2 Broadway, 8th Floor
New York, NY 10004-2207

MTA Construction & Development

December 5, 2024

Abraham Abreu, EIT
City Map Team Leader
NYC Department of City Planning
120 Broadway, 31st Floor
New York, N.Y. 10271

Dear Mr. Abreu,

This is in response to NYCDCP's November 6, 2024 polling letter to MTA C&D/ Bridges & Tunnels (on behalf of TBTA) requesting our comments on ULURP application No. 250085 MMX with responses due by December 9, 2024. The following are our comments in this regard.

TBTA held a meeting with the Bally's team (applicant) and MOEC on 11/15/24 to better understand the scope of the project. Following a presentation of the project by the Bally's team a discussion regarding TBTA needs and concerns ensued. Based on this meeting and review of the ULURP application documents, please find below TBTA's comments in response to the mapping application polling letter:

- The Ring Road Alteration Map is missing geometric information for course C-4 which appears on Boundary and Partial Topographic Survey sheet V100.

- The mapped Ring Road must not penetrate TBTA ROW on the easterly side of Ring Road or impact TBTA improvements including, fence, curb and drainage structures, i.e. floodwall. The front of the easterly curbline along the floodwall should be maintained (Typical).

- The project must not impact BWB operations including emergency response, salt dome operations or other operations necessary for the safe operation of TBTA facilities.

- The project must provide for the existing access to TBTA's facility buildings, structures, lower garage, salt dome, anchorage and service road for repairs and inspection purposes. Entrance to the service road must accommodate tractor trailers to drive in.

- The mapped street must be built to NYCDOT and NYCDEP standards to insure proper drainage. All flooding issues must be addressed as to not impact TBTA facilities.

- Though not part of the mapping application, the possibility of building an overpass over the Hutchinson River Parkway to allow for northbound traffic to access the southbound Ring Road and Queens bound traffic and installing traffic lights was discussed by the applicant. Any added traffic lights must not negatively impact BWB Operations team response time to deal with emergencies on the bridge or it's approaches. See related comment below.

- We are concerned that if the Bally casino/parking/hotel complex is constructed before the Ring Road this will result in significant traffic delays on the Ring Road with materials and construction traffic entering and exiting the site. Please advise the proposed construction schedule for the Ring Road, overpass and Bally casino/parking/hotel complex.

- TBTA's fence line on Conceptual Site Plan C-112 and C-113 is shown to conflict with the SUP. Per email correspondence on 11/21/24, the applicant's team is checking this issue. This could affect the parkland elimination map.

- TBTA has marked additional comments and questions directly on the revised Survey (2024-11-13 Ring Road Plans) that we received which overlays the proposed Ring Road on top of the existing loop road and is attached herewith. Below is a summary of TBTA comments that have been marked on the attached Survey:

    - What are the plans for drainage improvements on Ring Road which is prone to flooding (typical)?
    - C-101- TBTA's utility feed crosses Ring Road from a MH on the east side of the road just south of Schley Ave. Use caution if trenching work is done there.
    - C-101- The crossing at Schley Ave is signed to Stop. Will it remain signed to Stop?
    - C-101- The utility pole on the west side of Ring Road supports telephone service to TBTA's service building. The service wires must be relocated.
    - C-101- Due to the road widening, lightpoles on the westerly side will be removed. Please provide a lighting plan with new lightpole locations.
    - C-101- Why is there a kink in the road near the entrance to TBTA's parking lot? It makes more sense to have the road go straight through and just provide a widened area on the westerly side with a turning lane into TBTA's parking area. Also, TBTA has a guide rail in front of the fence in this area which needs to be maintained. In addition, there is a MH on the NE corner of the entrance that must be protected.
    - C-101 and C-102- Maintain the existing front of curb behind the service building so not to impact TBTA's new floodwall.
    - C-103- During the 8/20/24 meeting with MTA Busses, they requested to have a three-bus length bus pad for a terminal location. Will this be accommodated?
    - C-104- Can the sidewalk and bike lane be combined as a shared use path earlier than shown?

