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

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

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

Transportation

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

- The potentially significant adverse traffic impacts to the northbound Hutchinson River Parkway Service Road left-turn movement at Lafayette Avenue would ~~remain unmitigated but would be vastly improved~~ be mitigated with the proposed overpass,

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

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

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

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

Significant adverse impacts identified at the intersection of Lafayette Avenue and the northbound Hutchinson River Parkway Service Road and at the intersection of Lafayette Avenue and the southbound Hutchinson River Parkway Service Road would be fully mitigated during the weekday AM, midday, and PM and Saturday midday and PM peak hours with the proposed overpass and associated geometric and signal phasing and timing improvements described in Section 22.4.

~~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~~within approximately 100 feet exterior (west) to Ring Road. Within this area, noise levels are projected to increase by up to 5.6 dB(A). As this noise increase exceeds the CEQR noise impact criteria of 3 dB(A), it constitutes a significant adverse noise impact due to mobile sources. 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~~within approximately 100 feet exterior (west) to Ring Road. During the noisiest peak hour, L_{eq} noise levels are projected to increase by up to ~~9.6~~5.6 dB(A) over the No-Action noise level (or ~~6.6~~2.6 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.~~

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

Construction

Transportation

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

The potentially significant adverse construction traffic impacts at the impacted intersection approaches/lane groups would either be mitigated or would remain unmitigated in the future during construction of the Proposed Development, as described 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. Additionally, and in consultation with NYCDOT, the CTMP will also evaluate the potential need to deploy temporary Traffic Enforcement Agents (TEAs) during the weekday morning and evening construction peak hours to the intersections of Bruckner Boulevard and Brush Avenue and the Lafayette Avenue intersections with the north and southbound Hutchinson River Parkway Service Roads.

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

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

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

As discussed in Chapter 20 of this EIS, "Construction," potentially significant adverse traffic impacts could result from the construction of the Proposed Development at four~~five~~ highway segments (of the 61 segments analyzed) during the weekday PM construction peak hour.

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~~ four 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~~The putting practice area between the teeing area and the golf clubhouse would be enlarged and the rough around the teeing areas would be reduced;
- Hole 9:~~ A slight reconfiguration or relocation of the green and surrounding fairway and rough~~ The green would be moved about 100 feet north to an area currently occupied by rough and part of the hole's fairway. The hole would continue to be a par-4;
- Hole 10: ~~A slight reconfiguration or relocation of teeing area~~ The southern-most tee box would be relocated and combined with the hole's next teeing area to the north. This relocation would allow for a new chipping area to be developed between the driving range and hole 10, an area that is currently mostly rough;
- Hole 18: A partial reconfiguration of the hole by shifting a portion of the green, rough, and fairway to the southeast, away from the Proposed Facility~~multiple areas of the hole (e.g., portions of fairway and rough, and green)~~; and
- Driving Range: The eastern-most approximately 20 feet of the teeing area would be removed to accommodate the proposed chipping green. Changes to seed mixes, changes to turf maintenance protocols, addition of fans, and artificial sunlight, may be incorporated by maintenance staff to the driving range as needed.

Changes to the Golf Course Site Plan are illustrated in Figure 22-1.

~~Any~~ The Golf Course reconfiguration ~~would be~~was reviewed and approved by ~~Nicklaus Design~~ 1-JN 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. At the discretion of the Golf Course's maintenance staff, a~~A~~dditional 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~~ The partial reconfiguration of ~~certain golf~~ holes 1, 9, 10, and 18 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.~~

Figure 22-1: Revised Illustrative Golf Course Site Plan[1]



Note: This figure is new for the Final EIS.

Detailed Mitigation Assessment

A detailed shadows assessment was performed for four resources in Chapter 6 of this EIS, "Shadows." No significant adverse shadow impacts were identified for the East River, a wetland west of the Hutchinson River Expressway, and the proposed NYCDOT Wetland Mitigation project area. Significant adverse shadow impacts were identified in small areas of vegetation (grass) on the Golf Course on the March, May, and June analysis days. Because of these adverse impacts, a detailed assessment of the revised Golf Course site plan was included to identify if the impacts to the Golf Course's vegetation could be fully or partially mitigated.

[1] For illustrative purposes only.

Table 22-1 shows the time and duration of incremental shadow on the revised Golf Course Site Plan.

Table 22-1: With-Mitigation Detailed Assessment Shadows Duration by Resource

ANALYSIS DAY	MARCH	MAY	JUNE
Analysis Period[1]	**7:36A – 4:29P**	**6:27A – 5:18P**	**5:57A – 6:01P**
Duration	**8H 53M**	**10H 51M**	**12H 04M**
Open Space Resources			
Ferry Point Park	**7:36A – 4:29P** **8h 53m**	**6:27A – 5:18P** **10h 51m**	**5:57A – 6:01P** **12h 04m**
Hole 1			
Teeing Area/ Putting Practice Area	7:36A – 7:40A 4m	-	-
Rough	7:36A – 7:42A 6m	6:27A – 6:41A 0h 14m 1:30P – 3:30P 2h 00m Total: 2h 14m	-
Fairway	-	-	-
Green/Hole	-	-	-
Hole 9			
Teeing Area	-	-	-
Fairway	7:36A – 10:20A 2h 44m	6:55A – 9:30A 2h 35m	7:40A – 8:40A 1h
Green/Hole	7:36A – 9:55A 2h 19m	7:00A – 8:45A 1h 45m	-
Rough	7:36A – 10:22A 2h 46m	6:27A – 9:35A 3h 08m	7:00A – 8:50A 1h 50m
Hole 10			
Teeing Area	-	-	-
Hole 18			
Teeing Area	-	-	-
Fairway	2:20P – 4:29P 2h 09m	2:50P – 5:18P 2h 28m	2:50P – 6:01P 3h 11m
Green/Hole	2:50P – 4:29P 1h 39m	3:30P – 5:18P 1h 48m	4:00P – 6:01P 2h 01m
Rough	12:20A – 4:29P 4h 09m	12:40P – 5:18P 4h 38m	12:40P – 6:01P 5h 21m
Driving Range			
Teeing Area	7:36A – 4:29P 8h 53m	9:00A – 2:00P 5h 00m	-
Fairway	-	-	-
Rough	-	-	-
Chipping Green			
	10:10A – 4:29P 6h 19m	10:30A – 2:50P 4h 20m	11:20A – 1:20P 2h
Practice Green			
	7:36A – 4:29P 8h 53m	6:27A – 8:00A 1h 33m	-

Mitigation Criteria

Per the *CEQR Technical Manual*, the amount of sunlight typically considered to be the minimum that plantings and vegetation need is six to eight hours of direct sunlight. This criterion was used to determine whether the proposed mitigation would fully or partially mitigate the significant adverse impacts identified in Chapter 6 of this EIS, "Shadows."

Hole 1

The Draft EIS identified significant adverse shadows impacts to hole 1 only on the March analysis day. With the proposed mitigations, the significant adverse impacts at hole 1 would be fully mitigated.

On the March analysis day, hole 1 would receive incremental shadow for 6 minutes before being in direct sunlight for the remainder of the analysis day, an approximate duration of 8 hours and 47 minutes of direct sunlight. The significant adverse shadows impact to hole 1 would be fully mitigated because the hole's vegetation would now receive more than 8 hours of direct sunlight.

Hole 9

The Draft EIS identified significant adverse shadows impacts to hole 9 on the March, May, and June analysis days. As described in Chapter 6 of this EIS, "Shadows," the significant adverse shadows impact would occur at the green and surrounding fairway and rough on the March analysis day, the southmost fairway on the May analysis day, and the rough near the green on the June analysis day. With the proposed mitigations, the significant adverse impacts at hole 9 would be fully mitigated.

On the March analysis day, incremental shadow would be cast on hole 9's fairway, green, and rough with the proposed mitigations beginning at 7:36 AM, the start of the analysis period. Incremental shadow would be cast on hole 9 until approximately 10:22 AM, a duration of 2 hours and 46 minutes. The areas of the hole that would receive incremental shadow would receive direct sunlight for a duration of at least 6 hours and 7 minutes.

On the May analysis day, incremental shadow would be cast on hole 9 for up to 3 hours and 8 minutes with the proposed mitigations. The areas that would receive incremental shadow would remain in direct sunlight for at least 7 hours and 43 minutes.

On the June analysis day, incremental shadow would be cast on hole 9 for up to 1 hour and 50 minutes with the proposed mitigations. The areas that would receive incremental shadow would remain in direct sunlight for at least 10 hours and 14 minutes.

Across all three analysis days, the areas of hole 9 that would receive incremental shadow would receive between 6 and 8 hours of direct sunlight. Accordingly, the significant adverse shadows impact at hole 9 would be fully mitigated.

Hole 10

The Draft EIS identified a significant adverse shadows impact to hole 10 only on the March analysis day. With the proposed mitigations, the significant adverse shadows impact to hole 10 would be fully mitigated because the hole would not receive any incremental shadow with the proposed mitigations.

Hole 18

The Draft EIS identified significant adverse shadows impacts to hole 18 on the March and May analysis days. As described in Chapter 6 of this EIS, "Shadows," the significant adverse shadows impact would occur at the fairway and rough at the southwestern edge of the hole on the March analysis day and to the southwestern edge of the rough on the May analysis day.

On the March analysis day, incremental shadow would be cast on hole 18's fairway, green, and rough beginning around 2:20 PM with the proposed mitigations. Incremental shadow would be cast on the fairway or rough for up to 2 hours and 9 minutes until 4:29 PM, the end of the March analysis period. The fairway or rough would remain in direct sunlight for at least 6 hours and 44 minutes. The rough would receive incremental shadow beginning around 12:20 PM until 4:29 PM, a duration of 4 hours and 9 minutes. The rough at hole 18 would be in direct sunlight from 7:36 AM until 12:20 PM, a duration of 4 hours and 44 minutes. Therefore, only the rough on hole 18 would not receive at least 6 hours of direct sunlight. However, the duration of incremental shadow on the rough would be reduced by 4 minutes compared to the With-Action Condition, resulting in a partial mitigation to the rough. The fairway and green would receive more than 6 hours of direct sunlight and therefore would be fully mitigated on the March analysis day.

