EXECUTIVE SUMMARY

Introduction

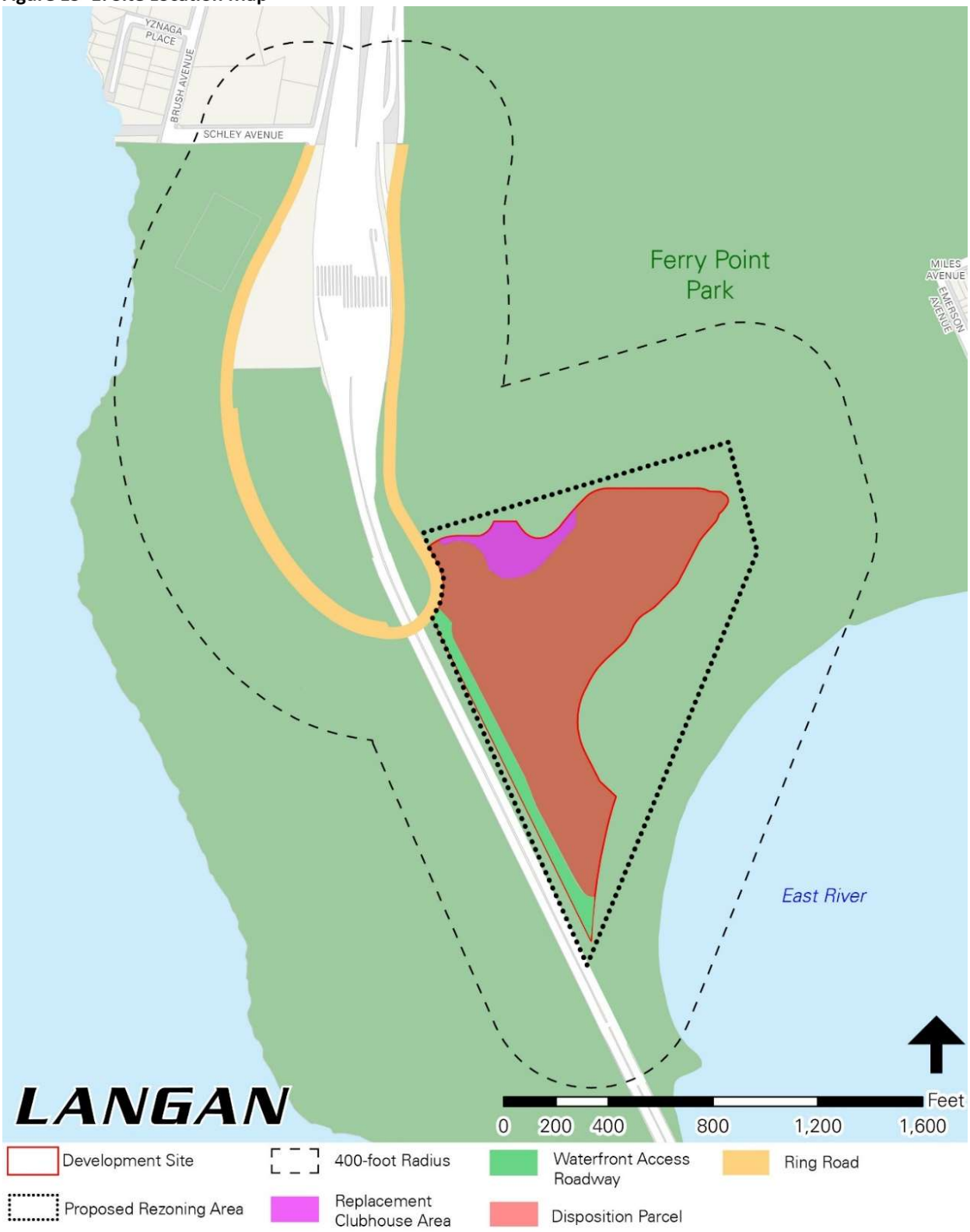
The Applicant, Bally's New York Operating Company, LLC (Bally's), proposes to develop the "Bally's Bronx" gaming and recreation facility (the "Proposed Facility") in the Throggs Neck neighborhood of Bronx Community District 10 (see Figure ES- 1). The Proposed Actions would allow construction of the Proposed Facility on an approximately 18.38-acre parcel (the "Development Site") within Bally's Golf Links at Ferry Point (the "Golf Course"), a 222-acre public golf course in the Bronx. To allow the Proposed Facility, Bally's proposes to rezone the area generally around the Development Site (the "Proposed Rezoning Area").

The Proposed Facility would be constructed on a portion of the Golf Course that is currently used for parking, the golf clubhouse, a portion of the practice area, and other landscaped areas. The 3,093,880-gross-square-foot (gsf) Proposed Facility would include up to 5,146 gaming positions[1], restaurants, a 500-key hotel with a spa and meeting space, approximately 6,100 gross square feet (gsf) of retail space, a 2,000-person event center, an approximately 2,000 square foot (sf) police substation, and parking for approximately 4,660 vehicles. As part of the Proposed Development, a replacement golf clubhouse would also be constructed north of the Proposed Facility.

The Golf Course (except for the Development Site), including the area where the replacement golf clubhouse would be located is, and will remain, a part of Ferry Point Park (the "Park"); Bally's operates the Golf Course, pursuant to a license agreement with the NYC Department of Parks and Recreation (NYC Parks). There is an existing Park roadway west of where the Proposed Facility would be located (the "Waterfront Access Roadway") which would be improved so that it can also be used to access portions of the Proposed Facility. It would remain on land owned by NYC Parks and continue to serve as access for park users to areas near the waterfront. An easement or similar agreement between Bally's and NYC Parks would allow for joint use of this roadway.

[1] Defined as one seat at a slot machine or table game.

Figure ES- 1: Site Location Map



In connection with the Proposed Facility, the uninterrupted circular roadway within the Park that connects the southbound and northbound Hutchinson River Expressway service roads (the "Ring Road") would be converted to a City street under the jurisdiction of the New York City Department of Transportation (NYCDOT). The street would be widened and improved in coordination with NYCDOT, NYC Parks, NYC Department of Environmental Protection (NYCDEP), and the Metropolitan Transportation Authority (MTA) (including New York City Transit ~~([~~NYCT]~~)~~ and Bridges and Tunnels [TBTA]). ~~The improved street will include new bike lanes, pedestrian paths, and plantings.~~ Bally's commitment to coordinate with these agencies and the requirements related to the widening of Ring Road will be memorialized in the Contract of Sale between NYC Parks and Bally's.

The Proposed Facility, replacement golf clubhouse, improved Waterfront Access Roadway and improvements to Ring Road comprise the "Proposed Development." Collectively, the Development Site and the improved Ring Road comprise the "Affected Area."

The majority of the 18 holes that comprise the Golf Course would remain as currently configured and would continue to be open to the public. Golf Course users would be provided vehicular parking within the Proposed Facility ensured through a permanent reservation in the deed to Bally's or other legal instrument.

The Proposed Actions would enable a destination gaming facility that is projected to generate significant tax revenue for the City and State directly (through gaming taxes, corporate and employee income taxes, sales, hotel, and property taxes) and indirectly (such as, for example, through bridge tolls). The Development Site is well-suited to attract tourists and residents because of its location within Ferry Point Park and accessibility from regional destinations via the Hutchinson River Expressway and connections to other major highways, as well as New York City's airports. The Proposed Development is poised to become the Bronx's second-largest private employer, creating approximately ~~1,800~~1,400 union construction jobs and 3,500 permanent jobs upon opening. The Proposed Development will offer competitive compensation, exceeding New York City's median wages by 50 percent and the Bronx median income by more than 200 percent. Employment opportunities will also include health coverage and retirement benefits. The Proposed Development includes transportation and infrastructure upgrades, along with parkland improvements, enhancing community spaces in line with the recommendations made in the *Hutchinson River Transportation Parkway Corridor Study* from 2015. These efforts would generate new demands for local goods and services such as food suppliers, trade specialists, or event suppliers (i.e., event planners or florists). Visitors of the Proposed Development could also patronize existing local businesses within the Study Area. This increase in activity has the potential to create significant economic benefits within the Study Area and region.

Background and Existing Conditions

The Park, located at 450 Hutchinson River Parkway, is identified on the New York City tax map as Bronx Block 5622, Lot 1 and Block 5583, Lot 100. The 413.8-acre park is bisected by the Whitestone Bridge and the Hutchinson River Expressway. The Park was created through a combination of land purchase and reclamation. The Park's original 171 acres were purchased by the City in proceedings to acquire land for the Whitestone Bridge in 1937, and plans were made for a beach, bathhouse, and cafeteria complex with a bus terminal and parking. When the portion of the Park west of the Whitestone Bridge opened in 1941, the design included a comfort station, baseball diamonds, an overlook, and picnic areas. In 1948, two park additions totaling 243 acres were acquired by condemnation. The NYC Department of Sanitation operated a municipal solid waste landfill on a portion of the Park east of the Whitestone Bridge

from 1952 to 1970.[2] In 2015 the landfill was capped and closed, and the Golf Course was completed over the former landfill.

The Golf Course concession was licensed to Trump Ferry Point LLC in 2015 for a term extending through March 31, 2035, pursuant to a license agreement dated February 21, 2012. The license was assigned to Bally's on September 12, 2023.

Also in 2015, improvements were made to the Park, including the construction of ballfields, bicycle and pedestrian pathways, basketball courts, and a comfort station. A new comfort station was added to a portion of the Park that is west of the Whitestone Bridge in 2018.

The "Ferry Point Park Passive Waterfront Path and Landscape Construction" project, completed in March of 2021, created a waterfront path and saltwater marsh between the Whitestone Bridge and Emerson Avenue. The Ferry Point Park Ferry Terminal was also completed in 2021; the terminal provides ferry access along the Soundview route between the Bronx and Manhattan seven days a week.

The Park also contains areas that are inaccessible to the public outside of the Affected Area. The TBTA uses space under the Whitestone Bridge for maintenance activities. The TBTA also maintains a salt dome on the interior of Ring Road, east of the Whitestone Bridge.

Golf Course

The Golf Course comprises 222-acres and is a regional public recreation facility located on the eastern portion of the Park. The course is bounded by Saint Raymond's New Cemetery to the north, Balcom, Miles, and Emerson Avenues to the east, waterfront portions of the Park to the south, and, to the west, a park roadway that runs generally along the eastern edge of the Hutchinson River Expressway. The 18-hole course was designed by Nicklaus Design as a links-style course and features native grasses and dunes. The teeing areas rise at varied elevations.

The arrowheads on Figure ES- 2 show the location of each hole's green, where golfers complete a hole. The end of the arrow without the arrowhead is the tee area.

[2] https://www.nycgovparks.org/parks/ferry-point-park/history

Figure ES- 2: Bally's Links Layout Plan



Source: https://www.provisualizer.com/

Development Site

The Development Site is bounded by the Park and Hutchinson River Expressway to the west, and the Golf Course and Park on all other boundaries. The Development Site is approximately 18.38-acre area entirely within the Golf Course. The Development Site is currently improved with the golf clubhouse, parking lot, a portion of the golf course practice area, and additional landscaping. The clubhouse is one story and has approximately 25,265 gsf of floor area.

As noted in Figure ES- 3, the Development Site comprises three areas[3]:

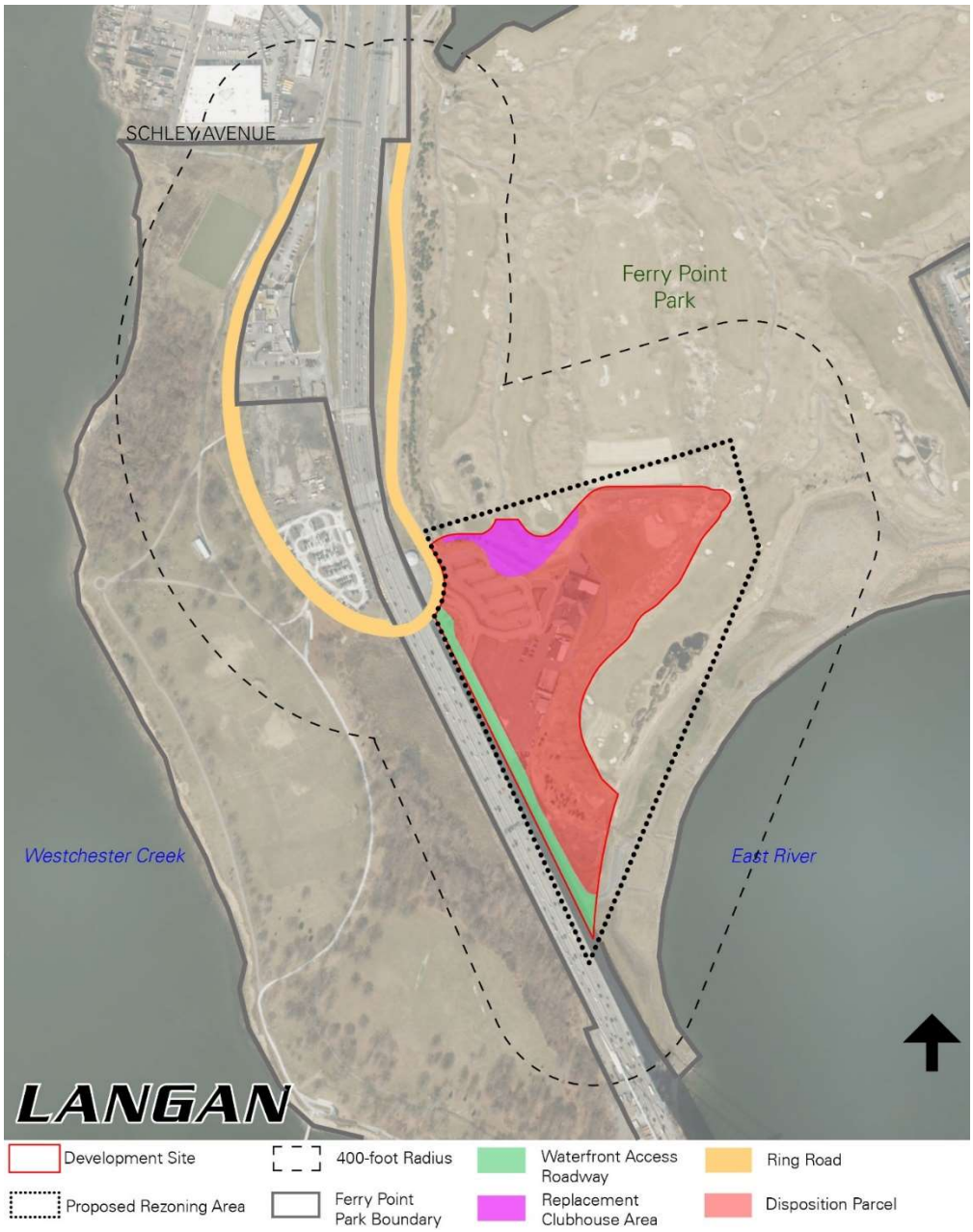
1. The "Disposition Parcel" is a 15.71~~15.73~~ acre parcel of parkland that would be alienated and transferred by the City to Bally's to allow construction of the Proposed Facility;
2. The replacement clubhouse area includes approximately 1.23 acres of the Development Site that would be developed with the replacement golf clubhouse and associated Golf Course improvements. This land would not be alienated and would remain on land owned

[3] All acreages are rounded to the nearest hundredth and may not add to the total 18.38 acres due to rounding.

by NYC Parks. ~~The land would continue to be licensed to Bally's through a concession, license, or other legal agreement~~; and

3. The Waterfront Access Roadway is a 1.45~~1.42~~-acre roadway that connects Ring Road and the East River Park Lot, which is near the waterfront and to the east of the Whitestone Bridge. An easement or similar legal instrument would allow Bally's to use the roadway between the Ring Road and the East River Park Lot for access. This area would be alienated to allow access along the roadway to the Proposed Facility, a non-park use. The Waterfront Access Roadway would remain under ownership of NYC Parks and continue to be part of the Park.

Figure ES- 3: Development Site Areas



Ring Road

Ring Road is currently an approximately 2.41-acre area of the Park that is an unstriped, one-directional park roadway. The width of Ring Road varies but is generally 24 feet wide. Grassy areas front along either side of the roadway except in front the MTA office building near the entrance to the Park close to Schley Avenue, under the Whitestone Bridge, and along a TBTA maintenance facility, where the salt dome is located, next to the Whitestone Bridge.

As shown in Photograph ES- 1 and Figure ES- 4, Ring Road currently has an approximately 24-foot-wide travel lane, a 4-foot-wide gravel area that could serve as the roadway's shoulder, and guardrails on either side.

Photograph ES- 1: Ring Road Existing Configuration – View South



View south along Ring Road towards the Whitestone Bridge. The paved parking lot is in the left of the frame.

Figure ES- 4: Illustrative Existing Configuration of Ring Road – Sectional Looking ~~North~~South



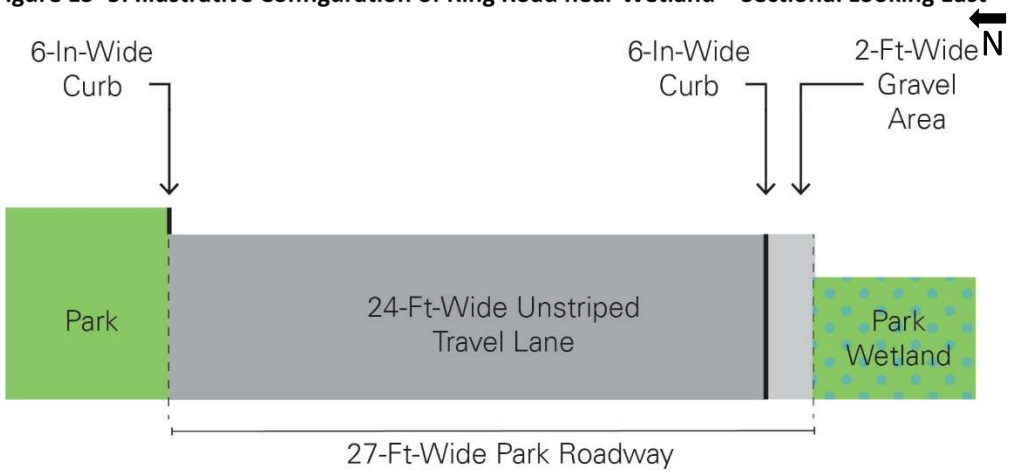
As shown in Photograph ES- 2 and illustratively in Figure ES- 4, the configuration narrows near the wetland area at the southern edge of Ring Road, near the Whitestone Bridge. In this section, the roadbed remains as a 24-foot-wide travel lane, but an approximately two-foot-wide gravel area (yellow arrow) is separated from the wetland (blue arrow) by a guardrail. The gravel area is used by pedestrians along the roadway's edge.

Photograph ES- 2: Existing Conditions of Ring Road near Bridge Underpass



The gravel area (yellow arrow) has minimal separation from moving traffic on Ring Road. The wetland is in the right of the frame (to the south of Ring Road).

Figure ES- 5: Illustrative Configuration of Ring Road near Wetland – Sectional Looking East

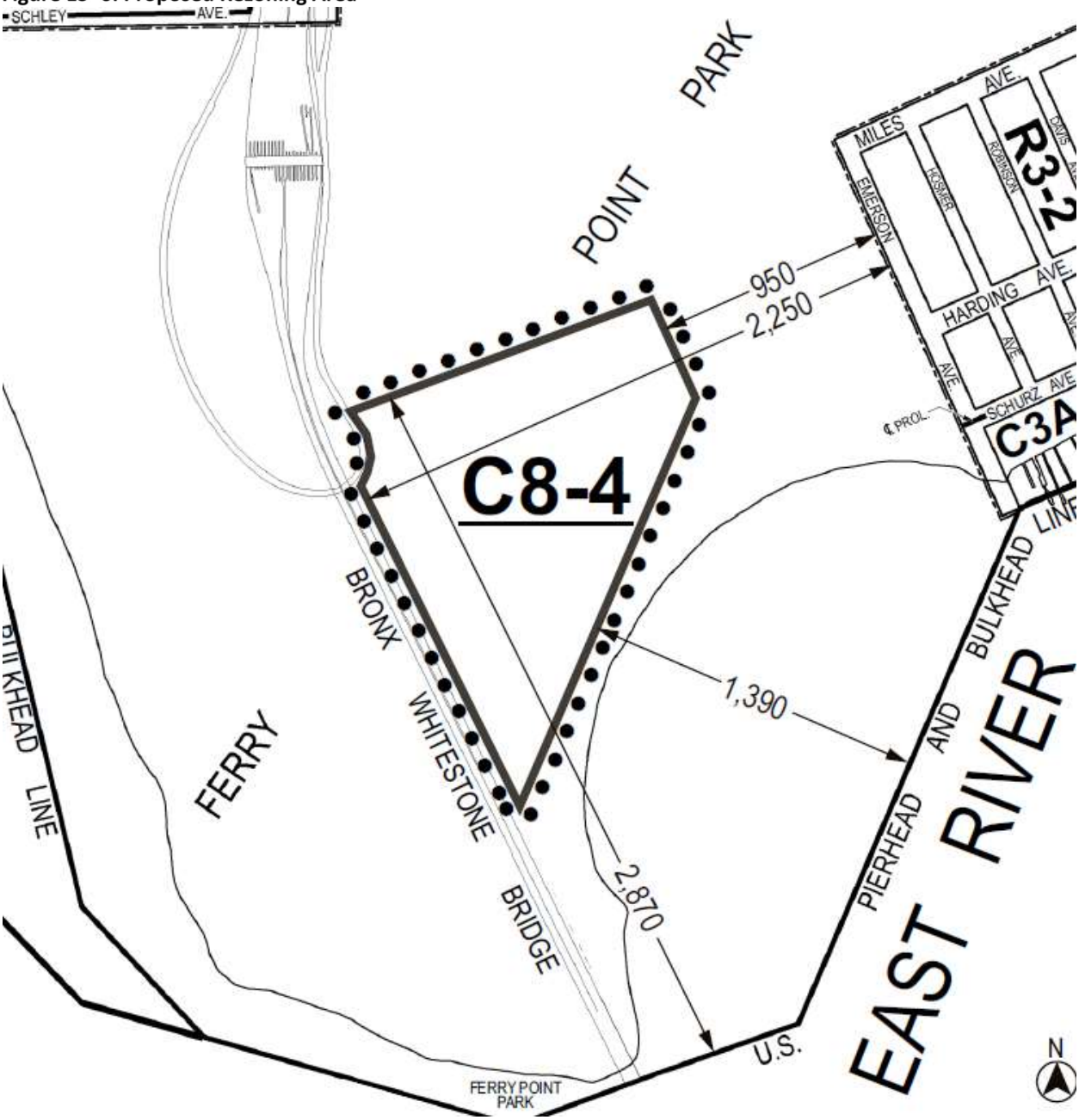


Ring Road is a one-directional roadway that serves as the only road into and out of the Park. It is primarily used by motorists but is also occasionally used for recreational purposes such as jogging or cycling. The roadway is the only formal connection under the Whitestone Bridge and serves as an informal connection between the east and west portions of the park for motorists, pedestrians, and cyclists.

Proposed Rezoning Area

The Proposed Rezoning Area – shown in Figure ES- 6 – is the area proposed to be rezoned to a C8-4 district. The Proposed Rezoning Area is bound by Ring Road to the northwest, 2,870 feet from the pierhead and bulkhead line to the north, 950 feet from Emerson Avenue to the east, 1,390 feet from the pierhead and bulkhead line to the southeast, and 2,250 feet from Emerson Avenue to the west. These boundaries were selected to ensure that the entirety of the Development Site was included in the Proposed Rezoning Area while providing regular dimensions that are keyed off existing street and pierhead/ bulkhead lines. The Proposed Rezoning Area includes some portions of the Golf Course in the areas of holes 1, 9, 10, and 18, but these will remain mapped parkland.

Figure ES- 6: Proposed Rezoning Area



Replacement Parkland and Park Improvements

Park improvements and replacement parkland ~~would~~ will be provided consistent with ~~consistent with~~ the requirements of the State alienation legislation. Bally's ~~would~~ will contribute funds to the City of New York to be devoted to NYC Parks for such public improvements and potentially deed ~~the designated~~ new parkland to NYC Parks.

In connection with the requirements of the proposed parkland alienation legislation, potential parkland improvements and replacement parkland options have been submitted to NYC Parks for consideration. The measures proposed include:

1. Improvements to Ferry Point Park and/or other Bronx parks to be undertaken by either NYC Parks or Bally's;
2. Dedication of replacement parkland in Bronx Community District 10; and/or
3. A financial payment to NYC Parks.

Potential improvements to Ferry Point Park could include, but are not limited to, a formal pedestrian connection along the waterfront beneath the Whitestone Bridge to connect existing shoreline walkways on the east and west side of the park, new bathrooms, improvements to the existing soccer and cricket fields, adding a 9/11 memorial, additional Park lighting, and removing overgrowth within the Park. In the alternative or in addition to these improvements, two parcels in Bronx Community District 10 totaling approximately seven acres may be transferred from Bally's to NYC Parks as replacement parkland. Additional park improvements in other public parks in the Bronx may also be developed by Bally's, or funded by Bally's and improved by NYC Parks. Bally's and NYC Parks are currently developing the scope and location of these improvements.

Proposed Actions

The following discretionary actions (the Proposed Actions) are proposed to allow the Proposed Development:

City Approvals

- A City Map Amendment to demap a portion of the Development Site (the "Disposition Parcel") as parkland allowing for the disposition of an interest in those areas;
- A City Map Amendment to map the widened Ring Road as a City Street;
- A Zoning Map Amendment to designate existing parkland as a C8-4 commercial zoning district, in which gaming facilities are permitted pursuant to NYC Zoning Resolution Sections 32-10 (32-18, 32-181, 32-183) and 42-10 (42-18, 42-181, 42-183);
- Approval for the disposition of City-owned real property to facilitate the transfer of a non-exclusive access easement or other similar agreement over the Waterfront Access Roadway necessary for the Proposed Development from the City of New York (through NYC Parks) to Bally's; and
- The extension and modification of the existing Golf Course Concession, ~~through a renewal concession and/or a lease,~~ to facilitate the long-term operation of the public Golf Course by Bally's.

In addition, coordination and approvals for public improvements will be required from City agencies such as NYC Parks, NYCDOT, and NYCDEP.

State Approvals

- State Legislation and Governor's Approval to authorize the alienation and disposition of parkland within Ferry Point Park (the Park);
- Approval by the Gaming Facility Location Board and issuance of a gaming license from the New York State Gaming Commission to allow the operation of the Proposed Facility; and
- Approval from the New York State Department of Environmental Conservation (NYSDEC) of a "Change of Use Workplan" to allow the use of and construction on the Development Site because it is part of a closed landfill.

Other State approvals include approval from NYSDEC for stormwater discharges during construction and from the New York State Department of Transportation (NYSDOT) and potentially other State agencies to facilitate certain street improvements near the Hutchinson River Expressway. In addition, coordination (or approvals for public improvements) may be required with State agencies or authorities such as the MTA (including NYCT and TBTA).

The Proposed Development would also include various ministerial actions, such as approval from the Public Design Commission (PDC) for the replacement golf clubhouse.

Purpose and Need

In 2013, the New York State Constitution was amended to authorize up to seven commercial casinos in the state. Four commercial casinos were sited in upstate New York, and in 2022, the New York State budget established a new siting process and criteria for the remaining three licenses that would be established in downstate New York.[4] The process is competitive, with clearly defined legislative purposes and intent. However, it differs from the process to allow casinos in upstate New York because each proposed casino applicant is required to obtain Community Advisory Committee approval and substantially complete all land use entitlement processes before the Gaming Facility Location Board will review an application.

Revenue from new gaming facilities is expected to generate substantial fiscal benefit to New York's public schools, local governments, and gambling treatment services.[5] The development of a gaming facility is contingent upon receiving a gaming license from the New York State Gaming Commission.

The Proposed Actions would enable a destination gaming facility that is projected to generate significant tax revenue for the City and State directly (through gaming taxes, corporate and employee income taxes, sales, hotel, and property taxes) and indirectly (such as, for example, through bridge tolls). This additional tax revenue would benefit residents of the Northeast Bronx and the City as a whole. In addition to direct tax impacts, the Proposed Development would heavily prioritize local sourcing of goods and services, injecting hundreds of millions of dollars in direct spending in the Study Area for local businesses. Additionally, visitors to the Proposed Development would be incentivized to visit local business and frequent local tourist attractions, further introducing millions of indirect spending into the Bronx.

[4] https://cbsix.org/resources/casino-license-awarding-process/
[5] https://nycasinos.ny.gov/system/files/documents/2023/01/01.03.23.rfa_.pdf

The Development Site is well-suited to attract tourists and residents because of its location within Ferry Point Park and accessibility from regional destinations via the Hutchinson River Expressway and connections to other major highways, as well as New York City's airports. Additionally, the Proposed Facility would provide a hotel, event center, and other accessory uses to support the proposed gaming uses and the existing Golf Course. The Proposed Facility would significantly increase employment in the area, both directly and indirectly, and create a vibrant destination in a largely underutilized area of the Bronx. The Proposed Development would generate up to ~~1,800~~1,400 temporary construction jobs for up to 30 months and up to 3,500 new permanent jobs in the Bronx. The Proposed Facility would generate new demands for local goods and services such as food suppliers, trade specialists, or event suppliers (i.e., event planners or florists). Visitors of the Proposed Development could also patronize existing local businesses within the Study Area. This increase in activity has the potential to indirectly increase employment opportunities within the Study Area.

