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NYS DEPARTMENT OF STATE
PLANNING AND DEVELOPMENT

New York State Department of State
Division of Coastal Resources
Consistency Review Unit
One Commerce Plaza
99 Washington Avenue, Suite 1010
Albany, NY 12231-00001
(518) 474-6000

Date: September 19, 2022

Re: New York City Waterfront Revitalization Program (WRP) Coastal Assessment Concurrence, and New York State Department of State Coastal Zone Management Consistency Determination for: National Parks Service Project- Replacement of the Floating Dock and Related Repairs at Riis Landing

Dear New York State Department of State;

The U.S. Department of the Interior, National Parks Service is requesting a USACE Nationwide Permit Number 3 MAINTENANCE for activities associated with the above project. Therefore, The U.S. Department of the Interior, National Parks Service is requesting an individual consistency concurrence determination from both NYSDOS and NYCDCP for activities associated with above project.

Attached with this letter, please find one (1) hard copy of the project's coastal concurrency submission including:

- Waterfront Activities Application Checklist (Coversheet)
- All documents and drawings referenced on the Coversheet
- NYC Waterfront Revitalization Program (WRP) Consistency Assessment Form with supporting documents

Upon your review of the submitted documents, please let us know if you have any questions or require additional information. You can contact Timothy Troxler at (718) 815-6532 or timothy_troxler@nps.gov with any questions.

**Replacement of the Floating Dock and Related Repairs at Riis
Landing at
Ft. Tilden in the Jamaica Bay Unit of
Gateway National Recreation Area**

Joint Permit Application Package

U. S. Army Corps of Engineers

New York State Department of
Environmental Conservation

New York State Office of General Services

New York State Department of State

Owner: U. S. Department of the Interior, National Park Service
210 New York Avenue
Staten Island, NY 10305

Contractor: Malbro Construction Services, Inc.
213-12 Rockaway Point Blvd
Breezy Point, NY 11697

Attachment 1:
Joint Application Form
Supplemental Environmental Questionnaire
NYSDEC Docking Facilities Permit Form
Permission to Inspect



WATERFRONT ACTIVITIES APPLICATION CHECKLIST

INSTRUCTIONS: This is the primary checklist of documents and drawings to be included in all Waterfront Activity Permit Applications. Additional information may be required upon application review. Please fill out the top portion of this form and check the boxes along the left side to indicate the drawings and documents included in the submission. Mail the complete submission with checklist to: Regional Permit Administrator, NYS DEC Region 2, 47-40 21st Street, Long Island City, NY 11101-5407. INCLUDING THIS COMPLETED CHECKLIST, ALONG WITH 3 HARD COPIES OF REQUIRED DOCUMENTS AND DRAWINGS AS INDICATED BELOW AND ONE (1) DIGITAL COPY (PDF ON CD) OF THE ENTIRE SUBMISSION WILL ASSIST PROCESSING OF THE APPLICATION.

APPLICANT NAME: U.S. Department of the Interior, National Park Service

PROJECT LOCATION/ STREET ADDRESS: 210 New York Avenue, Staten Island, NY 10305

PROJECT NAME/DESCRIPTION: Replacement of Dock, Gateway National Recreation Area, and Related Repairs, Riis Landing

A. DOCUMENTS - Click on the link for each of the documents listed below for applicability and instruction on how to fulfill/complete the document requirement. PROVIDE THREE (3) HARD COPIES OF THE FOLLOWING DOCUMENTS:

- DOCUMENT DESCRIPTION
1. JOINT APPLICATION FORM See Attachment 1
2. PROJECT NARRATIVE (include description, purpose, scope and construction methodology) See Attachment 2
3. PERMISSION TO INSPECT PROPERTY FORM See Attachment 1
4. STATE/CITY ENVIRONMENTAL QUALITY REVIEW (SEQR/CEQR) a) (SEQR/CEQR) DETERMINATION (if ALREADY COMPLETED), otherwise; See Attachment 3 b) SHORT ENVIRONMENTAL ASSESSMENT FORM (SEAF) Part I,
5. STATE HISTORIC PRESERVATION ACT (SHPA) STRUCTURAL ARCHEOLOGICAL ASSESSMENT FORM (SAAF) See Attachment 1
6. APPLICATION FEE Pending

B. DRAWINGS - Click on the link for each of the documents listed below for applicability and instruction on how to complete the drawing requirement. PROVIDE THREE (3) HARD COPIES OF THE DRAWINGS LISTED BELOW. IF FULL SCALE DRAWINGS EXCEED 11" x 17", PROVIDE TWO (2) FULL SCALE COPY AND ONE (1) REDUCED SCALE (11" x 17") COPIES OF THE FOLLOWING DOCUMENTS:

- DRAWING DESCRIPTION
1. DRAWING SET COVER SHEET (RECOMMENDED FOR MODERATE TO LARGE PROJECTS WITH MULTIPLE DRAWINGS) See Attachment 5
2. SITE LOCATION & VICINITY MAP See Attachment 5
3. SITE PHOTOS AND PHOTO LOCATION MAP See Attachment 5
4. EXISTING SITE CONDITIONS MAP See Attachment 5
5. PROPOSED SITE/PROJECT PLAN See Attachment 5
6. CROSS SECTIONS See Attachment 5
7. DETAILS AND OTHER PLANS (IF APPLICABLE) See Attachment 5

(DEC USE ONLY)
SEQR SUBMITTED: Type II, Completed EAF: Short/Long, Federal FONSI, Other Agency Negative Declaration, Other:
ADDITIONAL & NOTES: LLC Documentation Needed: Yes / No, Coastal Consistency Form Needed: Yes / No, Notes:
APPLICATION #: DATE:



JOINT APPLICATION FORM

For Permits for activities affecting streams, waterways, waterbodies, wetlands, coastal areas, sources of water, and endangered and threatened species.

You must separately apply for and obtain Permits from each involved agency before starting work. Please read all instructions.

1. Applications To:

>NYS Department of Environmental Conservation Check here to confirm you sent this form to NYSDEC.

Check all permits that apply:

| | | | |
|--|---|---|---|
| <input type="checkbox"/> Stream Disturbance | <input type="checkbox"/> Dams and Impoundment Structures | <input checked="" type="checkbox"/> Tidal Wetlands | <input type="checkbox"/> Water Withdrawal |
| <input type="checkbox"/> Excavation and Fill in Navigable Waters | <input checked="" type="checkbox"/> 401 Water Quality Certification | <input type="checkbox"/> Wild, Scenic and Recreational Rivers | <input type="checkbox"/> Long Island Well |
| <input checked="" type="checkbox"/> Docks, Moorings or Platforms | <input type="checkbox"/> Freshwater Wetlands | <input type="checkbox"/> Coastal Erosion Management | <input type="checkbox"/> Incidental Take of Endangered / Threatened Species |

>US Army Corps of Engineers Check here to confirm you sent this form to USACE.

Check all permits that apply: Section 404 Clean Water Act Section 10 Rivers and Harbors Act

Is the project Federally funded? Yes No

If yes, name of Federal Agency:

General Permit Type(s), if known:

Preconstruction Notification: Yes No

>NYS Office of General Services Check here to confirm you sent this form to NYSOGS.

Check all permits that apply:

| | |
|---|--|
| <input type="checkbox"/> State Owned Lands Under Water | <input checked="" type="checkbox"/> Docks, Moorings or Platforms |
| <input type="checkbox"/> Utility Easement (pipelines, conduits, cables, etc.) | |

>NYS Department of State Check here to confirm you sent this form to NYSDOS.

Check if this applies: Coastal Consistency Concurrence

2. Name of Applicant

Taxpayer ID (if applicant is NOT an individual)

Mailing Address

Post Office / City State Zip

Telephone Email

Applicant Must be (check all that apply): Owner Operator Lessee

3. Name of Property Owner (if different than Applicant)

Mailing Address

Post Office / City State Zip

Telephone Email

For Agency Use Only Agency Application Number:

4. Name of Contact / Agent
 Timothy Troxler
 Mailing Address: Dept. of the Interior National Park Service
 210 New York Avenue
 Post Office / City: Staten Island
 State: NY Zip: 10305
 Telephone: (718) 815-6532 Email: timothy_troxler@nps.gov

5. Project / Facility Name
 Replacement of Dock, Gateway NRA, Riis Landing
 Property Tax Map Section / Block / Lot Number:
 Project Street Address, if applicable: Rockaway Point Boulevard
 Post Office / City: Rockaway, Queens
 State: NY Zip: 11697
 Provide directions and distances to roads, intersections, bridges and bodies of water
 Site is located between Rockaway Point Boulevard and Jamaica Bay, and Beach 169th and Heintzelman Road.
 Town Village City County: Queens Stream/Waterbody Name: Rockaway Inlet of Jamaica Bay
 Project Location Coordinates: Enter Latitude and Longitude in degrees, minutes, seconds:
 Latitude: 40 • 34 ' 04 " Longitude: 73 • 53 ' 02 "

6. Project Description: Provide the following information about your project. Continue each response and provide any additional information on other pages. **Attach plans on separate pages.**

a. Purpose of the proposed project:
 Repair intermittent corrosion holes and related pavement subsidence in 60 LF section of existing steel sheet pile bulkhead. Replace a 50 FT long x 8.5 FT wide, storm damaged dock to include 4 each, 12 inch diameter steel pipe piles. A full discussion of the project and repair activities can be referenced in "Attachment 2 - Project Narrative".

b. Description of current site conditions:
 Current site is wholly within the Jamaica Bay Unit of Gateway National Recreation Area - Riis Landing at Ft. Tilden. The site is currently used by the National Park Service Police Marine Unit for vessel docking and related activities.

c. Proposed site changes:
 No changes in the site. Previously existing dock that was storm damaged is to be replaced-in-kind, and the steel sheet pile bulkhead and pavement subsidence will be repaired from the inshore side of the bulkhead.

d. Type of structures and fill materials to be installed, and quantity of materials to be used (e.g., square feet of coverage, cubic yards of fill material, structures below ordinary/mean high water, etc.):
 A 50 FT long x 8.5 ft wide precast concrete floating dock with 4 EA. - 12 IN. steel pipe piles will be installed. Approximately 96 CY of excavation from behind the existing bulkhead to access the repair area, a reinforced concrete wall (20 CY) will be installed inshore of the existing steel sheet pile to seal corrosion holes, and 76 CY, clean crushed stone, filter fabric, and fill from approved sources will be used as backfill. Net zero fill.

e. Area of excavation or dredging, volume of material to be removed, location of dredged material placement:
 No dredging will be performed in this project. Excavation of a total of 96 cy of soil from behind existing bulkhead is required to install repairs. Approximately 20 CY of concrete, 46 CY of crushed stone and 28 CY of approved backfill to be installed for a total net zero fill. See Attachment 2 "Project Narrative" for details.

f. Is tree cutting or clearing proposed? Yes If Yes, explain below. No
 Timing of the proposed cutting or clearing (month/year):
 Number of trees to be cut: Acreage of trees to be cleared:

g. Work methods and type of equipment to be used:

Floating dock and piles to be installed from a barge using impact or vibratory hammer. Bulkhead excavation, repair and backfill will be accomplished using a track mounted excavator, dump trucks and concrete trucks. See Attachment 2 "Project Narrative" for details.

h. Describe the planned sequence of activities:

Dock piles will be driven from barge mounted equipment, then prefabricated concrete dock unit will be floated in place. Pavement and fill will be removed by excavator from behind bulkhead, holes will be formed from the inshore side, and a concrete plug placed to seal sheeting, backfill with clean crushed stone, filter fabric and approved backfill. See Attachment 2 "Project Narrative" for details.

i. Pollution control methods and other actions proposed to mitigate environmental impacts:

Spill containment will be employed for any mechanical equipment. Additionally, the contractor will have adequate emergency spill response equipment at the site as a standby measure. A turbidity curtain will be installed around the project site prior to commencing work and will be maintained continuously for the duration of the project. See Attachment 2 "Project Narrative" for details.

j. Erosion and silt control methods that will be used to prevent water quality impacts:

Erosion control will be accomplished by the use of appropriate BMP's such as filters and containment measures for excavated materials. Additionally a floating turbidity curtain will be installed in the water around the bulkhead work area at the project site prior to commencing work and will be maintained continuously for the duration of the project. See Attachment 2 "Project Narrative" for details.

k. Alternatives considered to avoid regulated areas. If no feasible alternatives exist, explain how the project will minimize impacts:

No Action, this results in the loss of the docking facility for the NPS police and continued loss of fill and subsidence behind the bulkhead. Replace-in-Kind, is utilized for replacement of the dock and minimizes mudline disturbance and potential shading effects by using the same footprint. Repair of Bulkhead - this alternative is used and all work is performed on the inshore side of the bulkhead. See Attachment 2 "Project Narrative" for details.

l. Proposed use: Private Public Commercial

m. Proposed Start Date: Estimated Completion Date:

n. Has work begun on project? Yes If Yes, explain below. No

o. Will project occupy Federal, State, or Municipal Land? Yes If Yes, explain below. No

Site is wholly located within U.S Department of the Interior, National Park Service, Gateway National Recreation Area.

p. List any previous DEC, USACE, OGS or DOS Permit / Application numbers for activities at this location:

USACE Application # NAN-2014-00834-EPI
NYSDEC Permit # Tidal Wetlands - 2-6309-00045/00003, Water Quality Cert - 2-6309-00045/00004
Excavation & Fill 2-6309-00045/00005

q. Will this project require additional Federal, State, or Local authorizations, including zoning changes?

Yes If Yes, list below. No

NYSDEC Permit & NYSDOS/NYCWRP Coastal Concurrence

7. Signatures.

Applicant and Owner (If different) must sign the application.

Append additional pages of this Signature section if there are multiple Applicants, Owners or Contact/Agents.

I hereby affirm that information provided on this form and all attachments submitted herewith is true to the best of my knowledge and belief.

Permission to Inspect - I hereby consent to Agency inspection of the project site and adjacent property areas. Agency staff may enter the property without notice between 7:00 am and 7:00 pm, Monday - Friday. Inspection may occur without the owner, applicant or agent present. If the property is posted with "keep out" signs or fenced with an unlocked gate, Agency staff may still enter the property. Agency staff may take measurements, analyze site physical characteristics, take soil and vegetation samples, sketch and photograph the site. I understand that failure to give this consent may result in denial of the permit(s) sought by this application.

False statements made herein are punishable as a Class A misdemeanor pursuant to Section 210.45 of the NYS Penal Law. Further, the applicant accepts full responsibility for all damage, direct or indirect, of whatever nature, and by whomever suffered, arising out of the project described herein and agrees to indemnify and save harmless the State from suits, actions, damages and costs of every name and description resulting from said project. In addition, Federal Law, 18 U.S.C., Section 1001 provides for a fine of not more than \$10,000 or imprisonment for not more than 5 years, or both where an applicant knowingly and willingly falsifies, conceals, or covers up a material fact; or knowingly makes or uses a false, fictitious or fraudulent statement.

Signature of Applicant

JENNIFER NERSESIAN Digitally signed by JENNIFER NERSESIAN
Date: 2022.09.19 10:55:56 -04'00'

Date

9/19/22

Applicant Must be (check all that apply): Owner Operator Lessee

Printed Name

Jennifer T. Nersesian

Title

Superintendent

Signature of Owner (if different than Applicant)

[Signature Line]

Date

[Date Line]

Printed Name

[Printed Name Line]

Title

[Title Line]

Signature of Contact / Agent

[Signature Line]

Date

[Date Line]

Printed Name

[Printed Name Line]

Title

[Title Line]

For Agency Use Only

DETERMINATION OF NO PERMIT REQUIRED

Agency Application Number []

[] (Agency Name) has determined that No Permit is required from this Agency for the project described in this application.

Agency Representative:

Printed Name

[Printed Name Line]

Title

[Title Line]

Signature

[Signature Line]

Date

[Date Line]

ENVIRONMENTAL QUESTIONNAIRE

This is intended to supplement ENG Form 4345, Application for Department of the Army Permit, or the Joint Application for Permit used in the State of New York. Please provide complete answers to all questions below which are relevant to your project. Any answers may be continued on separate sheet(s) of paper to be attached to this form.

PRIVACY ACT STATEMENT

The purpose of this form is to provide the Corps of Engineers with basic information regarding your project. This information will be used to facilitate evaluation of your permit application and for public dissemination as required by regulation. Failure to provide complete information may result in your application being declared incomplete for processing, thereby delaying processing of your application.

GENERAL--APPLICABLE TO ALL PROJECTS

1. Explain the need for, and purpose of, the proposed work.

An existing floating dock used by the National Park Service (NPS) Police at Riis Landing suffered storm related damage in September 2019 and needs to be replaced. Pavement subsidence due to loss of fill from corrosion holes in the adjacent bulkhead also requires repairs.

This project proposes replacement-in-kind of the NPS police dock and piles and repairs to the bulkhead to prevent loss of fill and subsequent sinkholes in the pavement behind the bulkhead. Please reference the location and site maps in Attachment 5 for the project location, limits and adjacent structures.

2. Provide the names and addresses of property owners adjacent to your work site (if not shown on the application form or project drawings).

The project is wholly contained within the Gateway National Recreation Area. The U.S. Department of the Interior National Park Service owns the property adjacent to the project work site.

(Please note that depending upon the nature and extent of your project, you may be requested to provide the names and addresses of additional property owners proximate to your project site to ensure proper coordination.)

3. Photographs of the project site should be submitted. For projects in tidal areas, photographs of the waterway vicinity should be taken at low tide. Using a separate copy of your plan view, indicate the location and direction of each photograph as well as the date and time at which the photograph was taken. Provide a sufficient number of photographs so as to provide a clear understanding of conditions on and proximate to your project site.

See photo sheets in Attachment 5.

4. Provide a copy of any environmental impact statement, or any other environmental report which was prepared for your project.

See attached Essential Fish Habitat Assessment Worksheet, NYSDOS/NYCDP Waterfront Revitalization Plan/Coastal Zone Management Consistency Assessment Form, and ESA. Work involves replacing an existing storm damaged dock (50 ft long x 8.5 ft wide + 4 pipe piles) and inshore excavation and backfill to repair the bulkhead.

5. Provide a thorough discussion of alternatives to your proposal. This discussion should include, but not necessarily be limited to, the "no action" alternative and alternative(s) resulting in less disturbance to waters of the United States. For filling projects in waters of the United States, including wetlands, your alternatives discussion should demonstrate that there are no practicable alternatives to your proposed filling and that your project meets with current mitigation policy (i.e. avoidance, minimization and compensation).

Three alternate designs were explored for the project:

1. **No Action** – this would result in the loss of the docking facility for the NPS police vessel and continued loss of fill and subsidence behind the bulkhead. This design alternative would not be acceptable.
2. **Replace-in-Kind** – this alternative is acceptable and is utilized for replacement of the dock. This alternative meets with current policy by minimizing mudline disturbance and potential shading effects by using the same number of piles and dimensions as the previous dock. Due to the minimal extent of the deterioration of the existing steel sheet pile bulkhead, it does not warrant full replacement at this time. Replacement-in-Kind of the bulkhead would create a greater impact to marine habitat than other alternative, leaving the replace-in-kind option not feasible.
3. **Repair of the Steel Sheet Pile Bulkhead** - this alternative is utilized for the bulkhead. This design results in the least disturbance to the environment by performing all of the work on the landward side of the bulkhead, resulting in a net zero fill, and is the most economical given the existing condition of the bulkhead. This meets the current policy of avoidance of in-water work for the bulkhead repair.

DREDGING PROJECTS

Answer the following if your project involves dredging.

1. Indicate the estimated volume of material to be dredged and the depth (below mean low water) to which dredging would occur. Would there be overdepth dredging?

No dredging is proposed for this project.

2. You can apply for a ten-year permit for maintenance dredging. If you wish to apply for a ten-year permit, please provide the number of additional dredging events during the ten-year life of the permit and the amount of material to be removed during future events.

Not Applicable.

