22 MITIGATION

22.1 Introduction

Per the 2021 *CEQR Technical Manual*, where significant adverse impacts are identified, mitigation to reduce or eliminate the impacts to the extent practicable is developed and evaluated. The potential for unmitigated or unmitigable significant adverse impacts must be disclosed. Where mitigation is not practicable, or where only a partial mitigation is practicable, a reasoned elaboration as to why the significant adverse impact cannot be fully mitigated is described.

As presented in the previous chapters of this Environmental Impact Statement (EIS), the Proposed Actions have the potential to result in significant adverse impacts to shadows, noise (operational and construction), and transportation (operational and construction). Potential mitigation measures for these technical areas are identified below. Measures to mitigate significant adverse impacts would be further evaluated between the Draft EIS and the Final EIS.

22.2 Principal Conclusions

Based on the analysis included in the preceding chapters, the Proposed Actions have the potential to result in significant adverse impacts related to shadows, noise (operational and construction), and transportation (operational and construction). Measures that are under consideration to mitigate these significant adverse impacts to the greatest 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 holes and the driving range of the Golf Course. Hole 18 may be partially reconfigured to move portions of these holes away from the Proposed Facility. Additionally, portions of holes 1, 9, and 10 may also be slightly reconfigured or relocated. Any Golf Course reconfiguration would be reviewed and approved by Nicklaus Design 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 and NYC Parks. Bally's would 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. 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.

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 with the proposed signal timing modifications 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 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 Draft and Final EIS 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. Potential alternative mitigation measures will be explored for this intersection between the Draft and Final EIS 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 five highway segments during the Weekday midday peak hour, eight highway segment 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.

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 Traffic Monitoring Plan (TMP). The TMP will be established by Bally's in coordination with the Lead Agency and in collaboration with NYCDOT, New York State Department of Transportation (NYSDOT), NYC Parks, New York City Department of Environmental Protection (NYCDEP), and the Metropolitan Transportation Authority (MTA) Bridges and Tunnels (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 Ferry Point Park in the area that is west of the Hutchinson River Expressway and immediate to the exterior of Ring Road. While the noise levels would not exceed the upper range of CEQR 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 9.6 dB(A) over the No-Action noise level (or 6.6 dB(A) over the impact threshold).

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.

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 five 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 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 Construction Traffic Management Plan (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.

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 traffic impacts could result from the construction of the Proposed Development at five highway segments (of the 61 segments analyzed) 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 help reduce the overall impacts at the local streets/signalized intersections, but the five highway segments that are projected to experience a potentially significant adverse impact in the weekday construction PM peak hour would remain unmitigated.

Noise

Golf Course

As discussed in Chapter 20 of this EIS, "Noise," a significant adverse construction-noise impact could occur at the Golf Course, where 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 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.

22.3 Shadows

The Proposed Development would result in a significant adverse shadows impact. 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 NYCDOT Wetland Mitigation project area. Based on the analysis, the Proposed Development would result in a significant adverse shadows impact to small portions of 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.

These limited areas of the Golf Course would receive sunlight at varying times of each analysis day; however, because these areas would not receive up to six hours of direct sunlight in all four analysis days – the minimum requisite duration specified in the *CEQR Technical Manual* – the Proposed Actions would result in significant adverse impacts to small portions of the Golf Course's grass nearest the proposed buildings. Because of shadow 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 Golf Course's grass and to ensure player/pedestrian safety on the Golf Course and near the Proposed Facility, the following potential mitigation measures are proposed:

- Hole 1: A slight reconfiguration or relocation of the putting practice area and rough around the teeing areas;
- Hole 9: A slight reconfiguration or relocation of the green and surrounding fairway and rough;
- Hole 10: A slight reconfiguration or relocation of teeing area;
- Hole 18: A partial reconfiguration of multiple areas of the hole (e.g., portions of fairway and rough, and green); and
- Driving Range: Changes to seed mixes, changes to turf maintenance protocols, addition of fans, and artificial sunlight, as needed.

Any Golf Course reconfiguration would be reviewed and approved by Nicklaus Design and NYC Parks. In addition to the above measures, Bally's would introduce full-shade and shade-tolerant vegetation to the Golf Course in areas near the Proposed Facility. Additional artificial lighting and fans and changes to turf maintenance protocols would be incorporated within impacted areas of the Golf Course to support vegetative growth. In addition to these mitigation measures, the partial reconfiguration of certain golf holes would support player/pedestrian safety by moving portions of these holes farther from the Proposed Facility. These measures, if needed, would be pursuant to consultation and approval by Nicklaus Design and NYC Parks.

The conceptual design for the reconfigured golf holes 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.

22.4 Transportation

Traffic

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, 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.

The potentially significant adverse traffic impacts at all seven impacted intersection approaches/lane groups would either be entirely mitigated or would remain unmitigated in the future with the Proposed Development as described in detail below. Bally's will coordinate the implementation of the proposed measures with NYCDOT. The proposed mitigation measures for these traffic impacts are discussed as follows and summarized in Table 22-1 through Table 22-5 for the Weekday AM, midday, and PM, and Saturday midday and PM peak hours, respectively:

Lafayette Avenue and Hutchinson River Parkway Northbound Service Road

The potentially significant adverse traffic impacts to the northbound Hutchinson River Parkway Service Road left-turn movement would remain unmitigated but would be vastly improved compared to the With-Action Condition as follows:

- In the weekday midday peak hour, shift five seconds from the shared eastbound/westbound Lafayette Avenue signal phase to the northbound Hutchinson River Parkway Service Road signal phase. The significant adverse traffic impact would be vastly improved compared to the With-Action Condition but would remain unmitigated. Table 22-7 summarizes the volume-to-capacity (v/c) ratios, delays and Levels of Service (LOS) for the impacted intersection in the With-Action-With-Mitigation Condition and compares them to the No-Action and With-Action Conditions for the weekday midday peak hour.

