19 NEIGHBORHOOD CHARACTER

19.1 Introduction

This section assesses the Proposed Actions' potential effects on neighborhood character. Per the 2021 *CEQR Technical Manual*, neighborhood character is an amalgam of various elements that give a neighborhood its distinct "personality." These elements may include a neighborhood's land use, socioeconomic conditions, community facilities, open space, historic and cultural resources, urban design and visual resources, shadows, transportation, and noise conditions; however, not all of these elements contribute to neighborhood character in all cases. For a proposed project, a CEQR neighborhood character assessment should first identify the defining features of the neighborhood and then evaluate whether the project has the potential to adversely affect one or more of these defining features.

A project may have the potential to affect a neighborhood's character by a combination of moderate effects or significant adverse impacts to any of the defining features of the neighborhood. Therefore, to determine the effects of a proposed action on neighborhood character, the relevant features of neighborhood character are considered cumulatively. In addition, a significant impact identified in one of the technical areas that may contribute to a neighborhood's character is not automatically equivalent to a significant impact on neighborhood character, but rather serves as an indication that neighborhood character should be examined.

As described in Chapter 1 of this Environmental Impact Statement (EIS), "Project Description," Bally's New York Operating Company, LLC ("Bally's"), seeks a series of discretionary land use actions (the "Proposed Actions") to effectuate the "Bally's Bronx" gaming and recreation facility (the "Proposed Facility") at Bally's Golf Links at Ferry Point (the "Golf Course") in the Throggs Neck neighborhood of Bronx Community District 10. The Proposed Actions would allow the development of the Proposed Facility, an approximately 3,093,880-gross-square-foot (gsf) gaming facility containing up to 5,146

gaming positions[1], restaurants, a 500-key hotel with a spa and meeting space, retail space, a 2,000-person event center, and parking for approximately 4,660 vehicles. The Proposed Facility would rise to a maximum height of 245 feet. Bally's would also construct a replacement standalone clubhouse for the Golf Course. Ring Road would be mapped, widened and constructed in coordination with the NYC Department of Transportation (NYCDOT), NYC Department of Parks and Recreation (NYC Parks), the NYC Department of Environmental Protection (NYCDEP), and the Metropolitan Transportation Authority (MTA) Bridges and Tunnels (TBTA). The existing Park access roadway west of where the Proposed Facility would be located (the "Waterfront Access Roadway") would be improved so that it can also be used to access portions of the Proposed Facility. Collectively, the Development Site and the improved Ring Road comprise the "Affected Area." The Proposed Facility, replacement golf clubhouse, improved Waterfront Access Roadway, and improvements to Ring Road comprise the "Proposed Development."

19.2 Principal Conclusions

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

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

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

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

businesses within the Study Area which would increase the production and sales at nearby businesses and the demand of goods and service providers to support the Proposed Development. Therefore, the Proposed Development, including project-generated jobs, are anticipated to increase the socioeconomic diversity of the neighborhood.

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

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

The Proposed Development would result in a significant adverse shadows impact to portions of the Golf Course. Vegetation (grass) is sensitive to sunlight (both duration and intensity) during the growing season. The Proposed Development would reduce the amount of available sunlight to less than six hours of direct sunlight – the *CEQR Technical Manual* impact threshold for vegetation – in small, discrete areas of the Golf Course on the March, May and June analysis days. Due to the impact on vegetation at the Golf Course, the Proposed Actions also have the potential to affect Golf Course utilization. Adverse utilization impacts may result on portions of holes 1, 9, 10, and 18. Thus, the Proposed Actions would result in significant adverse shadow impacts exclusively affecting golfers. Outside of the Golf Course, other areas of Ferry Point Park including the basketball courts, cricket fields, football fields, dog-friendly areas, the East River shoreline, and other recreational areas would not have significant adverse shadow impacts. Shadow impacts to the Golf Course would not have the potential to change the character of the neighborhood compared to the No-Action Condition. Significant adverse shadow impacts would be confined to the grass on the Golf Course, and measures would be implemented to mitigate these adverse impacts, discussed in Chapter 22 of this EIS, "Mitigation."

The Proposed Actions would not result in a significant adverse impact to historic and cultural resources. In correspondence from the New York City Landmarks Preservation Commission (LPC) dated 02 April 2024, the Affected Area has no architectural significance

(see LPC environmental review letter in Appendix B). The New York State Office of Parks, Recreation & Historic Preservation (SHPO)'s Cultural Resource Information System (CRIS) confirmed in a letter dated 24 September 2024 that there are no historic properties or historic resources on the Development Site and the Affected Area has no archaeological significance (see Appendix B). Further, as detailed in Chapter 7 of this EIS "Historic and Cultural Resources," there are no historic or cultural resources within the Study Area, and the closest State/National Register-eligible historic resource is located over 2,000 feet from the Affected Area.

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

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

Based on the analysis in Chapter 17 of this EIS, "Noise," the Proposed Development would be served by mechanical equipment that would comply with the New York City Mechanical and Noise codes and would not significantly alter the ambient noise conditions in the area. An (E)-Designation (E-824) will be placed on Block 5622, Lot 1, to ensure the implementation of required window-wall attenuation requirements and means of an alternate ventilation for the Proposed Facility. However, as described in Chapter 17 of this EIS, "Noise," noise is projected to increase by more than 3 dB(A) in the area west of the Hutchinson River Expressway and within approximately 100 feet exterior (west) to Ring Road. However, the projected this noise levels would not exceed the upper range of "nuisance levels" identified in the *CEQR Technical Manual*. Recreational areas more than approximately 100 feet west of Ring Road would also not experience a significant adverse noise impact.

Based on field visits to the Park, users were observed to passively recreate more than approximately 100 feet to the west from the proposed western edge of Ring Road and

generally in the designated picnic area west of the comfort station, an area that contains public grills and picnic tables. These areas would be more than 200 feet from the proposed widening of Ring Road.