On the May analysis day, hole 18 would receive incremental shadow for up to 4 hours and 38 minutes. The areas that would receive incremental shadow would be wholly in direct sunlight for at least 6 hours and 13 minutes. Therefore, the proposed mitigations would fully mitigate the significant adverse shadows impact on the May analysis day because the hole would receive the minimum 6 to 8 hours of direct sunlight.

While the proposed mitigations would partially mitigate the significant adverse shadows impact to hole 18 on the March analysis day, the golf course is regularly maintained by the golf course's staff and the areas that would receive less than 6 hours of direct sunlight would be limited to portions of the rough. As necessary, Bally's may employ solutions such as replacing grass in the rough that could deteriorate because of lack of access to direct sunlight.

As a part of mitigation and to ensure player and Park visitor safety, Bally's may employ measures to minimize the potential for golf balls to land outside the Golf Course. Bally's staff will collect balls during the off-season by hand that may land outside the Golf Course and return them to the course. Bally's will perform restoration activities of any native grasses if damage occurs through ball accumulation throughout the season. Hole 18 currently has small fencing around the edge of the Golf Course's licensed premises, which would continue to be maintained by Bally's with the changes to the course. Further, the natural design and layout of the course will guard against errant golf balls. Even the worst misses will be captured by existing water features or retained by slopes or berms at hole 18.

Driving Range

The Draft EIS identified significant adverse shadows impacts to the driving range on the March and May analysis days at the southern extent of the teeing area.

On the March and May analysis days, significant portions of the southern-most extent of the driving range would continue to receive incremental shadow with the proposed mitigations. However, during times of incremental shadow on the driving range, Bally's may choose to relocate the teeing area farther north and outside the areas of incremental shadow to minimize damage to the grass from golfers. As noted above, the Golf Course is regularly maintained by the Golf Course's staff and, as necessary, Bally's may employ solutions such as replacing grass that deteriorates because of lack of access to direct sunlight. Additionally, Golf Course staff may include measures such as changes to seed mixes, changes to turf maintenance protocols, addition of fans, and artificial sunlight, as needed. By employing maintenance strategies, the significant adverse shadows impact at the driving range would be partially mitigated.

Determination

With the proposed mitigations, the significant adverse shadows impact would be fully mitigated at holes 1, 9, and 10, and partially mitigated at hole 18 and the driving range. Figure 22-1 through Figure 22-36 show the detailed shadows analysis with the proposed mitigations.