3. Indicate of your drawings the dewatering area (if applicable) and disposal site for the dredged material (except landfill sites). Submit a sufficient number of photographs of the dewatering and disposal sites as applicable so as to provide a clear indication of existing conditions. For ten-year maintenance dredging permits, indicate the dewatering/disposal sites for future dredging events, if known.

Not Applicable.

4. Describe the method of dredging (i.e. clamshell, dragline, etc.) and the expected duration of dredging.

Not Applicable.

5. Indicate the physical nature of the material to be dredged (i.e. sand, silt, clay, etc.) and provide estimated percentages of the various constituents if available. For beach nourishment projects, grain size analysis data is required.

Not Applicable.

6. Describe the method of dredged material containment (i.e. hay bales, embankment, bulkhead, etc.) and whether return flow from the dewatering/disposal site would reenter any waterway. Also indicate if there would be any barge overflow.

Not Applicable.

MOORING FACILITIES

Answer the following if your project includes the construction or rehabilitation of recreational mooring facilities.

1. It is generally recommended that any fixed piers and walk ramps be limited to four feet in width, and that floats be limited to eight feet in width and rest at least two feet above the waterway bottom at mean low water. Terminal floats at private, non-commercial facilities should be limited to 20 feet in length. If you do not believe your proposal can meet with these recommendations, please provide the reason(s).

The replacement dock measures 50 ft long by 8.5 ft wide and will be anchored approximately 10 ft above the mudline at low tide. Since this is a replacement of existing storm damaged dock, and is assumed to be designed for NPS Police Marine Unit vessel requirements.

2. Using your plan view, show to scale the location(s), position(s) and size(s) (including length, beam and draft) of vessel(s) to be moored at the proposed facility, including those of transient vessel(s) if known.

Dock is a replacement of existing, and assumed to be designed for NPS Police Marine Unit vessel requirements.

3. For commercial mooring sites such as marinas, indicate the capacity of the facility and indicate on the plan view the location(s) of any proposed fueling and/or sewage pumpout facilities. If pumpout facilities are not planned, please discuss the rationale below and indicate the distance to the nearest available pumpout station.

The dock is for NPS Police Marine Unit use only. No pumpout or fueling facilities will be placed on the dock.

4. Indicate on your plan view the distance to adjacent marine structures, if any are proximate and show the locations and dimensions of such structures.

The dock is to be installed in the same location as the original one, approximately 90 ft from the existing western bulkhead and 7 ft from the existing southern bulkhead.

5. Discuss the need for wave protection at the proposed facility. Please be advised that if a permit is issued, you would be required to recognize that the mooring facility may be subject to wave action from wakes of passing vessels, whose operations would not be required to be modified. Issuance of a permit would not relieve you of ensuring the integrity of the authorized structure(s) and the United States would not be held responsible for damages to the structure(s) and vessel(s) moored thereto from wakes from passing vessels.

The existing wave protection is adequate, no further protection is proposed in this project.

BULKHEADING/BANK STABILIZATION/FILLING ACTIVITIES

Answer the following if your project includes construction of bulkheading (also retaining walls and seawalls) with backfill, filling of waters/wetlands, or any other bank stabilization fills such as riprap, revetments, gabions, etc.

1. Indicate the total volume of fill (including backfill behind a structure such as a bulkhead) as well as the volume of fill to be placed into waters of the United States. The amount of fill in waters of the United States can be determined by calculating the amount of fill to be placed below the plane of spring high tide in tidal areas and below ordinary high water in non-tidal areas.

The existing bulkhead is to remain in place and be repaired from the inshore side of the sheeting. No additional bulkhead structure will be built in this project. The pavement subsidence and holes in the sheeting will be repaired by excavating the soil behind the bulkhead, forming the corrosion holes in the sheet pile from the landward side, installing a concrete plug and backfilling.

Table 1 below, summarizes the areas and volumes of excavation and fill within the bulkhead project area.

| Table 1 – Project Excavation, Fill and Coverage - Areas and Volumes | | | |
|--|------------------|------------------|--------------|
| Construction Activity | Above MHW | Below MHW | Total |
| Excavation | 28 CY | 66 CY | 94 CY |
| Fill | 28 CY | 66 CY | 94 CY |
| Coverage | 240 SF | 0 SF | 240 SF |

2. Indicate the source(s) and type(s) of fill material.

Excavation of a total of 94 cy of soil from behind existing bulkhead is required to install repairs. Approximately 20 CY of concrete, 46 CY of crushed stone and 28 CY of approved backfill to be installed for a total net zero fill. Backfill material will be from a NYSDOT/NYCDOT approved source.

3. Indicate the method of fill placement (i.e. by hand, bulldozer, crane, etc.). Would any temporary fills be required in waterways or wetlands to provide access for construction equipment? If so, please indicate the area of such waters and/or wetlands to be filled, and show on the plan and sectional views.

No fill placement either temporary or permanent is proposed within the waterway. (Net zero fill quantity for dock pile installation).

The foregoing requests basic information on the most common types of projects requiring Department of the Army permits. It is intended to obviate or reduce the need for requesting additional information; however, additional information may be requested above and beyond what is requested in this form.

Please feel free to add any additional information regarding your project which you believe may facilitate our review.



PART 1 – APPLICANT COMPLETES

APPLICANT INFORMATION

- 1. Applicant Name: U.S Department of the Interior, National Park Service
- 2. Applicant Address: 210 New York Avenue, Staten Island, NY 10305

PROJECT INFORMATION

- 3. Project/Facility Name: Replacement of Dock and Related Repairs, Gateway NRA, Riis Landing
- 4. Project/Facility Location: Rockaway Point Boulevard, Rockaway, Queens, NY

- 5. Is the proposed project adjacent to, or does it contain a building or structure listed in the State or National Register of Historic Places? Yes No
- 6. Are there any buildings or structures 50 years old or older adjacent to or within the proposed project area? Yes No

If the answer to question 5 and /or 6 is yes, provide the following information for each building and structure (use attachments if necessary):

- a. Name of structure: Gateway NRA, Riis Landing, Multiple Buildings
- b. Location: Rockaway Point Boulevard, Rockaway, Queens, NY
- c. Type of structure (ex. house, outbuilding, barn, bridge, dam, ruins): Bulkhead
- d. Approximate age or date of construction:

- 7. Might the proposed project have any impact (physical/visual) upon any buildings or structures listed in the State or National Register of Historic Places or 50 years old or older? Yes No

If yes, describe briefly (use attachments if necessary):

This is a floating dock replacement and steel sheetpile bulkhead repair project. No work will disturb or be visible from adjacent buildings or properties.

8. Provide photographs of every building and structure that may be impacted by the project as described in number 7, on the opposite side of this page. The following standards are recommended:

- Minimum of 2 photographs
- Photographs must be 3.5" x 5" in size or larger
- Photos must be clear and focused
- Digital photographs must be printed on photo paper and be produced at a printer setting of a minimum of 600 dpi
- Clearly label photos so it is obvious what is being illustrated; key photos to map or plan, if possible
- Photo 1: show both the entire front and side of the structure in a single shot from as close to the building as possible. Be sure the structure is not partially or fully blocked by trees or other obstructions
- Photo 2: show relationship of building or structure to roadway or surroundings

9. Has the land within the proposed project area been previously disturbed or altered (excavated, landscaped, filled, utilities installed)? Yes No

If yes, describe briefly, including depth of disturbance (use attachments if necessary):

Original steel sheetpile bulkhead was placed adjacent to the parking and mobilization area for the NPS Police Marine Unit.

10. Approximate percentage of proposed project area with slopes:

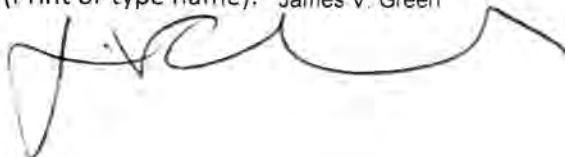
- 0-10% 99 %
- 10-15% 1 %
- 15% or greater 0 %

11. Approximate percentage of proposed project site with the following drainage characteristics:

- Well drained 100 %
- Moderately well drained %
- Poorly drained %

Prepared By (Print or type name): James V. Green

Signature:



Date: 9/24/2022

**PART 2 – DEPARTMENT OF ENVIRONMENTAL CONSERVATION
(DEC) COMPLETES**

APPLICANT/PROJECT INFORMATION

- 1. Applicant Name:
- 2. Project/Facility Name:
- 3. DEC Number:

BUILDINGS AND STRUCTURES

4. Might the proposed project have any impact (physical/visual) upon any buildings or structures listed in the State or National Register of Historic Places or 50 years old or older? Yes No

If yes, DEC must consult with the Office of Parks, Recreation and Historic Preservation (OPRHP). DEC must request a determination of eligibility for the State Register of Historic Places and/or comments regarding project impact. Include information supplied by the applicant in response to questions 5, 6, 7 and 8 of **Part 1** of this form.

ARCHAEOLOGICAL SITES

5. Does the proposed project area coincide with a circle, square or stippled area on OPRHP's Statewide Archaeological Inventory Map? Yes No

6. Is the proposed project area outside of a circle or square, but one for which information has been provided (ex: documented reports of known sites) that suggests the area is archaeologically sensitive? Yes No

If yes, what is the nature and source of information?

7. Is the proposed project area apparently undisturbed? Yes No

8. Will the proposed action include a physical disturbance of the project area? Yes No

9. Is the slope in the area characteristically less than 15% (unless on limestone/flint escarpments)? Yes No

10. Is the proposed project area characteristically moderately well or well drained? Yes No

If the answers to 5, 7-10 are yes, an archeological survey should be performed by the applicant. Provide the applicant with a copy of or the link to the *State Historic Preservation Office Phase 1 Archaeological Report Format Requirements (08/05)*.

If the answer to 5 is no, but answers to 6-10 are yes, DEC must consult with OPRHP before requiring that the applicant perform an archaeological survey.

RESULTS OF EVALUATION

SHPA-1 No buildings, structures or archaeological sites identified at the project location.

SHPA-2 Buildings, structures or archaeological sites identified, but no impacts will occur, no survey required. No further cultural resources review required.

Consultation by DEC with OPRHP required. Structures
 Archaeology

Archaeological survey required.

Prepared by:

Date:

RESET PART 2



Department of Environmental Conservation

APPLICATION FOR PERMIT FOR THE CONSTRUCTION, RECONSTRUCTION OR EXPANSION OF DOCKING AND MOORING FACILITIES (Including Platforms and Breakwaters)

Supplement D-2

Please read all instructions on the following page. TYPE OR PRINT CLEARLY IN INK. Attach additional information as needed.

FOR AGENCY USE ONLY
DEC APPLICATION NUMBER:
U.S. ARMY CORPS OF ENGINEERS APPLICATION NUMBER:

PROJECT CONSTRUCTION DESCRIPTION: REPLACEMENT OF EXISTING STORM DAMAGED NPS POLICE DOCK AT RIIS LANDING

1. TYPE OF ACTIVITY:
[] New Facility Construction [x] Substantial Reconstruction [] Expansion [] Change in Use

2. CAPACITY OF DOCKING FACILITY OR MOORING AREA:
Maximum number of boats to be docked: 1
Maximum number of boats to be moored: 0
Boat type and size ranges to be served: 40 FT ALUMINUM HULL POLICE VESSEL
Total surface area of facility perimeter: 425 square feet

3. IDENTIFY STRUCTURE TYPES AND THE USE OF SUCH STRUCTURES, INCLUDE SIZE, TYPE OF CONSTRUCTION AND MATERIALS TO BE USED, IF SUBSTANTIAL RECONSTRUCTION IS REQUIRED, EXPLAIN EXTENT OF ACTIVITY INCLUDING PERCENTAGE OF THE TOTAL STRUCTURE SIZE AFFECTED.
REPLACEMENT OF EXISTING STORM DAMAGED NATIONAL PARK SERVICE POLICE VESSEL DOCK. REPLACEMENT FLOATING CONCRETE DOCK 50' L. X 8.5' W REPLACES 56' L X 9.3' W ORIGINAL DOCK (95 SF REDUCTION IN AREA AND SHADING). 4 EA. 12" DIA. STEEL PIPE PILES WILL REPLACE EXISTING DAMAGED PIPE PILES OF SAME DIAMETER FOR A ZERO NET FILL. SEE ATTACHED PLANS AND NARRATIVE.
(continue on attached sheet if necessary)

4. FOR NEW FACILITY, EXPANSION OF EXISTING FACILITY OR CHANGE IN USE, CHECK APPROPRIATE ITEMS AND DESCRIBE THE SERVICES TO BE PROVIDED:
[] Water Supply:
[] Sewage Disposal:
[] Electrical Supply:
[] Gas Supply:
[] Gasoline/Oil Supply:
[x] Other: NONE
(continue on attached sheet if necessary)

5. SIGNATURE: DATE:

APPLICABILITY

1. The construction, reconstruction or expansion of docking or mooring facilities on, in or above state-owned lands under water requires authorization from the New York State Office of General Services. For application requirements contact: New York State Office of General Services, Division of Real Property Planning, Bureau of Land Management, Empire State Plaza, Corning Tower, 26th Floor, Albany, NY 12242. A permit pursuant to Article 15, Title 5 of the Environmental Conservation Law may not be required from the Department of Environmental Conservation in these circumstances.
2. The determination that no permit is required from the New York State Department of Environmental Conservation does not necessarily mean that no permit is required from the United States Army Corps of Engineers. All parties considering constructing projects within the navigable waters of the State should consult directly with the United States Army Corps of Engineers to accurately determine what requirements apply.

INSTRUCTIONS

1. Application shall include four (4) copies of this form, a map showing the facility location, scaled plans, cross-sections and specifications depicting all major structures and the delineated facility perimeters that include a reference point tied to a permanent structure or significant natural features.
2. This application must be accompanied by a New York State Department of Environmental Conservation JOINT APPLICATION FOR PERMIT (95-19-3).
3. Applications shall be submitted to the Regional Permit Administrator at the appropriate office of the Department, as indicated on the JOINT APPLICATION FOR PERMIT.
4. Construction, reconstruction or installation of docking and mooring structures shall NOT be started until a permit authorizing such activity has been issued by the New York State Department of Environmental Conservation.
5. The following definitions as listed in 6 NYCRR Part 608.1 apply.

Docking Facility means any marine, boat basin, marine terminal, and any other areas on navigable waters containing a single structure or a collection of related structures, such as docks, piers, platforms, bulkheads, breakwaters, and pilings, used for the reception, securing, and protection of boats, ships, barges or other water craft.

Mooring means a float, buoy, chain, cable, rope, pile, spar, dolphin or any other device or combination of devices that are anchored or fixed in navigable waters of the state to which a vessel can be made fast.

Mooring Area means a collection of individual moorings located within a definable area of navigable waters of the state and under single private ownership or control.

Perimeter means a boundary of a docking facility or mooring area consisting of a series of connected imaginary lines on a plan or map, encompassing all related structures such as docks, bulkheads, breakwaters, pilings, piers, platforms or moorings and the travel lanes and berthing areas that function together to create a facility or area at which vessels may be docked or moored.

Platform means a generally horizontal, flat surface located in, on or over a waterbody, on which structures can be constructed or any activities can be conducted.

Substantial reconstruction of structures means restoration or rebuilding, involving fifty percent (50%) or more of an existing fixed structure's surface area.



By signing this permission form for submission with an application for a permit(s) to the Department of Environmental Conservation ("DEC"), the signer consents to inspection by DEC staff of the project site or facility for which a permit is sought and, to the extent necessary, areas adjacent to the project site or facility. This consent allows DEC staff to enter upon and pass through such property in order to inspect the project site or facility, without prior notice, between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday. If DEC staff should wish to conduct an inspection at any other times, DEC staff will so notify the applicant and will obtain a separate consent for such an inspection.

Inspections may take place as part of the application review prior to a decision to grant or deny the permit(s) sought. By signing this consent form, the signer agrees that this consent remains in effect as long as the application is pending, and is effective regardless of whether the signer, applicant or an agent is present at the time of the inspection. In the event that the project site or facility is posted with any form of "posted" or "keep out" notices, or fenced in with an unlocked gate, this permission authorizes DEC staff to disregard such notices or unlocked gates at the time of inspection.

The signer further agrees that during an inspection, DEC staff may, among other things, take measurements, may analyze physical characteristics of the site including, but not limited to, soils and vegetation (taking samples for analysis), and may make drawings and take photographs.

Failure to grant consent for an inspection is grounds for, and may result in, denial of the permit(s) sought by the application.

Permission is granted for inspection of property located at the following address(es):

Riis Landing, Rockaway Point Boulevard, Queens NY 11697

By signing this form, I affirm under penalty of perjury that I am authorized to give consent to entry by DEC staff as described above. I understand that false statements made herein are punishable as a Class A misdemeanor pursuant to Section 210.45 of the Penal Law.*

Jennifer T. Nersesian, Supt.

Print Name and Title

JENNIFER NERSESIAN Digitally signed by JENNIFER NERSESIAN Date: 2022.09.19 10:55:16 -04'00'

Signature

9/19/2022

Date

- *The signer of this form must be an individual or authorized representative of a legal entity that:
- owns fee title and is in possession of the property identified above;
- maintains possessory interest in the property through a lease, rental agreement or other legally binding agreement; or
- is provided permission to act on behalf of an individual or legal entity possessing fee title or other possessory interest in the property for the purpose of consenting to inspection of such property.

Replacement of the Floating Dock and Related Repairs at Riis Landing at Ft. Tilden in the Jamaica Bay Unit of Gateway National Recreation Area Joint Permit Application Package - Project Narrative

Introduction

An existing floating dock used by the National Park Service (NPS) Police at Riis Landing was broken by a storm event in September 2019 and needs to be replaced. Pavement subsidence located inshore of the existing bulkhead, due to loss of fill from corrosion holes also requires repairs.

This project proposes replacement-in-kind of the NPS police dock and piles and repairs to the existing bulkhead to prevent loss of fill and subsequent sinkholes in the pavement behind the bulkhead. Please reference the location and site maps in Attachment 5 for the project location, limits and adjacent structures.

Environmental Compliance

Discussion of eliminating or minimizing environmental impacts using avoidance, minimization, mitigation measures and best management practices

The proposed design will minimize environmental impacts by limiting in-water work to the replacement of the National Park Service Police Dock. The replacement of the originally existing 56 ft long by 9.3 ft wide dock with a 50 ft long by 8.5 ft dock will decrease the amount of shading by 18 percent, or approximately 95 sf. Installation of four 12" diameter anchor piles for the police dock are a direct replacement for the previously existing piles, no additional piles will be installed.

To minimize the effect of steel sheet pile bulkhead repairs, all work will be conducted from the inshore side of the bulkhead. Only the minimum amount of excavation and fill material quantities are specified for the bulkhead repairs. No changes to the existing site elevations will occur.

All best management practices (BMP's) as described in the NYSDEC Manual entitled "CONSTRUCTION MANAGEMENT PRACTICES FOR NONPOINT SOURCE POLLUTION PREVENTION AND WATER QUALITY PROTECTION IN NEW YORK STATE" and listed below will be utilized for the handling and storage of excavated materials, and protection of the waterway.

Operational Practices

- Construction Waste Management - all construction waste to include, but not limited to the damaged dock and excavated soil will be removed, recycled and/or properly disposed of according to federal, state, and local requirements. No debris or excavated soil will be stored on site.
- Hazardous Material Management – fuel and lubricants as may be required for operation of construction equipment will not be stockpiled on site and will be dispensed from approved containers. Additionally, a spill response kit will be available onsite should an emergency occur.

Vegetative Practices

- Vegetative practices such as Temporary Vegetative Cover and Filter Strip are not practical due to the short duration of the repair project and will not be utilized.

Structural Practices

- Temporary Sediment Basin/Trap – this will be utilized to eliminate sediment from any dewatering activities that may be required for repair work behind the existing steel bulkhead.
- Floating Turbidity Curtain – although no sediment laden water will be released during the repair project, a floating turbidity curtain will be in place directly outshore of the bulkhead repair area. The curtain will be installed and remain in place, (in accordance with seasonal restrictions) for the duration of the project.

