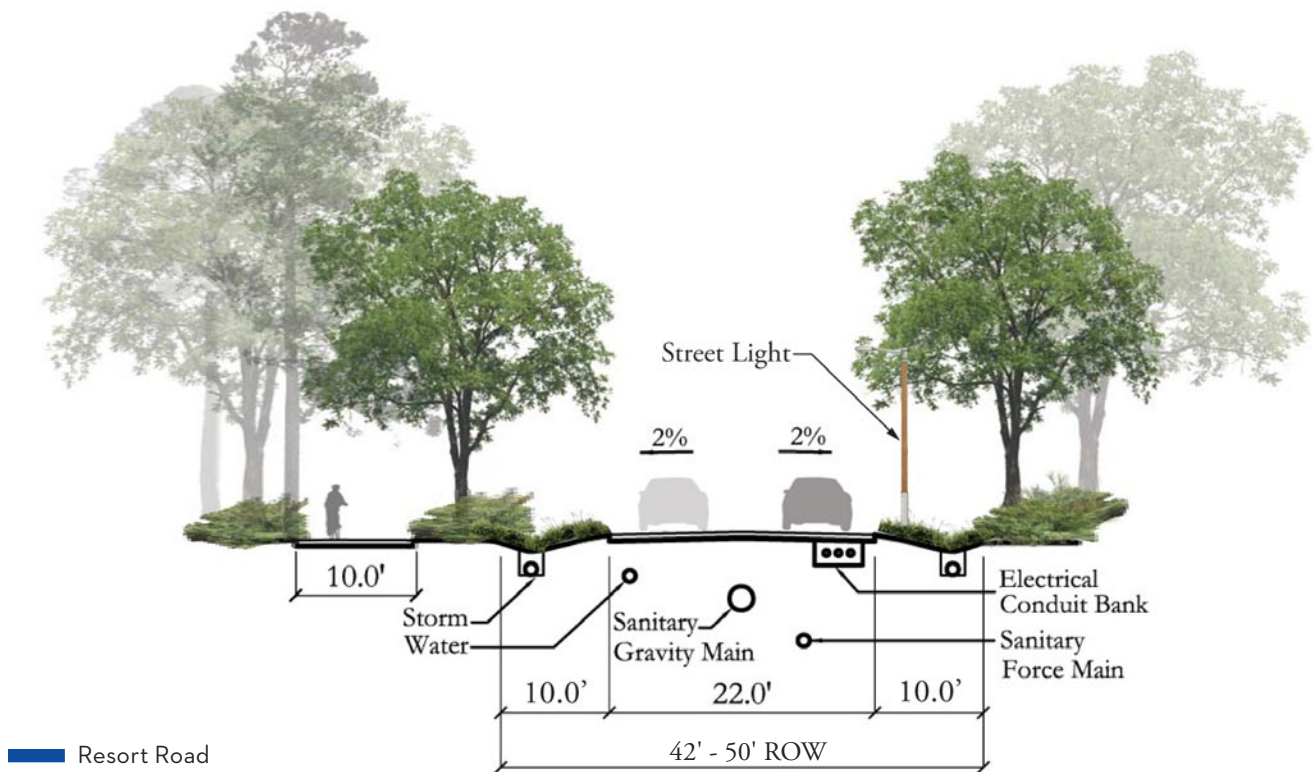
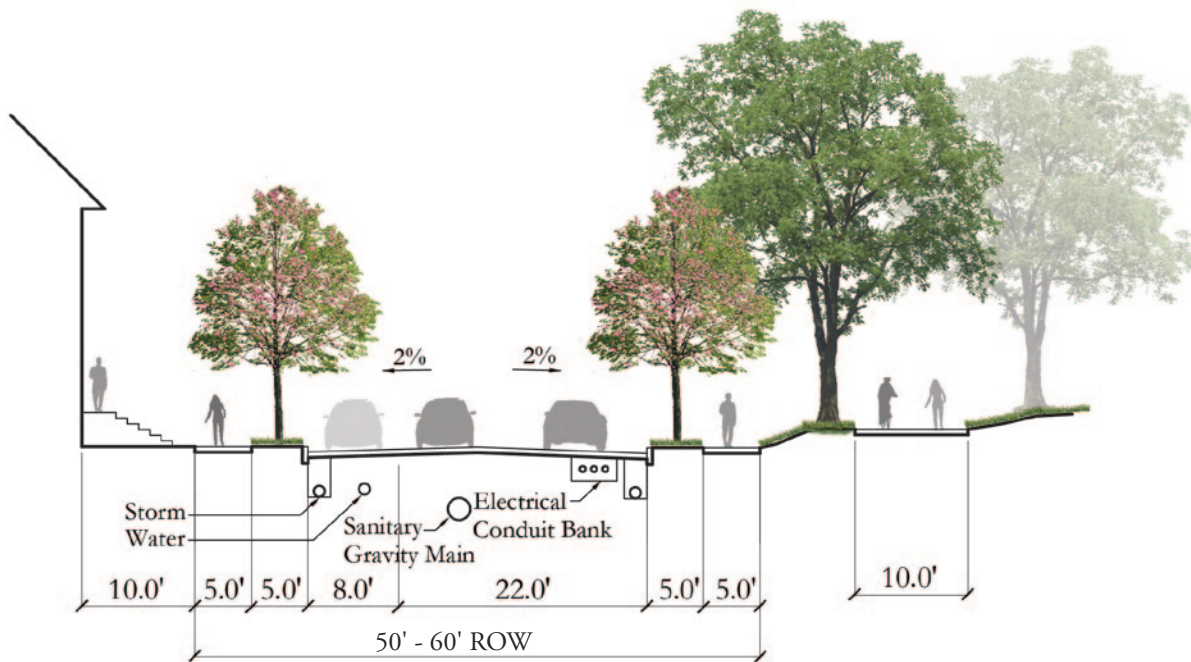
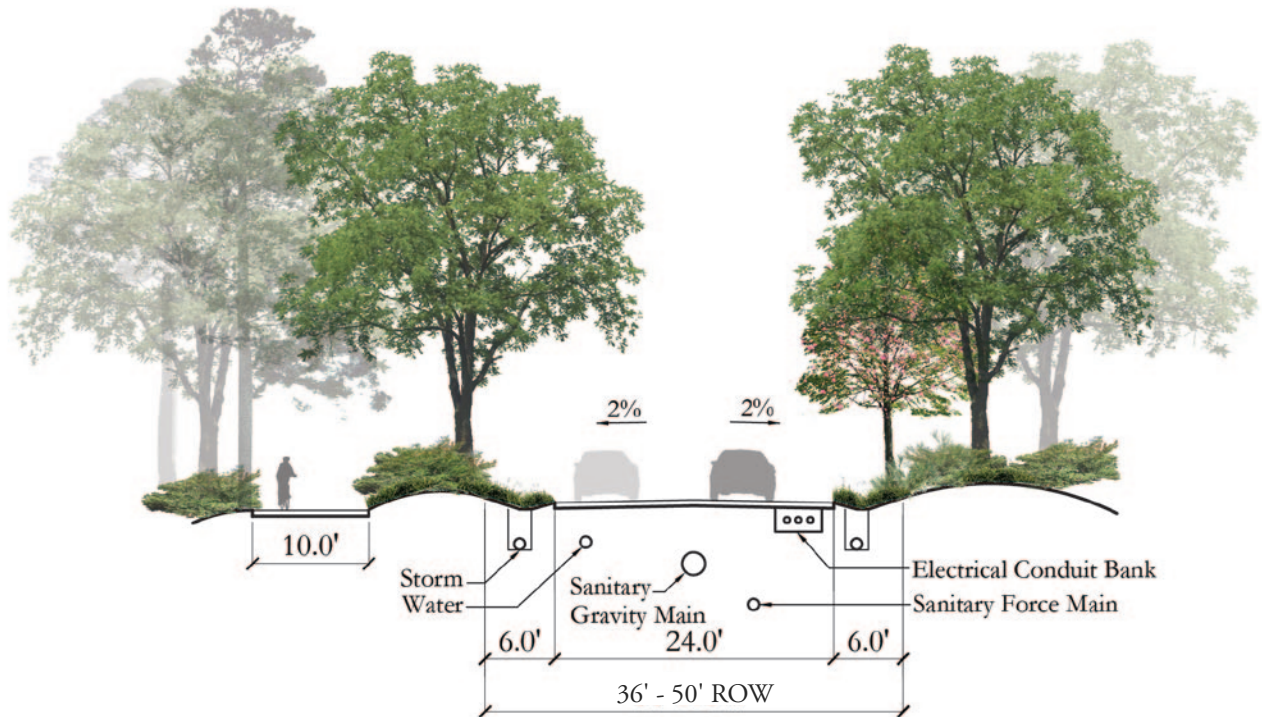


EXHIBIT 25B: ROAD SECTIONS



Village Residential Street



Neighborhood Street

EXHIBIT 25C: ROAD SECTIONS

D. STORMWATER MANAGEMENT

Techniques, Standards and Requirements

In general, the Project Site contains mostly wooded and grass cover with a mix of single family residences, roadways and golf course related buildings. The roadway networks contain limited stormwater collection and conveyance systems with a majority of the stormwater flows directed overland and/or through culverts towards Kiamesha Creek, which traverses the site from south to north.

Proposed Techniques

The proposed development will provide greater impervious surfaces to the Project Site and will thus increase stormwater peak flow rates and volumes. To mitigate for potentially adverse environmental impacts, a proposed conceptual stormwater management plan will be designed to implement both structural and non-structural best management practices. The proposed water quality measures will include but will not be limited to: grass and rock-lined swales, rain gardens and bio-retention facilities. Stormwater flows from larger storm events will be conveyed via non-structural (swales) or structural (piped) networks to stormwater management ponds located throughout the different development zones. These ponds will be used to detain post-development stormwater and reduce flow rates to those equal to or less than pre-development conditions thereby protecting downstream receiving waterbodies. The overall stormwater management network will control and convey the stormwater flows on the project site; introduce water quality measures to treat 90% of the average annual stormwater runoff volume; and incorporate water quantity controls prior to discharging into Kiamesha Creek. The desired approach will integrate green infrastructure practices, where feasible, throughout the proposed neighborhoods and create natural edges which meld seamlessly with the proposed development program. All stormwater facilities will be designed to comply with the NYS Stormwater Management Design Manual and Town of Thompson stormwater regulations.



	Preliminary Proposed Drainage Boundaries
	Diagrammatic Stormwater Facility Location
	Direction of Drainage Flow
	Wetlands
	NYS DEC Wetland Adjacent Areas
	EPT Property Boundary

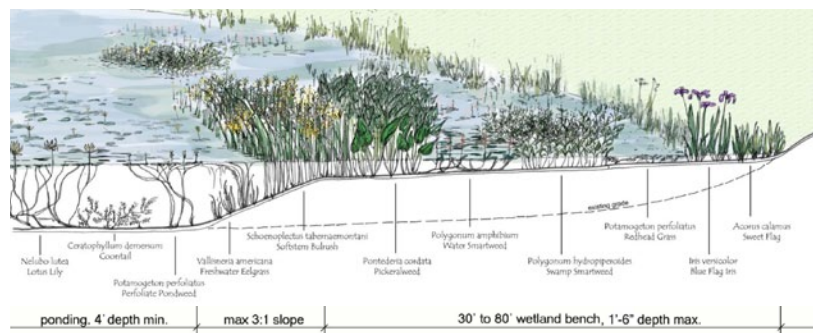


EXHIBIT 26: STORMWATER

E. WATER SUPPLY – PUBLIC OR PRIVATE

1. Existing

Based on information gathered from available records, there are three potable water supply systems in the vicinity of the Project Site, which may potentially be available to the Project. They are: private on-site groundwater supply wells, the Village of Monticello Water Department, and the Kiamesha Artesian Spring Water Company (KASWC).