- In the weekday PM peak hour, shift five seconds from the shared eastbound/westbound Lafayette Avenue signal phase to the northbound Hutchinson River Parkway Service Road signal phase. The significant adverse traffic impact would be vastly improved compared to the With-Action Condition but would remain unmitigated. Table 22-8 summarizes the volume-to-capacity (v/c) ratios, delays and Levels of Service (LOS) for the impacted intersection in the With-Action-With-Mitigation Condition and compares them to the No-Action and With-Action Conditions for the weekday PM peak hour.
- In the Saturday midday peak hour, shift five seconds from the shared eastbound/westbound Lafayette Avenue signal phase to the northbound Hutchinson River Parkway Service Road signal phase. The significant adverse traffic impact would be vastly improved compared to the With-Action Condition but would remain unmitigated. Table 22-9 summarizes the volume-to-capacity (v/c) ratios, delays and Levels of Service (LOS) for the impacted intersection in the With-Action-With-Mitigation Condition and compares them to the No-Action and With-Action Conditions for the Saturday midday peak hour.
- In the Saturday PM peak hour, shift five seconds from the shared eastbound/westbound Lafayette Avenue signal phase to the northbound Hutchinson River Parkway Service Road signal phase. The significant adverse traffic impact would be vastly improved compared to the With-Action Condition but would remain unmitigated. Table 22-10 summarizes the volume-to-capacity (v/c) ratios, delays and Levels of Service (LOS) for the impacted intersection in the With-Action-With-Mitigation Condition and compares them to the No-Action and With-Action Conditions for the Saturday PM peak hour.

Lafayette Avenue and Hutchinson River Parkway Southbound Service Road

The potentially significant adverse traffic impacts to the westbound Lafayette Avenue left-turn movement would remain unmitigated during the weekday AM, midday, PM, and Saturday midday and PM peak hours. The intersection's constrained geometry and required pedestrian crossing times during key traffic signal phases limit opportunities for implementation of readily available improvements, specifically for providing additional green time to the impacted westbound Lafayette Avenue left-turn movement. Potential alternative mitigation measures will be explored for this intersection between the DEIS and FEIS in consultation with NYCDOT. In the absence of feasible mitigation measures, the potentially significant adverse traffic impacts during the weekday AM, midday, PM, and Saturday midday and PM peak hours would remain unmitigated.

Bruckner Boulevard and Brush Avenue

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. The required pedestrian crossing times at the intersection limit opportunities for implementation of readily available improvements, specifically for providing additional green time to the impacted eastbound Bruckner Boulevard right-turn movement. Potential alternative mitigation

measures will be explored for this intersection between the DEIS and FEIS in consultation with NYCDOT. In the absence of feasible mitigation measures, the potentially significant adverse traffic impacts during the weekday AM, midday, PM, and Saturday midday and PM peak hours would remain unmitigated.

Lafayette Avenue and Cross Bronx Expressway Extension Southbound Service Road and Saint Raymond's New Cemetery Gate

The potentially significant adverse traffic impacts to the eastbound Lafayette Avenue and westbound Lafayette Avenue approaches would be mitigated as follows:

- As discussed in Chapter 14 of this EIS "Transportation," changes to the travel lane, bicycle lane, and curbside parking configurations on Lafayette Avenue are being implemented by the NYCDOT independent of the Proposed Development. With implementation of NYCDOT's proposed Lafayette Avenue roadway improvements in place, restrictions on-street parking at all times on the eastbound Lafayette Avenue approach approximately 300-feet from the stopbar, and restriping the eastbound Lafayette Avenue approach from one (1) 11-foot shared left-turn/through/right-turn lane and one (1) 10-foot on-street parking lane to one (1) 11-foot shared left-turn/through lane and one (1) 10-foot right-turn lane.

Lafayette Avenue and Brush Avenue

The potentially significant adverse traffic impacts to the westbound Lafayette Avenue right-turn movement would be mitigated as follows:

- In the weekday midday peak hour, shift five seconds from the shared northbound/southbound Brush Avenue signal phase to the westbound Lafayette Avenue signal phase.
- In the weekday PM peak hour, shift three seconds from the shared northbound/southbound Brush Avenue signal phase to the westbound Lafayette Avenue signal phase.
- In the Saturday midday peak hour, shift four seconds from the shared northbound/southbound Brush Avenue signal phase to the westbound Lafayette Avenue signal phase.
- In the Saturday PM peak hour, shift four seconds from the shared northbound/southbound Brush Avenue signal phase to the westbound Lafayette Avenue signal phase.

Schley Avenue and Hutchinson River Parkway Southbound Service Road

The potentially significant adverse traffic impacts to the eastbound Schley Avenue approach would be mitigated or vastly improved compared to the With-Action Condition as follows:

- Restrict on-street parking at all times on the Hutchinson River Parkway Southbound Service Road approach approximately 250-feet from the intersection.

- Restripe the Hutchinson River Parkway Southbound Service Road approach from one (1) 24-foot shared through/right-turn lane and on-street parking to one (1) 12-foot through lane and one (1) 12-foot shared through/right-turn lane.

With these mitigation measures:

- In the weekday AM, midday, and PM peak hours, the significant adverse traffic impact to the eastbound Schley Avenue approach would be mitigated.
- In the Saturday midday peak hour, the significant adverse traffic impact to the eastbound Schley Avenue approach would be vastly improved compared to the With-Action Condition but would remain unmitigated. Table 22-9 summarizes the volume-to-capacity (v/c) ratios, delays and Levels of Service (LOS) for the impacted intersection in the With-Action-With-Mitigation Condition and compares them to the No-Action and With-Action Conditions for the Saturday midday peak hour.
- In the Saturday PM peak hour, the significant adverse traffic impact to the eastbound Schley Avenue approach would be vastly improved compared to the With-Action Condition but would remain unmitigated. Table 22-10 summarizes the volume-to-capacity (v/c) ratios, delays and Levels of Service (LOS) for the impacted intersection in the With-Action-With-Mitigation Condition and compares them to the No-Action and With-Action Conditions for the Saturday PM peak hour.

Overpass between Northbound and Southbound Hutchinson River Parkway Service Roads south of Lafayette Avenue Bridge

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 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 their respective signalized intersections with 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 deemed feasible. The potential overpass will be further explored by Bally's in consultation with relevant agencies between the Draft EIS the 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.