In addition to the Proposed Facility, Park improvements and replacement parkland would be provided consistent with the requirements of the State alienation legislation. Bally's would contribute funds to the City of New York to be devoted to NYC Parks for such public improvements and would deed the designated new parkland to NYC Parks. Bally's would also construct privately-funded improvements to Ring Road, including roadway widening, new pedestrian and cycling infrastructure, and improvements to stormwater drainage.

The Proposed Development would further the goals of citywide public policies such as the New York City WRP through flood-resistant measures to protect the Proposed Development from the effects of climate change and *Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery* through the creation of up to 3,500 new permanent jobs in the Bronx. The Proposed Actions would also support the recommendations made in the *Hutchinson River Transportation Corridor Parkway Study* by making infrastructure and safety improvements to Ring Road, the Park, and the surrounding roadways.

Relevant Planning Initiatives

Hutchinson River Parkway Transportation Corridor Study

In the spring of 2013, DCP began the *Hutchinson River Parkway Transportation Corridor Study* to evaluate the transportation needs along and surrounding the Hutchinson River Parkway corridor. The goal of the study was to develop long-term recommendations to relieve congestion, to improve circulation and access to and from the Hutchinson River Parkway/Expressway, and to improve the operation and maintenance of Ring Road. The study area was from Pelham Parkway to the Park and was completed in May 2015.

The study found that Ring Road does not have the necessary facilities to support the then-current level of traffic and does not provide adequate access and crossing points for pedestrians. As this area continues to develop, traffic would likely continue to increase in this area. DCP recommended that Ring Road be improved and transferred to NYSDOT. The plan also included recommended short-term safety improvements for pedestrians, cyclists, and vehicles. Several of the recommendations would be fulfilled with the completion of the Proposed Development.

Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery

A Blueprint for New York City's Economic Recovery is a plan to accelerate the recovery of New York City's economy after the 2020 COVID-19 pandemic. The plan is intended to propel job creation back to pre-pandemic employment levels and create equitable economic

opportunities for all. The core principles of the plan are to focus on people, build on existing strengths, tap into New York City's innovators and entrepreneurs, break down government silos, promote equity and economic opportunity, and call New York businesses and organizations to work together. The Proposed Development would generate up to ~~1,800~~1,400 temporary construction jobs for up to 30 months and up to 3,500 new permanent jobs in the Bronx. The Proposed Facility would generate new demands for local goods and services such as food suppliers, trade specialists, or event suppliers (i.e., event planners or florists). Visitors of the Proposed Development could also patronize existing local businesses within the Study Area. This increase in activity has the potential to indirectly increase employment opportunities within the Study Area. The Proposed Facility would increase the number of employment opportunities, both directly and indirectly, and would therefore support the economic recovery of the Bronx, and New York City, after the COVID-19 pandemic.

NYC Streets Plan (2024 Update)

The *2021 New York City Streets Plan* created a vision for planning and designing New York City streets, including ten goals to be achieved through recommendations across ten program areas. The 2024 update is the second update to the plan, which includes the work performed by NYCDOT in 2023 and the ongoing efforts to achieve the *NYC Streets Plan* goals. The Proposed Actions would facilitate improvements to Ring Road and other supplemental improvements to enhance the circulation near the Development Site. Improvements to Ring Road would reduce congestion, enhance pedestrian and cyclist safety, and would be designed in coordination with NYCDOT, NYCDEP, NYC Parks, and the MTA.

Vision Zero

The *Vision Zero Action Plan* was developed under the administration of Mayor Bill de Blasio in 2014. It is the guiding plan and foundation for ending traffic deaths and injuries on New York City streets. *Vision Zero* is a collaborative effort to eliminate traffic fatalities through support from the City, NYPD, and the private sector to make NYC streets safer. The Proposed Development would improve Ring Road and the surrounding roadways in coordination with NYCDOT. Improvements would enhance safety for pedestrian, cyclists, and drivers, furthering the goal of the *Vision Zero Action Plan*. Pedestrian improvements such as paved sidewalks would also enhance connectivity along Ring Road beneath the Whitestone Bridge, allowing improved connections between the Development Site and the western portions of the Park.

Proposed Development

The Proposed Development includes the Proposed Facility on the Development Site, a replacement golf clubhouse, the improved Waterfront Access Roadway and improvements to Ring Road. The Proposed Development would generate up to ~~1,800~~1,400 temporary construction jobs for up to 30 months and up to 3,500 new permanent jobs.

Proposed Facility

The Proposed Facility would contain approximately 561,320 gsf of gaming and food and beverage space, a 500-key hotel with a spa and meeting space, a 2,000-person event center, approximately 6,100 gsf of retail, and approximately 40,160 gsf for a replacement golf clubhouse. The Proposed Facility would be supported by about 1,941,910 gsf of parking (4,660 spaces). The Proposed Facility would have about 3,093,880-gsf and rise to a maximum height of 245 feet above the ground floor, or an elevation of 280 feet North American Vertical Datum

88 (NAVD88); the golf clubhouse would be about 40-foot-tall (at an elevation of 75 feet NAVD88) and would be built north of the Development Site on land that would remain under the jurisdiction of NYC Parks. Exterior glazing of both buildings would comply with the bird-friendly design of Local Law 15 of 2020.

The proposed site plan is shown in Figure ES-7 and the proposed floor area by use is shown in Table ES-1 below.

Table ES-1: Proposed Development - Floor Area by Use

Use	New Construction (in GSF)
Replacement Golf Clubhouse	40,160
Casino (Gaming and Food/Beverage)	561,320
Hotel, Spa, & Meeting	509,330
Event Space	75,220
Sundry Retail	6,100
Parking	1,941,910
TOTAL	**3,134,040**

Figure ES-7: Proposed Site Plan



Source: HKS Architects

The new gaming facility would increase the number of employment opportunities, both directly and indirectly, in the Throggs Neck neighborhood and surrounding areas. The Proposed Actions would allow the construction of the Proposed Facility, which would provide approximately 3,500 new jobs at the Development Site, and up to 1,400~~1,800~~ temporary construction jobs during the peak construction quarter. The Proposed Facility would generate new demands for local goods and services such as food suppliers, trade specialists, or event suppliers (i.e., event planners or florists). Visitors of the Proposed Development could also patronize existing local businesses within the Study Area. This increase in activity has the potential to indirectly increase employment opportunities within the Study Area.

As a part of the project design, Bally's has committed to developing a police substation of approximately 2000 sf within the Proposed Facility and employing on-site security personnel. Bally's has also committed to including a designated area within the Proposed Facility for emergency management and medical services.

The Development Site would be accessed from Ring Road. A curb cut from Ring Road would connect to access lanes to enter a roundabout (motor court). The roundabout would allow for connections to parking and the replacement golf clubhouse. A fire lane would encircle the Proposed Facility.

The Proposed Facility would have a building footprint of approximately 445,000 sf. The design is an L-shaped building that would generally reflect the existing golf course ridgeline near the western boundary of hole 18. The Proposed Facility would consist of a base with two distinct "towers" constructed above. The Proposed Facility was designed to meet several project goals, including to:

- Be more than 1,000 feet away from residential uses;
- Ensure the continued use of the Golf Course;
- Minimize the building footprint within the Park while allowing necessary space for a world-class gaming facility;
- Replace all golf facilities (i.e., golf clubhouse, practice area, parking, and landscaping) that would be displaced;
- Respond to the surrounding context with rounded architectural elements that reflect the curvature of the East River shoreline near the Development Site, and landscape elements that are in harmony with the links-style Golf Course;
- Set back more than 250 feet from Ring Road to retain open areas between the Proposed Facility and Ring Road;
- Develop a gaming facility that would complement the Park and the ~~Nicklaus-Design~~Jack Nicklaus-designed Golf Course[6];
- Enable floodproofing measures to protect the Proposed Facility from projected changes to sea level rise and revised flood levels; and
- Incorporate new publicly accessible pedestrian connections along Ring Road, connecting the east and west portions of the Park.

The lowest levels of the building – cellar levels B1 and B2 – would be designed at elevation 15, 2 feet above the base flood elevation. Uses within the cellar would generally include back-of-

[6] Jack Nicklaus's new company is called 1-JN.

house (BOH) uses, storage and mechanical space, drop-off areas, parking, and a police substation.

The replacement golf clubhouse would be an independent structure. A pathway through the Proposed Facility would allow carts to move between the golf clubhouse and hole 18 without the need to traverse around the Proposed Facility

The ground floor (level 1) would contain retail, hotel lobby, restaurants, and gaming space. Views from the lobby would be eastward to the hole 18th green, the East River, the Whitestone Bridge, and the Queens skyline. Levels 2 through 4 would contain self-parking in the south garage, gaming, food and beverage space, and the 2,000-person event center.

At level 5, the building's base would divide into the north and south wings. Portions of these wings would contain garages with self-parking. Along the southeast façade of the north wing, hotel rooms would face southeast towards the hole 18th ~~hole~~, the East River, the Whitestone Bridge, and the Queens skyline.

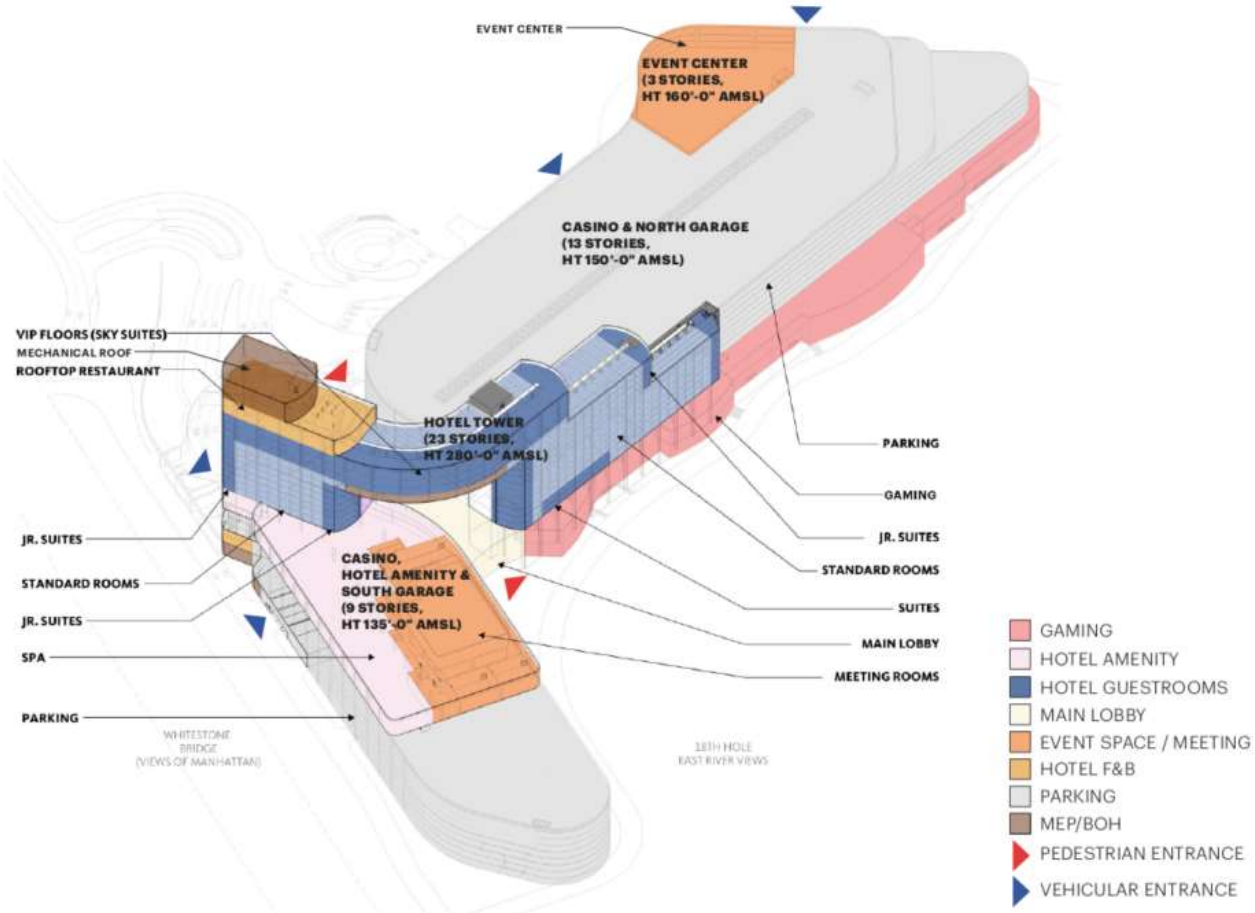
Level 6 would largely contain self-park parking in both the north and south wings. In the south wing, level 7 would contain the hotel's spa, fitness, and meeting rooms. The north wing would contain hotel rooms, self-parking, and the balcony level of the event space.

Levels 8 through 11 would largely contain additional hotel rooms and self-park spaces. The roof above the north wing's base would contain photovoltaic (solar) panels or green roof elements and stormwater management features.

Levels 13 through 15 would include hotel rooms in both the east and west towers. Between levels 16 through 19, the east and west towers would be connected via a curved sky bridge. Above the west tower, Level 20 would contain a hotel rooftop bar and restaurant that would be open to the public. Sweeping views from the rooftop would be available to the Park, the East River, Whitestone Bridge, and the Queens and Manhattan skylines.

Figure ES-8 shows the proposed illustrative axonometric programming plan. The Proposed Facility includes a gradual stacking of components with a variety of setbacks. These setbacks are accompanied by architectural details that result in soft, rounded edges that are intended to respect the rolling hills and dunes of the links-style Golf Course. The building is designed to keep the back-of-house uses below grade to the extent practicable, leaving a larger proportion of space available above-ground for visitors.

Figure ES-8: Proposed Facility Illustrative Programming Plan

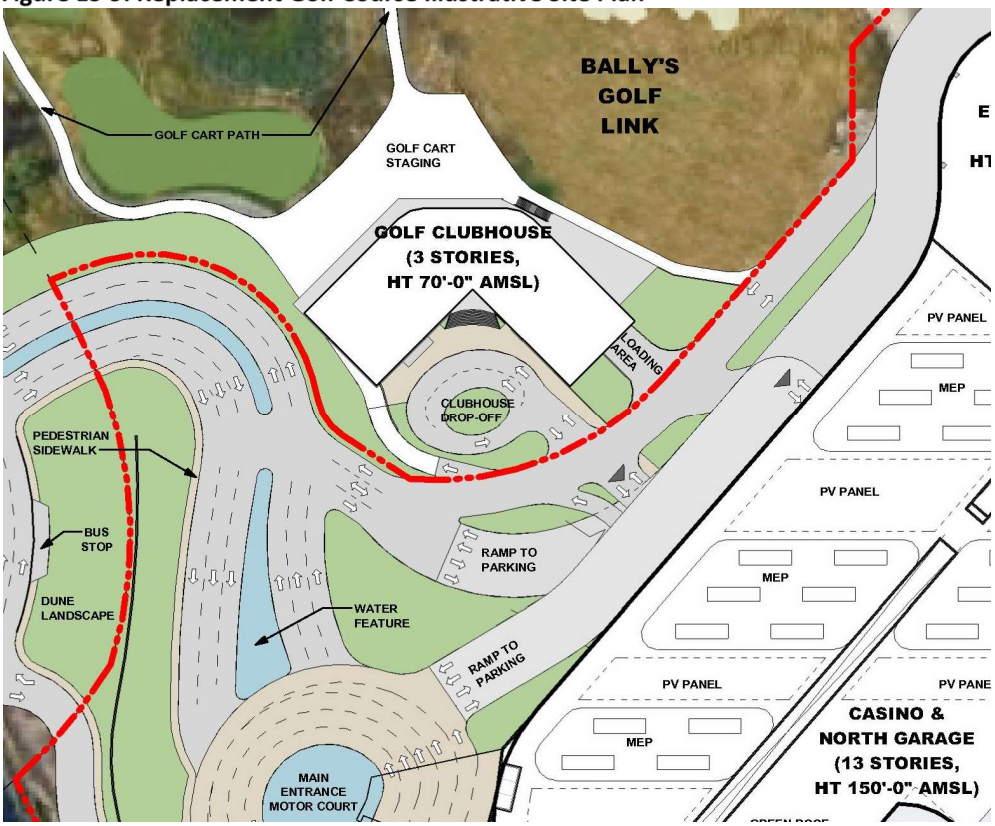


Source: HKS Architects
Note: This graphic was revised for the FEIS.

Replacement Golf Clubhouse

Bally's would construct a replacement golf clubhouse to the north of the Proposed Facility. The proposed clubhouse would be built on land that would continue to be owned by NYC Parks and operated by Bally's. The proposed L-shaped golf clubhouse would enhance service for its existing client base. For example, the basement, which would be sited at elevation 25 feet, is planned to include lockers, a lounge area, and back-of-house space. The proposed ground floor would contain an office space, pro-shop, bar, and kitchen space below an event space and terrace overlooking the Golf Course on the second and third floors. A new drop-off lane would be provided for golf clubhouse users. Access lanes would lead to parking within the Proposed Facility (see Figure ES-9).

Figure ES-9: Replacement Golf Course Illustrative Site Plan



Source: HKS Architects

A replacement golf practice area – being designed by Bally's in consultation with and subject to approval by 1-JN (Jack Nicklaus's new company)~~Nicklaus Design~~ and NYC Parks – would replace the existing practice area and would be located near the replacement clubhouse.

Construction of the Proposed Development

The Proposed Development would be supported by deep foundations, bypassing the loose historic fill and very soft clay, and bearing in suitable material (dense sand and/or bedrock) about 80 to 120 feet below ground surface. Based on Bally's review, the potential deep foundation options include:

- drilled displacement piles in which soils are displaced laterally as the drill rig tooling is advanced to suitable bearing material;
- drilled piles, in which steel casing is advanced to bedrock and the pile is then socketed into the bedrock; or
- or steel or precast concrete piles driven to the suitable bearing material.

Installation of these piles would require a breach of the landfill cover system, including possible pre-drilling through the historic fill stratum underlying the barrier protection material (BPM). Pre-drilling methods would be conducted using water to mitigate dust creation, and with methods to mitigate the amount of material removed at each pile location.

The slabs of the new buildings would introduce new site caps across the building footprint. The cap of nonhazardous, regulated fill in the areas outside the building footprints would be restored following construction.

Ground-intrusive activities necessary to develop the Proposed Development would be conducted pursuant to a Change of Use Workplan, which received a conditional approval from ~~approved by~~ NYSDEC as set forth by a letter dated April 30, 2025 (See Appendix F), and environmental oversight and monitoring would be conducted under the supervision of a NY State licensed engineer. Future monitoring within the Development Site would be the responsibility of Bally's.

Ring Road

Ring Road currently functions as a NYC Parks roadway and is a two-lane, one-directional roadway used by pedestrians, cyclists, and motorists to access and egress the Park. Ring Road currently occupies approximately 2.41 acres of the Park. In the With-Action Condition, Ring Road would be widened to up to an area of approximately 4.10 acres. The Proposed Actions would allow up to a 45-foot-wide mapped street between the entrance to the Park (at Schley Avenue and the Hutchinson River Expressway southbound service road) and the Proposed Facility's driveway. North of the Proposed Facility's driveway and on the east side of the Hutchinson River Expressway, Ring Road would be mapped to a width of 35 feet. ~~contemplate mapping a 70-foot right-of-way/City Street section expanding what is currently Ring Road in the area west of the Hutchinson River Expressway. However, in that area, the final street mapped and ultimately built would be 60 feet in width.[7] With this 60-foot-wide roadway, the increase in the proposed roadbed area is anticipated to be approximately 0.36 acres for a total roadbed of 2.77 acres. The remaining area that would be mapped for Ring Road, approximately 2.12 acres, would contain bike lanes, sidewalks, and planting strips, and would be available to the public for recreational purposes.[8]~~

In coordination with NYCDOT and with input from other agencies such as NYC Parks, NYCDEP, and MTA, Ring Road would be widened ~~wherever feasible~~ to allow design flexibility to safely accommodate vehicles~~, bicycles,~~ and pedestrians accessing the western portion of the Park and continuing east to other portions of the Park and to the Proposed Development. Bally's commitment to coordinate with these agencies and the requirements related to the widening of Ring Road will be memorialized in the Contract of Sale between NYC Parks and Bally's.

~~West of the Whitestone Bridge and the Hutchinson River Expressway, Ring Road would be developed into an approximately 60-foot-wide street; there will be an exception where the roadway would be narrowed to avoid an existing freshwater wetland near the southern tip of the roadway. The roadway near the wetland, and under the Hutchinson River Expressway overpass, would be 45 feet wide (see Figure ES-10). East of the expressway and north of the Development Site, the roadway would be 38 feet wide.~~

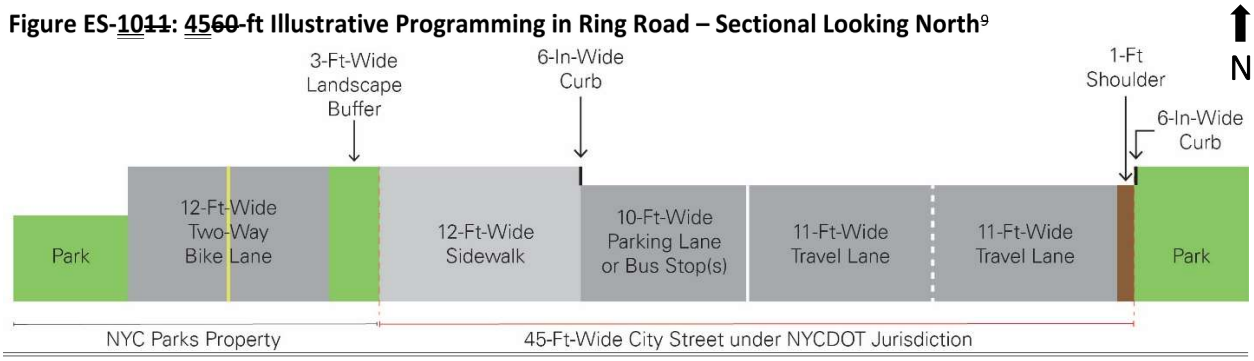
~~[7] The proposed acreage to be initially mapped as an NYCDOT street is larger than what will be the final NYCDOT 60-foot road width because Bally's is coordinating with NYC Parks, MTA/TBTA, and NYCDOT to confirm roadway design and final location within the 70-foot width. Areas in excess of the 60 feet that are not mapped for the roadway and conveyed to NYCDOT will remain parkland.~~
~~[8] The State alienation legislation permits the alienation of up to 9.61 acres for Ring Road, which would conservatively allow for an up to a 100-foot right-of-way. Permission from the State to alienate this amount of parkland is necessary to accommodate design flexibility required by NYCDOT, NYCDEP, NYC Parks, and the MTA along with potential minor modifications to the configuration of Ring Road that may arise during ULURP, and to allow temporary construction activities within the alienated area. Areas not mapped for the final 60-foot-wide roadway will remain parkland under the jurisdiction of NYC Parks.~~

~~Figure ES-10: Ring Road Proximity to Existing Wetland~~



As shown in Figure ES-11, ~~the approximately 24-foot-wide roadbed of Ring Road west of the expressway would be widened to approximately 30 feet allowing~~ the 45-foot-wide right of way is planned to have a 33-foot-wide roadbed, which would allow a one-foot-wide shoulder, two 11-foot-wide lanes of vehicular traffic and an additional ~~eight~~ten-foot-wide lane for on-street parking. Six-inch curbs would be provided on either side of the roadbed~~way~~. The parking lane would have the potential to also serve as a future bus stop in locations approved by NYCDOT and MTA. ~~Additional improvements to Ring Road would include~~ A~~a~~ ~~10~~12-foot-wide sidewalk is planned along the exterior of Ring Road's roadbed and within the 45-foot-wide mapped street. The programming in the mapped street would be subject to review and approval by NYCDOT and NYC Parks and may be modified in certain locations to accommodate conditions such as to preserve wetlands, modify or add new vegetation or allow access to the MTA maintenance facility under the Whitestone Bridge.

Figure ES-~~10~~11: ~~45~~60-ft Illustrative Programming in Ring Road – Sectional Looking North[9]



Note: This graphic was revised for the Final EIS. The programming in the mapped street would be subject to review and approval by NYCDOT and NYC Parks and may be modified in certain locations.

Between the Hutchinson River Expressway southbound service road and the Waterfront Access Roadway, ~~and a 12-foot-wide,~~ two-way protected bike lane. is planned along the exterior of Ring Road, outside the mapped limits of Ring Road and in the Park. The size of, and programming for, the bike lane and additional park improvements would be coordinated between NYC Parks and Bally's. Programming may also be coordinated with NYCDOT. ~~Five feet~~

[9] ~~See footnote 5.~~

~~along the exterior of the roadway was included to allow for design flexibility as a part of the mapping of Ring Road.~~ Pedestrian crosswalks across Ring Road would ~~be provided to safely~~enhance safety. ~~traverse from the two sides of the Park.~~ Therefore, the Proposed Actions would expand public access to the Park and provide enhanced infrastructure~~, and therefore~~ with added safety, for pedestrians and cyclists.

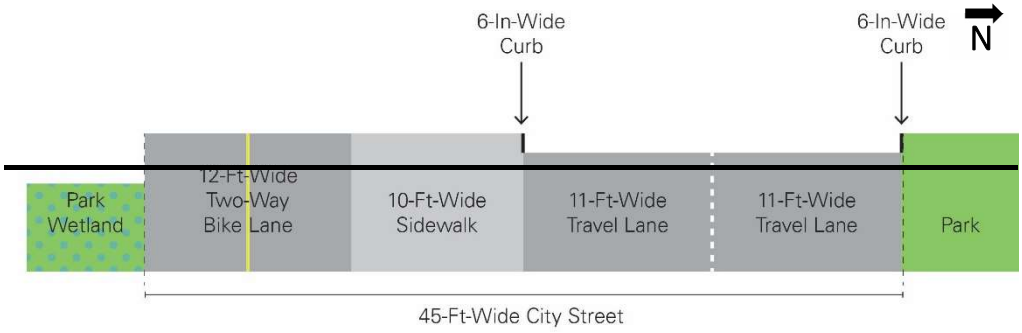
Pedestrian connections beneath the Whitestone Bridge are limited (see Figure ES-12). Currently, no sidewalks are present along Ring Road and pedestrians must walk in the roadbed or its adjacent gravel area. The proposed improvements to Ring Road would enhance pedestrian and bike connectivity along Ring Road under the Whitestone Bridge, allowing new connections from the Development Site and the Park east of the expressway to the portion that is west of the expressway. The proposed improvements would create a new pedestrian route between the Ferry Point Park Ferry Stop and the Development Site.

Figure ES-12: Ferry Point Park Pedestrian Pathways (Non-Golf Course Pathways)



~~To avoid disturbance of the existing freshwater wetland near the southern tip of Ring Road, the planting strip and parking lane would be eliminated near and beneath the Whitestone Bridge. The width of the two 11-foot-wide travel lanes would be consistent along Ring Road. Near the wetland and in front of the Development Site, Ring Road would be mapped and constructed to a width of 45 feet, as illustratively shown in Figure ES-13.~~

~~Figure ES-13: 45-ft Conceptual Programming for Ring Road – Sectional Looking West~~

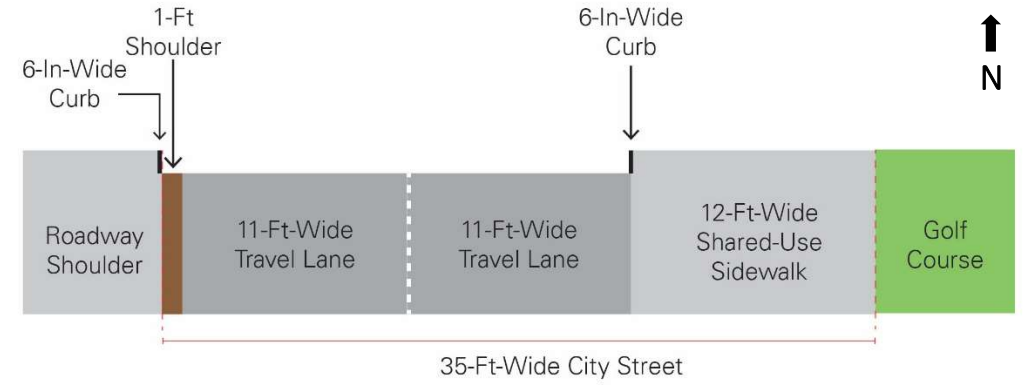


~~Along Ring Road, a new traffic control is proposed to enhance pedestrian safety for pedestrians crossing Ring Road. Proposed safety measures in various locations on Ring Road include a new traffic light, formalized pedestrian crossings, and striping.~~

~~Along Ring Road, the roadbed would be striped to include two eleven foot wide travel lanes with six inch curbs on either side. This configuration would remain consistent throughout the entirety of the redeveloped roadway, except a third vehicular lane would be developed east of the Whitestone Bridge and on the approach to the Proposed Facility's driveway.~~

North of the Development Site, Ring Road is constrained by the Hutchinson River Expressway to the west and the Golf Course and Saint Raymond's New Cemetery to the east. In this area north of the Development Site, the street would be mapped and constructed to a 35~~38~~-foot width. This 35-foot-wide segment of Ring Road is planned to contain two 11-foot-wide travel lanes, a one-foot-wide shoulder, and a 12-foot-wide shared pedestrian and bicycle path. Figure ES-14 shows the illustrative configuration.