On-site Groundwater Supply Wells

There are approximately 31 existing groundwater wells located throughout the Project Site, of which only two wells are currently operational. The existing groundwater wells are used to supply water to the current on-site facilities, as there are no existing public water service mains located within or adjacent to the Project Site.

Village of Monticello Water Department

The Village of Monticello Water Department (Water Department) serves a population of approximately 6,300 to 12,000 people depending upon seasonal demands. The source of the Village of Monticello's community water system includes Kiamesha Lake surface water (outside of Village limits) and three groundwater wells (inside Village limits). The total current permitted capacity of the Village of Monticello's system is 2.9 MGD with an operational capacity of approximately 2.0 MGD. According to records, the current average peak demand is approximately 1.3 MGD. Therefore, there is approximately 700,000 gpd of surplus capacity.

According to the Water Department, the Village has existing water system infrastructure within close proximity to the Project Site at the following locations:

- An existing 14-inch water main at the intersection of Concord Road and NYS Route 42.
- An existing 12-inch water main at East Broadway, south of NYS Route 17.

Kiamesha Artesian Spring Water Company (KASWC)

The KASWC is a privately owned and operated water supply company. The sources of water supply for the KASWC are surface water intakes at Kiamesha Lake and two groundwater wells. The KASWC is permitted as a community water system, providing water to a population of 500. According to KASWC, it has a daily supply capacity of approximately 926,000 gpd. The average daily demand is approximately 60,000 gpd with a peak demand of approximately 310,000 gpd. Therefore, there is approximately 616,000 gpd of surplus capacity.

2. Proposed

The anticipated water supply based on the proposed uses was calculated using New York State Department of Conservation (NYSDEC) Design Standards for Wastewater Treatment Works – 1988, except where noted. Based on the proposed uses, the anticipated water demand of the Phase 1 development is approximately 230,000 gpd (203,000 gpd anticipated demand with water-saving fixtures). The anticipated water demand for all phases of the development plan is approximately 1,120,000 gpd (961,000 gpd anticipated demand with water-saving fixtures). All future parcels will require confirmation that water supply service is available prior to site plan approval. The following represents the possible options for potable water supply to the Project Site.

On-Site Water Supply

The overall approach for each phase of development would be to design and construct a system of groundwater supply wells located within the vicinity of each particular phase of development.¹ Each proposed conceptual water system will consist of a well field, disinfection equipment, and water storage tanks capable of accommodating both domestic and fire protection water demand. From the water storage tanks, a looped water service distribution system would be established based on the program layout for each phase of development. Once multiple phases of development have been introduced, it

¹According to previous reports prepared by CA Rich Associates, the Project Site had the potential to pump enough well water to meet the requirements of the previously analyzed 2006 CALP development plan, which were estimated at 1.4 MGD.

would be more efficient to consolidate the different water systems into a common system to be operated by a water corporation. The Water Service concept figure (Exhibit 27, below) presents the proposed well tank and water main locations throughout the Project Site. Initial steps towards the development of the well fields and water distribution systems are expected to involve coordination with NYSDOH and the Town of Thompson to establish well site locations. Testing and development of the well field, treatment equipment, storage tanks and distribution system would be evaluated and completed. The public water supply system would be subject to the rules and regulations of NYSDEC, NYSDOH, DRBC, and the New York State Public Service Commission (NYSPSC).

Off-Site Water Supply

As previously stated, the KASWC has approximately 616,000 gpd of excess water supply capacity. In addition, the Village of Monticello has approximately 700,000 gpd of excess capacity. As both of these entities have water supply infrastructure within close proximity to the Project Site, it may be possible to enter into a contractual arrangement with one or both of these entities to meet required potable water needs of the Project. The necessary distribution infrastructure for the Project Site will be constructed and managed as needed, in accordance with all applicable rules and regulations.

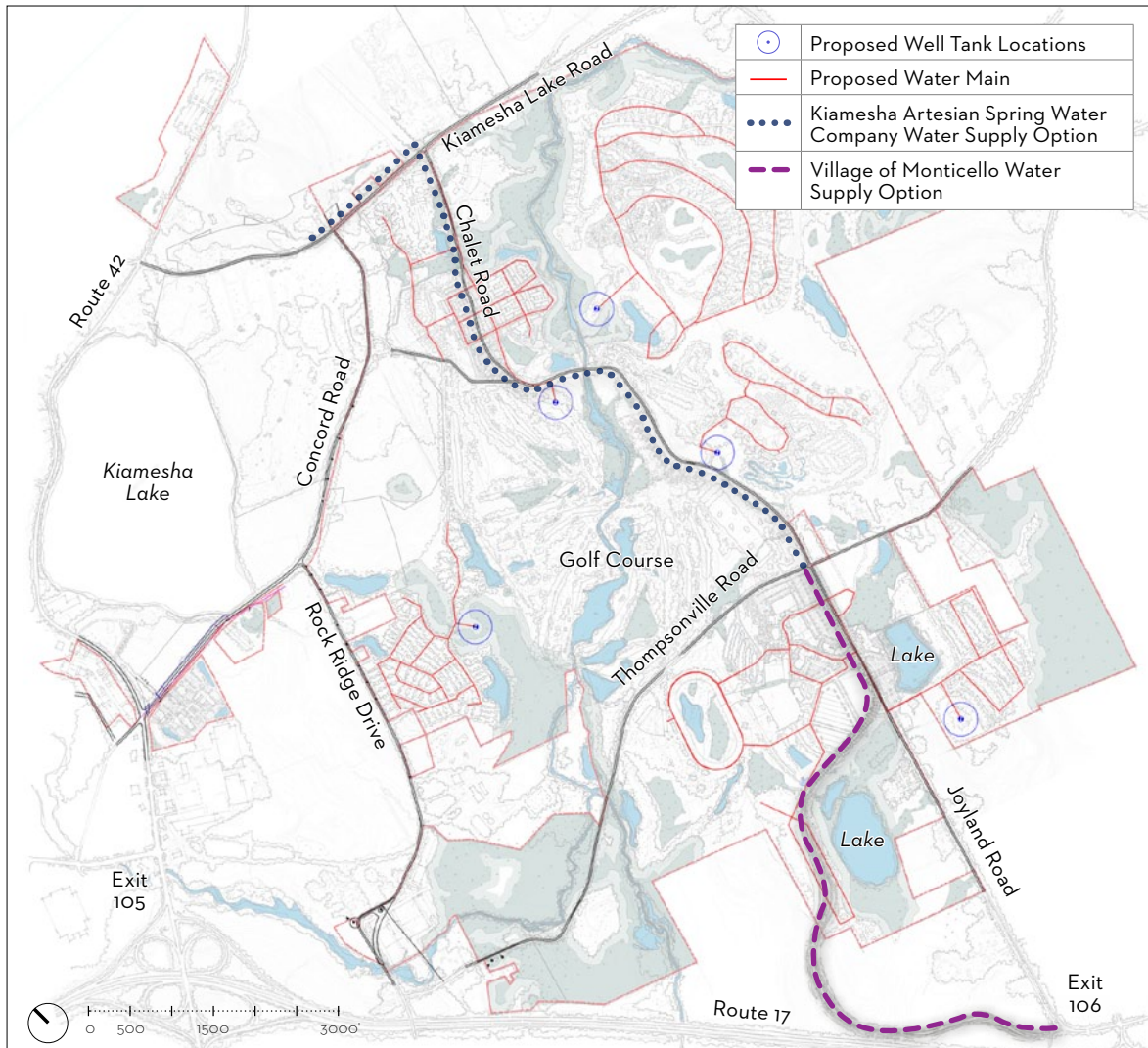


EXHIBIT 27: WATER SERVICE

F. SANITARY SEWER – PUBLIC OR PRIVATE

1. Existing

The Project Site is located within the Town of Thompson Kiamesha Lake Sewer District (“District”). The wastewater from the District is treated at the wastewater treatment plant (WWTP) which is located along Rock Ridge Drive, just outside of the southwestern property line of the Project Site. The WWTP is designed and permitted to treat 2 MGD of wastewater flow, as set forth in the NYSDEC SPDES (State Pollutant Discharge Elimination System) permit.

According to the District, the WWTP currently has an available excess capacity of approximately 700,000 gpd. In 2014, with the completion of the Casino Resort (Phase 1), the golf course program, and select components of the Entertainment Village, the Proposed Project is expected to generate a total of approximately 300,000 gpd of wastewater. Accordingly, it appears that the WWTP has the capacity to accept the wastewater needs for Phase 1 and beyond. However, at full build out the Project Site is anticipated to generate a total of approximately 881,000 gpd wastewater. According to District personnel, the WWTP is designed such that it can be expanded to accommodate future demands.

2. Proposed

The Proposed Project will require all new sanitary piping, force mains and pump stations to be located on or adjacent to Town roads. All future parcels will require confirmation that sanitary sewer infrastructure is available prior to site plan approval. It is anticipated that the sanitary network will be designed as follows:

- Thompsonville Road Connection - This proposed sanitary sewer network will be constructed within the proposed Phased developments, extending into existing Thompsonville Road and Chalet Road via gravity mains and force mains in areas where the grades prohibit gravity flow. These mains will converge in a manhole at the intersection of Thompsonville Road and Joyland Road and convey

the sewage via gravity and pump stations along Thompsonville Road. Ultimately, the sewage will be pumped to an existing manhole located at the northwest corner of the existing WWTP site. This portion of the collection system will be designed to convey flows from the Lake Club, Casino Resort Complex, the Resort Core, the 18-hole Golf Course & Golf Clubhouse, and the Family Resort Hotel areas.

- Rock Ridge Drive Connection - This proposed sanitary network will be constructed within the proposed Phased developments, extending into existing Chalet Road and new private roads via gravity mains and force mains in areas where the grades prohibit gravity flow. These mains will ultimately convey the sewage via gravity towards an existing sanitary line in Rock Ridge Drive. Wastewater will be conveyed to the WWTP through the existing sanitary lines. This portion of the collection system will be designed to convey flows from the Village, the Sporting Club, and the Future Residential Development Site along Rock Ridge Drive.

It is anticipated that at full build out, there will be approximately 11 pump stations constructed at low areas in the Project Site to convey the sanitary flows via force main to the WWTP. These pump stations will be connected to emergency power in the event of a power outage.

Although the Proposed Project will be constructed in subsequent phases, the sanitary infrastructure will be designed to accommodate the flows from the maximum build out of the Project Site. For example, the sanitary main proposed to be constructed in Thompsonville Road to convey the wastewater flow from Phase 1 to the existing WWTP will be sized to handle not only these flows, but the additional flows from all subsequent phases as they are constructed and brought into the sanitary sewer system via connections into the main in Thompsonville Road. Sanitary sewer design flow estimates are conservative and in many cases the actual flows may be less than anticipated. Each of the sanitary pump stations will be designed and constructed with flow meters recording the daily flows. The pump stations will also be designed with a high level alarm alerting the operator of potential failures, allowing for the implementation of emergency procedures to prevent discharges of sanitary wastewater to the surface.