Background

Structural engineers were consulted to recommend repairs to the bulkhead and dock and develop design drawings. The existing dock was designed as replace-in-kind, and the subsidence of the pavement was addressed by recommending sealing the corrosion holes from the landward side of the existing bulkhead using formwork and a cast-in-place concrete plug.

Repair Design and Analysis

Proposed Design

The proposed design was developed to minimize environmental impacts and avoid constructability issues. The following designs effectively incorporates all of the environmental and structural performance requirements. Please refer to Attachment 5 for design plans and details.

Floating Dock

The existing damaged floating dock will be removed and properly disposed of off-site, and will be replaced in-kind to accommodate the existing NPS Police vessel. The dock structure will measure approximately 50 ft long by 8.5 ft wide and be constructed of precast concrete. This will result in a reduction of shaded area of 95 sf when compared to the size of the originally existing dock.

The dock will be anchored using four each, 12 in. diameter steel pipe piles. The original piles were damaged and were not able to be reused. Replacing the four piles will result in the disturbance of a total of approximately 4 square feet of existing mudline, which is equal to the area of the previously installed piles for a net zero quantity of fill. None of the proposed repair work involves disturbance of the tidal zone.

Steel Sheet Pile Bulkhead

Two distinct sections of the bulkhead and adjacent pavement were identified for repair. The western section which is approximately 46.5 ft long, and the eastern section measuring approximately 13.5 ft long. Both sections will be repaired by excavating the soil behind the bulkhead, forming the corrosion

holes in the sheet pile from the landward side, installing a concrete plug and backfilling. The area of disturbance on the landward side of the bulkhead will measure approximately 60 ft long by 4 ft wide by up to 10 ft deep. No in-water work or mudline disturbance will occur while performing bulkhead repairs.

Table 1, below, summarizes the areas and volumes of excavation, fill and shading within the project area.

| Table 1 – Project Excavation, Fill and Disturbance- Areas and Volumes | | | |
|--|----------------------------------|----------------------------------|--------------------------|
| Construction Activity | Above MHW El. = +2.38 | Below MHW El. = -2.62 | Total |
| Bulkhead Repairs | | | |
| Excavation | 28 CY | 66 CY | 94 CY |
| Fill | 28 CY | 66 CY | 94 CY (net zero) |
| Disturbance Area | 240 SF | 0 SF | 240 SF (net zero) |
| Dock Replacement | | | |
| Shading | N/A | 425 SF | 425 SF (95 SF Reduction) |
| Fill | N/A | 4 SF | 4 SF (net zero) |

Discussion of Alternative Designs

Three alternate designs were explored for the project:

1. **No Action** – this would result in the loss of the docking facility for the NPS police vessel and continued loss of fill and subsidence behind the bulkhead. This alternate design would not be acceptable.
2. **Replace-in-Kind** – this alternative is acceptable and is utilized for replacement of the dock. This alternative meets with current policy by minimizing mudline disturbance and potential shading effects by using the same number of piles and dimensions as the previous dock. Due to the minimal extent of the deterioration of the existing steel sheet pile bulkhead, it does not warrant full replacement at this time. Replacement-in-Kind of the bulkhead would create a greater impact to marine habitat than other alternative, leaving the replace-in-kind option not feasible.
3. **Repair of the Steel Sheet Pile Bulkhead** - this alternative is utilized for the bulkhead. This design results in the least disturbance to the environment by performing all of the work on the landward side of the bulkhead, resulting in a net zero fill, and is the most economical given the existing condition of the bulkhead. This meets the current policy of avoidance of in-water work for the bulkhead repair.

Construction Sequence, Equipment, and Methods

General Construction Sequence

The typical construction sequence would consist of the following work elements:

- Mobilization & Survey
- Debris Removal
- Pile and Dock Installation
- Bulkhead Repairs

Mobilization & Survey

It is anticipated that the contractor would mobilize an approximately 40 ft long by 20 ft wide spud barge to the site and temporarily moor near the dock installation site. The barge would be used as a staging area for all the equipment, materials, and personnel for the pile driving and dock installation operation.

Landward mobilization (within 30 ft of the bulkhead) of an excavator, front loader and 40-ton dump trucks will be required for the excavation and bulkhead repair operations. A staging area, approximately 50 ft inshore of the existing bulkhead, located entirely within the paved parking area may be required for additional equipment and material. No excavated material or debris will be stored on the site. All debris, excavated material, and the existing damaged dock will be removed, recycled and/or properly disposed of off-site, according to federal, state, and local requirements.

The contractor will perform a limited site survey prior to the start of work to locate and mark out the project limits, layout the areas planned for excavation, identify utilities and drainage structures, and indicate the limits of excavation.

Debris Removal

The contractor will remove the existing damaged piles, dock, and any debris that may be on the mudline. The contractor will exercise Construction Waste Management and Hazardous Waste Management using NYSDEC BMP's during the repair work, (See Page 1 of narrative). No excavated material or debris will be stored on the site. All debris and excavated material will be removed recycled and/or properly disposed of according to federal, state, and local requirements.

Pile and Dock Installation

Once debris removal from the mudline is complete, pile driving operations will commence. Pile driving operations will be performed from the temporary barge using either impact or vibratory installation techniques. It is anticipated that there will be a minimum disturbance of the mudline while performing these pile driving operations.

After the piles are in place the prefabricated dock structure will be placed in the water, floated into place and secured to the piles

Bulkhead Repairs

This repair involves excavating approximately 94 cubic yards of fill material from behind the existing steel sheet pile bulkhead to access the bulkhead repair areas.

Machine methods will be used for the majority of the excavation. The contractor will utilize a track mounted excavator on timber dunnage to prevent damage to the existing pavement. Excavation will proceed to remove existing backfill to a depth of 11.5 ft from the existing grade. The contractor will properly contain any stored excavated material on site and excess or unsuitable material will be properly disposed of off-site.

Spill containment will be employed for any mechanical equipment. Additionally, the contractor will have adequate emergency spill response equipment at the site as a standby measure.

A turbidity curtain will be installed around the project site prior to commencing work and will be maintained continuously as required, in accordance with all time-of-year restrictions for deployment and removal that may apply. The curtain will remain in place after construction activities are complete until any turbidity that may have occurred clears to ensure maximum water quality protection. See Page 1 of this narrative for details of NYSDEC BMP's that will be utilized.

Once the repair areas have been exposed, formwork will be placed on the inshore side of the sheeting and concrete will be placed to seal the bulkhead. Clean, crushed stone will be placed as backfill below mean low water and a layer of filter fabric and clean compacted fill above mean low water. All fill to be as specified in the construction documents, from approved sources.

Water Quality Impacts

Pile driving operations are expected to produce minor noise and vibrations. Pile driving will be a short duration activity, and is expected to be completed in one to two working days.

Excavation operations are expected to produce minor temporary suspension of sediments which will be localized behind the bulkhead, and would be expected to quickly settle. The use of a turbidity curtain enclosure around the project site and work barge will limit the temporary suspension of any errant sediment to the immediate vicinity, preventing sediment transport to the remaining portions of the river. The excavation methods will result in minimal temporary impacts to water quality and habitat.

Project Duration

It is estimated that the project will be completed in one season, over a period of 3 months, from September 2022 through November 2022. The Contractor will be expected to submit a project schedule and a detailed plan of work to the NPS for approval. When developing the schedule and sequencing, the Contractor will be expected to coordinate the inspection with other projects that may be concurrently ongoing at the site.

Attachment 3:
New York State Department of State
New York City Department of City Planning
Coastal Consistency Assessment Form

NEW YORK CITY WATERFRONT REVITALIZATION PROGRAM Consistency Assessment Form

Proposed actions that are subject to CEQR, ULURP or other local, state or federal discretionary review procedures, and that are within New York City's Coastal Zone, must be reviewed and assessed for their consistency with the *New York City Waterfront Revitalization Program (WRP)* which has been approved as part of the State's Coastal Management Program.

This form is intended to assist an applicant in certifying that the proposed activity is consistent with the WRP. It should be completed when the local, state, or federal application is prepared. The completed form and accompanying information will be used by the New York State Department of State, the New York City Department of City Planning, or other city or state agencies in their review of the applicant's certification of consistency.

A. APPLICANT INFORMATION

Name of Applicant: U.S Department of the Interior, National Park Service

Name of Applicant Representative: Jennifer T. Nersesian, Superintendent

Address: 210 New York Avenue, Staten Island, NY 10305

Telephone: 718) 354-4665 Email: jen_nersesian@nps.gov

Project site owner (if different than above): _____

B. PROPOSED ACTIVITY

If more space is needed, include as an attachment.

1. Brief description of activity

Repair intermittent corrosion holes and related pavement subsidence in 60 LF section of existing steel sheet pile bulkhead. Replace a 50 FT long x 8.5 FT wide, storm damaged dock to include 4 each, 12 inch diameter steel pipe piles.

2. Purpose of activity

An existing floating dock used by the National Park Service (NPS) Police at Riis Landing was broken by an unknown event and needs to be replaced. Pavement subsidence due to loss of fill from corrosion holes in the adjacent bulkhead also requires repairs.

This project proposes replacement-in-kind of the NPS police dock and piles and repairs to the bulkhead to prevent loss of fill and subsequent sinkholes in the pavement behind the bulkhead. Please reference the location and site maps in Attachment 4 for the project location, limits and adjacent structures.

C. PROJECT LOCATION

Borough: Queens Tax Block/Lot(s): N/A

Street Address: Rockaway Point Boulevard

Name of water body (if located on the waterfront): Rockaway Inlet, Jamaica Bay

D. REQUIRED ACTIONS OR APPROVALS

Check all that apply.

City Actions/Approvals/Funding

City Planning Commission Yes No

| | | |
|---|--|--|
| <input type="checkbox"/> City Map Amendment | <input type="checkbox"/> Zoning Certification | <input type="checkbox"/> Concession |
| <input type="checkbox"/> Zoning Map Amendment | <input type="checkbox"/> Zoning Authorizations | <input type="checkbox"/> UDAAP |
| <input type="checkbox"/> Zoning Text Amendment | <input type="checkbox"/> Acquisition – Real Property | <input type="checkbox"/> Revocable Consent |
| <input type="checkbox"/> Site Selection – Public Facility | <input type="checkbox"/> Disposition – Real Property | <input type="checkbox"/> Franchise |
| <input type="checkbox"/> Housing Plan & Project | <input type="checkbox"/> Other, explain: _____ | |
| <input type="checkbox"/> Special Permit | | |

(if appropriate, specify type: Modification Renewal other) Expiration Date: _____

Board of Standards and Appeals Yes No

| | |
|--|--|
| <input type="checkbox"/> Variance (use) | |
| <input type="checkbox"/> Variance (bulk) | |
| <input type="checkbox"/> Special Permit | |

(if appropriate, specify type: Modification Renewal other) Expiration Date: _____

Other City Approvals

| | |
|--|---|
| <input type="checkbox"/> Legislation | <input type="checkbox"/> Funding for Construction, specify: _____ |
| <input type="checkbox"/> Rulemaking | <input type="checkbox"/> Policy or Plan, specify: _____ |
| <input type="checkbox"/> Construction of Public Facilities | <input type="checkbox"/> Funding of Program, specify: _____ |
| <input type="checkbox"/> 384 (b) (4) Approval | <input type="checkbox"/> Permits, specify: _____ |
| <input type="checkbox"/> Other, explain: _____ | |

State Actions/Approvals/Funding

State permit or license, specify Agency: NYSDEC Permit type and number: Pending

Funding for Construction, specify: _____

Funding of a Program, specify: _____

Other, explain: _____

Federal Actions/Approvals/Funding

Federal permit or license, specify Agency: USACE Permit type and number: Pending

Funding for Construction, specify: _____

Funding of a Program, specify: _____

Other, explain: _____

Is this being reviewed in conjunction with a Joint Application for Permits? Yes No

E. LOCATION QUESTIONS

1. Does the project require a waterfront site? Yes No
2. Would the action result in a physical alteration to a waterfront site, including land along the shoreline, land under water or coastal waters? Yes No
3. Is the project located on publicly owned land or receiving public assistance? Yes No
4. Is the project located within a FEMA 1% annual chance floodplain? (6.2) Yes No
5. Is the project located within a FEMA 0.2% annual chance floodplain? (6.2) Yes No
6. Is the project located adjacent to or within a special area designation? See *Maps – Part III of the NYC WRP*. If so, check appropriate boxes below and evaluate policies noted in parentheses as part of WRP Policy Assessment (Section F).
 - Significant Maritime and Industrial Area (SMIA) (2.1)
 - Special Natural Waterfront Area (SNWA) (4.1)
 - Priority Maritime Activity Zone (PMAZ) (3.5)
 - Recognized Ecological Complex (REC) (4.4)
 - West Shore Ecologically Sensitive Maritime and Industrial Area (ESMIA) (2.2, 4.2)

F. WRP POLICY ASSESSMENT

Review the project or action for consistency with the WRP policies. For each policy, check Promote, Hinder or Not Applicable (N/A). For more information about consistency review process and determination, see **Part I** of the *NYC Waterfront Revitalization Program*. When assessing each policy, review the full policy language, including all sub-policies, contained within **Part II** of the WRP. The relevance of each applicable policy may vary depending upon the project type and where it is located (i.e. if it is located within one of the special area designations).

For those policies checked Promote or Hinder, provide a written statement on a separate page that assesses the effects of the proposed activity on the relevant policies or standards. If the project or action promotes a policy, explain how the action would be consistent with the goals of the policy. If it hinders a policy, consideration should be given toward any practical means of altering or modifying the project to eliminate the hindrance. Policies that would be advanced by the project should be balanced against those that would be hindered by the project. If reasonable modifications to eliminate the hindrance are not possible, consideration should be given as to whether the hindrance is of such a degree as to be substantial, and if so, those adverse effects should be mitigated to the extent practicable.

| | | Promote | Hinder | N/A |
|----------|---|--------------------------|--------------------------|-------------------------------------|
| I | Support and facilitate commercial and residential redevelopment in areas well-suited to such development. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 1.1 | Encourage commercial and residential redevelopment in appropriate Coastal Zone areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 1.2 | Encourage non-industrial development with uses and design features that enliven the waterfront and attract the public. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 1.3 | Encourage redevelopment in the Coastal Zone where public facilities and infrastructure are adequate or will be developed. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 1.4 | In areas adjacent to SMIA's, ensure new residential development maximizes compatibility with existing adjacent maritime and industrial uses. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 1.5 | Integrate consideration of climate change and sea level rise into the planning and design of waterfront residential and commercial development, pursuant to WRP Policy 6.2. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | | Promote | Hinder | N/A |
|----------|---|-------------------------------------|--------------------------|-------------------------------------|
| 2 | Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.1 | Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.2 | Encourage a compatible relationship between working waterfront uses, upland development and natural resources within the Ecologically Sensitive Maritime and Industrial Area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.3 | Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas or Ecologically Sensitive Maritime Industrial Area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.4 | Provide infrastructure improvements necessary to support working waterfront uses. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.5 | Incorporate consideration of climate change and sea level rise into the planning and design of waterfront industrial development and infrastructure, pursuant to WRP Policy 6.2. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3 | Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.1 | Support and encourage in-water recreational activities in suitable locations. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3.2 | Support and encourage recreational, educational and commercial boating in New York City's maritime centers. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 3.3 | Minimize conflicts between recreational boating and commercial ship operations. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3.4 | Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 3.5 | In Priority Marine Activity Zones, support the ongoing maintenance of maritime infrastructure for water-dependent uses. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4 | Protect and restore the quality and function of ecological systems within the New York City coastal area. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.1 | Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.2 | Protect and restore the ecological quality and component habitats and resources within the Ecologically Sensitive Maritime and Industrial Area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.3 | Protect designated Significant Coastal Fish and Wildlife Habitats. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.4 | Identify, remediate and restore ecological functions within Recognized Ecological Complexes. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.5 | Protect and restore tidal and freshwater wetlands. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 4.6 | In addition to wetlands, seek opportunities to create a mosaic of habitats with high ecological value and function that provide environmental and societal benefits. Restoration should strive to incorporate multiple habitat characteristics to achieve the greatest ecological benefit at a single location. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.7 | Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 4.8 | Maintain and protect living aquatic resources. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | | Promote | Hinder | N/A |
|----------|---|-------------------------------------|--------------------------|-------------------------------------|
| 5 | Protect and improve water quality in the New York City coastal area. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5.1 | Manage direct or indirect discharges to waterbodies. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5.2 | Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 5.3 | Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5.4 | Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5.5 | Protect and improve water quality through cost-effective grey-infrastructure and in-water ecological strategies. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6 | Minimize loss of life, structures, infrastructure, and natural resources caused by flooding and erosion, and increase resilience to future conditions created by climate change. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6.1 | Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of the property to be protected, and the surrounding area. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6.2 | Integrate consideration of the latest New York City projections of climate change and sea level rise (as published in <i>New York City Panel on Climate Change 2015 Report, Chapter 2: Sea Level Rise and Coastal Storms</i>) into the planning and design of projects in the city's Coastal Zone. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 6.3 | Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 6.4 | Protect and preserve non-renewable sources of sand for beach nourishment. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7 | Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7.1 | Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems. | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 7.2 | Prevent and remediate discharge of petroleum products. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7.3 | Transport solid waste and hazardous materials and site solid and hazardous waste facilities in a manner that minimizes potential degradation of coastal resources. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8 | Provide public access to, from, and along New York City's coastal waters. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8.1 | Preserve, protect, maintain, and enhance physical, visual and recreational access to the waterfront. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8.2 | Incorporate public access into new public and private development where compatible with proposed land use and coastal location. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8.3 | Provide visual access to the waterfront where physically practical. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8.4 | Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

| | | Promote | Hinder | N/A |
|-----------|--|--------------------------|--------------------------|-------------------------------------|
| 8.5 | Preserve the public interest in and use of lands and waters held in public trust by the State and City. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 8.6 | Design waterfront public spaces to encourage the waterfront's identity and encourage stewardship. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9 | Protect scenic resources that contribute to the visual quality of the New York City coastal area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9.1 | Protect and improve visual quality associated with New York City's urban context and the historic and working waterfront. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9.2 | Protect and enhance scenic values associated with natural resources. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10 | Protect, preserve, and enhance resources significant to the historical, archaeological, architectural, and cultural legacy of the New York City coastal area. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10.1 | Retain and preserve historic resources, and enhance resources significant to the coastal culture of New York City. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 10.2 | Protect and preserve archaeological resources and artifacts. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

G. CERTIFICATION

The applicant or agent must certify that the proposed activity is consistent with New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program. If this certification cannot be made, the proposed activity shall not be undertaken. If this certification can be made, complete this Section.

"The proposed activity complies with New York State's approved Coastal Management Program as expressed in New York City's approved Local Waterfront Revitalization Program, pursuant to New York State's Coastal Management Program, and will be conducted in a manner consistent with such program."

Applicant/Agent's Name: Jennifer Nersesian, Superintendent

Address: Dept. of the Interior National Park Service, 210 New York Avenue, Staten Island, NY 10305

Telephone: (718) 354-4665

Email: jen_nersesian@nps.gov

Applicant/Agent's Signature: JENNIFER NERSESIAN Digitally signed by JENNIFER NERSESIAN
Date: 2022.09.19 10:54:36 -04'00'

Date: 9/19/22

Submission Requirements

For all actions requiring City Planning Commission approval, materials should be submitted to the Department of City Planning.

For local actions not requiring City Planning Commission review, the applicant or agent shall submit materials to the Lead Agency responsible for environmental review. A copy should also be sent to the Department of City Planning.

For State actions or funding, the Lead Agency responsible for environmental review should transmit its WRP consistency assessment to the Department of City Planning.

For Federal direct actions, funding, or permits applications, including Joint Applicants for Permits, the applicant or agent shall also submit a copy of this completed form along with his/her application to the NYS Department of State Office of Planning and Development and other relevant state and federal agencies. A copy of the application should be provided to the NYC Department of City Planning.