Figure ES-14: 38-ft Conceptual Programming for Ring Road – Sectional Looking North



Note: This graphic was revised for the Final EIS.

Replacement Parkland and Park Improvements

Of the approximately 21.26 acres proposed to be alienated (Disposition Parcel, Waterfront Access Roadway, and Ring Road parcel), only about 19.81 acres that comprise the Disposition Parcel (approximately 15.71 acres) and Ring Road (approximately 4.10 acres) would be removed from the Park.

Park improvements and replacement parkland ~~would~~ will be provided consistent with ~~consistent with~~ the requirements of the State alienation legislation. Bally's ~~would~~ will contribute funds to the City of New York to be devoted to NYC Parks for such public improvements and potentially deed ~~the designated~~ new parkland to NYC Parks.

In connection with the requirements of the proposed parkland alienation legislation, potential parkland improvements and replacement parkland options have been submitted to NYC Parks for consideration. The measures proposed include:

4. Improvements to Ferry Point Park and/or other Bronx parks to be undertaken by either NYC Parks or Bally's;
5. Dedication of replacement parkland in Bronx Community District 10; and/or
6. A financial payment to NYC Parks.

Potential improvements to Ferry Point Park could include, but are not limited to, a formal pedestrian connection along the waterfront beneath the Whitestone Bridge to connect existing shoreline walkways on the east and west side of the park, new bathrooms, improvements to the existing soccer and cricket fields, adding a 9/11 memorial, additional Park lighting, and removing overgrowth within the Park. In the alternative or in addition to these improvements, two parcels in Bronx Community District 10 totaling approximately seven acres may be transferred from Bally's to NYC Parks as replacement parkland. Additional park improvements in other public parks in the Bronx may also be developed by Bally's, or funded by Bally's and improved by NYC Parks. Bally's and NYC Parks are currently developing the scope and location of these improvements.

Analysis Framework

The 2021 *CEQR Technical Manual* will serve as guidance on the methodologies and impact criteria to evaluate the potential environmental effects of the Proposed Actions.

Analysis (Build) Year

The analysis year established for this project is 2030 the year when new development generated by the Proposed Actions would be complete and fully operable. Construction of the Proposed Development would begin after the Proposed Actions have been approved and Bally's has obtained all required permits. Construction is expected to commence in 2027. Assuming a construction duration of approximately 30 months, the Proposed Development, including the Proposed Facility, replacement golf clubhouse, and roadway improvements would be complete and fully occupied in 2030.

No-Action Condition

The Development Site is located within a City park and is under jurisdiction of NYC Parks. In the No-Action Condition, existing conditions on the Development Site and Ring Road would

remain. The one-story golf clubhouse, accessory parking lot, practice area, and landscaped areas would remain as existing conditions on the Development Site. No new public infrastructure – such as roadway or park improvements – would be developed, and Ring Road would continue to experience flooding during large precipitation events. The existing uses on the Development Site are park uses and are in place pursuant to a license agreement between Bally's and NYC Parks.

With-Action Condition

In the With-Action Condition, the Proposed Actions would be adopted, and a portion of the Development Site, Waterfront Access Roadway and Ring Road would be alienated from the Park. The Proposed Rezoning Area would be rezoned to a C8-4 commercial district and portions of the Development Site would be conveyed from the City to Bally's. Bally's would demolish the existing golf clubhouse, accessory parking lot, a portion of the practice area and other landscaped areas and would construct the Proposed Facility and replacement clubhouse and make improvements to Ring Road. The alienation legislation and other legal instruments would limit Bally's use of the Development Site to gaming and other related uses.

Increment

Compared to the No-Action Condition, the With-Action Condition would result in an increment of approximately 3,108,775 gsf and 2,566,965 zoning square feet (zsf) on the Development Site. The incremental difference between the No-Action and With-Action, and the new uses, are shown in Table ES- 2.

Ring Road currently functions as a NYC Parks roadway and is a two-lane, one-directional roadway used by pedestrians, cyclists, and motorists to access and egress the Park. Ring Road currently occupies approximately 2.41 acres of the Park. The Proposed Actions would remove approximately 4.10 acres – approximately 1.69 acres more than the current footprint of Ring Road – from the Park to allow Ring Road to be mapped as a City street. ~~increase in the proposed roadbed area is anticipated to be an increment of approximately 0.36 acres for a total roadbed of 2.77 acres.~~

Table ES- 2: Project Increment by Use

	No-Action	With-Action	Increment
Development Site (Gross Square Feet [GSF])			
Golf Clubhouse	25,265	40,160	14,895
Casino	0	561,320	561,320
Hotel with Spa and Meeting Rooms	0	509,330	509,330
Event Space	0	75,220	75,220
Sundry Retail	0	6,100	6,100
Parking	0	1,941,910	1,941,910
Total (GSF)	**25,265**	**3,134,040**	**3,108,775**
Development Site (Zoning Square Feet [ZSF])			
Golf Clubhouse	16,505	22,140	5,635
Casino and Gaming	0	390,320	390,320
Hotel, Spa, Meeting	0	488,430	488,430
Event Space	0	62,160	62,160
Sundry Retail	0	6,100	6,100
Parking	0	1,614,320	1,614,320
Total (ZSF)	**16,505**	**2,583,470**	**2,566,965**
Other Programming			
Gaming Positions	0	5,146[1]	5,146
Hotel Rooms	0	500	500
Event Center (Person Capacity)	0	2,000	2,000
Jobs	165	3,500	3,335
Parking (Spaces)	315	4,660	4,345
Alienated Open Space (Acres)	0.00	21.26	21.26
Removed Parkland (Acres)	0.00	19.81	19.81
Building Height (Feet)	40	280[2]	240

1. The capacity of the gaming facility, as measured in available spaces for gamers.
2. At an elevation of 35 feet, the Proposed Facility would rise 245 feet to an elevation of 280 feet (reported in NAVD88).
Note: This table was updated for the FEIS.

Probable Impacts of the Proposed Actions

Land Use, Zoning, and Public Policy

The Proposed Actions would not result in significant adverse impacts related to land use, zoning, or public policy. The Proposed Actions include amendments to the City Map, amendments to the Zoning Map, and an extension and modification of an existing concession license, through ~~either a concession, license, and/or lease,~~ between NYC Parks and Bally's. Additional approvals from the State of New York include the authorization of parkland alienation, issuance of a gaming license from the New York State Gaming Commission, and approvals from NYSDEC.

The Proposed Actions would remove portions of the Development Site from the Park and designate the Proposed Rezoning Area as a C8-4 commercial zoning district. The Proposed Actions would permit the uses proposed to be located within the Proposed Facility on the Development Site. The Development Site would be located on the existing Golf Course parking lot, clubhouse, a portion of the practice area, and other landscaped areas allowing the majority of the Golf Course (over 200 acres) to remain intact and open to the public. Additionally, the Proposed Development would further the goals in the 2015 *Hutchinson River Transportation*

Corridor Parkway Study by making privately funded infrastructure and safety improvements to ~~the~~ Ring Road and surrounding roadways.

Land Use

The Development Site is in an area well-suited to attract tourists and residents and is easily accessible from regional destinations because of its location near the Hutchinson River Expressway and connections to other major highways, the Ferry Point Park Ferry Stop, and New York City's airports. The Development Site is improved with the Golf Course's clubhouse, parking lot, a portion of the practice area, and other landscaped areas. These uses support the Park's primary use as open space and are amenities to the Golf Course. The quarter-mile Study Area largely comprises the Park but also contains commercial, industrial, and residential uses at the northwestern and eastern fringes. In the No-Action Condition, these land uses would remain as existing conditions.

The Proposed Actions would facilitate a change in land use on the Development Site and on Ring Road, both areas of which would be removed from the Park. In the With-Action Condition, Bally's would construct the Proposed Facility on the Development Site. A new clubhouse would be developed north of the Proposed Facility to support existing Golf Course uses. New commercial uses – gaming, eating and drinking establishments, hotel, entertainment, and retail – would be introduced to the Development Site. A new clubhouse would be developed to enhance service to the Golf Course's existing client base. These new commercial uses are expected to generate significant economic activity and tax revenue for both the City and State and have been designed to complement the Golf Course and the Park. The increased intensity of land use on the Development Site is estimated to generate approximately 3,500 employees at the Proposed Facility and replacement golf clubhouse when fully operational.

Ring Road comprises approximately 2.41 acres of the Park. In the With-Action Condition, Ring Road would be removed from the Park and would be transferred from NYC Parks to NYCDOT so that it can be used as an official City Street, as recommended in the *Hutchinson River Transportation Corridor Parkway Study.* To support the Proposed Facility, improvements would also be made to Ring Road to manage stormwater and to support safety for pedestrians, cyclists, and vehicles.

The Proposed Actions would not alter current land uses within the quarter-mile Study Area beyond the Affected Area. Accordingly, the Proposed Actions would not result in significant adverse impacts to land use.

Zoning

The Proposed Actions would introduce a new C8-4 commercial district to the Study Area, a zoning district with a maximum floor area ratio (FAR) of 5.0 for commercial uses, and where new residential uses are not allowed as-of-right. The Proposed Development would have an FAR of approximately 3.53 and would not use all available floor area under the proposed zoning. As further discussed in Chapter 8 of this EIS, "Urban Design and Visual Resources," the height of the Proposed Facility would be shorter than the suspension towers of the Whitestone Bridge and the height and bulk of the development would not overwhelm the skyline from the pedestrian view.

Bally's proposes to map a C8-4 district to accommodate the Proposed Facility and does not propose any residential development. The proposed C8-4 zoning district would support the goals of the project by allowing a gaming facility (if a license is granted by the NYS Gaming Commission) that would complement the Golf Course and the Park. The proposed C8-4 zoning district would be consistent with other C8 districts across NYC, which are often mapped along

major traffic arteries, and bridge between residential and manufacturing uses. The Gaming Facility Text Amendment approved by the New York City Council in April 2024 states that, "Gaming facilities, as approved by the Gaming Commission at the time of their initial licensure, shall be deemed to have satisfied all other applicable regulations of [the NYC Zoning] Resolution." In the With-Action Condition, the Proposed Facility – as approved in the future by the New York State Gaming Commission – would satisfy all applicable zoning. Accordingly, Proposed Actions would not result in a significant adverse zoning impact.

Public Policy

The Proposed Actions would not result in a significant adverse public policy impact and would not have the potential to conflict with citywide public policies. The actions would support the goals of: *OneNYC 2050; Rebuild, Renew, Reinvent: A Blueprint for New York City's Economic Recovery;* the NYC Waterfront Revitalization Program (WRP); *Green Wave: A Plan for Cycling in New York City*; *NYC Streets Plan: Update 2024*; *Mayoral Greenways Expansion Plan; Vision Zero*; *Hutchinson River Parkway Transportation Corridor Study; Penn Station Access*; and *Bronx Metro-North Rezoning*.

The Proposed Actions would allow the development of the Proposed Facility, which would be one of the first new gaming facilities constructed in New York City in decades. The Proposed Facility is expected to generate significant revenue for both the City and State that could be directed to advancing public policy goals. The Proposed Facility would generate an estimated 3,500 jobs, consistent with an "inclusive economy" and other goals of *OneNYC 2050*. In accordance with the New York Codes, Rules and Regulations (NYCRR) requirements for gaming facilities, Bally's will submit annual plans related to increasing diversity in the workforce and contracting with minority and women-owned businesses. Additionally, the Proposed Actions would generate additional jobs during the temporary construction period. Overall, the Proposed Actions would be consistent with policies that encourage new commercial development and provide new economic opportunities.

The Proposed Actions would facilitate improvements to public infrastructure, thereby advancing the "modern infrastructure" goal of *OneNYC 2050*. Improvements to Ring Road would be designed in coordination with NYC Parks, NYCDOT, NYCDEP, and MTA. Bally's commitment to coordinate with these agencies and the requirements related to the widening of Ring Road will be memorialized in the Contract of Sale between NYC Parks and Bally's. As the NYC Department of City Planning noted in the 2015 *Hutchinson River Parkway Transportation Corridor Study*, Ring Road does "not have the necessary facilities to support the current level of traffic and does not provide adequate access and crossing points for pedestrians." The study recommended that Ring Road and the Park be improved and transferred to NYCDOT, which would be facilitated by the Proposed Actions. New traffic controls would enhance circulation, safety, and access to the Development Site for pedestrians, cyclists, and vehicles, furthering the safety goals of *Vision Zero*. The improvements to Ring Road would introduce new pedestrian and cycling infrastructure that would connect to existing pedestrian and cycling routes. New infrastructure would also be introduced in Ring Road to manage stormwater and reduce the potential for the Development Site and Ring Road to flood during stormwater events. Thus, the Proposed Actions would strengthen the resiliency of Ring Road, the Development Site, and the Park, and support policies related to the WRP (See Appendix A).

The Proposed Actions would also support localized planning policies such as the *Hutchinson River Parkway Transportation Corridor Study*, *Penn Station Access*, and *Bronx Metro-North Rezoning* through improvements to Ring Road, improved access to the Development Site, and the implementation of city-sponsored recommendations identified in the *Hutchinson River*

Parkway Transportation Corridor Study. Accordingly, the Proposed Actions would not result in a significant adverse public policy impact.

Socioeconomic Conditions

The Proposed Actions would not result in significant adverse impacts to socioeconomic conditions. The Proposed Actions would not displace residents nor introduce new residential units, and a residential displacement analysis is not warranted. The Proposed Actions would also not directly affect goods or services provided on the Development Site that a substantial number of residents or workers depend on. Additionally, the Proposed Actions would not result in the loss or substantial diminishment of a particularly important product or service within New York City – the *CEQR Technical Manual* threshold for an analysis of the effects on a specific industry. However, because the Proposed Actions would result in more than 200,000 gsf of commercial uses on the Development Site, an analysis of the potential for the Proposed Actions to result in indirect business displacement was warranted. A qualitative analysis of indirect residential displacement was also conservatively included.

Preliminary Indirect Residential Displacement Assessment

The Proposed Development would generate up to 3,500 new permanent jobs on the Development Site. Based on current data, the percentage of individuals living and working within the Study Area is approximately two percent. Thus, it was assumed that the Proposed Development could generate a need of up to 70 housing units (approximately two percent of total new workers) – an increase of 0.3 percent above the existing population – which could be accommodated by the existing 347 vacant units within the Study Area and additional vacancies within the surrounding neighborhoods. Based on the assumption that new residents moving into the Study Area spend 30 percent of their household income on rent, the expected income range of incoming households would be between $71,000 and $139,280. Additionally, if all 3,500 new workers were required to relocate (assuming all workers did not live in the Bronx), the existing vacant units within the Bronx could accommodate all new potential workers and would equate to 14 percent of existing vacant housing units in the Bronx and only 1.4 percent in New York City.

Based on the unemployment rate of the Study Area (4.7 percent) and the Bronx (6.5 percent) the total amount of new housing demand due to relocation is projected to be significantly less than the 3,500 new jobs generated by the Proposed Development. While not all project-generated jobs could be filled within the Study Area, all jobs could be filled through individuals seeking employment in the Bronx. Further, through Bally's workforce diversity plan, construction and operation of the Proposed Development would utilize to the extent practicable New York State's existing labor force including the development of training programs that serve the unemployed and include agreements to the extent practicable with existing organized labor unions. Therefore, the Proposed Development is not projected to introduce or accelerate housing demand through the relocation of workers to the Study Area and would not have a significant effect on the housing market in the area. Accordingly, the Proposed Actions would not result in a significant adverse socioeconomic conditions impact in the area of indirect residential displacement and no further analysis is warranted.

Preliminary Indirect Business Displacement Assessment

The Proposed Actions would not result in a significant adverse indirect business displacement impact. The Proposed Actions would allow the construction of the Proposed Facility, which would provide 3,500 new jobs to the Study Area, and up to ~~1,800~~1,400 temporary construction

jobs. Gaming and other destination entertainment are not present within the Study Area, and a gaming facility is not located within the Bronx. In the With-Action Condition, the Proposed Development would provide recreational uses to the public that would complement the existing Golf Course and provide an integrated entertainment experience. The Proposed Development would provide a new economic use on the Development Site that is not expected to compete with other destination entertainment in the Bronx. Due to the regional draw of the Proposed Development, visitors to the Development Site are also expected to patronize existing local businesses within the Study Area which would increase the production and sales at nearby businesses and the demand of goods and service providers to support the Proposed Development. Businesses that could be potentially affected by increased market pressure would be those which do not directly benefit from an increased visitor population and do not primarily attract local residents such as warehouse and manufacturing uses, auto-related services, or other types of regional focused uses. These uses are not unique to the local neighborhood and are found throughout the Bronx and nearby areas within New York City. Additionally, very few of these businesses exist in the Study Area; therefore, it is not expected that any potential indirect displacement of these uses would significantly alter the socioeconomic characteristics of the Study Area.

Overall, the Proposed Actions would generate increased local spending at nearby restaurants, gas stations, and convenience stores and retail establishments, which would benefit the Study Area population. New York State and New York City would also benefit from gaming taxes, corporate and employee income taxes, sales, hotel, and property taxes, and bridge/tunnel tolls. Therefore, any potential changes to the socioeconomic characteristics of the Study Area would either be beneficial or would not be large enough to significantly alter existing socioeconomic characteristics, and the Proposed Development does not have the potential to result in significant impacts due to indirect business displacement and no further analysis is warranted.

Community Facilities and Services

The Proposed Actions would not result in a significant adverse community facilities and services impact as described below. The Proposed Actions would not directly eliminate, displace, or alter public or publicly funded community facilities, and as a result would not warrant an analysis of direct effects on community facilities. The Proposed Development would not include any residential uses and thus, the Proposed Development would not introduce a residential population that would burden community facilities and services such as schools, publicly funded early childhood centers, libraries, and health care facilities.

The Proposed Development would result in additional year-round visitors to the Development Site that could increase demand for police protection, fire protection, and emergency services. In the With-Action Condition, the Proposed Actions would generate up to approximately 650 workers and 5,800 visitors at a given time at the Proposed Facility and new golf clubhouse, which would occur during peak business hours. Bally's plans to employ on-site security personnel during business hours and will have 24-hour security surveillance. Security personnel will watch operations on-site and maintain and organize security camera recordings. As a part of the project design, Bally's has also committed to including a police substation on the Development Site. The Proposed Development would be constructed in accordance with New York City Fire Code, and fire hydrants would be installed along Ring Road in compliance with NYCDOT regulations.

Per the *CEQR Technical Manual*, the New York City Fire Department (FDNY) does not allocate resources based on proposed or projected developments, but continually evaluates the need

for changes in personnel, equipment, or locations of fire stations and makes any adjustment necessary. The New York City Police Department (NYPD) independently reviews its respective staffing levels based on independent evaluations of an area's needs, precinct population, area coverage, crime levels, and other local factors. Adjustments are made based on these evaluations, rather than proposed or projected developments in an area.

The Proposed Actions would not affect access to and from a fire or police station or emergency service provider, with the exception that additional fire hydrants may be located on Ring Road as it will be improved to NYCDOT current standards. The Proposed Actions would also not create a sizable new neighborhood where none existed before; therefore, the Proposed Actions would not result in a significant adverse community facilities impact and no further analysis is warranted.

Open Space

The Proposed Actions would not result in a significant adverse open space impact. While the Proposed Actions would have a direct effect on the Park, the displaced open space would not have a significant adverse effect on existing users of the Park or others in the study area. The Proposed Actions would generate additional nonresidents in the area but, even considering the decrease in Park area, this would not cause the ratio of open space per 1,000 residents or non-residents to exceed CEQR impact thresholds given the large amount of open space in the area.

Direct Effects

Of the Park's 413.8 acres, approximately 398.3 acres are~~is~~ publicly-accessible open space used for recreational purposes.[10] Approximately 11.98~~7~~ acres these 398.3 acres would be displaced to facilitate the construction of the Proposed Facility on the Development Site. These displaced 11.98~~7~~ acres are currently used primarily for the golf clubhouse, golf practice area, and a parking lot. A replacement golf clubhouse would be reconstructed on what would remain part of the Park and the Golf Course. The displaced parking and golf practice area would also be replaced with comparable facilities on the Development Site or Golf Course.

The existing approximately 2.41-acre Ring Road would be mapped and its jurisdiction transferred from NYC Parks to NYCDOT. Bally's would be responsible to design and construct the improvements to Ring Road. These improvements to Ring Road would benefit both those traveling to and from the Proposed Facility and Park users. The *Hutchinson River Parkway Transportation Corridor Study* – a study published by the Department of City Planning (DCP) in 2015 – found that Ring Road did not have the necessary facilities to support the current volumes of traffic and did not provide adequate access and crossing points for pedestrians. The proposed improvements to Ring Road would improve access and crossing points for pedestrians, increase capacity for vehicular traffic, and reduce the potential for flooding associated with precipitation events. Thus, improvements to Ring Road would enhance the visitor experience and would have a positive direct effect to the Park.

If required, trees would be removed in coordination with NYC Parks after receiving an NYC Parks permit. Bally's would follow the NYC Tree Valuation Protocol to determine the value of the tree and the fee for replacement Additionally, the existing parking spaces west of the

[10] Approximately 15.50 acres of the Park includes the MTA office building, accessory paved surface parking lots, and inaccessible areas of the Park that are used by MTA TBTA for maintenance operations (these areas are fenced off and inaccessible to the public and are therefore not considered a part of the open space acreage).

Hutchinson River Expressway for Park users would remain during and after construction of the improvements to Ring Road.

The approximately 11.98~~7~~ acres of displaced open space is primarily used by golfers; however, core active and passive recreational facilities of the Park – including the sports fields, barbeque areas, public restrooms, and dog-friendly areas – and the Ferry Point Park Ferry Stop – would not be altered and would continue to be available to Park users.

The age characteristics of the Residential Study Area and the guidance of the *CEQR Technical Manual* indicate an existing demand for playgrounds, grassy or hard-surfaced open spaces, court spaces, little league fields, ballfields, court games, and field sports. The Park contains a playground, ballfields, courts games, and field sports, and none of these facilities would be displaced with the Proposed Actions.

Development Site

The approximately 11.98~~7~~ acres of the Park's open space located on the Development Site that are proposed to be displaced contain uses that are typically used by golfers paying to access the Golf Course, including about 31,000 sf of buildings, ~~about 50,000 sf of paved walkways,~~about 163,000 sf of parking lot, about 68,000 sf of paved walkways, and about 423,000 sf of landscaped area (which includes approximately 97,000 sf of golf practice area). Absent mitigation due to potential shadow impacts, the 18 holes that comprise the Golf Course would remain in their current condition and would continue to be open to the public. The Development Site also includes the Waterfront Access Roadway which connects a parking lot to the south of the Development Site to Ring Road. Public access along the Waterfront Access Roadway would be maintained with the Proposed Actions. The Waterfront Access Roadway would be alienated to allow vehicular access to the Proposed Facility, but the roadway would not be demapped as parkland and would continue to be owned by NYC Parks as part of the Park.

With the Proposed Actions, Bally's would construct a replacement practice area and clubhouse and include parking for the Golf Course within the Proposed Facility. A legal instrument would ensure that users of the Golf Course or replacement clubhouse would be able to use parking in the Proposed Facility. Replacement of the clubhouse, practice areas, and parking would provide new amenities that are comparable to the removed uses. Therefore, the displaced open space would not have a significant adverse direct open space effect on existing users and would not result in a significant adverse direct open space effect.

Shadows

As discussed in Chapter 6 "Shadows," the Proposed Development could result in significant adverse impacts to the Golf Course's (vegetation) grass in the following limited areas:

- Hole 1: The putting practice area and rough around the teeing areas;
- Hole 9: The green and surrounding fairway and rough;
- Hole 10: The southern fringe of the southernmost tee box;
- Hole 18: The fairway and rough at southwestern edge of the hole; and
- Driving Range: The southern extent of the teeing area.

No significant adverse shadow impacts were identified for other sunlight-sensitive features of an open space resource, including the East River, NYCDOT wetland mitigation project area, a wetland south of Ring Road, and the open space uses west of the Hutchinson River Expressway. Measures to mitigate the significant adverse impacts to the Golf Course's grass

and ensure player/pedestrian safety on the Golf Course and near the Proposed Facility are discussed within Chapter 22 of this EIS, "Mitigation." These significant adverse shadows impacts would not preclude golfers from golfing, or significantly affect a golfer's experience, and thus would not rise to the level of a significant adverse open space impact.

Urban Design

The Proposed Development would change the views thatof golfers would experience at certain holes when using the Golf Course; however, as detailed in Chapter 8 of this EIS, "Urban Design and Visual Resources," the Proposed Development would not result in significant adverse urban design impacts. While some views may change from holes nearest the Proposed Facility, views of the Study Area's six visual resources – the Park, the East River, Westchester Creek, the Whitestone Bridge, and the Queens and Manhattan skylines – would continue to be available from other comparable locations throughout the Golf Course.

Hazardous Materials

As discussed in Chapter 10 of the EIS, "Hazardous Materials," construction of the Proposed Development would include ground-intrusive activities, which would be conducted pursuant to a Cchange of Uuse Wwork Pplan that was conditionally approved by the New York State Department of Environmental Conservation (NYSDEC) in a letter dated 30 April 2025 (See Appendix F)NYSDEC. Environmental oversight and monitoring would be conducted per the Cchange of Uuse Wwork Pplan under the supervision of a licensed engineer, who would oversee the screening of excavated material, observe imported materials, and implement both a community air monitoring plan (CAMP) and stormwater pollution prevention plan. Additionally, if required, a Construction Health and Safety Plan (CHASP) would be implemented for construction of the Proposed Development and reviewed and approved by NYSDEC prior to construction. With these measures in place and construction activities occurring pursuant a NYSDEC approved change of use work plan, there would be no potential for significant adverse open space impacts to Park users in the area of hazardous materials.

Air Quality

The Proposed Development has the potential to increase stationary and mobile source emissions within the Study Area; however, as detailed in Chapter 15 of the EIS "Air Quality," the Proposed Development would not result in significant adverse air quality impacts.

Noise

The Proposed Actions would result in a significant adverse noise impact, as detailed in Chapter 17 of this EIS, "Noise" because noise levels are projected to increase by 3 dB(A) or more within the area that is west of the Hutchinson River Expressway and approximately 100 feet exterior (west) to Ring Road. However, the projected noise Proposed Development has the potential to result in significant adverse noise impacts to noise-sensitive areas of the Park in the area that is west of the Hutchinson River Expressway and immediate to the exterior of Ring Road. While the With-Action noise levels are projected to be up to 72.5 dB(A) during the worst peak hour, this levels would not exceed the upper range of "nuisance levels" identified in the *CEQR Technical Manual*. Recreational areas more than approximately 100 feet west of Ring Road would also not experience a significant adverse noise impact. However, the noise level at the immediate exterior of Ring Road would increase by more than 3 dB(A) during peak hours because of project-generated traffic along Ring Road. The nearby areas do not contain residential uses and are predominately used by transient park users (i.e., daytime users) for recreational uses. These usersPark users of the area near Ring Road are currently exposed to

noise generated by nearby roadways as well as other recreational users (including for organized sports, public gatherings, recreational events, barbecues, and picnics) and this area is not an area used for serenity and quiet.

~~Measures to mitigate these impacts are included in Chapter 22 of this EIS, "Mitigation" and will be further explored between Draft and Final EIS.~~

Based on field visits to the Park, users were observed to passively recreate more than approximately 100 feet to the west from the proposed western edge of Ring Road and generally in the designated picnic area west of the comfort station, an area that contains public grills and picnic tables. These areas would be more than 200 feet from the proposed widening of Ring Road.

The area within approximately 100 feet of Ring Road represents approximately one percent of the 413.8-acre Park. Users in the limited area that is projected to experience a greater than 3 dB(A) increase would continue to have access to other areas of the Park for both passive and active recreation where noise levels would not exceed a 3 dB(A) increase. Accordingly, the significant adverse noise impact would not result in a significant adverse open space impact because the area of noise impact is limited and higher quality recreational areas would continue to be available in the 413.8-acre Park.

