

NYCEDC

August 22, 2018

Mr. Donald Burns, AICP
Federal Transit Administration
One Bowling Green, Room 428
New York, NY 10004

Re: Section 4(f) *de minimis* Concurrence
Canarsie Tunnel Project/ Stuyvesant Cove Park

Dear Mr. Burns:

The New York City Economic Development Corporation (NYCEDC) was informed by FTA of its intent to make a section 4(f) *de minimis* impact finding for the temporary use of Stuyvesant Cove Park, a NYCEDC-managed property.

New York City Transit (NYCT) has coordinated with the NYCEDC regarding plans to allow access through Stuyvesant Cove Park in Manhattan to create a direct connection between NYCT's temporary ferry service and temporary bus terminal. The proposed ferry service and bus terminal are part of the Alternative Service Plan (ASP), which is proposed as part of the Canarsie Tunnel Project. The proposed temporary ferry service will utilize the existing Stuyvesant Cove Ferry Landing operated by NYCEDC. The proposed temporary bus terminal will utilize a parking lot under the FDR Drive (between Ave C & E 20th Street), adjacent to the park. Passengers will have to walk through Stuyvesant Cove Park to directly access the proposed ferry and bus terminal.

Project Scope & Impacts

The temporary ferry service is proposed to operate for approximately 16 months. During this timeframe, a total of approximately 7,000 ft² of the 82,764 ft² property will be temporarily impacted to accommodate the new ferry access paths (paved asphalt) and ticketing machines—7,000 ft² for the path and 12 ft² for the ticketing machines. Ticketing services will be installed in the form of MTA SBS ticket transfer machines adjacent to the path. The proposed area to be modified will be small in comparison to the overall size of the park. All temporary modifications will be removed at the end of the proposed ASP, and the site will be restored to an agreed-upon condition at the end of the proposed ASP.

Other temporary effects of the temporary ferry service include pedestrian traffic from a maximum of 1,192 patrons for each peak hour accessing the park to use the ferry, the removal of a bench and tree, and the relocation of one garbage can. Please note that while the July 2018 Supplemental Environmental Assessment and Section 4(f) Review (SEA) for the Canarsie Tunnel Project did not mention the removal of tree and bench, and relocation of one garbage can, plans were later modified in coordination with NYCEDC to create the most direct connection to the ferry. This addition to the plans does not increase the area of the park that would be affected and does not change the conclusions of the aforementioned SEA.

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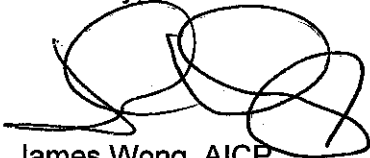
NYCEDC concurs with the SEA finding that the proposed temporary alterations would be consistent with the existing uses and would not affect the public's use of these properties or result in the impairment of their recreational features or the ability of users to access the park. NYCEDC understands that during the operation of the ferry service, best management practices such as queue management, signage and coordination with other ferry operators will be utilized to limit temporary impacts. Noise and vibration impacts from the construction of access to the landing or installation of ticketing machines will be limited by local laws.

Stakeholder Coordination

NYCT has successfully coordinated with NYCEDC regarding any impacts to Stuyvesant Cove Park. Public notice and opportunity for public review and comment concerning the effects on the park was made available as part of the public review of the SEA between July 20, 2018 and August 19, 2018. During the public comment period, one member of the public expressed concern over the extent of the modifications to Stuyvesant Cove Park. As discussed in the SEA and reiterated above, the proposed ferry service will require only minor physical changes to Stuyvesant Cove Park. The ferry landing to be used for the ASP is already in place and is currently being used for NYCF service. All temporary SBS bus operations would be located below the FDR viaduct, adjacent to the park; a temporary walkway connecting this bus terminal with the main walkway providing access to the ferry terminal. As discussed in the SEA and above, the increase in pedestrian traffic is not expected to impact the existing park.

Based on the temporary and minor nature of the impacts to the park and consideration of public comments, NYCEDC concurs that a *de minimis* impact finding is appropriate regarding the Stuyvesant Cove Park. If you have any immediate questions, please contact me at 212-312-3688 or jwong@edc.nyc.

Sincerely,

A handwritten signature in black ink, appearing to read 'James Wong', with a stylized flourish extending to the left.

James Wong, AICP
Executive Director, NYC Ferry Division

New York City Economic Development Corporation