The Department of City Planning is also available for consultation and advisement regarding WRP consistency procedural matters.

New York City Department of City Planning

Waterfront and Open Space Division
120 Broadway, 31st Floor
New York, New York 10271
212-720-3696
wrp@planning.nyc.gov
www.nyc.gov/wrp

New York State Department of State

Office of Planning and Development
Suite 1010
One Commerce Place, 99 Washington Avenue
Albany, New York 12231-0001
518-474-6000
www.dos.ny.gov/opd/programs/consistency

Applicant Checklist

- Copy of original signed NYC Consistency Assessment Form
- Attachment with consistency assessment statements for all relevant policies
- For Joint Applications for Permits, one (1) copy of the complete application package
- Environmental Review documents
- Drawings (plans, sections, elevations), surveys, photographs, maps, or other information or materials which would support the certification of consistency and are not included in other documents submitted. All drawings should be clearly labeled and at a scale that is legible.
- Policy 6.2 Flood Elevation worksheet, if applicable. For guidance on applicability, refer to the WRP Policy 6.2 Guidance document available at www.nyc.gov/wrp

WATERFRONT REVITALIZATION PROGRAM

CONSISTENCY ASSESSMENT

Replacement of the Floating Dock and Related Repairs at Riis Landing at
Ft. Tilden in the Jamaica Bay Unit of Gateway National Recreation Area

Section F – WRP Policy Assessment

3. Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation

3.2 Support and encourage recreational, educational and commercial boating in New York City's maritime centers.

E. Reduce potential navigation hazards by minimizing obstructions in coastal waters, managing congestion in harbors and channels, and mediating conflict among water users.

Restoring the NPS Park Police boat dock will ensure that the police will have reliable, safe access to provide police services to the boating and water using community.

4. Protect and restore the quality and function of ecological systems within the New York City coastal area.

4.5 Protect and restore tidal and freshwater wetlands

Repairs will prevent the continued loss of fill through the bulkhead and water turbidity associated with it. Repairs will also prevent bulkhead failure and resulting shoreline erosion.

5 Protect and improve water quality in the New York City Coastal Area

5.2 Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution

All construction activities performed at the site will utilize all applicable best management practices (BMP's) as described in the NYSDEC Manual entitled "CONSTRUCTION MANAGEMENT PRACTICES FOR NONPOINT SOURCE POLLUTION PREVENTION AND WATER QUALITY PROTECTION IN NEW YORK STATE"

A Temporary Sediment Basin/Trap will be utilized to eliminate sediment from any dewatering activities that may be required for repair work behind the existing steel bulkhead.

A Floating Turbidity Curtain will be employed during the project. Although no sediment laden water will be released during the repair project, a floating turbidity curtain will be in place directly offshore of the bulkhead repair area. The curtain will be installed and remain in place, (in accordance with seasonal restrictions) for the duration of the project.

6. Minimize loss of life, structures, infrastructure and natural resources caused by flooding, and erosion, and increase resilience to future conditions caused by climate change.

6.1 Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the site, the use of property to be protected, and the surrounding area.

D. Design projects so that they do not adversely affect adjacent shorelines or properties by exacerbating flooding or erosion.

Repair of the steel sheet pile bulkhead and adjacent sinkhole in the pavement will not raise the 100-year flood elevations or have a detrimental effect on the floodplain. All existing inshore elevations will be maintained.

6.3 Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.

A. Implement public structural flood and erosion control projects when public economic and environmental benefits exceed public economic and environmental costs. Factors that may be considered in determining public benefit attributable to flood or erosion control measures include economic benefits derived from protection of water dependent commerce and public infrastructure, protection of public open space and recreation facilities, or enhancement of the public realm through multifunctional coastal protection design.

Repairing the steel sheet pile bulkhead will protect the open space of the Gateway Recreation Area by mitigating any loss of fill and prevent the eventual erosion of the shoreline. Additionally, it will restore the parking area to useable condition providing access to the waterfront and dock.

7. Minimize environmental degradation and negative impacts on public health from solid waste, toxic pollutants, hazardous materials, and industrial materials that may pose risks to the environment and public health and safety.

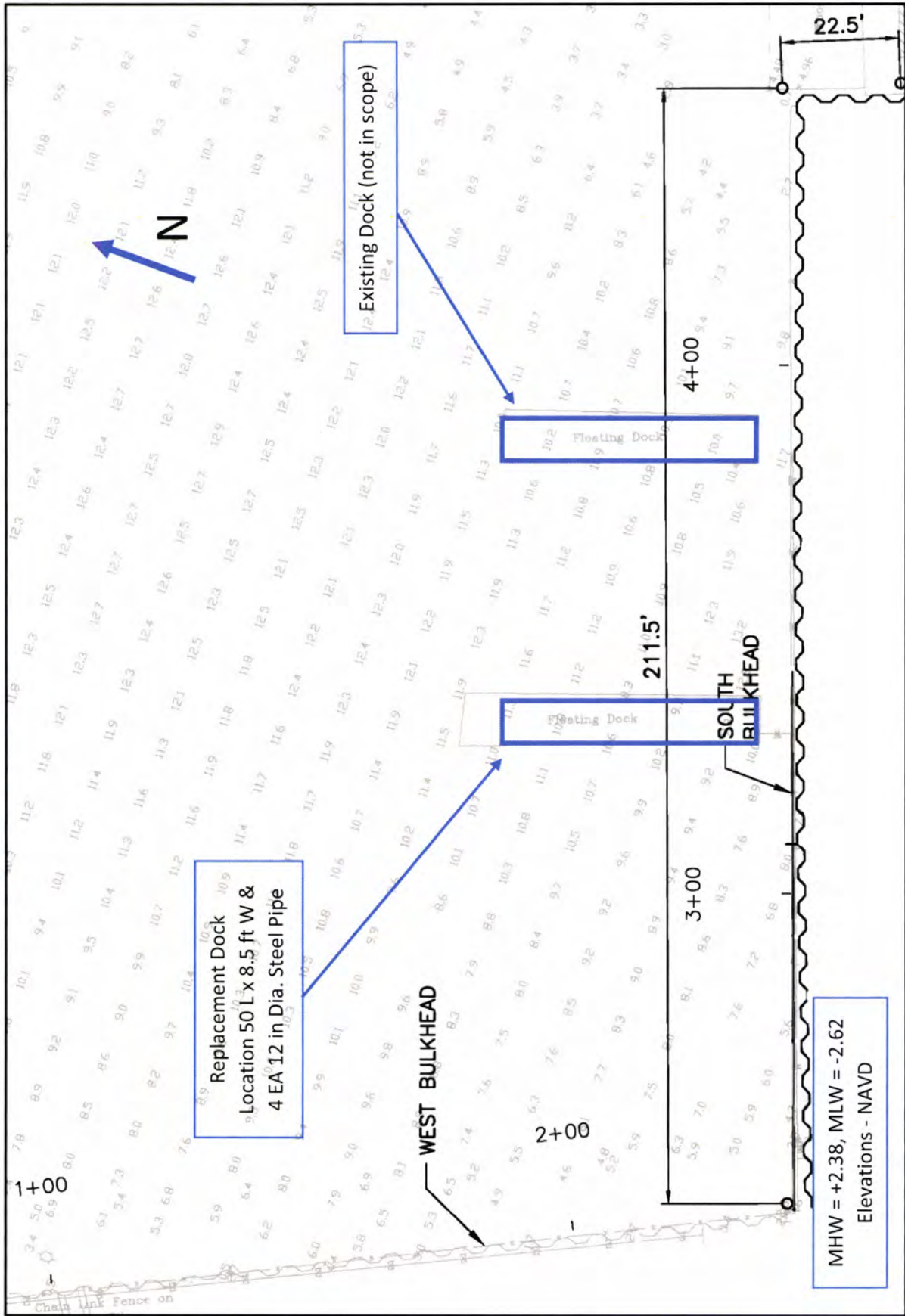
7.1 Manage solid waste material, hazardous wastes, toxic pollutants, substances hazardous to the environment, and the unenclosed storage of industrial materials to protect public health, control pollution and prevent degradation of coastal ecosystems.

Construction Waste Management will be applied to any waste encountered during the project. All construction waste to include, but not limited to the damaged dock and excavated soil will be removed, recycled and/or properly disposed of according to federal, state, and local requirements. No debris or excavated soil will be stored on site.

Hazardous Material Management will be utilized – fuel and lubricants as may be required for operation of construction equipment will not be stockpiled on site and will be dispensed from approved containers. Stationary equipment utilizing fuel and lubricants will be situated within a spill containment boom on absorbent mats. Additionally, a spill response kit will be available onsite containing these materials should an emergency occur.

Attachment 4:
Project Area Water Depth Plan
Wetlands Classification & Mapping
Essential Fish Habitat Worksheet, Analysis & Conclusions

Project Water Depths
(Referenced to MLW)



MHW = +2.38, MLW = -2.62
Elevations - NAVD

National Flood Hazard Layer FIRMette



73°53'22"W 40°34'19"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

- SPECIAL FLOOD HAZARD AREAS**
 - Without Base Flood Elevation (BFE) Zone A, V, A99
 - With BFE or Depth Zone AE, AO, AH, VE, AR
 - Regulatory Floodway
- OTHER AREAS OF FLOOD HAZARD**
 - 0.2% Annual Chance Flood Hazard, Area of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
 - Future Conditions 1% Annual Chance Flood Hazard Zone X
 - Area with Reduced Flood Risk due to Levee. See Notes. Zone X
 - Area with Flood Risk due to Levee Zone D

- OTHER AREAS**
 - NO SCREEN
 - Area of Minimal Flood Hazard Zone X
 - Effective LOMRs
 - Area of Undetermined Flood Hazard Zone X
- GENERAL STRUCTURES**
 - Channel, Culvert, or Storm Sewer
 - Levee, Dike, or Floodwall

- OTHER FEATURES**
 - Cross Sections with 1% Annual Chance Water Surface Elevation
 - Coastal Transect
 - Base Flood Elevation Line (BFE)
 - Limit of Study
 - Jurisdiction Boundary
 - Coastal Transect Baseline
 - Profile Baseline
 - Hydrographic Feature

- MAP PANELS**
 - Digital Data Available
 - No Digital Data Available
 - Unmapped

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards.

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 2/16/2022 at 3:31 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

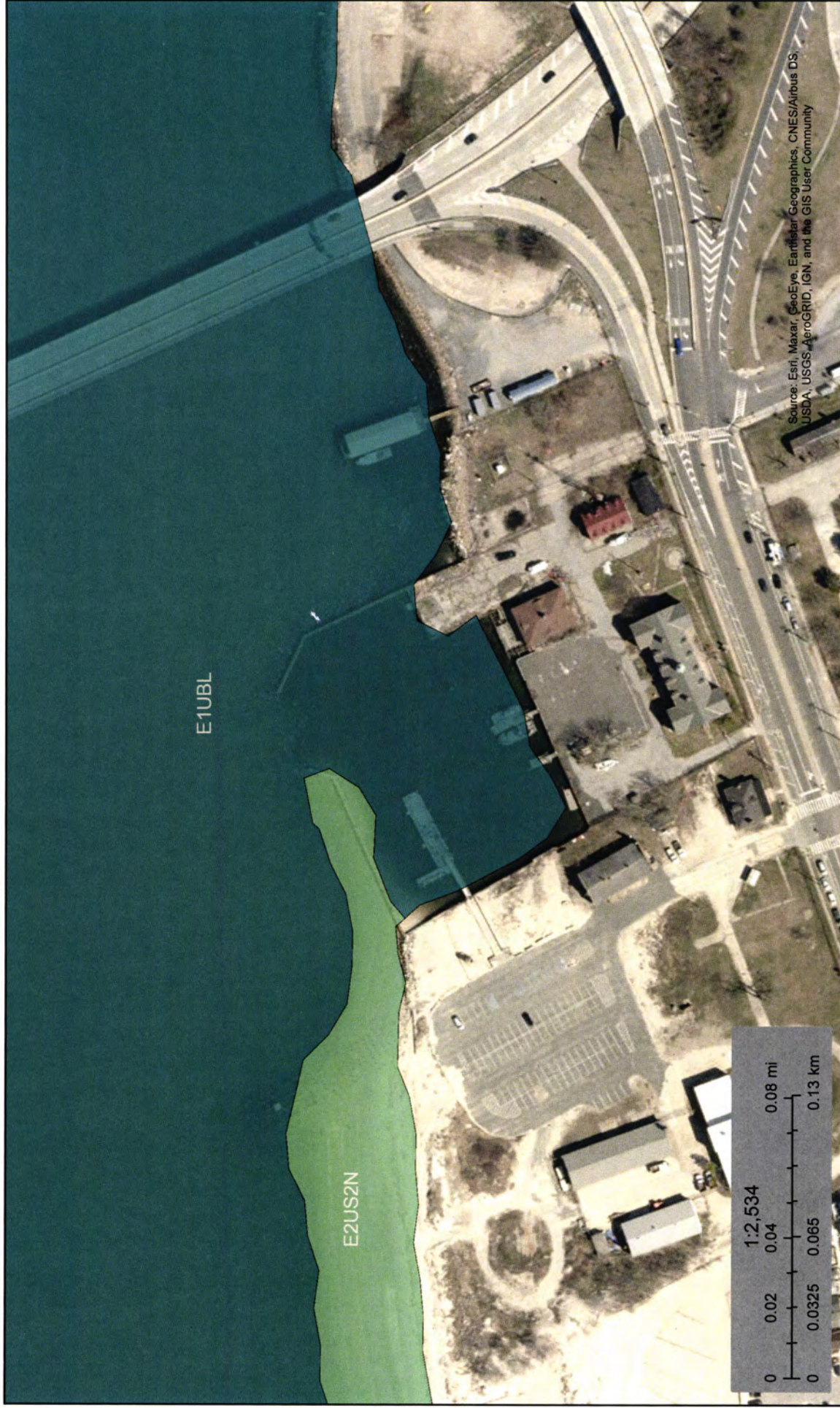
This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



U.S. Fish and Wildlife Service

National Wetlands Inventory

NWI - PEPC 95163



February 16, 2022

Wetlands

- Estuarine and Marine Deepwater
- Estuarine and Marine Wetland
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Other
- Riverine

This map is for general reference only. The US Fish and Wildlife Service is not responsible for the accuracy or currentness of the base data shown on this map. All wetlands related data should be used in accordance with the layer metadata found on the Wetlands Mapper web site.

NOAA Fisheries Greater Atlantic Regional Fisheries Office Essential Fish Habitat (EFH) Assessment & Fish and Wildlife Coordination Act (FWCA) Worksheet

This worksheet is your essential fish habitat (EFH) assessment. It provides us with the information necessary to assess the effects of your action on EFH under the Magnuson Stevens Fishery Conservation and Management Act and on NOAA trust resources under the Fish and Wildlife Coordination Act (FWCA). Consultation is not required if:

1. there is no adverse effect on EFH or NOAA trust resources (see page 10 for more info).
2. no EFH is designated and no trust resources may be present at the project site.

Instructions

Federal agencies or their non-federal designated lead agency should email the completed worksheet and necessary attachments to nmfs.gar.efh.consultation@noaa.gov. Include the public notice (if applicable) or project application and project plans showing:

- location map of the project site with area of impact.
- existing and proposed conditions.
- all waters of the U.S. on the project site with mean low water (MLW), mean high water (MHW), high tide line (HTL), and water depths clearly marked.
- sensitive habitats mapped, including special aquatic sites (submerged aquatic vegetation, saltmarsh, mudflats, riffles and pools, coral reefs, and sanctuaries and refuges), hard bottom or natural rocky habitat areas, and shellfish beds.
- site photographs, if available.

We will provide our EFH conservation recommendations and recommendations under the FWCA, as appropriate, within 30 days of receipt of a complete EFH assessment (60 days if an expanded consultation is necessary). Please submit complete information to minimize delays in completing the consultation.

This worksheet provides us with the information required¹ in an EFH assessment:

1. A description of the proposed action.
2. An analysis of the potential adverse effects on EFH and the federally managed species.
3. The federal agency's conclusions regarding the effects of the action on EFH.
4. Proposed mitigation, if applicable.

Your analysis **should focus on impacts that reduce the quality and/or quantity of the habitat or result in conversion to a different habitat type** for all life stages of species with designated EFH within the action area.

Use the information on the [HCD website](#) and [NOAA's EFH Mapper](#) to complete this worksheet. If you have questions, please contact the appropriate [HCD staff member](#) to assist you.

¹ The EFH consultation process is guided by the requirements of our EFH regulation at 50 CFR 600.905.

EFH ASSESSMENT WORKSHEET

General Project Information

Date Submitted: May , 2022

Project/Application Number: TBD

Project Name: Replacement of the Floating Dock and Related Work at Riis Landing

Project Sponsor/Applicant: U.S Dept. of the Interior, National Park Service

Federal Action Agency (if state agency acting as delegated): N/A

Fast-41 or One Federal Decision Project: Yes No

Action Agency Contact Name: Jennifer T. Nersesian, Superintendent

Contact Phone: (718) 354-4665 Contact Email: jen_nersesian@nps.gov

Latitude: 40-34-04 Longitude: 73-53-02

Address, City/Town, State:

Rockaway Point Boulevard, Rockaway, Queens, NY 11697

Body of Water: Rockaway Inlet of Jamaica Bay

Project Purpose:

Repair corrosion holes and pavement subsidence in existing steel sheet pile bulkhead.
Replace a storm damaged 50 FT L. x 8.5 FT W., NPS Police boat dock.

Project Description:

A 50 ft long x 8.5 ft wide precast concrete floating dock with 4 EA. - 12 in. steel pipe anchor piles will be installed to replace existing storm damaged police dock. Approximately 96 CY of excavation from behind the existing bulkhead to access the repair area, a reinforced concrete wall (20 CY) will be installed inshore of the existing steel sheet pile to seal corrosion holes, and 76 CY, clean crushed stone, filter fabric, and fill from approved sources will be used as backfill. Net zero CY of fill. Please refer to attached plans and narrative for complete project information.

Anticipated Duration of In-Water Work or Start/End Dates:

Project Start Sept., 2022 through November, 2022. In water work Duration 1 to 2 days

Habitat Description

EFH includes the biological, chemical, and physical components of the habitat. This includes the substrate and associated biological resources (e.g., benthic organisms, submerged aquatic vegetation, shellfish beds, salt marsh wetlands), the water column, and prey species.

Is the project in designated EFH²? Yes No

Is the project in designated HAPC²? Yes No

Is this coordination under FWCA only? Yes No

Total area of impact to EFH (indicate sq ft or acres): < 4 SF

Total area of impact to HAPC (indicate sq ft or acres): N/A

Current water depths: 12 ft to 16 ft Salinity: 20-26 PPT Water temperature range: 34-79F

Sediment characteristics³: Soft silt, and coarse sand with some intermittent cobble.

What habitat types are in or adjacent to the project area and will they be permanently impacted?
Select all that apply. Indicate if impacts will be temporary, if site will be restored, or if permanent conversion of habitat will occur. A project may occur in overlapping habitat types.

| | Habitat Type | Total impact (sq ft/acres) | Impacts are temporary | Restored to pre-existing conditions | Permanent conversion of all or part of habitat |
|-------------------------------------|-----------------------------|----------------------------|-----------------------|-------------------------------------|--|
| <input checked="" type="checkbox"/> | Marine | 4 SF | | 4 SF | 0 SF NET |
| <input type="checkbox"/> | Estuarine | | | | |
| <input type="checkbox"/> | Riverine (tidal) | | | | |
| <input type="checkbox"/> | Riverine (non-tidal) | | | | |
| <input type="checkbox"/> | Intertidal | | | | |
| <input type="checkbox"/> | Subtidal | | | | |
| <input checked="" type="checkbox"/> | Water column | 4 SF | | 4 SF | 0 SF NET |
| <input type="checkbox"/> | Salt marsh/ Wetland (tidal) | | | | |
| <input type="checkbox"/> | Wetland (non-tidal) | | | | |

² Use the tables on pages 7-9 to list species with designated EFH or the type of designated HAPC present.