Figure 22-2: March Analysis Day – 7:36 AM



Figure 22-3: March Analysis Day – 8:30 AM



Figure 22-4: March Analysis Day – 9:30 AM



Figure 22-5: March Analysis Day- 10:30 AM

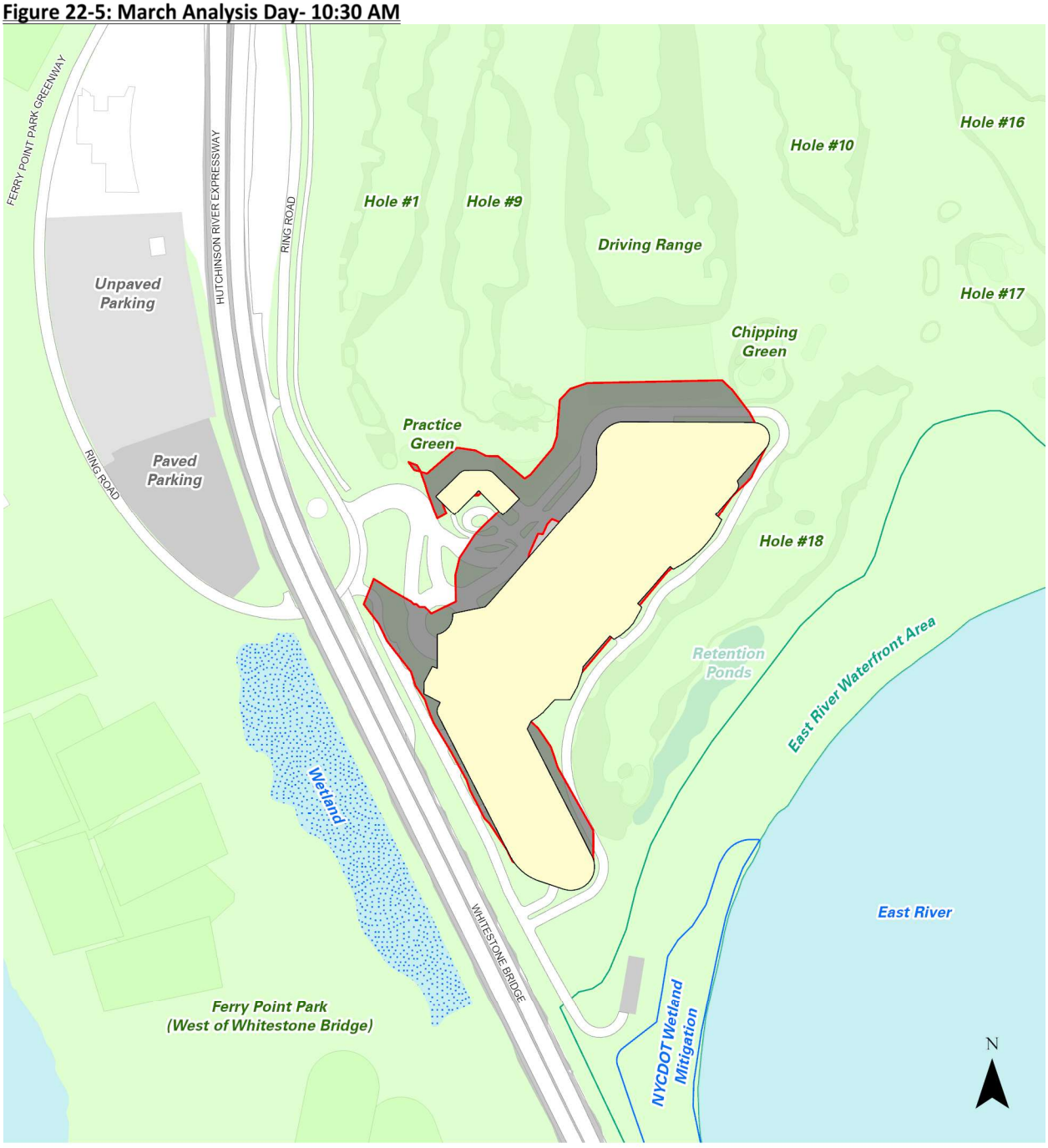


Figure 22-6: March Analysis Day – 11:30 AM



Figure 22-7: March Analysis Day – 12:30 PM

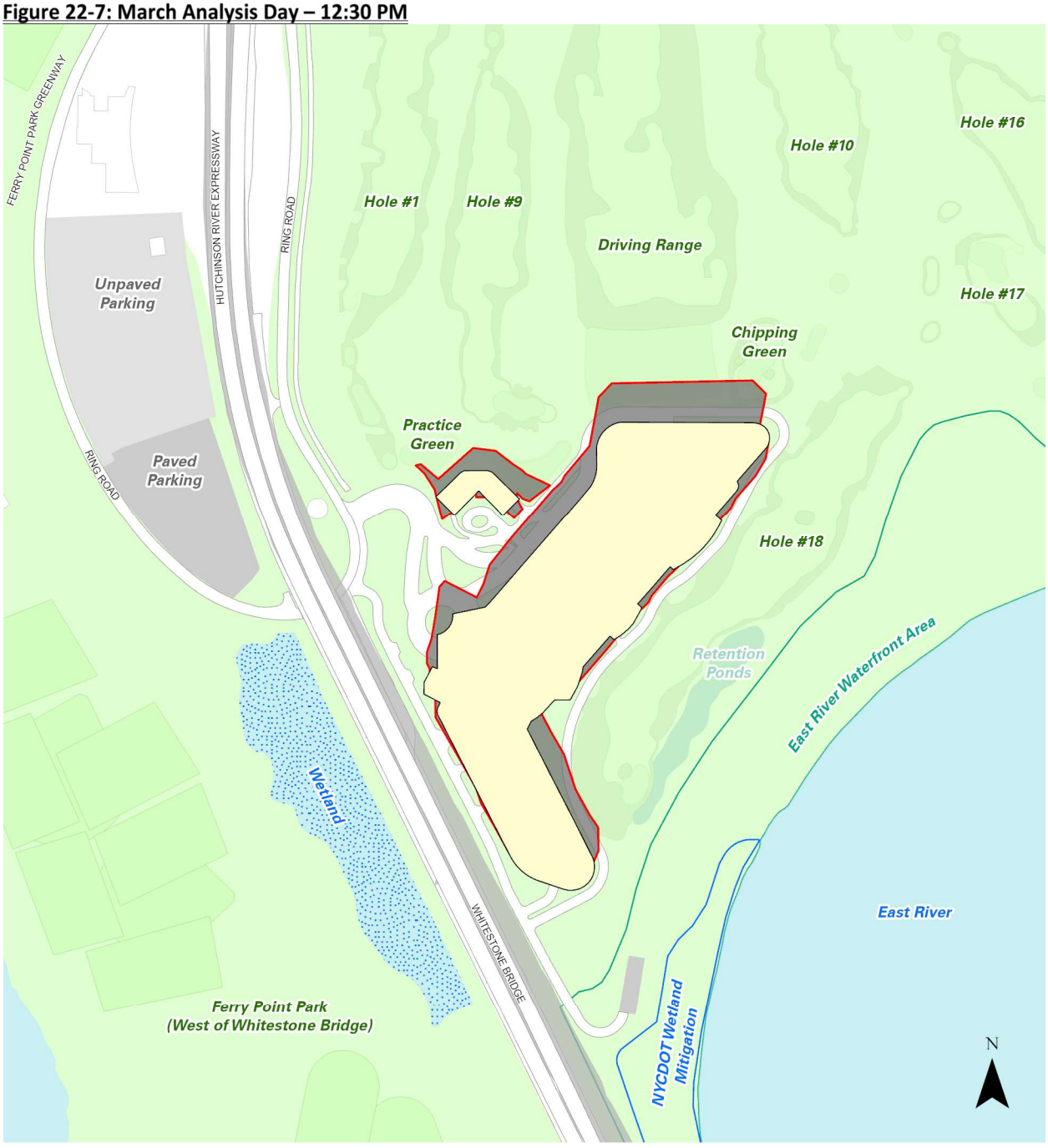


Figure 22-8: March Analysis Day – 1:30 PM



Figure 22-9: March Analysis Day – 2:30 PM

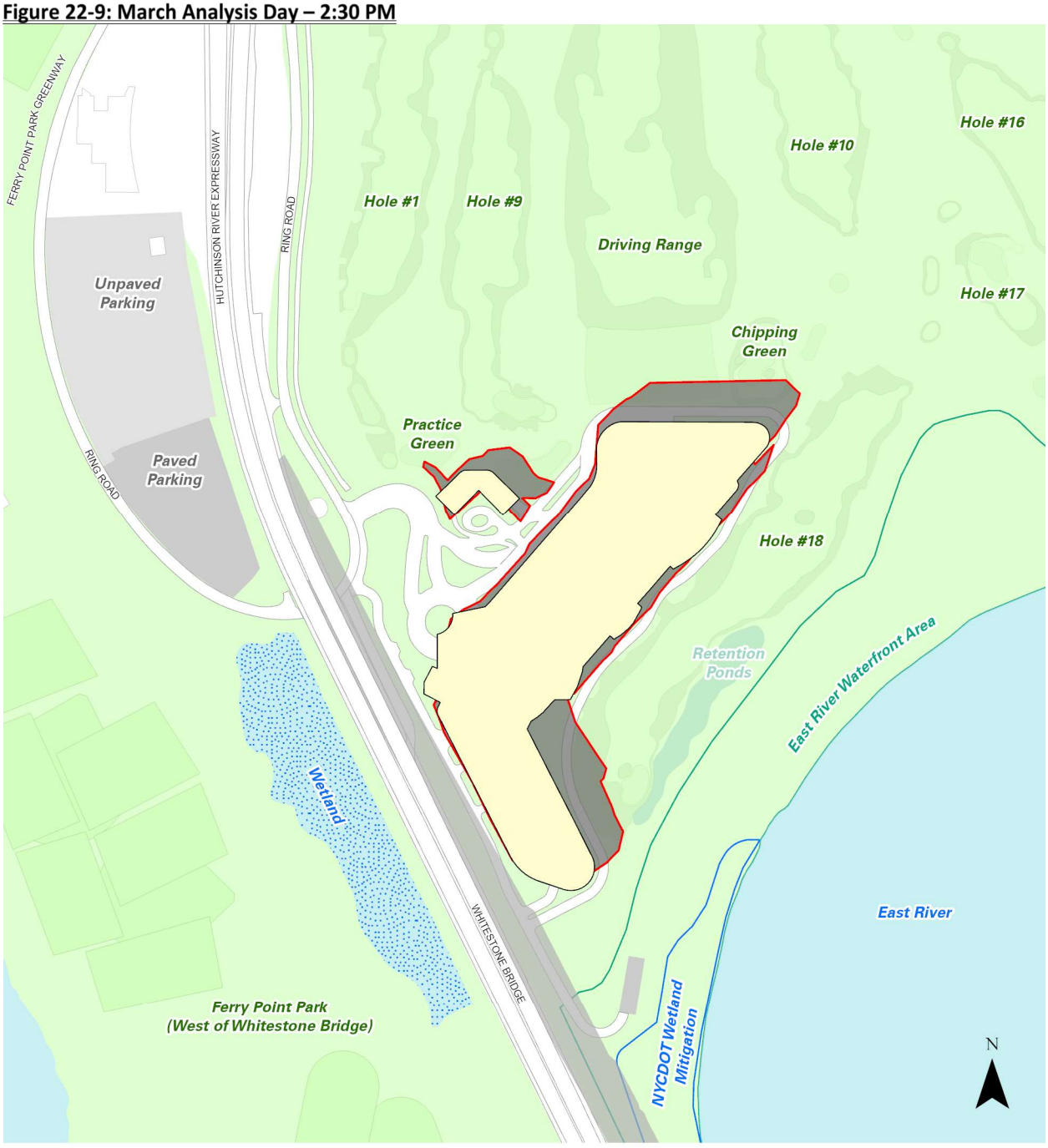


Figure 22-10: March Analysis Day – 3:30 PM



Figure 22-11: March Analysis Day – 4:29 PM

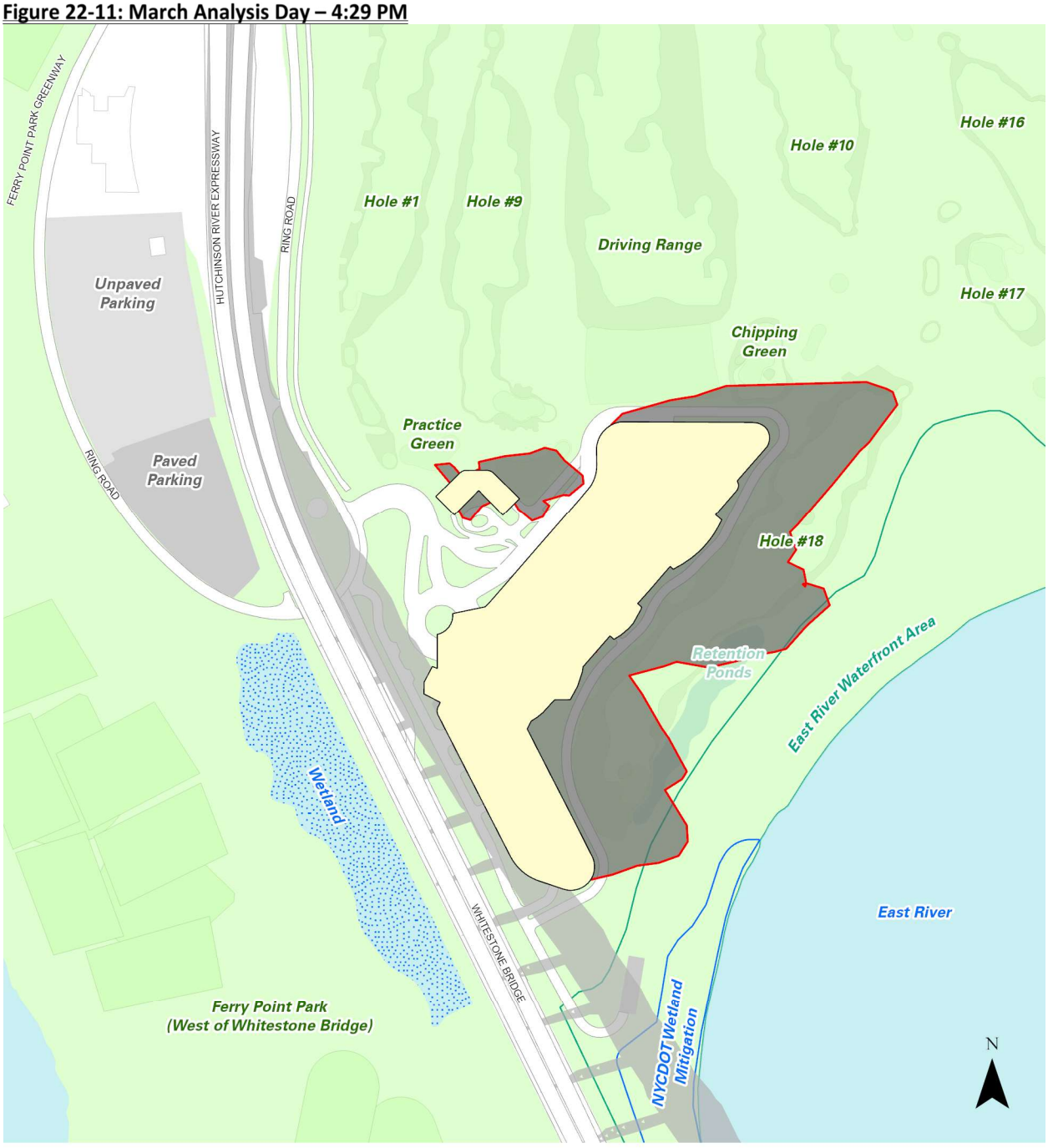


Figure 22-12: May Analysis Day – 6:27 AM



Figure 22-13: May Analysis Day – 7:30 AM



Figure 22-14: May Analysis Day – 8:30 AM

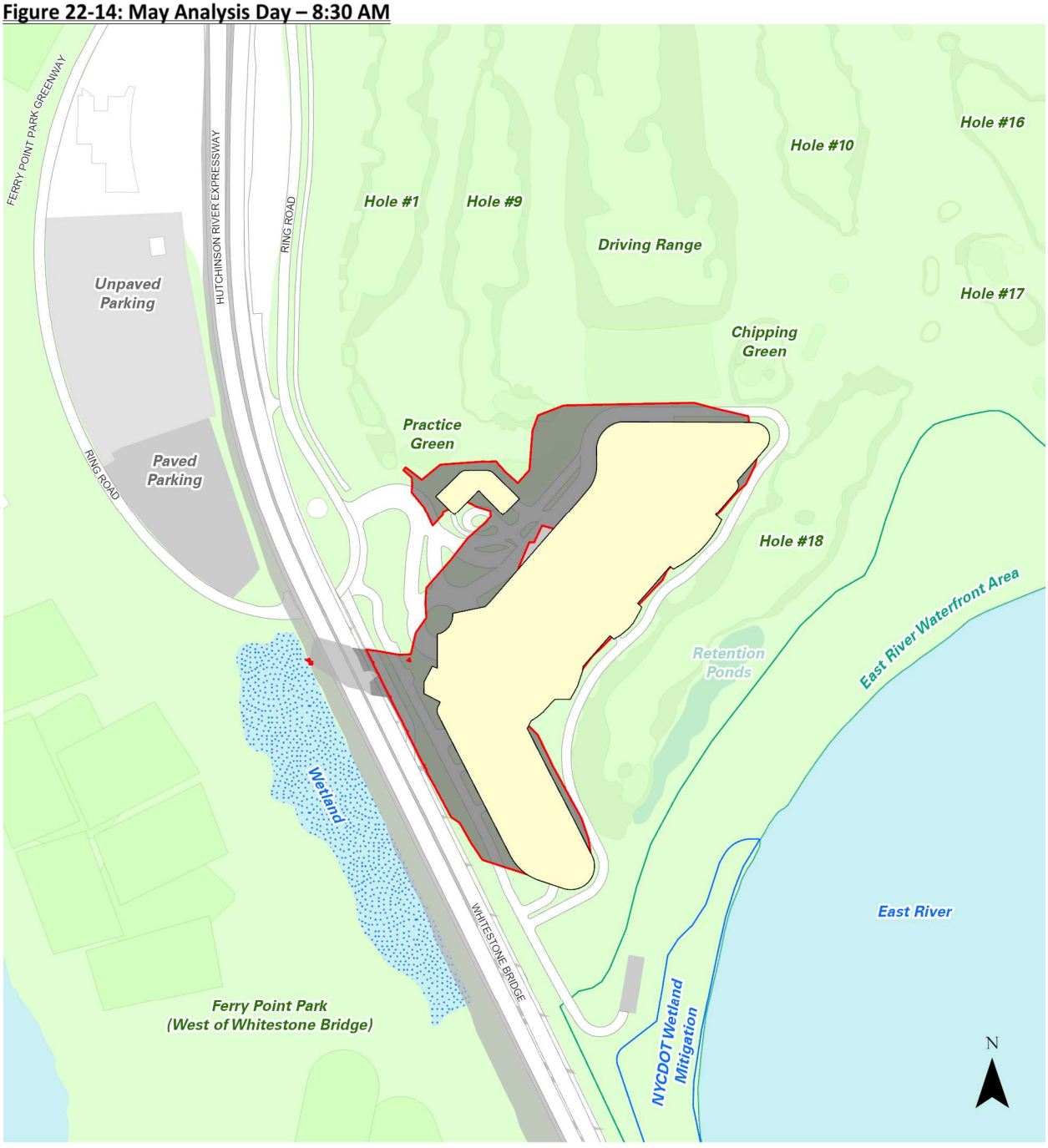


Figure 22-15: May Analysis Day – 9:30 AM



Figure 22-16: May Analysis Day – 10:30 AM



Figure 22-17: May Analysis Day – 11:30 AM



Figure 22-18: May Analysis Day – 12:30 PM



Figure 22-19: May Analysis Day – 1:30 PM



Figure 22-20: May Analysis Day – 2:30 PM



Figure 22-21: May Analysis Day – 3:30 PM



Figure 22-22: May Analysis Day – 4:30 PM



Figure 22-23: May Analysis Day – 5:18 PM



Figure 22-24: June Analysis Day – 5:57 AM



Figure 22-25: June Analysis Day – 7:00 AM



Figure 22-26: June Analysis Day – 8:00 AM



Figure 22-27: June Analysis Day – 9:00 AM

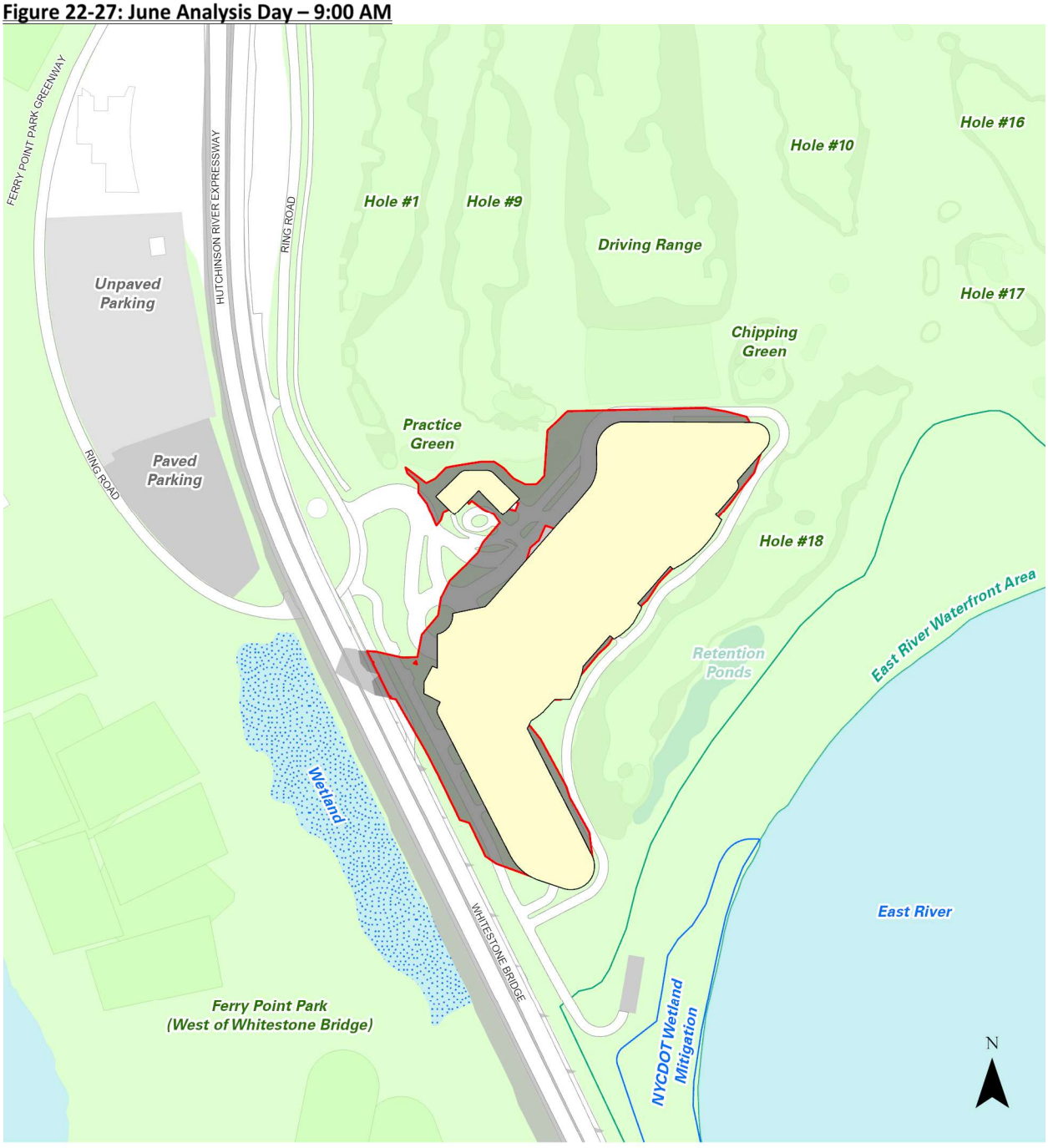


Figure 22-28: June Analysis Day – 10:00 AM

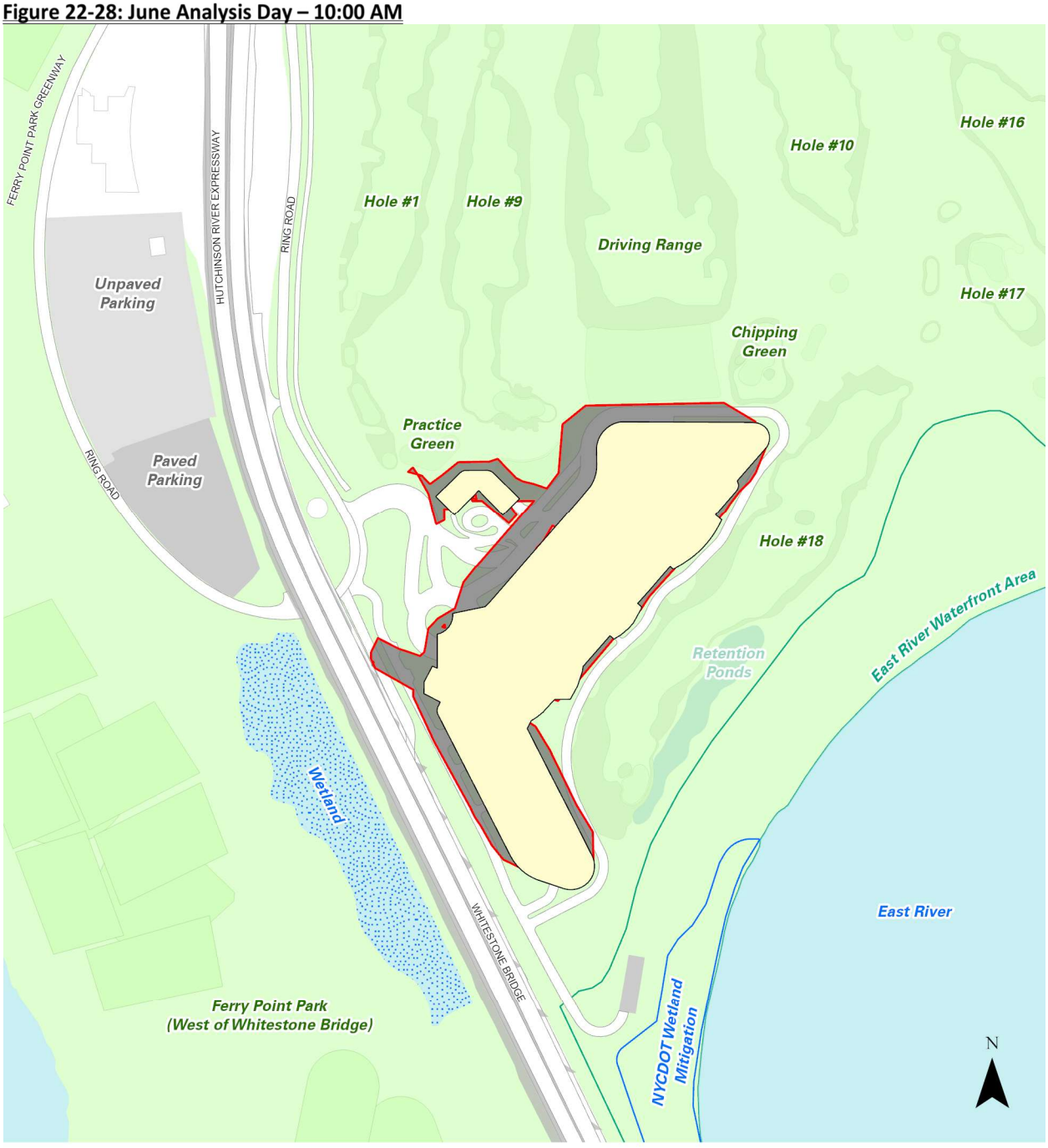


Figure 22-29: June Analysis Day – 11:00 AM



Figure 22-30: June Analysis Day – 12:00 PM



Figure 22-31: June Analysis Day – 1:00 PM



Figure 22-32: June Analysis Day – 2:00 PM



Figure 22-33: June Analysis Day – 3:00 PM



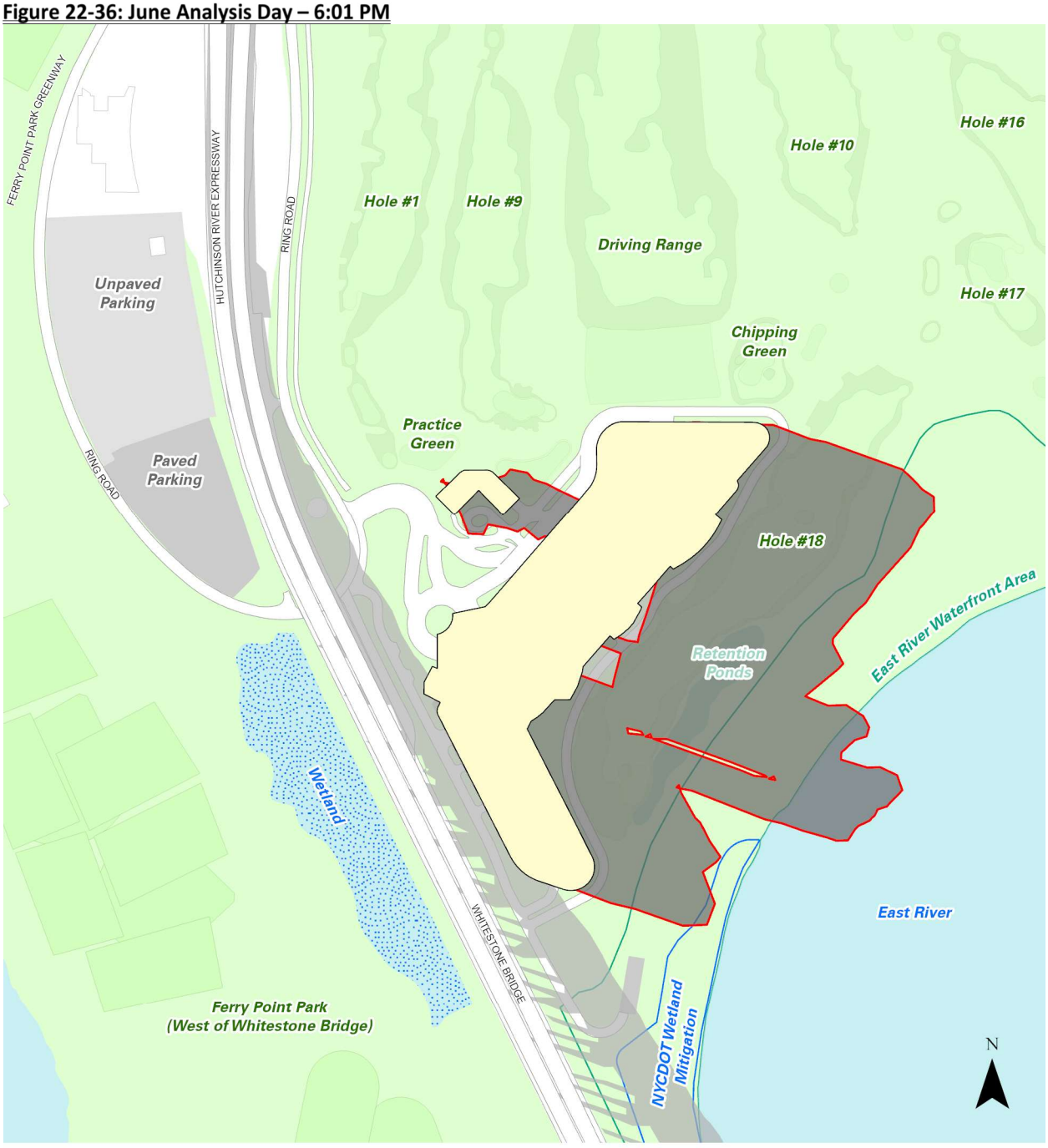
Figure 22-34: June Analysis Day – 4:00 PM



Figure 22-35: June Analysis Day – 5:00 PM



Figure 22-36: June Analysis Day – 6:01 PM



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 22-2~~Table 22-1~~ through Table 22-6~~Table 22-5~~ for the Weekday AM, midday, and PM, and Saturday midday and PM peak hours, respectively:

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 has proposed constructing a one-way westbound overpass from the northbound Hutchinson River Parkway Service Road to the southbound Hutchinson River Parkway Service Road that would enable traffic to bypass their respective signalized intersections with Lafayette Avenue. The proposed overpass has received conceptual approval from NYSDOT (see

Appendix K) prior to the preparation of this FEIS and has been included in the 2030 With-Action-with-Mitigation Condition analysis for this FEIS. The design of the proposed overpass as well as any construction related permits will be coordinated with NYSDOT and NYCDOT for their review and approval.

