



THE CITY OF NEW YORK
OFFICE OF THE MAYOR
NEW YORK, NY 10007

Bally's Bronx
CEQR Number 24DME011X

STATEMENT OF FINDINGS

**Made Pursuant to the New York State Environmental Quality Review Act and
City Environmental Quality Review**

**Office of the Deputy Mayor for Housing,
Economic Development, and Workforce**

November 17, 2025

A. INTRODUCTION

This Statement of Findings is issued pursuant to Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), 6 NYCRR Part 617, 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 the Rules of Procedure for City Environmental Quality Review, found at Title 62, Chapter 5 of the Rules of the City of New York (CEQR). This Statement of Findings has been prepared to: 1) certify that the procedural requirements have been met; 2) consider the relevant environmental impacts, facts, and conclusions disclosed in the Final Environmental Impact Statement (FEIS) for the Bally's Bronx Project; 3) weigh and balance the relevant environmental impacts of the proposed actions with social, economic, and other considerations; and 4) provide a rationale for the decision of the Office of the Deputy Mayor for Housing, Economic Development, and Workforce (ODMHEDW), in the Office of the Mayor.

This statement sets forth the findings of the Office of the Deputy Mayor for Housing, Economic Development, and Workforce (ODMHEDW), in the Office of the Mayor, as lead agency with respect to the environmental impacts of the Bally's Bronx Project as analyzed in the Final Environmental Impact Statement (FEIS) issued by the lead agency on June 6, 2025.

Lead Agency: Office of the Deputy Mayor for Housing, Economic Development, and Workforce
Hilary Semel, Assistant to the Mayor
100 Gold Street, 2nd Floor
New York, New York 10038

SEQRA Status: Type I

Location: Block 5622, part of Lot 1
Community District 10, Borough of the Bronx

B. SUMMARY OF THE PROPOSED PROJECT

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 proposes to rezone the area generally around the Development Site (the "Proposed Rezoning Area").

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 the NYC Department of Parks and Recreation (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. Golf Course users would be provided vehicular parking within the Proposed Facility ensured through a permanent reservation in the deed to Bally's or another legal instrument.

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 to a City Street under the jurisdiction of the New York City Department of Transportation (NYCDOT). The street would be widened and improved in coordination with NYCDOT, NYC Parks, NYC Department of Environmental Protection (NYCDEP), and the Metropolitan Transportation Authority (MTA) (including New York City Transit (NYCT) and 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 Contract of Sale between NYC Parks and Bally’s. The improved street will include new bike lanes, pedestrian paths, and plantings.

DISCRETIONARY ACTIONS

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

City Approvals

- 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 non-exclusive 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.

State Approvals

- State Legislation and Governor's Approval to authorize the alienation and disposition of parkland within Ferry Point Park (the Park);
- 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; and
- Approval from the New York State Department of Environmental Conservation (NYSDEC) of a “Change of Use Workplan” to allow the use of and construction on the Development Site because it is part of a closed landfill.

Other State approvals include approval from NYSDEC for stormwater discharges during construction and from the New York State Department of Transportation (NYSDOT) and potentially other State agencies to facilitate certain street improvements near the Hutchinson River Expressway. In addition, coordination (or approvals for public improvements) may be required with State agencies or authorities such as the MTA (including NYCT and TBTA).

The Proposed Development would also include various ministerial actions, such as approval from the Public Design Commission (PDC) for the replacement golf clubhouse.

C. PROCEDURAL HISTORY

ODMHEDW issued its Notice of Intent to serve as lead agency on May 15, 2024 to the New York City (NYC) Department of City Planning (DCP), NYC Parks, NYC Department of Transportation, NYC Landmarks Preservation Commission, NYC Department of Citywide Administrative Services, New York State (NYS) Gaming Commission, NYS Department of Environmental Conservation, MTA Bus Company, MTA Bridges and Tunnels, NYS Department of Transportation, and the NYS Historic Preservation Office. On May 22, 2024, ODMHEDW, as lead agency for the CEQR environmental review, issued an Environmental Assessment Statement (EAS) and a Positive Declaration for the project indicating that there was the potential for adverse environmental impacts due to the project and directed that a Draft Environmental Impact Statement (DEIS) be prepared. At the same time, a Draft Scope of Work for an Environmental Impact Statement (EIS) was issued for public comment.