Table 22-1: Summary of Recommended Traffic Mitigation Measures – Weekday AM Peak Hour

Intersection	Recommended Mitigation Measures	No-Action Signal Timing	Recommended Signal Timing
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	N/A	N/A	N/A
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	Unmitigated.	N/A	N/A
Bruckner Boulevard (E/W) & Brush Avenue (N/S)	Unmitigated.	N/A	N/A
Lafayette Avenue (E/W) & Saint Raymond's New Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	Restrict on-street parking at all times on the eastbound Lafayette Avenue approach approximately 300-feet from the stopbar.	N/A	N/A
	Restripe the eastbound Lafayette Avenue approach from one 11-foot shared left-turn/through/right-turn lane and one 10-foot on-street parking lane to one 11-foot shared left-turn/through lane and one 10-foot right-turn lane.	N/A	N/A
Lafayette Avenue WB (W) & Brush Avenue (N/S)	N/A	N/A	N/A
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	Restrict on-street parking at all times on the Hutchinson River Parkway Southbound Service Road approach approximately 250-feet from the intersection.	N/A	N/A
	Restripe the Hutchinson River Parkway Southbound Service Road approach from one 24-foot shared through/right-turn lane and on-street parking to one 12-foot through lane and one 12-foot shared through/right-turn lane.	N/A	N/A

EB: Eastbound; WB: Westbound; NB: Northbound; SB: Southbound; NEB: Northeastbound.

Table 22-2: Summary of Recommended Traffic Mitigation Measures – Weekday Midday Peak Hour

Intersection	Recommended Mitigation Measures	No-Action Signal Timing	Recommended Signal Timing
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	Shift 5 seconds from the EB/WB Lafayette Avenue signal phase to the NB Hutchinson River Parkway Service Road signal phase	EB/WB Green = 49s NB Green = 31s	EB/WB Green = 44s NB Green = 36s
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	Unmitigated.	N/A	N/A
Bruckner Boulevard (E/W) & Brush Avenue (N/S)	Unmitigated.	N/A	N/A
Lafayette Avenue (E/W) & Saint Raymond's New Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	Restrict on-street parking at all times on the eastbound Lafayette Avenue approach approximately 300-feet from the stopbar.	N/A	N/A
	Restripe the eastbound Lafayette Avenue approach from one 11-foot shared left-turn/through/right-turn lane and one 10-foot on-street parking lane to one 11-foot shared left-turn/through lane and one 10-foot right-turn lane.	N/A	N/A
Lafayette Avenue WB (W) & Brush Avenue (N/S)	Shift 5 seconds from the shared NB/SB Brush Avenue signal phase to the WB Lafayette Avenue signal phase.	NB/SB Green = 46 s LPI = 7s WB Green = 27 s	NB/SB Green = 41s LPI = 7s WB Green = 32s
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	Restrict on-street parking at all times on the Hutchinson River Parkway Southbound Service Road approach approximately 250-feet from the intersection.	N/A	N/A
	Restripe the Hutchinson River Parkway Southbound Service Road approach from one 24-foot shared through/right-turn lane and on-street parking to one 12-foot through lane and one 12-foot shared through/right-turn lane.	N/A	N/A

EB: Eastbound; WB: Westbound; NB: Northbound; SB: Southbound; NEB: Northeastbound; LPI: Lead Pedestrian Interval.

Table 22-3: Summary of Recommended Traffic Mitigation Measures – Weekday PM Peak Hour

Intersection	Recommended Mitigation Measures	No-Action Signal Timing	Recommended Signal Timing
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	Shift 5 seconds from the EB/WB Lafayette Avenue signal phase to the NB Hutchinson River Parkway Service Road signal phase	EB/WB Green = 49s NB Green = 31s	EB/WB Green = 44s NB Green = 36s
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	Unmitigated.	N/A	N/A
Bruckner Boulevard (E/W) & Brush Avenue (N/S)	Unmitigated.	N/A	N/A
Lafayette Avenue (E/W) & Saint Raymond's New Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	Restrict on-street parking at all times on the eastbound Lafayette Avenue approach approximately 300-feet from the stopbar.	N/A	N/A
	Restripe the eastbound Lafayette Avenue approach from one 11-foot shared left-turn/through/right-turn lane and one 10-foot on-street parking lane to one 11-foot shared left-turn/through lane and one 10-foot right-turn lane.	N/A	N/A
Lafayette Avenue WB (W) & Brush Avenue (N/S)	Shift 3 seconds from the shared NB/SB Brush Avenue signal phase to the WB Lafayette Avenue signal phase.	NB/SB Green = 46 s LPI = 7s WB Green = 27 s	NB/SB Green = 43s LPI = 7s WB Green = 30s
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	Restrict on-street parking at all times on the Hutchinson River Parkway Southbound Service Road approach approximately 250-feet from the intersection.	N/A	N/A
	Restripe the Hutchinson River Parkway Southbound Service Road approach from one 24-foot shared through/right-turn lane and on-street parking to one 12-foot through lane and one 12-foot shared through/right-turn lane.	N/A	N/A

EB: Eastbound; WB: Westbound; NB: Northbound; SB: Southbound; NEB: Northeastbound; LPI: Lead Pedestrian Interval.

Table 22-4: Summary of Recommended Traffic Mitigation Measures – Saturday Midday Peak Hour

Intersection	Recommended Mitigation Measures	No-Action Signal Timing	Recommended Signal Timing
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	Shift 5 seconds from the EB/WB Lafayette Avenue signal phase to the NB Hutchinson River Parkway Service Road signal phase	EB/WB Green = 49s NB Green = 31s	EB/WB Green = 44s NB Green = 36s
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	Unmitigated.	N/A	N/A
Bruckner Boulevard (E/W) & Brush Avenue (N/S)	Unmitigated.	N/A	N/A
Lafayette Avenue (E/W) & Saint Raymond's New Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	Restrict on-street parking at all times on the eastbound Lafayette Avenue approach approximately 300-feet from the stopbar.	N/A	N/A
	Restripe the eastbound Lafayette Avenue approach from one 11-foot shared left-turn/through/right-turn lane and one 10-foot on-street parking lane to one 11-foot shared left-turn/through lane and one 10-foot right-turn lane.	N/A	N/A
Lafayette Avenue WB (W) & Brush Avenue (N/S)	Shift 4 seconds from the shared NB/SB Brush Avenue signal phase to the WB Lafayette Avenue signal phase.	NB/SB Green = 46 s LPI = 7s WB Green = 27 s	NB/SB Green = 42s LPI = 7s WB Green = 31s
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	Restrict on-street parking at all times on the Hutchinson River Parkway Southbound Service Road approach approximately 250-feet from the intersection.	N/A	N/A
	Restripe the Hutchinson River Parkway Southbound Service Road approach from one 24-foot shared through/right-turn lane and on-street parking to one 12-foot through lane and one 12-foot shared through/right-turn lane.	N/A	N/A

EB: Eastbound; WB: Westbound; NB: Northbound; SB: Southbound; NEB: Northeastbound; LPI: Lead Pedestrian Interval.