The proposed overpass would provide two westbound lanes, and would carry traffic from the northbound Hutchinson River Parkway Service Road to the southbound Hutchinson River Parkway Service Road without traveling through the two signalized intersections along Lafayette Avenue. The overpass would be signalized at its intersection with the southbound Hutchinson River Parkway Service Road. Turning movements at the signalized intersection of the southbound Hutchinson River Parkway Service Road and the Proposed Overpass would operate at Level of Service D or better during the weekday AM, midday, and PM, and Saturday midday and PM peak hours.

Significant adverse impacts identified at the intersection of Lafayette Avenue and the northbound Hutchinson River Parkway Service Road and at the intersection of Lafayette Avenue and the southbound Hutchinson River Parkway Service Road would be fully mitigated during the weekday AM, midday, and PM and Saturday midday and PM peak hours with the proposed overpass and associated geometric and signal phasing and timing improvements described below.

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~~ be mitigated as follows:

- Reconstruct northbound channelized right-turn island and restrict parking along the along the southerly curb of Lafayette Avenue for approximately 200-feet east of the intersection to provide an acceleration lane for the northbound right-turn movement onto eastbound Lafayette Avenue
- In the weekday AM peak hour, modify the signal phasing and timing plan to provide 25 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 19 seconds of green time to the westbound Lafayette Avenue/northbound Hutchinson River Parkway Service Road right-turn signal phase, and 31 seconds of green time to the northbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-red time. Although no significant impacts have been identified during the weekday AM peak hour, signal phasing and timing modifications are proposed to accommodate the modifications proposed to mitigate significant impacts identified during the remaining peak hours.
- 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.~~ modify the signal phasing and timing plan to provide 25 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 19 seconds of green time to the westbound Lafayette Avenue/northbound Hutchinson River Parkway Service Road right-turn signal phase, and 31 seconds of green time to the northbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-

red time. 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.~~ modify the signal phasing and timing plan to provide 25 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 19 seconds of green time to the westbound Lafayette Avenue/northbound Hutchinson River Parkway Service Road right-turn signal phase, and 31 seconds of green time to the northbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-red time. 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.