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

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

19.3 Methodology

An assessment of neighborhood character is generally required when a proposed action has the potential to result in significant adverse impacts to the technical areas listed previously. A preliminary neighborhood character assessment determines whether anticipated impacts in a CEQR technical area may adversely impact a defining feature of the neighborhood. The preliminary assessment first identifies the defining features and then evaluates whether the proposed project or action has the potential to adversely impact those defining features, either through the potential for a significant adverse impact in a single relevant technical area, or a combination of moderate effects in the relevant technical areas. A "moderate" effect is generally defined as being reasonably close to the significant adverse impact threshold for a particular technical analysis area. Moderate effects on several technical areas may affect the defining features of a neighborhood and the overall pedestrian experience. Moderate effects on land use, socioeconomics, and transportation have the potential to effect prevailing businesses and economics of an area, which collectively have the potential to affect the experience of pedestrians, workers, residents, and visitors in a neighborhood.

The key elements that define neighborhood character, and their relationships to one another, form the basis of determining impact significance. In general, the more uniform and consistent the existing neighborhood character, the more sensitive it is to change. A neighborhood that has a varied context typically is able to tolerate greater change without experiencing significant impacts.

A preliminary assessment of neighborhood character determines whether the changes expected due to the proposed actions would affect a defining feature of a neighborhood

and its character. Typically, an assessment should focus on the major characteristics of a neighborhood and how they relate to the area's overall character by answering the following questions:

1. What are the defining features of the neighborhood?
2. Does the project have the potential to affect the defining features of the neighborhood, either through the potential for a significant adverse impact in any of the relevant technical areas or a combination of moderate effects in several of the relevant technical areas?

If there is no potential for the proposed project or action to affect the features that define the neighborhood's character, a detailed assessment is not warranted. The Proposed Actions have the potential to result in a significant adverse impact in a relevant technical area; thus, a preliminary neighborhood character assessment was warranted.

Study Area

Per the *CEQR Technical Manual*, the Study Area for a preliminary assessment of neighborhood character is typically consistent with the study areas in other relevant technical areas assessed, such as a quarter-mile radius around the proposed rezoning area for the Land Use, Zoning, and Public Policy Study Area, and a 400-foot radius for the Historic and Cultural Resources Study Area.

The Study Area for neighborhood character is consistent with other technical areas assessed and is generally bounded by Hosmer Avenue to the east, the Whitestone Bridge to the south, Westchester Creek to the west, and Saint Raymond's New Cemetery to the north.

19.4 Existing Conditions

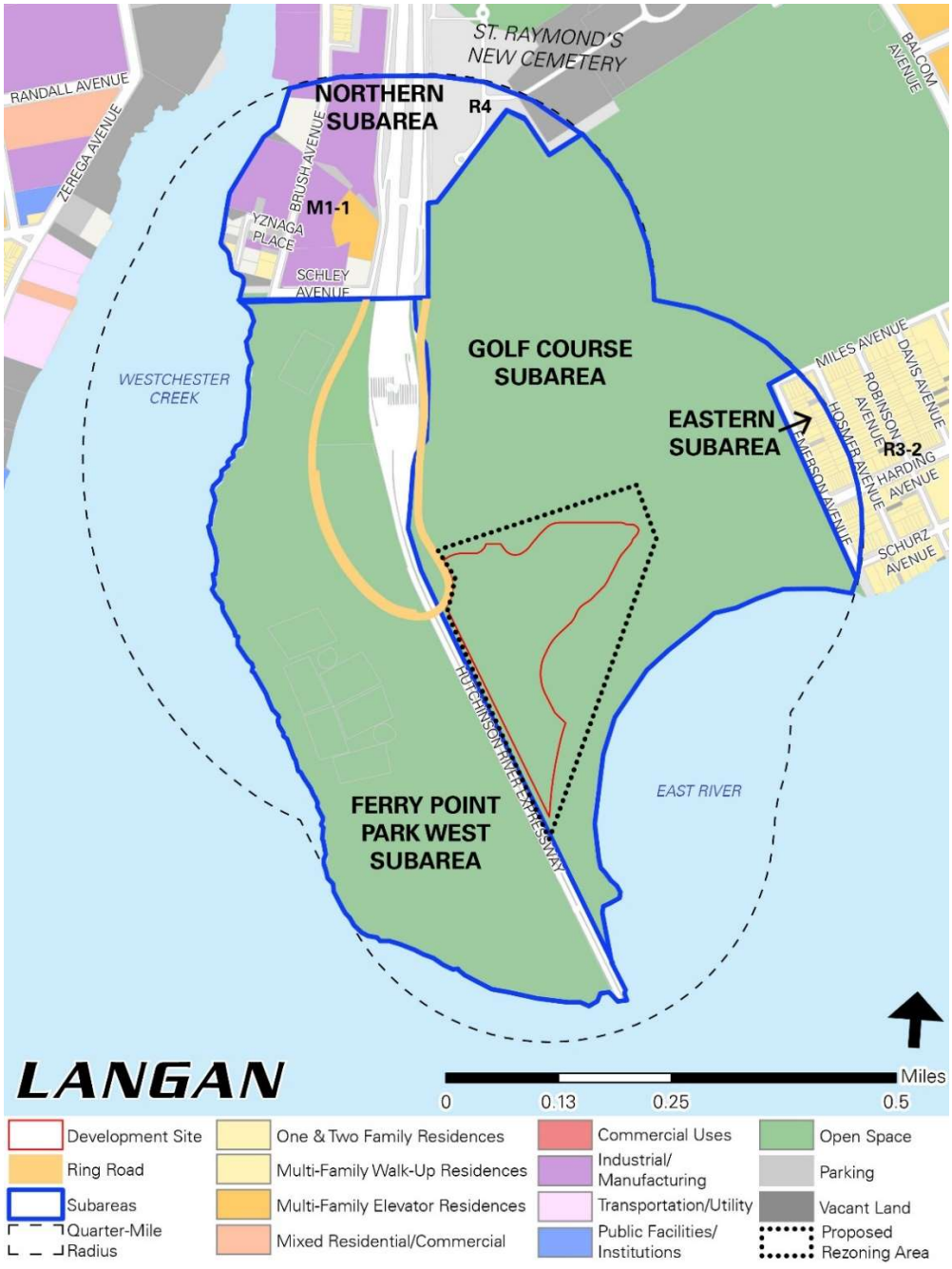
Land Use, Zoning, and Public Policy

The Study Area is divided into four subareas, each with different defining features that contribute to neighborhood's character, as shown in Figure 19-1. The four subareas are the following:

- The Golf Course Subarea, which is generally bounded by Saint Raymond's New Cemetery to the north, Ferry Point Park to the east, the Whitestone Bridge to the south, and the eastern edge of the Hutchinson River Expressway to the west. The Development Site is located within the Golf Course Subarea.
- The Ferry Point Park West Subarea, which encompasses the entirety of the portion of Ferry Point Park that is west of the Hutchinson River Expressway. It includes a portion of Ring Road and an MTA office building and parking lot. This subarea is bounded by Schley Avenue to the north, the eastern edge of the Hutchinson River Expressway to the east, the Whitestone Bridge to the south, and Westchester Creek to the west.
- The Northern Subarea, which is a predominately industrial area is generally bounded by the eastern prolongation of Randall Avenue to the north, Ferry Point Park to the east, Schley Avenue to the south, and Westchester Creek to the west.

- The Eastern Subarea, which includes residential areas of the Throggs Neck neighborhood, is generally bounded by Miles Avenue to the north, Hosmer Avenue to the east, Schurz Avenue to the south, and Emerson Avenue to the west.

Figure 19-1: Study Area Subareas



Golf Course Subarea

The defining features of this subarea include the 222-acre Golf Course with an 18-hole links-style course designed by Jack Nicklaus with native grasses and dunes and teeing grounds that rise at varied elevations. South of the Development Site is a surface parking

lot and paved walking paths for pedestrians along the shore of the East River. These walking paths connect to the residential uses east of the Development Site and are a defining feature of this subarea. The subarea does not include streets and there is one building – the existing one-story Golf Course clubhouse.

Ferry Point Park West Subarea

The defining features of this subarea include the open space uses within the Park, Ring Road and the Hutchinson River Expressway, and the MTA office building and Park comfort station. As noted above, the Park is bisected by the Whitestone Bridge and the Hutchinson River Expressway. The western portion of the Park offers both active and passive uses for Park visitors. Additionally, there is a surface parking lot, an MTA office building, and connection to the Ferry Point Park Ferry Stop. A walking and biking trail connects to Schley Avenue and the Northern Subarea to the north.

Eastern Subarea

The Eastern Subarea is generally defined by a standard urban street grid and one- and two-family residences, with some three-family residences in discrete locations. Residences within the subarea range in height from one to three stories. Data provided on publicly available databases indicates that residences in this area were constructed in various decades, with the oldest residences being constructed in the 1920s. Residences are generally setback about 18 feet from the street to allow parking in the front yard, and some residences have a garage on the ground floor. Pedestrian connections to the Park are available at the intersection of Harding and Emerson avenues.

Northern Subarea

The Northern Subarea is generally defined by the 180-acre Saint Raymond's New Cemetery, industrial uses, residential uses, and vacant land. Industrial uses west of the Hutchinson River Expressway include a beverage distribution facility, construction contractor yards, and UPS and FedEx facilities. There is also a two-story hotel used for the public purpose of housing assistance. These buildings range between one and three stories and were generally built between 1931 and 2008. These industrial buildings contain surface parking, on-site truck parking, and construction contractor yards that contain storage containers, construction vehicles, and materials. Within this subarea, two, non-conforming single-family homes are interspersed among the industrial buildings. These two residences were built in 1925 – before the adoption of the 1961 New York City Zoning Resolution – and rise two stories. Additional parking for Ferry Point Park is available along Schley Avenue. Pedestrian connections to the Park are available from the corner of Schley and Brush avenues.

Socioeconomic Conditions

The Development Site is currently improved with a one-story, 25,265-gsf golf clubhouse, pro shop, accessory parking lot, and practice area. The Golf Course employs approximately 165 people. There are no residential uses on the Development Site. The Socioeconomics Study Area (Census Tracts within a half-mile radius of the Affected Area) includes several residential neighborhoods to the east and northwest of the Development Site and the NYC Housing Authority (NYCHA) Throggs Neck development. The Socioeconomic Study Area includes commercial, institutional, and open space uses, as

mentioned above, such as the MTA office building, Saint Raymond's New Cemetery, a beverage distribution facility, construction contractor yards, and UPS and FedEx facilities. As mentioned previously, the Saint Raymond's New Cemetery is considered a defining feature of the Northern Subarea.

Community Facilities

The Development Site and the area within a quarter mile of the Development Site (the Community Facilities Study Area) do not contain any community facilities. The surrounding area (outside of the quarter-mile Study Area) contains a mix of community facilities, including healthcare facilities, fire and police protection, libraries, and public schools. These uses are outside of the Study Area and are not considered defining features of the neighborhood.

Open Space

The Development Site is sited in Ferry Point Park – a defining feature of the neighborhood – which contains approximately 413.8-acres of open space. Ferry Point Park contains core active and passive recreational uses – including the Golf Course, sports fields, barbeque areas, public restrooms, and dog-friendly areas – and the Ferry Point Park Ferry Stop. The Park also contains a playground, ballfields, courts games, and field sports. Ring Road currently functions as a NYC Parks roadway and is used by pedestrians, cyclists, and motorists to access and egress the Park.

Existing conditions on the Development Site include a one-story, 25,265-gsf golf clubhouse, paved surface parking lot, a portion of the practice area, and other landscaped areas within the Golf Course.