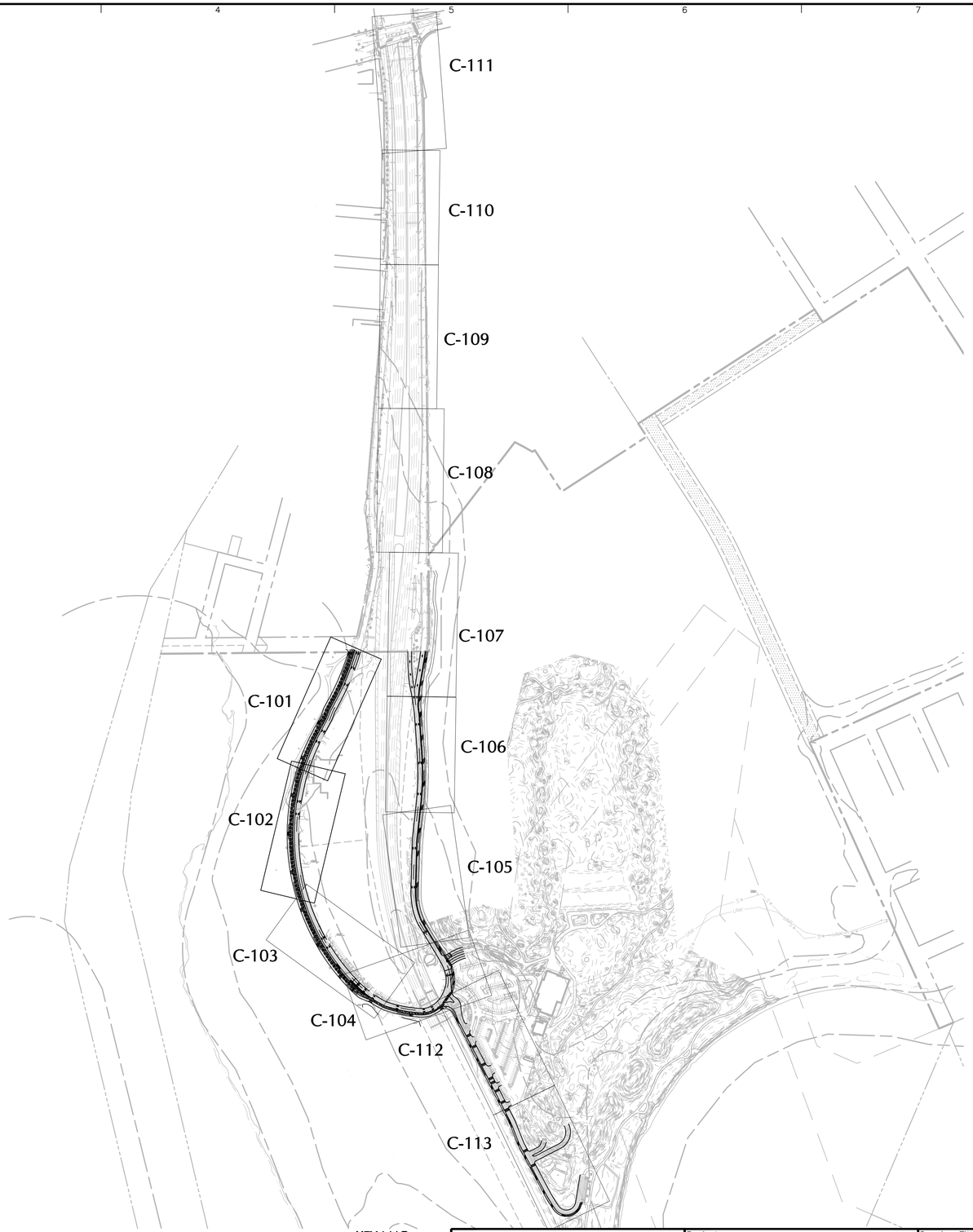
- C-104- The catch basin at the southerly end of Ring Road at corner of gate entrance must be modified for the new alignment.
- C-104- Will new lighting be attached to the underside of the approach structure or will new lightpoles be installed on Ring Road?
- C-104- The Ring Road alignment intrudes on the entryway to TBTA's service road and eliminates queue space in front of the locked gate. Need to provide vehicular access to the gate.
- C-104- There is a vent pipe near the fence that needs to be relocated.
- C-104- Must maintain fencing along TBTA's Maintenance Yard and access to all TBTA gates.
- C-104, C-112 and C-113- What will happen to the existing swale at the SW end of Ring Road and along TBTA's fence line which controls stormwater and runoff. With the swale gone what drainage improvements will be made that can handle the addition of new impervious surfaces and prevent overflow into MTA's service road?
- C-105- The agreement in the field was to maintain the existing curbline and guide rail along TBTA's fence line (typ.)
- C-105- Must allow for curb cut and access to existing gate.

If you have any questions, please contact Irene Sadko, Director, Regional Program Coordination at 646-252-7026.

Sincerely,

Philip Swanton
VP, Deputy Program Executive on behalf of TBTA

CC:
Steven Lenard, Director, Technical Review Division, NYC Department of City Planning
David Schnakenberg, Special Counsel, Fried, Frank, Harris, Shriver & Jacobson LLP
Carol Rosenthal, Senior Counsel, Fried, Frank, Harris, Shriver & Jacobson LLP



KEY MAP
SCALE: 1" = 300'

300 0 150 300
SCALE IN FEET

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Project
BALLY'S NEW YORK FERRY POINT
BRONX COUNTY NEW YORK

Drawing Title
KEY MAP

Project No.	170773001
Date	10/22/2024
Drawn By	JP
Checked By	MH

Drawing No. C-100

Sheet 1 of 14

Project No. 170773001

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-Protect existing TBTA improvements along east edge of road, i.e., floodwall

This utility pole supports telephone service to the service building. Service wires have to be relocated.

Is existing curbline being maintained on the east side of Road?

Keep existing curb line. The Authority has a guardrail in front of the fence line at this location.

Protect existing catch basin. Show additional drainage improvement.

Maintain existing curb. Else, there will be impact with new floodwall.

Authority's utility feed goes across loop road from this manhole. Be careful of any trenching work.

Lightpoles are to be removed. Show new lighting plan. (TYP)

11.0–FT TRAVEL LANE
11.0–FT TRAVEL LANE
8.0–FT PARKING LANE
10.0–FT SIDEWALK
7.0–FT
12.0–FT BIKE PATH

Why make a kink in the new road?

Crossing at Schley Avenue is currently signed to stop. Is that to remain?

INSTALL TRAFFIC CALMING SIGNAL. TO BE COORDINATED WITH PARKS.

CONCEPTUAL SITE PLAN

SCALE: 1" = 20'

20 0 5 10 20
SCALE IN FEET

NOTES:

1. TOPOGRAPHIC INFORMATION TAKEN FROM AN ACTUAL SURVEY TITLED "TOPOGRAPHIC SURVEY" FOR BALLY'S NEW YORK FERRY POINT, PERFORMED BY LANGAN ENGINEERING, ENVIRONMENTAL, SURVEYING, LANDSCAPE ARCHITECTURE AND GEOLOGY, D.P.C., DATED 03/31/2023.
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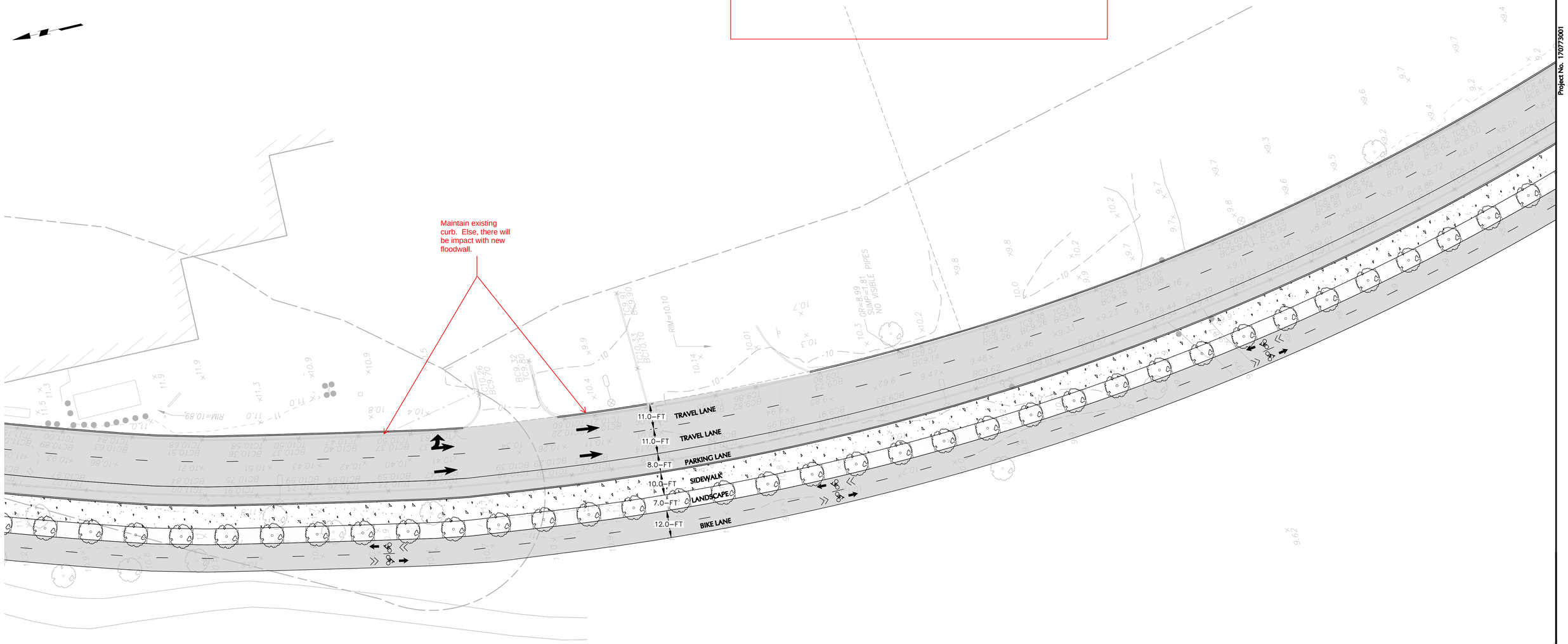
-Protect existing TBTA improvements along east edge of road, i.e., floodwall

Maintain existing curb. Else, there will be impact with new floodwall.



CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

20 0 5 10 20
SCALE IN FEET

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BALLY'S NEW YORK FERRY POINT BRONX COUNTY NEW YORK	CONCEPTUAL SITE PLAN	170773001 Date 10/22/2024 Drawn By JP Checked By MH	C-102 Sheet 3 of 14

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-Protect existing TBTA improvements along east edge of road, i.e., floodwall

Are there drainage improvement on the loop road which is prone to flooding during heavy rain storm?

11.0–FT TRAVEL LANE
11.0–FT TRAVEL LANE
8.0–FT PARKING LANE
10.0–FT SIDEWALK
7.0–FT LANDSCAPE
12.0–FT BIKE LANE

PROPOSED MTA BUS STOP. FINAL LOCATION TO BE COORDINATED WITH MTA.

During 8/20 meeting with MTA Bus, their request is to have 3-bus length for a terminal location.

WETLANDS BOUNDARY
WETLANDS DELINEATION

GR=7.91 SUMP=3.41 TO DEBRIS NVP
GR=11.04 SUMP=5.39
GR=10.72 SUMP=5.87
GR=10.38 SUMP=10.06 TO DEBRIS NVP

CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

20 0 5 10 20
SCALE IN FEET

NOTES:

1. TOPOGRAPHIC INFORMATION TAKEN FROM AN ACTUAL SURVEY TITLED "TOPOGRAPHIC SURVEY" FOR BALLY'S NEW YORK FERRY POINT, PERFORMED BY LANGAN ENGINEERING, ENVIRONMENTAL, SURVEYING, LANDSCAPE ARCHITECTURE AND GEOLOGY, D.P.C., DATED 03/31/2023.
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BRONX COUNTY NEW YORK

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Project No. 170773001
Date 10/22/2024
Drawn By JP
Checked By MH

Drawing No. C-103
Sheet 4 of 14

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-Protect existing TBTA improvements along east edge of road, i.e., floodwall.

EXISTING VEGETATED AREA

TRAVEL LANE

TRAVEL LANE

LANDSCAPE

SHARED SIDEWALK/BIKE PATH

EXISTING IRON FENCE TO BE RELOCATED

EXISTING MAINTENANCE ROAD

3.0-FT

11.0-FT

12.0-FT

11.0-FT

SALT SHED

Maintain existing curb line (TYP)

INSTALL OVERHEAD TRAFFIC SIGNAL

Maintain access to TBTA gates.

MTA MAINTENANCE YARD

ASPHALT

BRIDGE FOOTINGS

Maintain fencing along TBTA Maintenance Yard

Maintain access to TBTA gates.

PRELIMINARY SITE ACCESS DESIGN TO BE REFINED AS PART OF TRANSPORTATION ANALYSES IN CONSULTATION WITH NYC DOT.

DIRT

Modify catch basin accommodate the road alignment.

Maintain access to TBTA gates.

APPROXIMATE LOCATION OF THE EXISTING MTA/TBTA GATE

±15.0-FT

BRIDGE CLEARANCE ELEVATION=25.21

BRIDGE ABUTMENT DOWN SPOUT

BRIDGE CLEARANCE PARAPET=29.44

C.L. FENCE

DOWN SPOUT

9.0-FT

22.4-FT

10.6-FT

11.0-FT

11.0-FT

10.0-FT

12.0-FT

TRAVEL LANE

TRAVEL LANE

SIDEWALK

BIKE LANE

MTA BUS STOP PROVIDED WITHIN THE PROJECT SITE

ENTRANCE AND EXIT TO BE ACCESSED ONLY BY RESTRICTED VEHICLES (MTA BUSES, TRACTOR/TRAILER, VIP, AND NYCDPR)

11.0-FT

11.0-FT

TRAVEL LANE

TRAVEL LANE

SIDEWALK

BIKE LANE

10.0-FT

12.0-FT

Are there additional drainage improvement on Loop Road?

WETLANDS BOUNDARY

Will new lighting be attached to the underside of the approach structure or will all new lightpoles be located on loop road?

Can the sidewalk and bike lanes be combined as a shared use path earlier than shown?