~~ modify the signal phasing and timing plan to provide 25 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 19 seconds of green time to the westbound Lafayette Avenue/northbound Hutchinson River Parkway Service Road right-turn signal phase, and 31 seconds of green time to the northbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-red time. 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.~~ modify the signal phasing and timing plan to provide 25 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 19 seconds of green time to the westbound Lafayette Avenue/northbound Hutchinson River Parkway Service Road right-turn signal phase, and 31 seconds of green time to the northbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-red time. 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~~ be mitigated as follows:~~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.~~

- Restripe the westbound Lafayette Avenue approach from one (1) 12-foot left-turn lane, one (1) 12-foot through lane, and one (1) eight-foot on-street parking lane in the No-Action and With-Action Condition to two (2) 11-foot left-turn lanes, one (1) 11-foot through lane, and one (1) eight-foot on-street parking lane with no change to the proposed two-way bike lane and buffer along the north curb.
- Restripe and reconstruct the eastbound Lafayette Avenue approach from one (1) eight-foot on-street parking lane, one (1) 23-foot through lane, and one (1) 15-foot channelized right-turn lane to one (1) eight-foot on-street parking lane, one (1) 11-foot through lane, and one (1) 12-foot right-turn lane by restricting on-street parking along the southerly curb of the eastbound Lafayette Avenue approach at all times approximately 300-feet from the stopbar.
- In the weekday AM peak hour, modify the signal phasing and timing plan to provide 22 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 22 seconds of green time to the westbound Lafayette Avenue signal phase, and 31 seconds of green time to the southbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-red time.
- In the weekday midday peak hour, modify the signal phasing and timing plan to provide 25 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 20 seconds of green time to the westbound Lafayette Avenue signal phase, and 30 seconds of green time to the southbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-red time.
- In the weekday PM peak hour, modify the signal phasing and timing plan to provide 22 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 22 seconds of green time to the westbound Lafayette Avenue signal phase, and 31 seconds of green time to the southbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-red time.
- In the Saturday midday peak hour, modify the signal phasing and timing plan to provide 22 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 22 seconds of green time to the westbound Lafayette

Avenue signal phase, and 31 seconds of green time to the southbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-red time.