Table 22-5: Summary of Recommended Traffic Mitigation Measures – Saturday PM Peak Hour

Intersection	Recommended Mitigation Measures	No-Action Signal Timing	Recommended Signal Timing
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	Shift 5 seconds from the EB/WB Lafayette Avenue signal phase to the NB Hutchinson River Parkway Service Road signal phase	EB/WB Green = 49s NB Green = 31s	EB/WB Green = 44s NB Green = 36s
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	Unmitigated.	N/A	N/A
Bruckner Boulevard (E/W) & Brush Avenue (N/S)	Unmitigated.	N/A	N/A
Lafayette Avenue (E/W) & St. Raymonds Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	Restrict on-street parking at all times on the eastbound Lafayette Avenue approach approximately 300-feet from the stopbar.	N/A	N/A
	Restripe the eastbound Lafayette Avenue approach from one 11-foot shared left-turn/through/right-turn lane and one 10-foot on-street parking lane to one 11-foot shared left-turn/through lane and one 10-foot right-turn lane.	N/A	N/A
Lafayette Avenue WB (W) & Brush Avenue (N/S)	Shift 4 seconds from the shared NB/SB Brush Avenue signal phase to the WB Lafayette Avenue signal phase.	NB/SB Green = 46 s LPI = 7s WB Green = 27 s	NB/SB Green = 42s LPI = 7s WB Green = 31s
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	Restrict on-street parking at all times on the Hutchinson River Parkway Southbound Service Road approach approximately 250-feet from the intersection.	N/A	N/A
	Restripe the Hutchinson River Parkway Southbound Service Road approach from one 24-foot shared through/right-turn lane and on-street parking to one 12-foot through lane and one 12-foot shared through/right-turn lane.	N/A	N/A

EB: Eastbound; WB: Westbound; NB: Northbound; SB: Southbound; NEB: Northeastbound; LPI: Lead Pedestrian Interval.

Table 22-6 through Table 22-10 summarize the volume-to-capacity (v/c) ratios, delays and Levels of Service (LOS) for the impacted intersections in the With-Action-With-Mitigation Condition and compares them to the No-Action and With-Action Conditions for the weekday AM, midday, and PM, and Saturday midday and PM peak hours, respectively. Per *CEQR Technical Manual* guidelines, a significant adverse traffic impact is considered to be mitigated when the LOS in the With-Action-With-Mitigation Condition, as compared to the No-Action Condition, does not exceed the significant impact criteria discussed in Chapter 14 of this EIS, "Transportation."

The feasibility of the proposed traffic impact mitigation measures will be further explored by Bally's in consultation with NYCDOT between the Draft and Final EIS. If these measures are deemed infeasible and no alternative mitigation measures can be identified, then the significant adverse traffic impacts would remain unmitigated.

Table 22-6: LOS Comparison Summary – Weekday AM Peak Hour

		2030 No-Action		2030 With-Action		2030 With-Action with Mitigation	
Intersection	**Lane Group**	**LOS (Delay)**	**V/C**	**LOS (Delay)**	**V/C**	**LOS (Delay)**	**V/C**
Lafayette Avenue (E/W) & St. Raymonds Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	EB Left/Through/Right	D (48.2)	0.87	E (56.7)	0.93	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (21.5)	0.38
	EB Right	-*	-*	-*	-*	C (23.6)	0.47
	WB Left/Through/Right	D (46.2)	0.97	E (66.0)	1.04	D (38.6)	0.93
	SB Left/Through/Right	C (27.3)	0.26	C (27.3)	0.26	C (27.3)	0.26
	NEB Left/Through/Right	D (37.3)	0.05	D (37.3)	0.05	D (37.3)	0.05
	Overall	D (45.3)		E (60.3)		C (32.9)	

*Note: Mitigation Measures include restriping the eastbound Lafayette Avenue approach from one shared left-turn/through/right-turn lane and one on-street parking lane to one shared left-turn/through lane and one right-turn lane.

Table 22-7: LOS Comparison Summary – Weekday Midday Peak Hour

		2030 No-Action		2030 With-Action		2030 With-Action with Mitigation	
Intersection	**Lane Group**	**LOS (Delay)**	**V/C**	**LOS (Delay)**	**V/C**	**LOS (Delay)**	**V/C**
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	EB Through	A (3.9)	0.30	A (3.9)	0.30	A (3.5)	0.33
	WB Through	B (10.4)	0.41	B (14.0)	0.52	C (21.0)	0.58
	NB Left	C (21.4)	0.18	F (153.6)	1.24	F (84.6)	1.07
	NB Right	C (20.5)	0.11	C (21.9)	0.21	B (18.6)	0.21
	Overall	B (10.7)		D (53.2)		D (36.0)	
Lafayette Avenue (E/W) & St. Raymonds Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	EB Left/Through/Right	D (37.1)	0.72	E (62.2)	0.97	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (24.3)	0.36
	EB Right	-*	-*	-*	-*	C (27.8)	0.53
	WB Left/Through/Right	B (14.1)	0.43	B (15.5)	0.57	B (15.4)	0.56
	SB Left/Through/Right	E (60.0)	0.94	E (60.0)	0.94	E (60.0)	0.94
	NEB Left/Through/Right	D (40.2)	0.21	D (40.2)	0.21	D (40.2)	0.21
	Overall	D (35.8)		D (42.6)		D (30.6)	
Lafayette Avenue WB (W) & Brush Avenue (N/S)	WB Left	C (23.9)	0.34	C (27.1)	0.34	C (23.7)	0.28
	WB Right	D (52.4)	0.14	E (68.8)	0.14	E (55.9)	0.14
	NB Through	B (14.4)	0.36	B (14.4)	0.36	B (18.1)	0.40
	SB Through	B (19.0)	0.75	C (21.8)	0.80	D (35.4)	0.90
	Overall	C (24.0)		C (28.1)		C (33.3)	
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	EB Right	A (9.3)		F (58.2)		D (26.4)	

*Note: Mitigation Measures include Restriping the eastbound Lafayette Avenue approach from one shared left-turn/through/right-turn lane and one on-street parking lane to one shared left-turn/through lane and one right-turn lane.