³ The level of detail is dependent on your project – e.g., a grain size analysis may be necessary for dredging.

| | Habitat Type | Total impact (sq ft/acres) | Impacts are temporary | Restored to pre-existing conditions | Permanent conversion of all or part of habitat |
|-------------------------------------|--|----------------------------|-----------------------|-------------------------------------|--|
| <input type="checkbox"/> | Rocky/hard bottom ⁴ : | | | | |
| <input checked="" type="checkbox"/> | Sand | 4 SF | | 4 SF | 0 SF NET |
| <input type="checkbox"/> | Shellfish beds or oyster reefs | | | | |
| <input type="checkbox"/> | Mudflats | | | | |
| <input type="checkbox"/> | Submerged aquatic vegetation (SAV) ⁵ , macroalgae, epifauna | | | | |
| <input type="checkbox"/> | Diadromous fish (migratory or spawning habitat) | | | | |

Indicate type(s) of rocky/hard bottom habitat (pebble, cobble, boulder, bedrock outcrop/ledge) and species of SAV:

N/A

Project Effects

| Select all that apply | Project Type/Category |
|--------------------------|--|
| <input type="checkbox"/> | Hatchery or Aquaculture |
| <input type="checkbox"/> | Agriculture |
| <input type="checkbox"/> | Forestry |
| <input type="checkbox"/> | Military (e.g., acoustic testing, training exercises) |
| <input type="checkbox"/> | Mining (e.g., sand, gravel) |
| <input type="checkbox"/> | Restoration or fish/wildlife enhancement (e.g., fish passage, wetlands, beach renourishment, mitigation bank/ILF creation) |

⁴ Indicate type(s). The type(s) of rocky habitat will help you determine if the area is cod HAPC.

⁵ Indicate species. Provide a copy of the SAV report and survey conducted at the site, if applicable.

| Select all that apply | Project Type/Category |
|-------------------------------------|--|
| <input type="checkbox"/> | Infrastructure/transportation (e.g., culvert construction, bridge repair, highway, port) |
| <input type="checkbox"/> | Energy development/use |
| <input type="checkbox"/> | Water quality (e.g., TMDL, wastewater, sediment remediation) |
| <input type="checkbox"/> | Dredging/excavation and disposal |
| <input checked="" type="checkbox"/> | Piers, ramps, floats, and other structures |
| <input type="checkbox"/> | Bank/shoreline stabilization (e.g., living shoreline, groin, breakwater, bulkhead) |
| <input type="checkbox"/> | Survey (e.g., geotechnical, geophysical, habitat, fisheries) |
| <input type="checkbox"/> | Other |

| Select all that apply | Potential Stressors Caused by the Activity | Select all that apply and if temporary or permanent | | Habitat alterations caused by the activity |
|-------------------------------------|---|---|--------------------------|--|
| | | Temp | Perm | |
| <input checked="" type="checkbox"/> | Underwater noise | | | |
| <input type="checkbox"/> | Water quality/turbidity/contaminant release | <input type="checkbox"/> | <input type="checkbox"/> | Water depth change |
| <input checked="" type="checkbox"/> | Vessel traffic/barge grounding | <input type="checkbox"/> | <input type="checkbox"/> | Tidal flow change |
| <input type="checkbox"/> | Impingement/entrainment ⁶ | <input type="checkbox"/> | <input type="checkbox"/> | Fill |
| <input type="checkbox"/> | Prevent fish passage/spawning | <input type="checkbox"/> | <input type="checkbox"/> | Habitat type conversion |
| <input checked="" type="checkbox"/> | Benthic community disturbance | <input type="checkbox"/> | <input type="checkbox"/> | Other: |
| <input type="checkbox"/> | Impacts to prey species | <input type="checkbox"/> | <input type="checkbox"/> | Other: |

⁶ Entrainment is the voluntary or involuntary movement of aquatic organisms from a water body into a surface diversion or through, under, or around screens and results in the loss of the organisms from the population. Impingement is the involuntary contact and entrapment of aquatic organisms on the surface of intake screens caused when the approach velocity exceeds the swimming capability of the organism.

Details: project impacts and mitigation

The level of detail that you provide should be commensurate with the magnitude of impacts associated with the proposed project. Attach supplemental information if necessary.

Describe how the project would impact each of the habitat types selected above. Include temporary and permanent impact descriptions and direct and indirect impacts.

The floating dock and piles are replacing an existing storm damaged dock system. It will be installed from a barge using an impact or vibratory hammer. This will create a short duration (1 to 2 work days) of minor vessel traffic (a small tug and barge) and moderate vibration and noise in the water column during pile installation. Disturbance of less than 4 SF of the mudline is planned.

Bulkhead excavation, repair and backfill will be accomplished entirely from the inshore side of the bulkhead. See Attachment 2 "Project Narrative" for a full discussion of the construction, materials, amounts of habitat disturbance and restoration at the site.

What specific measures will be used to avoid impacts, including project design, turbidity controls, acoustic controls, and time of year restrictions? If impacts cannot be avoided, why not?

See attached project narrative for details.

What specific measures will be used to minimize impacts?

Reduction of shading area, net zero fill & BMP's, See attached project narrative for detail:

Is compensatory mitigation proposed? Yes No

If no, why not? If yes, describe plans for mitigation and how this will offset impacts to EFH. Include a conceptual compensatory mitigation and monitoring plan, if applicable.

Negligible amount of mudline disturbance (4 SF) with a net fill of 0 CY. See narrative.

| Federal Action Agency's EFH determination (select one) | |
|--|--|
| <input type="checkbox"/> | There is no adverse effect ⁷ on EFH or EFH is not designated at the project site. EFH Consultation is not required. This is a FWCA-only request. |
| <input checked="" type="checkbox"/> | The adverse effect ⁷ on EFH is not substantial. This means that the adverse effects are no more than minimal, temporary, or can be alleviated with minor project modifications or conservation recommendations. This is a request for an abbreviated EFH consultation. |
| <input type="checkbox"/> | The adverse effect ⁷ on EFH is substantial. This is a request for an expanded EFH consultation. We will provide more detailed information, including an alternatives analysis and NEPA document, if applicable. |

EFH and HAPC designations⁸

Use the [EFH mapper](#) to determine if EFH may be present in the project area and enter all species and lifestages that have designated EFH. Optionally, you may review the EFH text descriptions linked to each species in the EFH mapper and use them to determine if the described habitat is present. We recommend this for larger projects to help you determine what your impacts are.

| Species | EFH is designated/mapped for: | | | | Habitat present based on text description (optional) |
|------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | EFH: eggs | EFH: larvae | EFH: juvenile | EFH: adults/spawning adults | |
| Winter Flounder | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Little Skate | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Atlantic Herring | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Red Hake | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

⁷ An **adverse effect** is any impact that reduces the quality and/or quantity of EFH. Adverse effects may include direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to, benthic organisms, prey species and their habitat, and other ecosystem components. Adverse effects to EFH may result from actions occurring within EFH or outside of EFH and may include site-specific or habitat-wide impacts, including individual, cumulative, or synergistic consequences of actions.

⁸ Within the Greater Atlantic Region, EFH has been designated by the New England, Mid-Atlantic, and South Atlantic Fisheries Management Councils and NOAA Fisheries.

| Species | EFH is designated/mapped for: | | | | Habitat present based on text description (optional) |
|-----------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|--|
| | EFH: eggs | EFH: larvae | EFH: juvenile | EFH: adults/spawning adults | |
| Windowpane Flounder | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Winter Skate | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Clearnose Skate | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Longfin Inshore Squid | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Bluefish | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Atlantic Butterfish | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Summer Flounder | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Silver Hake | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Yellowtail Flounder | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Monkfish | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Scup | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Atlantic Mackerel | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| Black Sea Bass | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

HAPCs

Select all that are in your action area.

| | | | |
|--------------------------|--|--------------------------|--|
| <input type="checkbox"/> | Summer flounder: SAV ⁹ | <input type="checkbox"/> | Alvin & Atlantis Canyons |
| <input type="checkbox"/> | Sandbar shark | <input type="checkbox"/> | Baltimore Canyon |
| <input type="checkbox"/> | Sand Tiger Shark (Delaware Bay) | <input type="checkbox"/> | Bear Seamount |
| <input type="checkbox"/> | Sand Tiger Shark (Plymouth-Duxbury-Kingston Bay) | <input type="checkbox"/> | Heezen Canyon |
| <input type="checkbox"/> | Inshore 20m Juvenile Cod | <input type="checkbox"/> | Hudson Canyon |
| <input type="checkbox"/> | Great South Channel Juvenile Cod | <input type="checkbox"/> | Hydrographer Canyon |
| <input type="checkbox"/> | Northern Edge Juvenile Cod | <input type="checkbox"/> | Jeffreys & Stellwagen |
| <input type="checkbox"/> | Lydonia Canyon | <input type="checkbox"/> | Lydonia, Gilbert & Oceanographer Canyons |
| <input type="checkbox"/> | Norfolk Canyon (Mid-Atlantic) | <input type="checkbox"/> | Norfolk Canyon (New England) |
| <input type="checkbox"/> | Oceanographer Canyon | <input type="checkbox"/> | Retriever Seamount |
| <input type="checkbox"/> | Veatch Canyon (Mid-Atlantic) | <input type="checkbox"/> | Toms, Middle Toms & Hendrickson Canyons |
| <input type="checkbox"/> | Veatch Canyon (New England) | <input type="checkbox"/> | Washington Canyon |
| <input type="checkbox"/> | Cashes Ledge | <input type="checkbox"/> | Wilmington Canyon |

⁹ Summer flounder HAPC is defined as all native species of macroalgae, seagrasses, and freshwater and tidal macrophytes in any size bed, as well as loose aggregations, within adult and juvenile summer flounder EFH. In locations where native species have been eliminated from an area, then exotic species are included. Use local information to determine the locations of HAPC.

EFH Mapper Report

EFH Data Notice

Essential Fish Habitat (EFH) is defined by textual descriptions contained in the fishery management plans developed by the regional fishery management councils. In most cases mapping data can not fully represent the complexity of the habitats that make up EFH. This report should be used for general interest queries only and should not be interpreted as a definitive evaluation of EFH at this location. A location-specific evaluation of EFH for any official purposes must be performed by a regional expert. Please refer to the following links for the appropriate regional resources.

[Greater Atlantic Regional Office](#)
[Atlantic Highly Migratory Species Management Division](#)

Query Results

Degrees, Minutes, Seconds: Latitude = 40° 34' 6" N, Longitude = 74° 6' 57" W
 Decimal Degrees: Latitude = 40.568, Longitude = -73.884

The query location intersects with spatial data representing EFH and/or HAPCs for the following species/management units.

*** WARNING ***

Please note under "Life Stage(s) Found at Location" the category "ALL" indicates that all life stages of that species share the same map and are designated at the queried location.

EFH

| Link | Data Caveats | Species/Management Unit | Lifestage(s) Found at Location | Management Council | FMP |
|---|---|-------------------------|----------------------------------|--------------------|--|
|  |  | Winter Flounder | Eggs Juvenile Larvae/Adult | New England | Amendment 14 to the Northeast Multispecies FMP |
|  |  | Little Skate | Juvenile Adult | New England | Amendment 2 to the Northeast Skate Complex FMP |
|  |  | Atlantic Herring | Juvenile Adult Larvae | New England | Amendment 3 to the Atlantic Herring FMP |
|  |  | Red Hake | Adult Eggs/Larvae/Juvenile | New England | Amendment 14 to the Northeast Multispecies FMP |
|  |  | Silver Hake | Eggs/Larvae | New England | Amendment 14 to the Northeast Multispecies FMP |
|  |  | Yellowtail Flounder | Juvenile | New England | Amendment 14 to the Northeast Multispecies FMP |
|  |  | Monkfish | Eggs/Larvae | New England | Amendment 4 to the Monkfish FMP |

| Link | Data Caveats | Species/Management Unit | Lifestage(s) Found at Location | Management Council | FMP |
|---|---|-------------------------|-------------------------------------|--------------------|--|
|  |  | Windowpane Flounder | Adult Larvae Eggs Juvenile | New England | Amendment 14 to the Northeast Multispecies FMP |
|  |  | Winter Skate | Adult Juvenile | New England | Amendment 2 to the Northeast Skate Complex FMP |
|  |  | Clearnose Skate | Adult Juvenile | New England | Amendment 2 to the Northeast Skate Complex FMP |
|  |  | Scup | Larvae Eggs Juvenile Adult | Mid-Atlantic | Summer Flounder, Scup, Black Sea Bass |
|  |  | Longfin Inshore Squid | Eggs | Mid-Atlantic | Atlantic Mackerel, Squid,& Butterfish Amendment 11 |
|  |  | Atlantic Mackerel | Juvenile Adult | Mid-Atlantic | Atlantic Mackerel, Squid,& Butterfish Amendment 11 |
|  |  | Bluefish | Adult Juvenile | Mid-Atlantic | Bluefish |
|  |  | Atlantic Butterfish | Larvae Adult Juvenile | Mid-Atlantic | Atlantic Mackerel, Squid,& Butterfish Amendment 11 |
|  |  | Summer Flounder | Larvae Juvenile Adult | Mid-Atlantic | Summer Flounder, Scup, Black Sea Bass |
|  |  | Black Sea Bass | Adult | Mid-Atlantic | Summer Flounder, Scup, Black Sea Bass |

Salmon EFH

No Pacific Salmon Essential Fish Habitat (EFH) were identified at the report location.

HAPCs

No Habitat Areas of Particular Concern (HAPC) were identified at the report location.

EFH Areas Protected from Fishing

No EFH Areas Protected from Fishing (EFHA) were identified at the report location.

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data.

****For links to all EFH text descriptions see the complete data inventory: [open data inventory](#) -->**

Spatial data does not currently exist for all the managed species in this area. The following is a list of species or management units for which there is no spatial data.

****For links to all EFH text descriptions see the complete data inventory: [open data inventory -->](#)**

All spatial data is currently available for the Mid-Atlantic and New England councils,

Secretarial EFH,

Bigeye Sand Tiger Shark,
Bigeye Sixgill Shark,
Caribbean Sharpnose Shark,
Galapagos Shark,
Narrowtooth Shark,
Sevengill Shark,
Sixgill Shark,
Smooth Hammerhead Shark,
Smalltail Shark

Attachment 5:

Project Site and Work Area Maps

Project Statement of Work

Project Repair Recommendations & Plans

Project Location Photos

Site Map

Riis Landing - Gateway Nation Recreation Area

Riis Landing

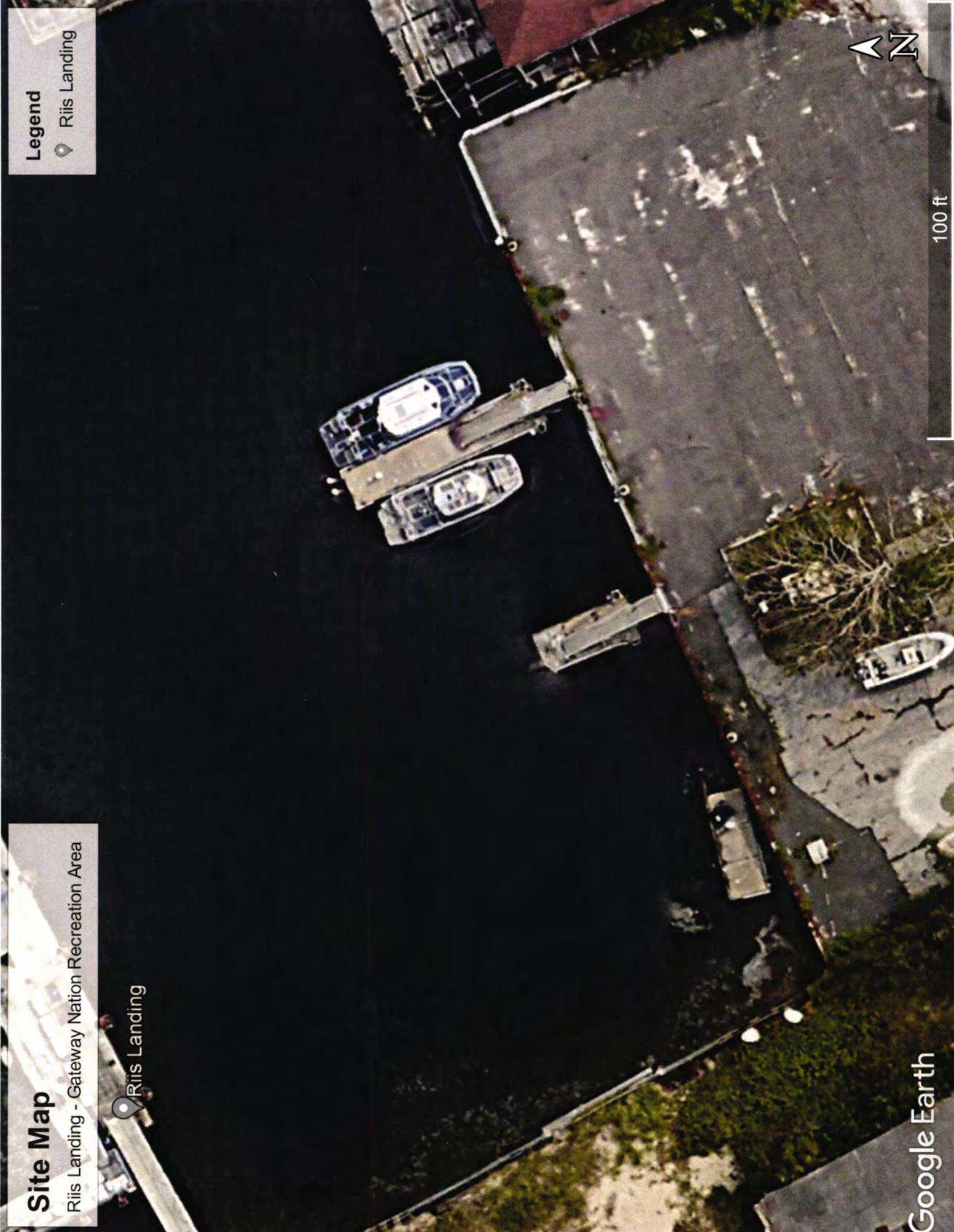
Legend

Riis Landing



100 ft

Google Earth



Project Location

Riis Landing - Gateway Nation Recreation Area

Legend

- Riis Landing
- Riis Landing (Gateway National Recreation Area)
- US Park Police Marine Patrol Unit



Riis Landing

Riis Landing (Gateway National Recreation Area)