- In the Saturday PM peak hour, modify the signal phasing and timing plan to provide 22 seconds of green time to the eastbound/westbound Lafayette Avenue signal phase, 22 seconds of green time to the westbound Lafayette Avenue signal phase, and 31 seconds of green time to the southbound Hutchinson River Parkway Service Road signal phase; all signal phases would provide 3 seconds of yellow and 2 seconds of all-red time.

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~~325-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-~~21~~: 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)	-Reconstruct northbound channelized right-turn island and restrict parking along the along the southerly curb of Lafayette Avenue for approximately 200-feet east of the intersection to provide an acceleration lane for the northbound right-turn movement onto eastbound Lafayette Avenue. -Modify the signal phasing and timing plan as shown.	NB Green = 31s EB/WB Green = 49s All Phases Yellow = 3s All-Red = 2s	NB Green = 31s EBT/WBT Green = 25s WBT/NBR = 19s All Phases Yellow = 3s All-Red = 2s
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	-Restripe the westbound Lafayette Avenue approach from one (1) 12-foot left-turn lane, one (1) 12-foot through lane, and one (1) eight-foot on-street parking lane in the No-Action and With-Action Condition to two (2) 11-foot left-turn lanes, one (1) 11-foot through lane, and one (1) eight-foot on-street parking lane with no change to the proposed two-way bike lane and buffer along the north curb. -Restripe and reconstruct the eastbound Lafayette Avenue approach from one (1) eight-foot on-street parking lane, one (1) 23-foot through lane, and one (1) 15-foot channelized right-turn lane to one (1) eight-foot on-street parking lane, one (1) 11-foot through lane, and one (1) 12-foot right-turn lane by restricting on-street parking along the southerly curb of the eastbound Lafayette Avenue approach at all times approximately 300-feet from the stopbar. -Modify the signal phasing and timing plan as shown.	SB Green = 31s EB/WB Green = 49s All Phases Yellow = 3s All-Red = 2s	EB/WBT Green = 22s WBL/WBT Green = 22s SB Green = 31s All Phases Yellow = 3s All-Red = 2s
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~~325-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.
Note: This table was revised for the FEIS.

Table 22-~~32~~: 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)	-Reconstruct northbound channelized right-turn island and restrict parking along the along the southerly curb of Lafayette Avenue for approximately 200-feet east of the intersection to provide an acceleration lane for the northbound right-turn movement onto eastbound Lafayette Avenue. -Modify the signal phasing and timing plan as shown.	EB/WB Green = 49s NB Green = 31s All Phases Yellow = 3s All-Red = 2s	NB Green = 31s EBT/WBT Green =25s WBT/NBR = 19s All Phases Yellow = 3s All-Red = 2s
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	-Restripe the westbound Lafayette Avenue approach from one (1) 12-foot left-turn lane, one (1) 12-foot through lane, and one (1) eight-foot on-street parking lane in the No-Action and With-Action Condition to two (2) 11-foot left-turn lanes, one (1) 11-foot through lane, and one (1) eight-foot on-street parking lane with no change to the proposed two-way bike lane and buffer along the north curb. -Restripe and reconstruct the eastbound Lafayette Avenue approach from one (1) eight-foot on-street parking lane, one (1) 23-foot through lane, and one (1) 15-foot channelized right-turn lane to one (1) eight-foot on-street parking lane, one (1) 11-foot through lane, and one (1) 12-foot right-turn lane by restricting on-street parking along the southerly curb of the eastbound Lafayette Avenue approach at all times approximately 300-feet from the stopbar. -Modify the signal phasing and timing plan as shown.	SB Green = 31s EB/WB Green = 49s All Phases Yellow = 3s All-Red = 2s	EB/WBT Green = 25s WBL/WBT Green = 20s SB Green = 30s All Phases Yellow = 3s All-Red = 2s
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~~325-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.
Note: This table was revised for the FEIS.

Table 22-~~43~~: 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)	-Reconstruct northbound channelized right-turn island and restrict parking along the along the southerly curb of Lafayette Avenue for approximately 200-feet east of the intersection to provide an acceleration lane for the northbound right-turn movement onto eastbound Lafayette Avenue. -Modify the signal phasing and timing plan as shown.	EB/WB Green = 49s NB Green = 31s All Phases Yellow = 3s All-Red = 2s	NBL Green = 31s EBT/WBT Green =25s WBT/NBR = 19s All Phases Yellow = 3s All-Red = 2s
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	-Restripe the westbound Lafayette Avenue approach from one (1) 12-foot left-turn lane, one (1) 12-foot through lane, and one (1) eight-foot on-street parking lane in the No-Action and With-Action Condition to two (2) 11-foot left-turn lanes, one (1) 11-foot through lane, and one (1) eight-foot on-street parking lane with no change to the proposed two-way bike lane and buffer along the north curb. -Restripe and reconstruct the eastbound Lafayette Avenue approach from one (1) eight-foot on-street parking lane, one (1) 23-foot through lane, and one (1) 15-foot channelized right-turn lane to one (1) eight-foot on-street parking lane, one (1) 11-foot through lane, and one (1) 12-foot right-turn lane by restricting on-street parking along the southerly curb of the eastbound Lafayette Avenue approach at all times approximately 300-feet from the stopbar. -Modify the signal phasing and timing plan as shown.	SB Green = 31s EB/WB Green = 49s All Phases Yellow = 3s All-Red = 2s	EB/WBT Green = 22s WBL/WBT Green = 22s SB Green = 31s All Phases Yellow = 3s All-Red = 2s
Bruckner Boulevard (E/W) & Brush Avenue (N/S)	Unmitigated.	N/A	N/A
Lafayette Avenue (E/W) & Saint Raymond's New Cemetery Gate	Restrict on-street parking at all times on the eastbound Lafayette Avenue approach approximately ~~300~~325-feet from the stopbar.	N/A	N/A

(NE) & Cross Bronx Expressway Ext SB Service Road (S)	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.
Note: This table was revised for the FEIS.

Table 22-54: 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)	-Reconstruct northbound channelized right-turn island and restrict parking along the along the southerly curb of Lafayette Avenue for approximately 200-feet east of the intersection to provide an acceleration lane for the northbound right-turn movement onto eastbound Lafayette Avenue. -Modify the signal phasing and timing plan as shown.	EB/WB Green = 49s NB Green = 31s All Phases Yellow = 3s All-Red = 2s	NBL Green = 31s EBT/WBT Green =25s WBT/NBR = 19s All Phases Yellow = 3s All-Red = 2s
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	-Restripe the westbound Lafayette Avenue approach from one (1) 12-foot left-turn lane, one (1) 12-foot through lane, and one (1) eight-foot on-street parking lane in the No-Action and With-Action Condition to two (2) 11-foot left-turn lanes, one (1) 11-foot through lane, and one (1) eight-foot on-street parking lane with no change to the proposed two-way bike lane and buffer along the north curb. -Restripe and reconstruct the eastbound Lafayette Avenue approach from one (1) eight-foot on-street parking lane, one (1) 23-foot through lane, and one (1) 15-foot channelized right-turn lane to one (1) eight-foot on-street parking lane, one (1) 11-foot through lane, and one (1) 12-foot right-turn lane by restricting on-street parking along the southerly curb of the eastbound Lafayette Avenue approach at all times approximately 300-feet from the stopbar. -Modify the signal phasing and timing plan as shown.	SB Green = 31s EB/WB Green = 49s All Phases Yellow = 3s All-Red = 2s	EB/WBT Green = 22s WBL/WBT Green = 22s SB Green = 31s All Phases Yellow = 3s All-Red = 2s
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~~325-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.
Note: This table was revised for the FEIS.

Table 22-65: 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)	-Reconstruct northbound channelized right-turn island and restrict parking along the along the southerly curb of Lafayette Avenue for approximately 200-feet east of the intersection to provide an acceleration lane for the northbound right-turn movement onto eastbound Lafayette Avenue. -Modify the signal phasing and timing plan as shown.	EB/WB Green = 49s NB Green = 31s All Phases Yellow = 3s All-Red = 2s	NBL Green = 31s EBT/WBT Green =25s WBT/NBR = 19s All Phases Yellow = 3s All-Red = 2s
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	-Restripe the westbound Lafayette Avenue approach from one (1) 12-foot left-turn lane, one (1) 12-foot through lane, and one (1) eight-foot on-street parking lane in the No-Action and With-Action Condition to two (2) 11-foot left-turn lanes, one (1) 11-foot through lane, and one (1) eight-foot on-street parking lane with no change to the proposed two-way bike lane and buffer along the north curb. -Restripe and reconstruct the eastbound Lafayette Avenue approach from one (1) eight-foot on-street parking lane, one (1) 23-foot through lane, and one (1) 15-foot channelized right-turn lane to one (1) eight-foot on-street parking lane, one (1) 11-foot through lane, and one (1) 12-foot right-turn lane by restricting on-street parking along the southerly curb of the eastbound Lafayette Avenue approach at all times approximately 300-feet from the stopbar. -Modify the signal phasing and timing plan as shown.	SB Green = 31s EB/WB Green = 49s All Phases Yellow = 3s All-Red = 2s	EB/WBT Green = 22s WBL/WBT Green = 22s SB Green = 31s All Phases Yellow = 3s All-Red = 2s
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~~325-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.
Note: This table was revised for the FEIS.