The EAS, Positive Declaration, and draft Scope of Work for an EIS were posted on the website of the Mayor's Office of Environmental Coordination (MOEC) via CEQR Access. The Positive Declaration and Notice of Public Scoping were published in the *City Record* and the *Environmental Notice Bulletin* on May 22, 2024; a Notice of Public Scoping was published in the *Bronx Times and Noticia* (in Spanish) on June 7, 2024.

To provide a forum for public comments on the Draft Scope of Work, a public scoping meeting was held remotely on June 25, 2024, at 4:00 PM. Written comments on the Draft Scope of Work were accepted until July 12, 2024 (in an extended public comment period). A Final Scope of Work was prepared, taking into consideration comments received during the public comment period, to direct the content and preparation of a DEIS. ODMHEDW issued the Final Scope of Work on January 17, 2025.

The DEIS was accepted as complete and the Notice of Completion on the DEIS issued on January 17, 2025, by ODMHEDW, the lead agency. The proposed project was certified in the Uniform Land Use Review Procedure (ULURP) on January 21, 2025, to begin review of discretionary land use actions.

A public hearing on the DEIS was held on April 23, 2025, in conjunction with the New York City Planning Commission (CPC)'s citywide public hearing pursuant to ULURP, and written comments on the DEIS were accepted until May 22, 2025 (in an extended public comment period). The Final Environmental Impact Statement (FEIS) was accepted as complete and Notice of Completion on the FEIS issued on June 6, 2025. The FEIS incorporated responses to public comments received on the FEIS. The FEIS and Notice of Completion for the FEIS were posted on the website of MOEC via CEQR Access.

Following the publication of the FEIS, CPC approved the project without modifications on June 18, 2025, and referred the application to the City Council. The proposed project was disapproved by the City Council on July 16, 2025. The Mayor vetoed the City Council decision on July 30, 2025. The land use review process was concluded in August as the City Council did not take a vote to override the Mayoral veto.

D. FACTS AND CONCLUSIONS RELIED UPON TO SUPPORT THE DECISION

Having reviewed the DEIS, FEIS, and supporting and related documents, ODMHEDW makes the findings and conclusions contained herein based on those documents and the administrative record.

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).

PRINCIPAL CONCLUSIONS

Shadows

The FEIS disclosed that the Proposed Development would result in significant adverse shadows impacts to 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 impacts would occur due to the proposed location of the Facility, which would be in immediate proximity to the existing golf course. See section "Approved Mitigation Measures and Unavoidable Adverse Impacts" below for information about mitigation of these impacts.

These significant adverse shadows impacts would not preclude golfers from golfing, or significantly affect a golfer's experience, and thus would not rise to the level of a significant adverse open space impact.

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.

Transportation (Traffic)

The FEIS disclosed significant adverse traffic impacts (local intersections and highway segments). The analyses concluded no significant adverse impacts with respect to transit, pedestrians, parking, or vehicular and pedestrian safety.

Local Intersections Analysis

Traffic conditions were evaluated for five peak hours at 15 intersections where the vehicle trips generated by the Proposed Actions would exceed the CEQR threshold for conducting detailed traffic analysis. The capacity analyses indicate that seven intersection approaches/lane groups in the study area would experience a potentially significant adverse traffic impact in at least one peak hour as a result of the Proposed Actions, 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.

Highway Network Analysis

Traffic conditions of the highway network in the vicinity of the Development Site were analyzed using microscopic traffic simulation models. These models analyzed the effect of the Proposed Actions on the highway ramps, mainline segments and complex interchanges adjacent to the Development Site. Of the 61 highway segments (including basic, merge, diverge, and weave sections) analyzed, there were 16 segments identified to experience significant adverse impacts as a result of the Proposed Actions, summarized as follows:

- NB Hutchinson River Parkway, From Exit 19N to on-ramp from Bruckner Boulevard during Weekday PM and Saturday Midday peak hours
- SB Hutchinson River Parkway, After Exit 1A during the Weekday PM, Saturday Midday and PM peak hours
- SB Cross Bronx Expressway approaching I-695 merge during Weekday Midday and PM peak hours
- NB Hutchinson River Expressway near Bronx-Whitestone Bridge Metropolitan Transportation Authority (MTA) Building during Weekday PM, Saturday Midday and PM peak hours
- SB Hutchinson River Expressway near Bronx-Whitestone Bridge Metropolitan Transportation Authority (MTA) Building during Weekday Midday peak hour.
- NB Hutchinson River Expressway downstream of Bronx-Whitestone Bridge during the Weekday PM, and Saturday PM peak hours
- SB Hutchinson Expressway south of Exit 18 during the Weekday Midday peak hour