US Park Police Marine Patrol Unit

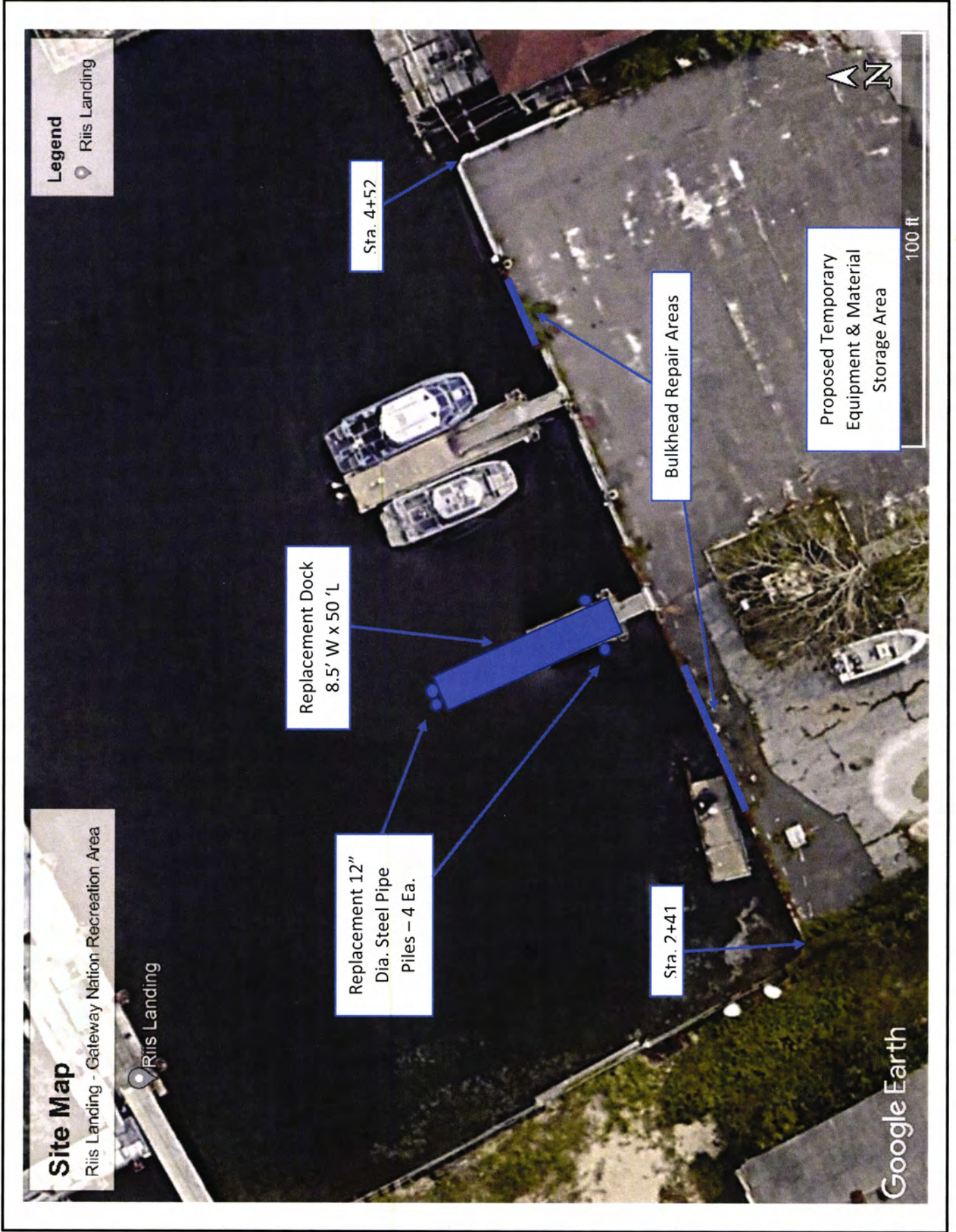
Gateway National Recreation Area (Fort)

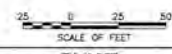
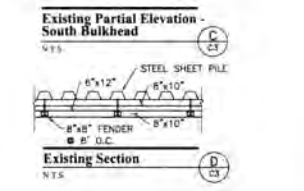
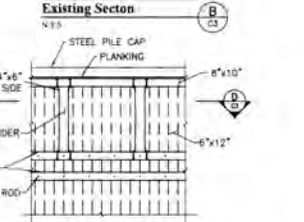
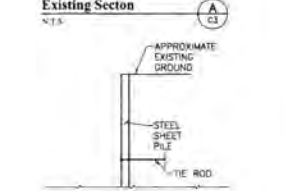
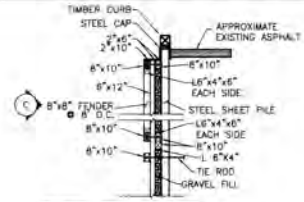
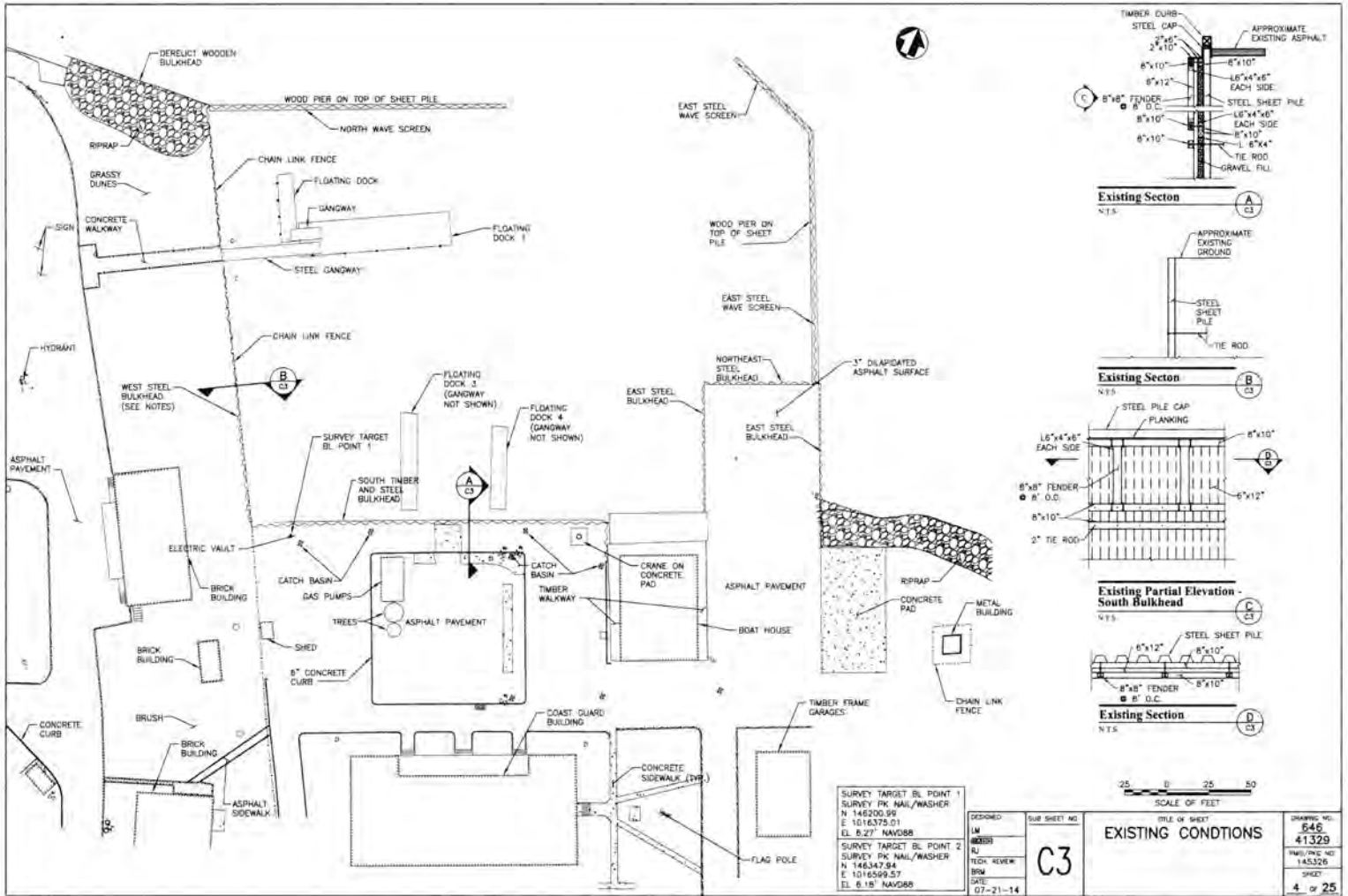
Google Earth

New Point Blvd

400 ft

Repair Work Location Plan





SURVEY TARGET BL. POINT 1
 SURVEY PK NAIL/WASHER
 N 146200.99
 E 1016329.01
 EL. 8.27' NAVD88

SURVEY TARGET BL. POINT 2
 SURVEY PK NAIL/WASHER
 N 146247.94
 E 1016599.57
 EL. 8.16' NAVD88

DESIGNED: LM
 CHECKED: HEB
 PL: RL
 TECH. REVIEW: BRW
 DATE: 07-21-14

SUB SHEET NO. **C3**

TITLE OF SHEET
EXISTING CONDITIONS

DRAWING NO. **646**
41329
 PIANO/PLOT NO. **145326**
 SHEET **4** OF **25**

STATEMENT OF WORK (SOW)
PMIS 299951 – Replacement of the Floating Dock and Related Work at Riis Landing at Ft. Tilden in the Jamaica Bay Unit of Gateway N.R.A.

STATEMENT OF WORK

- 1.0 Background**
- 2.0 Scope**
- 3.0 Objectives**
- 4.0 Contractor Qualifications**
- 5.0 Tasks**
- 6.0 Construction Requirements**
- 7.0 Delivery/Schedule**
- 8.0 Government-Furnished Property**
- 9.0 Security**
- 10.0 Place of Performance**
- 11.0 Period of Performance**
- 12.0 Payment**
- 13.0 Site Plan, Maps and Addenda**
- 14.0 Project Close-out**
- 15.0 Substantial Completion and Final Inspection**

1.0 Background

A floating dock used by the NPS Police at Riis Landing was broken by an unknown event and needs to be replaced. Pavement reconstruction along the bulkhead which was done for a 2016 contract (PMIS 145326) has developed sinkholes due to soil being washed out and needs to be repaired. These photos are of the existing dock:



2.0 Scope

1. Basic plan and submittals for dock system.

This contract replaces the floating dock broken by an unknown event. The Park requires a concrete floating dock system by NordiDock or approved equal. Provide manufacturers' information sheets, schematic plans, and a location plan for approval. Include all engineering data and other design information with the dock submittals. Pilings shall be located per the dock manufacturer's recommendations. The design shall re-use existing components noted in Section 4.0

2. Design of sinkhole repair in adjacent pavement

Sinkholes have developed due to pavement undermining along the adjacent bulkhead. The plans for the previous bulkhead contract will be made available for design purposes. If it is determined that the failure of the pavement is due to the condition of the existing bulkhead, the contractor shall prepare a design based on repairs to the bulkhead or working with the bulkhead as it is. Installing new bulkhead behind the existing bulkhead shall also be considered an option.

Design Requirements:

The design of the project shall include the following:

- Summary and analysis of existing conditions at the noted location.
- Engineering investigation conclusions for sunken areas of pavement along the bulkhead.
- Design drawings shall state expected performance criteria.

3. Construction/Installation of Dock System and repair of sunken areas:

Procure and install the dock system and pilings and reconstruct the sunken areas of pavement as approved based on the design item.

Contract Line Items

CONTRACT LINE ITEM NO. 1 – Basic plan and submittals for dock system and design for the repair of sinkholes in adjacent pavement.

CONTRACT LINE ITEM NO. 2– Construction/Installation of Dock System and pilings.

CONTRACT LINE ITEM NO. 3 - Repair of Sinkholes in Pavement.

OPTION ITEM NO. 1– Furnish and Install steel pilings for the adjacent floating dock and re-fit the existing dock to the pilings.

Design Requirements

DB Design Development and Construction Documents

The Contractor shall propose a schedule according to the following milestones, with final inspection occurring before October 00, 2020:

- Schematic Design Package
- NPS Review Comments
- 95% Design Package
- 100% Design Package
- NPS Review Comments
- Review meeting conducted via teleconference
- Final Design Package for Construction
- Construction Mobilization
- Construction/Installation
- Final Inspection

3.0 Objectives

The objective of this project is to replace in kind a floating concrete dock that was damaged in a storm as well as to repair sunken pavement in the immediate area. Steel pilings will be replaced as needed.

4.0 Contractor Qualifications

The contractor shall have demonstrated experience with marine construction. Consulting with a Marine Engineer on the design of the bulkhead repair is expected.

5.0 Tasks

A. Project Meetings

Design Meeting

After the award of the contract and acceptance of the Performance and Payment bonds, the CO will arrange a design meeting with the DBC. The meeting agenda will include the following as a minimum:

- Review and emphasize the Park needs and design objectives.
- Environmental and sustainability requirements
- Schedule of Values
- Design schedule (provide minimum of two color copies). **Note:** No portion of the dock construction or pavement repair can begin until 95% design is approved for that portion and any other portion of the work that may be affected by it.
- Modifications during design
- Submittals during design
- Areas available for use by the DBC
- Access requirements of the Park
- Natural and Cultural Resource Protection
- Payments to the DBC

Preconstruction Meeting

Prior to the scheduled dock construction/installation, the CO will arrange a meeting with the Contractor. The meeting agenda shall include the following as a minimum:

- Payments to the Contractor
- Correspondence Procedures
- Roles and Responsibilities
- Lines of Authority
- Progress Payments
- Submittal Process
- Resolution of all comments during the design process,
- Construction schedule (provide a minimum of two color hard copies and electronic copy in software it was created in) **Note:** No portion of the work can begin construction until Work Plan is approved
- Labor standards
- Payroll reports
- Modifications
- Accident reporting
- Park Rules and Regulations
 - Medical emergency processes, availability, emergency numbers, and contacts
 - Park permits, burning construction waste, rules of the road, alcohol use, housekeeping, firearms, pets, natural and cultural resource concerns
 - Access and site constraints
 - Visitation and public relations
- Archeological Resources Protection Requirements
- Saturdays, Sundays, holidays and night work

The following Project Requirement deliverables shall be submitted a minimum of one week prior to the Pre-construction Meeting.

- Letter designating your Project Superintendent
- Project Schedule with construction portion fully developed
- Schedule of Values
- Storm Water Pollution Prevention Plan
- Accident Prevention Program

- A list of subcontractors for this project (must be same as in your proposal)
- Waste Management Plan
- Quality Control Plan

Progress Meetings

The DBC shall participate in weekly telephone conference calls with the Contracting Officer, and other project team members to update them on the following meeting agenda items:

- Approval of minutes of previous meetings
- Submittal status
- Review of off-site fabrication and delivery
- Requests for Information (RFI's) and issues
- Modifications
- Work in progress and projected
- Schedule update (provide updated CPM schedule)
- Status of Project Record Drawings and O&M Manuals
- Other business relating to work

B. Safety Plan

- 1. Accident Prevention Program:** Prior to the Preconstruction Meeting submit an accident prevention program. The program must be accepted by the NPS before any on site work can begin. The program shall comply with OSHA and project requirements. Include the following:
 - b. Name of responsible supervisor to carry out the program; monthly safety meetings; first aid procedures; outline of each phase of work, hazards associated with each phase and methods proposed to ensure property protection, and safety of the public, National Park Service staff and DBC employees; training; planning for possible emergency situations; housekeeping and fire protection.
 - c. Accident Reporting: Reportable accidents, defined as death, occupational disease, traumatic injury to contractor's personnel, NPS employees or the public, property damage of any accident in excess of \$100 and fires, must be reported within seven days. Complete an Accident/Property Damage Report (Form CM-22) and forward Officer.
 - d. Quality Assurance: Ensure that all employees are physically qualified to perform their assigned duties in a safe manner. Do not allow employees to work if their abilities are impaired. Operators of all equipment shall be able to understand signs, signals and operating instructions, and be capable of operating such equipment.
 - e. Safety plan for the work: Include traffic safety and flaggers where appropriate. The safety plan shall include emergency instructions, including telephone numbers and reporting instruction for ambulance, physician, hospital, fire department and park police. The instructions shall be placed in a conspicuous location at the worksite. The safety plan shall be approved in writing before the start of work.

- C. Contractor shall supply all labor, materials, tools and equipment for the tasks listed under this item. All equipment shall meet current ANSI and OSHA safety standards. Any watercraft used by the contractor shall meet Coast Guard and NY State DEC requirements. Work practices shall meet NY State DEC requirements for working adjacent to tidal wetlands
- D. Before work begins, the Contractor shall thoroughly survey the site and surrounding area and carefully note all environmental and human factors which may be adversely affected by the intended work. These factors may include but are not limited to: preventing access to the other remaining dock or to the fuel pumps and working in proximity to undermined pavement. Potential problems should be brought to the attention of the Project Manager or his/her designated representative. The contractor shall be liable for any damage to existing trees, buildings, and any other property caused by the work or the transportation of materials or equipment to and from the site. The locations of underground utilities shall be verified before excavation.
- E. The old steel pilings may still be resting on the bottom of the harbor. The site survey shall check for evidence of the old pilings. If they are found, they shall be removed and hauled away. Pilings shall become the property of the contractor.
- F. The old floating dock is still present at the site, although it is broken into two pieces. This contract includes removal of the old dock. The old dock shall become property of the contractor. The piling guides can be salvaged for re-use but must be fitted with new rubber wearing surfaces and have any broken parts replaced. The cleats can also be salvaged for re-use. Electrical connections for the utility pedestals on both docks were removed several years ago.
- G. The old aluminum gangway is in serviceable condition and shall be retained for use with the new dock. The electrical box on the bottom end needs repair. The electrical conduit and box on the gangway shall be returned to a serviceable condition. A 30-amp circuit shall be run from the panel next to the top end of the gangway. The plug shall be a twist-lock type.
- H. The new concrete floating dock shall match the old one in size (8' x 50') and features such as the timber frame, rubber bumper, ladder and cleats. The utility pedestal is not required. A flat stainless steel or aluminum sheet for the gangway to roll on shall also be provided. The dock shall be turned over to the National Park Service (NPS) in a usable condition with all electrical outlets working and all hardware in place.
- I. The contractor shall guarantee the work for a minimum of two years.

6.0 Construction Requirements

Environmental Requirements. The following are general requirements:

- Air: Employ construction practices that minimize combustion byproducts.
- Water: Avoid materials that can leach toxic chemicals into the ground water or the water of the bay. Do not allow toxic chemicals to enter storm drains or the water of the bay.
- Soil: Protect against erosion and topsoil depletion.
- Habitats: Protect natural habitats and ecological systems.
- Noise: Minimize noise generation during construction. Operate power equipment in accordance with local noise restrictions.
- Waste Management Goals: Employ processes that ensure the generation of as little waste as possible. Waste disposal in landfills shall be minimized.
- Recycling is a requirement of this project.

The DBC shall designate an on-site party (or parties) responsible for instructing workers and overseeing the environmental requirements of this project. Distribute copies of the environmental and requirements to the Job Site Foreman and each Subcontractor.

Waste Management Plan: Prior to the scheduled Preconstruction meeting, the Contractor shall submit a draft Waste Management Plan to the Contracting Officer for approval. Develop and implement in accordance with ASTM E3073-17. The plan shall include (but not be limited to) the following:

- List of the recycling facilities, reuse facilities, municipal solid waste landfills, and other disposal area(s) to be used. Include name, location, and phone number.
- List of proposed materials to be reused or recycled.
- List of materials that cannot be recycled or reused with explanation or justification.
- Storage and collection methods of waste and recyclables, handling procedures, and means of keeping recyclables free of contamination.
- Description of the means of transportation of the recyclable materials and an estimate of how often bins will need to be emptied.
- Revise and resubmit Plan as required by the Contracting Officer. Approval of the Contractor's Plan will not relieve the Contractor of responsibility for compliance with applicable environmental regulations.

Prior to the commencement of the Work, schedule and conduct a meeting with the Contracting Officer to discuss the proposed Waste Management Plan and to develop mutual understanding relative to details of environmental protection.

7.0 Delivery/Schedule

- A. Road Closures – No road closures are called for.
- B. Parking – There is sufficient parking on site. Staff may park at the adjacent lot. Work, or placement of materials, equipment or vehicles shall not interfere with access to the Park Police boat.
- C. The marina is used by a commercial ferry and by the Park Police boat. Work shall not interfere with or hinder these uses.
- D. The mobilization of a work barge or boat to the site shall be coordinated with the ferry service and the Park Police.

E. This project shall continue on from start to finish on successive days until completion is reached. Allowances are made for inclement weather.

General: The Contractor shall provide two (2) color copies and one electronic copy of the project schedule after award and before the Preconstruction meeting. The schedule shall include important milestones for both phases. Scheduling will be crucial to inform park staff of the events that may affect their work areas.