Table 22-7~~Table 22-6~~ through Table 22-11~~Table 22-10~~ summarize the volume-to-capacity (v/c) ratios, delays and Levels of Service (LOS) for the impacted intersections that have mitigation measures proposed 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 22-76: LOS Comparison Summary – Weekday AM 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	B (11.0)	0.37	B (10.9)	0.37	C (22.1)	0.72
	WB Through	C (22.8)	0.51	C (23.4)	0.56	C (22.9)	0.56
	NB Left	C (23.9)	0.35	D (41.4)	0.82	D (41.1)	0.71
	NB Right	C (20.7)	0.12	C (20.9)	0.14	A (9.4)	0.26
	Overall	C (20.4)		C (25.1)		C (23.2)	
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	EB Through	C (22.5)	0.31	C (22.7)	0.31	D (35.6)	0.52
	EB Right	C (21.5)	0.22	C (21.6)	0.22	C (32.1)	0.32
	WB Left	B (17.5)	0.66	F (84.9)	1.10	C (28.9)	0.63
	WB Through	C (21.6)	0.81	C (23.2)	0.81	C (20.1)	0.81
	SB Left/Through/Right	C (24.0)	0.44	C (24.2)	0.44	C (24.2)	0.44
	Overall	C (21.3)		D (44.0)		C (25.7)	
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 (55.6)	0.93	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (24.6)	0.38
	EB Right	-*	-*	-*	-*	C (26.5)	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 (60.0)		C (34.2)	

*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.
Note: This table was revised for the FEIS.

Table 22-87: LOS Comparison Summary – Weekday 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 (4.6)	0.40	A (4.5)	0.40	B (20.9)	0.78
	WB Through	B (10.4)	0.41	B (14.0)	0.52	B (13.8)	0.52
	NB Left	C (21.4)	0.18	F (153.6)	1.24	C (26.3)	0.38
	NB Right	C (20.5)	0.11	C (21.9)	0.21	B (13.4)	0.49
	Overall	B (10.9)		D (53.3)		B (16.0)	
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	EB Through	C (23.9)	0.45	C (24.3)	0.45	D (42.0)	0.65
	EB Right	C (26.5)	0.55	C (26.7)	0.55	D (45.7)	0.72
	WB Left	C (34.7)	0.91	F (615.3)	2.31	D (48.8)	0.96
	WB Through	A (7.9)	0.36	B (12.3)	0.36	A (6.4)	0.35
	SB Left/Through/Right	C (24.9)	0.49	C (25.6)	0.53	C (26.6)	0.55
	Overall	C (25.2)		F (299.3)		D (35.9)	
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 (61.6)	0.97	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (24.2)	0.36
	EB Right	-*	-*	-*	-*	C (29.0)	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 (42.4)		C (30.5)	
Lafayette Avenue WB (W) & Brush Avenue (N/S)	WB Left	C (23.9)	0.34	C (27.1)	0.34	B (19.7)	0.28
	WB Right	D (52.4)	0.14	E (68.8)	0.14	D (42.0)	0.14
	NB Through	B (14.4)	0.36	B (14.4)	0.36	B (18.1)	0.40
	SB Through	B (18.8)	0.75	C (21.6)	0.80	D (35.0)	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)		C (19.3)	

*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.
Note: This table was revised for the FEIS.

Table 22-98: LOS Comparison Summary – Weekday 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 (6.5)	0.45	A (6.4)	0.45	C (23.6)	0.88
	WB Through	B (17.9)	0.46	C (22.0)	0.57	C (20.8)	0.57
	NB Left	C (22.9)	0.29	F (339.2)	1.66	C (32.1)	0.55
	NB Right	C (21.0)	0.15	C (24.2)	0.36	B (19.89)	0.69
	Overall	B (16.0)		F (119.8)		C (22.1)	
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	EB Through	C (25.1)	0.46	C (25.2)	0.46	D (51.4)	0.75
	EB Right	C (25.4)	0.45	C (25.5)	0.45	D (47.8)	0.67
	WB Left	E (65.0)	1.03	F (710.2)	2.52	D (44.9)	0.93
	WB Through	B (12.1)	0.47	B (14.1)	0.47	A (9.7)	0.47
	SB Left/Through/Right	C (32.8)	0.80	D (35.0)	0.84	D (35.0)	0.84
	Overall	D (35.7)		F (320.0)		D (37.6)	
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 (110.0)	1.14	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (23.6)	0.43
	EB Right	-*	-*	-*	-*	C (27.3)	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	B (19.4)	0.19
	WB Right	F (80.3)	0.22	F (95.3)	0.22	F (73.6)	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 (22.8)	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 (25.7)	

*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.
Note: This table was revised for the FEIS.

Table 22-109: 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 (9.8)	0.50	A (9.7)	0.50	D(43.8)	0.99
	WB Through	B (12.6)	0.32	B (16.5)	0.43	B (15.4)	0.43
	NB Left	C (23.1)	0.30	F (215.3)	1.38	C (33.2)	0.59
	NB Right	C (21.5)	0.18	C (24.1)	0.36	C (25.6)	0.79
	Overall	B (14.7)		E (79.2)		C(26.5)	
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	EB Through	C (26.9)	0.50	C (26.5)	0.50	D (54.3)	0.83
	EB Right	C (22.1)	0.19	C (21.8)	0.19	C (34.9)	0.28
	WB Left	C (27.4)	0.72	F (477.2)	1.99	C (31.0)	0.69
	WB Through	B (12.6)	0.38	B (15.0)	0.38	B (10.0)	0.38
	SB Left/Through/Right	C (25.1)	0.51	C (25.7)	0.55	C (25.7)	0.55
	Overall	C (23.5)		F (221.0)		C (30.1)	
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 (134.6)	1.20	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (24.4)	0.52
	EB Right	-*	-*	-*	-*	C (25.7)	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 (71.0)		C (22.2)	
Lafayette Avenue WB (W) & Brush Avenue (N/S)	WB Left	C (22.7)	0.17	C (25.0)	0.17	B (19.6)	0.15
	WB Right	E (63.8)	0.19	F (81.7)	0.19	E (55.9)	0.19
	NB Through	B (19.3)	0.62	B (19.3)	0.62	C (23.7)	0.68
	SB Through	B (13.1)	0.55	B (14.6)	0.60	C (21.0)	0.66
	Overall	C (26.8)		C (30.6)		C (31.6)	
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	EB Right	B (14.6)		F (297.0)		E (35.3)	

*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.
Note: This table was revised for the FEIS.

Table 22-1110: 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 (6.9)	0.44	A (6.8)	0.44	C (23.0)	0.87
	WB Through	B (12.2)	0.28	B (15.3)	0.43	B (14.8)	0.43
	NB Left	C (22.7)	0.28	F (427.7)	1.86	C (31.0)	0.54
	NB Right	C (20.6)	0.12	C (24.7)	0.38	B (15.5)	0.58
	Overall	B (13.2)		F (183.8)		B (18.5)	
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	EB Through	C (26.0)	0.48	C (25.9)	0.48	D (46.8)	0.78
	EB Right	C (21.8)	0.18	C (21.6)	0.18	C (31.3)	0.27
	WB Left	C (21.7)	0.69	F (799.8)	2.71	C (33.9)	0.81
	WB Through	A (9.9)	0.37	B (15.5)	0.37	A (9.3)	0.37
	SB Left/Through/Right	C (24.6)	0.47	C (25.5)	0.53	C (25.5)	0.53
	Overall	C (21.3)		F (430.1)		C (29.4)	
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 (99.5)	1.11	-*	-*
	EB Left/Through	-*	-*	-*	-*	C (24.7)	0.42
	EB Right	-*	-*	-*	-*	C (28.4)	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 (54.6)		C (22.3)	
Lafayette Avenue WB (W) & Brush Avenue (N/S)	WB Left	C (20.4)	0.11	C (23.6)	0.11	B (16.5)	0.19
	WB Right	E (66.0)	0.19	F (93.7)	0.19	D (54.2)	0.22
	NB Through	B (17.0)	0.52	B (17.0)	0.52	C (20.6)	0.45
	SB Through	B (11.8)	0.42	B (12.7)	0.52	C (20.0)	0.75
	Overall	C (28.2)		C (34.4)		C (32.8)	
Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)	EB Right	B (14.8)		F (1000.0+)		F (326.0)	

*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.
Note: This table was revised for the FEIS.