- WB Bruckner Expressway Exit 6B diverge to I-678 and I-95 during the Weekday AM and PM peak hours
- EB Bruckner Expressway Exit 54 diverge to I-678 and Bruckner Blvd during the Weekday AM, Midday and PM peak hours, Saturday Midday and PM peak hours
- SB I-95 Diverge at Exit 6A during Weekday PM and Saturday Midday peak hours.
- EB Bruckner Expressway diverge at Exit 54 during the Weekday PM peak hour
- SB I-678 Hutchinson River Expressway Merge with Ramps from CBE & Bruckner Expressway during Saturday midday and PM peak hours
- SB I-678 Hutchinson River Expressway Merge with Ramp from I-95 during the Weekday PM, Saturday midday and PM peak hours
- NB I-95 Bruckner Expressway Merge with ramp from I-678 during Saturday midday and PM peak hours
- NB Hutchinson River Parkway, between on-ramp from Bruckner Boulevard to Exit 1A during the Weekday PM peak hour
- SB Hutchinson River Expressway, Between On-ramp and Exit 18 during Saturday midday and PM peak hours

See section “Approved Mitigation Measures and Unavoidable Adverse Impacts” below for information about mitigation of these impacts.

Air Quality

The Proposed Actions would not result in significant adverse air quality impacts from stationary, large and major sources, or mobile sources.

E-Designation (E-824)

An E-Designation (E-824) was placed on the Development Site (Block 5622, Lot 1) to govern north and south garage emission stack locations, and to require that HVAC systems of the Proposed Facility be powered by electricity or steam (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). With this E-Designation in place, no significant adverse air quality impacts would occur.

Noise

The Proposed Actions would not result in significant adverse noise impacts from project-generated stationary sources, or mobile sources onto areas of the Park located to the east of the Hutchinson River Expressway (including the Golf Course).

However, the Proposed Actions would generate sufficient traffic to result in the potential for a significant adverse mobile-source noise impact to a portion of the Park. Therefore, 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, the noise monitoring location closest to Ring Road on the west side of the Hutchinson River Expressway.

As this noise increase exceeds the CEQR noise impact criteria of 3 dB(A), it constitutes a significant adverse mobile source noise impact. This significant adverse noise impact would occur in the area that is west of the Hutchinson River Expressway and within approximately 100 feet to the west of Ring Road. In

this area, park users generally participate in passive recreational activities in areas west of the comfort station. The projected maximum noise increase at the comfort station would be approximately 1.6 dB(A), and further west, near the waterfront, even less. See section “Approved Mitigation Measures and Unavoidable Adverse Impacts” below for information about mitigation of these impacts.

E-Designation (E-824)

To achieve acceptable interior noise levels, an E-Designation (E-824) was placed on the Development Site (Block 5622, Lot 1) to govern window/wall attenuation levels under closed window conditions and require alternate means of ventilation for the proposed hotel use (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). With this E-Designation in place, no significant adverse noise impacts would occur.

Construction

Construction activities would likely occur in one phase over a period of 30 months, with construction of the Proposed Facility, replacement golf clubhouse, and improvements to Ring Road running concurrently. The analyses provided in the FEIS identified that no significant adverse construction impacts would occur in relation to land use and public policy, socioeconomic conditions, community facilities and services, open space, historic and cultural resources, natural resources, hazardous materials, air quality, neighborhood character, and noise.

However, the concurrent construction of the Proposed Facility, golf clubhouse, and improvements to Ring Road have the potential to result in significant adverse construction transportation (traffic) impacts (no significant adverse impacts would occur to transit, pedestrians, or parking related to construction activities).

Transportation (Traffic)

Local Intersection Analysis

The capacity analyses provided in the FEIS were for the peak quarter of construction, during which project-generated construction activities would generate an average of approximately 1,400 worker trips and 580 truck deliveries per day. The analyses concluded that the following three intersection approaches/lane groups in the study area would experience a potentially significant adverse traffic impact in at least one peak hour as a result of construction activities associated with the Proposed Actions:

- 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 Lafayette Avenue approach at the southbound Cross Bronx Expressway Extension during the weekday PM construction peak hour.

Highway Network Analysis

The highway network analysis concluded that there are four study area highway segments that would experience significant adverse traffic impacts:

- SB Cross Bronx Expressway Approaching I-695 Merge during the weekday construction PM peak hour
- SB Hutchinson River Expressway downstream of Exit 18 during the weekday construction PM peak hour
- SB I-678 Hutchinson River Expressway merge with Ramps from Cross Bronx Expressway and Bruckner Expressway during the weekday construction PM peak hour
- SB Hutchinson River Expressway between On-ramp and Exit 18 during the weekday construction PM peak hour

See section “Approved Mitigation Measures and Unavoidable Adverse Impacts” below for information about mitigation of these impacts.