Table 22-8: LOS Comparison Summary – Weekday PM Peak Hour

		2030 No-Action		2030 With-Action		2030 With-Action with Mitigation	
Intersection	**Lane Group**	**LOS (Delay)**	**V/C**	**LOS (Delay)**	**V/C**	**LOS (Delay)**	**V/C**
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	EB Through	A (5.2)	0.34	A (5.1)	0.34	A (4.6)	0.38
	WB Through	B (17.9)	0.46	C (22.0)	0.57	C (30.4)	0.64
	NB Left	C (22.9)	0.29	F (339.2)	1.66	F (232.0)	1.43
	NB Right	C (21.0)	0.15	C (24.2)	0.36	B (19.9)	0.31
	Overall	B (15.7)		F (119.6)		F (88.2)	
Lafayette Avenue (E/W) & St. Raymonds Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	EB Left/Through/Right	D (46.3)	0.87	F (110.2)	1.14	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (22.8)	0.41
	EB Right	-*	-*	-*	-*	C (27.6)	0.63
	WB Left/Through/Right	B (18.2)	0.67	C (25.0)	0.84	C (21.5)	0.77
	SB Left/Through/Right	C (30.9)	0.48	C (30.9)	0.48	C (30.9)	0.48
	NEB Left/Through/Right	D (37.6)	0.07	D (37.6)	0.07	D (37.6)	0.07
	Overall	C (30.1)		E (57.2)		C (24.3)	
Lafayette Avenue WB (W) & Brush Avenue (N/S)	WB Left	C (22.0)	0.21	C (23.6)	0.21	C (21.0)	0.19
	WB Right	F (80.3)	0.22	F (95.3)	0.22	F (84.0)	0.22
	NB Through	B (15.3)	0.42	B (15.3)	0.42	B (17.6)	0.45
	SB Through	B (15.6)	0.64	B (17.9)	0.70	C (23.0)	0.75
	Overall	C (31.1)		C (34.9)		D (35.0)	
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	EB Right	A (10.0)		F (148.6)		D (31.0)	

*Note: Mitigation Measures include Restriping the eastbound Lafayette Avenue approach from one shared left-turn/through/right-turn lane and one on-street parking lane to one shared left-turn/through lane and one right-turn lane.

Table 22-9: LOS Comparison Summary – Saturday Midday Peak Hour

Intersection	Lane Group	2030 No-Action		2030 With-Action		2030 With-Action with Mitigation	
		LOS (Delay)	V/C	LOS (Delay)	V/C	LOS (Delay)	V/C
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	EB Through	A (7.5)	0.38	A (7.4)	0.38	A (6.4)	0.42
	WB Through	B (12.6)	0.32	B (16.5)	0.43	C (23.1)	0.47
	NB Left	C (23.1)	0.30	F (215.3)	1.38	F (130.7)	1.19
	NB Right	C (21.5)	0.18	C (24.1)	0.36	C (21.1)	0.39
	Overall	B (14.0)		E (78.8)		D (53.7)	
Lafayette Avenue (E/W) & St. Raymonds Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	EB Left/Through/Right	E (65.1)	0.98	F (135.0)	1.20	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (24.2)	0.51
	EB Right	-*	-*	-*	-*	C (26.2)	0.58
	WB Left/Through/Right	B (14.5)	0.50	B (18.3)	0.67	B (16.7)	0.61
	SB Left/Through/Right	C (28.3)	0.34	C (28.3)	0.34	C (28.3)	0.34
	NEB Left/Through/Right	D (41.0)	0.25	D (41.0)	0.25	D (41.0)	0.25
	Overall	D (39.5)		E (71.2)		C (22.2)	
Lafayette Avenue WB (W) & Brush Avenue (N/S)	WB Left	C (22.7)	0.17	C (25.0)	0.17	C (21.9)	0.15
	WB Right	E (63.8)	0.19	F (81.7)	0.19	E (67.2)	0.19
	NB Through	B (19.3)	0.62	B (19.3)	0.62	C (23.7)	0.68
	SB Through	B (12.9)	0.55	B (14.2)	0.60	C (21.5)	0.67
	Overall	C (26.8)		C (30.6)		C (31.7)	
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	EB Right	B (14.6)		F (297.0)		E (49.1)	

*Note: Mitigation Measures include Restriping the eastbound Lafayette Avenue approach from one shared left-turn/through/right-turn lane and one on-street parking lane to one shared left-turn/through lane and one right-turn lane.

Table 22-10: LOS Comparison Summary – Saturday PM Peak Hour

Intersection	Lane Group	2030 No-Action		2030 With-Action		2030 With-Action with Mitigation	
		LOS (Delay)	V/C	LOS (Delay)	V/C	LOS (Delay)	V/C
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	EB Through	A (5.8)	0.33	A (5.6)	0.33	A (4.9)	0.37
	WB Through	B (12.2)	0.28	B (15.3)	0.43	C (21.4)	0.48
	NB Left	C (22.7)	0.28	F (427.7)	1.86	F (309.4)	1.61
	NB Right	C (20.6)	0.12	C (24.7)	0.40	C (20.3)	0.34
	Overall	B (12.9)		F (183.6)		F (136.6)	
Lafayette Avenue (E/W) & St. Raymonds Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	EB Left/Through/Right	D (43.0)	0.82	F (99.6)	1.11	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (22.9)	0.41
	EB Right	-*	-*	-*	-*	C (27.6)	0.61
	WB Left/Through/Right	B (12.9)	0.38	B (17.1)	0.58	B (16.7)	0.56
	SB Left/Through/Right	C (26.7)	0.23	C (26.7)	0.23	C (26.7)	0.23
	NEB Left/Through/Right	D (38.9)	0.15	D (38.9)	0.15	D (38.9)	0.15
	Overall	C (28.7)		D (54.7)		C (21.7)	
Lafayette Avenue WB (W) & Brush Avenue (N/S)	WB Left	C (20.4)	0.11	C (23.6)	0.11	B (17.6)	0.19
	WB Right	E (66.0)	0.19	F (93.7)	0.19	E (70.9)	0.22
	NB Through	B (17.0)	0.52	B (17.0)	0.52	C (20.6)	0.45
	SB Through	B (11.2)	0.42	B (12.4)	0.52	C (20.6)	0.75
	Overall	C (28.2)		C (34.4)		D (35.0)	
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	EB Right	B (14.8)		F (1000.0+)		F (337.8)	

*Note: Mitigation Measures include restriping the eastbound Lafayette Avenue approach from one shared left-turn/through/right-turn lane and one on-street parking lane to one shared left-turn/through lane and one right-turn lane.