	Proposed Sanitary Pump Station
	Proposed Gravity Sanitary Main
	Proposed Sanitary Forcemain

EXHIBIT 28: SEWER

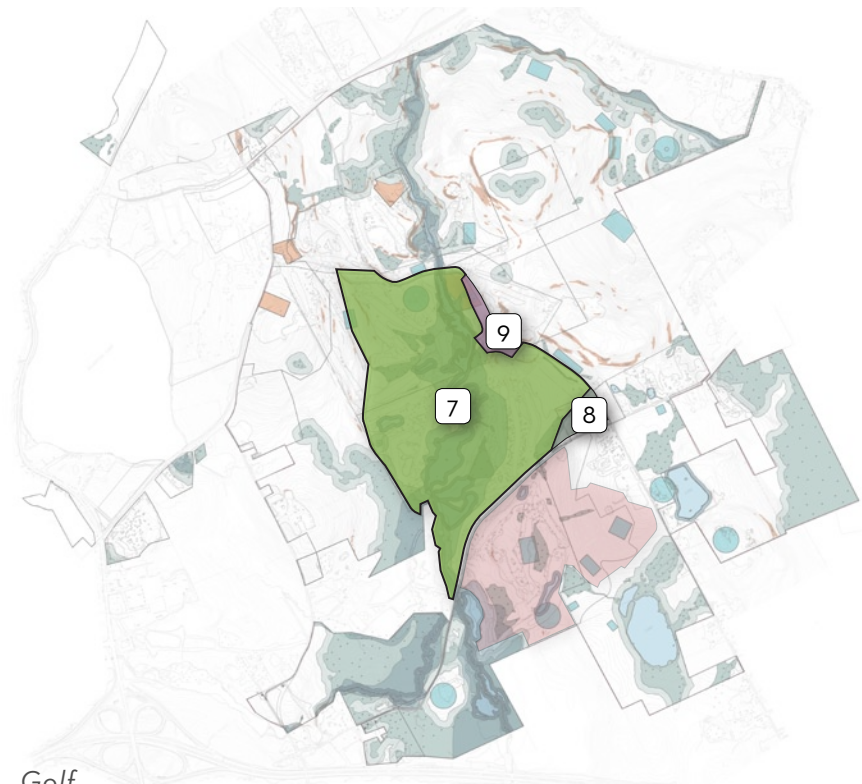
G. ANTICIPATED
DEVELOPMENT SCHEDULE

1. Introduction

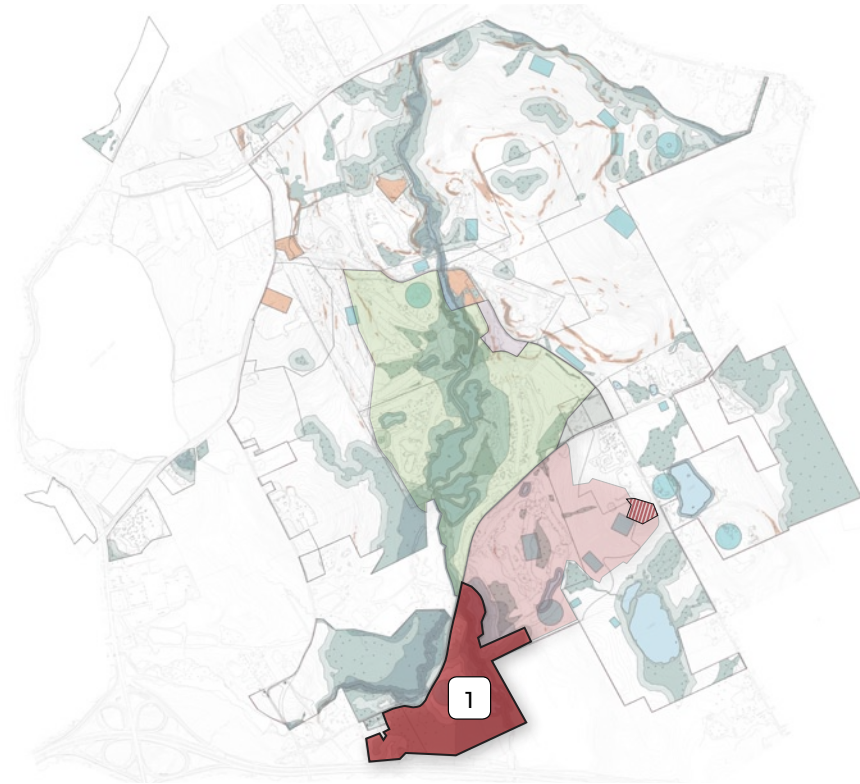
The development of the EPT Concord Resort will be market driven.



Casino Resort A



Golf



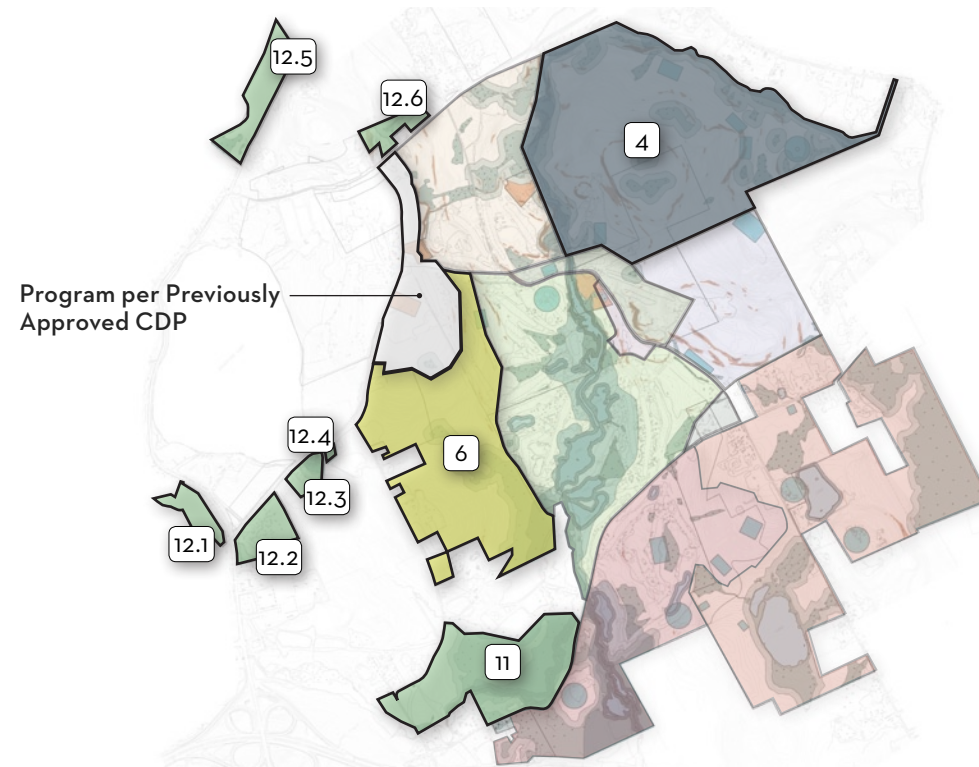
Casino Resort B



Entertainment Village



Residential Village, Hospitality & Recreation



Hospitality, Commercial & Residential

#	PARCEL
CASINO RESORT A: 117.40 ac	
1	Casino Resort
GOLF: 228.78 ac	
7	Golf Course
8	Golf Maintenance
9	Golf Clubhouse & Cottages
CASINO RESORT B: 68.14 ac	
1	Casino Resort
ENTERTAINMENT VILLAGE 71.86 ac	
2	Entertainment Village
RECREATIONAL & RESIDENTIAL: 478.09 ac	
2	Entertainment Village
3	Resort Hotel
5	Residential Village
10	Recreation Core
HOSPITALITY, COMMERCIAL & RESIDENTIAL: 605.50 ac	
4	Sporting Club/Residential
6	Future Development Parcel
11	Southwest Commercial Parcel
12	Commercial Parcels

EXHIBIT 29: PHASING

2. Phase 1: Casino Resort A

Location/Layout

The Casino Resort A phase is key to the success of the overall development and will focus on the Casino Resort and its associated resort roadways. The Casino Resort is a 117 acre parcel situated between Joyland Road and Thompsonville Road.

Detailed Development Program

This initial development will focus on the Casino Resort, a 248-room Hotel and Harness Horse Racetrack. Additional development will include a 1,300 space parking structure (constructed with the casino and hotel), 1,800 additional on-site surface parking spaces, horse paddock, and maintenance building with associated truck parking.

Access and Circulation

The main entry to the casino and the secondary entry to the surface parking lot and parking garage will be accessed from T-intersections off of Joyland Road. Entries and parking for employees, service vehicles, and horsemen will all be accessed off of Thompsonville Road.

Roadway Improvements

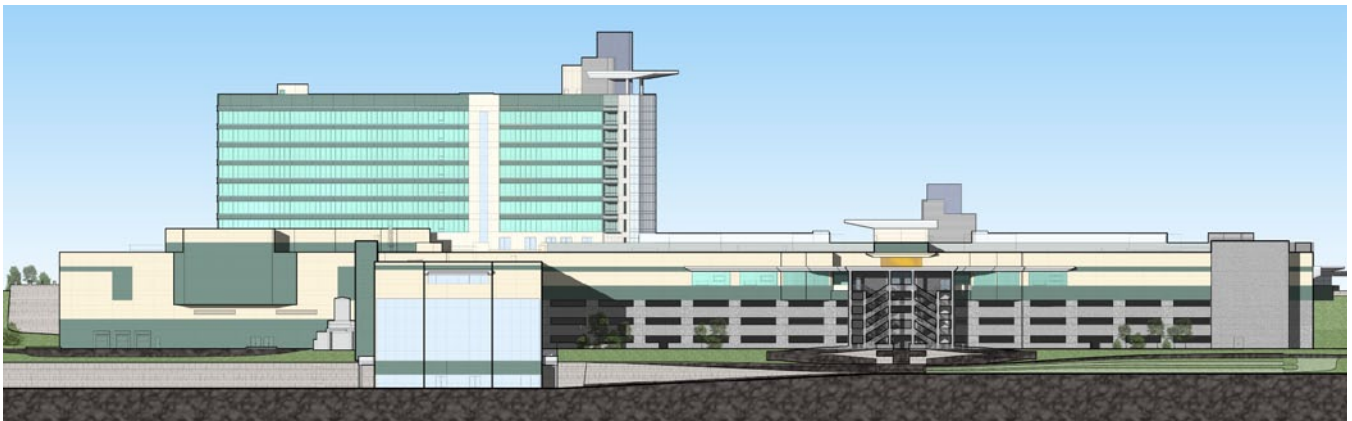
The four-lane Resort Entry Road will provide a clear and controlled experience for visitors to the Casino Resort. A boulevard, with two lanes each way, will be laid out to fit with the existing terrain and serve the high volumes of casino guest traffic. The median strip will be vegetated with trees that will, in time, provide a canopy over the roadway. Vegetation on the edge of the boulevard will be preserved and enhanced to screen out adjacent land uses.