Ring Road

Ring Road currently functions as a NYC Parks roadway and is a two-lane, one-directional roadway used by pedestrians, cyclists, and motorists to access and egress the Park. Ring Road currently occupies approximately 2.41 acres of the Park. The Proposed Actions ~~contemplate mapping a 70-foot right-of-way/City Street section in~~ would remove approximately 4.10 acres – approximately 1.69 acres more than the current footprint of Ring Road – from the Park to allow Ring Road to be mapped as a City street. In the area west of the Hutchinson River Expressway and up to the Proposed Facility's driveway, Ring Road would be mapped to a width of 45 feet. East of the expressway and north of the Proposed Facility's driveway, Ring Road would be mapped to a width of 35 feet. In the 45-foot-wide portion, ~~However, in that area, the final street mapped and ultimately built would be 60 feet in width.[11] With this 60-foot-wide roadway, the increase in the proposed roadbed area is anticipated to be approximately 0.36 acres for a total roadbed of 2.77 acres. The remaining area that would be mapped for~~ Ring Road would include two travel lanes, a parking lane, and a 12-foot-wide~~, approximately 2.12 acres, would contain bike lanes,~~ sidewalk that ~~s, and planting strips, and~~ would be available to the public for recreational purposes.[12] The conversion of Ring Road to a City Street would better support pedestrians, cyclists, and motorists that use the Park because:

- Ring Road's roadbed would be expanded to allow two lanes of vehicular traffic and one lane for new on-street parking;

~~[11] The proposed acreage to be initially mapped as an NYCDOT street is larger than what will be the final NYCDOT 60-foot road width because Bally's is coordinating with NYC Parks, MTA/TBTA, and NYCDOT to confirm roadway design and final location within the 70-foot width. Areas in excess of the 60 feet that are not mapped for the roadway and conveyed to NYCDOT will remain parkland.~~

[12] The State alienation legislation permits the alienation of up to 9.61 acres for Ring Road, which would conservatively allow for an up to a 100-foot right-of-way. Permission from the State to alienate this amount of parkland was~~is~~ necessary to accommodate design flexibility required by NYCDOT, NYCDEP, NYC Parks, and the MTA along with potential minor modifications to the configuration of Ring Road that may arise during ULURP, and to allow temporary construction activities within the alienated area. Areas of Ring Road not as a new City street~~mapped for the final 60-foot-wide roadway~~ will remain parkland under the jurisdiction of NYC Parks. See Chapter 1 of this EIS, "Project Description" for more information.

- A new signalized crossing would be created to assist pedestrians cross the street and calm traffic along Ring Road;
- Ring Road would enable a future MTA bus stop to be located next to the Park, thereby allowing for future improved access to the Park from public transit; and
- New infrastructure would be installed in Ring Road to manage stormwater and reduce the potential for flooding.

Improvements to Ring Road would be designed and constructed in coordination with NYCDOT, NYC Parks, ~~and~~ NYCDEP, and the MTA. Bally's commitment to coordinate with these agencies and the requirements related to the widening of Ring Road will be memorialized in the Contract of Sale between NYC Parks and Bally's. The improvements to Ring Road would also create new and safer connections under the Whitestone Bridge for pedestrians and cyclists by creating a sidewalk and a potential bike lane where none currently exists. This new connection would create new opportunities for onward connections to existing pedestrian and cycling facilities via the Park. Thus, the removal of Ring Road from the NYC Parks' jurisdiction would facilitate new recreational amenities in Ring Road that are comparable or improved compared to existing conditions, and the transfer of jurisdiction to NYCDOT would not have an adverse effect on Ring Road's users.

Indirect Effects of Displaced Open Space on Residential Population

The Proposed Actions would not introduce a new residential population; however, the direct displacement of open space has the potential to reduce the acreage of open space per 1,000 residents. In the With-Action Condition, the Residential Open Space Study Area (which has some of the highest amounts of open space per resident in the City) would have an open space ratio (OSR) of 18.263~~2~~ acres of open space per 1,000 residents, a 3.32~~0~~0 percent decrease compared to the No-Action Condition. The Study Area would continue to have more than seven times the City's planning goal of 2.50 acres per 1,000 residents and would not reduce the residential OSR by more than the CEQR impact threshold of five percent. Thus, the direct displacement of open space would not result in a significant adverse indirect impact on residential users and further analysis is not warranted.

Indirect Effects (Non-Residential Open Space Analysis)

Per the *CEQR Technical Manual*, a significant adverse indirect impact may occur if a project would cause the non-residential OSR to drop below the optimal level of 0.15 acres per 1,000 non-residents. The Non-Residential Open Space Study Area has an existing passive OSR of 685.48 acres per 1,000 non-residents, which is approximately 4,569 times the *CEQR Technical Manual*'s optimal 0.15 acres per 1,000 non-residents.

In the With-Action Condition, approximately 13.671~~2.33~~ acres (11.98~~7~~ of the Development Site and 1.69 ~~a net 0.36~~ acres for Ring Road) of open space would no longer be open space, and Bally's would construct the Proposed Facility, replacement golf clubhouse, and improvements to Ring Road. These changes would remove approximately 4.43~~3.30~~ acres of passive open space and approximately 9.240~~3~~ acres of active open space from the Study Area.[13]

[13] For the purposes of the Open Space analysis, approximately 25 percent of the Development Site would be considered passive open space and 75 percent would be considered active. Approximately 85 percent of Ring Road would be considered passive open space and 15 percent would be considered active open space.

The Proposed Actions would increase the non-residential population in the Study Area by up to 6,450 non-residents (5,800 visitors and 650 workers (at a given time) across the Proposed Facility) during peak operations. With the proposed removal of open space, the overall passive open space available to non-residents would decrease from 171.37 acres to 166.94~~168.07~~ acres. The addition of up to 6,450 project-generated non-residents to the Study Area's population would, accordingly, decrease the non-residential OSR from the No-Action Condition's 685.48 acres per 1,000 non-residents to 24.92~~25.09~~ acres per 1,000 non-residents in the With-Action Condition. The With-Action non-residential OSR would be more than 166~~7~~ times above the optimal 0.15 acres per 1,000 non-residents identified in the *CEQR Technical Manual*. Accordingly, the Proposed Actions would not result in a significant adverse indirect open space impact for non-residential users.

Shadows

The Proposed Development would result in a significant adverse shadows impact to vegetation on the Golf Course in areas near the Proposed Facility and the replacement golf clubhouse. A detailed analysis found that incremental shadow on the existing wetland, the NYCDOT Wetland Mitigation project, the East River and areas of the Park that are west of the expressway would be limited, and incremental shadow on these resources would not result in a significant adverse shadows impact.

Ferry Point Park

The Park is a 413.80-acre park containing the Golf Course, barbecue areas, basketball courts, cricket fields, dog-friendly areas, football fields, handball courts, playgrounds, public restrooms, soccer fields, waterfront walking paths, and Wi-Fi hot spots. The Park's landscaping primarily includes maintained grasses, but also shrubs and trees.

A portion of the Park contains the Golf Course, which was constructed within the footprint of a former municipal waste landfill that was closed in 1970. The 222-acre Golf Course is open to the public for a fee. The 18-hole links-style golf course is typically open from late March to the beginning of December, depending on the weather. The vegetation on the Golf Course was largely planted following the closure of the former landfill and construction of the Golf Course in the early 2010s, but some has since been planted or proliferated absent human intervention. The vegetation on the Golf Course is maintained by Bally's through their concession with NYC Parks.

Outside of the Golf Course, the Park contains both active and passive recreational uses and contains surface parking lots, walking paths and the Ferry Point Park Ferry Terminal. Portions of the Park that are east of the expressway include part of Ring Road, paved roadways, and MTA inaccessible maintenance area along and under the Whitestone Bridge. These areas would all receive incremental shadow in the early mornings of each analysis days; however, these elements are not sunlight-sensitive because they are inaccessible to the public and devoid of vegetation.

Outside of the practice areas, golfers could experience incremental shadow for around 30 minutes under worst-case conditions. The duration that a golfer experiences shadow would likely be less depending on factors such as: 1) which tees the golfer uses; 2) whether a golfer's ball lands in a shaded area; 3) the time a golfer needs to complete a hole (which can be linked to skill); and 4) when a golfer starts a round. Relative to the Golf Course, the areas of incremental shadow are experienced non-consecutively (other than the green on hole 9 and the teeing area on hole 10), and golfers would experience incremental shadow in continuous durations of approximately 15 minutes during worst-case conditions as they move throughout

the course. Incremental shadow would not preclude users from golfing but may affect comfort depending on weather conditions. Even if a golfer's comfort is affected, golfer's routinely make changes to their play or attire.

Golf Course Vegetation

The Golf Course primarily consists of manicured lawns that are routinely maintained. The vegetation is sensitive to sunlight (both duration and intensity) and the *CEQR Technical Manual* indicates that a significant adverse impact can occur if vegetation receives less than six hours of direct sunlight during the growing season. Shadows occurring during the cold-weather months do not affect the growing season of outdoor vegetation and therefore, project-generated shadow during the December analysis day would not result in a significant adverse impact to vegetation.

Various maintenance activities are performed throughout the winter while the Golf Course is closed to the public, and plantings and seed mixes can be changed as needed by the maintenance staff to accommodate conditions at the Golf Course. However, because the Proposed Development would reduce the amount of available sunlight to less than six hours of direct sunlight in small, discrete areas of the Golf Course on the March, May and June analysis days, the Proposed Development could result in significant adverse impacts to the Golf Course's grass in the following limited areas:

March Analysis Day

- Hole 1: The putting practice area and rough around the teeing areas;
- Hole 9: The green and surrounding fairway and rough;
- Hole 10: The southern fringe of the southernmost tee box;
- Hole 18: The fairway and rough at southwestern edge of the hole; and
- Driving Range: The southern extent of the teeing area.

May Analysis Day

- Hole 9: The southernmost fairway and rough;
- Hole 18: The southwestern edge of the rough; and
- Driving Range: The southern edge of the teeing area.

June Analysis Day

- Hole 9: The rough near the green.

Due to the impact on vegetation at the Golf Course, the Proposed Actions also have the potential to affect utilization. Adverse utilization impacts may result on portions of holes 1, 9, 10, and 18. Measures to mitigate the significant adverse shadows impacts to the Golf Course's vegetation, and in turn, utilization, are discussed in Chapter 22 of this EIS, "Mitigation."

Historic and Cultural Resources

The Proposed Actions would not result in a significant adverse impact to historic and cultural resources.

Architectural Resources

As indicated in correspondence from the New York City Landmarks Preservation Commission (LPC) dated 02 April 2024, the Affected Area has no architectural significance (see LPC environmental review letter in Appendix B).

The New York State Office of Parks, Recreation & Historic Preservation (SHPO)'s Cultural Resource Information System (CRIS) shows no historic or cultural resources within 400 feet of the Affected Area. In a letter dated 24 September 2024, SHPO confirmed that there are no historic properties or historic resources on the Development Site (see Appendix B). Accordingly, the Proposed Actions would not result in significant adverse historic and cultural resource impacts to an architectural resource.

Archaeological Resources

The Affected Area is shown outside an "archaeological buffer area" on CRIS.[14] Project-generated development would disturb areas where soils may have not been previously disturbed. As indicated in correspondence from LPC dated 02 April 2024, the Affected Area has no archaeological significance. Therefore, no further assessment of archaeological resources is warranted.

Urban Design and Visual Resources

Development Site

While the Proposed Actions would result in a noticeable change in urban design conditions primarily for golfers using the Golf Course, the Proposed Actions would not result in a significant adverse urban design and visual resources impact. The Proposed Actions would result in a change to the appearance and arrangement to the built environment in the Park, a visual resource. However, the change would not constitute a significant adverse urban design impact because it would not significantly affect the functionality of the Park, the pedestrian experience or the design of the Golf Course. The uses proposed to be removed from the Park are uses that support the Golf Course (i.e., golf clubhouse, practice area and parking). The links-style Golf Course – characterized by rolling hills, dunes, grasses, little-to-no trees, and teeing grounds that rise at varied elevations – would continue to be the defining landscape for golfers. Further, views of the Study Area's six visual resources – the Park, the East River, Westchester Creek, the Whitestone Bridge, the Queens and Manhattan skylines – would continue to be available from other comparable locations in the Park.

The design of the Proposed Development reflects the Development Site's setting adjacent to a links-style golf course that is in a waterfront park. Specifically, the Proposed Facility was designed to:

- Be more than 1,000 feet away from residential uses;
- Ensure the continued use of the Golf Course;
- Minimize the building footprint within the Park while still allowing necessary space for a world-class gaming facility;

[14] According to the SHPO, an archeological buffer area is a specified distance around archaeological sites that SHPO has inventoried. Because these areas are based on proximity to sites, locations within these areas may not be archaeologically sensitive, and locations outside of these areas may still be archaeologically sensitive. SHPO's reviewers evaluate sensitivity based on a variety of environmental factors, including topography and hydrology, so these buffer areas are only suggestive.

- Replace all golf facilities (i.e., golf clubhouse, practice area, parking, and landscaping) that would be removed for development of the Proposed Facility with comparable facilities;
- Respond to the surrounding context with rounded architectural elements that reflect the curvature of the East River shoreline near the Development Site and landscape elements that are typical of the links-style Golf Course;
- Mimic the ridges and wave-like shape of both the shoreline of the East River to the southeast and the ridgeline between the Proposed Facility and hole 18, thereby maximizing views from the Proposed Facility to hole 18, the Whitestone Bridge, the East River, and the Queens skyline;
- Set back more than 250 feet from Ring Road to retain open areas between the Proposed Facility and Ring Road;
- Incorporate new commercial uses – such as a gaming facility, hotel, and sundry retail – that would not be incompatible with the Golf Course;
- Develop a gaming facility that would complement the Park and the Jack Nicklaus-designed ~~Design~~ Golf Course;
- Enable floodproofing measures to protect the Proposed Facility from projected changes to flooding conditions;
- Incorporate new publicly accessible pedestrian connections along Ring Road, connecting the east and west portions of the Park;
- Create a new gateway building that signals the arrival into the Bronx from Queens for motorists crossing the Whitestone Bridge; and
- Be shorter than the suspension towers of the Whitestone Bridge – the tallest structure in the Study Area and the area's main vehicular thoroughfare.

Portions of the Proposed Development – including the ground floor lobby and rooftop – would be publicly accessible and new views would be introduced to visual resources that are not available today, particularly of the East River, the Whitestone Bridge, and the Manhattan and Queens skylines. These new publicly accessible views would be at various levels, including at the ground floor and on the rooftop.

The Proposed Facility would be setback from Ring Road to reflect the openness of the Park. Additionally, the Proposed Development would disrupt some view corridors of visual resources in the area, however, other comparable views would continue to be available.

Pedestrians views would change between the No-Action and With-Action conditions. From hole 18, pedestrians would no longer see the surface parking and existing golf clubhouse when looking north towards the other Golf Course holes. In the With-Action Condition, pedestrians could view the Proposed Facility. Pedestrian views of visual resources south of the Golf Course would remain unchanged from hole 18.

The lowest floor of the Proposed Facility has been designed to be two feet above the area's flood elevation. The main lobby would create visual and pedestrian connections between the Proposed Facility's main entrance and the green on hole 18. A visual connection would also be created between hole 18 and the Whitestone Bridge. The Proposed Facility incorporates gradual stacking of the building components and soft building edges that are intended to relate to the links and dunes of the links-style Golf Course. The ground floor would be at elevation 35 feet, and the 245-foot-tall Proposed Facility would rise above the ground floor to an elevation of 280 feet. The Proposed Facility would be approximately 97 feet shorter than the towers of the Whitestone Bridge, which rise to an elevation of approximately 377 feet.

The replacement golf clubhouse would be developed north of the Proposed Facility and approximately 190 feet from Ring Road, near the teeing area of hole 1 and the green of hole 9.

Ring Road

As noted above, in the With-Action Condition, Ring Road would be widened to two travel lanes and an on-street parking lane, which would also have the capacity to serve, in part, as a bus stop. Between the entrance to the Park (at Schley Avenue and the Hutchinson River Expressway southbound service road) and the Proposed Facility's driveway, Ring Road would be mapped as a 45-foot-wide City street. North of the Proposed Facility's driveway and on the east side of the Hutchinson River Expressway, Ring Road would be mapped as a 35-foot-wide City street. The mapped City street portions would be transferred to NYCDOT.~~The proposed 60-foot-wide[15] right-of-way would be mapped as a City street and transferred to NYCDOT.~~ New street lighting, street trees, and drainage would be developed to current NYCDOT standards. Additionally, new sidewalks ~~and a dedicated bicycle route~~ would be developed within the right-of-way. These new sidewalks~~and bicycle route~~ would create new pedestrian~~and cycling~~ connections under the Whitestone Bridge, where no formal sidewalk or bicycle lanes currently exist.

Between the Hutchinson River Expressway southbound service road and the Waterfront Access Roadway, a two-way protected bike lane is planned along the exterior of Ring Road, outside the mapped limits of Ring Road and in the Park. The size of, and programming for, the bike lane would be coordinated between NYC Parks and Bally's. Programming of the bike lane may also be coordinated with NYCDOT.

Pedestrian views along Ring Road would be altered with the Proposed Actions. However, pedestrian views of visual resources from Ring Road would not change with the Proposed Actions. Similar to the No-Action Condition, with the Proposed Development a pedestrian's view of the Whitestone Bridge, Manhattan and Queens skyline, and the East River would not be obstructed.

Study Area

The Proposed Development would allow the development of the Proposed Facility on the Development Site and the replacement golf clubhouse on a portion of the Golf Course which would remain on land under the jurisdiction of NYC Parks. The Proposed Development would not alter buildings or streets outside of the Development Site, Golf Course, or Ring Road.

In the With-Action Condition, new buildings would be visible from many locations in the Study Area for pedestrians and drivers. The proposed buildings may obstruct some long-range views of the Study Area's visual resources from select locations; however, the Proposed Actions would not cause a visual resource to become fully obstructed from all the Study Area's public viewing locations. For long-range views that could be obstructed, similar or nearer views of the Study Area's visual resources would continue to be available in the Park.

~~[15] The proposed acreage to be initially mapped as an NYCDOT street is larger than what will be the final NYCDOT 60-foot road width because Bally's is coordinating with NYC Parks, MTA/TBTA, and NYCDOT to confirm roadway design and final location within the 70-foot width. Areas in excess of the 60 feet that are not mapped for the roadway and conveyed to NYCDOT will remain parkland.~~

Natural Resources

The Proposed Actions would not result in a significant adverse impact to natural resources. The Proposed Actions would not significantly alter the character of the Affected Area, which would remain developed with buildings, paved surfaces, an active roadway, and landscaping.

Habitats and Vegetation

Habitat within the Development Site generally comprises paved surfaces, buildings, and landscaped areas. Habitat within Ring Road generally comprises an active paved roadway, portions of the Whitestone Bridge, and adjoining landscaped areas. A freshwater wetland dominated by common reed (*Phragmites australis*) is present south of Ring Road. The Proposed Development would not significantly alter the character of the existing Study Area. Buildings, paved surfaces, and landscaping would still be present on the Development Site in the proposed condition. Ring Road would remain an active roadway in the With-Action Condition. The majority of the Golf Course and existing vegetated parkland to the west and south of Ring Road and along the East River would generally remain undisturbed by the Proposed Development.

Work would not occur within the freshwater wetland located south of Ring Road. As discussed in Chapter 6 of this Environmental Impact Statement (EIS) "Shadows," project-generated shadow is projected to fall on this wetland for up to 2.5 hours in one day; however, the wetland would not receive project-generated shadow on the December analysis day and would continue to receive more than eight hours of sunlight on the March, May, and June analysis days.

NYCDOT is considering creating a wetland to the south of the Proposed Facility. Both the East River and this potential future wetland would only receive incremental shadow on the June analysis day for less than one hour. Both sunlight-sensitive elements would continue to receive over 11 hours of sunlight in the June analysis day. Thus, the project-generated shadow is not anticipated to have a significant adverse impact on this wetland, the East River, or the potential future NYCDOT wetland and is not anticipated to significantly impact the ecological integrity of the Study Area.

Per the analysis provided in Chapter 6 of this EIS, "Shadows," the Proposed Development would not result in a significant adverse shadows impact to other sunlight-sensitive features. However, the Proposed Development could result in significant adverse impacts to discrete areas of the Golf Course's vegetation (grass) in the following limited areas near the Proposed Facility:

- Hole 1: The putting practice area and rough around the teeing areas;
- Hole 9: The green and surrounding fairway and rough;
- Hole 10: The southern fringe of the southernmost tee box;
- Hole 18: The fairway and rough at southwestern edge of the hole; and
- Driving Range: The southern extent of the teeing area.

Measures to mitigate significant adverse impacts to the Golf Course's grass are discussed within Chapter 22 of this EIS, "Mitigation." The significant adverse shadows impacts would be limited to manicured areas of the Golf Course and additional habitat outside of the areas of shadow would continue to be available. Thus, the Proposed Development would not cause a loss of habitat that would rise to the level of a significant adverse impact.

Wildlife

The Affected Area is not anticipated to serve as habitat for large populations of terrestrial wildlife. No state- or federal-listed threatened or endangered bird species, or U.S. Fish and Wildlife Service (USFWS)-listed Birds of Conservation Concern, were observed onsite during the May 2024 bird survey. The Whitestone Bridge was surveyed for potential active use by bats as roosting habitat in the vicinity of the Affected Area in June 2024, and was concluded unlikely to be active roosting habitat. Furthermore, there is habitat similar to the habitat present onsite in the vicinity of the Affected Area. This includes the majority of the Golf Course which would remain undisturbed by the Proposed Development, and landscaped parkland west of the Hutchinson River Expressway. As such, any wildlife currently using the Affected Area as habitat would have access to similar, nearby habitat when development within the Affected Area commences. Alteration of habitat within the Affected Area is therefore not anticipated to have a significant impact on local populations of terrestrial wildlife. As previously discussed, the Proposed Development does not involve any disturbance to the freshwater wetland located south of Ring Road, the existing parkland located west and south of Ring Road, or the existing elements of the Park south of the Development Site.

Project-generated stormwater would be conveyed to existing outfalls to the East River and Westchester Creek. Use of existing outfalls would involve connecting to existing infrastructure upland of any tidal wetland or surface water features or adjacent areas and would not require in-water work. Stormwater outfall connection would take place farther upland from the East River or tidal wetland-adjacent areas, and as such would not be anticipated to significantly impact Essential Fish Habitat, or habitat of species mapped by the National Oceanic and Atmospheric Administration (NOAA) NMFS Section 7 mapper in the East River.

Rare or Protected Species and Communities

NYSDEC maps habitat for the state-listed endangered peregrine falcon (Falco peregrinus) within the Study Area but outside of the Affected Area. NYSDEC also maps rare dragonflies and damselflies, not listed as threatened or endangered by NYSDEC, adjacent to Ring Road along its western edge. As previously discussed, there is habitat similar to the habitat present onsite in the vicinity of the Affected Area. As such, any peregrine falcon or rare dragonflies or damselflies currently utilizing herbaceous habitat onsite will continue to have access to a significantly larger area of adjacent, similar habitat after project construction. The Proposed Development is therefore not anticipated to result in significant disturbance to these species' habitat.

The USFWS Information for Planning and Consultation (IPaC) Species List generated for the Affected Area identifies the federally listed threatened (state listed endangered) piping plover (*Charadrius melodus*) as needing to be considered in an effects analysis for activities in the Affected Area (Appendix E). Because the Study Area is located outside of the known range of breeding populations of piping plover, the Proposed Development is not anticipated to have a significant effect on piping plover populations.

The IPaC system also identifies the federally listed endangered (state listed endangered) northern long-eared bat (*Myotis septentrionalis*), and the federally proposed endangered (state unlisted) tricolored bat (*Perimyotis subflavus*) as needing to be considered in an effects analysis for wind turbine operations in the Affected Area. Because the Proposed Development does not include wind turbines, northern long-eared bat and tricolored bat do not need to be considered in an effects analysis of activities in the Affected Area, according to the USFWS IPaC system. The IPaC report (Appendix E) also confirmed the absence of designated, critical bat habitat onsite. However, out of an abundance of caution this report assesses the potential for habitat for the currently listed northern long-eared bat within the Affected Area.

Field scientists performed a structural assessment for bats at the Whitestone Bridge to assess the bridge for active use by bats as roosting habitat and did not observe evidence of use by bats. Field scientists also assessed trees within the Affected Area for suitable northern long-eared bat roosting habitat and found only nine trees exhibiting traits indicative of suitable habitat. The small, isolated, and low-density character of woodlands in the surrounding Study Area reduces their likelihood to serve as habitat for active populations of northern long-eared bats. As such, northern long-eared bats are considered unlikely to actively roost in trees within the Affected Area.

Wetlands and Surface Waters

Tidal wetlands and surface waters are mapped in the East River and Westchester Creek within the Study Area. Project-generated stormwater would be conveyed to existing stormwater outfalls. Use of existing outfalls would involve connecting to existing infrastructure upland of any tidal wetland or surface water features or adjacent areas and would not require in-water work. While not anticipated, any work proposed near or in tidal wetlands or surface waters would be performed in accordance with the appropriate permits from NYSDEC, NYCDEP, or the United States Army Corps of Engineers (USACE). Project-generated stormwater would be required to meet the water quality standards of the NYC Unified Stormwater Rule, which requires stormwater to be treated before being discharged into a city-owned system. As such, the project is anticipated to result in a net increase in the quality of stormwater being discharged from the Affected Area.

As described in Chapter 6 of this EIS, "Shadows," project-generated shadow would not be cast on the East River during three of the four CEQR analysis days: the December 21st, March 21st, and May 6th analysis days. On the June analysis day (June 21st, the summer solstice), project-generated shadow would be cast on the East River's littoral zone for about 48 minutes at the end of the June analysis day. The portions of the river that would receive incremental shadow would remain in direct sunlight from 5:57AM to 5:13PM, a duration of 11 hours and 16 minutes, and therefore the Proposed Development would not have a significant adverse impact on the East River.

The sole freshwater wetland in the Study Area is located to the south of Ring Road. This wetland may~~is not anticipated to~~ be regulated by NYSDEC pursuant to § 24-0107 of the NYSDEC Freshwater Wetlands Act and~~but~~ may be regulated by USACE pursuant to Section 404 of the Clean Water Act.[16] The Proposed Development is being designed to avoid disturbing this wetland. If~~ wetland~~ disturbance to this wetland or its regulatory adjacent area would occur during the construction of the Proposed Development, appropriate permits from USACE and/or NYSDEC would be obtained as necessary. As discussed in Chapter 6 of this EIS, "Shadows," project-generated shadow is projected to fall on this wetland for up to 2.5 hours on the March, May, and June analysis days; however, the wetland would continue to receive more than eight hours of sunlight on the each of the CEQR analysis days. Accordingly, the Proposed Actions would not result in a significant shadows impact to the wetland.

[16] As of January 1, 2025, NYSDEC ~~will~~ regulates certain urban freshwater wetlands if they meet one of NYSDEC's 11 newly established criteria. T~~Currently, t~~his freshwater wetland ~~is~~ may be regulated ~~exclusively~~ by USACE and there is no regulated USACE buffer area. If NYSDEC asserts jurisdiction over this wetland and its adjacent areas, the expansion of Ring Road may~~would~~ be subject to permitting requirements for freshwater wetland adjacent areas, which might include additional measures to protect the wetland, if deemed necessary by NYSDEC.

An area south of the Development Site along the shore of the East River may contain a future NYCDOT wetland mitigation project.[17] This area could receive up to 26 minutes of incremental shadow during the June analysis day. This portion of the Park would continue to receive sunlight for over 11 hours on the June analysis day before incremental shadow begins to fall on this area. Accordingly, the Proposed Actions would not result in a significant shadows impact to the area.

Hazardous Materials

Development Site

The Proposed Actions would not result in significant adverse hazardous materials impacts. While the Development Site operated as a municipal solid waste landfill between 1951 and the mid-1960s, existing and ongoing engineering and institutional controls and regulatory oversight are in place to preclude the potential for significant adverse hazardous materials impacts. These controls will be in place during any change in use and new construction at the Development Site and will require vapor barrier and active vapor mitigation system be incorporated into the design of the Proposed Facility and replacement golf clubhouse.

In the 1990s and as part of the development of the Golf Course, a landfill gas interception and venting system was installed in the former landfill to reduce the potential for landfill gas accumulation.

An Environmental Assessment Statement (EAS) was prepared in 1999 (CEQR No. 99DPR006X) by Allee King Rosen & Fleming, Inc. to evaluate the area occupied by the Golf Course for development as a public recreational facility. As reported in the EAS in 1999, test programs indicated high methane concentrations at some locations at a depth of two- to three-feet below the surface of the landfill; however, negligible concentrations were found at the surface. Additionally, sampling indicated the presence of SVOCs, PCBs, arsenic, and lead above risk-based criteria.

In 2000, the NYSDEC issued Part 360 Permit No. 2-6006-00014 (the "Part 360 Permit") to allow the import and placement of nonhazardous, regulated fill necessary to construct the Golf Course. The final cover system was installed throughout the former landfill area of the Park to provide a barrier of uncontaminated soil and prevent exposure to underlying landfill material. The final cover is composed of a topmost layer (a matrix of vegetation, asphalt, gravel, concrete, or paver systems) followed by barrier protection material (BPM), consisting of clean soil meeting permit requirements ranging from one to two feet deep. The BPM contains surface drainage system elements and, in select areas, overlays a demarcation layer, which separates the BPM from the nonhazardous regulated fill material (shaping material) and existing landfill material.

The Development Site contains out-of-bounds areas of the Golf Course and areas capped by the pavement of the parking lot. The Part 360 Permit was modified several times to allow additional nonhazardous, regulated fill and changes in design features. In total, approximately 2,370,000 CY of nonhazardous, regulated fill was imported to the Golf Course.

As noted previously, during development of the Golf Course a landfill-gas ventilation system was installed in the 1990s to prevent accumulation of landfill gas. This landfill-gas ventilation system is primarily a passive system located throughout the Park, including the Development

[17] The NYCDOT Wetland Mitigation project has not been fully designed or approved; however, this potential project was included for a conservative analysis of the potential effects of the Proposed Development.