WETLANDS DELINEATION

GRAVEL AND DIRT

83.0-FT

60.2-FT

CONC. WALL

ASPHALT

72.9-FT

54.1-FT

70.2-FT

58.0-FT

This alignment intrudes on the entryway to Authority's service road, eliminating queue space in front of the lock gate.

TIE INTO PROPOSED NYC DOT BIKEWAY. FINAL DESIGN TO BE COORDINATED WITH NYC DOT AND NYC PARKS.

What will happen to existing swale, which controls stormwater and runoff? What improvements will be made that can handle addition of new impervious surfaces and prevent overflow into MTA's service road.

Vent pipe will be relocated?

Need to provide Vehicular access to TBTA gate.

BRIDGE FOOTINGS

NOTES:

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CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

20 0 5 10 20
SCALE IN FEET

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Agreement in the field was to maintain existing curb line and guide rail along TBTA fence line. (TYP)

-Protect existing TBTA improvements along east edge of road, i.e., floodwall

EXISTING VEGETATED AREA

EXISTING IRON FENCE

EXISTING IRON FENCE TO BE RELOCATED

EXISTING MAINTENANCE ROAD

EXISTING IRON FENCE

EXISTING IRON FENCE TO BE RELOCATED

EXISTING MAINTENANCE ROAD

EXISTING IRON FENCE

Allow for curb cut and access to existing gate.

GATE

11.0–FT TRAVEL LANE

11.0–FT TRAVEL LANE

3.0–FT LANDSCAPE

12.0–FT SHARED SIDEWALK/BIKE PATH

11.0–FT TRAVEL LANE

11.0–FT TRAVEL LANE

3.0–FT LANDSCAPE

12.0–FT SHARED SIDEWALK/BIKE PATH

CONCEPTUAL SITE PLAN

SCALE: 1" = 20'

20 0 5 10 20

SCALE IN FEET

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Project No.	170773001
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Drawing No.	C-105
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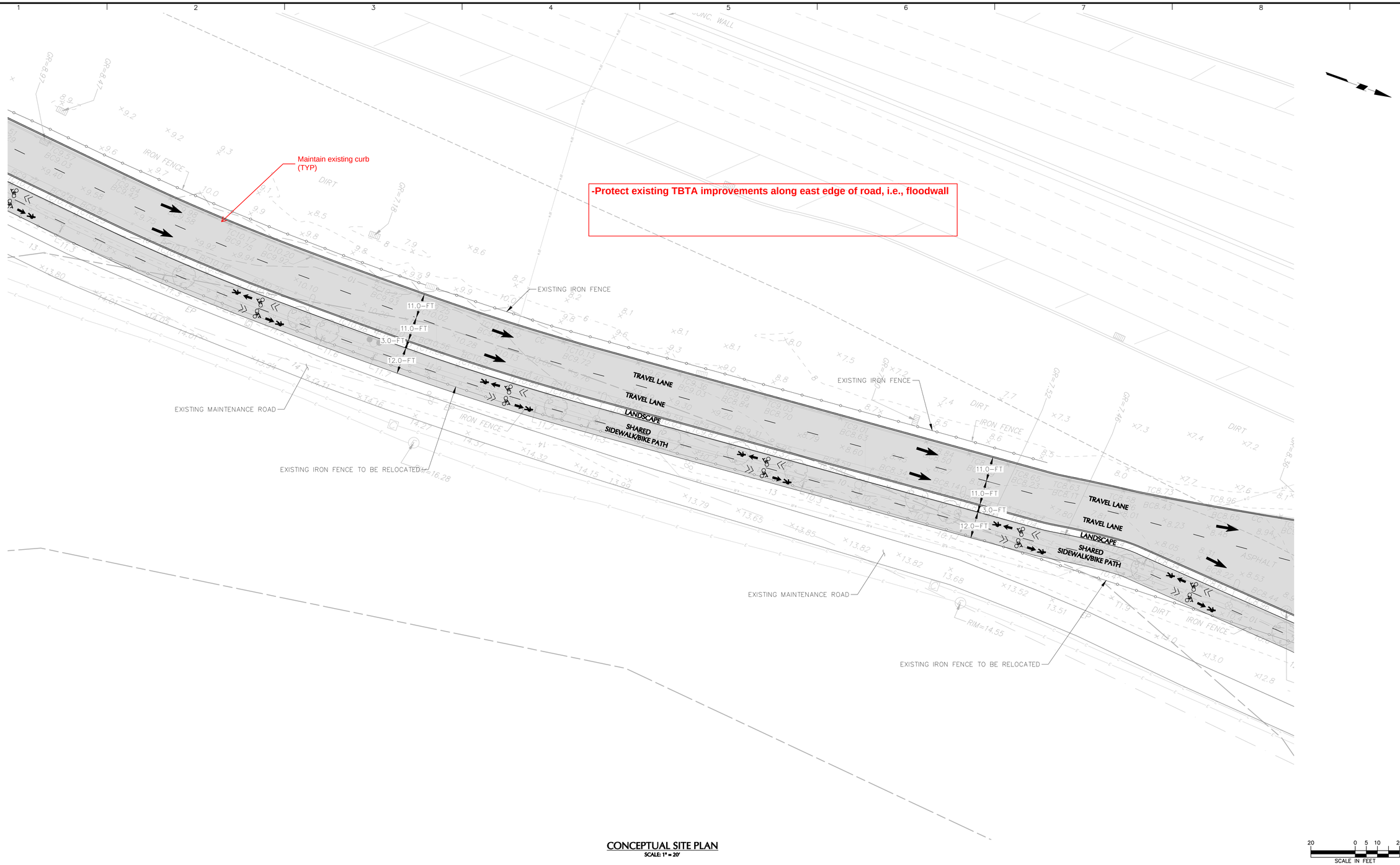

CONCEPTUAL SITE PLAN

SCALE: 1" = 20'

NOTES:

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-Protect existing TBTA improvements along east edge of road, i.e., floodwall

HUTCHINSON RIVER PARKWAY (IRREGULAR WIDTH)