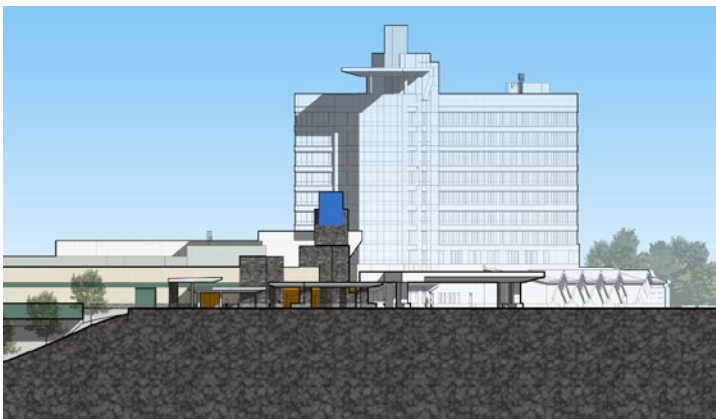
EXHIBIT 30A: CASINO RESORT A



East Elevation



West Elevation



South Elevation



North Elevation

EXHIBIT 30B: CASINO ELEVATIONS

Subsequent Phases

The EPT Concord Resort will be developed in multiple phases, depending on market conditions.

A respect for natural features and character of the site will be applied not only to Phase 1 but to the EPT Concord Resort as a whole. Various land areas have been restricted to development including NYS DEC and USACE wetlands, NYS DEC wetland adjacent areas, waterbodies and any associated setbacks, FEMA-designated floodzones, slopes greater than 30%, stormwater detention basins and potable water wells and associated setbacks. After mapping these restrictions, the remaining “Net Usable Land Area” (NULA) was further reduced by incorporating privately-advocated requirements for:

- Vegetation and forestry preservation and enhancement
- Golf-view preservation and enhancement
- Roads and infrastructure
- Public parks and open space, including trails

The resulting green corridors will connect the Phase 1 and future parcels to one another and create edges which will shape the form of the neighborhoods. Each parcel will have a local network of green connections, which in turn support the site-wide linkages. These greenways may include community lakes, parks, streets, open spaces and recreation areas.

The Golf Phase will be comprised of renovation of the Monster Golf Course and construction of the golf clubhouse, cottages, and the golf maintenance building.

The Casino Resort B Phase is anticipated to include the construction of an additional 250-room hotel tower at the Casino Resort site, west of the Entertainment Village, and the development of any supplementary back-of-house needs for the Casino Resort.

The Entertainment Village Phase will be comprised of a movie theater and approximately 115,000 square feet of destination retail. A potential subsequent phase

may consist of the development of the Recreational Vehicle Park along with the construction of a Lakefront Conference Hotel and an Event Field. Depending upon market conditions, the Residential Village, Recreation Core and Resort Hotel will come on line.

The Hospitality, Commercial & Residential Phase is anticipated to include the Sporting Club and two future development parcels – one that may comprise residential uses (Parcel 6) and the other which may comprise commercial uses (Parcel 11). As a separate alternative and depending on the market, there is potential for the Sporting Club parcel (Parcel 4) to be developed as age-qualified residential housing. The non-contiguous parcels located along NYS Route 42, Concord Road and Kiamesha Lake Road may be developed within this phase as well.

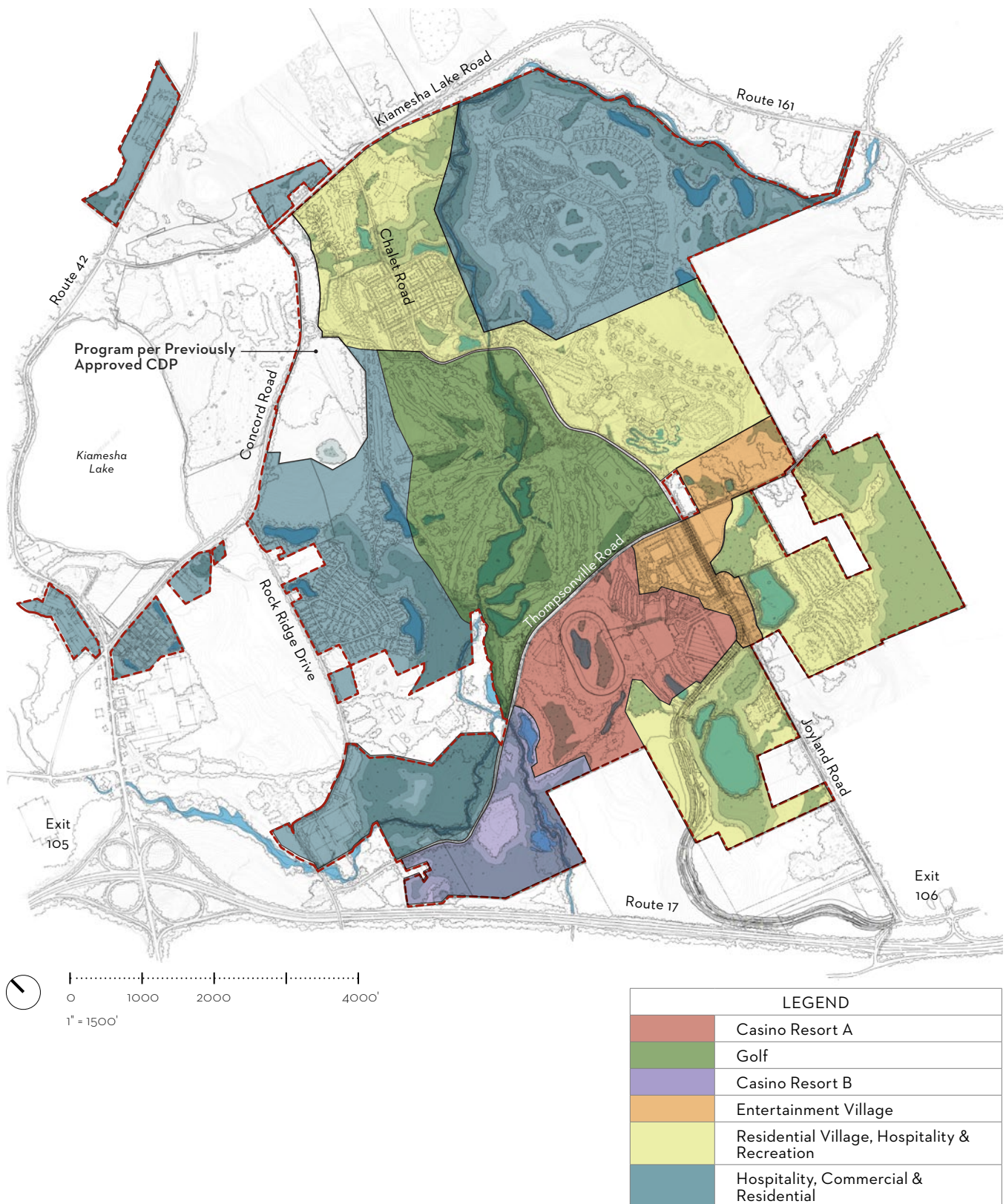


EXHIBIT 31: CONSTRUCTION DEVELOPMENT PHASING MAP

INTRODUCTION

Development standards for the EPT Concord Resort establish the fundamental objectives and guidelines upon which the resort community will be constructed. The standards foster a variety of residential, commercial and civic uses with careful consideration to the physical scale of use types as the use types relate to each other, adjacent open space, and the surrounding landscape as a whole. The development standards described herein are instrumental in the creation of the desired community form and character and are enforceable by the Town Board and the Planning Board.

A. DEVELOPMENT CODE TABLE

The EPT Concord Resort has been planned to contain a variety of land uses and building types with the intent to support a resort community where residents and visitors can live, work, play, shop and discover. The Development Code Table on the following page presents Building Lot Bulk Design Standards and Parking Requirements that are permitted based on the resort's twelve distinct environments: the Casino Resort; Entertainment Village; Family Resort Hotel; Sporting Club; Residential Village; Future Development; Golf; Recreation Core; Southwest Commercial Parcel; and Commercial Parcels.