Site; however, active vapor-removal-infrastructure exists in the on-site clubhouse. The passive system includes vent wells installed throughout the former landfill as well as venting trenches along the perimeter of the Golf Course to prevent off-site migration. The active landfill gas system within the on-site clubhouse building includes a sub-membrane depressurization (SMD) system with blowers to extract gas through vents from the landfill's subsurface (below the building slab), and continuous explosive gas monitoring components. In 2013, NYC Parks prepared a Post Construction Custodial Care Plan (PCCCP) to comply with the requirements of 6 NYCRR Part 360 (see Appendix F). The PCCCP defines the post-construction criteria applicable to operate, monitor, and maintain the environmental protection systems installed at the former landfill. In addition, 6 NYCRR Part 360 requires a Declaration of Covenants and Restrictions to be recorded against the former landfill property and requires written authorization from NYSDEC for a change of use other than the current use.

Maintenance and monitoring of the landfill-gas system is performed in accordance with the operations, monitoring, and maintenance (OM&M) program detailed in the 2013 Landfill Gas Management Plan (LFGMP). In accordance with the PCCCP, any new buildings require installation of active vapor mitigation systems. Two areas of assumed collection piping are located within the bounds of the Development Site, one in the western part of the Development Site, and one in the southern part of the Development Site. Adjustments to the monitoring system may requested by NYSDEC. During construction, passive collection piping will be maintained to the extent feasible or removed and replaced as necessary for continued landfill gas monitoring.

Per the *2023 Semi-Annual Post Closure Certification Report* – the latest available post closure report available – environmental systems and monitoring are ongoing at the Golf Course. Most recent reporting indicates that:

- the cover system remains in good condition with some areas that required reseeding and mulching, clearing of clogged drains, and some areas of washout into cart paths;
- the asphalt surface of the parking lot continues to function as a suitable landfill cover system, providing an exposure barrier between the public and subsurface materials. Observed cracks are surficial and do not penetrate through the full asphalt cap; and
- groundwater in certain locations beneath Golf Course contains VOCs, SVOCs, metals, ammonia, sulfate, and cyanide above NYSDEC Ambient Water Quality Standards (AWQS). Detections of VOCs, SVOCs, metals, and phenolics during groundwater sampling in 2023 are generally consistent in location or concentration with previous sampling events. The presence of cyanide in groundwater is generally consistent with other previous post-closure monitoring events, however, exceedances of the AWQS were only reported during the 2023 sampling event at two sampling locations.
- gas monitoring results from the landfill-gas system are consistent with previous post-closure monitoring events and suggest landfill gas conditions are stable.

The Proposed Development would be supported by deep foundations such as displacement piles anchored in bedrock, drilled piles, or steel/precast concrete piles. Installation of these piles would require a breach of the landfill cap and excavation of material underlying the existing cap. Anticipated regrading and surface soil displacement is estimated to extend across approximately 18 acres of the Development Site and approximately 4.89 acres for the expansion of Ring Road.

Ground-intrusive activities necessary to develop the Proposed Facility would be conducted pursuant to a Change of Use Work Plan (see Appendix F) approved by NYSDEC, and environmental oversight and monitoring would be conducted under the supervision of a NY

State licensed engineer. Per the Change of Use Work Plan, the NY State licensed engineer would oversee the screening of excavated material, observe the importation of~~imported~~ materials, and implement both a CAMP and stormwater pollution prevention plan (SWPPP) to ensure that air and water quality would not be negatively affected by construction. Excavated material would be characterized prior to excavation and would be disposed in accordance with applicable local, state, and federal regulations at an approved permitted disposal facility. The Change of Use Work Plan was conditionally approved by NYSDEC on April 30, 2025, with the provision that final design plans for the foundation, support of excavation, and site cover plans be provided to NYSDEC once complete (see Appendix F).

A vapor barrier and active vapor mitigation system would be incorporated into the design of the Proposed Facility and replacement golf clubhouse. The slabs of the new buildings along with other paved surfaces or a two-foot clean soil cap would comprise a new site cap across the Development Site. These measures would preclude impacts from potential soil vapor contaminants in the Proposed Facility and the replacement golf clubhouse.

The existing landfill infrastructure within the Development Site would be maintained in place to the extent feasible. The infrastructure that cannot be maintained would be replaced in-kind or relocated to a suitable alternate location within the Development Site in coordination with NYSDEC. The existing clubhouse and associated vapor mitigation system would be demolished and replaced during the Proposed Development. Stormwater at the Development Site would be managed and discharged in accordance with the NYCDEP and other applicable regulatory agencies.

The Change of Use Workplan would govern operations during construction. Following completion of subsurface work but prior to completion of overall construction, a new, separate PCCCP would be developed to define the future operation, maintenance, and monitoring requirements for the operator of the Development Site, while. the existing PCCCP would be updated to exclude the alienated parcel and associated infrastructure. Both PCCCPs would identify use restrictions and provisions to ensure that the engineering and institutional controls remain in place and are effective at the former landfill. Provisions of the PCCCP would include operation, monitoring, and maintenance of environmental protection systems, as needed, post-construction. Future monitoring within the Development Site would be the responsibility of Bally's rather than NYC Parks, thereby reducing the obligation of the City of New York to dedicate resources to monitor the Development Site.

The existing Declaration of Covenants and Restrictions would be amended to remove the alienated parcel and a new Declaration of Covenants and Restrictions would be created specifically for the alienated parcel (see Appendix F). Oversight provided by NYSDEC through the Change of Use Work Plan, PCCCPs and Declarations of Covenants and Restrictions, would be in place for the purpose of assuring there is no potential for significant adverse hazardous materials impacts on the Development Site.

Ring Road

As a part of the Proposed Development, Ring Road would be improved to enhance circulation, safety, and access to the Development Site for pedestrians, cyclists, and vehicles. Ring Road would remain under ownership of the City of New York and would be transferred from NYC Parks to NYCDOT. Ring Road exists outside the bounds of the former landfill and jurisdiction of the PCCCP. Therefore, a Phase I Environmental Site Assessment (ESA) was conducted in September 2024 to evaluate environmental conditions.

The 2024 Phase I ESA identified two Recognized Environmental Conditions (RECs) associated with the historic use of surrounding properties. Based on the findings of the Phase I ESA, a

Phase II Environmental Site Investigation (ESI) work plan, which includes a health and safety plan, was prepared and submitted to NYCDEP for review and approval. NYCDEP conditionally approved the Phase II ESI work plan in a letter dated 30 September 2024, and the final Phase II ESI work plan was dated 4 October 2024. The Phase II ESI ~~will~~ included the collection of soil and groundwater samples along Ring Road. ~~—~~Results of the Phase II ESI did not identify anomalies indicative of underground storage tanks (UST), and did not identify VOCs, pesticides, herbicides, or PCBs above the applicable standards in soil and groundwater samples. Non-native fill was identified and included SVOCs and metals at concentrations that exceeded applicable standards. SVOCs, dissolved metals, perfluorooctanoic acid (PFOA), and perfluorooctanesulfonic acid (PFOS) were also identified in groundwater samples at concentrations above drinking water standards.

Based on the findings of the Phase II ESI, a R~~r~~emedial A~~a~~ction P~~p~~lan (RAP) and Construction Health and Safety Plan (CHASP) ~~may be required. If required, the RAP and CHASP would be completed for the Final EIS and would be reviewed and approved by NYCDEP prior to the start of development. If required by NYCDEP, institutional controls may also be necessary to ensure the maintenance and oversight of any required engineering controls.~~ were prepared and submitted to NYCDEP for approval. The RAP was approved June 5, 2025, and determined to be consistent with NYCDEP's requirements for remediation. The RAP includes provisions for managing soil/fill in accordance with applicable Federal, State, and local requirements, and guidelines for temporary on-site stockpiling and reuse, soil/fill import, and off-site transportation and disposal of soil/fill. The RAP also includes the description and requirements for placement of a site cover system, which will act as an engineering control (EC) for the development of Ring Road, and provisions for institutional controls (IC), which may be required to commit the property owner and/or controlling agencies to maintaining the improvements. If required, the ECs and ICs will be will be managed under a Site Management Plan (SMP) which will be included in the Remedial Closure Report (RCR).

If encountered during the reconstruction of Ring Road, hazardous materials or municipal solid waste would be handled per local, state, and federal regulations. NYCDOT oversight on the improvements to Ring Road, and compliance with local, state, and federal regulations would preclude the potential for significant adverse hazardous materials impacts. Therefore, the Proposed Actions do not have the potential to result in hazardous materials impacts from the proposed widening of and improvements to Ring Road.

Water and Sewer Infrastructure

The Proposed Development would not result in a significant adverse impact on the City's water supply, wastewater conveyance and treatment, or stormwater management infrastructure in the analysis year.

Water Supply and Wastewater Generation

The Proposed Development would not result in a significant adverse impact to the City's water supply. The *CEQR Technical Manual* indicates that a preliminary water supply analysis is warranted if the project is in an area that experiences low water pressure or would result in a demand of more than one million gallons per day (gpd). Per NYCDEP, the Development Site is not within an area that experiences low water pressure and is connected to existing water mains along Ring Road and Emerson Avenue. The With-Action Condition would generate a worst-case water demand of approximately 590,779 gpd. Because the project is located outside an area of low water pressure, and the Proposed Development would demand less than one million gpd of water supply, a preliminary water supply analysis is not warranted.

Wastewater Conveyance and Treatment

The Proposed Development would not result in a significant adverse impact on the City's wastewater conveyance and treatment system. A sewer certification from NYCDEP is required to connect to any of the following: a City (NYCDEP) sewer, a private sewer, a private drain, a septic system, or an approved outlet. The Development Site's existing sanitary ("wastewater") system connects to a NYCDEP 168-inch by 96-inch combined sewer – a system that collects both sanitary and stormwater flows in one pipe – along Emerson Avenue (stormwater is discussed in the next section). The existing Development Site sanitary flows are collected via an internal sewer and then discharged to the NYCDEP combined sewer in Emerson Avenue.

Using CEQR methodologies, the Proposed Development is projected to generate up to 388,117 gpd (0.38 million gallons per day [mgd]) of wastewater, an increase of approximately 382,053 gpd over the No-Action Condition.

Wastewater discharged by the Proposed Development to the Emerson Avenue sewer would be conveyed to NYCDEP's Hunts Point Wastewater Resource Recovery Facility (WRRF). The Hunts Point WRRF has a design capacity of 200 mgd with an excess capacity of approximately 66.64 mgd. The Hunts Point WRRF would be able to easily accommodate the project-generated 0.38 mgd, which represents about 0.57 percent of the excess capacity and approximately 0.19 percent of the overall design capacity. Wastewater treated at the NYCDEP Hunts Point WRRF is ultimately discharged to the East River.

Prior to obtaining construction permits from the New York City Department of Buildings (NYCDOB), NYCDEP must certify that the sewer system can accommodate, or "accept", the projected sanitary discharge; this is accomplished through their site connection permit process. As part of the site connection permit process, NYCDEP may also require a detailed hydraulic analysis to assess the Emerson Avenue sewer and downstream sewer capacity. The existing drainage plan may be amended based on the hydraulic analysis calculations and would be reviewed and approved by NYCDEP. Existing and proposed site connections would also be provided to NYCDEP during the permitting process. NYCDEP's site connection process would identify if sewer upgrades are required prior to granting approval for the Proposed Development's site connection. Without the site connection, NYCDOB would not issue a building permit or certificate of occupancy.

The Proposed Actions would not result in significant adverse impacts on the City's wastewater infrastructure facilities. Further, NYCDEP would review and approve connections from the Proposed Development and confirm whether any upgrades are required to the existing sewer network.

Stormwater Management

Existing and proposed stormwater management for the Affected Area's components are separate and are discussed separately below. The Proposed Development would not result in a significant adverse stormwater management impact and stormwater management for the remainder of the Park would not change or be affected by the Proposed Actions.

The Development Site falls within a Municipal Separate Storm Sewer (MS4) area. As such, the Proposed Development must comply with NYCDEP stormwater regulations for managing stormwater runoff from the site. All design and construction would be in conformance with NYCDEP regulations.

Development Site

The Development Site is within the existing Golf Course and the Park. The Golf Course has multiple drainage areas that discharge stormwater to multiple systems. The portion of the Park where the Development Site is located is currently about 37 percent impervious and 63 percent pervious. Stormwater that runs off the Development Site currently collects in detention ponds adjacent to Ring Road and ultimately discharges to the East River via an outfall south of the Development Site. The remainder of the Golf Course collects stormwater within detention ponds throughout the Golf Course and discharges into the NYCDEP combined sewer in Emerson Avenue.

In the With-Action Condition, new impervious surfaces (pavement and buildings) would be introduced on the Development Site. Subsequent to construction of the Proposed Development, about 71 percent of the Development Site's surfaces would be impervious and 29 percent pervious. For the Development Site, the runoff coefficient would increase from 0.45 to 0.73 per CEQR methodologies. Because of this increase, the Development Site would have an increase in stormwater runoff compared to the existing and No-Action conditions. However, the Proposed Development would need to adhere to NYCDEP's Unified Stormwater Rule (effective as of February 2022), which requires the use of stormwater detention. Detention tanks, detention ponds or other means of detaining stormwater would be used to meet these requirements and would assist in controlling the volume of stormwater entering the East River via the existing outfall; accordingly, the volume of stormwater discharging from the site would be restricted and treated for water quality. Thus, the Proposed Actions would not overburden or exceed the capacity of the existing stormwater infrastructure.

The design of the Proposed Facility would comply with NYCDEP's Unified Stormwater Rule, which regulates how stormwater is managed from new developments. This includes addressing both the quality and the volume of stormwater discharged from the Development Site. The specific stormwater management practices would be refined in coordination with NYCDEP during the detailed design process. Like the No-Action Condition, stormwater from the Development Site would continue to be discharged to the East River.

Stormwater permitting for the Proposed Development would be under NYCDEP's jurisdiction, who would ensure compliance with the Unified Stormwater Rule. Other applicable agencies may also review and approve the connection process to the existing outfalls. As a part of the stormwater permitting process, existing stormwater drains and proposed stormwater connections and detention structures would be provided to NYCDEP for review and approval to ensure the Proposed Development complies with the stormwater release rate. With compliance of the Unified Stormwater Rule and agency approvals of the outfall connection and stormwater permitting process, the Proposed Development allowed by the Proposed Actions would not result in significant adverse water and sewer impacts in the area of stormwater management.

Ring Road

In the existing condition, Ring Road is currently a NYC Parks roadway and is known to flood during heavy rainstorms. Stormwater that falls on Ring Road is discharged directly into Westchester Creek (via two outfalls) or the East River (via one outfall that also services the Development Site, see above). Westchester Creek and the East River are considered impaired waterbodies by New York State standards.

Prior to development, the area within the proposed mapped right-of-way of Ring Road is about 61 percent impervious and 39 percent pervious surface. In the With-Action Condition, the impervious surface, such as pavement and concrete sidewalk, would be increased within the

proposed mapped Ring Road right-of-way. Ring Road's impervious surfaces would be nearly 100 percent with the Proposed Actions. Ring Road's runoff coefficient would increase from 0.60 to 0.85 per CEQR methodologies. Because of this increase, Ring Road would have an increase in stormwater runoff compared to the existing and No-Action conditions. However, Ring Road would need to adhere to NYCDEP's Unified Stormwater Rule, which requires the use of stormwater detention and would assist in controlling the volume of stormwater entering the East River and Westchester Creek via existing outfalls; accordingly, the volume of stormwater discharging from the site would be restricted and treated for water quality. Thus, the Proposed Actions would not overburden or exceed the capacity of the existing stormwater infrastructure.

In the With-Action Condition, Ring Road would be transferred from NYC Parks to NYCDOT and would be designed and constructed in coordination with NYCDOT, ~~NYCDEP, and~~ NYC ~~Parks~~Parks, NYCDEP, and the Metropolitan Transportation Authority (MTA). Bally's commitment to coordinate with these agencies and the requirements related to the widening of Ring Road will be memorialized in the Contract of Sale between NYC Parks and the Applicant~~.~~. As part of NYCDOT requirements, improvements to Ring Road would include upgrades to stormwater management to meet current NYCDEP and NYCDOT regulations and design standards. The specific stormwater management practices to address Ring Road's stormwater quality and quantity, in addition to required infrastructure such as catch basins and pipes, would be coordinated with NYCDOT and NYCDEP during the design process.

Solid Waste and Sanitation Services

The Proposed Actions would not result in a significant adverse solid waste and sanitation services impact. The Proposed Actions would not directly affect a solid waste management facility but would generate an increment of up to 213.33 tons per week of solid waste, the equivalent of up to 18 commercial carter trucks per week. The project-generated solid waste would be handled by private carters. The project-generated solid waste would represent approximately 0.29 percent of the of the City's anticipated future weekly commercial waste generation handled by private carters by 2025, as projected by the SWMP – a nominal increase relative to the waste handled by private carters in New York City every day. As such, the Proposed Actions would not result in an increase in solid waste that would overburden available waste management capacity. The Proposed Actions would not conflict with, or require any amendments to, the City's solid waste management objectives as stated in the SWMP.

During construction of the Proposed Development, excavated material would be characterized and disposed of in accordance with City, State, and Federal regulations based on the change of use workplan approved by NYSDEC.

Bally's would follow a waste management program that prioritizes landfill avoidance, recycling, and reuse. Bally's would supply the necessary source separation infrastructure at the Proposed Facility and golf clubhouse, train staff on waste sorting and storage, and work with suppliers and waste management vendors on program implementation.

Bally's expects that up to 36 percent of waste generated at the Proposed Facility would be recycled or reused. Once the Proposed Development is operational, Bally's intends to conduct a waste stream audit to confirm baseline conditions and validate or adjust the program. Therefore, the Proposed Actions would not result in a significant adverse impact on solid waste and sanitation services and no further analysis is warranted.

Energy

The Proposed Actions would not result in a significant adverse impact related to energy systems. The Proposed Actions would result in a demand of approximately 677.9 billion British Thermal Units (BTUs) of energy per year annually. This represents an increase of approximately 672.4 billion BTUs over the No-Action Condition. This incremental increase in annual energy demand would represent approximately 0.19 percent of the City's total annual energy consumption in 2023 within Consolidated Edison's (Con Edison's) service area and 0.40 percent New York City's forecasted future total annual energy demand for the 2030 analysis year. The Proposed Actions would generate an incremental increase in energy demand that would be considered negligible when compared with overall demand within New York City and the City's forecasted annual energy demand in 2030; therefore, the Proposed Actions are not expected to result in a significant adverse impact on energy systems.

Any new development resulting from the Proposed Actions would be required to comply with the NYCECC, which governs performance requirements for heating, ventilation, and air condition systems, as well as the exterior building envelope of new buildings. In compliance with the NYCECC, new development would meet standards for energy conservation, which include requirements related to energy efficiency and combined thermal transmittance. Building materials such as glass and aluminum would be utilized because they are readily available and are considered integral parts of green building design for heating and cooling. With Bally's utilization of state-of-the-art mechanical systems and heat pump technology, and use of energy efficient building materials, the Proposed Facility would likely require less energy than forecasted using the *CEQR Technical Manual* methodology, as discussed below. Therefore, no significant adverse impacts related to energy are expected to occur.

Transportation

Traffic

The Proposed Actions would generate approximately 680, 1,921, 2,196, 1,935, and 2,898 total vehicle trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively. Traffic conditions were evaluated for these five peak hours at 15 intersections where the vehicle trips generated by the Proposed Actions would exceed the CEQR threshold for conducting detailed traffic analysis. The capacity analyses indicate that seven intersection approaches/lane groups in the study area would experience a potentially significant adverse traffic impact in at least one peak hour as a result of the Proposed Actions, summarized as follows:

- The northbound Hutchinson River Parkway Service Road left-turn at Lafayette Avenue during the weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The westbound Lafayette Avenue left-turn at the southbound Hutchinson River Parkway Service Road during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The eastbound Bruckner Boulevard right-turn movement at Brush Avenue during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The eastbound Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension during the weekday AM, weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.

- The westbound Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension during the weekday AM peak hour.
- The westbound Lafayette Avenue right-turn at Brush Avenue during the weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.
- The eastbound Schley Avenue approach at the southbound Hutchinson River Parkway Service Road during the weekday midday, weekday PM, Saturday midday, and Saturday PM peak hours.

Traffic conditions of the highway network in the vicinity of the Development Site were analyzed using microscopic traffic simulation models developed through industry-standard Aimsun software. These models analyzed the effect of the Proposed Actions on the highway ramps, mainline segments and complex interchanges adjacent to the Development Site. The models provide outputs such as average speed, average density by lane, travel times along select routes, queues, and delays. Of the 61 highway segments (including basic, merge, diverge, and weave sections) analyzed, there were 16~~5~~ segments identified to experience significant adverse impacts as a result of the Proposed Actions, summarized as follows:

- NB Hutchinson River Parkway, From Exit 19N to on-ramp from Bruckner Boulevard during Weekday PM and Saturday Midday peak hours
- SB Hutchinson River Parkway, After Exit 1A during the Weekday PM, Saturday Midday and PM peak hours
- SB Cross Bronx Expressway approaching I-695 merge during Weekday Midday and PM peak hours
- NB Hutchinson River Expressway near Bronx-Whitestone Bridge MTA Building during ~~the~~ Weekday PM, Saturday Midday and PM peak hours
- ~~NB Hutchinson River Expressway downstream of Bronx Whitestone Bridge during the Weekday PM and Saturday PM peak hours~~
- ~~NB Hutchinson River Parkway, From Exit 19N to on ramp from Bruckner Boulevard during Weekday PM and Saturday Midday peak hours~~
- ~~SB Cross Bronx Expressway Approaching I 695 Merge during Weekday Midday, PM and Saturday Midday peak hours~~
- SB Hutchinson River Expressway near Bronx-Whitestone Bridge Metropolitan Transportation Authority (MTA) Building during Weekday Midday peak hour.
- NB Hutchinson River Expressway downstream of Bronx-Whitestone Bridge during the Weekday PM, and Saturday PM peak hours
- SB Hutchinson Expressway south of Exit 18 during the Weekday Midday peak hour
- WB Bruckner Expressway Exit 6B diverge to I-678 and I-95 during the Weekday AM and PM~~Midday~~ peak hours
- EB Bruckner Expressway Exit 54 diverge to I-678 and Bruckner Blvd during the Weekday AM, Midday and PM peak hours, Saturday Midday and PM peak hours
- ~~SB I-95 Diverge at Exit 6A during Weekday PM and Saturday Midday peak hours.~~
- ~~WB Bruckner Expressway diverge at Exit 6B during the Weekday midday peak hour~~
- EB Bruckner Expressway diverge at Exit 54 during the Weekday PM peak hour

- SB I-678 Hutchinson River Expressway Merge with Ramps from CBE & Bruckner Expressway during ~~the~~ Saturday midday and PM peak hours
- SB I-678 Hutchinson River Expressway Merge with Ramp from I-95 during the Weekday PM, Saturday midday and PM peak hours
- NB I-95 Bruckner Expressway Merge with ramp from I-678 during ~~the~~ Saturday midday and PM peak hours
- NB Hutchinson River Parkway, between on-ramp from Bruckner Boulevard to Exit 1A during the Weekday PM peak hour
- SB Hutchinson River Expressway, Between On-ramp and Exit 18 during ~~the~~ Saturday midday and PM peak hours

Chapter 22 of this EIS, "Mitigation," discusses potential measures to mitigate these potentially significant adverse impacts to the greatest extent practicable.

Transit

The Proposed Actions would generate approximately 54, 36, 91, 37, and 160 total bus trips; 24, 2, 30, 2, and 58 subway trips; zero, zero, zero, zero, and one total railroad trips; and zero, zero, zero, zero, and one total Citywide Ferry Service (CWFS) trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively. The quantities of bus, subway, and railroad trips during the five analysis peak hours are below the CEQR Level 1 screening threshold of 200 peak hour trips and below 50 peak hour trips for CWFS. Therefore, the Proposed Actions would not result in potentially significant adverse transit impacts per CEQR Technical Manual criteria.

Pedestrians

The Proposed Actions would generate approximately three, zero, four, zero, and seven pedestrian trips during the weekday AM, midday, PM, Saturday midday, and Saturday PM peak hours, respectively. The quantities of pedestrian trips during the five analysis peak hours are below the CEQR Level 1 screening threshold of 200 peak hour pedestrian trips. Therefore, the Proposed Actions would not result in potentially significant adverse pedestrian impacts per CEQR Technical Manual criteria.

Parking

The parking analysis evaluates the on- and off-street public parking supply and utilization within ¼-mile radius of the Development Site. In the With-Action Condition, the Proposed Facility would include 4,660 garage parking spaces on the Development Site for use by visitors and employees of the Proposed Facility, as well as for use by members of the general public. Based on the 24-hour parking accumulation, peak parking demand for the Proposed Actions is anticipated to occur between 9:00 p.m. and 10:00 p.m. during the weekday evening period and between 9:00 p.m. and 10:00 p.m. during the Saturday evening period, when there is a demand of approximately 4,199 and 4,520 spaces for the typical weekday and Saturday conditions, respectively. In addition, the existing peak parking demand associated with the Golf Course operation of approximately 73 spaces on weekdays and Saturdays would be accommodated by the proposed on-site garage parking supply. As such, the projected peak parking demand is anticipated to be accommodated by the proposed 4,660-space parking garage on-site. The excess parking supply provided by the proposed on-site garage would also be available for use by members of the general public.

With the formalization of on-street parking along a portion of Ring Road in the With-Action Condition, the available on-street public parking along Ring Road, Schley Avenue, Brush Avenue, and the Hutchinson River Parkway Southbound Service Road within a ¼-mile radius of the Development Site would be at approximately 41, 44, 37, 60, and 92 percent utilization, with approximately 443, 420, 475, 300, and 61 available public parking spaces during the weekday morning, weekday midday, weekday evening, Saturday midday, and Saturday evening periods, respectively. Therefore, the Proposed Actions would not result in a potentially significant public parking shortfall in the study area per *CEQR Technical Manual* criteria.

Vehicular and Pedestrian Safety Evaluation

Crash data for the study area intersections were obtained from NYCDOT for the January 1, 2019 to December 31, 2019 and January ~~1~~, 2022 to December 31, 2023 periods. Based on this information, the intersections of Bruckner Boulevard and Zerega Avenue and Bruckner Boulevard and Brush Avenue are denoted as high crash locations because at least 48 reportable crashes occurred at these intersections within a consecutive 12-month period. It is important to note that currently ongoing capital improvements at the two intersections, specifically changes to the existing roadway geometry, are anticipated to promote safer turning maneuvers at the study intersections.

Air Quality

The Proposed Actions would not result in significant adverse air quality impacts from stationary, large and major sources, or mobile sources.

Stationary Sources – HVAC

The Proposed Facility would use electric- or steam-powered heat and hot water systems. As set forth below, an E-Designation (E-824) will be placed on the Development Site (Block 5622, Lot 1).

Thus, the Proposed Development would not result in a significant adverse air quality impact and detailed air quality analysis of project-generated stationary sources was not warranted.

Stationary Sources – Large/Major Sources and Industrial Sources

There are no registered industrial sources within 400 feet, or large/major sources within 1,000 feet, of the Development Site. Additionally, no unregistered industrial sources were identified during any site visits. A generator is registered at the Development Site, and this generator would be removed as part of the Proposed Development. Therefore, there is no potential for significant adverse air quality impacts from large/major or industrial sources.

Mobile Sources – Roadway and Parking Garage

A refined analysis was conducted for 1- and 8-hour carbon monoxide (CO), 1-hour and annual nitrogen dioxide NO_2, 24-hour $PM_{2.5}$, annual $PM_{2.5}$, and 24-hour PM_{10}. This refined analysis applied emission factors specific to each peak hour traffic period [i.e., AM, midday (MD), evening (PM), overnight (ON), and Saturday (SAT)] to their respective peak hour traffic volume. The peak-hour traffic emission factors were broken down into the following periods:

- 07:00-11:59~~00~~ – AM
- 12:00-16:59~~00~~ (4:59~~00~~PM) – MD

- 17:00-23:5900 (11:5900PM) – PM
- 24:00-06:5900 – ON

The roadway analysis incorporated projected emissions from the two proposed parking garages. The north parking garage would be naturally ventilated. The south parking garage would be naturally ventilated at the above-grade levels, and mechanically ventilated for the two sub-grade levels. The stack for each the mechanical ventilation was placed 400modeled 10 feet from the northern and southern façade of the hotel tower, respectively, to represent worst-case conditions.

The refined analysis – which incorporated roadway and garage emissions – found that concentrations for all pollutants would not exceed the National Ambient Air Quality Standards (NAAQS) or CEQR *de minimis* thresholds; therefore, the Proposed Actions would not result in significant adverse air quality impacts from mobile sources.

During the detailed design stage, the proposed parking garages would be designed to comply with New York City Mechanical Code. As noted below, an E-Designation (E-824) will be placed on the Development Site (Block 5622, Lot 1).

E-Designation

An E-Designation (E-824) will be placed on the Development Site (Block 5622, Lot 1) with the following requirements:

> **New development on the above-referenced properties must ensure that the heating, ventilating and air conditioning systems and the hot water system (HVAC) will be powered by electricity or steam.**
>
> The emissions stack associated with the north garage must be placed at least 10 feet from the northern façade of the hotel tower, at least 10 feet inside the southeastern edge of the garage building, and at a release height of at least 145 feet to ensure that the emissions from this stack would not result in significant adverse air quality impacts.
>
> **The emissions stack associated with the south garage must be placed at least 10400 feet from the southern façade of the hotel tower,** at least 10 feet inside the eastern edge of the garage building, **and at a release height of at least 95 feet to ensure that the emissions from this stack would not result in significant adverse air quality impacts.**

With this E-Designation in place, no significant adverse air quality impacts would occur on the Proposed Development.