Highway Network

As discussed in Chapter 14 of this EIS "Transportation," the Proposed Development would result in significant adverse traffic impacts to 5 highway segments during the Weekday midday peak hour, 9 highway segment during the Weekday PM peak hour, 9 highway segments during the Weekend midday peak hour, and 8 highway segments during the Weekend PM peak hour. The identification of significant adverse impacts on the highway network for a project of this scale is not uncommon. The Hutchinson River Parkway/Expressway, Cross Bronx Expressway, Bruckner Expressway, and Throgs Neck and Whitestone Bridges that are in the immediate vicinity of the Development Site are projected to be utilized as the primary routes to/from the site. Potential measures to

provide more capacity along these highways such as additional lanes are not reasonable or practicable. However, as discussed earlier, 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 their respective signalized intersections with Lafayette Avenue. This potential overpass will be further explored by Bally's in consultation with the relevant agencies between the Draft and Final EIS.

Besides the potential overpass, other improvements such as signal timing improvements at the intersections described above and parking enforcement along the Hutchinson River Parkway South Service Road during the peak hours were considered. Restricting parking during peak hours along a segment of the southbound Hutchinson River Parkway Service Road, downstream of Exit 18 – provides additional capacity which in turn allows additional traffic to get off the highway and access the Development Site. The optimized signal timing plans also helps highway traffic operations and in combination with the parking restriction mitigates impacts for some of the highway segments that were identified in the Transportation chapter as having the potential for significant adverse impacts as per CEQR Manual.

The highway segment LOS with these mitigation measures in place, are summarized in Table 22-11.

Table 22-11: Highway LOS Summary with Mitigation Measures

Highway Segment Type	No. of Segments		Weekday			Sat	
			AM	MD	PM	MD	PM
Basic	33	LOS A-C	21	21	18	20	20
		LOS D	4	3	4	6	3
		LOS E	4	5	2	2	4
		LOS F	4	4	9	5	6
Merge	11	LOS A-C	10	8	9	5	7
		LOS D	0	1	0	2	0
		LOS E	1	1	0	0	1
		LOS F	0	1	2	4	3
Diverge	12	LOS A-C	10	8	5	8	5
		LOS D	0	1	0	1	1
		LOS E	1	1	1	2	0
		LOS F	1	2	6	1	6
Weave	5	LOS A-C	4	2	2	2	2
		LOS D	1	1	0	1	0
		LOS E	0	1	0	0	0
		LOS F	0	1	3	2	3
Total	61	LOS E or F	11	16	23	16	23

The following 17 study area highway segments would experience a potentially significant adverse traffic impact in the With-Action Condition with the signal timing improvements and parking restrictions discussed earlier (the increase in highway density is greater than the CEQR thresholds) during at least one peak hour:

There are 8 basic highway segments with traffic impacts that exceed CEQR thresholds.

- SB Hutchinson River Parkway, After Exit 1A
  - Weekend Midday: LOS D to LOS F with a change in highway density of 68 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F with a change in highway density of 94 (pc/mi/ln)
- SB Cross Bronx Expressway Approaching I-695 Merge
  - Weekday Midday: Continue to be LOS F with a change in highway density of 7 (pc/mi/ln)
  - Weekday PM: Continue to be LOS F with a change in highway density of 8 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F with a change in highway density of 4 (pc/mi/ln)
- NB Bruckner Expressway Approaching I-695 Merge

  - Weekend PM: Continue to be LOS F, with a change in highway density of 4 (pc/mi/ln)

- NB Hutchinson River Expressway near Bronx-Whitestone Bridge MTA Building
  - Weekday PM: LOS D to LOS F, change in highway density of 71 (pc/mil/ln)
  - Weekend PM: (LOS D to LOS F, change in highway density of 33 (pc/mi/ln)
- NB Hutchinson River Parkway, From Exit 19N to on-ramp from Bruckner Boulevard
  - Weekday PM: LOS D to LOS F, change in highway density of 27 (pc/mi/ln)
  - Weekend Midday: LOS D to LOS E, change in highway density of 9 (pc/mi/ln)
- NB Hutchinson River Expressway downstream of Bronx-Whitestone Bridge
  - Weekday PM: LOS E to LOS F, change in highway density of 42 (pc/mi/ln)
  - Weekend PM: LOS D to LOS E, change in highway density of 9 (pc/mi/ln)
- SB Hutchinson River Expressway SB near Bronx-Whitestone Bridge MTA Building
  - Weekday Midday: Continue to be LOS F, change in highway density of 4 (pc/mi/ln)
- SB Hutchinson River Expressway downstream of Exit 18
  - Weekday Midday: LOS D to LOS F, change in highway density of 31 (pc/mi/ln)
  - Weekend Midday: Continue to be LOS F, change in highway density of 15 (pc/mi/ln)

There are 9 merge/diverge/weave highway segments with traffic impacts that exceed the CEQR thresholds.

- WB Bruckner Expressway Exit 6B diverge to I-678 and I-95
  - Weekday Midday: LOS E to LOS F, change in highway density of 16 (pc/mi/ln)
- EB Bruckner Expressway Exit 54 diverge to I-678 and Bruckner Blvd
  - Weekday PM: Continue to be LOS F, change in highway density of 16 (pc/mi/ln)
  - Weekend PM: Continue to be LOS E, change in highway density of 3 (pc/mi/ln)
  - Weekend PM: LOS D to LOS F, change in highway density of 40 (pc/mi/ln)
- WB Bruckner Expressway diverge at Exit 6B
  - Weekday Midday: LOS D to LOS F, change in highway density of 18 (pc/mi/ln)
- EB Bruckner Expressway diverge at Exit 54
  - Weekday PM: LOS D to LOS E, change in highway density of 9 (pc/mi/ln)
- SB I-678 Hutchinson River Expressway Merge with Ramps from CBE & Bruckner Expressway
  - Weekend Midday: LOS E to LOS F, change in highway density of 12 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F, change in highway density of 13 (pc/mi/ln)
- SB I-678 Hutchinson River Expressway Merge with Ramp from I-95

- Weekday PM: Continue to be LOS F, change in highway density of 3 (pc/mi/ln)
- Weekend Midday: Continue to be LOS F, change in highway density of 78 (pc/mi/ln)
- Weekend PM: Continue to be LOS F, change in highway density of 19 (pc/mi/ln)

- NB I-95 Bruckner Expressway Merge with ramp from I-678
  - Weekend Midday: Continue to be LOS F, change in highway density of 34 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F, change in highway density of 38 (pc/mi/ln)
- NB Hutchinson River Parkway, between on-ramp from Bruckner Blvd to Exit 1A
  - Weekday PM: LOS D to LOS F, change in highway density of 40 (pc/mi/ln)
- SB Hutchinson River Expressway, Between On-ramp and Exit 18
  - Weekend Midday: LOS E to LOS F, change in highway density of 17 (pc/mi/ln)

Traffic Monitoring Plan

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, 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.