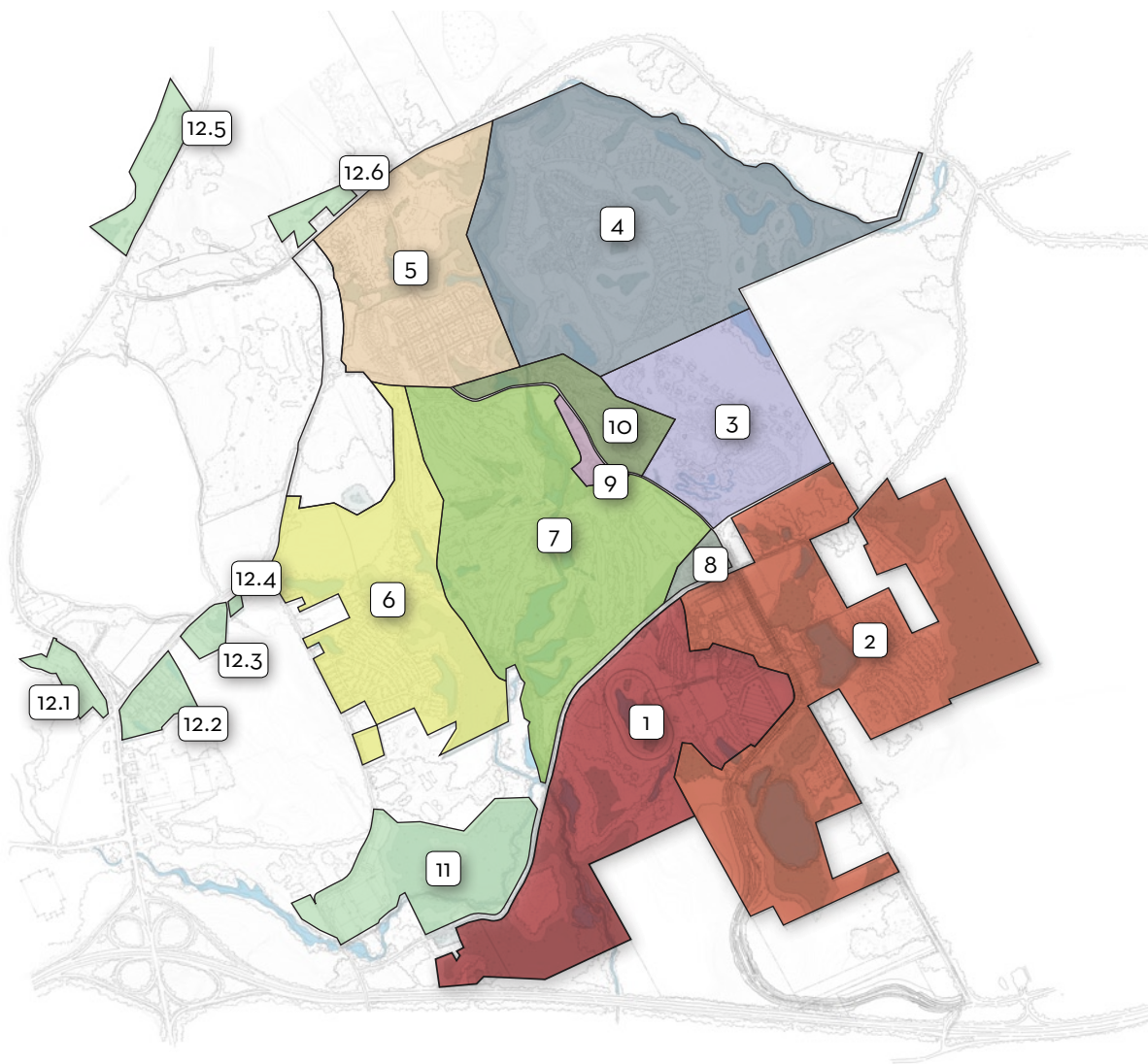


EXHIBIT 32: PARCEL PLAN

PERMITTED USE				PROPOSED PROGRAM SF, D.U. / KEYS	MAX. BUILDING HEIGHT	REQUIRED PARKING	OTHER
1. CASINO RESORT: 185.54 AC							
Hospitality				498 keys	220'	1/key + 1/ employee	
Accessory Use				30,000 sf	55'		
Casino & Harness Horse Racetrack				331,400 sf	55'	1 per 7 VGMs	
Grandstand/Showroom				33,000 sf	55'	1/3 seats or 1/50 sf of seat area	
Maintenance Shed & Paddock				40,600 sf	35'	1/1500 sf - main, 1/200 sf - padd.	
2. ENTERTAINMENT VILLAGE: 282.20 AC							
Hospitality				300 keys	95'	1/key + 1/ employee	
Accessory Use				50,000 sf	25'	N/A	
Recreational Vehicle Park				60,000 sf; 150 spaces	35'	4/1000 sf	• typical parking space width: 18' • typical parking space length: dependent per RV type. • parking space size does not include required vegetated island.
Timeshares							
Commercial				180,000 sf	45'	5/1000 sf	
3. FAMILY RESORT HOTEL: 100.55 AC							
Hospitality				550 keys	100'	1/key + 1/ employee	
Accessory Use				100,000 sf	100'	N/A	
Commercial				21,500 sf	35'	N/A	
4. SPORTING CLUB: 26710 AC*							
Option 1							
Hospitality				250 keys	55'	1/key + 1/ employee	
Branded Residential**				170 du			
Option 2							
Residential (Age-Qualified)	Product Type	Typical Lot Area	Typical Density		# OF STORIES/ MAX BUILDING HEIGHT	MINIMUM BUILDING SETBACKS	MIN. / MAX. NUMBER OF BEDROOMS
	Single Family Attached	1,900 sf - 2,400 sf	14.0 - 11.0 du/ac		3, 45'	FRONT 6' - 18'	1/3
	Single Family Detached Small	2,900 sf - 5,775 sf	9.0 - 4.1 du/ac		2.5, 35'	20'/3' 0' - 10'	1/4
	Single Family Detached Medium	6,600 sf - 9,600 sf	3.6 - 2.5 du/ac	410 du	2.5, 35'	18'	1/5
	Single Family Detached Large	21,780sf - 87,120 sf	1.0 - 0.3 du/ac		2.5, 35'	24'	1/7
5. RESIDENTIAL VILLAGE: 126.61 AC							
Commercial				95,000* sf	55'	4/1000 sf	*Includes a maximum of 5,000sf of retail facilities for the sale of NY State Agricultural products in support of the Demonstration Farm.
Civic Center				35,000 sf	35'	4/1000 sf	
Mixed-Use				Retail/ Office: 20,000 sf Residi: As Described Below	55'	5/1000 sf & 1.5/du	
Residential	Product Type	Typical Lot Area	Typical Density		# OF STORIES/ MAX BUILDING HEIGHT	MINIMUM BUILDING SETBACKS	MIN. / MAX. NUMBER OF BEDROOMS
	Multi-Family	1,250 sf - 1,550 sf	20.0 - 17.0 du/ac		3, 45'	FRONT 2'-12'	0/3
	Single Family Attached	1,900 sf - 2,400 sf	14.0 - 11.0 du/ac		3, 45'	6'-18'	1/3
	Single Family Detached Small	2,900 sf - 5,775 sf	9.0 - 4.1 du/ac	365 du	2.5, 35'	20'/3' 0' - 10'	1/4
	Single Family Detached Medium	6,600 sf - 9,600 sf	3.6 - 2.5 du/ac		2.5, 35'	18'	1/5
6. FUTURE DEVEL. PARCEL: 204.46 AC							
Residential	Product Type	Typical Lot Area	Typical Density		# OF STORIES/ MAX BUILDING HEIGHT	MINIMUM BUILDING SETBACKS	MIN. / MAX. NUMBER OF BEDROOMS
	Single Family Attached	1,900 sf - 2,400 sf	14.0 - 11.0 du/ac		3, 45'	FRONT 6'-18'	1/3
	Single Family Detached Small	2,900 sf - 5,775 sf	9.0 - 4.1 du/ac	350 du	2.5, 35'	20'/3' 0' - 10'	1/5
	Single Family Detached Medium	6,600 sf - 9,600 sf	3.6 - 2.5 du/ac		2.5, 35'	18'	1/5
	Single Family Detached Large	21,780sf - 87,120 sf	1.0 - 0.3 du/ac		2.5, 35'	24'	1/7
7/8/9. GOLF: 236.14 AC							
Commercial				35,000 sf	35'	4/1000 sf	
Hospitality				12 keys	35'	1/key + 1/ employee	
10. RECREATION CORE: 33.23 AC							
Commercial				40,000 sf	35'	4/1000 sf	
11. SOUTHWEST PARCELS: 75.24 AC							
Commercial				175,000 sf	55'	4/1000 sf	
12. COMMERCIAL PARCELS (ALL): 58.70 AC							
Commercial				290,000 sf	55'	4/1000 sf	
Hospitality				250 keys		1/key + 1/ employee	

Note: The above indicated program elements are not considered an aggregate sum; but rather, a maximum allowance for each permitted use. Refer to Chapter III, page 24, for the project-wide programming limits

Note: Parcel names and numbers correspond to Exhibit 32: Parcel Plan.

• Options 1 and 2 represent two alternate development scenarios for Parcel 4. Concurrent development of the two alternates would not occur.

•• See Option 2 for the range of product types and standards to be implemented as part of Option 1.

du	dwelling unit(s)
key	unit of hospitality accommodation (regardless of unit size)
sf	square feet

PARKING REQUIREMENTS	
USE	MINIMUM PARKING SPACES
Single family dwellings	1.5 for single family attached; 2 per dwelling unit for single family detached
Multi-family dwellings	1.5 per dwelling unit
Hotel	1 per guest room, plus 1 for each employee engaged on the premises; related uses, such as restaurants and meeting facilities, shall be calculated separately
Outdoor sales	4 for the first 300 square feet of such use, plus 1 for each additional 150 square feet of sales area
Auditorium or Place of Assembly (including Grandstand/Showroom)	1 for 3 seats or 50 square feet of seating area where fixed seating is not provided; 1 for each 12 classroom seats
Retail and service stores or shops, Back of House	5 per 1000 square feet of floor area
Eating and drinking places	1 for each 3 seats
Amusement and Family Entertainment Facilities, except Bowling and Movie Theater/Cinema	1 for each 5 patrons plus 1 for each employee
Spa/Pool/Fitness Facilities	5 per 1000 square feet of floor area
Indoor Recreation/Sports Facilities	1 per 400 square feet of floor area
Outdoor Recreation/Sports Facilities	1 per 8 seats
Bowling	4 per lane; dining/bar facilities shall be calculated separately
Movie Theater/Cinema	0.2 cars per seat
Offices	4 per 1000 square feet of floor area
Casino	1 per 7 VGMs
Paddock	1 per 1200 square feet of floor area
Maintenance Building	1 per 1500 square feet of floor area

Note: On-street parking adjacent to the lot may be considered in calculating parking spaces for the individual Lot.

Note: Minimum parking ratios for hotel or residential accessory uses are within the ratios provided for their primary use.

B. PARKING AND LOADING

Objectives

There are several key objectives for the design of parking areas in the EPT Concord Resort:

- Maximize loading and parking efficiency while minimizing the effects of extensive paving.
- Minimize visibility of loading areas/docks and parked cars or parking structures where feasible.
- Provide the feeling of a smaller overall parking area through strategic plantings and employ landscape to create parking "rooms."
- Aesthetically integrate parking areas into the overall landscape.
- Encourage uses that accommodate shared parking opportunities.
- Optimize safety and aesthetics through adequate lighting while maximizing energy efficiency through fixture selection and layout.
- Minimize stormwater runoff from impervious surfaces and maximize infiltration opportunities.
- Maximize tree canopy coverage to reduce heat island effect.

Guidelines

- Parking may be provided within 600 feet of the site that it serves.
- Where possible, loading areas, parking areas and structures should be located to the rear or sides of lots and buildings in order to minimize their visibility from public rights of way.
- Loading areas and parking lots should always be screened from the frontage streets by a liner building, streetscreens, or landscaping.
- Pedestrian safety should be considered in the layout of adequate, energy-efficient lighting and walkways.
- Where an alley is present, access to loading areas and parking areas should be provided from the alley.
- Where an alley is not present, loading areas and parking areas should be accessed by way of a driveway.
- Curb cut widths and driveways accessing the street from loading areas and parking areas should be as narrow as possible to accommodate normal vehicular ingress and egress.
- Cross-access/internal inter-parcel access drives are encouraged between parcels sharing a common parcel line.
- Curb cuts and entry driveways should be constructed as shared access points along common parcel lines where practical.
- Promote the use of bioswales as part of overall stormwater control measures and include, as feasible, native, wet-tolerant shade trees and mixed plantings with an informal native woodland character. Bioswales may occur at parking lot perimeters and / or planting islands.
- Where feasible use permeable pavement materials to reduce stormwater run-off.
- Large-scale canopy trees or other shading devices should be used to provide shade cover for the parking areas.
- Add shade and overall visual relief to larger parking areas with a densely planted buffer running continuously along the parking perimeter as well as employing landscape to subdivide larger interior expanses of parking in to more human scaled "parking rooms."
- Parking areas shall provide shade trees at a rate of at least one tree per five parking spaces and such trees shall be spaced around the interior of the parking area and intermixed with appropriately sized shrubs and ground cover.
- Add landscaped berms at perimeter of larger parking areas in particular within the Entertainment Village and Casino Resort to minimize visual impact from the Resort Entry Road and Resort Roads.
- Street screens, which may be composed of vegetation, wood slats, masonry walls and/or metal fencing, should be provided to screen loading areas and parking areas from adjacent streets where feasible.
- Street screens should be a minimum of three feet six inches tall and a maximum of 10 feet tall measured from the adjacent street or sidewalk surface.
- Street screens over 3 1/2 feet tall should have maximum opacity of 80% for those portions above 42 inches. Street screens should have openings no larger than necessary to allow pedestrian and vehicular access.
- Street screens should be combined with appropriate plantings to soften their visual impact.

Shared Parking

When an individual block or lot within its boundaries has more than one use, shared parking may be considered in establishing the appropriate amount of parking. The Shared Parking Factors below for two functions, when divided into the sum of the two minimum parking requirements identified above, produces the Effective Parking needed for each site involved in sharing. The Sharing Factor may also be used to derive the amount of built area that could be accommodated on a site with a given amount of parking.

Function	Residential	Hospitality	Office	Retail	Restaurants, Theaters, Night Clubs
Residential	1.0	1.1	1.4	1.2	1.1
Hospitality	1.1	1.0	1.7	1.3	1.0
Office	1.4	1.7	1.0	1.2	1.7
Retail	1.2	1.3	1.2	1.0	1.3
Restaurants, Theaters, Night Clubs	1.1	1.0	1.7	1.3	1.0

For example, if a lot has 10 residential units and 3,000 square feet of retail space, the parking requirements would be calculated as follows:

Use	Program	Parking Requirements	Spaces Required
Residential	10 Units	1.5 spaces per unit	15 spaces
Retail	3,000 sf	1 space per 300 sf	10 spaces
Totals			25 spaces
Sharing Factor			1.2
Effective Parking Calculation			20.8 spaces
Effective Parking Requirement			21 spaces

Parking Stall Dimensions

Parking stall dimensions vary with the angle at which the stall is arranged in relation to the aisle. Stall widths may (measured perpendicular to the vehicle when parked) range from 8-1/2 to 9-1/2 feet. The typical width for public use parking spaces is 9 feet by 18 feet. Stall dimensions for compacts and similar-sized vehicles are 7-1/2 feet by 15 feet and grouped together in a prime area to promote their use. Stall width for parking lots where shoppers generally have large packages, such as supermarkets, is 9-1/2 feet wide. Parallel parking stall dimensions are 8' feet by 22 feet. Drive aisles should be 24 feet wide.

