

EXHIBIT A-7

PLANS FOR TRANSPORTATION DEMAND AND SUPPLY MANAGEMENT, TRAFFIC CONTROL MEASURES, PEDESTRIAN INGRESS AND EGRESS, USE OF CITY INFRASTRUCTURE, EVENT TRAFFIC AND PARKING, EMERGENCY ACCESS, ADDRESSING ANY ADDITIONAL BURDENS ON CITY INFRASTRUCTURE, AND MULTI-MODAL TRAFFIC INFRASTRUCTURE

The policies set out below will be formally defined and agreed between the Developer and City through an amended Planned Development (PD) agreement for Project site. From time to time, in cooperation with the City of Chicago Planning Department and Department of Transportation, Developer may amend, modify and revise the policies and procedures provided in this Exhibit A-7 in accordance with good practices in the gaming industry based on operational needs of the business, regulatory requirements, and other commercially reasonable factors. Upon the City's request, Developer will promptly provide the City with copies of Developer's policies and procedures.

1. Definitions.

For purposes of Exhibit A-7, the terms defined herein below shall have the following meanings:

“City” means the City of Chicago, Illinois, a municipal corporation and home rule unit of local government existing under the Constitution of the State of Illinois.

“CDOT” means the City of Chicago Department of Transportation.

“Developer” means Bally's Corporation, its successors or assigns as permitted hereunder.

“Project” means, as the case may be, each of, or collectively, the Permanent Project or the Temporary Project.

2. Transportation Infrastructure Improvements. Developer has completed a Traffic Study, which recommends several transportation infrastructure investments. All work proposed in the public way must be designed and constructed in accordance with the Department of Transportation Construction Standards for Work in the Public Way and in compliance with the Municipal Code of the City of Chicago. All new local streets must be designed in accordance with the Department of Transportation Street and Site Plan Design Standards. Dedication of public way for these streets is conditional upon legal recordation after being vetted and approved by the Department of Transportation. Developer, in consultation with CDOT, shall take reasonable efforts to provide necessary infrastructure increased transportation demand related to the Project, including but not limited to the following:
 - a. Extension of local streets to be designed and included in the Planned Development:
 - i. Extension of Jefferson Street through the Permanent Project site from Grand Avenue to Chicago Avenue.

- ii. Construction of connections between Halsted Street and Jefferson Street at Superior Street, Ancona Street, and Erie Street.
 - b. Installation of new or modernized traffic signal equipment.
 - i. Installation of new traffic signals at the intersections formed by the new street extensions as warranted and included in the Planned Development.
 - ii. Improvements to existing traffic signal equipment as warranted and included in the Planned Development.
 - c. Preservation of the horizontal and vertical space necessary to convert the existing Union Pacific railroad corridor to a transitway and trail as proposed in the North Branch Framework Plan.
- 3. Transportation demand management and traffic control . The Developer, in consultation with CDOT, shall take reasonable efforts to mitigate increased transportation demand to ensure safe multi-modal access to the site. Developer will continue to work with the City to implement a comprehensive traffic management plan, before, during and after construction of the Project, and will regularly review that plan and its effectiveness to ensure continuous improvement of any traffic issues. If requested by the City, Developer shall fund the provision of traffic control officers at intersections surrounding the Project, as well as other key points of entry to the Project site, during peak casino hours on peak days of operations and during special events or as needed.
- 4. Pedestrian and bicycle ingress/egress within and surrounding the Project.
 - a. The Permanent Project site will be fully accessible for pedestrians via an expansive sidewalk network, inviting streetscape, new parks, and an improved Riverwalk.
 - b. Developer will provide new on and off-street bicycle infrastructure as directed by CDOT and described in the amended Planned Development.
 - c. Bicycle storage facilities will be provided as required in Chapter 17 of the Chicago Municipal Code.
 - d. Developer shall install signage to improve pedestrian safety where appropriate, and will incorporate a pedestrian safety plan into the approved site plan for the Permanent Project
- 5. Upgrades to existing City infrastructure to serve and harmonize with the Project.
 - a. Developer anticipates that existing City water, sewer and electric street lighting facilities in place at the Project will have the capacity necessary meet the demand of the Project.
 - b. Developer will comply with the City Stormwater Ordinance and, if required by the City, shall provide enhanced stormwater detention for the Project improvements within an approved underground detention facility.
 - c. Developer acknowledges and agrees that development of the Project requires coordination with and a commitment to working with City agencies, neighborhood businesses, and residents to mitigate impacts associated with the Project.

- d. The Project includes the design and construction of the public pedestrian Riverwalk along the North Branch of the Chicago River. The Riverwalk will meet the Chicago River Design Guidelines, and other applicable regulations.
 - e. Developer will construct a public park south of the proposed casino buildings and will integrate the park into the Riverwalk.
- 6. Accommodating special events and grand opening traffic and parking for the Project. The Developer has expertise in managing large-scale events. The Developer's responsibility is to notify, plan, coordinate, and support City services to ensure the grand opening and any special events do not create a burden for the City or the community and is executed in a manner in which traffic flows safely and creates the best experience for visitors to the Project and the City at large. This will be achieved through detailed planning, a commitment of appropriate resources, and close collaboration with the CPD and other City services.
- 7. Emergency access for police, fire and ambulatory ingress and egress and its emergency operations plan for the Project. The Developer commits to working with all City agencies to ensure efficient and effective emergency access to the Project for all phases of construction and as part of the security operations plan upon opening. Emergency Services access is critical to the health and safety to the patrons and employees and will always be a high priority. Additionally, emergency responder access will be addressed in every special event plan. As a part of the entitlement process, the Developer commits to working with the Chicago Fire Department to obtain an approved site plan which would ensure safe and efficient access of fire and emergency vehicles to and from the Project.
- 8. Addressing any additional burdens placed on existing City infrastructure. As noted elsewhere in this Exhibit A-7. Developer will address certain existing burdens on City infrastructure to the extent that the same will be mitigated by improvements planned for the Project.

BICYCLE INFRASTRUCTURE



PEDESTRIAN, BUS & WATER TAXI INFRASTRUCTURE



The map illustrates the proposed transit station and its connections in downtown Chicago. Key features include:

- Major Streets:** Chicago Ave, Halsted St, Erie St, and Grand Ave.
- Landmarks and Parks:** Winter Garden, Theater Aquarium, River Park, and Court Yard Park.
- Transit Station:** A station is located near the Theater Aquarium, with an "ACCESS TO UNDERGROUND PARKING" nearby.
- Connections:**
 - A line connects the station to the Ohio Street Ramp and Grand Ave.
 - Arrows indicate the flow of transit routes, including a loop around the city center and a line connecting to the Ohio Street Ramp and Grand Ave.

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