Shadows

The Development Site is sited in Ferry Point Park, and contains the Golf Course, which has vegetation maintained by Bally's through their concession with NYC Parks. The 18-hole links-style course is typically open from late March to the beginning of December, depending on the weather. The vegetation on the Golf Course was largely planted following the closure of the former landfill and construction of the Golf Course in the early 2010s, but some has since been planted or proliferated absent human intervention. Shadows occurring from the existing golf clubhouse do not prohibit the existing vegetative growth on the Development Site.

Historic and Cultural Resources

As indicated in correspondence from the LPC dated 02 April 2024, the Study Area has no architectural significance. SHPO's CRIS shows no historic or cultural resources within 400 feet of the Affected Area. The In a letter dated 24 September 2024, SHPO confirmed that there are no historic properties or historic resources on the Development Site and the Affected Area has no archaeological significance (see Appendix B). Further, as detailed in Chapter 7 of this EIS "Historic and Cultural Resources," there are no historic or cultural resources within the Study Area, and the closest State/National Register-eligible historic resource is located over 2,000 feet from the Affected Area.

Urban Design and Visual Resources

The Urban Design and Visual Resources Study Area is consistent with the quarter-mile Land Use, Public Policy, and Zoning Study Area. Each subarea is characterized by distinct land uses, street patterns, and building types. The links-style course is the principal defining urban design feature of the Golf Course Subarea. Sweeping views of the Whitestone Bridge, the East River, Westchester Creek, and the Manhattan and Queens skylines are the defining features of the Golf Course and Ferry Point Park West subareas. The Eastern Subarea comprises one- and two-family residences, with some three-family residences in discrete locations. The street network within the subarea consists of Emerson, Miles, and Harding Avenues – three urban local streets. The Northern Subarea is generally defined by Saint Raymond's New Cemetery, industrial and residential uses, and vacant land. The street network in this subarea also includes two urban local streets – Brush and Schley avenues.

Transportation

The key roadways in the Transportation Study Area include the Hutchinson River Expressway Service Road/Ring Road, Lafayette Avenue, the Cross Bronx Expressway Extension, Randall Avenue, Bruckner Boulevard, and Brush Avenue. The key highways in the Study Area include the Hutchinson River Expressway (I-678), the Hutchinson River Parkway, the Bruckner Expressway (I-278 and I-95), and the Cross Bronx Expressway (I-295 and I-95). The Study Area also includes Ring Road, which is currently a park roadway. The *Hutchinson River Parkway Transportation Corridor Study* was completed in 2015 and found that Ring Road did not have the necessary facilities to support the then-current level of traffic and did not provide adequate access and crossing points for pedestrians.

The Study Area is generally characterized by relatively light to moderate pedestrian flows and a moderate to high demand for public parking. The Development Site is approximately 0.25 miles from the nearest bus stop on Harding Avenue and the Ferry Point Park ferry stop. Connections to subway lines are approximately two miles from the Development Site.

Noise

The Development Site is proximate to the Hutchinson River Expressway and the dominant noise sources in the area include vehicular traffic along this roadway. Vehicular traffic along Ring Road, which provides access and egress to the Development Site, also contributes to ambient noise conditions.

19.5 No-Action Condition

In the No-Action Condition, the existing conditions would continue. The Development Site would remain with its one-story, 25,265-gsf golf clubhouse, accessory parking lot, a portion of the practice area, and other landscaped areas. No new public infrastructure – such as roadway or park improvements – would be developed, and Ring Road would continue to experience flooding. Ring Road would not be improved with pedestrian safety or a new connection to the Whitestone Bridge.

In the Study Area, the defining features of each subarea would remain. The Golf Course Subarea, which includes the Development Site, would continue to be defined by the Golf Course and pedestrian pathways near the East River. The Ferry Point Park West Subarea would continue to be characterized by the remaining portion of Ferry Point Park, including its active and passive recreational uses, and a portion of Ring Road and the MTA office building and parking lot. The Northern Subarea would continue to be characterized by its predominately industrial uses, and the Eastern Subarea would continue to be characterized by its low-density, residential uses.

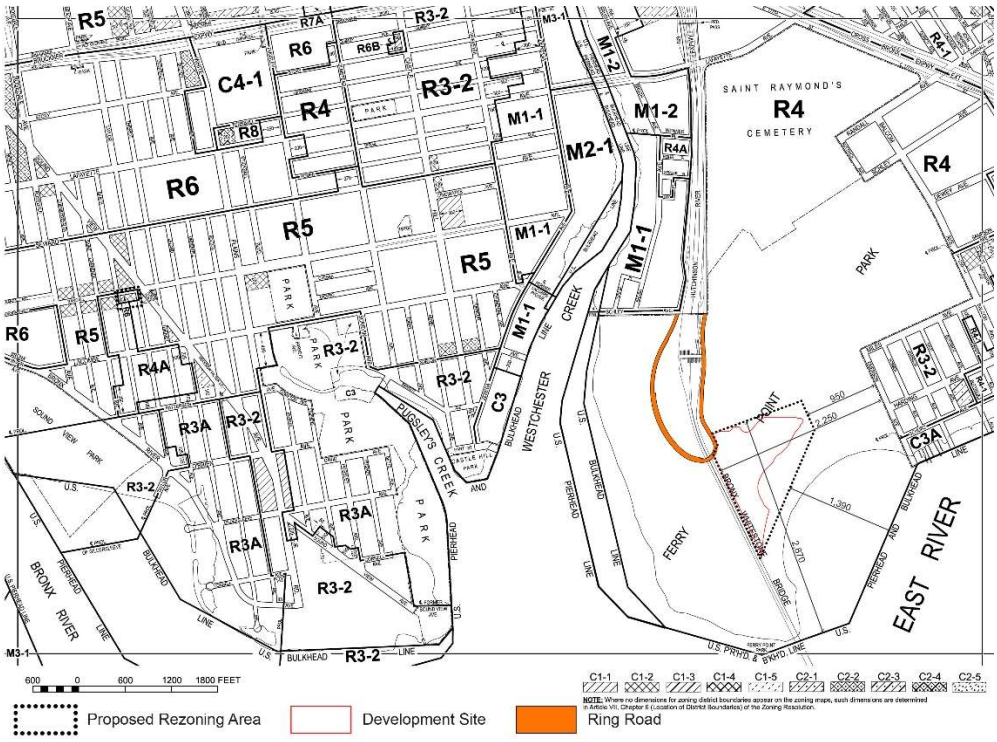
Traffic volumes, pedestrian flows, and transit and parking demand are expected to grow absent the Proposed Actions. This would result in an increase in demand for all major modes of transportation in the No-Action Condition.

