

**INVOLVED AGENCY STATEMENT OF FINDINGS**  
**Bally's Bronx**  
**CEQR Number 24DME011X**  
**Made Pursuant to the New York State Environmental Quality Review Act and**  
**City Environmental Quality Review**  
**New York City Department of Parks and Recreation**  
**February 12, 2026**

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**INTRODUCTION**

The New York City Department of Parks and Recreation (NYC Parks) is an Involved Agency in the proceedings related to the Bally's Bronx Project in accordance with the environmental review requirements of Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), as set forth in Section 617.11 of its implementing regulations, and the New York City Environmental Quality Review (CEQR) process as set forth in New York City Mayoral Executive Order 91 of 1977, as amended, and in the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York. The SEQRA Regulations require that all Involved Agencies make a written Findings Statement in actions that have been the subject of a final EIS (6 NYCRR 617.6(b)(3)(iii)). In making this Findings Statement, NYC Parks has considered the relevant environmental impacts, information, and conclusions disclosed in the Final Environmental Impact Statement (FEIS) for the Bally's Bronx Project (the Project), the Findings Statement adopted by the Lead Agency, the New York City Office of the Deputy Mayor for Housing, Economic Development, and Workforce (DMHEDW or the Lead Agency), and the complete record of proceedings in all of the above (collectively, the Record of Proceedings). In preparing this Statement of Findings, NYC Parks has considered the Record of Proceedings and hereby incorporates that Record of Proceedings herein by reference.

NYC Parks is an Involved Agency because it will be taking discretionary actions with respect to the Project. The proposed actions to be taken by NYC Parks are described below and relate to the city map changes regarding demapping parkland, modification of the existing Golf Course Concession agreement and approvals for park improvements (Proposed Actions).

This Findings Statements focuses on matters in the Record of Proceedings related to the Project and the Proposed Action and has been prepared to 1) certify that the procedural requirements of SEQRA and CEQR have been met; 2) consider the relevant environmental impacts, facts, and conclusions that may be associated with the Proposed Action, as disclosed in the Bally's Bronx FEIS; 3) weigh and balance the relevant environmental impacts of the Proposed Action with social, economic, and other considerations; and 4) set forth a rationale for the decision of NYC Parks as an Involved Agency, and thereby adopted by NYC Parks.

Pursuant to CEQR, DMHEDW is the lead agency responsible for conducting the environmental review that determined whether the Project – or any subsequent modifications to Project – would have significant impacts on public health and the environment. For the Bally's Bronx Project, an FEIS was first certified as being complete, and a Notice of Completion was issued on June 6, 2025. After considering the FEIS, DMHEDW adopted its Statement of Findings on November 17, 2025.

DMHEDW consulted with a number of City agencies in adopting its findings, including the New York City Department of City Planning (DCP), New York City Department of Transportation (DOT), NYC Parks, New York City Landmarks Preservation Commission (LPC), New York City Department of Environmental Protection (DEP), Department of Health and Mental Hygiene (DOHMH), and the New York City Law

Department (Law). These agencies provided particular assistance to DMHEDW in the review of those matters within the agency’s area of expertise. These agencies provided particular assistance to DMHEDW in the review of those matters within the agency’s area of expertise.

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**SEQRA STATUS**

The Project is classified as a Type I action pursuant to 6 NYCRR 617.4(b)(6)(i)(iv)(vi) and 617.4(b)(10).

**BACKGROUND**

The Applicant, Bally’s New York Operating Company, LLC (Bally’s) proposes to develop the “Bally’s Bronx” gaming and recreation facility (the “Proposed Facility”) in the Throggs Neck neighborhood of Bronx Community District 10. The Proposed Facility would be located on an approximately 18.38-acre parcel (the “Development Site”) within Bally’s Golf Links at Ferry Point (the “Golf Course”), a 222-acre public golf course in the Bronx. To allow the Proposed Facility, Bally’s proposed to rezone the area generally around the Development Site (the “Proposed Rezoning Area”) and obtained Uniform Land Use Review Procedure (ULURP) approval on August 11, 2025. State Legislation and Governor’s Approval to authorize the alienation and disposition of parkland within Ferry Point Park (the Park) was obtained as well as approval by the Gaming Facility Location Board and issuance of a gaming license from the New York State Gaming Commission to allow the operation of the Proposed Facility.