Parking Angles

Angles for parking stalls are 45, 60, and 90 degrees.

Neighborhood Electric Vehicle Parking (NEV)

Support residents and guests who need a place to store their NEV, who seek to commute to work by NEV, or those who want to use their NEVs for short trips by focusing on three complementary functions of NEV parking serving a broad range of needs:

- Local parking at the NEV users dwelling
- Employee NEV parking for nearby commuters at their workplace
- General purpose NEV parking in parking lots and parking garages

Bicycle Parking

Support residents and guests who need a place to store their bikes, who seek to commute to work by bike, or those who want to use their bikes for short trips or recreation by focusing on three complementary functions of bicycle parking serving a broad range of needs:

- Local parking at the bicyclist's dwelling
- Employee bicycle parking for commuters at their workplace
- General purpose bicycle parking in parking lots and parking garages
- Use a variety of parking systems, from horizontal ones to space-efficient vertical ones.

C. GRADING & DRAINAGE

Site development, grading and drainage improvements should focus on minimizing impacts to the site and landscape, protecting water quality, and promoting the continued use of natural drainage systems. Primary goals of site development efforts should include:

- Protect and preserve surrounding natural areas and wetlands.
- Preserve and/or mimic the natural hydrology of the site.
- Control stormwater at the source, to the greatest extent possible, by utilizing on-site detention/retention and infiltration techniques where feasible.
- Incorporate on-site and off-site Rainwater Best Management Practices (BMP) and low impact development (LID) concepts into site design where feasible.
- Utilize a network of small, simple stormwater control solutions where feasible to contain and infiltrate runoff on site and decrease flooding potential.

D. RAINWATER MANAGEMENT

Objectives

Contribute to effective stormwater management throughout the developed portions of the project through appropriate landscape initiatives on the individual parcels that capture and infiltrate rainwater within landscape areas.

Guidelines

- Where practicable, on-site stormwater management within individual lots shall include the use of biofiltration, porous pavement, rain gardens, cisterns and bioswales.
- The use of park areas for stormwater management is encouraged to the extent it is feasible.
- Within parking areas, the use of pervious paving and bioswales with appropriate landscaping should be used where practicable and feasible.

- Stormwater management systems should relate to the surrounding context in shape and detailing.

E. LOW IMPACT DESIGN

A building's design and siting determines its overall ecological impact. The following summarizes overall design strategies and fundamental site planning concepts of Low Impact Design (LID). The essential goal of LID is to maintain or replicate the predevelopment hydrologic functions of the site through the use of design techniques. Key LID measures include:

- Site buildings to minimize grading and earthwork. This reduces construction costs, such as those associated with retaining systems and drainage redirection, and minimizes soil erosion and downstream water impacts.
- Reduce hydrologic impacts by minimizing impervious surfaces, graded areas, and vegetation clearing.
- Allow for a distributed control of stormwater methods by using a network of smaller, simple solutions throughout the site. This includes finding increased opportunities for infiltration (utilizing pervious surfaces) or containment on-site, depression storage, bioswale applications and vegetated swales, which mimic the natural hydrologic functions of the site while at the same time adding aesthetic value.
- Control stormwater at the source rather than only using end-of-pipe solutions. Minimizing or mitigating hydrologic impacts of land use activities closer to the source of generation by infiltration, interception, retention ponds, and/or depression storage decreases the need for piping and protects the landscape and water quality.
- Decrease the utilization of typical engineering materials such as concrete and/or steel. By using materials such as native plants, soil, crushed rock applications and/or water features, a more integrated natural landscape will result.

F. LIGHTING STANDARDS

Objectives

Primary objectives for lighting within the EPT Concord Resort include:

- Provide a perception of safety, providing sufficient illumination at pedestrian ways and sidewalks that enable and encourage pedestrian-friendly districts in a manner that is unobtrusive and enhances the physical setting.
- Produce necessary and sufficient visibility at night for roadway lighting.
- Create a unified design aesthetic, utilizing streamlined, contemporary designs and a consistent lighting approach applied throughout the resort.
- Preserve the night sky and avoid light intrusion through the incorporation of dark sky lighting principles.
- Utilize energy efficient lighting technology to reduce energy use.
- Provide for flexibility to adapt and upgrade as technology advances in the future.
- Meet all jurisdictional requirements and Illuminating Engineering Society (IES) industry standards for recommended light levels.

General Lighting Guidelines

- Permit the use of outdoor lighting that does not exceed the minimum levels specified in IES recommended practices for night-time safety, utility, security, productivity, enjoyment and commerce.
- Nighttime lighting through the EPT Concord Resort will vary based on location and use. Dark Sky Standards will apply outside of the Resort Core to protect the dark nighttime sky.
- Lighting should use fully shielded light sources and full cut-off fixtures designed to shield the source of light and prevent light spill or glare traveling onto other properties. Generally, lighting is not to be visible from off-site.

- Exterior landscape lighting, except for water features and tree uplights, shall be operated by low wattage lamps with high efficiency and long life (less than 25 watts is preferable, with the exception of within the Resort Core).
- Uplighting of trees and/or structure will generally be limited to focal heritage trees and/or key architectural elements that have high visibility and importance, rather than to highlight individual landscapes or buildings.
- Sign lighting should typically be integrated into the sign or monument as shielded downlighting or concealed backlighting. Small, external low-level landscape lights may be utilized, but should be concealed within the landscape, properly shielded and aimed to avoid glare.

Street, Parking Lot & Pathway Lighting Guidelines

Streets

Energy-efficient, full-cutoff, non-proprietary pole fixtures are to be utilized to provide adequate light levels for safety based on the types of roadways: Resort Entry Road; Resort Road; Village Commercial Street; Village Residential Street; and Neighborhood Street. Mounting height of luminaire, pole height and bracket length shall be determined by considering traffic safety, environmental conditions, aesthetics, and minimal operation and maintenance expenses. The poles shall be carefully placed in the right-of-way to provide good visibility at curves and hills for safety. Poles located at intersections may also allow for joint usage of traffic signals and signage.

Road surface reflectance is also important for the illumination levels in the roadway and the surface shall be carefully selected to avoid glare to the driver. At changes in roadway type (threshold area), use transition lighting to provide gradual reduction in light levels or less contrast in light levels to enable drivers' eyes to adapt.

Parking Lots

Energy-efficient, full-cutoff pole fixtures are to be utilized to provide adequate light levels for safety. The fixtures shall be selected to achieve good color rendition, uniformity and minimal glare. Pole heights shall be a maximum of 30' tall, and spaced to achieve recommended light levels. For energy efficiency and ease of maintenance, either LED or metal halide fixtures shall be utilized. Pressure sodium lamps are prohibited. All fixtures shall be operated by a time clock or motion sensors. Photo sensors may be used locally, if possible. To protect from vandalism, high impact materials shall be used such as tempered glass, acrylic, and polycarbonate for shields, lenses and refractors. Poles shall be surrounded with a 6" curb or reinforced concrete base that is integrated into the parking design. For visual consistency, fixtures are to have clean contemporary designs and shall be an approved neutral color such as dark bronze or gunmetal to blend with the forest surroundings and tree canopy. For ease of maintenance, colors selected should not be within the RAL spectrum.

Pathway Lights

Pathways shall be evenly illuminated by fully shielded luminaires to avoid a "runway" effect. In public areas such as parks, plazas and wide sidewalks, pedestrian pole lights 9'-12' in height are the preferred type of path light. Commercial grade bollards and path lights may be used as appropriate.

Lighting Operations

Hours of operation for all exterior lighting, including signage, roadways, pathways, recreational lighting in parks and community centers, and landscape lighting within individual lots will be subject to review. In general, street lights will operate from Dusk to Dawn with possible reduced light levels during non-peak hours. Within individual lots, the use of timers and/or lighting controls is required. Commercial sign lighting, commercial landscape lighting, parking lots and pedestrian pathway lighting is generally not allowed after 11pm, except for in the Resort Core.

STREET LIGHT POLE HEIGHTS	
Road Type	Maximum Pole Ht.
Resort Entry Road	25'
Entertainment District/ Resort Core	25'
Resort Roads	20'
Village Commercial Streets	12'-16'
Village Residential Streets	12'-16'
Residential Roads	12'-16'
Service Roads	20'
Parking Areas	30'

G. SIGNAGE STANDARDS

Objectives

Primary objectives for signage design in the EPT Concord Resort include:

- Signage designed for the EPT Concord Resort should welcome visitors and residents to the resort while providing functional, directional and informational resources.
- All signage should complement the landscape and architectural design of the resort, contributing to a vibrant, inviting atmosphere. Signs should be designed in concert with the other street amenities in establishing the character of the overall streetscape, while clearly portraying intended information. A cohesive family of signs should provide a street presence that unifies the resort community.

Guidelines

- Signs and graphics (murals) painted directly onto a building facade shall be maintained.
- In the Resort Core only, signs or devices that incorporate moving, animated, color-changing or intensity-changing illumination shall be permitted.
- In general, the maximum gross area of signs on a given facade shall not exceed 10% of the facade area.
- Signs projected from the facade shall maintain a minimum eight-foot clear height above sidewalks.

Signage Classification

Proposed signage should be organized by the following functions:

- Project Identification (Primary & Secondary)
- Project Entry Identification (Primary & Secondary)
- Project Facility Identification
- Project Circulation Identification (Street & Trail I.D.)
- Project Informational Signs (Major & Minor)
- Regulatory Signage
- Vehicular Directional (Primary & Secondary)
- Pedestrian Directional (Primary & Secondary)

Permitted Sign Types

Signage in the above classifications may assume the following forms. Final signage design and placement subject to approval by committees of the Master Association in accordance with guidelines.