19.0-FT
TRAVEL LANE
22.0-FT
3.0-FT
12.0-FT
TRAVEL LANE
LANDSCAPE
SHARED SIDEWALK/BIKE PATH
EXISTING IRON FENCE TO BE RELOCATED
EXISTING MAINTENANCE ROAD
EXISTING ROADWAY 24.0-FT
EXISTING VEGETATED AREA & SIDEWALK 11.5-FT
EXISTING ROADWAY 24.0-FT
EXISTING VEGETATED AREA & SIDEWALK 10.9-FT
EXISTING MAINTENANCE ROAD
CONC. CURB
ASPHALT
CONC. WALL
APPR. LOCATION OBSC.
C.L. FENCE
IRON FENCE
CONCRETE
GATE
DIRT
SFCC
EP
ELECTRIC BOX
VAULT
SIGN
C.L. FENCE ATOP CONC. WALL
RIM=9.47
RIM=8.49
RIM=12.68
RIM=9.54
RIM=10.39
RIM=11.90
GR=8.31
GR=9.17
GR=8.65
GR=10.64
GR=10.65
GR=9.66

CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

20 0 5 10 20
SCALE IN FEET

NOTES:

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Drawing Title: CONCEPTUAL SITE PLAN

Project No.	170773001
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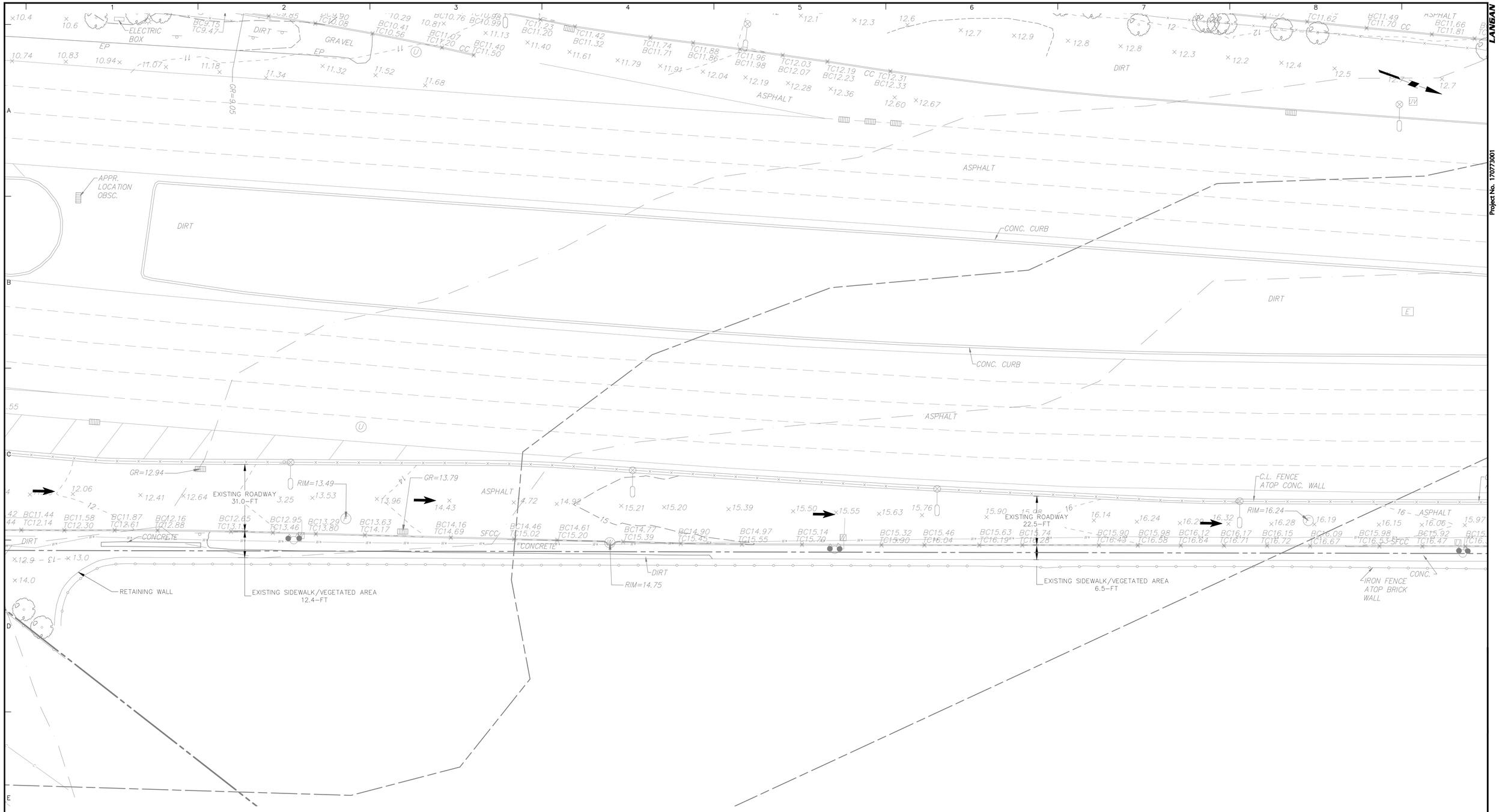

CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

SCALE IN FEET: 20 0 5 10 20

NOTES:

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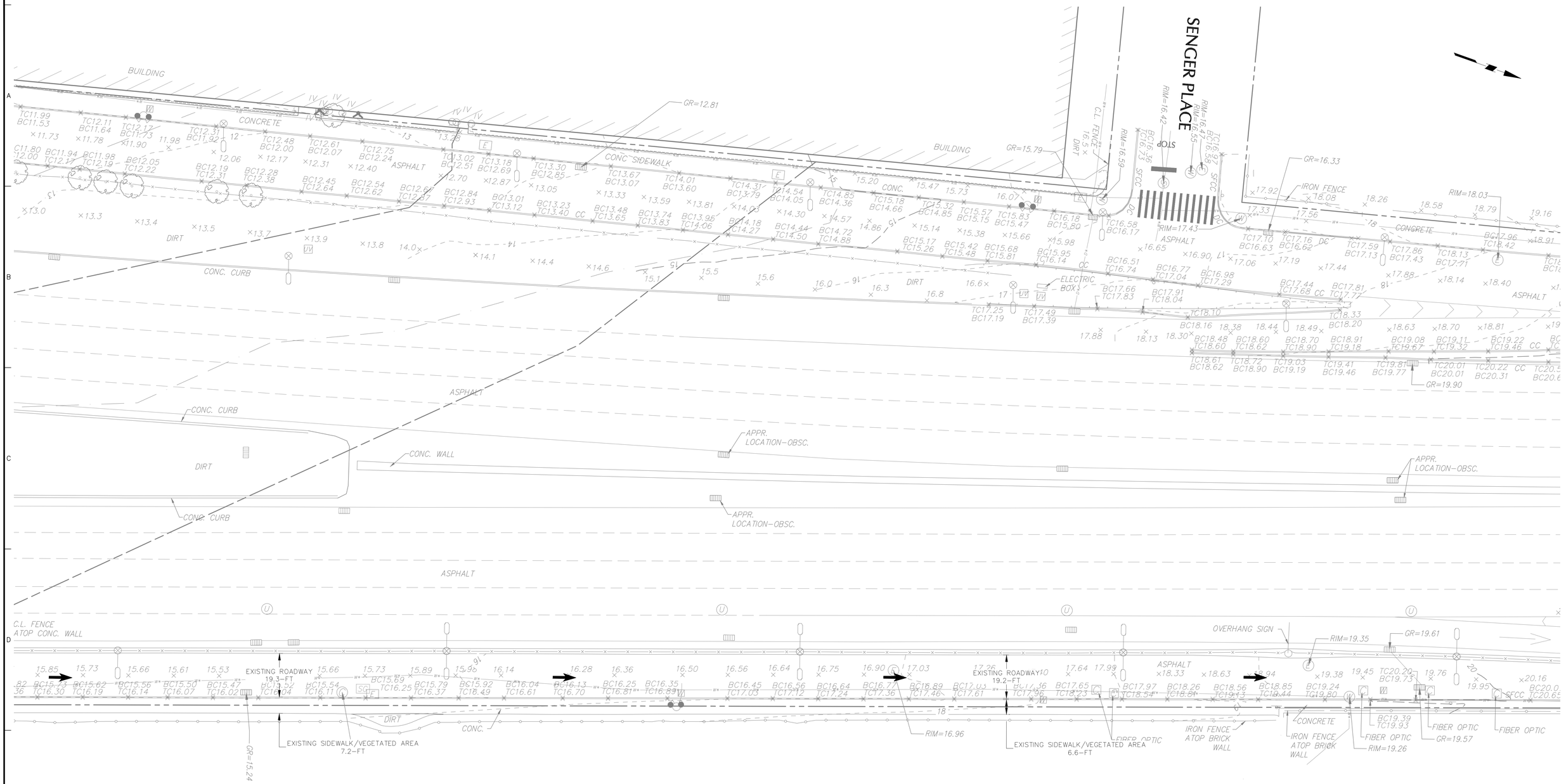

CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

20 0 5 10 20
SCALE IN FEET

NOTES:

1. TOPOGRAPHIC INFORMATION TAKEN FROM AN ACTUAL SURVEY TITLED "TOPOGRAPHIC SURVEY" FOR BALLY'S NEW YORK FERRY POINT, PERFORMED BY LANGAN ENGINEERING, ENVIRONMENTAL, SURVEYING, LANDSCAPE ARCHITECTURE AND GEOLOGY, D.P.C., DATED 03/31/2023.
2. APPROXIMATE SITE BOUNDARY TAKEN FROM DRAWING TITLED "SKETCH" FOR BALLY'S NEW YORK FERRY POINT BY LANGAN ENGINEERING, ENVIRONMENTAL, SURVEYING, LANDSCAPE ARCHITECTURE AND GEOLOGY DATED 11/30/2023.
3. PROPOSED BUILDING AND SITE INFORMATION SHOWN HEREON IS FROM FILES ELECTRONICALLY RECEIVED FROM HKS ON 12/21/2023.

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Langan Engineering and Environmental Services, Inc.
21 Penn Plaza, 360 West 31st Street, 8th Floor
New York, NY 10001
T: 212.479.5400 F: 212.479.5444 www.langan.com

Project	BALLY'S NEW YORK FERRY POINT
	BRONX COUNTY NEW YORK
Drawing Title	CONCEPTUAL SITE PLAN
Project No.	170773001
Date	10/22/2024
Drawn By	JP
Checked By	MH
Drawing No.	C-109
	Sheet 10 of 14

LANGAN
Project No. 170773001
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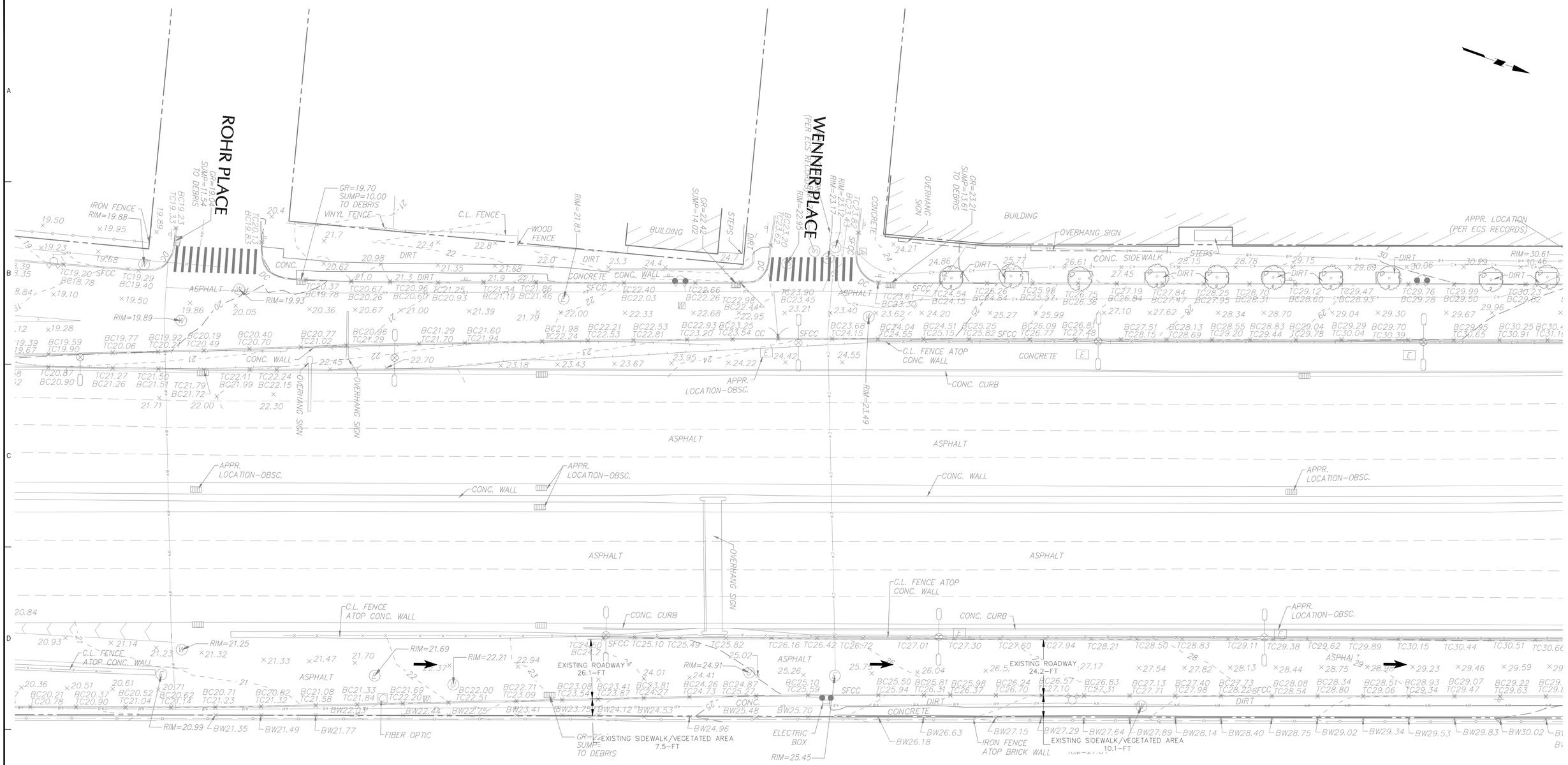