19.6 With-Action Condition

In the With-Action Condition, the Proposed Actions would not result in significant adverse impacts on neighborhood character. Overall, the technical areas that contribute to a neighborhood's character would not – either individually or in combination – result in moderate adverse impacts on neighborhood character. The defining features of the neighborhood, including Ferry Point Park, the Golf Course, and Saint Raymond's New Cemetery would not be significantly impacted by the Proposed Actions.

The Proposed Actions would remove the Development Site from the Park, and the Proposed Rezoning Area would be mapped within a C8-4 commercial zoning district. The Proposed Rezoning Area is approximately the area generally around the Development Site. The Proposed Rezoning Area would be defined by a line 2,870 feet north of the U.S. Pierhead and Bulkhead Line south of Ferry Point Park to the north, a line 1,390 northwest of the U.S. Pierhead and Bulkhead Line to the south, a line 950 feet west of Emerson Avenue to the east, and a line 2,250 feet west of Emerson Avenue to the west (see Figure 19-2).

Figure 19-2: Proposed Rezoning Area



Additionally, the Proposed Development would further the goals in the 2015 *Hutchinson River Parkway Transportation Corridor Study* by making privately funded infrastructure and safety improvements to Ring Road and surrounding roadways. The Proposed Development would increase job opportunities within the Study Area, and temporary construction jobs for more than two years. While the Proposed Development would alter some views of visual resources within the Study Area, long-range views of these resources would remain available to the public from various locations. Additionally, the Proposed Development would comply with window/wall attenuation requirements set forth in Chapter 17 of this EIS, "Noise."

The Proposed Actions have the potential to result in a significant adverse impact in the contributing technical areas of shadows, transportation, noise, and construction (traffic). However, these impacts can mostly be mitigated and are further discussed in Chapter 22 of this EIS, "Mitigation."

Land Use, Zoning, and Public Policy

The Proposed Actions would allow the development of Bally's Proposed Facility on the Development Site. New commercial uses – gaming, eating and drinking establishments, hotel, entertainment, and retail – would be introduced to the Development Site. A replacement clubhouse would be developed to enhance service to the Golf Course's existing client base. These new commercial uses are expected to generate significant economic activity and tax revenue for both the City and State and have been designed to complement the Golf Course and the Park– defining features of the neighborhood. The Proposed Development would also complement the existing waterfront uses near the East River by providing additional pedestrian and cycling connections from the East River waterfront east of the expressway to the west side of the Park. These improvements

would complement the existing passive and active uses of the Park west of the expressway.

The Proposed Development would not alter defining features of the neighborhood within the Study Area. The Proposed Actions would complement the existing uses of the Golf Course and Park through improved access to these resources via Ring Road, which would provide enhanced connections for pedestrians, cyclists, and drivers. These improvements would also support the defining features of the Ferry Point Park West Subarea by connecting to the active and passive uses within the Park, the Ferry Point Park Ferry Stop, and the waterfront walking paths along the East River. The Eastern subarea is generally defined by residential uses, which would not be altered with the Proposed Development. Additionally, the Northern subarea is generally defined by Saint Raymond's New Cemetery, industrial and residential uses, and vacant land. These uses would also not be altered with the Proposed Development.

The increased intensity of land use on the Development Site is estimated to generate 3,500 employees at the Proposed Facility and replacement golf clubhouse when fully operational. Land uses within the Study Area would not be altered with the Proposed Actions. The majority of the Golf Course (over 200 acres) and the remainder of Ferry Point Park west of the Hutchinson River Expressway, would remain in current conditions.

Bally's proposes to map a C8-4 district on the Proposed Rezoning Area to accommodate the Proposed Facility and does not propose residential development. The proposed C8-4 zoning district would be consistent with other C8 districts across NYC, which are often mapped along major traffic arteries, and bridge between residential and manufacturing uses. Pursuant to the *Gaming Facility Text Amendment,* gaming facilities approved by the Gaming Commission are deemed to have satisfied all applicable zoning regulations. Thus, the Proposed Facility, upon approval by the Gaming Commission, would satisfy all applicable zoning.

As discussed in Chapter 2 of this EIS, "Land Use, Zoning, and Public Policy," the Proposed Actions would support several public policies including *OneNYC 2050* and *Hutchinson River Parkway Transportation Corridor Study*. The Proposed Development would generate an estimated 3,500 jobs, consistent with an "inclusive economy" and other goals of *OneNYC 2050*. The Proposed Development also includes improvements to Ring Road, improved access to the Development Site, and the implementation of city-sponsored recommendations identified in the *Hutchinson River Parkway Transportation Corridor Study*. Accordingly, the Proposed Actions would not result in a significant adverse impact to the Study Area's neighborhood character in the area of land use, zoning, and public policy.

Socioeconomic Conditions

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

Development Site. A qualitative analysis of indirect residential displacement was also conservatively included.

The socioeconomic conditions preliminary assessment found that the Proposed Actions do not have the potential to displace a vulnerable population to the extent that the socioeconomic character of a neighborhood would change and would not introduce economic activity that would alter existing economic patterns. The Proposed Actions would provide approximately 3,500 new permanent jobs to the surrounding area, and up to 990 temporary construction jobs for more than two years. The Proposed Actions would remove a parking lot, a portion of the practice area, golf clubhouse, and other landscaped areas that are accessory to the Golf Course, and comparable amenities would be provided with the Proposed Actions. Based on current data, the percentage of individuals living and working within the Study Area is approximately two percent. Thus, it was assumed that the Proposed Development would generate a need of up to 70 housing units (approximately two percent of total new workers) – an increase of 0.3 percent above the existing population – which could be accommodated by the existing 347 vacant units within the Study Area. Additionally, if all 3,500 new workers were required to relocate, the existing vacant units within the Bronx could accommodate all new potential workers and would equate to 14 percent of existing vacant housing units in the Bronx. Thus, the Proposed Actions are not expected to overwhelm or alter the existing housing market.