The Proposed Facility would be constructed in a portion of the Golf Course that is currently used for parking, the golf clubhouse, a portion of the practice area, and other landscaped areas. The 3,093,880 gross-square-foot (gsf) Proposed Facility would include up to 5,146 gaming positions, restaurants, a 500- key hotel with a spa and meeting space, approximately 6,100 gsf of retail space, a 2,000-person event center, an approximately 2,000 gsf police substation, and parking for approximately 4,660 vehicles. As part of the Proposed Development, a replacement golf clubhouse would also be constructed north of the Proposed Facility. The Golf Course, including the area where the replacement golf clubhouse would be located is, and will remain, a part of Ferry Point Park (the “Park”). Bally’s operates the Golf Course, pursuant to a license agreement with NYC Parks. The majority of the 18 holes that comprise the Golf Course would remain as currently configured and would continue to be open to the public.

The existing Park access roadway west of where the Proposed Facility would be located (the “Waterfront Access Roadway”) would be improved so that it can also be used to access portions of the Proposed Facility. An easement or similar agreement between Bally’s and NYC Parks would allow for joint use of this roadway, and it would continue to serve as access for park users to areas near the waterfront. In connection with the Proposed Facility, the uninterrupted circular roadway within the Park that connects the southbound and northbound Hutchinson River Expressway service roads (“Ring Road”) would be converted from mapped parkland to a City Street under the jurisdiction of the New York City DOT. The street would be widened and improved in coordination with DOT, NYC Parks, DEP, the New York City Fire Department (FDNY) and the Metropolitan Transportation Authority (MTA) (including Bridges and Tunnels (TBTA).

Bally's commitment to coordinate with these agencies and the requirements related to the widening of Ring Road will be memorialized in the Capital Improvements and Ring Road Improvements Agreement between the City of New York and Bally's. The improved street will include new bike lanes, pedestrian paths, and plantings.

### **PROPOSED ACTIONS**

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

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

### **FACTS AND CONCLUSIONS RELIED UPON TO SUPPORT THE DECISION**

The project's environmental review concluded that it would result in significant adverse impacts with respect to shadows, transportation (traffic only), noise, and construction (transportation only).

No significant adverse impacts were identified with respect to land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; historic and cultural resources; urban design and visual resources; natural resources; hazardous materials; water and sewer infrastructure; solid waste and sanitation services; energy; air quality; greenhouse gas emissions; public health; or neighborhood character.

An (E) designation (E-824) for air quality and noise was placed on the Development Site, to avoid the potential for significant adverse air quality and noise impacts (see Zoning Resolution of the City of New York, Appendix C: City Environmental Quality Review (CEQR), Table 1, Environmental Requirements, E-824; July 30, 2025).

In connection with the parkland alienation, a plan for park improvements consistent with the State alienation legislation/Chapter 152 of the Laws of 2025 will be carried out. As part of the Proposed Development, a replacement golf clubhouse would also be constructed north of the Proposed Facility. The Golf Course, including the area where the replacement golf clubhouse would be located is, and will remain, a part of Ferry Point Park.

### **Principal Conclusions and Approved Mitigation Measures**

#### **Shadows**

The FEIS disclosed that the Proposed Development would result in significant adverse shadows impacts to the Golf Course's (vegetation) grass at Hole 1, Hole 9, Hole 10, Hole 18 and the Driving Range. These impacts would occur due to the proposed location of the Facility, which would be in immediate proximity to the existing golf course. The Proposed Development would not result in significant adverse impacts on

the existing wetland, the NYCDOT Wetland Mitigation project, the East River and areas of the Park that are west of the Hutchinson River Expressway.