CONCEPTUAL SITE PLAN

SCALE: 1" = 20'

SCALE IN FEET

NOTES:

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Project	Drawing Title	Project No.	Drawing No.
BALLY'S NEW YORK FERRY POINT BRONX COUNTY NEW YORK	CONCEPTUAL SITE PLAN	170773001 Date 10/22/2024 Drawn By JP Checked By MH	C-110 Sheet 11 of 14

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CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

NOTES:

1. TOPOGRAPHIC INFORMATION TAKEN FROM AN ACTUAL SURVEY TITLED "TOPOGRAPHIC SURVEY" FOR BALLY'S NEW YORK FERRY POINT, PERFORMED BY LANGAN ENGINEERING, ENVIRONMENTAL, SURVEYING, LANDSCAPE ARCHITECTURE AND GEOLOGY, D.P.C., DATED 03/31/2023.
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Project	Drawing Title	Project No.	Drawing No.
BALLY'S NEW YORK FERRY POINT BRONX COUNTY NEW YORK	CONCEPTUAL SITE PLAN	170773001	C-111
		Date: 10/22/2024	
		Drawn By: JP	
		Checked By: MH	Sheet 12 of 14

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Project No. 170773001
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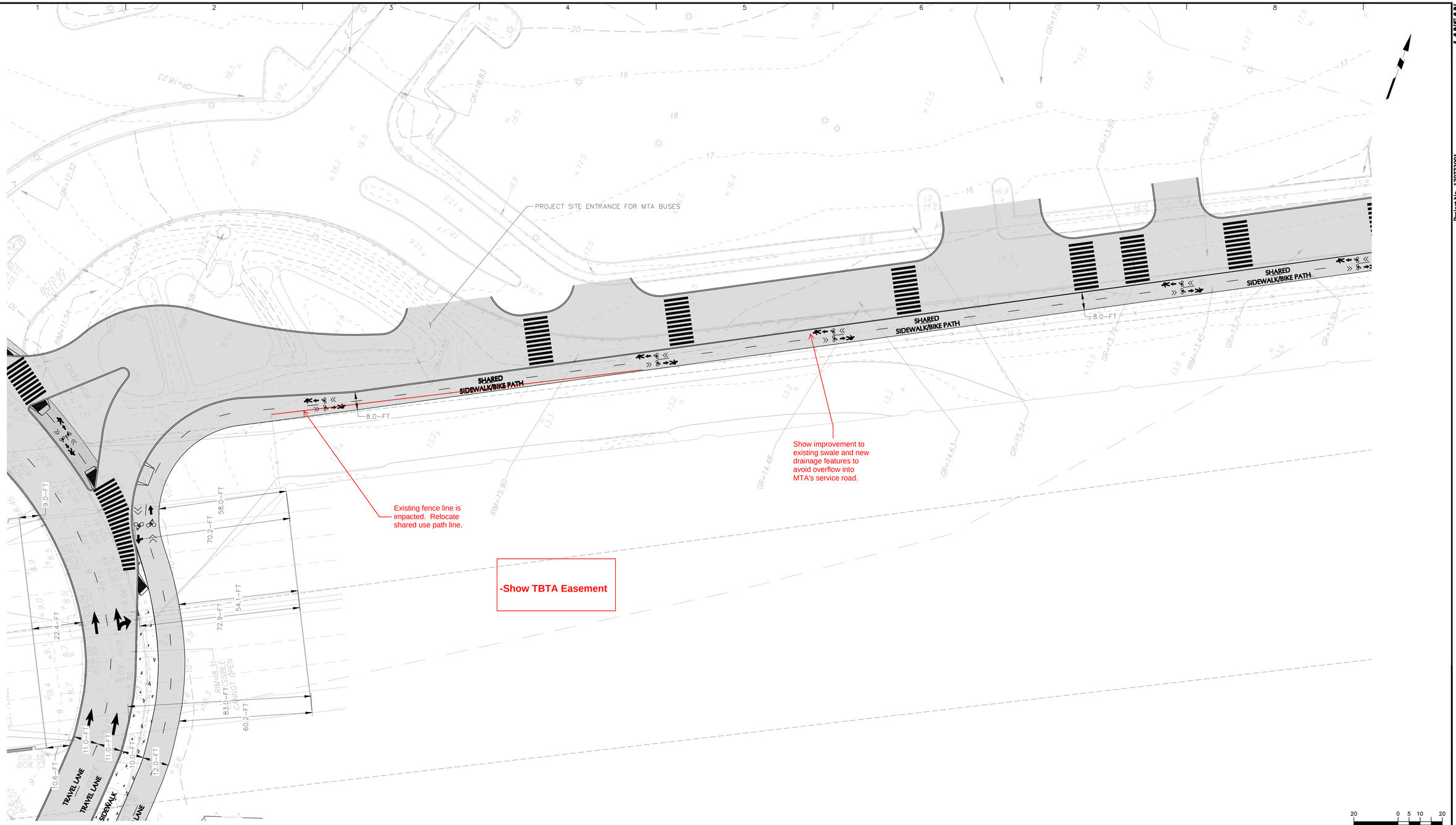