22.5 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 Ferry Point Park in the area that is west of the Hutchinson River Expressway and immediate to the exterior of Ring Road. While the L_{eq} noise levels would not exceed 72.5 dB(A) during the noisiest peak hour, and accordingly would not exceed the upper range of CEQR 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 9.6 dB(A) over the No-Action noise level (6.6 dB(A) over the impact threshold).

This significant adverse noise impact could potentially 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.

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 reduce the extent of, or eliminate, the significant adverse noise impact.

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

22.6 Construction

Traffic

As discussed in Chapter 20 of this EIS, "Construction," 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 quarter, construction of the Proposed Development could result in potentially significant adverse traffic impacts during at least one of the weekday AM (6:00 AM – 7:00 AM) or PM (3:00 PM – 4:00 PM) construction peak hours at up to five intersection approaches/lane groups at five study area intersections, namely:

- 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 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.

As discussed below and summarized in Table 22-12 and Table 22-13, these potentially significant adverse construction traffic impacts would either be mitigated or would remain unmitigated in the future during Construction of the Proposed Development, as described in detail below, and Bally's will coordinate with NYCDOT to develop a plan for implementation of the proposed measures.

Table 22-14 and Table 22-15 summarize the v/c ratios, delays and LOS for the impacted intersections in the With-Action-With-Mitigation Condition and compare them to the No-Action and With-Action conditions for the weekday AM and PM construction peak hours, respectively. Per *CEQR Technical Manual* guidelines, a potentially significant adverse traffic impact is considered to be mitigated when the LOS in the With-Action-With-Mitigation Condition, as compared to the No-Action Condition, does not exceed the significant impact criteria discussed in Chapter 14 of this EIS, "Transportation."

The proposed construction traffic mitigation measures would be subject to review and approval by NYCDOT. The feasibility of these proposed mitigation measures will be further explored by Bally's in consultation with NYCDOT between the DEIS and the FEIS. If these measures are deemed infeasible and no alternative mitigation measures can be identified, then the potentially significant adverse traffic impacts during construction would remain unmitigated.

Lafayette Avenue and Hutchinson River Parkway Northbound Service Road

In the weekday AM construction peak hour, the potentially significant adverse traffic impacts to the northbound Hutchinson River Parkway Service Road left-turn movement would remain unmitigated but vastly improved compared to the Construction With-Action Condition by shifting five seconds from the eastbound/westbound Lafayette Avenue signal phase to the northbound Hutchinson River Parkway Service Road signal phase. Table 22-14 summarizes the volume-to-capacity (v/c) ratios, delays and Levels of Service (LOS) for the impacted intersection in the With-Action-With-Mitigation Condition and compares them to the No-Action and With-Action Conditions for the weekday AM construction peak hour.

Lafayette Avenue and Hutchinson River Parkway Southbound Service Road

In the weekday AM and PM construction peak hours, the potentially significant adverse traffic impacts to the westbound Lafayette Avenue left-turn movement would remain unmitigated during construction of the Proposed Development. The intersection's constrained geometry and required pedestrian crossing times during key traffic signal phases limit opportunities for implementation of readily available improvements, specifically for providing additional green time to the impacted westbound Lafayette Avenue left-turn movement. Potential alternative mitigation measures will be explored for this intersection between the DEIS and FEIS in consultation with NYCDOT. In the absence of feasible mitigation measures, the potentially significant adverse traffic impacts during the weekday AM and PM construction peak hours would remain unmitigated.

Bruckner Boulevard and Brush Avenue

In the weekday AM construction peak hour, the potentially significant adverse traffic impact to the eastbound Bruckner Boulevard right-turn movement would remain unmitigated during construction of the Proposed Development. The required pedestrian crossing times at the intersection limit opportunities for implementation of readily available improvements, specifically for providing additional green time to the impacted eastbound Bruckner Boulevard right-turn movement. Potential alternative

mitigation measures will be explored for this intersection between the DEIS and FEIS in consultation with NYCDOT. In the absence of feasible mitigation measures, the potentially significant adverse traffic impacts during the weekday AM and PM construction peak hours would remain unmitigated.

Lafayette Avenue and Cross Bronx Expressway Extension Southbound Service Road and Saint Raymond's New Cemetery Gate

In the weekday PM construction peak hour, the potentially significant adverse traffic impact to the eastbound Lafayette Avenue approach would remain unmitigated during the construction of the Proposed Development. The changes to the travel lane, bicycle lane, and curbside parking configurations on Lafayette Avenue as well as the required pedestrian crossing times at the intersection limit opportunities for the implementation of readily available improvements, specifically for providing additional green time to the impacted eastbound Lafayette Avenue approach. Potential alternative mitigation measures will be explored for this intersection between the DEIS and FEIS in consultation with NYCDOT. In the absence of feasible mitigation measures, the potentially significant adverse traffic impacts during the weekday PM construction peak hour would remain unmitigated.

Schley Avenue and Hutchinson River Parkway Southbound Service Road

In the weekday AM construction peak hour, the potentially significant adverse traffic impact to the eastbound Schley Avenue approach would be mitigated as follows:

- Restrict on-street parking at all times on the Hutchinson River Parkway Southbound Service Road approach approximately 250-feet from the intersection.
- Restripe the Hutchinson River Parkway Southbound Service Road approach from one 24-foot shared through/right-turn lane with adjacent on-street parking to one 12-foot exclusive through lane and one 12-foot shared through/right-turn lane.

Table 22-12: Summary of Recommended Traffic Mitigation Measures –Weekday AM Construction Peak Hour

Intersection	Recommended Mitigation Measures	Construction No-Action Signal Timing	Recommended Signal Timing
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	Shift 5 seconds from the EB/WB Lafayette Avenue signal phase to the NB Hutchinson River Parkway Service Road signal phase	EB/WB Green = 49s NB Green = 31s	EB/WB Green = 44s NB Green = 36s
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	Restrict on-street parking at all times on the Hutchinson River Parkway Southbound Service Road approach approximately 250-feet from the intersection.	N/A	N/A
	Restripe the Hutchinson River Parkway Southbound Service Road approach from one 24-foot shared through/right-turn lane with adjacent on-street parking to one 12-foot exclusive through lane and one 12-foot shared through/right-turn lane.	N/A	N/A

EB: Eastbound; WB: Westbound; NB: Northbound; SB: Southbound; NEB: Northeastbound.