Greenhouse Gas Emissions and Climate Change

Greenhouse Gas Emissions

The Proposed Actions would not result in a significant adverse greenhouse gas emissions and climate change impact. The Proposed Actions would generate an estimated 82,820.77 metric tons of carbon dioxide equivalent (CO_2e) annually under worst-case conditions. Of these annual CO_2e emissions, an estimated 36,061.19 tons would be from building operations (if totally powered by natural gas), and an estimated 46,759.58 metric tons would result from mobile sources. Under this worst-case scenario, the project-generated GHG emissions would be less than 0.15 percent of the City's overall 2022 GHG emissions of approximately 53.7 million metric tons (the latest available data). Based on the assumption that construction-generated GHG emissions would be equivalent to between five- and ten-years' worth of

operational GHG emissions, the estimated construction-generated GHG emissions would be approximately between 180,306 and 360,612 metric tons of CO_2e.

The Proposed Actions would advance New York City's GHG reduction goals because the Proposed Development would comply with Local Law 154 by using electric-powered HVAC and hot water systems. Further, the Proposed Development would utilize heat pumps to the extent practicable, which would reduce GHG emissions. Project-generated development would be required to comply with other local laws intended to reduce the GHG emissions such as Local Law 22 of 2008 (known as the New York City Climate Protection Act); the Greener, Greater Building Plan; Local Law 66 of 2014 ("80 x 50"); Local Law 133 of 2016; and the New York City Conservation Code. The new buildings would be subject to the New York City Energy Conservation Code (NYCECC), which was updated in 2020 to be one of the most stringent energy efficient standards nationwide for sustainability and efficiency. The Proposed Development would therefore comply with the City's emissions reduction goals by enabling new construction that minimizes GHG emissions and adheres to the resource- and energy-efficiency standards for new buildings in New York City.

The Proposed Development would enable a gaming facility with table games in New York City, a municipality where no such facilities currently exist. The Proposed Facility is expected to draw customers that currently travel outside of New York City to destinations such as Atlantic City, upstate New York, Pennsylvania, or Connecticut for table games. The reduced GHG emissions from changes to behavioral or travel patterns are not accounted for to represent a worst-case condition.

Furthermore, the Proposed Development is expected to increase the accessibility to public transit at the Development Site through improvements to Ring Road. As a part of the roadway improvements, a parking lane would be included and could serve as a future bus stop location with approval by NYCDOT and the MTA. Thus, the Proposed Development is expected to generate fewer emissions from mobile source emissions than estimated using CEQR methodologies.

Climate Change

As described in Policy 6.2 of the WRP Assessment (Appendix A), the Preliminary Flood Insurance Rate Maps (pFIRM) published by the Federal Emergency Management Agency (FEMA) identifies portions of the Development Site in a one percent annual chance (1-in-100 year) floodplain. This floodplain has a Base Flood Elevation (BFE) of 13 feet, as measured in the North American Vertical Datum of 1988 (NAVD88). Additional portions of the Development Site are shown in the 0.2-percent annual chance (1-in-500 year) floodplain, and the majority of the Development Site is an area of minimal flood hazard chance. The Development Site is in a coastal area that is susceptible to storm surge and coastal flooding.

Portions of the Development Site are also in the future 100- and 500-year projected flood zones that were developed by the New York City Panel on Climate Change (NPCC) through the year 2100. These projected future flood zones account for a projected sea level rise (SLR) of 75 inches.

The Proposed Development will have a Design Flood Elevation (DFE) of 15 feet. At this elevation, the Proposed Development would be two feet above the current BFE. Mechanical spaces are planned at or above elevation 15 feet. The proposed floodproofing would be achieved by a combination of waterproofed exterior walls and slabs, and, where applicable, flood gates at the building entrances. The Proposed Development would not preclude the ability to increase the DFE post-construction.

The Proposed Development would not increase the potential for flooding or flooding severity. The Proposed Actions also would not preclude the implementation of adaptive solutions in the future, including any technological advancements not yet developed. Based on this information, the Proposed Actions would be consistent with the New York City policies regarding adaptation to climate change despite the Development Site's location in an area of flood risk.

Noise

The Proposed Actions would ~~not~~ generate sufficient traffic to result in the potential for a significant adverse impact to a portion of the Park. ~~,~~ Therefore, additional noise modeling was conducted between the Draft and Final EIS and an increase in With-Action noise levels of up to 5.6 dB(A) was projected at location 4. As this noise increase exceeds the CEQR noise impact criteria of 3 dB(A), it constitutes a significant adverse noise impact due to mobile sources. This significant adverse mobile source noise impact would occur ~~an open space resource containing both active and passive uses,~~ in the area that is west of the Hutchinson River Expressway and within approximately 100 feet exterior (west) to ~~immediate to the exterior of~~ Ring Road. In these~~is~~ locations, detailed modeling undertaken between Draft and Final EIS indicate that the PM peak-hour ~~the~~ With-Action L_{eq} noise levels could increase up to 68.4~~to 68.6 to 72.5~~ dB(A) depending on the peak hour, resulting in peak hour L_{eq} increases up to 5.6~~between 3.9 to 9.6~~ dB(A) over the projected No-Action Condition during the same peak period. Accordingly, the Proposed Actions may have the potential to result in a significant adverse mobile source noise impact at measurement location 4 because the L_{eq} noise increase would be more than 3 dB(A). However, as described in Chapter 5, "Open Space," users of the Park principally participate in passive recreational activities in areas west of the comfort station. The projected maximum noise L_{eq} increase at the comfort station would be approximately 1.6 dB(A), and the noise increase further west of the comfort station – near the waterfront – would be less. ~~.~~ Measures to mitigate this significant adverse impact are discussed in Chapter 22 of this EIS, "Mitigation."

The Proposed Actions would not result in a significant adverse stationary source noise impact from project-generated building mechanical equipment. Project-generated mechanical systems would be designed to meet all applicable noise regulations (e.g., Subchapter 5, §24-227 of the New York City Noise Control Code and the New York City Mechanical Code) and would avoid producing noise that would result in a significant increase in ambient noise levels. ~~Therefore, the Proposed Actions would not result in significant adverse noise impacts from project-generated building mechanical equipment (stationary sources).~~

Existing topography east of Ring Road limits ~~the~~ potential effects from project-generated traffic noise increases along Ring Road ~~from increasing noise levels~~ on the Golf Course. Therefore, only~~y on-site~~ vehicular traffic on the Development Site has the potential to significantly increase traffic-generated noise at the Golf Course. The Golf Course would be shielded from on-site vehicular traffic, in part, by intervening structures such as the proposed replacement golf clubhouse, safety barriers, retaining walls, and existing topography.

Golf Course users would primarily park their vehicles within the lower levels of the north parking garage. Because the capacity of the Golf Course would not be increased with the Proposed Actions, traffic associated with Golf Course users that have direct sightlines to holes of the Golf Course would not double and therefore, would not exceed the applicable impact criteria of the *CEQR Technical Manual*.

The golf clubhouse is an existing use that would be replaced on-site. Therefore, the relocation of the golf clubhouse would not introduce new noise-sensitive uses but would change the location of an existing noise-sensitive use on the Development Site. L_{eq} noise levels at the

replacement golf clubhouse are not projected to increase by more than 3 dB(A) over No-Action noise levels projected at the existing golf clubhouse. Thus, attenuation is not required at the replacement golf clubhouse.

To achieve the CEQR-recommended interior noise levels, an E-Designation (E-824) will be placed on the Development Site (Block 5622, Lot 1) with the following requirements:

To ensure interior L_{10} noise levels of 45 dB(A) or lower for the proposed hotel (under a closed-window condition), a window/wall attenuation with the following minimum performance will be required:

- **35 dB(A) for facades that have a line of sight and are within 150 feet of the Hutchinson River Expressway.**
- **33 dB(A) for facades that have a line of sight and are beyond 150 feet of the Hutchinson River Expressway.**

To maintain a closed-window condition, an alternate means of ventilation must also be provided. Alternate means of ventilation includes, but is not limited to, air conditioning.

The proposed building facades would be designed to provide an OITC rating that is greater than or equal to those outlined in the proposed E-Designation. The New York City Mayor's Office of Environmental Remediation (OER) would provide oversight to ensure the implementation of the E-Designation. By designing and constructing the buildings to provide a composite OITC rating greater than or equal to the E-Designation's requirements, sufficient attenuation would be provided to achieve the CEQR-recommended interior noise level for hotel uses. The Proposed Actions would ensure the specific attenuation requirements for noise-sensitive uses through the E-Designation, thereby providing appropriate noise protections under the With-Action Condition. With this E-Designation in place, no significant adverse noise impacts would occur.

Public Health

The Proposed Actions would not result in a significant adverse public health impact. Per the *CEQR Technical Manual*, if there are no unmitigated significant adverse impacts identified in certain CEQR analysis areas, such as hazardous materials, water quality, air quality, noise, or construction, a public health analysis is not warranted. The Proposed Actions would not result in unmitigated significant adverse impacts in the CEQR technical areas of hazardous materials, water quality, or air quality during the operational or construction phases.

During the operational phase, the Proposed Actions may have the potential to result in an unmitigated significant adverse noise impact to the Park in the area that is west of the Hutchinson River Expressway and within approximately 100 feet exterior (west)~~immediate~~ to Ring Road. This ~~e potential for this~~significant adverse impact ~~during the operational phase~~ would be from increased traffic along Ring Road.

The *CEQR Technical Manual* states that a change of 3 dB(A) is just noticeable, a change of 5 dB(A) is clearly noticeable, and a change of 10 dB(A) is perceived as a doubling or halving of sound level. Compared to No-Action noise levels, peak-hour noise would increase at the immediate exterior of Ring Road ~~between 3.9 dB(A) and 9.6~~up to 5.6 dB(A). Per the *CEQR Technical Manual,* when noise levels increase ~~-~~by more than 3 dB(A) above a No-Action noise level of 62 dB(A), this may be ~~-~~considered a significant adverse noise impact. Accordingly, the worst-case peak-hour increase of up to ~~9.6~~5.6 dB(A) would be up to 2.6~~6.6~~ dB(A) above CEQR impact criteria for noise.

~~This significant adverse mobile source noise impact could potentially be mitigated by one or more of the following potential mitigations, as detailed in Chapter 22 of this EIS, "Mitigation":~~

- ~~Incorporate a noise-attenuating barrier in Ring Road or near the boundary between Ring Road and the Park that would provide at least 6.6 dB(A) of noise attenuation.~~
- ~~Implement travel demand management measures to minimize project generated vehicle trips, which would reduce noise levels generated by project generated traffic on this portion of Ring Road.~~
- ~~Implement traffic mitigations that reduce traffic generated noise west of the Hutchinson River Expressway and immediate to the exterior of Ring Road.~~

~~Additional noise modeling may be conducted between the Draft and Final EIS and will be further explored by Bally's in consultation with the relevant agencies. Such modeling may eliminate or reduce the extent of the significant adverse noise impact.~~

Measures to mitigate this impact were explored between Draft and Final EIS; however, no practicable or feasible mitigation was identified. Mitigation measures such as a noise barrier would affect P~~p~~ark users' visibility and accessibility within and around Ferry Point Park. Thus, the significant adverse noise impact would remain unmitigated.

While the Proposed Development would increase noise in the area of the Park that is west of the Hutchinson River Expressway and adjacent to Ring Road, noise levels would not exceed 85 db(A), the threshold for a significant adverse public health impact from noise. The experienced noise levels would not exceed 72.5 dB[A] and would not result in exposures that exceed the upper limit of CEQR "nuisance" levels. The nearby areas do not contain residential uses and are predominately used by transient park users for recreational uses. These users are currently exposed to noise generated by nearby roadways as well as their own or other recreational uses (including for organized sports, public gatherings, recreational events, barbecues, and picnics) and this area is not an area used for serenity and quiet.

The recreational activities that occur immediate to Ring Road are transient, and park users are currently exposed to vehicular-generated noise. Thus, the potential unmitigated significant adverse noise impact would only affect park users when they are temporarily exposed to project-generated vehicular noise.

In sum, the ~~potential~~ unmitigated significant adverse noise impact would not result in a significant adverse public health impact because the public's exposure to the project-generated unmitigated significant adverse noise impact would be minimal, transient, of a short duration, and in an area where existing noise levels fall in the decibel range that the *CEQR Technical Manual* indicates is typical of an urban area.

Gambling Addiction

A qualitative analysis on gambling addiction was also included to analyze the potential public health effects of the Proposed Actions. Gambling addiction only affects a small portion of the United States population, with approximately one percent of adults experiencing pathological gambling ~~and an additional four to six million classified as problem gamblers~~. Vulnerable groups, including those with other addictions and mental health conditions, are particularly at risk. Because of the data on problem gambling, Bally's has implemented a variety of strategies aimed at supporting local communities and reducing the prevalence of gambling addiction, including collaboration with mental health and addiction services, community outreach, and education initiatives to promote healthy gambling behaviors. Bally's serves on numerous responsible gaming boards at both a national and local level for gaming industry groups and other non-profit and advocacy organizations to address problem gambling and is actively

enhancing their existing enterprise-wide policies supporting self-exclusion.[18] Bally's also received a three-year Responsible Gaming Check accreditation for Ballycasino.com and Virgincasino.com This accreditation is a thorough assessment conducted by independent organizations to evaluate a gaming operator's adherence to responsible gambling practices and standards. This process ensures that operators, such as casinos or online gaming platforms, implement effective policies and measures to promote safe and responsible gambling among their patrons. Bally's receipt of this accreditation, which they intend to pursue for the Proposed Facility, demonstrates Bally's commitment to achieving the highest responsible gaming standards available in the industry today.

Neighborhood Character

The Proposed Actions would not result in significant adverse impacts on neighborhood character. Overall, the technical areas that contribute to a neighborhood's character would not – either individually or in combination – result in moderate adverse impacts on neighborhood character. The Proposed Actions would not result in significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, community facilities, open space, historic and cultural resources, and urban design and visual resources. The Proposed Actions would result in significant adverse shadows, noise, transportation, and construction (transportation) impacts, and efforts to mitigate these significant adverse impacts are detailed in Chapter 22 of this EIS, "Mitigation."

Regarding Land Use, Zoning, and Public Policy, the existing Golf Course parking lot, a portion of the practice area, clubhouse, and other landscaped areas would be removed to develop the Proposed Facility and would allow the majority of the Golf Course (over 200 acres) to remain intact and open to the public. The Proposed Actions would establish a new zoning district, which would permit the development of a gaming facility and would support multiple public policies by providing economic opportunities and improvements to Ring Road. The Proposed Actions would not alter current land uses or zoning beyond the Development Site (approximately the Proposed Rezoning Area).

The Proposed Actions would not displace residents nor introduce new residential units. Additionally, the Proposed Actions would not have the potential to cause an indirect displacement of residents or businesses in exceedance of CEQR impact criteria and would not result in retail market saturation or effects to specific industries. The Proposed Actions would provide approximately 3,500 new permanent jobs to the surrounding area, and temporary construction jobs for more than two years. The socioeconomic conditions assessment found that existing vacant housing units within the Study Area or in the Bronx could accommodate the potential new workers generated by the Proposed Development. Further, the Proposed Development would provide a new economic use on the Development Site that is not expected to compete with other destination retail in the Bronx and would not have the potential to increase market pressure to surrounding businesses that would significantly alter the socioeconomic characteristics of the Study Area. Visitors to the Development Site are also expected to patronize existing local businesses within the Study Area which would increase the production and sales at nearby businesses and the demand of goods and service providers to support the Proposed Development. Therefore, the Proposed Development, including project-generated jobs, are anticipated to increase the socioeconomic diversity of the neighborhood.

[18] Self-exclusion allows individuals to ban themselves from gambling establishments.

The Development Site does not contain a community facility, the Proposed Development would not introduce a new community facility, and the Proposed Actions would not directly alter an existing community facility. The Proposed Development would also not include any residential uses and thus, the Proposed Development would not introduce a residential population that would burden community facilities and services. The Proposed Development would result in additional year-round visitors to the Development Site that could increase demand for police protection, fire protection, and emergency services; however, Bally's has committed to including a police substation within the design of the Proposed Facility, hiring on-site security personnel, and would include a designated area within the facility for emergency management and medical services. The Proposed Development would also improve access between the Development Site and nearby police precincts, fire stations, and hospitals by mapping and improving Ring Road – the only roadway that provides access to the Development Site and portions of the Park that are east of the Whitestone Bridge.

As discussed in Chapter 5 of this EIS, "Open Space," the Proposed Actions would attract additional non-residents (visitors) to the area but would not cause the ratio of open space per non-resident to drop below CEQR impact thresholds. The Proposed Actions would remove a portion of the Golf Course practice area; however, the practice area would be relocated and be of a similar size and character. In addition, because parkland would be alienated from the Park, park improvements and replacement parkland would be provided consistent with the requirements of the State alienation legislation. Bally's would contribute funds to the City of New York to be devoted to NYC Parks for such public improvements and would potentially deed ~~the designated~~ new parkland to NYC Parks. Thus, with these park improvements and replacement parkland, the Proposed Actions would have an overall beneficial effect to open space.

The Proposed Development would result in a significant adverse shadows impact to portions of the Golf Course. Vegetation (grass) is sensitive to sunlight (both duration and intensity) during the growing season. The Proposed Development would reduce the amount of available sunlight to less than six hours of direct sunlight – the *CEQR Technical Manual* impact threshold for vegetation – in small, discrete areas of the Golf Course on the March, May and June analysis days. Due to the impact on vegetation at the Golf Course, the Proposed Actions also have the potential to affect Golf Course utilization. Adverse utilization impacts may result on portions of holes 1, 9, 10, and 18. Thus, the Proposed Actions would result in significant adverse shadow impacts exclusively affecting golfers. Outside of the Golf Course, other areas of the Park including the basketball courts, cricket fields, football fields, dog-friendly areas, the East River shoreline, and other recreational areas would not have significant adverse shadow impacts. Shadow impacts to the Golf Course would not have the potential to change the character of the neighborhood compared to the No-Action Condition.

Significant adverse shadow impacts would be confined to the grass on the Golf Course, which would exclusively affect golfers, and measures would be implemented to mitigate these adverse impacts, discussed in Chapter 22 of this EIS, "Mitigation."

While the Proposed Actions would result in significant adverse shadow impacts to limited areas of the Golf Course, this would not constitute a significant adverse neighborhood character impact. The project-generated shadows would be limited to areas closest to the new buildings and would not alter the majority of the 222-acre course. The proposed new buildings would support and complement its existing use as a Golf Course. With the Proposed Actions, only the existing surface parking lot, golf clubhouse, a portion of the practice area and other landscaped areas would be removed. The defining features of the Golf Course would continue to be available for golfers and would not be removed. Vegetation closest to the new buildings may receive prolonged shadow in limited areas; however, measures to mitigate these impacts

would ensure that the defining characteristics of the Jack Nicklaus designed-course are not altered.

The Proposed Actions would not result in a significant adverse impact to historic and cultural resources. In correspondence from the LPC dated 02 April 2024, the Affected Area has no architectural significance (see LPC environmental review letter in Appendix B). The New York State Office of Parks, Recreation & Historic Preservation (SHPO)'s Cultural Resource Information System (CRIS) confirmed in a letter dated 24 September 2024 that there are no historic properties or historic resources on the Development Site and the Affected Area has no archaeological significance (see Appendix B). Further, as detailed in Chapter 7 of this EIS "Historic and Cultural Resources," there are no historic or cultural resources within the Study Area, and the closest State/National Register-eligible historic resource is located over 2,000 feet from the Affected Area.

While the Proposed Actions would result in a noticeable change in urban design conditions primarily for golfers within the Golf Course Subarea, the Proposed Actions would not result in a significant adverse urban design and visual resources impact. The Proposed Actions would result in a change to the appearance and arrangement of the built environment in the Park, a visual resource, primarily when users are on the Golf Course at certain holes. However, the change would not constitute a significant adverse urban design impact because it would not significantly affect the functionality of the Park, the pedestrian experience, or the design of the Golf Course. Uses proposed to be removed from the Park are uses that support the Golf Course and comparable amenities would be provided with the Proposed Actions. Improvements to Ring Road would also provide enhanced access to the Golf Course and Park – two defining neighborhood features. Further, views of signature features of the Golf Course and the Study Area's six visual resources would continue to be available from other comparable locations within the Golf Course Subarea and other areas in the Park. Views of visual resources from other areas within the Study Area would not be altered with the Proposed Actions.

While the Proposed Actions would generate vehicular and pedestrian trips in the Study Area, the Proposed Actions would not significantly alter the neighborhood character of the Study Area in the area of transportation. The analysis of the Proposed Development in Chapter 14 of this EIS, "Transportation," found that the Proposed Actions have the potential to result in significant adverse impacts in the contributing technical area of traffic. However, several of these impacts can be either fully mitigated or vastly improved, and there would be no neighborhood character impacts related to transportation. ~~(and further mitigations will be explored between the Draft and Final EIS)~~ Chapter 22 of this EIS, "Mitigation," includes several proposed measures to mitigate transportation impacts. These mitigation measures will be implemented in consultation with NYSDOT and NYCDOT.

Significant adverse transportation impacts would not result in significant adverse impacts to neighborhood character. While the Proposed Development would increase traffic volumes, it would not change the character of the neighborhood. Significant adverse traffic impacts could occur on already busy thoroughfares and along portions of the existing highway network, rather than residential streets. Traffic congestion along these roadways would be present absent the Proposed Development due to background growth. Thus, traffic impacts would not constitute changes in neighborhood character compared to the No-Action Condition.

Based on the analysis in Chapter 17 of this EIS, "Noise," the Proposed Development would be served by mechanical equipment that would comply with the New York City Mechanical and Noise codes and would not significantly alter the ambient noise conditions in the area. An (E)-Designation (E-824) will be placed on Block 5622, Lot 1, to ensure the implementation of

required window-wall attenuation requirements and means of an alternate ventilation for the Proposed Facility.

However, as described in Chapter 17 of this EIS, "Noise," noise is projected to increase by more than 3 dB(A) in the area west of the Hutchinson River Expressway and approximately 100 feet exterior (west) to Ring Road. However, the projected this noise levels would not exceed the upper range of "nuisance levels" identified in the *CEQR Technical Manual*. Recreational areas more than approximately 100 feet west of Ring Road would also not experience a significant adverse noise impact.

Based on field visits to the Park, users were observed to passively recreate more than 100 feet to the west from the proposed western edge of Ring Road and generally in the designated picnic area west of the comfort station, an area that contains public grills and picnic tables. These areas would be more than 200 feet from the proposed widening of Ring Road.

The area within 100 feet of Ring Road represents approximately one percent of the 413.8-acre Park. Users in the limited area that is projected to experience a greater than 3 dB(A) increase would continue to have access to other areas of the Park for both passive and active recreation where noise levels would not exceed a 3 dB(A) increase. Thus, the Proposed Development would not result in a significant adverse neighborhood character impact because the area of noise impact would be limited.

~~The Proposed Actions would have the potential to result in a significant adverse noise impact to the Park in the area that is west of the Hutchinson River Expressway and immediate to the exterior of Ring Road; however, this would not result in a significant adverse neighborhood character impact. With Action noise levels would not exceed 85 dB(A) – the exposure level that the *CEQR Technical Manual* indicates can harm hearing. Further, noise levels would not increase beyond 70 to 75 dB(A) – the CEQR threshold for "nuisance levels" for outdoor noise. The effects of the project generated vehicular noise would be greatest near Ring Road and less in other areas farther away, such as the barbecue areas near the waterfront. As discussed in Chapter 22 of this EIS, "Mitigation," measures would be implemented to mitigate this adverse impact. The noise impact to the Park in the area that is west of the Hutchinson River Expressway and immediate to the exterior of Ring Road would not have the potential to change the character of the neighborhood compared to the No-Action Condition.~~

Construction

Construction activities would likely occur in one phase over a period of 30 months, with construction of the Proposed Facility and golf clubhouse and improvements to Ring Road running concurrently without gaps.

No significant adverse construction impacts would occur in relation to land use and public policy, socioeconomic conditions, community facilities and services, open space, historic and cultural resources, natural resources, hazardous materials, air quality, and neighborhood character; however, construction of the Proposed Actions has the potential to result in significant adverse transportation (traffic) ~~and noise~~ impacts.

Transportation

The peak number of trips generated by construction of the Proposed Development is expected to occur in the seventh quarter of construction (Q7). During this peak quarter, project-generated construction would generate an average of approximately ~~1,800~~1,400 workers and 580 truck deliveries per day. Therefore, Q7 was selected to assess the construction

transportation conditions to identify any potentially significant adverse impacts to traffic, transit, pedestrians, and parking in the study area.

Traffic

Construction of the Proposed Development would generate a maximum of approximately 948 and 658 vehicle trips (~~1,431~~1,244 and 664~~851~~) Passenger Car Equivalent (PCE) vehicle trips during the weekday AM (5:00 AM – 6:00 AM) and weekday PM (2:00 PM – 3:00 PM) construction peak hours, respectively. Traffic conditions were evaluated for the weekday AM and weekday PM construction peak hours at nine intersections where the net increase in PCE vehicle trips due to the construction of the Proposed Development would exceed the CEQR threshold for conducting detailed traffic analysis. The capacity analyses indicate that the following three~~five~~ intersection approaches/lane groups in the study area could experience a potentially significant adverse traffic impact in at least one peak hour as a result of construction activities associated with the Proposed Actions:

- The northbound Hutchinson River Parkway Service Road left-turn at Lafayette Avenue during the weekday AM construction peak hour.
- The westbound Lafayette Avenue left-turn at the southbound Hutchinson River Parkway Service Road during the weekday AM and PM construction peak hours.
- ~~The eastbound Bruckner Boulevard right-turn at Brush Avenue during the weekday AM construction peak hour.~~
- The eastbound Lafayette Avenue approach at~~to~~ the southbound Cross Bronx Expressway Extension during the weekday PM construction peak hour.
- ~~The eastbound Schley Avenue approach to the southbound Hutchinson River Parkway Service Road during the weekday AM construction peak hour.~~

The highway network analysis during the construction peak hours, indicates that there are ~~five~~ four study area highway segments (out of the 61 segments that were analyzed) that would experience a potentially significant adverse traffic impact, summarized as follows:

- SB Cross Bronx Expressway Approaching I-695 Merge during the weekday construction PM peak hour
- ~~NB Hutchinson River Expressway near Bronx Whitestone Bridge MTA Building during the weekday construction PM peak hour~~
- SB Hutchinson River Expressway downstream of Exit 18 during the weekday construction PM peak hour
- SB I-678 Hutchinson River Expressway merge with Ramps from CBE & Bruckner Expressway during the weekday construction PM peak hour
- SB Hutchinson River Expressway between On-ramp and Exit 18 during the weekday construction PM peak hour

Chapter 22, "Mitigation," discusses potential measures to mitigate these potentially significant adverse traffic impacts. The feasibility of the proposed mitigation measures will be further explored by Bally's during construction of the Proposed Development with the implementation of a Construction Traffic Monitoring Plan (CTMP), as discussed in more detail in Chapter 22 of this EIS, "Mitigation."

Transit

Construction of the Proposed Development would generate a maximum of approximately ~~104~~101 average subway trips and approximately 101~~104~~ average Citywide Ferry Service (CWFS) trips during the weekday AM and PM construction peak hours. These levels of peak hour subway and CWFS trip generation are not expected to exceed the CEQR threshold for conducting detailed analyses of these respective transit modes. Therefore, the Proposed Development would not result in potentially significant adverse transit impacts during construction.

Pedestrians

Construction of the Proposed Development would generate a maximum of approximately 101~~104~~ average pedestrian trips (resulting from the approximately 101~~104~~ average CWFS trips) during the weekday AM and PM construction peak hours. This level of peak hour pedestrian trip generation is not expected to exceed the CEQR threshold for conducting detailed analyses of pedestrian conditions. Therefore, the Proposed Development would not result in potentially significant adverse pedestrian impacts during construction.

Parking

Construction of the Proposed Development would generate a maximum parking demand of approximately 816~~1,042~~ spaces during the weekday midday period during construction quarters 7 through 10. This construction-generated demand would be accommodated by a dedicated off-street parking supply provided on the Development Site ~~or in a private lot in the vicinity of the site. Therefore, the Proposed Development would not result in a potential public parking shortfall in the study area during construction.~~

Construction worker parking would be fully accommodated on-site. Surface parking in the south of the Development Site would accommodate approximately 268 vehicles. Part of the north parking garage would be available for construction workers beginning in construction quarter 5, after the garage has been granted a temporary certificate of occupancy. The garage is projected to have a temporary capacity of 600 spaces during peak construction; accordingly, during quarters 7 through 10 the garage will be able to meet the construction-generated demand of 548 construction worker parking spaces. Therefore, the Proposed Development would not result in a parking shortfall during construction.~~is proposed to be located on the Development Site or in an off-site parking facility located within the transportation study area – as defined in Chapter 14 of this EIS, "Transportation." If off-site parking within the transportation study area is not available, between Draft and Final EIS, Bally's will evaluate off-site parking facilities outside the transportation study area that may be used for construction workers, who would then be shuttled to the Development Site.~~

~~As part of the CTMP, Bally's will identify and analyze potential effects of the off-site parking facilities outside of the transportation study area. Between Draft and Final EIS, Bally's will submit the results of these analyses (transportation, noise, and air quality analyses) to the NYCDOT, NYCDEP, and the Lead Agency for review and approval.~~

~~Locations outside of the transportation study area will not be selected by Bally's if the selection of such facilities creates a new significant adverse transportation, noise, or air quality impact.~~

Air Quality

Detailed air quality modeling was completed to assess whether mobile source emissions during the construction stage would have the potential to result in significant adverse air quality impacts during construction. The dispersion modeling analysis of construction-related

air emissions for mobile construction sources determined that the Proposed Actions would not result in significant adverse construction impacts relating to mobile air quality.

