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## Memorandum

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**To:** Village of Mamaroneck Harbor and Coastal Zone Management Commission  
**From:** Fred Jacobs, Ph.D.  
**Date:** October 15, 2021  
**Re:** 4 Shore Road  
**cc:** RACE Coastal Engineering

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This memorandum provides a review of potential environmental considerations for the application of a floating dock at 4 Shore Road in the Village of Mamaroneck. This evaluation is based on a review of the documents listed below and a viewing of the relevant portion of the September 1, 2021 Harbor and Coastal Zone Management Commission (the Commission) meeting where the application was discussed.

The documents reviewed include:

- Village of Mamaroneck Wetlands Permit Application Package, prepared by RACE Coastal Engineering (RACE), April 2021
- Permits received from New York State Department of Conservation (DEC) and U.S. Army Corps of Engineers (USACE), Letter of Permission from New York State Department of State
- Memorandum from Ashley Ley of AKRF to Village of Mamaroneck Planning Board dated July 7, 2021
- Memorandum from John Kellard of Kellard Sessions to Thomas Burt dated August 27, 2021
- Letter from RACE Coastal Engineering to Thomas Burt and the Commission dated September 21, 2021, responding to questions raised at the September 1, 2021 Commission meeting.

The necessary federal and state permits and authorizations have been received for the project. However, the following discussion focuses on Commission concerns and information provided by the Applicant's Engineer (i.e., RACE).

At the September 1, 2021 meeting, RACE indicated that the project would require installation of four 12"-diameter timber piles to secure a proposed floating dock. The gangway and floating dock would be removed seasonally and only the timber piles would remain in place year-round. The plans indicate the piles would be of untreated timber, which would be consistent with DEC permit requirements where restrictions are placed on certain types of treated timber piles. RACE noted that timber piles would be used rather than steel, as observed at the other docks in the area, since the piles would be used to hold the dock in position but there would be no significant structures that would require load bearing support, and as such timber would be adequate.

Additional issues raised by the Commission included whether the stops (or chocks) would be included to prevent the floating platform from resting on the bottom during low tide events. The USACE permit requires that chocks be put in place if mean low water (MLW) is less than 2 feet. RACE stated that their studies indicate MLW is between 3-4 feet at the location of the floating dock, but that would need to be confirmed. RACE also stated if MLW was 2.5 feet or less they would include the stops, so currently it is a contingency item.

The Commission asked about the height of the piles and whether they were consistent with other docks in the area. RACE responded to this question in their September 21, 2021, letter and indicated the height was selected to prevent the dock from coming off the piles in a storm event. They also indicated that the height was consistent with a recent approval at 1 Shore Road but that there are few floating docks in the vicinity anchored by piles.

Based on the plans for the project and the additional information provided by RACE in response to questions raised by the Commission, AKRF has reviewed the project for its potential in-water impacts from the proposed project. Given the limited spatial and temporal extent of the proposed action, it is AKRF's view (which is consistent with the permits already received), that the project, if properly implemented, should result in only minor bottom disturbance during construction and effects on water quality and biological resources will be minimal. This assumes that stops would be in place in the event that MLW is determined to be 2.5 feet or less at the project site to prevent the dock from resting on the bottom. The Commission may want to consider including this as a condition of the Village approval.

Because of the relatively narrow widths of the gangway (3 feet) and floating dock (8 feet), the project would have limited potential to affect bottom habitat, benthic resources, or Essential Fish Habitat due to shading. The widths of these structures are narrow enough to allow light to penetrate to aquatic habitat beneath them. Furthermore, the driving of four 12" piles needed to secure the floating dock would not result in any significant noise impacts to fish species or other aquatic organisms that utilize this portion of Long Island Sound. In short, the in-water construction (and permanent location of the piles, and seasonal placement of the gangway and dock) would not result in adverse effects on ecological and water resources.