Table 22-13: Summary of Recommended Traffic Mitigation Measures –Weekday PM Construction Peak Hour

Intersection	Recommended Mitigation Measures	Construction No-Action Signal Timing	Recommended Signal Timing
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	Restrict on-street parking at all times on the Hutchinson River Parkway Southbound Service Road approach approximately 250-feet from the intersection.	N/A	N/A
	Restripe the Hutchinson River Parkway Southbound Service Road approach from one 24-foot shared through/right-turn lane with adjacent on-street parking to one 12-foot exclusive through lane and one 12-foot shared through/right-turn lane.	N/A	N/A

EB: Eastbound; WB: Westbound; NB: Northbound; SB: Southbound; NEB: Northeastbound.

Table 22-14: LOS Comparison Summary –Weekday AM Construction Peak Hour

Intersection	Lane Group	2028 Construction No-Action		2028 Construction With-Action		2028 Construction With-Action with Mitigation	
		LOS (Delay)	V/C	LOS (Delay)	V/C	LOS (Delay)	V/C
Lafayette Avenue (E/W) & Hutchinson River Parkway NB Service Road (N)	EB Through	A (9.2)	0.18	A (9.1)	0.18	A (9.3)	0.20
	WB Through	B (14.8)	0.35	B (16.4)	0.40	C (24.5)	0.44
	NB Left	C (22.1)	0.23	F (226.0)	1.41	F (138.4)	1.21
	NB Right	C (20.2)	0.08	C (20.2)	0..08	B (17.0)	0.08
	Overall	B (15.2)		F (101.4)		E (68.7)	
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	EB Through	C (21.2)	0.21	C (21.8)	0.21	C (21.7)	0.21
	EB Right	C (20.5)	0.14	C (21.1)	0.14	C (21.0)	0.14
	WB Left	B (11.7)	0.40	F (164.1)	1.30	F (163.5)	1.30
	WB Through	B (14.0)	0.55	B (18.8)	0.56	B (16.7)	0.56
	SB Left/Through/Right	C (22.2)	0.29	C (22.5)	0.32	C (22.6)	0.32
	Overall	B (16.8)		F (89.2)		F (88.4)	
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	EB Right	B (10.2)		F (62.6)		C (21.0)	

Table 22-15: LOS Comparison Summary –Weekday PM Construction Peak Hour

Intersection	Lane Group	2028 Construction No-Action		2028 Construction With-Action		2028 Construction With-Action with Mitigation	
		LOS (Delay)	V/C	LOS (Delay)	V/C	LOS (Delay)	V/C
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	EB Through	C (24.9)	0.45	C (25.0)	0.45	C (25.0)	0.45
	EB Right	C (25.2)	0.45	C (25.3)	0.45	C (25.3)	0.45
	WB Left	E (60.3)	1.01	F (261.5)	1.51	F (261.4)	1.51
	WB Through	B (12.1)	0.46	B (15.3)	0.46	B (15.3)	0.46
	SB Left/Through/Right	C (32.6)	0.80	C (32.6)	0.80	C (32.7)	0.80
	Overall	C (34.5)		F (101.5)		F (101.5)	
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	EB Right	A (9.9)		B (10.0)		A (9.7)	

Highway Network

The projected traffic volumes during the construction peak hours are expected to be less than the operational peak hours, and there are no planned improvements to the highway capacity, the construction activities would be expected to result in fewer or similar impacts as the operational analyses.

The proposed mitigation measures being considered are signal timing improvements at the intersections described earlier in the text and parking enforcement along the Hutchinson Parkway South Service Road during the peak hours were considered. Restricting parking during peak hours along a segment of the southbound Hutchinson parkway service road, downstream of Exit 18 – provides additional capacity which in turn allows additional traffic to get off the highway and access the Development Site.

These measures will help reduce traffic at the signalized intersections as described in the earlier section; however, there will continue to be five highway segments that are projected to experience a potentially significant adverse traffic impact as per the *CEQR Technical Manual*. These are summarized as follows:

- SB Cross Bronx Expressway Approaching I-695 Merge. During the weekday Construction PM peak hour, the basic freeway segment will continue to be LOS F with a change in highway density of 5 (pc/mi/ln)
- NB Hutchinson River Expressway near Bronx-Whitestone Bridge MTA Building. LOS D to E, during the weekday construction PM peak hour with a change in the highway density of 11 (pc/mi/ln)

- SB Hutchinson River Expressway downstream of Exit 18. During the weekday construction PM peak hour, the basic freeway segment will continue to be LOS F with a change in highway density of 6 (pc/mi/ln)
- SB Hutchinson River Expressway merge with Ramps from CBE & Bruckner Expressway. During the weekday construction PM peak hour, the merge segment will continue to be LOS F with a change in density of 26 (pc/mi/ln).
- SB Hutchinson River Expressway between On-ramp and Exit 18. During the weekday construction PM peak hour, the weaving segment will continue to operate at LOS F with a change in highway density of 20 (pc/mi/ln).

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.

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.

The CTMP will revise the traffic analyses based on the construction travel demand surveys and will incorporate NYCDOT improvement projects that have been implemented in the study area. The CTMP and supporting documentation will be reviewed by the applicable agencies, including NYCDOT, NYC Parks, MTA (TBTA), NYCDEP, and NYSDOT. 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 will work with NYCDOT to evaluate the feasibility and implementation of such mitigation measures. Bally's will be responsible for costs associated with the CTMP, including, at the discretion of NYCDOT, any signal progression analyses, any additional studies as deemed necessary by NYCDOT, and any subsequent design and implementation of mitigation measures specified in the CTMP.

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, if construction workers are not able to park on site. 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.

Noise

Golf Course

As discussed in Chapter 20 of this EIS, a significant adverse construction-noise impact could occur at the Golf Course, where 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 fully 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 fully mitigated. Additional construction-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 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 the western portion of the Park.

This potential significant adverse construction noise impact could be fully 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 fully mitigated. Additional construction-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. 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.