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 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 and agreed upon with a conceptual approval by 1-JN and NYC Parks between Draft and Final EIS. Hole 18 would be reconfigured to move portions of the fairway and the green away from the Proposed Facility. Additionally, portions of holes 1, 9, and 10 would be slightly reconfigured. Further, to support vegetative growth, Bally's would introduce changes to seed mixes, changes to turf maintenance protocols, the addition of fans, and may incorporate artificial sunlight within impacted areas of the Golf Course, as needed and pursuant to consultation and approval by 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. With the proposed mitigation measures, 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

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 Proposed Development would result in significant adverse traffic impacts to two highway segments during the Weekday AM peak hour, four highway segments during the Weekday midday peak hour, 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.

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. Final design of the proposed overpass will be completed prior to commencement of construction of the proposed overpass, and approvals of the final design would be required from relevant agencies, such as NYSDOT and DOT. 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.

As described in the FEIS, 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 DOT, NYSDOT, NYC Parks, DEP, 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. 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 DOT 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

The noise analysis concluded that a significant adverse mobile-source noise impact would result from project-generated traffic along Ring Road. This significant adverse noise impact would occur within the Park area that is west of the Hutchinson River Expressway and within 100 feet exterior (west) to Ring Road.

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. Therefore, this significant adverse mobile-source noise impact would remain unmitigated.

#### Construction – Transportation

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 three intersection approaches/lane groups in the study area.

The FEIS identified that significant adverse traffic impacts could result from the construction of the Proposed Development at four highway segments during the weekday PM construction peak hour. However, no feasible measures to mitigate these impacts were identified. Therefore, there are no proposed mitigation measures to the highway network. As a result, the significant adverse impacts to these four highway segments would remain unmitigated.

The feasibility of the proposed mitigation measures described above will be further explored by Bally's during construction of the Proposed Development with the implementation of a Construction Traffic Monitoring 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 DOT, 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.

### **ALTERNATIVES ANALYZED IN THE FEIS**

#### **No-Action Alternative**

In the No-Action Alternative, existing conditions on the Development Site and Ring Road are expected to remain. Uses that support the golf course would continue to occupy the Development Site. Ring Road would remain as a park roadway and would not be improved.

Compared to the Proposed Actions, the No-Action Alternative would not result in the development of a gaming facility or generate additional demands for community resources such as police and fire protection, changes to open space resources, or increased demand for water, electricity, or solid waste and sanitation services. The No-Action Alternative would not result in any significant adverse impacts (as

defined by the *CEQR Technical Manual*); however, the No-Action Alternative would not achieve the purpose and need of the Proposed Actions because there would be no new economic activity, including the approximately 3,500 permanent jobs and up to 1,400 construction jobs that would not be created, and no privately funded improvements to the Park and Ring Road would be implemented.

#### **No Unmitigated Significant Adverse Impacts Alternative**

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

#### **CONCLUSION**

The benefits of the Bally's Bronx project for the City outweigh the adverse environmental impacts identified in the FEIS and described above. In addition, the required alienation authorization was obtained and a casino license was approved for which certain land use approvals were contingent on. As discussed above, the FEIS sufficiently analyzes the Proposed Actions. Therefore, no supplemental environmental review is required. The balance of benefits and impacts provides a full and compelling rationale to proceed with the Proposed Actions.

#### **CERTIFICATION OF FINDINGS TO APPROVE**

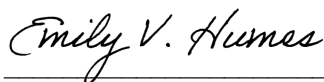
Having considered the relevant environmental impacts, facts, and conclusions disclosed in the Bally's Bronx FEIS and having weighed and balanced relevant environmental impacts with social, economic, and other essential considerations as required in 6 NYCRR 617.11, NYC Parks as the agency pursuing the discretionary actions listed above certifies that:

- the requirements of 6 NYCRR Part 617 have been met and that, consistent with social, economic, and other essential considerations from among the reasonable alternatives available;
- the action is one which avoids or minimizes adverse environmental impacts to the maximum extent practicable, and
- adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable.

The Bally's Bronx FEIS and these Findings constitute NYC Park's written statement of facts and the environmental, social, economic and other facts and standards that form the basis of this decision, pursuant to Section 617.11 (d) of the SEQRA regulations.

Copies of the FEIS and this Findings Statement are available on the CEQR Access website:

<https://a002-ceqraccess.nyc.gov/ceqr/>



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City of New York – Department of Parks and Recreation