Highway Network

As discussed in Chapter 14 of this EIS "Transportation," the Proposed Development would result in significant adverse traffic impacts to 2 highway segments in the Weekday AM peak hour, 5–4 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 has proposed ~~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. The proposed overpass has received conceptual approval from NYSDOT (see Appendix K) prior to the preparation of this FEIS and has been included in the 2030 With-Action-with-Mitigation Condition analysis for this FEIS. ~~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 22-1211: Highway LOS Summary with Mitigation Measures

Highway Segment Type	No. of Segments		Weekday AM	Weekday MD	Weekday PM	Sat MD	Sat PM
Basic	33	LOS A-C	21	23	18	20	2019
		LOS D	5	2	4	7	6
		LOS E	3	3	23	1	2
		LOS F	4	5	98	5	6
Merge	11	LOS A-C	10	8	9	5	7
		LOS D	0	0	0	2	0
		LOS E	1	1	0	0	1
		LOS F	0	2	2	4	3
Diverge	12	LOS A-C	8	11	6	8	56
		LOS D	1	0	1	2	0
		LOS E	1	0	0	0	01
		LOS F	12	1	5	2	5
Weave	5	LOS A-C	5	4	2	4	3
		LOS D	0	0	1	0	2
		LOS E	0	0	0	0	0
		LOS F	0	1	2	1	0
Total	61	LOS E or F	11	13	20	13	18

Note: This table was revised for the FEIS.

The following 17 15 study area highway segments would experience a potentially significant adverse traffic impact in the With-Action Condition with the overpass, 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 78 basic highway segments with traffic impacts that exceed CEQR thresholds.

- SB Hutchinson River Parkway, After Exit 1A
  - Weekday ~~end Midday~~PM: LOS ~~D~~E to LOS F with a change in highway density of ~~68~~18 (pc/mi/ln)
  - Weekend Midday: LOS D to LOS F with a change in highway density of 87 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F with a change in highway density of ~~94~~89 (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~~8 (pc/mi/ln)
  - Weekday PM: Continue to be LOS F with a change in highway density of 8 (pc/mi/ln)
  - Weekend ~~PM~~Midday: Continue to be LOS F with a change in highway density of 4 (pc/mi/ln)
- NB Bruckner Expressway Approaching I-695 Merge

- Weekday Midday~~end PM~~: Continue to be LOS F, with a change in highway density of ~~4~~3 (pc/mi/ln)
- Weekend PM: Continue to be LOS F, with a change in highway density of 10 (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~~16 (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~~7 (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~~5 (pc/mi/ln)
- SB Hutchinson River Expressway downstream of Exit 18
  - Weekday Midday: LOS D to LOS F, change in highway density of ~~31~~76 (pc/mi/ln)
  - Weekend Midday: Continue to be LOS F, change in highway density of ~~15~~23 (pc/mi/ln)

There are ~~9~~8 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~~PM: LOS E to LOS F, change in highway density of ~~16~~53 (pc/mi/ln)
- EB Bruckner Expressway Exit 54 diverge to I-678 and Bruckner Blvd
  - Weekday Midday: LOSD E to F, change in highway density of 11 (pc/mi/ln)
  - Weekday PM: Continue to be LOS F, change in highway density of ~~16~~3 (pc/mi/ln)
  - ~~Weekend PM: Continue to be LOS E, change in highway density of 3 (pc/mi/ln)~~
  - Weekend Midday: Continue to be LOS F, change in highway density of 25 (pc/mi/ln)
  - Weekend PM: Continue to be~~LOS D to~~ LOS F, change in highway density of ~~40~~16 (pc/mi/ln)

- ~~WB Bruckner Expressway diverge at Exit 6B~~38-1 SB I-95 diverge at Exit 6A
  - Weekday ~~Midday~~PM: LOS D to LOS F, change in highway density of ~~18~~24 (pc/mi/ln)
- EB Bruckner Expressway diverge at Exit 54
  - Weekday PM: ~~LOS D to LOS E~~Continue to be LOS F, change in highway density of ~~95~~3 (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~~16 (pc/mi/ln)
  - ~~Weekend PM: Continue to be LOS F, change in highway density of 13 (pc/mi/ln)~~
- ~~S~~B I-678 Hutchinson River Expressway Merge with Ramp from I-95
  - Weekday PM: Continue to be LOS F, change in highway density of ~~3~~11 (pc/mi/ln)
  - Weekend Midday: Continue to be LOS F, change in highway density of ~~78~~83 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F, change in highway density of ~~19~~ 5 (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~~33 (pc/mi/ln)
  - Weekend PM: Continue to be LOS F, change in highway density of ~~38~~47 (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
  - Weekday PM: Continue to be LOS F, change in highway density of 2 (pc/mi/ln)
  - Weekend Midday: LOS E to LOS F, change in highway density of ~~17~~24 (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 include ~~revise the~~ traffic data collection and supplemental 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. Additional noise modeling was conducted between the Draft and Final EIS and an increase in With-Action

noise levels of up to 5.6 dB(A) was projected at location 4. As this noise increase exceeds the CEQR noise impact criteria of 3 dB(A), it constitutes a significant adverse noise impact due to mobile sources. This ~~potential~~ significant adverse noise impact could occur within the western portion of Ferry Point Park ~~in the area that is west of the Hutchinson River Expressway and immediate to the exterior of~~ within approximately 100 feet exterior to Ring Road. While the L_{eq} noise levels would not exceed ~~72.5~~68.4 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~~within approximately 100 feet exterior to Ring Road. During the noisiest peak hour, L_{eq} noise levels are projected to increase by up to ~~9.6~~5.6 dB(A) over the No-Action noise level (~~6.6~~2.6 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~~was ~~conducted between the Draft and Final EIS and will be further explored by Bally's in consultation with the relevant agencies.~~ Mitigation measures such as a noise barrier were explored in coordination with NYC Parks but were deemed infeasible or impractical. These barriers would affect park users' visual experience, visibility, and accessibility within and around the Park. Thus, the significant adverse noise impact would remain unmitigated.

~~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~~three intersection approaches/lane groups at ~~five~~three 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 at~~to~~ the southbound Cross Bronx Expressway Extension during the weekday PM construction peak hour.
- ~~The eastbound Schley Avenue approach to the southbound Hutchinson River Parkway Service Road during the weekday AM construction peak hour.~~

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 that have mitigation measures proposed 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~~be mitigated 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. Additionally, and in consultation with NYCDOT, the CTMP will also evaluate the potential need to deploy temporary Traffic Enforcement Agents (TEAs) during the weekday morning and evening construction peak hours at this intersection.

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~~as a part of the CTMP and 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. Additionally, and in consultation with NYCDOT, the CTMP will also evaluate the potential need to deploy temporary Traffic Enforcement Agents (TEAs) during the weekday morning and evening construction peak hours at this intersection.

~~***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 be mitigated as follows: ~~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.~~

- Shift one second from the northeastbound St. Raymond's Cemetery Gate signal phase to the shared eastbound/westbound Lafayette Avenue signal phase.

~~***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.
Note: This table was revised for the FEIS.

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~~
Lafayette Avenue (E/W) & Saint Raymond's New Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	Shift 1 second from the NEB St. Raymond's Cemetery Gate signal phase to the shared EB/WB Lafayette Avenue signal phase.	NEB Green = 9s EB/WB Green = 42s	NEB Green = 8s EB/WB Green = 43s

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

Note: This table was revised for the FEIS.

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 (9.9)	0.27	B (10.2)	0.27
	WB Through	B (14.8)	0.35	B (16.0)	0.43	C (24.0)	0.43
	NB Left	C (22.1)	0.23	F (98.6)	1.08	D (53.1)	0.93
	NB Right	C (20.2)	0.08	C (20.2)	0.08	B (17.0)	0.08
	Overall	B (15.3)		D (42.8)		C (31.2)	
Lafayette Avenue (E/W) & Hutchinson River Parkway SB Service Road (S)	EB Through	C (21.3)	0.21	C (20.3)	0.21	C (20.3)	0.21
	EB Right	C (20.7)	0.14	C (19.7)	0.14	C (19.7)	0.14
	WB Left	B (11.8)	0.40	F (102.3)	1.14	F (100.4)	1.14
	WB Through	B (14.0)	0.55	B (18.1)	0.56	B (15.2)	0.56
	SB Left/Through/Right	C (22.2)	0.29	C (22.4)	0.31	C (22.4)	0.31
	Overall	B (16.8)		D (54.1)		D (52.5)	
~~Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)~~	~~EB Right~~	~~B (10.2)~~		~~F (62.6)~~		~~C (21.0)~~	

Note: This table was revised for the FEIS.

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 (24.6)	0.45	C (24.6)	0.45
	EB Right	C (25.2)	0.45	C (24.9)	0.45	C (24.9)	0.45
	WB Left	E (60.3)	1.01	F (212.6)	1.40	F (212.6)	1.40
	WB Through	B (12.1)	0.46	B (14.9)	0.46	B (14.9)	0.46
	SB Left/Through/Right	C (32.6)	0.80	C (32.6)	0.80	C (32.6)	0.80
	Overall	C (34.5)		F (82.8)		F (82.8)	
~~Schley Avenue (E) & Hutchinson River Parkway SB Service Road (S) (unsignalized)~~	~~EB Right~~	~~A (9.9)~~		~~B (10.0)~~		~~A (9.7)~~	
Lafayette Avenue (E/W) & St. Raymonds Cemetery Gate (NE) & Cross Bronx Expressway Ext SB Service Road (S)	EB Left/Through/Right	D (45.2)	0.86	E (57.1)	0.96	D (50.9)	0.93
	WB Left/Through/Right	B (18.0)	0.66	B (18.3)	0.67	B (17.5)	0.65
	SB Left/Through/Right	C (31.3)	0.50	C (31.3)	0.50	C (31.3)	0.50
	NEB Left/Through/Right	D (37.6)	0.07	D (37.6)	0.07	D (38.8)	0.08
	Overall	C (29.7)		C (34.7)		C (32.1)	

Note: This table was revised for the FEIS.

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~~four 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~~24 (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~~18 (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. Additionally, and in consultation with NYCDOT, the CTMP will also evaluate the potential need to deploy temporary Traffic Enforcement Agents (TEAs) during the weekday morning and evening construction peak hours to the intersections of Bruckner Boulevard and Brush Avenue and the Lafayette Avenue intersections with the north and southbound Hutchinson River Parkway Service Roads.

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

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.~~