The Proposed Actions would provide destination gaming and accessory uses on the Development Site, which are not present within the Study Area. A gaming facility is not located within the Bronx and the Proposed Development would provide a new economic use on the Development Site that is not expected to compete with another gaming facility or other local retail uses in the Bronx. The Proposed Development has the potential to attract new visitors that will spend money at nearby gas stations, restaurants, bars, retail establishments, attractions, and hotels. The Proposed Development is projected to increase the production and sales at nearby businesses due to the increased demand generated by the Proposed Development and increase the demand of goods and service providers that will support the Proposed Development. The Proposed Development is also expected to generate New York State and local government revenue, including gaming taxes, corporate and employee income taxes, sales, hotel, and property taxes, and bridge/tunnel tolls.

The Proposed Development would not displace residents, visitors, or workers on the Development Site and would provide well-paying jobs to the Bronx and the surrounding areas residents and would continue to support essential businesses in the area and in New York State. Accordingly, the Proposed Actions would not result in a significant adverse impact to the Study Area's neighborhood character in the area of socioeconomic conditions.

Community Facilities

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

Proposed Development would result in additional year-round visitors to the Development Site that could increase demand for police protection, fire protection, and emergency services; thus, Bally's has committed to including a police substation within the design of the Proposed Facility, hiring on-site security personnel, and would include a designated area within the Proposed Facility for emergency management and medical services. The Proposed Development would also improve access between the Development Site and nearby police precincts, fire stations and medical facilities by improving Ring Road – the only roadway that provides access to the Development Site and portions of Ferry Point Park east of the Whitestone Bridge. Accordingly, the Proposed Actions would not result in a significant adverse impact to the Study Area's neighborhood character in the area of community facilities and services.

Open Space

The Proposed Actions would attract additional non-residents (visitors) to the area but would not cause the ratio of open space per non-resident to drop below CEQR impact thresholds. The Proposed Actions would remove the existing golf clubhouse, a portion of the practice area, parking, and other landscaped areas to construct the Proposed Facility. However, Bally's would construct a replacement clubhouse, include parking for the Golf Course within the Proposed Facility, and relocate the practice area to be of a similar size and character. Thus, the replacement of the golf clubhouse, parking, and practice area would provide new amenities that are comparable to the removed uses. The Proposed Actions would cause a net loss of publicly accessible open space primarily used by golfers; however, core active and passive recreational facilities west of the expressway – including the sports fields, barbeque areas, public restrooms, and dog-friendly areas – and the Ferry Point Park Ferry Stop – would not be altered and would continue to be available to Park users.

Additionally, because parkland would be alienated, park improvements and replacement parkland would be provided consistent with the requirements of the State alienation legislation. Bally's would contribute funds to the City of New York to be devoted to NYC Parks for such public improvements and would potentially deed ~~the designated~~ new parkland to NYC Parks. Potential parkland improvements and replacement parkland options have been submitted to NYC Parks for consideration.

With the Proposed Actions, Ring Road would be mapped as a City Street. The existing roadbed for the park roadway would be widened and include additional pedestrian and cycling infrastructure and stormwater drainage improvements. The conversion of Ring Road to a City Street would better support pedestrians, cyclists, and motorists that use the Park because:

- Ring Road's roadbed would be expanded to allow two lanes of vehicular traffic and one lane for new on-street parking (and a potential MTA bus stop subject to review and approval by NYCDOT and MTA);
- One or more new signalized crossings would be created to assist pedestrians cross the street and calm traffic along Ring Road; and
- New infrastructure would be installed in Ring Road to manage stormwater and reduce the potential for flooding.

The improvements to Ring Road would also create new and safer connections under the Whitestone Bridge for pedestrians and cyclists by creating a sidewalk and bike lane where

none currently exists. This new connection would create new opportunities for onward connections to existing pedestrian and cycling facilities via the Park. Thus, the removal of Ring Road from the NYC Parks' jurisdiction would facilitate new recreational amenities in Ring Road that are comparable or improved compared to existing conditions, and the transfer of Ring Road to NYCDOT would not have an adverse effect on Ring Roads users. Accordingly, the Proposed Actions would not result in a significant adverse impact to the Study Area's neighborhood character in the area of open space.

Shadows

The Proposed Development would result in a significant adverse shadows impact to the Golf Course in areas near the Proposed Facility and the replacement golf clubhouse. The Proposed Development would reduce the amount of available sunlight to less than six hours of direct sunlight – the *CEQR Technical Manual* impact threshold for vegetation – in small, discrete areas of the Golf Course on the March, May and June analysis days. Due to the impact on vegetation at the Golf Course, the Proposed Actions also have the potential to affect utilization. Adverse utilization impacts may result on portions of holes 1, 9, 10, and 18. A detailed analysis found that incremental shadow on the existing wetland, the NYCDOT Wetland Mitigation project, the East River, and other areas of the Park that are west of the expressway would be limited, and incremental shadow on these areas would not rise to the level of a significant adverse shadows impact.

Based on the analysis in Chapter 6 of this EIS, "Shadows," golfers could experience incremental shadow for around 30 minutes under worst-case conditions as they move throughout the Golf Course. Incremental shadow would be cast on portions of the Golf Course in areas around the Proposed Facility on all four CEQR analysis days. During the December analysis day, the Golf Course is closed, and vegetation is dormant. In the other three analysis days, incremental shadow would be confined to very small portions of holes 1 (including the putting practice area near hole 1), 9, 10, and 18 and the driving range to various degrees on each day.