Fully develop the construction portion of the schedule and submit to the Contracting Officer before the Preconstruction meeting or any construction begins. The project schedule shall be updated on a monthly basis throughout the entire contract period and until project substantial completion. The status date of each schedule update shall be 10 days before the progress payment request date.

Purpose: The purpose of the project schedule is to ensure adequate planning, coordination, scheduling, and reporting during execution of construction activities of the DBC. The project schedule will assist the DBC and the Contracting Officer in monitoring the progress of the work, evaluating proposed changes, and processing the DBC's monthly progress payment requests.

Software: The software shall be the latest version of Microsoft Project, Primavera Project Planner, SureTrak, or approved equal.

Schedule Development: The project schedule shall cover the entire contract period. The late finish date of the project schedule shall be the same date as the established completion date of the contract.

The DBC shall use the Critical Path Method (CPM) with limited use of lead or lag durations between schedule activities. The DBC's project schedule shall consist of procurement activities (including mobilization, submittal, and the fabrication and delivery of key and long-lead procurement items) and construction activities.

The DBC's project schedule shall consist of, but not be limited to, the following for each activity:

- Identify each and every activity number with numerical designations (maximum 5-digit). Numbering of activities shall be in increments of 10.
- Concise description of the work represented by the activity (maximum 48 characters). Avoid the use of non-standard abbreviations. The work related to each activity shall be limited to one work trade.
- Activity duration in whole working days with a maximum duration of 15 work days each, unless otherwise approved by the Contracting Officer, except for non-construction activities including mobilization, shop drawing and sample submittals, fabrication of materials, delivery of materials and equipment, and concrete curing.

In developing the project schedule, the DBC shall be responsible for ensuring that subcontractor work at all tiers, as well as its own work, is included in the project schedule.

The project schedule, as developed, shall show the sequence and interdependence of activities required for complete performance of the work. The DBC shall be responsible for ensuring all work sequences are logical and the project schedule shows a coordinated work plan. Proposed durations assigned to each activity shall be the DBC's best estimate of time required to complete the activity considering the scope and resources planned for the activity. Resource loading of each activity shall list all personnel by labor category and equipment type and capacity proposed to complete the activity in the duration shown. Include permit requirements and constraints. Seasonal weather conditions shall be considered and included in the planning and scheduling of all work influenced by high or low ambient temperatures, wind and/or precipitation to ensure completion of all work within the contract time.

Time Impact Analysis for Contract Modifications, Changes, Delays, and

Contractor Requests Requirements: When contract modifications or changes are initiated, delays are experienced, or the DBC desires to revise the project schedule, the DBC shall submit to the Contracting Officer a written time impact analysis illustrating the influence of each modification, change, delay, or DBC request on the contract time.

Time Extensions: Activity delays shall not automatically mean that an extension of the contract time is warranted or due the DBC. It is possible that a modification, change, or delay will not affect existing critical activities or cause non-critical activities to become critical. A modification, change, or delay may result in only absorbing a part of the available total float that may exist within an activity chain of the project schedule, thereby not causing any effect on the contract time. Time extensions will be granted in accordance with the terms of the contract.

Float: Float is not for the exclusive use or benefit of either the National Park Service or the DBC. Extension of the contract time will be granted only to the extent the equitable time adjustments to the activity or activities affected by the modification, change, or delay exceeds the total (positive or zero) float available on a particular activity.

8.0 Government-Furnished Property

There will be no government furnished property for this Statement of Work. Contractor may use the public restroom within Fort Tilden. Storage of equipment on site may be allowed in certain cases. Written permission from the Project Manager and Park Police will be required.

9.0 Security

This area of Fort Tilden is not open to the general public. Access to the site must be restricted to contractor staff. Entry shall be coordinated with Park Police. Deliveries of material and equipment shall not interfere with Park Police activity. No building access is available. The site is fenced off, so no construction fencing is called for. Any open excavations shall be fenced off with orange plastic safety fencing if left open overnight.

10.0 Place of Performance

The work shall be performed at: Riis Landing at Fort Tilden in the Jamaica Bay unit of Gateway N.R.A.

11.0 Period of Performance

- A. Period of performance shall be 90 days from issuance of the Notice to Proceed. See Section 7.0 Delivery/Schedule.
- B. Working hours are from 7:00 am to 5:30 pm. No work shall occur on National Park Service holidays or weekends without prior approval.

12.0 Payment

After contract award and before the Design Meeting, submit a schedule of dollar values based on the Contract Price Schedule. Breakdown each lump-sum item into component parts of deliverables or construction work for which progress payments may be requested. The total costs for the component parts of work shall equal the contract line item amount for that lump-sum item. The Contracting Officer may request data to verify accuracy of dollar values. Include mobilization, general condition costs, overhead and profit in the total dollar value of unit price items and in the component parts of work for each lump-sum item, as described below. Do not include mobilization, general condition costs, overhead or profit as a separate item.

Do not break down unit price items. Use only the contract line item amount for unit price items.

The total cost of all items shall equal the contract sum. The Schedule of Values will form the basis for progress payments.

An acceptable Schedule of Values shall be agreed upon by the Contractor and Contracting Officer before the first progress payment is processed. A cost loaded project schedule is an acceptable substitute for a schedule of values.

Progress Payments

Design Phase – Progress payments during the design phase of the work will be based on the submission, review, and acceptance of design deliverables.

Construction Phase - Progress payments during construction will be based on the percentage of work completed on items listed on the approved schedule of values. Actual construction completed and in place will form the basis for payment. The Contractor shall make the computations for payment based on the governments verification of work completed and in place for any periods for which progress payments are requested.

The Contractor shall furnish the originals of all field notes and all other records relating to the basis for payment, to the Contracting Officer, who shall use them as necessary to determine the final amount of progress payments. The Contractor shall retain copies of all such material furnished to the Contracting Officer.

13.0 Site Plan, Maps and Addenda

The contractor shall refer to the attached plan sheet for locating the work to be completed.

14.0 Project Close-out

Cleaning: Before scheduling the final inspection, remove all tools, equipment, surplus materials, and rubbish. Revegetate areas that are damaged due to work of this contract to original condition. Pick up and remove all construction debris from the site. At time of final inspection, project shall be thoroughly clean and ready for use.

Before submitting a request for final inspection, submit the following:

- Guarantees and Bonds: As specified in Performance Requirements and Specifications.
- Completed NPS Project Sustainability Checklist.

15.0 Substantial Completion and Final Inspection

Submit written certification that project, or designated portion of project, is substantially complete, and request in writing a final inspection. Upon receipt of written request that project is substantially complete, the Contracting Officer will proceed with inspection within 10 days of receipt of request or will advise the Contractor of items that prevent the project from being designated as substantially complete.

When work is determined to be substantially complete, the Contracting Officer will prepare a list of deficiencies ("Punch List") to be corrected before final acceptance. The Contracting Officer will issue a Letter of Substantial Completion. If work is not determined to be substantially complete, the Contracting Officer will notify the DBC in writing. After completing work, the DBC shall resubmit certification and request a new final inspection.

If, following final inspection, the work is determined to be substantially complete, Contracting Officer will prepare a list of deficiencies to be corrected before final acceptance and issue a Letter of Substantial Completion. Contractor shall complete the work described on the list of deficiencies within 30 calendar days, as weather permits. If the Contractor fails to complete the work within this time frame, the Contracting Officer may either replace or correct the work with an appropriate reduction

in the contract price or charge for re-inspection costs in accordance with the Inspection of Construction clause of the contract.

Acceptance of the work: After all deficiencies have been corrected, the Contracting Officer will issue a Letter of Acceptance.



F. P. Villano, Consulting Engineer, L.L.C.

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Wappingers Falls, NY 12590

Phone: (201) 906-7711

Email: fvillano@fpvconsulting.com

**Forensic Investigative & Engineering Services · Structural · Geotechnical · Marine · Civil
Litigation Support**

Licensed Professional Engineers - New York, New Jersey, Connecticut & Pennsylvania

July 25, 2021

Mr. Kanishk Tekriwal
Malbro Construction Services

RE: **RIIS LANDING JAMAICA BAY REPAIR RECOMMENDATIONS**
National Parks Service

Mr. Tekriwal:

Attached herewith is the revised preliminary repair recommendation drawings for the failing tight steel sheet piling at Riis Landing. Due to the very limited geotechnical, marine and structural information available, the plan was developed based on generally-accepted engineering and construction practices specific to the marine environment.

It is unknown if there exist tiebacks beneath the paved surface in the sinkhole area, therefore excavation will need to be performed cautiously, in some instances by hand excavation.

The "concrete plug" will be formed and poured to a minimum width of 12" from the interior face of the steel pile bulkhead wall. No reinforcing steel will protrude through the tight steel sheeting and no additional penetrations of the same will be developed. There are existing steel plate repairs on the sheeting, this will remain in place. The new reinforcing will be assembled in sections and lowered into place from the surface. Tidally-influenced groundwater will be encountered and dewatering to any extent will be limited to open pumping/sump pumps.

I would like to address the July 21, 2021 reviewer's comments pertaining to my initial preliminary plan submission.

1. Plan Review: Dimension length of repair
 - a. *This was addressed on the attached drawing*

RIIS LANDING JAMAICA BAY REPAIR RECOMMENDATIONS

National Parks Service

July 25, 2021

Page 2

2. Section A-A: Dimension bottom of excavation
 - a. *This dimension will vary with the type of support of excavation MALBRO uses based on contractor means and methods of construction. Timber and plywood forms may be used and a trench box may be used to support the excavation as needed. It is not anticipated that workers will be in the excavation if it is not supported by a suitable system.*
3. Section A-A: Will holes be drilled through sheet pile for the horizontal bars of the left face mat? If yes, what will provide corrosion protection for horizontal bars exposed on seaward face between sheet pile ribs?
 - a. *No penetrations will be advanced through the existing sheet pile wall to accommodate the new steel bar reinforcement. The new reinforcement will be self-supporting and founded on the bottom of excavation. This is supplemental repair based on limited information with respect to conditions behind the wall. As such, the concrete plug constructed behind the wall is intended to reduce or eliminate the development of subsurface voids in the earth supported behind the existing tight steel sheeting. Due to the numerous repairs to the sheeting, the full extent of the existing damages is not known.*
4. Section A-A: Is the spacing of vertical rebars (12" on center) compatible with spacing of steel pile rib?
 - a. *The new reinforcing steel is independent of the rib spacing between bays.*
5. Section A-A: Note states that formwork bracing is not shown for clarity. What formwork bracing is required. Are form ties through the sheet pile acceptable? Can concrete be cast against excavation?
 - a. *Forms utilized will be plywood and 2x timber, fabricated at the surface and lowered into the excavation, braced against the face of the excavation based on the excavator bucket width. No form ties will penetrate or be welded to the existing steel sheet pile wall. Where voids in the sheet pile wall exist, plywood will be placed adjacent to the wall such that the concrete will not flow through the voids during the tremie pour. The concrete pour will be performed in one pour, using tremie methods.*
6. General Notes: Discuss note 5 limiting the liability with NPS, Contractor and/or Solicitor:
 - a. *Due to the severely limited geotechnical, marine, as-built structural and in-situ information available at the time this repair scheme was developed, certain limited liability for FPVCE apply. FPVCE has integrated all available means and methods typically used in marine-construction and has developed this plan within a reasonable degree of engineering certainty.*
7. General: What are the dewatering requirements if any?

RIIS LANDING JAMAICA BAY REPAIR RECOMMENDATIONS

National Parks Service

July 25, 2021

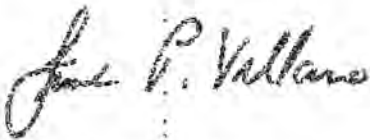
Page 3

- a. *Temporary construction dewatering is anticipated due to the proximity to the tidally-influenced water body of Jamaica Bay and the depth of excavation. Once the excavation is advanced to the target depth, the reinforcing steel framework will be lowered and the forms will be installed. The concrete pour will be performed using tremie methods which do not require dewatering. Following removal of the formwork, open sump pumping will be performed such that ¾" clean stone can be placed below the water surface. Above the water surface a geotextile will be placed upon which select fill material will be placed and compacted in 12 inch lifts to match the existing grade/bituminous pavement as required.*
8. What are the backfill material and compaction requirements following concrete work?
- a. *Compaction requirements are discussed in (7) above. Soil properties are identified in the attached design drawing.*

Should you have any questions or comments, please feel free to contact me at any time on my cell.

Respectfully,

F.P. Villano Consulting Engineer, LLC



Frank P. Villano, P.E.

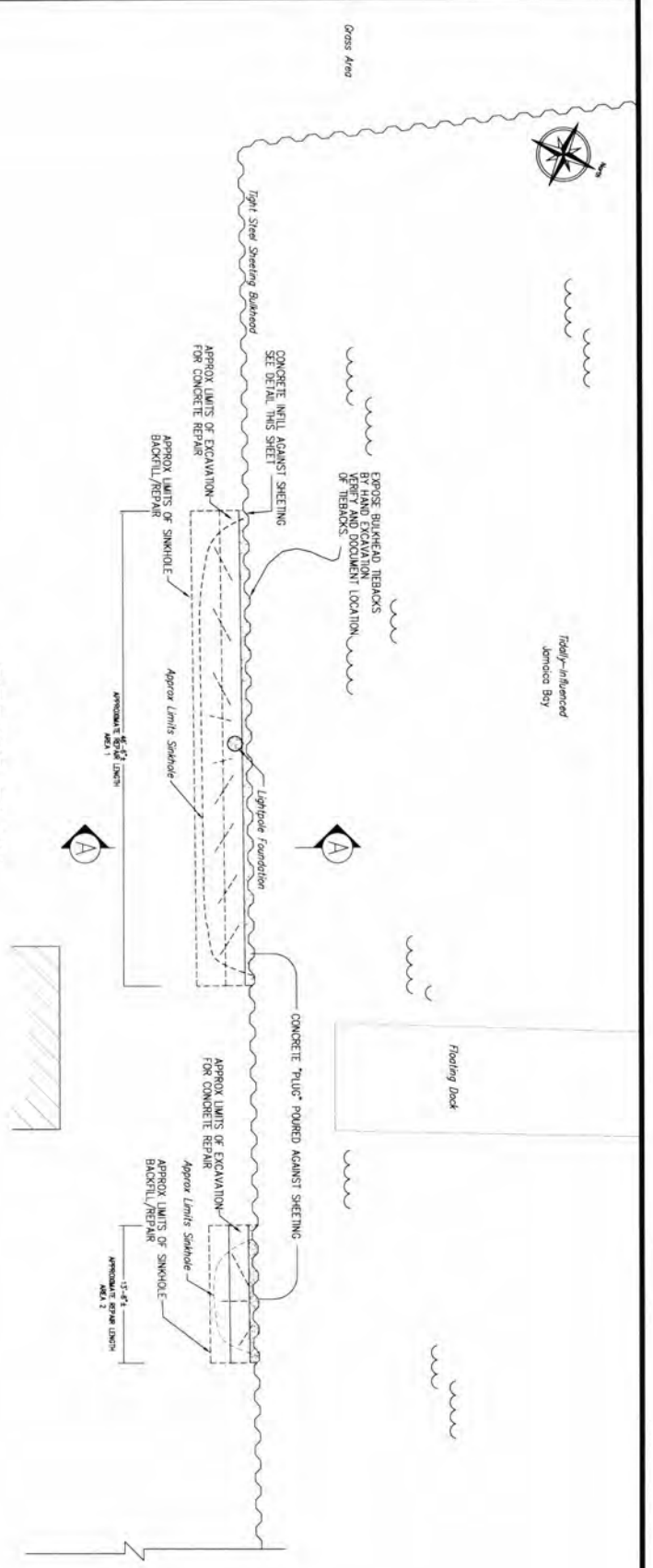
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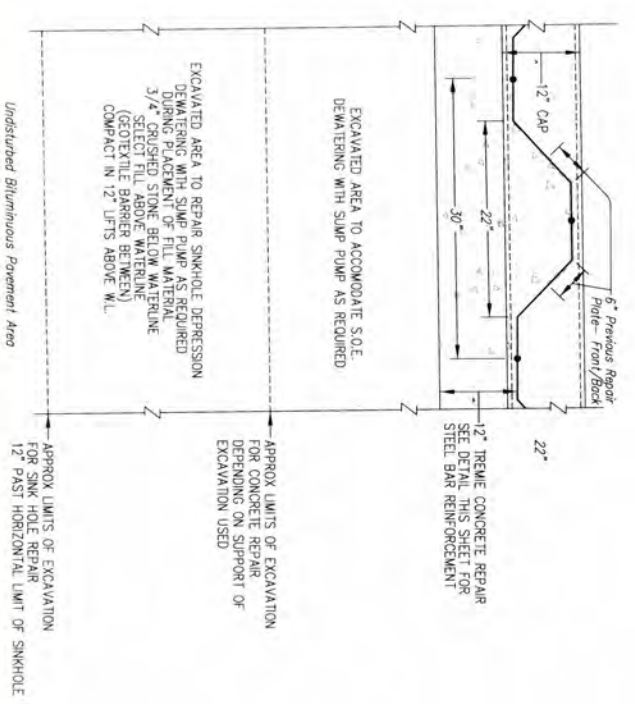
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Jamaica Bay



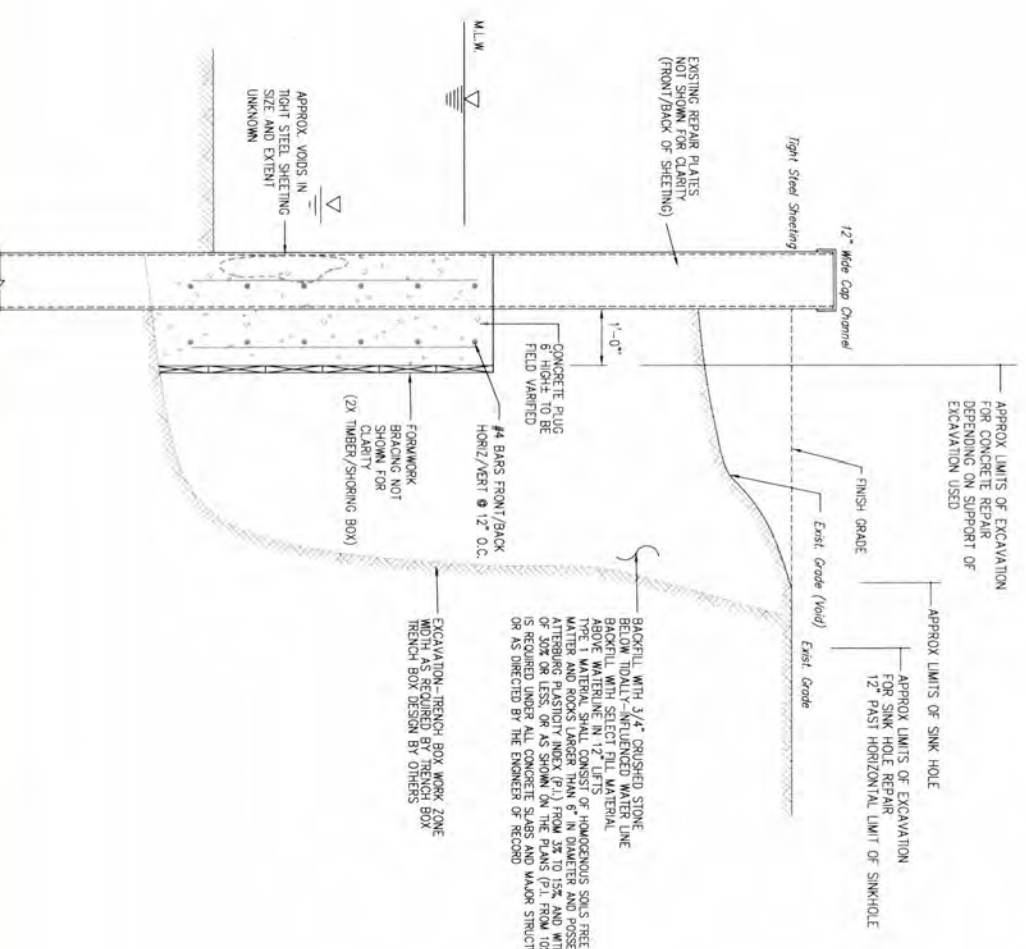
REPAIR PLAN

SCALE: 1/8" = 1'-0"



PLAN - REPAIR DETAIL

NOT TO SCALE



SECTION A-A

NOT TO SCALE



LOCATION PLAN

NOT TO SCALE

GENERAL NOTES:

1. ENGINEER IS NOT RESPONSIBLE FOR JOB
2. SUPERVISION TO VERIFY ADEQUACY OF EXISTING
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CONCRETE & FOUNDATION NOTES:

1. MINIMUM COMPRESSIVE STRENGTH OF CONCRETE AT 28 DAYS TO BE AS FOLLOWS: f_c = 3,200 PSI MINIMUM
2. ALL FORMS TO BE LEFT IN PLACE FOR A MINIMUM OF 3 DAYS AFTER COMPLETION OF POURING.