Further, measures would be taken to reduce pollutant emissions during construction in accordance with all applicable laws, regulations, and building codes. These include dust suppression measures, idling restriction, and the use of ultra-low-sulfur diesel fuel (ULSD). Streets adjacent to the Development Site would be cleaned as frequently as needed by the construction contractor and water sprays would be used during loading/unloading to minimize dust generation. In addition to the required laws and regulations, an emissions reduction program would be used. With these emission reduction measures, significant adverse construction air quality impacts from stationary sources would not occur.

Noise

Construction-generated noise would ~~have the potential to~~not result in a significant adverse construction impact. ~~Chapter 22 of this EIS, "Mitigation," discusses potential measures to mitigate these potentially significant adverse noise impacts.~~

While noise increases would not exceed the NYC Noise code limit of 85 dB(A) at any receptor, construction is projected to increase noise levels highest at the Golf Course, where golfers could experience up to a 12 dB(A) - to 15- dB(A) increase in noise levels under worst-case conditions for up to 10 construction quarters (30 months). However, most work during construction quarters 6 through 8 – among the noisiest construction quarters – would occur in the interior fit-out phase and noise would be significantly reduced by the Proposed Facility's façade since it will be in place before interior fit-out work begins. The façade would likely attenuate noise that is generated within the building by a minimum of 10 dB(A), resulting in ~~in~~ significantly lower noise levels and smaller affected area during these quarters.

~~The nearest residences – more than 1,000 feet away from the Development Site along Emerson Avenue – are projected to experience an increase in the L_{eq} noise level of up to 5.4 dB(A) during quarters 6 and 8 during worst-case conditions. However, the L_{eq} noise level is projected to be 66.8 dB(A), a noise level that the *CEQR Technical Manual* classifies as "marginally acceptable" and where attenuation is not required. Interior fit-out is anticipated to begin in quarter 6 (around construction month 18), and the projected noise level does not consider the attenuation that would be provided by the installed façade in quarters 6 through 10. If the attenuation provided by the façade were to be considered, the L_{eq} noise level increase at nearby residences would likely be less than 5.4 dB(A) (and potentially no increase in the L_{eq} noise levels over ambient conditions) from quarter 6 onwards.~~

~~Construction during nighttime hours (10:00 PM to 7:00 AM) would be subject to the conditions imposed by the New York City Department of Buildings (DOB) as a condition of an After Hours Variance. Such conditions would include the implementation of an approved noise mitigation plan. By adhering to the approved noise mitigation plan, nighttime construction generated noise at nearby sensitive nighttime receptors would be minimized to the extent deemed appropriate by DOB.~~

The Development Site is near the teeing area of the Golf Course's driving range (a receptor) and holes 1, 9, 10, and 18. Golf Course users would only be exposed to the highest construction-noise levels in areas of the course that are nearest construction activities, notably the teeing area on holes 1 and 10, the green hole on 9, and the fairway on hole 18. The United States Golf Association recommends that a hole take between 13 and 17 minutes, depending on skill level and the par of the hole. Each hole is typically more than 100 yards, and noise levels therefore vary on each hole depending on the location of the golfer and the proximity of noise sources.

Assuming golfers are in each of the teeing area, fairway, and green for about 5 minutes, Golf Course users are projected to be closest to project-generated construction activities for about 25 minutes but could be more or less depending on the skill of the golfer. A duration of 25 minutes represents ~~approximately~~ less than 8 percent of an estimated 306-minute round of golf. In areas of the Golf Course that are farther away from the Development Site, construction-generated noise would be less.

The highest potential noise levels would be experienced nearest the construction site. The area within approximately 100 feet (approximately 33 yards) from the perimeter of the construction site represents an area less than 3 percent of the total Golf Course grounds. Based on the duration and magnitude of noise levels on the Golf Course, noise levels produced during construction would not have the potential to result in a significant adverse construction noise impact to golfers.

The Proposed Development is projected to increase traffic-generated noise during the construction period on Ring Road, potentially increasing noise exposure to Ferry Point Park. Based on the noise analysis, peak construction-generated traffic volumes are projected to result in an increment of up to 6.7 dB(A) at the exterior edge of Ring Road near the proposed bike lane within Ferry Point Park (receptor 36), which is representative of worst-case conditions in the Park. This noise increase would not rise to the level of a significant adverse impact because noise increases from vehicles passing along Ring Road would be transient and highest only during hours of peak construction-generated traffic. Outside of the peak construction period, construction-generated noise from construction vehicles on Ring Road would generally be less than the 6.7 dB(A) peak noise increase. The noise increase would also not rise to the level of a significant adverse impact because the area of greatest noise increase would be limited to the areas closest (adjacent to) Ring Road, and away from the areas of the Park typically used for passive recreation. Therefore, effects of construction-generated vehicles using Ring Road to access or egress the Development Site would not result in a significant adverse construction noise impact.

The nearest residences – more than 1,000 feet away from the Development Site along Emerson Avenue – are projected to experience a maximum increase in the L_{eq} noise level of 7.7 dB(A) during construction. If the attenuation provided by the façade were to be considered, the L_{eq} noise level increase at nearby residences is projected to be less than 7.7 dB(A) (and potentially no increase in noise levels) from quarter 6 onwards. Considering the maximum increase in noise level, limited duration of potential exposure (prior to interior fit-out) and distance between residences and construction, there would not be a significant adverse construction noise impact to the nearby residences.

Construction during nighttime hours would be subject to the conditions imposed by DOB as a condition of an After-Hours Variance. Such conditions would include the implementation of an approved noise mitigation plan. By adhering to the approved noise mitigation plan, nighttime construction-generated noise at nearby sensitive nighttime receptors would be minimized to the extent deemed appropriate by DOB and would not result in a significant adverse construction noise impact to nearby receptors.

~~The effects of construction-generated vehicles using Ring Road to access or egress the Development Site may also result in a potential significant adverse noise impact on portions of the Park. Additional analysis may be conducted between Draft and Final EIS to analyze the effects of construction-generated vehicular noise (including the additional potential increase in noise levels associated with construction on the Development Site) on the Park. Chapter 22 of this EIS, "Mitigation," discusses potential measures to mitigate this potentially significant adverse noise impact.~~

Other Technical Areas

Construction activities have the potential to affect other technical areas such as land use and public policy, socioeconomics, community facilities and services, open space, historic and cultural resources, natural resources, hazardous materials, neighborhood character, and infrastructure. For the Proposed Development, a preliminary analysis of construction effects was warranted for all technical areas with the exception of water and sewer infrastructure, because construction would not cause a disruption to existing water and sewer infrastructure.

Land Use and Public Policy

Construction of the Proposed Development would not affect existing land uses of the surrounding area. The Proposed Actions would allow a change in land use on public parkland, and portions of the Development Site would be alienated from public parkland and mapped within a C8-4 commercial district.

Nearby sensitive receptors include the Park (including the Golf Course) and the East River. Residential uses are sited over 1,000 feet from the Development Site.

Construction of the Proposed Development, including staging of building materials, would not occur beyond the Affected Area and would not affect existing land uses of the surrounding area. Construction of the Proposed Development would not alter or change public policies. However, the Proposed Development would further the goals included in the 2015 *Hutchinson River Parkway Transportation Corridor Study* by making privately funded infrastructure and safety improvements to the Ring Road and surrounding roadways. Accordingly, the Proposed Actions do not have the potential to result in a significant adverse construction related impact to land use and public policy, and no further analysis is warranted.

Socioeconomic Conditions

Construction of the Proposed Development would support the local community by providing up to approximately 1,400~~1,800~~ construction jobs for over two years. The construction would also indirectly generate jobs such as those related to the manufacturing of construction materials. Throughout construction, workers would be expected to use some of the neighborhood's existing retail and services, such as eating establishments, convenience stores, and retail shops. Thus, construction of the Proposed Development would promote the local economic development. Accordingly, the Proposed Actions do not have the potential to result in a significant adverse construction related impact to socioeconomic conditions, and no further analysis is warranted.

Community Facilities and Services

Construction of the Proposed Development would not affect a community facility or service. The Development Site is not adjacent to a community facility and project-generated construction would not affect nearby community facilities' ability to operate. Additionally, construction of the Proposed Development would not affect access to any community facilities or affect their service areas.

The Proposed Development would result in additional employees and construction workers on-site for a duration of more than two years, which could increase demand for police protection, fire protection, and emergency services. However, Bally's plans to include a construction fence around the construction site and employ a 24-hour guarded gate near the entrance during the 30-month construction period. Guards would provide additional security to the construction site and would contact police and emergency service providers during an emergency. The construction site plan also includes a fire access roadway around the

perimeter of the Development Site, which will remain unobstructed throughout the construction period to ensure access and circulation for emergency vehicles.

Finally, the Proposed Development would be designed and constructed in accordance with New York City Fire Code with review and approval by the NYC Fire Department (FDNY). FDNY will also review all fire-related building safety plans for the Proposed Development.

The Proposed Development would also not affect any nearby community facilities ability to operate. Thus, the construction effects on community facilities and services would not result in a significant adverse impact.

Open Space

The Proposed Actions would result in a direct effect the Park through minor changes to the existing Golf Course. During the winter season prior to the start of full construction (December to March when the Golf Course is closed to the public), reconfiguration of small areas of holes 1, 9, 10, and 18 would be implemented to allow play to continue during construction. New practice areas would be developed on the Golf Course and artificial lighting and additional fans would be added to portions of select holes and the driving range, as needed, to promote vegetative growth. If required, changes to seed mixes and shade-tolerant plantings would be installed during the winter season.

During construction of the Proposed Facility and replacement golf clubhouse, the maintenance building parking lot north of the Development Site – in the northwest corner of the Golf Course – would provide parking for employees and potentially for visitors. One or more double wide trailers would be sited near the maintenance facility as a temporary clubhouse to serve visitors with concessions, a check-in area, and bathrooms. Visitors would have access to public parking spaces in the Park, and Bally's may arrange for additional off-site parking within the Bronx; Shuttle services would provide visitors with continued access to the Golf Course throughout the construction period.

During construction, visitors would have continued access to the Golf Course (except when closed during winter) and other publicly-accessible areas of the Park. During construction, Ring Road would maintain at least one open lane at all times to ensure traffic circulation in the area.

Thus, visitors would have continued access to the Golf Course and would be provided similar amenities at alternate temporary locations without any effect on game play while the Proposed Development is under construction. Construction would not impede visitors from accessing the site or the Park via Ring Road. Therefore, the construction effects on open space resources would not result in a significant adverse construction related impact.

Historic and Cultural Resources

As described in Chapter 7 of this~~the~~ EIS, "Historic and Cultural Resources," project-generated construction would not result in the physical alteration or disturbance of a historic architectural or archaeological resource because there are no historic resources on or adjacent to the Development Site. SHPO's CRIS database shows no historic or cultural resources within 400 feet of the Affected Area. In a letter dated 24 September 2024, SHPO confirmed that there are no historic properties or historic resources on the Development Site.

As indicated in correspondence from LPC dated 02 April 2024, the Affected Area has no architectural or archeological significance.

Therefore, the Proposed Actions would not result in significant adverse construction related impacts to historic and cultural resources.

Natural Resources

As described in Chapter 9 of the EIS, "Natural Resources," the Affected Area is fully developed and largely impervious. Based on the findings of on-site field surveys, the Development Site is unlikely to serve large populations of terrestrial wildlife, and no threatened or endangered species are mapped across the Affected Area per NYSDEC. During the interior fit-out stage, newly planted native and non-invasive vegetation would be planted throughout the Development Site, offering new potential habitat for wildlife.

The existing freshwater wetland – located south of Ring Road and west of the Hutchinson River Expressway – would not be disturbed during construction, and all construction activities related to Ring Road would take place with appropriate soil erosion and sediment control measures in place to minimize the migration of sediments into the existing wetland. All project-generated stormwater would be conveyed through existing stormwater outfalls and would not require in-water work. Therefore, the construction effects on natural resources would not result in a significant adverse impact.

Hazardous Materials

The Development Site is within the footprint of a former municipal solid waste landfill that was closed in 1970. Engineering and institutional controls on the site provide regulatory oversight that preclude the potential for significant adverse hazardous materials impacts.

Ground-intrusive activities necessary to develop the Proposed Facility would be conducted pursuant to a change of use work plan approved by NYSDEC, and environmental oversight and monitoring would be conducted under the supervision of a licensed engineer. The licensed engineer would oversee the screening of excavated material, observe imported materials, and implement both a community air monitoring plan and the SWPPP. The SWPPP would address temporary (construction-related) stormwater management measures (as required by the State Pollutant Discharge Elimination System [SPDES] General Construction Permit required for the Proposed Development). Additionally, if required, a CHASP would be implemented for construction of the Proposed Development and reviewed and approved by NYSDEC prior to construction.

With construction activities occurring pursuant to a NYSDEC-approved construction work plan, the Proposed Actions would not result in significant adverse impacts related to hazardous materials.

Neighborhood Character

Project-generated construction would not significantly affect neighborhood character. The Development Site is within a public park and would be developed within the footprint of an existing surface parking lot, golf clubhouse, landscaping, and a portion of the Golf Course practice area – accessory uses to the Golf Course. The Development Site is over 1,000 feet from the residences in the Throggs Neck neighborhood and over 400 feet from the East River to create a separation between the Proposed Facility and these sensitive uses. Project-generated construction air emissions would not exceed CEQR impact criteria with the proposed construction measures outlined in the relevant subsections below. Construction-generated noise would have the potential to result in a significant adverse construction noise impact. Public access would continue to be available to the East River parking lot and the Golf Course throughout the construction period from the Waterfront Access Roadway, which runs along the western boundary of the Development Site. Additionally, project-generated construction would continue to allow through traffic on Ring Road, and would not narrow or close travel lanes on the Hutchinson River Expressway or any key through streets north of the

Development Site. Therefore, the construction effects on neighborhood character would not result in a significant adverse impact.

Alternatives

No-Action Alternative

In the No-Action Alternative, existing conditions on the Development Site and Ring Road are expected to remain. Uses that support the golf course would continue to occupy the Development Site. Ring Road would remain as a park roadway and would not be improved in accordance with the recommendations of the *Hutchinson River Parkway Transportation Corridor Study*.

Compared to the Proposed Actions, the No-Action Alternative would not result in the development of a gaming facility or generate additional demands for community resources such as police and fire protection, changes to open space resources, or increased demand for water, electricity, or solid waste and sanitation services. The No-Action Alternative would not result in any significant adverse impacts (as defined by the *CEQR Technical Manual*); however, the No-Action Alternative would not achieve the purpose and need of the Proposed Actions because there would be no new economic activity, including the approximately 3,500 permanent jobs and up to 1,400~~1,800~~ construction jobs that would not be created, and no privately funded improvements to the Park and Ring Road would be implemented.

No Unmitigated Significant Adverse Impacts Alternative

The No Unmitigated Impact Alternative analyzed the potential reduction in programming for a project that would not result in unmitigated significant adverse impacts. The No Unmitigated Impact Alternative analyzed was found to reduce the Proposed Development to a point where it would no longer be economically viable. While the No Unmitigated Impact Alternative would not be expected to result in any unmitigated potentially significant adverse shadows, noise, or traffic (operational and construction) impacts, it would no longer meet the programmatic goals or Purpose and Need of the Proposed Actions.

A sensitivity analysis was conducted to determine the amount by which the Proposed Development would need to be reduced such that there would be no unmitigated significant adverse impacts. The sensitivity analysis found that the Proposed Development could not be reduced in height to avoid significant adverse shadow impacts because of its location in a park, a sunlight-sensitive resource.

For noise, the Proposed Development would need to be reduced by up to approximately 58 percent (to approximately 42 percent of the total program) to avoid a significant adverse impact from mobile sources. Reduction of the Proposed Development by 58 percent would result in a gaming facility providing approximately 2,161 gaming positions, 210 hotel rooms, an 840-person capacity event space, and 2,562 sf of sundry retail space. While this reduced development program would not be expected to result in an unmitigated significant adverse noise impact, the Proposed Development would no longer meet the programmatic goals or Purpose and Need of the Proposed Actions.

To eliminate all unmitigated significant adverse traffic impacts at local intersections, the Proposed Development would need to be reduced by approximately 90 percent (to approximately 10 percent of the total program) to avoid all unmitigated significant adverse impacts (both operational and construction). Reduction of the Proposed Development by 90 percent would result in a gaming facility providing approximately 515 gaming positions, 50 hotel rooms, a 200-person capacity event space, and 610 sf of sundry retail space. While this

reduced development program would not result in an unmitigated significant adverse traffic impact, this reduced development program would, similar to the above, significantly compromise the goals or Purpose and Need of the Proposed Actions.

The Proposed Development cannot be reduced such that there would be an elimination of all unmitigated significant adverse traffic impacts on all highway segments within the transportation study area (both operational and construction). The Proposed Development's program could not be reduced to avoid unmitigated significant adverse transportation impacts because there are no measures that may be undertaken by Bally's to improve the operational capacity of the existing highway network.

The No Unmitigated Impact Alternative would not provide a destination gaming facility with gaming and recreational uses, hotel rooms, and accessory commercial uses necessary to complement the existing Golf Course.

Mitigation

Based on the analysis included in the preceding chapters, the Proposed Actions have the potential to result in significant adverse impacts related to shadows, transportation ~~(vehicular traffic)~~, noise, and construction (~~vehicular traffic and noise~~transportation). Measures to vastly improve or fully mitigate these significant adverse impacts to the extent practicable are identified and described below.

Shadows

The detailed shadow assessment analyzed the potential shadow impacts from the Proposed Development on Ferry Point Park, the East River, a wetland west of the Hutchinson River Expressway, and the future New York City Department of Transportation (NYCDOT) Wetland Mitigation project area. Based on this analysis, the Proposed Development would result in significant adverse impacts to discrete locations of the Golf Course's vegetation (grass) closest to the proposed buildings in several limited areas. Because of project-generated shadows on the Golf Course, adverse impacts may also result on portions of holes 1, 9, 10, and 18 with respect to utilization.

Because of these significant adverse impacts to small portions of the vegetation of the Golf Course and to ensure player/pedestrian safety on the Golf Course and near the Proposed Facility, mitigation measures are proposed ~~for several~~ to holes 1, 9, 10, and 18 and the driving range of the Golf Course, and the conceptual design of the reconfigured golf holes and practice facility was refined between Draft and Final EIS. No work would occur outside of the Golf Course licensed area, and all changes to the Golf Course would be within areas licensed to Bally's. Hole 18 ~~may be partially~~ would be reconfigured to move portions of ~~these holes~~ the fairway and the green away from the Proposed Facility. Additionally, portions of holes 1, 9, and 10 ~~may also~~ would be slightly reconfigured ~~or relocated~~. ~~Any~~ The proposed Golf Course reconfiguration ~~would be~~ has been reviewed and conceptually approved by ~~Nicklaus Design~~ 1-JN and the New York City Department of Parks and Recreation (NYC Parks). Further, to support vegetative growth, changes to seed mixes, changes to turf maintenance protocols, the addition of fans, and artificial sunlight may be incorporated within impacted areas of the Golf Course, as needed and pursuant to consultation and approval by ~~Nicklaus Design~~ 1-JN and NYC Parks. Bally's would also introduce full-shade and shade-tolerant vegetation in areas near the Proposed Facility.

As a part of mitigation and to ensure player and Park visitor safety, Bally's may employ measures to minimize the potential for golf balls to land outside the Golf Course. Bally's staff

will collect balls by hand during the off-season that may land outside of the Golf Course and return them to the course. Bally's will perform restoration activities of any native grasses if damage occurs through ball accumulation throughout the season. Existing fencing around the edge of the Golf Course's licensed premises would continue to be maintained by Bally's with the changes to the course. Further, the natural design and layout of the course will act as a means to guard against errant golf balls.

~~The conceptual design of the reconfigured golf holes and practice facility and inclusion of other measures to mitigate the significant adverse impacts resulting from the Proposed Development would be further refined between Draft and Final EIS. With these mitigation measures, significant adverse impacts would be fully mitigated. If any of the mitigation measures are deemed to be infeasible and no alternative mitigation measures can be identified, then significant adverse shadow impacts would remain unmitigated.~~With the proposed mitigations, the significant adverse shadows impact would be fully mitigated at holes 1, 9, and 10, and partially mitigated at hole 18 and the driving range.

Transportation

As discussed in Chapter 14 of this EIS, "Transportation," the Proposed Actions would have the potential to result in significant adverse traffic impacts during one or more peak hours at up to seven intersection approaches/lane groups at six study area intersections. The significant adverse traffic impacts could either be entirely mitigated or would remain unmitigated in the future with the Proposed Development as described in detail below.

- The potentially significant adverse traffic impacts to the northbound Hutchinson River Parkway Service Road left-turn movement at Lafayette Avenue would ~~remain unmitigated but would be vastly improved~~be mitigated with the proposed overpass, signal phasing and timing modifications, and geometric and striping ~~compared to the With Action Condition~~ during the weekday midday and PM and Saturday midday and PM peak hours.
- The potentially significant adverse traffic impacts to the westbound Lafayette Avenue left-turn movement at the Southbound Hutchinson River Parkway Service Road ~~would remain unmitigated~~ be mitigated with the proposed overpass, signal phasing and timing modifications, and geometric and striping modifications during the weekday AM, midday, PM, and Saturday midday and PM peak hours. ~~Potential alternative mitigation measures will be explored for this intersection between the DEIS and FEIS in consultation with NYCDOT.~~
- The potentially significant adverse traffic impacts to the eastbound Bruckner Boulevard right-turn movement would remain unmitigated during the weekday AM, midday, PM, and Saturday midday and PM peak hours. In consultation with NYCDOT, signal timing modifications were explored determined not to be feasible as a potential mitigation measure.~~Potential alternative mitigation measures will be explored for this intersection between the DEIS and FEIS in consultation with NYCDOT.~~
- The potentially significant adverse traffic impacts to the eastbound Lafayette Avenue and westbound Lafayette Avenue approaches at the Cross Bronx Expressway Extension Southbound Service Road and Saint Raymond's New Cemetery Gate would be mitigated during the weekday AM, midday, PM, and Saturday midday and PM peak hours by implementing parking restrictions and re-striping the eastbound Lafayette Avenue approach to the intersection.
- The potentially significant adverse traffic impacts to the westbound Lafayette Avenue right-turn movement at Brush Avenue would be mitigated with proposed signal timing

modifications during the weekday AM, midday, PM, and Saturday midday and PM peak hours.

- The potentially significant adverse traffic impacts to the eastbound Schley Avenue approach at the southbound Hutchinson River Parkway Service Road would be mitigated during the weekday AM, midday, and PM peak hours and would remain unmitigated but vastly improved during the Saturday midday and PM peak hours compared to the With-Action Condition with parking restrictions and lane re-striping along the southbound Hutchinson River Parkway Service Road approach to the intersection.

As discussed in Chapter 14 of this EIS "Transportation," the Proposed Development would result in significant adverse traffic impacts to two highway segments during the Weekday AM peak hour, ~~to five~~ four highway segments during the Weekday midday peak hour, ~~eight~~ nine highway segments during the Weekday PM peak hour, nine highway segments during the Weekend midday peak hour, and eight highway segments during the Weekend PM peak hour. ~~The identification of significant adverse impacts on the highway network is not uncommon for projects of this scale, especially where, like here,~~ The Hutchinson River Parkway/Expressway, Cross Bronx Expressway, Bruckner Expressway, and Throgs Neck and Whitestone Bridges are all in the immediate vicinity of the Proposed Development and are projected to be utilized to serve as the primary routes to/from the Proposed Facility. Potential measures to provide more capacity along these highways such as additional lanes are not practicable or reasonable. Therefore, the significant adverse impacts identified in the EIS would be remain unmitigable.

In the 2030 With-Action Condition, travel from the northbound Hutchinson River Parkway Service Road to the southbound Hutchinson River Parkway Service Road would require travel through the respective signalized intersections at Lafayette Avenue. Bally's has proposed constructing a one-way westbound overpass from the northbound Hutchinson River Parkway Service Road to the southbound Hutchinson River Parkway Service Road that would enable traffic to bypass their respective signalized intersections at Lafayette Avenue. The proposed overpass has received conceptual approval from NYSDOT (see Appendix K) prior to the preparation of this FEIS and has been included in the 2030 With-Action-with-Mitigation Condition analysis for this FEIS. The design of the proposed overpass as well as any construction related permits will be coordinated with NYSDOT and NYCDOT for their review and approval.

The overpass would be signalized at its intersection with the southbound Hutchinson River Parkway Service Road. Turning movements at the signalized intersection of the southbound Hutchinson River Parkway Service Road and the Proposed Overpass would operate at Level of Service D or better during the weekday AM, midday, and PM, and Saturday midday and PM peak hours.

Significant adverse impacts identified at the intersection of Lafayette Avenue and the northbound Hutchinson River Parkway Service Road and at the intersection of Lafayette Avenue and the southbound Hutchinson River Parkway Service Road would be fully mitigated during the weekday AM, midday, and PM and Saturday midday and PM peak hours with the proposed overpass and associated geometric and signal phasing and timing improvements described in Chapter 22 of this EIS, "Mitigation." ~~However, Bally's is exploring the feasibility of constructing a one-way westbound overpass from the northbound Hutchinson River Parkway Service Road to the southbound Hutchinson River Parkway Service Road that would enable traffic to bypass the signalized intersections at Lafayette Avenue. Significant adverse impacts identified at the intersection of Lafayette Avenue and the northbound Hutchinson River Parkway Service Road and at the intersection of Lafayette Avenue and the southbound Hutchinson River Parkway Service Road would be fully mitigated or vastly improved during~~

~~one or more peak hours analyzed if the overpass is determined to be practicable and feasible. The potential overpass will be further explored by Bally's in consultation with relevant City, State and Federal agencies between the Draft and Final EIS. If the overpass is deemed infeasible and no alternative mitigation measures can be identified, then the significant adverse traffic impacts at the intersection of Lafayette Avenue and the northbound Hutchinson River Parkway Service Road and at the intersection of Lafayette Avenue and the southbound Hutchinson River Parkway Service Road would remain unmitigated.~~

Traffic Monitoring Plan

The feasibility of the proposed mitigation measures will be further explored by Bally's in a post-construction Transportation Monitoring Plan (TMP). The TMP will be established by Bally's in coordination with the Lead Agency and collaboration with NYCDOT, NYSDOT, NYC Parks, NYCDEP, and MTA (TBTA) with the purpose to measure the actual travel demand generated by the Proposed Actions at the time the Proposed Development is complete and will include the roadway improvements that have been implemented in the study area at that time. The TMP, if necessary, will revise the traffic analyses based on the new travel demand surveys and would incorporate NYCDOT improvement projects that have been implemented in the study area. The TMP and supporting documentation will be reviewed by applicable agencies, including the Lead Agency, NYCDOT, NYSDOT, NYC Parks, and MTA (TBTA). At the time of the TMP's implementation, if reviewing agencies determine that additional or alternative mitigation measures would more adequately address traffic impacts, Bally's would work with NYCDOT and appropriate reviewing agencies, as needed, to evaluate the feasibility and implementation of such mitigation measures. If, based on the TMP, any of the mitigation measures are deemed to be infeasible and no alternative mitigation measures can be identified at that time, then the significant adverse traffic impacts would continue to remain unmitigated.

Noise

As discussed in Chapter 17 of this EIS, "Noise," a potentially significant adverse noise impact could result from project-generated traffic along Ring Road. This potential significant adverse noise impact could occur within the Park in the area that is west of the Hutchinson River Expressway and within approximately 100 feet exterior (west) to ~~immediate to the exterior of~~ Ring Road. Within this area, noise levels are projected to increase by up to 5.6 dB(A). As this noise increase exceeds the CEQR noise impact criteria of 3 dB(A), it constitutes a significant adverse noise impact due to mobile sources. During the noisiest peak hour, L_{eq} noise levels are projected to increase by up to 5.6~~9.6~~ dB(A) over the No-Action noise level (or 2.6~~6.6~~ dB(A) over the impact threshold) at a single noise analysis location.

~~This potential significant adverse noise impact may be mitigated by one or more of the following potential mitigations:~~

- ~~Incorporate a noise attenuating barrier near the boundary between Ring Road and the Park that would provide at least 6.6 dB(A) of noise attenuation.~~
- ~~Implement travel demand management measures to minimize project generated vehicle trips, which would reduce noise levels generated by project-generated traffic on this portion of Ring Road.~~
- ~~Implement traffic mitigations that reduce traffic generated noise west of the Hutchinson River Expressway and immediate to the exterior of Ring Road.~~

~~If mitigation is deemed infeasible and no alternative mitigation measures can be identified, then this significant adverse noise impact would remain unmitigated.~~Measures to mitigate this

impact were explored in coordination with NYC Parks between Draft and Final EIS. However, no practicable or feasible mitigation was identified. Mitigation measures such as a noise barrier were determined infeasible or impractical. These barriers would affect park users' visual experience, visibility, and accessibility within and around the Park. Thus, the significant adverse noise impact would remain unmitigated.