APPROVED MITIGATION MEASURES AND UNAVOIDABLE ADVERSE IMPACTS

Based on the analysis conducted for the FEIS, the Proposed Actions have the potential to result in significant adverse impacts related to shadows, transportation (traffic), noise, and construction (traffic). Agreed upon measures to vastly improve or fully mitigate these significant adverse impacts to the greatest extent practicable are described below.

Shadows

The Proposed Development would result in significant adverse impacts to discrete locations of the Golf Course’s vegetation (grass) in immediate proximity to the Proposed Facility.

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. 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 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. 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.

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 (Traffic)

Local Intersection Analysis

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 be mitigated with the proposed overpass, signal phasing and timing modifications, and geometric and striping modifications, 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 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.
- 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. In consultation with NYCDOT, signal timing modifications were explored but ultimately denied by NYCDOT 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 restriping 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 restriping along the southbound Hutchinson River Parkway Service Road approach to the intersection.

Highway Network Analysis

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. 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.

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 NYCDOT and NYSDOT prior to the completion of this FEIS and has been included in the 2030 With-Action-with-Mitigation Condition analysis for this FEIS. 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 NYCDOT.

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.

Traffic Monitoring Plan

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 NYCDOT, NYSDOT, NYC Parks, NYCDEP, and MTA (TBTA) with the purpose to measure the actual travel demand generated by the Proposed Actions at the time the Proposed Development is complete and will include the roadway improvements that have been implemented in the study area at that time. The TMP, if necessary, will revise the traffic analyses based on the new travel demand surveys and would incorporate NYCDOT improvement projects that have been implemented in the study area. The TMP and supporting documentation will be reviewed by applicable agencies, including the Lead Agency, NYCDOT, NYSDOT, NYC Parks, and MTA (TBTA). At the time of the TMP's implementation, if reviewing agencies determine that additional or alternative mitigation measures would more adequately address traffic impacts, Bally's would work with NYCDOT and appropriate reviewing agencies, as needed, to evaluate the feasibility and implementation of such mitigation measures.

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

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. Mitigation measures to block project-

generated traffic noise from the Park, such as noise barriers were determined infeasible or impractical. Such barriers would affect park users' visual experience, visibility, and accessibility within and around the Park. Therefore, this significant adverse mobile-source noise impact would remain unmitigated.

Construction

Transportation (Traffic)

Local Intersection Analysis

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.

These potentially significant adverse construction traffic impacts at the impacted intersection approaches/lane groups would either be mitigated or would remain unmitigated during construction of the Proposed Development as described in detail 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 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.

Highway Network Analysis

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.

Construction Traffic Monitoring Plan

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 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 and during the construction peak hours analyzed in the FEIS.

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.

As identified in the FEIS, significant adverse temporary traffic impacts could result from the construction of the Proposed Development at four highway segments during the weekday PM construction peak hour. The duration of these impacts would be limited and would be separate from the impacts to operational traffic. As there are no proposed mitigation measures, the significant adverse impacts to these four highway segments would remain unmitigated.

There are no proposed mitigation measures to the highway network. The proposed mitigation measures described for the local intersections may help reduce the overall impacts at local streets/signalized intersections, but the four highway segments that are projected to experience a potentially significant adverse impact in the weekday construction PM peak hour would remain unmitigated during construction.

ALTERNATIVES ANALYZED IN THE FEIS

Two alternatives to the Proposed Development were considered in the FEIS:

- A No-Action Alternative, which is mandated by CEQR and the State Environmental Quality Review Act (SEQRA) and is intended to provide the lead and involved agencies with an assessment of the expected environmental impacts of no action on their part (i.e., no zoning changes).
- A No Unmitigated Significant Adverse Impacts Alternative, which considers a development scenario that would not result in any identified significant, unmitigated adverse impacts.

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.

A sensitivity analysis was conducted to determine the amount by which the Proposed Development would need to be reduced such that there would be no unmitigated significant adverse impacts. The sensitivity analysis found that the Proposed Development could not be reduced in height to avoid significant adverse shadow impacts because of its location in a park, a sunlight-sensitive resource.