CONCEPTUAL SITE PLAN
SCALE: 1" = 20'

NOTES:

1. TOPOGRAPHIC INFORMATION TAKEN FROM AN ACTUAL SURVEY TITLED "TOPOGRAPHIC SURVEY" FOR BALLY'S NEW YORK FERRY POINT, PERFORMED BY LANGAN ENGINEERING, ENVIRONMENTAL, SURVEYING, LANDSCAPE ARCHITECTURE AND GEOLOGY, D.P.C., DATED 03/31/2023.
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New York, NY 10001
T: 212.479.5400 F: 212.479.5444 www.langan.com

Project	Drawing Title	Project No.	Drawing No.
BALLY'S NEW YORK FERRY POINT BRONX COUNTY NEW YORK	CONCEPTUAL SITE PLAN	170773001 Date 10/22/2024 Drawn By JP Checked By MH	C-112 Sheet 13 of 14

Project No. 170773001

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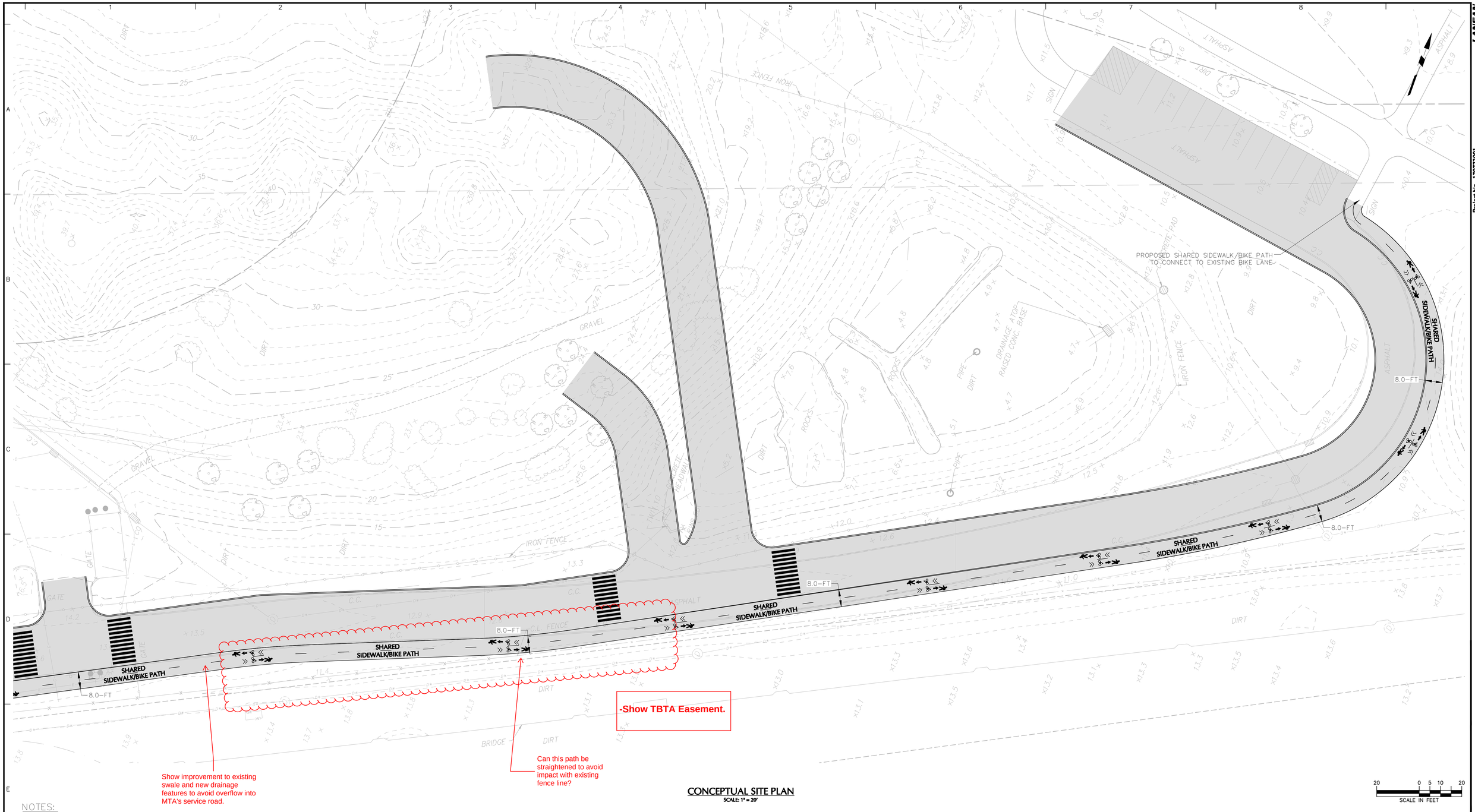

CONCEPTUAL SITE PLAN

SCALE: 1" = 20'

20 0 5 10 20
SCALE IN FEET

NOTES:

1. TOPOGRAPHIC INFORMATION TAKEN FROM AN ACTUAL SURVEY TITLED "TOPOGRAPHIC SURVEY" FOR BALLY'S NEW YORK FERRY POINT, PERFORMED BY LANGAN ENGINEERING, ENVIRONMENTAL, SURVEYING, LANDSCAPE ARCHITECTURE AND GEOLOGY, D.P.C., DATED 03/31/2023.
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BRONX COUNTY	NEW YORK
Drawing Title	CONCEPTUAL SITE PLAN
Project No.	170773001
Date	10/22/2024
Drawing By	JP
Checked By	MH
Drawing No.	C-113
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