- Ground Signs
- Feature Signs
- Overhead Wall Signs
- Canopy Signs
- Projecting Signs
- Arcade Signs
- Awning Signs
- Plaque/ Panel Signs
- Window/ Door Signs
- Changeable Signs
- Temporary/ Portable Signs

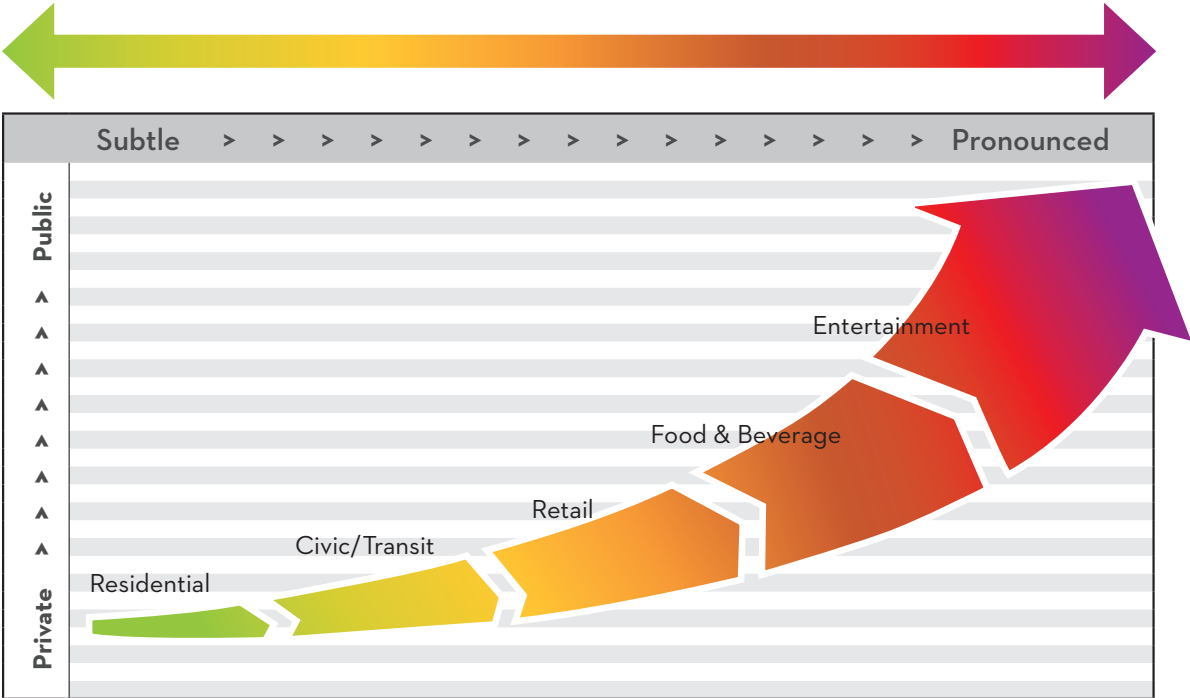
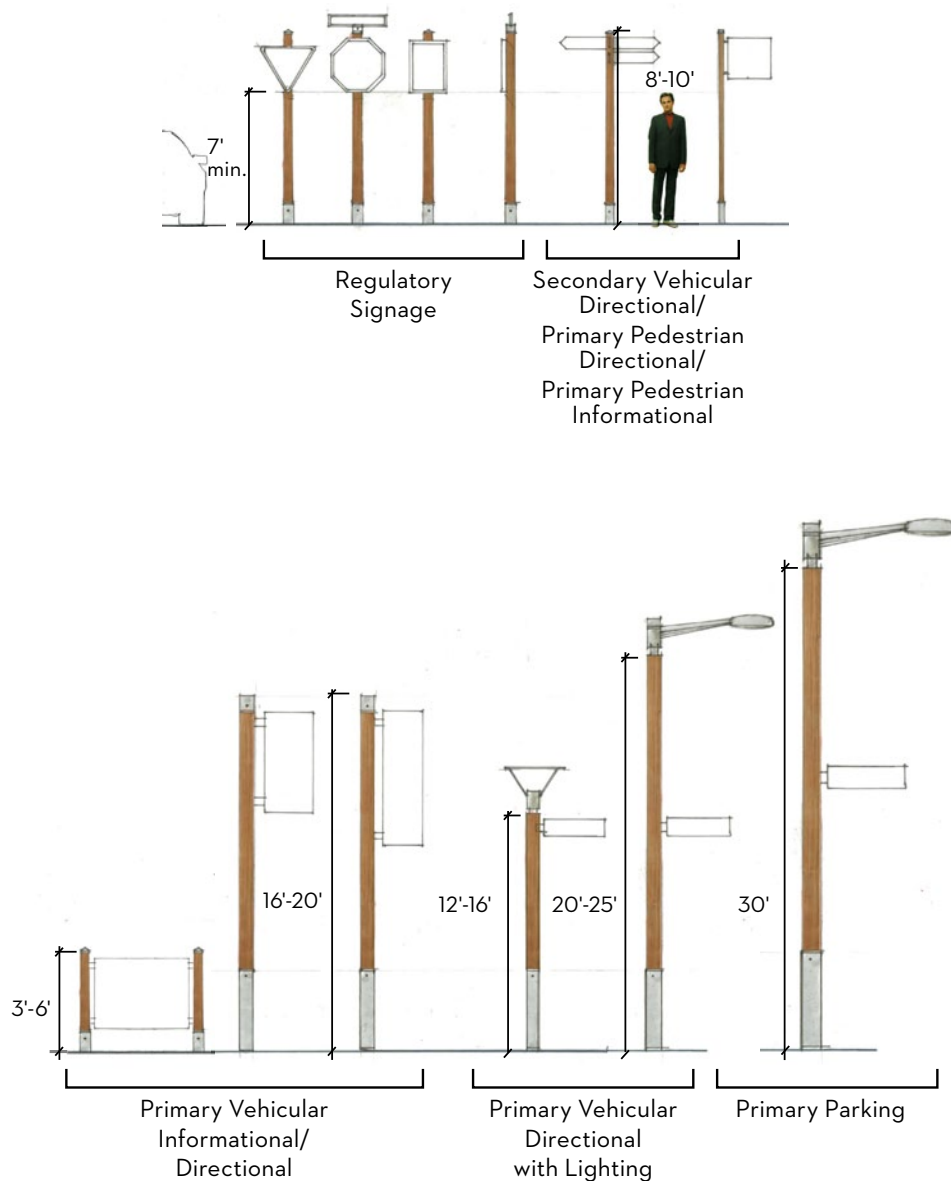


EXHIBIT 34: SIGNAGE AND LIGHTING QUALITY



Note: Primary Project Identification/ Secondary Project Identification/ Primary Project Informational are not shown above.

EXHIBIT 33: ILLUSTRATIVE SIGNAGE AND LIGHTING FAMILY

H. ROADWAY DESIGN STANDARDS

In general, the following requirements are to be accommodated either within the rights-of-way or the parcel:

- Landscape buffers of not less than 20 feet will occur along the Resort Entry Road and the Resort Roads. The road edges will be grassed clearings to allow sunlight penetration except at the Resort Core where a planted visual screen consisting of evergreen trees, large canopy trees, and shrubs and the possibility of an earthen berm and/or planted fence will be utilized to buffer views into parking areas. The edges of any forest cut will be reshaped to a more natural edge and softened with drifts of native understory trees and shrubs that create a vertically layered setting with rich textures and seasonal interest. Removal of existing trees will be minimized, and the overall landscape character will remain natural and informal except for those road edges bordering the Resort Core where a more formal aesthetic is acceptable.
- Landscape buffers of not less than 10 feet will be provided along Neighborhood Residential streets. The landscape buffer along road edges will vary according to location, but may consist of a combination of sidewalk, low planting verges, large scale canopy street trees, and landscaped parking areas with perimeter screen plantings and a shade tree canopy. Front yard setbacks may be considered part of the landscape buffer.
- Landscape buffers are not required in instances where the roadway is adjacent to wetlands, wetland adjacent areas, water bodies or open space uses.
- Planting verges and utility corridors within road rights-of-way shall be coordinated between the project Landscape Architect and Civil Engineer to provide adequate planting space for street trees and other plantings.
- Street trees shall be provided within 10-12 feet of the roadway pavement edge at a minimum average of 1 large canopy street tree per every 40 to 50 lineal feet of roadway along both sides of the road. Street trees will be planted within the road right-of-way.
- Use of drought-tolerant and/or site-adapted trees and plantings are to be used to minimize the need for permanent irrigation.

LEGEND	
	Resort Entry Road (90-160' R.O.W. within Entertainment Village)
	Resort Road (42-50' R.O.W.)
	Village Commercial (50-58' R.O.W.)
	Village Residential (50-60' R.O.W.)
	Neighborhood (36-50' R.O.W.)

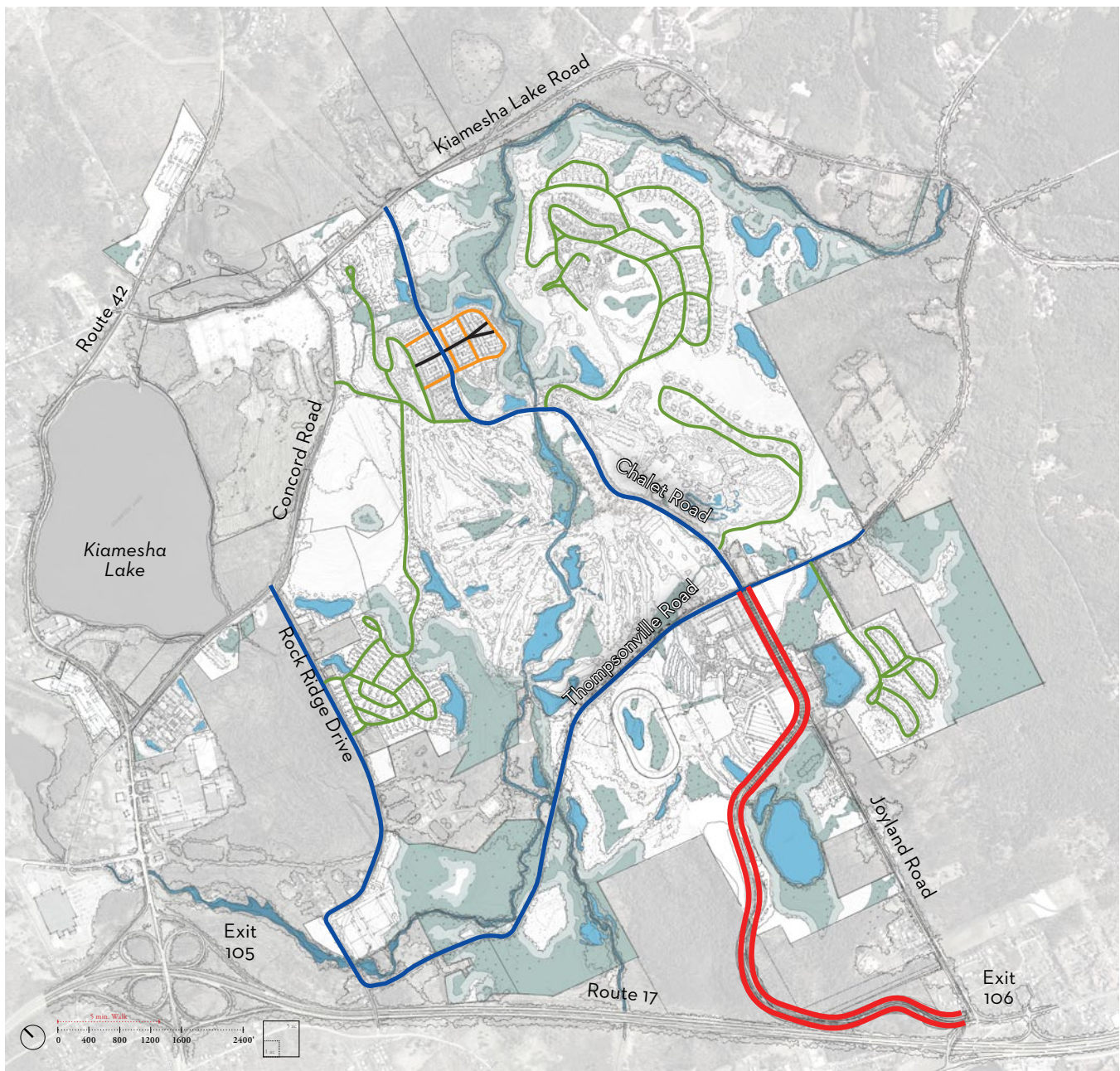


EXHIBIT 35: ROAD USE TYPES

H. ROADWAY DESIGN STANDARDS

The following road design standards have been set for roads within and adjacent to the site. All public and private roadway improvements shall be bonded at

the discretion of the Planning Board. Please refer to Exhibit 35: Road Use Types for appropriate roadway designations.