The duration that a golfer experiences shadow would likely be less than 30 minutes depending on factors such as: 1) which tees the golfer uses; 2) whether a golfer's ball lands in a shaded area; 3) the time a golfer needs to complete a hole (which can be linked to skill); and 4) when a golfer starts a round. Relative to the Golf Course, the areas of incremental shadow are experienced non-consecutively (other than the green on hole 9 and the teeing area on hole 10), and golfers would experience incremental shadow in continuous durations of approximately 15 minutes during worst-case conditions as they move throughout the course. Incremental shadow would not preclude users from golfing but may affect comfort depending on weather conditions.

Various maintenance activities are performed throughout the winter while the Golf Course is closed to the public, and plantings and seed mixes can be changed as needed by the maintenance staff to accommodate conditions at the Golf Course. However, because the Proposed Development would reduce the amount of available sunlight to less than the CEQR impact threshold for vegetation, the Proposed Development could result in significant adverse impacts to limited areas of the Golf Course's grass (and, in turn, utilization of these areas). Measures to mitigate the significant adverse shadows impacts to the Golf Course's vegetation are discussed in Chapter 22 of this EIS, "Mitigation."

While the Proposed Actions would result in significant adverse shadow impacts to limited areas of the Golf Course, this would not constitute a significant adverse neighborhood

character impact. The project-generated shadows would be limited to areas closest to the new buildings and would not alter the majority of the 222-acre course. The proposed new buildings would support and complement its existing use as an award-winning Golf Course. With the Proposed Actions, only the existing surface parking lot, golf clubhouse, a portion of the practice area and other landscaped areas would be removed. The defining features of the Golf Course would continue to be available for golfers and would not be removed. Vegetation closest to the new buildings may receive prolonged shadow in limited areas; however, measures to mitigate these impacts would ensure that the defining characteristics of the Jack Nicklaus designed-course are not altered.

Significant adverse shadow impacts would not result from the Proposed Actions beyond the Golf Course. The Proposed Actions would result in significant adverse shadow impacts exclusively affecting golfers, and measures to mitigate these impacts would be implemented. The active and passive uses south of the Development Site and west of the expressway would continue to receive sunlight throughout the four analysis days and would be available for public use and recreational purposes. Other areas of Ferry Point Park including the basketball courts, cricket fields, football fields, dog-friendly areas, the East River shoreline, and other recreational areas would not have significant adverse shadow impacts. Areas beyond the Park such as the Throggs Neck neighborhood, Saint Raymond's New Cemetery, and industrial uses to the north would not receive incremental shadow and the Proposed Actions would not have the potential to change the character of the neighborhood compared to the No-Action Condition. Accordingly, the Proposed Actions would not result in a significant adverse impact to the Study Area's neighborhood character in the area of shadows.

Historic and Cultural Resources

To assess potential direct and indirect impacts to architectural resources, architectural resources were inventoried using the SHPO's CRIS database and LPC's Discover NYC Landmarks Map. In a letter dated 24 September 2024, SHPO confirmed that there are no historic properties or historic resources on the Development Site and the Affected Area has no archaeological significance. As indicated in correspondence from LPC dated 02 April 2024, the Affected Area has no architectural significance (see Appendix B). Further, as detailed in Chapter 7 of this EIS "Historic and Cultural Resources," there are no historic or cultural resources within the Study Area, and the closest State/National Register-eligible historic resources are located over 2,000 feet from the Affected Area (2780 Schurz Avenue and 850 Zerega Avenue). Accordingly, the Proposed Actions would not result in a significant adverse impact to the Study Area's neighborhood character in the area of historic and cultural resources.

Urban Design and Visual Resources

Like the Land Use, Zoning, and Public Policy Study Area, the Urban Design and Visual Resources Study Area was divided into four subareas: the Golf Course, Ferry Point Park West, Eastern, and Northern subareas. Each subarea is characterized by distinct land uses, street patterns, and building types. The Proposed Actions would introduce the Proposed Development, including the Proposed Facility, the replacement golf clubhouse, improved Waterfront Access Roadway, and improvements to Ring Road.

While the Proposed Actions would result in a noticeable change in urban design conditions primarily for golfers, the Proposed Actions would not result in a significant

adverse urban design and visual resources impact. The Proposed Actions would result in a change to the appearance and arrangement to the built environment in the Park, a visual resource, primarily when users are on specific holes of the Golf Course. However, the change would not constitute a significant adverse urban design impact because it would not significantly affect the functionality of the Park, the pedestrian experience, or the design of the Golf Course. The uses proposed to be removed from the Park are uses that support the Golf Course (i.e., golf clubhouse and parking), and comparable amenities would be provided with the Proposed Actions. The links-style Golf Course – characterized by rolling hills, dunes, grasses, little-to-no trees, and teeing grounds that rise at varied elevations – would continue to be the defining landscape for golfers. Further, views of visual resources would be available from other locations within the Golf Course Subarea when golfers are using the Golf Course. Views of visual resources from other subareas would not be altered with the Proposed Actions.

The Proposed Development would introduce a new building on the Development Site, and views of the Study Area's six visual resources – the Park, the East River, Westchester Creek, the Whitestone Bridge, and the Queens and Manhattan skylines – would have the potential to be partially obstructed in certain locations from the Golf Course Subarea. However, views of the Study Area's six visual resources would continue to be available from other comparable locations within the Golf Course Subarea and within the Park. Views of these resources are already limited within the Eastern and Northern subareas and would not be altered with the Proposed Development.