Construction

Transportation

As discussed in Chapter 20 of this EIS, "Construction," potentially significant adverse traffic impacts could result from the construction of the Proposed Development during at least one of the weekday AM or PM construction peak hours at up to threefive intersection approaches/lane groups at five study area intersections.

The potentially significant adverse construction traffic impacts at the impacted intersection approaches/lane groups would either be mitigated or would remain unmitigated in the future during Construction of the Proposed Development as described in detail below.

- The potentially significant adverse traffic impact to the northbound Hutchinson River Parkway Service Road left-turn movement at Lafayette Avenue during the weekday AM construction peak hour would remain unmitigated but vastly improved compared to the Construction With-Action Condition with implementation of traffic signal timing modifications.
- The potentially significant adverse traffic impacts to the westbound Lafayette Avenue left-turn movement at the southbound Hutchinson River Parkway Service Road during the weekday AM and PM construction peak hours would remain unmitigated during construction of the Proposed Development.
- ~~The potentially significant adverse traffic impact to the eastbound Bruckner Boulevard right-turn movement at Brush Avenue during the weekday AM construction peak hour would remain unmitigated during construction of the Proposed Development.~~
- The potentially significant adverse traffic impact to the eastbound Lafayette Avenue approach to the Cross Bronx Expressway Extension Southbound Service Road and Saint Raymond's New Cemetery Gate during the weekday PM construction peak hour would remain unmitigated during construction of the Proposed Development.
- ~~The potentially significant adverse traffic impact to the eastbound Schley Avenue approach to the Hutchinson River Parkway Southbound Service Road during the weekday AM construction peak hour would be mitigated with implementation of on-street parking restrictions and lane re-striping.~~

Construction Traffic Monitoring Plan

The feasibility of the proposed mitigation measures will be further explored by Bally's during construction of the Proposed Development with the implementation of a CTMP. The CTMP will project the actual travel demand by construction workers and deliveries associated with construction of the Proposed Development and will include the roadway improvements that have been implemented in the Study Area at that time. Additionally, and in consultation with NYCDOT, the CTMP will also evaluate the potential need to deploy temporary Traffic Enforcement Agents (TEAs) during the weekday morning and evening construction peak hours to the intersections of Bruckner Boulevard and Brush Avenue and the Lafayette Avenue intersections with the north and southbound Hutchinson River Parkway Service Roads.

At least nine months prior to the start of construction, Bally's will submit a CTMP scope of work for NYCDOT review. As part of this process, additional review by NYC Parks, MTA (TBTA), NYCDEP, and NYSDOT may be required prior to NYCDOT approval. In consultation with NYCDOT, the CTMP will re-evaluate and update traffic analyses for intersections within the study area identified in this EIS during the construction peak hours analyzed in this EIS.

If, based on the CTMP, any of the mitigation measures are deemed to be infeasible and no alternative mitigation measures can be identified at that time, then the significant adverse construction traffic impacts would remain unmitigated.

~~Additionally, as discussed in Chapter 20 of this EIS, "Construction," the CTMP would require Bally's to analyze trips to and from off-site parking facilities located outside the transportation study area, if construction workers are not able to park on the Development Site or within the transportation study area. Such trips could result in significant adverse traffic, air quality, or noise impacts in the areas where the off-site parking facilities are located. To avoid any potential impacts, Bally's is committing that respective off-site parking facilities will not be utilized if they create new significant traffic, air quality, or noise impacts. The scope for this analysis and the analysis would be reviewed by NYCDOT and NYCDEP.~~

As discussed in Chapter 20 of this EIS, "Construction," potentially significant adverse temporary traffic impacts could result from the construction of the Proposed Development at four~~five~~ highway segments (of the 61 segments analyzed) during the weekday PM construction peak hour. The duration of these impacts would be limited and would be separate from the impacts to operational traffic.

There are no proposed mitigation measures to the highway network. The proposed mitigation measures described for the local intersections may help reduce the overall impacts at the local streets/signalized intersections, but the four~~five~~ highway segments that are projected to experience a potentially significant adverse impact in the weekday construction PM peak hour would remain unmitigated during construction.

~~***Noise***~~

~~*Golf Course*~~

~~As discussed in Chapter 20 of this EIS, "Noise," a significant adverse construction noise impact could occur at the Golf Course near the driving range and holes 1, 9, 10, and 18. At these locations, golfers could experience up to a 12- to 15-dB(A) increase in noise levels under worst-case conditions for up to 10 construction quarters (30 months). The noise analysis assumed that an eight-foot-tall construction barrier (i.e., a plywood fence) would provide 10 dB(A) of attenuation.~~

~~This potential significant adverse construction noise impact could be mitigated by one or more of the following potential mitigations:~~

- ~~Incorporate additional noise attenuation into the proposed temporary construction noise barrier (e.g. concrete wall or multi-layered plywood fence);~~
- ~~Increase the height of the proposed temporary construction noise barrier up to 15 feet;~~
- ~~Incorporate additional temporary construction noise barriers between certain noise-sensitive receptors (i.e. the driving range and the green of hole 9) and construction activities;~~
- ~~Restrict the location of certain pieces of construction equipment on the Development Site; or~~

- ~~Restrict the times when certain pieces of construction equipment can be used.~~

~~With these measures in place, significant adverse construction noise impacts on the Golf Course would be mitigated. Additional construction noise modeling/analysis may be conducted between the Draft and Final EIS and will be further explored by Bally's in consultation with the relevant agencies. Such modeling may reduce the extent of, or eliminate, the potential significant adverse construction noise impact.~~

~~*Ferry Point Park*~~

~~Construction generated vehicles using Ring Road to access or egress the Development Site may also result in a potential significant adverse noise impact on portions of the Park.~~

~~This potential significant adverse construction noise impact could be mitigated by one or more of the following potential mitigations:~~

- ~~Install a temporary construction noise barrier (e.g., a plywood fence) along the exterior of Ring Road. The noise barrier could extend to a height that exceeds those of engines on a typical construction vehicle;~~
- ~~Restrict vehicle speeds along Ring Road;~~
- ~~Restrict the times when certain vehicles travel along Ring Road (i.e., outside of primary hours of the Park);~~
- ~~Reduce the number of workers traveling to and from the Development Site in peak construction hours; or~~
- ~~Restrict the number of construction generated passenger car equivalents that travel along Ring Road at certain times.~~

~~With these measures in place, significant adverse construction noise impacts on Ferry Point Park would be mitigated. Additional construction noise modeling/analysis may be conducted between the Draft and Final EIS and will be further explored by Bally's in consultation with the relevant agencies. Additional mitigation(s) may also be evaluated and proposed between Draft and Final EIS to address the effects of construction generated vehicular noise (including the additional potential increase in noise levels associated with construction on the Development Site) on the Park.~~

Unavoidable Adverse Impacts

As described in Chapter 22 of this EIS, "Mitigation," the Proposed Actions are expected to result in significant adverse impacts in the area of shadows, ~~noise (operational and construction) and~~ transportation, noise (operational), and construction (transportation). To the greatest extent practicable, mitigation measures have been proposed for the identified significant adverse impacts in coordination with NYC Parks, NYCDOT, and NYCDEP. However, at this time, no practicable mitigation has been identified to fully mitigate the significant adverse impacts for shadows, noise, and vehicular traffic (operational and construction), and there are no reasonable alternatives that would meet the purpose and need of the Proposed Actions, eliminate potential impacts, or not cause other or similar significant adverse impacts. These instances, which are listed and described below, are considered unavoidable adverse impacts.

Shadows

The Proposed Actions would result in significant adverse impacts to discrete locations of the Golf Course's vegetation (grass) closest to the proposed buildings in limited areas. This may

adversely affect portions of holes 1, 9, 10, and 18 with respect to utilization. Because of these impacts to small portions of the vegetation of the Golf Course and to ensure player/pedestrian safety on the Golf Course and near the Proposed Facility, mitigation measures are proposed for several holes and the driving range of the Golf Course in Chapter 22 of the EIS, "Mitigation." Hole 18 would~~may~~ be partially reconfigured to move portions of the fairway and green~~hole~~ away from the Proposed Facility. Additionally, portions of holes 1, 9, and 10 ~~may~~ would also be slightly reconfigured or relocated.

The proposed Golf Course reconfiguration has been reviewed and conceptually approved by 1-JN and the New York City Department of Parks and Recreation (NYC Parks).~~Any Golf Course reconfiguration would be reviewed and approved by Nicklaus Design and NYC Parks pursuant to the existing concession agreement between Bally's and NYC Parks.~~ Further, to support vegetative growth, changes to seed mixes, changes to turf maintenance protocols, the addition of fans, and artificial sunlight may be incorporated within the impacted areas of the Golf Course, as needed and pursuant to consultation and approval by ~~Nicklaus Design~~1-JN and NYC Parks. Bally's would~~may~~ also introduce full-shade and shade-tolerant vegetation in areas near the Proposed Facility.

~~The conceptual design of the reconfigured golf holes and practice facility and inclusion of other measures to mitigate the significant adverse impacts resulting from the Proposed Development would be further refined between Draft and Final EIS.~~

With these mitigation measures, significant adverse impacts would be fully mitigated at holes 1, 9, and 10, and partially mitigated at hole 18 and the driving range~~partially mitigated~~. Because hole 18 and the driving range cannot be fully mitigated, these significant adverse impacts~~If any of the mitigation measures are deemed to be infeasible and no alternative mitigation measures can be identified, then impacts to holes 1, 9, 10 and 18 and the driving range of the Golf Course~~ would remain unmitigated and constitute unavoidable significant adverse impacts.

Transportation

The Proposed Actions would result in significant adverse transportation impacts in the area of vehicular traffic. The analysis identified seven traffic intersection/approach lane groups in the study area that would experience a significant adverse impact in at least one peak hour. As described in Chapter 22 of this EIS, "Mitigation," several of the significant adverse impacts related to traffic could be mitigated with a proposed highway overpass, traffic signal phasing and timing modifications, on-street parking restrictions, geometric and striping modifications, and/or lane assignment modifications. However, two~~four~~ of the adversely impacted intersections would remain unmitigated with the Proposed Actions. In the absence of feasible mitigation measures, the traffic impacts during these peak hours would continue to remain unmitigated and would constitute unavoidable significant adverse impacts.

Bally's has proposed constructing a one-way westbound overpass from the northbound Hutchinson River Parkway Service Road to the southbound Hutchinson River Parkway Service Road that would enable traffic to bypass their respective signalized intersections at Lafayette Avenue. The proposed overpass has received conceptual approval from NYCDOT and New York State Department of Transportation (NYSDOT) prior to the preparation of this Final Environmental Impact Statement (FEIS) and has been included in the With-Action-with-Mitigation Condition analysis for this FEIS. Final design of the proposed overpass will be completed prior to commencement of construction of the proposed overpass, and approvals of the final design would be required from relevant agencies, such as NYSDOT and NYCDOT. ~~Bally's is exploring the feasibility of constructing a one-way westbound overpass from the northbound Hutchinson River Parkway Service Road to the southbound Hutchinson River~~

~~Parkway Service Road. This potential overpass would enable traffic to bypass the signalized intersections at Lafayette Avenue.~~ Significant adverse impacts identified at the intersection of Lafayette Avenue and the northbound Hutchinson River Parkway Service Road and at the intersection of Lafayette Avenue and the southbound Hutchinson River Parkway Service Road would be fully mitigated ~~or vastly improved~~ during ~~one or more~~ peak hours analyzed with the proposed overpass. ~~if the overpass is determined to be practicable and feasible. The potential overpass will be further explored by Bally's in consultation with relevant City, State, and Federal agencies between the Draft and Final EIS.~~

The Proposed Development would also result in significant adverse traffic impacts to two highway segments during the Weekday AM peak hour, ~~five~~ four highway segments during the weekday midday peak hour, nine~~eight~~ highway segments during the weekday PM peak hour, nine highway segments during the weekend midday peak hour, and eight highway segments during the weekend PM peak hour. Potential measures to provide more capacity along these highways such as additional lanes are not practicable or reasonable. Due to the absence of feasible mitigation measures, these traffic impacts would continue to remain unmitigated and would constitute unavoidable significant adverse impacts.

Traffic Monitoring Plan

As described in Chapter 14 of this EIS, "Transportation" and Chapter 22 of this EIS, "Mitigation," the feasibility of the proposed mitigation measures will be further explored by Bally's in a post-construction TMP. The TMP will be established by Bally's in coordination with the Lead Agency and in collaboration with NYCDOT, NYSDOT, NYC Parks, NYCDEP, and MTA (TBTA) with the purpose to measure the actual travel demand generated by the Proposed Actions at the time the Proposed Development is complete and will include the roadway improvements that have been implemented in the study area at that time. The TMP, if necessary, will revise the traffic analyses based on the new travel demand surveys and would incorporate NYCDOT improvement projects that have been implemented in the study area. The TMP and supporting documentation will be reviewed by applicable agencies, including the Lead Agency, NYCDOT, NYSDOT, NYC Parks, and MTA (TBTA). At the time of the TMP's implementation, if reviewing agencies determine that additional or alternative mitigation measures would more adequately address traffic impacts, Bally's would work with NYCDOT and appropriate reviewing agencies, as needed, to evaluate the feasibility and implementation of such mitigation measures. If, based on the TMP, any of the mitigation measures are deemed to be infeasible and no alternative mitigation measures can be identified at that time, then the significant adverse traffic impacts would continue to remain unmitigated.

Noise

As discussed in Chapter 17 of this EIS, "Noise," a potentially significant adverse noise impact could result from project-generated traffic along Ring Road. This potential significant adverse noise impact could occur within the Park in the area that is west of the Hutchinson River Expressway and approximately 100 feet exterior (west) to ~~immediate to the exterior of~~ Ring Road. This noise impact would not disturb other areas of the Park where users are more likely to recreate. Increases in noise would be less as users move away from Ring Road.

While the noise levels would not exceed the CEQR threshold for nuisance levels, L_{eq} noise levels could increase by more than 3 dB(A) over the No-Action noise levels during peak hours at a single noise analysis location. During the noisiest peak hour, L_{eq} noise levels are projected to increase by up to 5.6~~9.6~~ dB(A) over the No-Action noise level (2.6~~6.6~~ dB(A) above the applicable impact threshold). As this noise increase exceeds the CEQR noise impact criteria of

3 dB(A), it constitutes a significant adverse noise impact due to mobile sources.~~Measures to mitigate these impacts are outlined in Chapter 22 of this EIS, "Mitigation."~~

Measures to mitigate this impact were explored in coordination with NYC Parks between Draft and Final EIS. However, no practicable or feasible mitigation was identified. Mitigation measures such as a noise barrier were determined infeasible or impractical. These barriers would affect users' visual experience, visibility, and accessibility within and around the Park. Because no ~~If this~~ mitigation measures ~~is~~were deemed ~~in~~feasible and no alternative mitigation measures could~~can~~ be identified, ~~then~~ this significant adverse noise impact would remain unmitigated.

Construction

The Proposed Actions would result in significant adverse construction impacts in the area of vehicular traffic. The analysis identified three~~five~~ traffic intersection/approach lane groups in the study area could experience a significant adverse impact during at least one of the weekday AM and PM construction peak hours. As described in Chapter 22 of this EIS, "Mitigation," several of the significant adverse impacts related to construction traffic could be mitigated with traffic signal timing modifications~~, on-street parking restrictions, and/or lane assignments~~. However, one of the three ~~of the~~ adversely impacted intersections would remain unmitigated with the Proposed Actions and would constitute unavoidable significant adverse impacts.

Potentially significant adverse traffic impacts could result from the construction of the Proposed Development at four~~five~~ highway segments during the weekday PM construction peak hour. There are no proposed mitigation measures to the highway network. The proposed mitigation measures described for the local intersections may help reduce the overall impacts at the local streets/signalized intersections, but the one highway segment (the southbound Cross Bronx Expressway Approaching I-695 Merge, during the weekday PM construction peak hour) may continue to experience an unmitigated significant adverse impact.

Construction Traffic Monitoring Plan

As described in Chapter 20 of this EIS, "Construction" and Chapter 22 of this EIS, "Mitigation," the feasibility of the proposed mitigation measures will be further explored by Bally's during construction of the Proposed Development with the implementation of a CTMP. The CTMP will be developed by Bally's and established prior to the start of construction, in coordination with the Lead Agency and in collaboration with NYCDOT, NYSDOT, NYC Parks, NYCDEP, and MTA (TBTA). The purpose of the CTMP is to identify the actual travel and parking demand by construction workers and deliveries associated with construction of the Proposed Development and will include the roadway improvements that have been implemented in the study area at that time. The CTMP and supporting documentation will be reviewed by applicable agencies, including the lead agency, NYCDOT, NYSDOT, NYC Parks, and MTA (TBTA). At the time of the CTMP's implementation, if reviewing agencies determine that additional or alternative mitigation measures would more adequately address traffic impacts, Bally's would work with NYCDOT and appropriate reviewing agencies, as needed, to evaluate the feasibility and implementation of such mitigation measures. If, based on the CTMP, any of the mitigation measures are deemed to be infeasible and no alternative mitigation measures can be identified at that time, then the significant adverse construction traffic impacts would remain unmitigated.

Growth-Inducing Aspects of the Proposed Actions

The Proposed Development would generate jobs and tax revenue, improve public infrastructure, enhance street safety, and provide Park improvements and replacement parkland consistent with the requirements of the State alienation legislation. Thus, the Proposed Development would be consistent with public policies such as *OneNYC 2050* and *Rebuild, Renew, Reinvent*: *Blueprint for New York City's Economic Recovery* and the vision set forth in *NYC Streets Plan* and the *Waterfront Revitalization Program*.

The Proposed Actions would allow more intensive land uses on the Development Site and may increase the demand for community resources such as police and fire protection, demand for water, electricity, and solid waste and sanitation services, and retail. However, the Development Site is generally isolated from surrounding goods and services because of its location within the Park. The Proposed Development includes a regional entertainment destination, and the uses on the Development Site are anticipated to satisfy most of the demand for accommodations and food services generated by the Proposed Actions. The project-generated demand for additional services would be limited and would largely be satisfied by the existing nearby commercial and community facilities, as well as the project-generated commercial and recreational uses.

Once constructed, the Proposed Development would introduce approximately 3,500 new jobs. However, these new jobs are not expected to significantly affect real estate market conditions in the Study Area. Based on existing trends, most employees are anticipated to reside outside of the Study Area and commute to the Development Site. As described in Chapter 3 of this EIS, "Socioeconomic Conditions," the Study Area and the Bronx have existing capacity to accommodate the project-generated housing demand within the existing vacant units.

The Proposed Actions are limited to the Affected Area, which includes the Development Site and Ring Road. Zoning capacity would not be increased outside of the Proposed Rezoning Area. The Proposed Actions would not introduce new public infrastructure (e.g., develop a public sewer line in an area not currently served by sewers) or greatly increase infrastructure capacity that would induce or unlock development in secondary areas. With the Proposed Actions, a City Street would be created (mapped) where none currently exists (Ring Road). However, other than the Development Site, the land that fronts along Ring Road is limited to areas of the Park or Schley Avenue, areas that are and will continue to be under ownership of the City of New York. Thus, the Proposed Actions would not generate the potential for new private development to occur along Ring Road.

Overall, the Proposed Actions would not have significant potential to induce growth outside of the Development Site. The proposed rezoning would not change the zoning outside of the Proposed Rezoning Area and would not allow new development on other portions of the Park. Areas of the Park outside of the Affected Area would continue to have the protections of mapped parkland and will continue to be under the jurisdiction of NYC Parks.

Irreversible and Irretrievable Commitments of Environmental Resources

Both natural and manufactured resources would be used in the demolition, construction, and operation of the Proposed Development. These resources include: time and materials used in construction; energy (gas and electricity) consumed during construction and operation of the project when complete; and human effort (time and labor) required to plan, design, develop, construct, and operate various components of the development. These resources likely could

not be reused and are thus considered permanently committed to future development resulting from the Proposed Actions.

The Proposed Actions would facilitate a long-term commitment of land resources in the Affected Area and remove public parkland. This commitment of land would render the proliferation of other land uses on the Development Site or Ring Road highly unlikely. The Proposed Actions would allow a new gaming facility on the Development Site, which would remove the existing golf clubhouse, surface parking lot, a portion of the golf course practice area and additional landscaping within the Golf Course. This development would only occur with the Proposed Actions, which would include the removal of parkland from the Park.

As described in Chapters 2 through 24 of this EIS, new development on the Development Site would result in up to 3,500 permanent jobs, up to 1,400~~1,800~~ temporary construction jobs, and significant tax revenue for both the City and State. Additionally, the Proposed Actions would allow improvements to Ring Road to enhance circulation, safety, and access to the Park (on the east and west sides of the Whitestone Bridge), as well as the Development Site for pedestrians, cyclists, and vehicles.

The Proposed Actions would enable Bally's to construct the Proposed Facility, replacement golf clubhouse, and improvements to the Waterfront Access Roadway and Ring Road. This would change the land use on the Development Site from parkland (containing the golf clubhouse, surface parking, a portion of the practice area and landscaping) to gaming, recreational, and associated accessory uses. Funds and human efforts committed to the planning, design, construction, and operation of project-generated development would not be available for other projects.

Habitat within the Development Site generally comprises previously developed areas such as paved surfaces, buildings, and landscaping. Habitat within Ring Road generally comprises an active paved roadway, the Whitestone Bridge, and adjoining landscaped areas. A freshwater wetland is present south of Ring Road. The Proposed Development allowed by the Proposed Actions would not significantly alter the character of the existing Study Area. Buildings, paved surfaces, and landscaping would still be present on the Development Site with the Proposed Actions and Ring Road would remain an active roadway. The majority of the Golf Course (including all 18 golf holes) and existing vegetated parkland to the west and south of Ring Road and along the East River would remain undisturbed by the Proposed Development. Additionally, work would not occur within the freshwater wetland and no impacts to natural resources nearby are anticipated.

Per the *CEQR Technical Manual*, when considering the trade-offs of the project, short-term losses are weighed against the long-term benefits of the Proposed Actions. The Proposed Actions would respond to multiple land use goals and objectives outlined in public policies such as *OneNYC 2050, Rebuild, Renew, Reinvent: Blueprint for New York City's Economic Recovery*, and the 2015 *Hutchinson River Transportation Corridor Parkway Study*. In addition to the Proposed Facility, Park improvements and replacement parkland would be provided consistent with the requirements of the State alienation legislation. Bally's would contribute funds to the City of New York to be devoted to NYC Parks for such public improvements and would deed the designated new parkland to NYC Parks. Improvements to Ring Road would be privately funded by Bally's and include roadway widening, new pedestrian and cycling infrastructure, and improvements to stormwater drainage.

In conclusion, the Proposed Actions would allow the development of a new gaming facility and replacement golf clubhouse, which would generate new jobs, significant economic activity, and tax revenue for both the City and State. The Proposed Facility would complement the Golf Course and the Park, and improvements to Ring Road would be compatible with the roadway's

existing use as a vehicular throughway that provides access to the Park and the Golf Course. The Proposed Actions would not result in an immediate or long-term loss of environmental resources, since the Proposed Development would not negatively affect any nearby natural resources, and the Development Site has been previously developed as a municipal solid waste landfill before the landfill was closed and redeveloped as a Golf Course with supportive uses. The long-term commitment of land resources needed for the Proposed Development would be balanced by the beneficial aspects of the project including economic development, job creation, park and roadway improvements, and resiliency measures in accordance with City policy goals.

Effects on Disadvantaged Communities

Effective 30 December 2024, Section 8-0109(2)(k) of the New York State Environmental Conservation Law requires that this Environmental Impact Statement (EIS) include a statement of the effects of the Proposed Actions on disadvantaged communities, including whether the action may cause or increase a disproportionate pollution burden. The 2021 *CEQR Technical Manual* predates these revisions to the Environmental Conservation Law and does not provide guidance regarding the scope of this analysis~~; further, as of the publication date of this Draft EIS~~. On January 29, 2025, the New York State Department of Environmental Conservation (NYSDEC) ~~has not~~ proposed ~~a rule that provides additional considerations regarding~~draft revisions to its State Environmental Quality Review Act (SEQRA) regulations (6 NYCRR Part 617) to implement this new statutory provision.

The Proposed Development would be developed outside of any Census Tract comprised of Disadvantaged Communities (DACs) - both higher and lower vulnerability levels. The Proposed Actions have the potential to result in significant adverse impacts in the following CEQR technical areas: shadows; noise (mobile source); transportation (traffic); and construction (traffic).

The Proposed Actions would not result in a disproportionate pollution burden on DACs. Most of the potential significant adverse impacts would occur in non-DACs or in DACs with "lower burdens and vulnerabilities." The Proposed Actions would also not cause a greater or more severe pollution burden in DACs as compared to non-DACs.

~~As described in Chapter 1 of this EIS, "Project Description," the Proposed Actions would allow the Proposed Facility, an approximately 3,093,880 gross square foot (gsf) gaming space with food and beverage space, a hotel, an event center, retail, and a 4,660 space parking garage. Bally's has also committed to develop a police substation in the Proposed Facility. In connection with the Proposed Facility, a replacement golf clubhouse would also be constructed in Ferry Point Park and the uninterrupted circular roadway within the Park that connects the southbound and northbound Hutchinson River Expressway service roads (the "Ring Road") would be converted to a City Street under NYCDOT jurisdiction. Collectively, the Proposed Facility, replacement golf clubhouse, and construction of Ring Road comprise the "Proposed Development." As described in Chapter 1 of this EIS, "Project Description," the Development Site and the improved Ring Road comprise the "Affected Area."~~

~~The InfoLocator application maintained by NYSDEC maps the boundaries of Disadvantaged Communities (DAC) in New York State. As shown in Figure ES- 15, the Affected Area is wholly outside of a DAC. The closest DAC is approximately 1,100 feet from the nearest point of the Development Site.~~

~~Figure ES- 15: NYSDEC Disadvantaged Communities Areas~~



~~Source: InfoLocator Tool maintained by New York State Department of Environmental Conservation~~

~~The Proposed Actions would not result in significant adverse impacts in the following CEQR technical areas: land use, zoning, and public policy; socioeconomic conditions; community facilities and services; open space; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; air quality; greenhouse gas emissions and climate change; public health; and neighborhood character.~~

~~Significant adverse impacts have the potential to occur in the following CEQR technical areas: shadows; transportation; noise; and construction (traffic and noise). However, the location of the significant adverse impacts related to shadows and construction noise would be limited to the Golf Course, which is wholly outside a DAC and significant adverse noise impacts from project-generated traffic would only occur in the portions of Ferry Point Park that are west of the Hutchinson River Expressway and immediately adjacent to Ring Road, which is also outside of a DAC.~~

~~This EIS discloses that the Proposed Actions have the potential to result in significant adverse traffic impacts at certain local intersections and highway segments. Traffic congestion occurs in locations throughout New York City, including in areas outside of DACs. In the Existing and No Action Condition, the Hutchinson River Expressway and the Whitestone Bridge would still be present even without the Proposed Development. Air and noise emissions associated with traffic may have the potential to create a pollution burden on a DAC, but traffic itself does not constitute pollution.~~

~~While this EIS discloses potential significant adverse traffic impacts, the Proposed Actions would not result in a significant adverse air quality impact from mobile sources (vehicular traffic), as described in Chapters 15 and 20 of this EIS, "Air Quality" and "Construction," because modeled pollutant concentrations are not projected to exceed National Ambient Air Quality Standards or CEQR *de minimis* criteria. Similarly, as described in Chapters 17 and 20 of this EIS, "Noise" and "Construction," the Proposed Actions would not generate a significant adverse noise impact from mobile sources on or in a DAC.~~

~~The Proposed Actions have the potential to result in significant adverse traffic impacts at up to 15 highway segments. While these highway segments are located partially within and outside of a DAC, the purpose of the Interstate Highway system is to allow transportation between neighborhoods and cities along a limited access roadway. Outside of air and noise emissions, additional vehicular volume on an existing Interstate Highway would have a limited effect on the community through which it traverses.~~

~~The Proposed Actions have the potential to result in significant adverse traffic impacts at up to seven intersections/approach lane groups, of which three could be fully mitigated as described in Chapter 22 of this EIS, "Mitigation." As also discussed in Chapter 22 of this EIS, "Mitigation," the remaining significant adverse traffic impacts at four intersections/approach lane groups may be vastly improved or fully mitigated during one or more peak hours.~~

~~Bally's is exploring the feasibility of constructing a one-way westbound overpass from the northbound Hutchinson River Parkway Service Road to the southbound Hutchinson River Parkway Service Road. This potential overpass would enable traffic to bypass the signalized intersections at Lafayette Avenue. Significant adverse impacts identified at the intersection of Lafayette Avenue and the northbound Hutchinson River Parkway Service Road and at the intersection of Lafayette Avenue and the southbound Hutchinson River Parkway Service Road would be fully mitigated or vastly improved with this potential overpass.~~

~~Accordingly, with the mitigation included in this Draft EIS and those that will be further studied between Draft and Final EIS, the Proposed Actions would have limited to no effect on traffic conditions in a DAC.~~