ROADWAY DESIGN STANDARDS	
ROAD	TOWN OF THOMPSON STANDARDS (TOT)
Resort Entry Road (per TOT, Major Road)	
A. Design Speed	35 mph
B. Right-of-Way	90' to 160'
1) Min. Radii at Street Intersections	10'
C. Horizontal Alignment	
1) Number of Lanes	4 lanes
2) Lane Width	11'; 22' paved surface each way
3) Minimum Horizontal Radii at Centerline	300' (TOT)
Min. Distance Between Street Intersections	800' (TOT)
Min. Distance Between Reverse Curves	100' (TOT)
4) Intersection Radii	25' (TOT)
D. Vertical Alignment	
1) Maximum Grade	10% (TOT)
2) Max. Grade at intersections	2% ⁽¹⁾ (TOT)
e. Typical Road Crown	2%
f. Curbing	None; 2' min. grass shoulder

Internal Private Roads and Lanes

Town roadway standards will apply. However, the Applicant may seek waivers from the Planning Board subject to appropriate conditions where public health, safety and general welfare are not contravened.

Driveway

At no time shall a driveway grade exceed 12 percent.

ROADWAY DESIGN STANDARDS	
ROAD	TOWN OF THOMPSON STANDARDS (TOT)
Resort Roads (per TOT, Suburban Road)	
a. Design Speed	30 mph
b. Right-of-Way	42' to 50'
1) Min. Radii at Street Intersections	10'
C. Horizontal Alignment	
1) Number of Lanes	2 lanes
2) Lane Width	11'
3) Minimum Horizontal Radii at Centerline	200' (TOT)
Min. Distance Between Street Intersections	125' (TOT)
Min. Distance Between Reverse Curves	100' (TOT)
4) Intersection Radii	25' (TOT)
D. Vertical Alignment	
1) Maximum Grade	10% (TOT)
2) Max. Grade at intersections	2% ⁽¹⁾ (TOT)
e. Typical Road Crown	2%
f. Curbing	None; 2' min. grass shoulder

ROADWAY DESIGN STANDARDS

ROAD	TOWN OF THOMPSON STANDARDS (TOT)
Village Commercial (per TOT, Suburban Road)	
a. Design Speed	25 mph
b. Right-of-Way	50' to 58'
1) Min. Radii at Street Intersections	10'
C. Horizontal Alignment	
1) Number of Lanes	2 lanes
2) Lane Width	11'
3) Minimum Horizontal Radii at Centerline	200' (TOT)
Min. Distance Between Street Intersections	125' (TOT)
Min. Distance Between Reverse Curves	100' (TOT)
4) Intersection Radii	25' (TOT)
D. Vertical Alignment	
1) Maximum Grade	10% (TOT)
2) Max. Grade at intersections	5% ⁽¹⁾
e. Typical Road Crown	2%
f. Curbing	6" vertical curb

ROADWAY DESIGN STANDARDS	
ROAD	TOWN OF THOMPSON STANDARDS (TOT)
Village Residential (per TOT, Rural Road)	
a. Design Speed	25 mph
b. Right-of-Way	50' to 60'
1) Min. Radii at Street Intersections	10'
C. Horizontal Alignment	
1) Number of Lanes	2 lanes
2) Lane Width	10'
3) Minimum Horizontal Radii at Centerline	200' (TOT)
Min. Distance Between Street Intersections	125' (TOT)
Min. Distance Between Reverse Curves	100' (TOT)
4) Intersection Radii	25' (TOT)
D. Vertical Alignment	
1) Maximum Grade	10% (TOT)
2) Max. Grade at intersections	5% ⁽¹⁾
e. Typical Road Crown	2%
f. Curbing	None; 2' min. shoulder

ROADWAY DESIGN STANDARDS

ROAD	TOWN OF THOMPSON STANDARDS (TOT)
Neighborhood (per TOT, Rural Road)	
a. Design Speed	25 mph
b. Right-of-Way	36' to 50'
1) Min. Radii at Street Intersections	10'
C. Horizontal Alignment	
1) Number of Lanes	2 lanes
2) Lane Width	10'
3) Minimum Horizontal Radii at Centerline	200' (TOT)
Min. Distance Between Street Intersections	125' (TOT)
Min. Distance Between Reverse Curves	100' (TOT)
4) Intersection Radii	25' (TOT)
D. Vertical Alignment	
1) Maximum Grade	10% (TOT)
2) Max. Grade at intersections	5% ⁽¹⁾
e. Typical Road Crown	2%
f. Curbing	None; 2' min. shoulder

¹⁾Two percent for a minimum of 100 feet on approaches where a stop is required on the major street (signals or four-way stop intersections).

I. MISCELLANEOUS PLANNING STANDARDS

1. Recreational Uses

The Planning Board will require that every residential project shall provide usable open space or recreational areas to adequately provide for the community's recreational needs. In single-family neighborhoods, the Planning Board shall require landscaped greens to be provided in such number and of such size as is determined by the Planning Board to be adequate to serve the social and recreational needs of future residents. Notwithstanding the foregoing or anything to the contrary in this CDP, the Planning Board shall have the right to require adequate recreation space or an appropriate fee-in-lieu in accordance with applicable State and local law.

2. Wetlands and Watercourses

The Planning Board will require that all best efforts are made with every application submitted hereafter, to avoid wetlands and stream crossings and encroachments, wherever possible.

3. Snow Storage

The Planning Board will require that every project be designed with ample area available for snow storage. For the Resort Entry Road and Resort Roads there will be dispersed snow storage, not collection areas. Where they occur, above ground utilities on the Resort Entry Road and Resort Roads are to be located at least 10' feet from paved surface. For Village Commercial Roads, Village Residential Roads, and Neighborhood Roads, snow collection shall be visually unobtrusive and not block pedestrian paths or sightlines.

V. MASTER ASSOCIATION & RESPONSIBILITIES

A. MASTER ASSOCIATION

The PRD regulations require that following the Town Board’s adoption of the Comprehensive Development Plan (“CDP”) the Applicant is to form a “Master Association” pursuant to New York State law. The purpose of the Master Association shall be to manage and provide for the orderly development and build-out of the EPT Concord Resort. It is currently contemplated that initially, the Applicant, or its successor in interest, serving as Master Developer, will be the sole member of the Master Association. As parcels are subsequently sold, leased for the development and operation of a casino gaming facility, or are developed by the Applicant or others as residential condominium or homeowners’ associations, or non-residential or

commercial condominium associations, each entity and/or association shall become a member of the Master Association in accordance with the rules and regulations of the Master Association.

A summary description of the obligations of the Master Association as well as its currently contemplated constituent members is set forth below. The Applicant will serve as Master Developer until such time as set forth in the rules and regulations of Master Association. The Master Developer will become a member of the Master Association along with other member entities as provided pursuant to the rules and regulations of the Master Association.



EXHIBIT 36: ORGANIZATIONAL CHART

B. MASTER DEVELOPER

The Master Developer shall be responsible for the permitting, design, and construction the infrastructure necessary for development within the EPT Concord Resort.

Master Developer's Responsibilities:

- Installation of primary roadways streetlights and streetscape improvements.
- Installation of trunk infrastructure such as water lines, sanitary sewers, and common stormwater management control basins.
- Coordination with the applicable governmental and utility providers and/or agencies for the installation the distribution systems for telephone, electric, natural gas, and cable service.
- Installation of certain entrance and roadway landscaping.
- Ownership, control, and maintenance, as appropriate, of all common areas and open spaces.
- Creation of other residential condominium or homeowner's associations, or non-residential or commercial condominium associations pursuant to New York law, as shall be determined from time to time.
- Creation of landscape master plan to provide specific landscape guidelines and design continuity for the common areas within the community.
- Development of a signage master plan for the EPT Concord Resort.
- Coordination of overall marketing of the EPT Concord Resort for consumers.
- Provision of oversight and assistance in the securing of local, state and federal development permits that pertain to the overall site development and/or infrastructure.

C. MEMBERS

In addition to the Applicant, it is currently contemplated that the members of the Master Association will include one or more representatives of each fee owner or lessee engaged in the development and operation of a casino gaming facility, residential condominium and homeowner's association, non-residential and commercial condominium associations, and other entities created pursuant to the rules and regulations of the Master Association, together with a representative of EPT Concord II, LLC, or its successor in interest. Except as otherwise set forth in the rules and regulations of the Master Association, the Master Developer shall maintain a majority vote on all Master Association matters including determinations of consistency with the development standards and requirements of the CDP, approval of applications by members to the Town Planning Board for site plan and/or subdivision approvals as well as applications to the Town Board to amend the CDP.

Master Association's Responsibilities:

- When conveyed to the Master Association it will maintain all commonly-owned open spaces that are not exclusive to any specific development, such as: wooded areas, open meadows, ponds, and any other preserved areas with no proposed improvements.
- Except for stormwater system components within existing and proposed Town roads, the Master Association will own, operate and maintain, all stormwater system components that are not exclusive to any specific development, such as: catch basins, manholes, culverts, treatment structures, outlet structures, weirs, treatment and attenuation basins.
- Until the Town accepts dedication, the Master Association will own, operate and maintain all sanitary sewer system components that are not exclusive to any specific development, such as: sewer manholes, sewer mains, and pump stations.

- The Master Association will own or contract with a municipal-owned or publicly regulated entity for the operation and maintenance of all water supply conveyance system components that are not exclusive to any specific development such as: mains, pump stations, treatment facilities, and well-headworks.
- Until the Town accepts dedication, the Master Association will own, operate and maintain (including plowing, sanding, etc.) all commonly-owned roads that are not exclusive to any specific development, lanes, parking lots, and parking structures.
- Until the Town accepts dedication, the Master Association will own, operate, and maintain (including plowing, sanding, etc.) all commonly-owned sidewalks and trails.
- Acts as the co-applicant to every application made to the Planning Board for site plan and/or subdivision approval to insure consistency with the infrastructure construction commitments and consistency with the development standards and requirements set forth in the CDP, including non-contiguous parcels within the CDP.
- Acts as the applicant for any application to the Town Board that would require modification of the CDP, including non-contiguous parcels within the CDP.
- Has a right to cross and access all trails, sidewalks, roads, stormwater management facilities, vacant lands, parking lots or structures to take corrective action and ownership if at any time the individual member is not performing the necessary maintenance, repairs, and/or replacement of these components in a satisfactory manner. In the event any such facilities shall be owned by the Town of Thompson, the Master Association shall obtain the prior written consent of the Town in advance of the performance of any maintenance and/or repairs.
- Shall be responsible for providing security to the Town (i.e. bonds and/or letters of credit) for the construction of all common public improvements throughout the EPT Concord Resort, but outside of any development site or parcel that the Planning Board requires to be constructed in connection with any application for site development plan approval and/or subdivision approval of any of the individual development sites and parcels at the EPT Concord Resort.
- Shall provide the Town of Thompson with a copy of the initial Master Association documents, including rules and regulations for review and comment prior to the adoption of same by the Master Association.
- Shall establish and maintain various committees and appoints certain professionals providing for the orderly development of EPT Concord Resort.



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