GENERAL CONDITIONS:

1. ALL DIMENSIONS, LOCATIONS AND ELEVATION OF EXISTING AND PROPOSED STRUCTURES SHOWN ON THE PLANS SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO PREPARATION OF SHOP DRAWINGS AND COMMENCEMENT OF ANY WORK.
2. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCY OF ANY WORK AFFECTED BY THE DISCREPANCY.



F.P. VILLANO
CONSULTING ENGINEER, LLC
POWER ENGINEERS & ARCHITECTS
CIVIL - SITE - STRUCTURAL - GEOTECHNICAL - MARINE

35 EDOGHILL DRIVE, WAPPINGER FALLS, NY 12590
Phone: (518) 905-2711

Project Title:
**REPAIR
RECOMMENDATIONS
RIIS LANDING
JAMAICA BAY
QUEENS, NY**

Project Type:
**BULKHEAD
REPAIR**

Address:
**RIIS LANDING
BREEZY POINT
QUEENS, NY**

Sheet Title:
**BULKHEAD
REPAIRS**

| NO. | DATE | FOR AGENCY REVIEW | REGION |
|-----|-----------|-------------------|--------|
| 1 | 7/29/2021 | | |
| 2 | | | |



Frank P. Villano, P.E.
NEW YORK LIC. NO. 075540

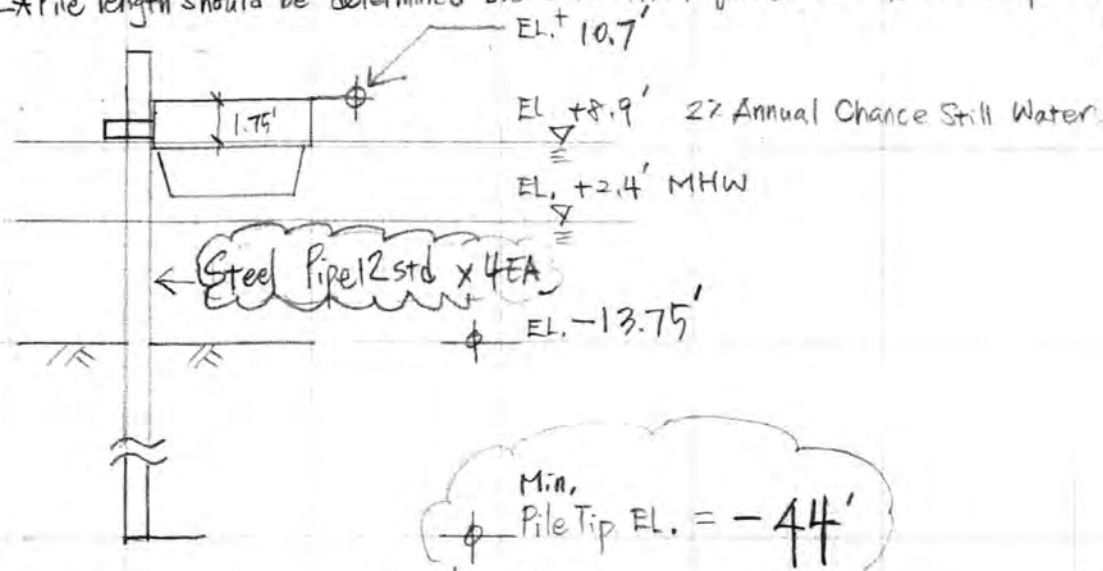
PROJECT NO. 2105
SCALE AS SHOWN
DATE JULY 14, 2021

Drawing:
S-01.00

Pile Design Summary

Pile Embedment Length

*Pile length should be determined based on the required "Cut off Elev." per the owner's design criteria.

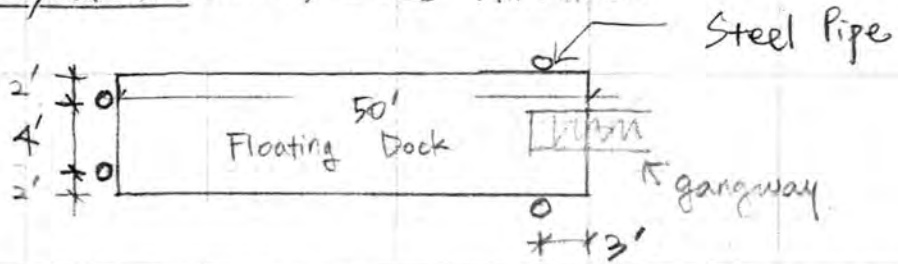


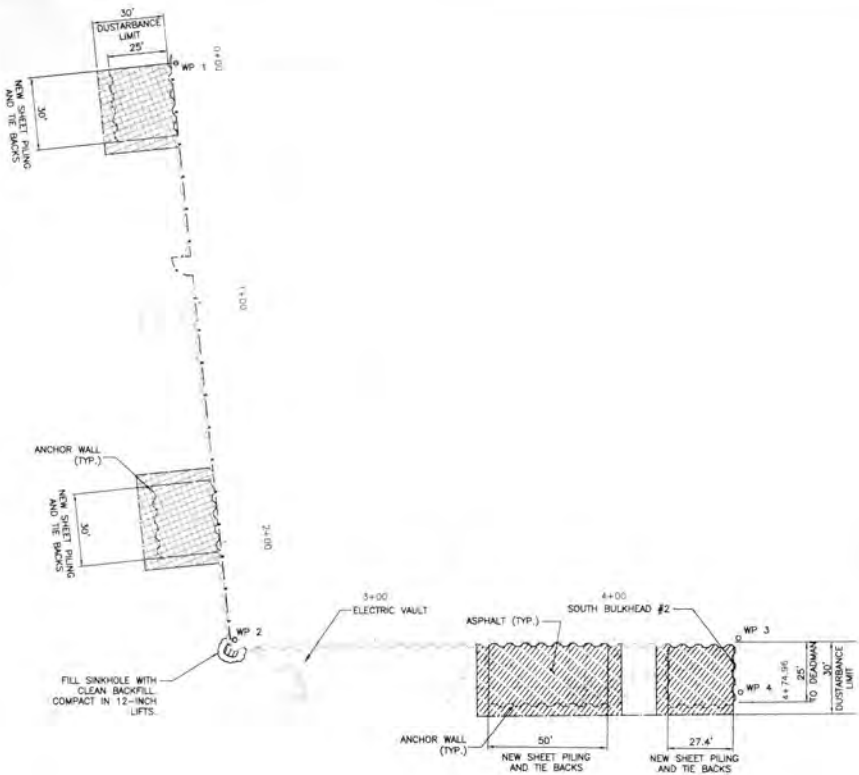
-Min. Required Pile Tip Elev. = $-13.75' - 2.0 \times (\text{Point of Fixity}) = -43.95' \approx -44'$
 Point of Fixity = $39.0' - 23.9' \approx 15.1'$ (See P 4)
Req'd Min. Embedment = 30.2'

Pile Strength (For Pipe 12 Std. 12.75" ϕ (o.d.) x 0.375" Thickness)

$M_u = \text{Max Moment} = 80.1 \text{ k-ft}$
 $M_n / \Omega = F_b / \Omega \times Z_x = 93 \text{ k-ft} > M_u \quad \text{OK}$
 $F_b / \Omega = 35 \text{ ksi} / 1.67$
 $Z_x = 53.7 \text{ in}^3$

Pile Layout (Assumed) - See Attachment



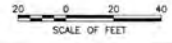


| WORKING POINT COORDINATES | | | |
|---------------------------|-----------|------------|-----------------|
| WP | NORTHING | EASTING | TOP OF WALL EL. |
| 1 | 146410.87 | 1016232.39 | 6.00 |
| 2 | 146201.09 | 1016351.24 | 6.00 |
| 3 | 146286.63 | 1016544.43 | 6.00 |
| 4 | 146266.32 | 1016554.31 | 6.00 |

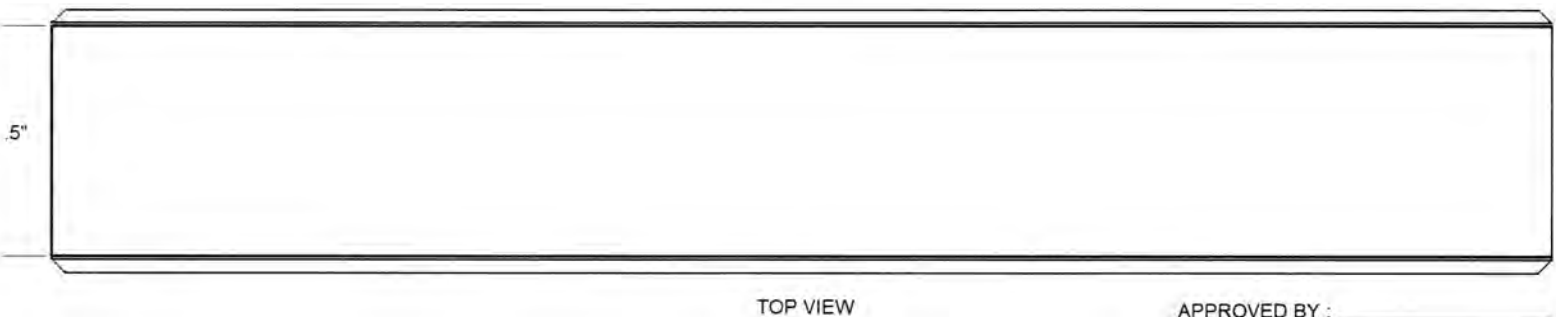
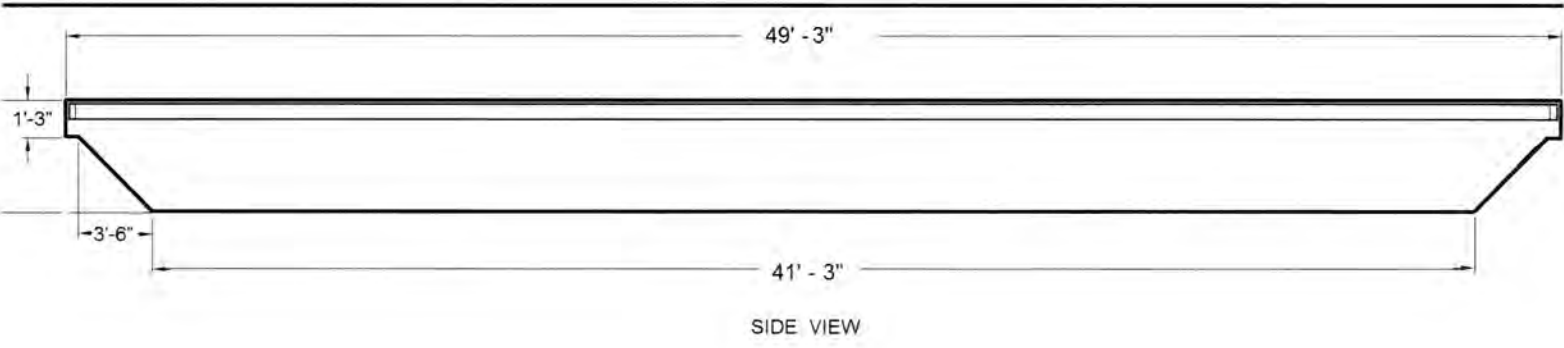
LEGEND

- PROPOSED ASPHALT
- PROPOSED CHAIN LINK FENCE ASSEMBLED TO EXISTING WEST BULKHEAD

NOTE: REFER TO STRUCTURAL DRAWINGS FOR NEW SHEETPILE AND TIE-BACK LOCATIONS.



| | | | |
|---------------------|----------------------------|---|--------------------------------|
| DESIGNED: LM | SUB SHEET NO. C6 | TITLE OF SHEET SITE LAYOUT AND REPAIR LOCATIONS PHASE-III | DRAWING NO. 646 |
| BY RBR | | | 41329 |
| TECH. REVIEW BRM | | | PARSONS INC. 145326 |
| DATE 05-07-14 | | | SHEET 7 OF 25 |



APPROVED BY : _____
 DATE: _____

- NOTES:
- SHOWN W/ OPTIONAL SIDE WHALERS - 4" X 6" P.T. SYP
 - CONCRETE 8000 PSI, REINF ASTM-A165 GR60
 - APPROX 34000# SHIPPING WEIGHT

| | |
|----------------------|-----------------------|
| | 50' DOCK |
| | MAIN DOCK |
| | NORDDOCK DIVISION |
| | MOYE HANDLING SYSTEMS |
| SOMERVILLE, NJ 08876 | |

Replacement of the Floating Dock and Related Repairs at Riis Landing at Ft. Tilden in the Jamaica Bay Unit of Gateway National Recreation Area. - Joint Permit Application Package



Photo 1 - Aerial photo of project location – Riis Landing .

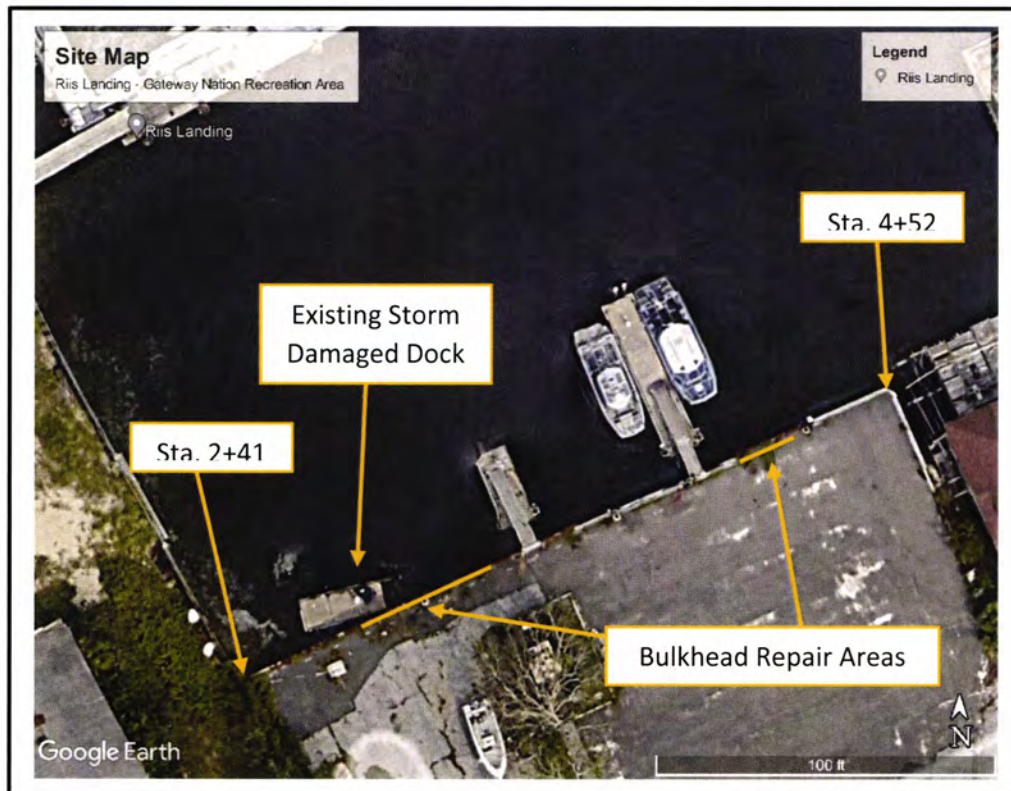


Photo 2 - View of project site – Dock replacement and bulkhead repairs.

Replacement of the Floating Dock and Related Repairs at Riis Landing at Ft. Tilden in the Jamaica Bay Unit of Gateway National Recreation Area. - Joint Permit Application Package



Photo 3 - View of project work zone, looking west from bulkhead Sta 3+70

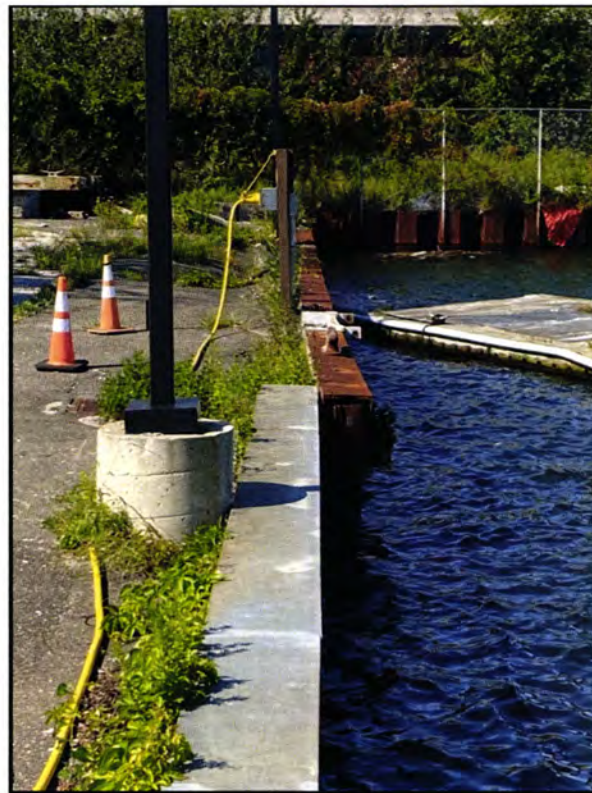


Photo 4 – Close-up view of storm damaged dock, looking west from bulkhead Sta. 3+00

Replacement of the Floating Dock and Related Repairs at Riis Landing at Ft. Tilden in the Jamaica Bay Unit of Gateway National Recreation Area. - Joint Permit Application Package



Photo 5 - View of project site, dock and bulkhead, looking east from bulkhead Sta. 2+10.



Photo 6 - View of upland area behind bulkhead.

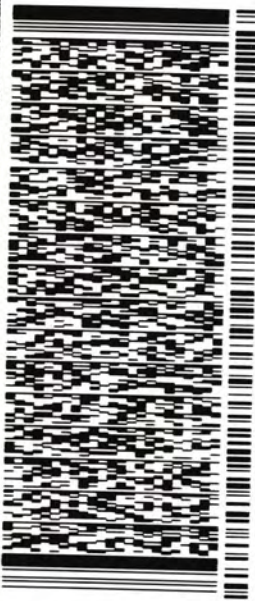
EXpedite

ORIGIN ID:PSBA (845) 629-3760
 JAMES GREEN
 99 BRIAR RD
 NANUET, NY 10954
 UNITED STATES US

SHIP DATE: 26SEP22
 ACTWT: 0.90 LB
 CAD: 6570475/R03R2350

TO NYS DEPT OF STATE (DIVISION OF COA
 - STAL RESOURCES) CONSISTENCY REVIEW
 UNIT ONE COMMERCE PLAZA
 99 WASHINGTON AVE, SUITE 1010
 ALBANY NY 12231

(518) 474-8000
 PH: REF: DEPT:



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WED - 28 SEP 4:30P
 RECEIVED ** 2DAY **

K7 ALBA

NYS DEPARTMENT OF STATE
 PLANNING AND DEVELOPMENT

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 NY-US ALB ASR



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