The Proposed Development has been designed to complement the Golf Course and the Park– defining features of Golf Course Subarea and the neighborhood. The Proposed Development would also complement the existing waterfront uses near the East River by providing additional pedestrian and cycling infrastructure that would connect to the existing passive and active uses of the Park west of the expressway. The Proposed Development would not alter the defining features of the neighborhood within the Study Area. The Proposed Actions would allow improvements to Ring Road, which would provide enhanced connections for pedestrians, cyclists, and drivers. These improvements would support the defining features of the Ferry Point Park West Subarea such as the active and passive uses and the Ferry Point Park Ferry Stop. The Eastern subarea is generally defined by residential uses, which would not be altered with the Proposed Development. Additionally, the Northern subarea is generally defined by Saint Raymond's New Cemetery, industrial and residential uses, and vacant land. These uses would also not be altered with the Proposed Development. Accordingly, the Proposed Actions would not result in a significant adverse impact to the Study Area's neighborhood character in the area of urban design and visual resources.

Transportation

The Proposed Actions would generate additional volumes of pedestrian, cyclist, and vehicular trips and would involve the mapping of a City Street. However, the Proposed Actions would not require changes to traffic flow directions and would not impede the neighborhood's access to transit. As a part of the Proposed Development, improvements would be made to the to-be-mapped Ring Road to enhance circulation, safety, and access to the Development Site for pedestrians, cyclists, and vehicles. The improvements to Ring Road would introduce new pedestrian and cycling infrastructure that would connect to existing pedestrian and cycling routes. Ring Road would be widened to two travel lanes and an on-street parking lane, which would also have the capacity to serve, in part, as a

bus stop. Thus, improvements to Ring Road would increase available parking and expand public access to the Park, including through additional public transit options.

Based on the analysis performed in Chapter 14 of this EIS, "Transportation," the Proposed Actions have the potential to result in significant adverse impacts in the areas of vehicular traffic. The analysis identified several traffic intersection/approach lanes that have the potential to experience a significantly adverse impact. However, these impacts could be mitigated based on the mitigation measures proposed in Chapter 22 of this EIS, "Mitigation."

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

As a part of the Proposed Development, improvements to Ring Road would benefit both those traveling to and from the Proposed Facility and Park users. The defining features of the neighborhood, including the Golf Course and Park would not be altered with the Proposed Actions and users would benefit from improved access to these features. Other defining features of the neighborhood such as the residential uses to the east and Saint Raymond's New Cemetery, residential and industrial uses, and vacant land to the north would not be altered with the Proposed Actions. Accordingly, the Proposed Actions would not result in a significant adverse neighborhood character impact in the area of transportation.

Noise

The Development Site is near the Hutchinson River Expressway, an existing noise source to the Park. The Proposed Facility would constitute a new potential noise source within the Park; however, new mechanical equipment would be required to comply with the New York City Mechanical and Noise codes. New development would be required to provide façade attenuation to meet the CEQR-recommended interior noise environment of 45 dB(A). To achieve the CEQR-recommended criteria, façade-specific window-wall attenuation requirements would be included via an institutional control that would be mapped across the Development Site. The Proposed Facility may also shield some portions of the Park east of the expressway from noise generated by the Hutchinson River Expressway.

Based on the analysis in Chapter 17 of this EIS, "Noise," the Proposed Actions would have the potential to result in a significant adverse noise impact to Ferry Point Park because noise levels are projected to increase by 3 dB(A) or more in the area that is west of the Hutchinson River Expressway and ~~immediate to the~~ within approximately 100 feet exterior (west) to ~~of~~ Ring Road~~; however, this would not result in a significant adverse neighborhood character impact~~. Recreational areas more than approximately 100 feet west of Ring Road would not experience a significant adverse noise impact. Park users of the area near Ring Road are currently exposed to noise generated by nearby roadways as well as other recreational users (including for organized sports, public gatherings,

recreational events, barbecues, and picnics) and this area is not an area used for serenity and quiet.

With-Action noise levels would not exceed 85 dB(A) – the exposure level that the *CEQR Technical Manual* indicates can harm hearing. Further, noise levels would not increase beyond 70 to 75 dB(A) - the CEQR threshold for "nuisance levels" for outdoor noise. The effects of the project-generated vehicular noise would be greatest near Ring Road and less in other areas farther away, such as the barbecue areas near the waterfront.

With the Proposed Actions, park users would continue to use the recreational uses throughout the Park. While areas closest to Ring Road may be louder, as users move farther from the roadway, users would experience less noise from the roadway. Accordingly, the Proposed Actions would not result in a significant adverse neighborhood character impact in the area of noise.

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

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

Conclusion

The Proposed Actions would not result in significant adverse impacts on neighborhood character. Overall, the technical areas that contribute to a neighborhood's character would not – either individually or in combination – result in moderate adverse impacts to neighborhood character. The Proposed Actions would not result in significant adverse impacts to land use, zoning, and public policy, socioeconomic conditions, community facilities, open space, historic and cultural resources, and urban design and visual resources. The Proposed Actions would result in significant adverse shadows, transportation, and noise impacts, and efforts to mitigate these significant adverse impacts are detailed in Chapter 22 of this EIS, "Mitigation." Other technical areas that contribute to neighborhood character would not result in significant adverse impacts and are not reasonably close to CEQR impact thresholds. Thus, while some significant adverse impacts were identified in three technical areas that contribute to neighborhood character, significant adverse impacts could be partially or fully mitigated. Based on the analysis above, the Proposed Actions would not result in a combination of moderate effects that would cause a significant adverse impact to neighborhood character.

The Proposed Development has been designed to complement the Golf Course and the Park– defining features of Golf Course subarea and the neighborhood. The Proposed Development would also complement the waterfront uses near the East River by providing additional pedestrian and cycling infrastructure that would connect to the existing passive and active uses of the Park west of the expressway. The Proposed

Development would not alter the defining features of the neighborhood within the Study Area. The Proposed Actions would allow improvements to Ring Road, which would provide enhanced connections for pedestrians, cyclists, and drivers. These improvements would support the defining features Ferry Point Park West Subarea such as the active and passive open space uses and the Ferry Point Park Ferry Terminal. The Eastern subarea is generally defined by residential uses, which would not be altered with the Proposed Development. Additionally, the Northern subarea is generally defined by Saint Raymond's New Cemetery, industrial and residential uses, and vacant land. These uses would also not be altered with the Proposed Development.