For noise, the Proposed Development would need to be reduced by up to approximately 58 percent (to approximately 42 percent of the total program) to avoid a significant adverse impact from mobile sources. Reduction of the Proposed Development by 58 percent would result in a gaming facility providing approximately 2,161 gaming positions, 210 hotel rooms, an 840-person capacity event space, and 2,562 sf of sundry retail space. While this reduced development program would not be expected to result in an unmitigated significant adverse noise impact, the Proposed Development would no longer meet the programmatic goals or Purpose and Need of the Proposed Actions.

To eliminate all unmitigated significant adverse traffic impacts at local intersections, the Proposed Development would need to be reduced by approximately 90 percent (to approximately 10 percent of the total program) to avoid all unmitigated significant adverse impacts (both operational and construction). Reduction of the Proposed Development by 90 percent would result in a gaming facility providing approximately 515 gaming positions, 50 hotel rooms, a 200-person capacity event space, and 610 sf of sundry retail space. While this reduced development program would not result in an unmitigated significant adverse traffic impact, this reduced development program would significantly compromise the goals or Purpose and Need of the Proposed Actions.

The Proposed Development cannot be reduced such that there would be an elimination of all unmitigated significant adverse traffic impacts on all highway segments within the transportation study area (both operational and construction traffic). The Proposed Development's program could not be reduced to avoid unmitigated significant adverse transportation impacts because there are no measures that may be undertaken by Bally's to improve the operational capacity of the existing highway network.

The No Unmitigated Impact Alternative would not provide a destination gaming facility with gaming and recreational uses, hotel rooms, and accessory commercial uses necessary to complement the existing Golf Course.

Overall, given the described limitations, in order to avoid the identified significant adverse impacts in their entirety, the Proposed Actions would have to have been modified to a point where their principal goals and objectives would not be realized.

E. CONCLUSION

The Proposed Actions would enable the development of a destination gaming and entertainment facility that is expected to generate significant economic activity and tax revenue for both the City and State. The Development Site is easily accessible because of its location near the Hutchinson River Expressway and

close connections to other major highways, as well as New York City's airports. The Proposed Development would become the Bronx's second-largest private employer, creating approximately 1,400 union construction jobs and 3,500 permanent jobs upon opening. The Proposed Development would offer competitive compensation, exceeding New York City's median wages by 50 percent and the Bronx median income by more than 200 percent. Employment opportunities would also include health coverage and retirement benefits. The Proposed Development includes transportation and infrastructure upgrades, along with parkland improvements, enhancing community spaces in line with the recommendations made in the Hutchinson River Transportation Parkway Corridor Study from 2015. These efforts would generate new demands for local goods and services such as food suppliers, trade specialists, or event suppliers. Visitors of the Proposed Development could also patronize existing local businesses within the area. This increase in activity has the potential to create significant economic benefits within the area and region.

The benefits of the Bally's Bronx Project outweigh the adverse environmental impacts, many of which can be mitigated by the measures identified in the FEIS. The balance of benefits and impacts, combined with the need for job creation and the economic development benefits of the Proposed Development, which would benefit both the Bronx and the City overall, in addition to infrastructure and open space (Ferry Point Park) improvements, provides a full and compelling rationale to proceed with the Project notwithstanding its environmental impacts.

On balance, after considering the benefits and impacts of the Proposed Actions, as disclosed in the FEIS, ODMHEDW concludes that the social, economic, and environmental benefits provide a rationale to proceed with the project notwithstanding its unavoidable environmental impacts.

F. CERTIFICATION OF FINDINGS TO APPROVE/FUND/UNDERTAKE

Having considered the relevant environmental impacts, facts, and conclusions disclosed in the DEIS, including comments on the DEIS and responses thereto, and the FEIS weighed and balanced relevant environmental impacts with social, economic, and other essential considerations as required in 6 NYCRR 617.11, the Office of the Deputy Mayor for Housing, Economic Development, and Workforce finds and certifies that:

- the requirements of Article 8 of the New York State Environmental Conservation Law (SEQRA) and its implementing regulations found at 6 NYCRR Part 617 and the requirements of City Environmental Quality Review (CEQR) found at Title 62, Chapter 5, of the Rules of the City of New York and as set forth in Executive Order 91 of 1977, as amended, have been met; and
- consistent with social, economic, and other essential considerations of state and city policy, from among the reasonable alternatives available, the Project is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that the FEIS and this Statement of Findings have identified as practicable.



Hilary Semel
Assistant to the Mayor
On Behalf of the Office of the Deputy Mayor for Housing,
Economic Development, and Workforce

November 17, 2025
Date