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July 20, 2022

ARMY CORPS of ENGINEERS

New York District –
26 Federal Plaza - 19th Floor
New York, NY 10278-0090
Attn: Stephan A. Ryba, Chief
Regulatory Branch, Room 16-400

New York State

Department of State

DIVISION OF COASTAL RESOURCES

& WATERFRONT REVITALIZATION

99 Washington Avenue
Albany, NY 12231
Attn: Consistency Review

**NYState DEPARTMENT OF
ENVIRONMENTAL CONSERVATION**

Region 3
21 South Putt Corners Road
New Paltz, NY 12561
Attn: John Petronella
Regional Permit Administrator

NYS Parks Recreation & Historic Preservation Office

Peebles Island Resource Center

City Hall
P.O. Box 189
Waterford, NY 12188-0189
via CRIS electronic filing

NYS Office of General Services

Division of Real Estate Development
Bureau of Land Management
39th Floor, Corning Tower,
Empire State Plaza
Albany, NY 13342
Attn: Ralph Hill

Village of Mamaroneck:

Building Department

Planning Department

Harbor & Coastal Zone

Management Commission

Planning Board

c/o 123 Mamaroneck Avenue
Mamaroneck, NY 10543

RE: BEACH POINT CLUB

900 Rushmore Avenue
Mamaroneck, NY 10543
County of Westchester, State of New York

**NEW ADA ENTRANCE TO MARINA and
CONTINUATION OF RECONFIGURATION PERIMETER a/k/a
PERIMETER PERMIT**

Dear Regulatory Agencies:

I am Randall Ruder, General Manager of Beach Point Club, and I am attaching this letter to the regulatory filings to provide additional perspective on the various applications.

Beach Point has been a fixture on the Village of Mamaroneck's Harbor for more than 96 years. The marina has been in its present configuration for numerous years and obtained a Reconfiguration Perimeter condition, also known in the Village as a Perimeter Permit, approximately fifteen years ago, and has continued to renew the Village permit as required. We are before your agencies seeking the necessary approvals to provide a new ADA compliant main entrance to the marina and to continue the existing Reconfiguration Perimeter/Perimeter Permit as shown on the Drawings.

MARINA ENTRANCE:

The marina's existing main entrance consists of a filled pier with a small marina office/dock house leading to an elevated walkway that extends over water to a filled stanchion (approximately 10 feet high), then making a 90 degree turn to a gangway that extends down to landing floats that connects to the marina's main docks.

The existing standalone stanchion has been repaired over the years but is deteriorating and is believed to be beyond its useful life. The pictures show the deterioration of the stanchion. The location of the stanchion also does not facilitate the creation of an ADA compliant entrance since there is not enough room between it and the marina floats for an ADA compliant gangway.

As you can see on the Drawings, the proposed relocated marina entrance will extend from the seawall on the sheltered/west side of the filled dock house pier, involving the installation of a small new fixed landing pier and a new aluminum gangway – the latter being 80 feet in length in order to be ADA compliant. At its seaward end, the new gangway will rest on a new landing float of approximately 252 square feet, with the shoreside end of the float being in the same area as the existing floats, and an approximately 144 square foot finger extension attached to the northeast corner of the new landing float so as to continue the existence of the current slip space along the north side of the landing float. The approximately 614 square feet of the existing landing floats would be removed or relocated to the junior docks (the junior docks being those that run alongside the breakwater). Note that the existing landing floats are not suitable for use as the proposed landing float as they are not the right dimensions nor sufficiently robust to support the weight of the new 80 foot gangway. Beach Point spent some time reviewing various options and believes that the proposed layout is the most efficient and meaningful for use, particularly for those with mobility issues.

The existing entrance's elevated walkway on steel beams that extends out from the dock house pier to the filled stanchion will be removed, and the filled stanchion will be removed down to its base by a barge-mounted crane with clamshell, with the materials to be placed in containers and transported upland, where they will be made available for potential beneficial reuse (such as the larger stone), recycling (such as the steel) or removed to an appropriate licensed upland landfill. In addition, with respect to navigation, it is noted that no work barge/work boats are to be temporarily moored/stored within the Federal Channel or the waters within 30' adjacent to it. The removal of the deteriorating stanchion will also allow better navigation in the area at higher tides for the junior sailing program as well as kayaks and canoes.

The existing water and electric utility lines on the existing entranceway will also be removed, and new relocated utility lines will be installed at the new entrance, with separate individual electrical and plumbing permits as required by the Village. The new electrical lines are expected to require approximately 187 lineal feet of upland utility line trenching from the sail building, which is located just south of the marina parking lot, to the face of the seawall at the west side of the dock house pier as part of the upgrading of the electrical supply to meet current codes, and will include the installation of a new electrical panel to the rear/landside of the sail building that will be well above the 15' NAVD88 minimum elevation required for the FEMA AE13 flood zone in this area. Most of this trenching is across the existing paved parking lot. Appropriate best management practices and erosion/sediment controls will be employed as shown on the Drawings. There are no fueling facilities at our marina.

With respect to in-water work, appropriate best management practices, such as emphasizing careful construction practices; proper equipment use, maintenance and storage; regularly policing the site to prevent debris from entering the waterway; and requiring removal of any debris that does enter into the waterway – will be employed during construction to minimize any potential accidental discharge or other construction related debris from entering the waterway.

Substantive Statistical Summary:

The new entrance's fixed landing pier will measure approximately 98 square feet, and will be supported by up to five piles, each to be not more than 14 inches in diameter.

The new landing float will measure approximately 252 square feet, with an approximately 144 square foot finger extension, and with the approximately 614 square feet of the existing landing floats to either be removed or relocated to the junior docks.

The new gangway measures approximately 80 feet by 7 feet, and the old gangway measuring 38 feet by 5 feet will be removed.

The existing elevated walkway connecting the dock house pier to the stanchion with an overall footprint of approximately 234 square feet will be removed.

It is estimated that approximately 127 cubic yards of reinforced concrete, gravel, steel beams and wood boards will be removed from the filled stanchion, restoring approximately 402 square feet of long ago filled bottom habitat.

In contrast to the existing stanchion to be removed, the new pile supported fixed landing pier's up to five piles will occupy less than 5.4 square feet of bottom habitat.

RECONFIGURATION PERIMETER a/k/a PERIMETER PERMIT

We are requesting the continuation of the previously approved Reconfiguration Perimeter Condition from your agencies, as well as the Perimeter Permit from the Village (which has been in effect since 2008), that allow limited flexibility to modify the widths, lengths, and locations of the docks and piles *within the envelope* to meet any field conditions encountered during construction, ongoing maintenance, and replacement needs of the docking facilities due to age, storms and/or changing boating needs. The condition, however, WOULD NOT allow the docks or boats to extend beyond that area presently approved, nor convert floating docks to fixed piers

or vice versa. This is similar to rearranging the table and chairs within a room. The net effect is to continue to encourage safer use, management, and future maintenance by allowing for replacement of damaged floats, piles, etc., and minor reconfiguring without additional permits, but would not allow additional boat slips without additional permits.

We all are subject to storms and potential damage, and the Reconfiguration Perimeter/Perimeter Permit allows for fast and efficient replacement to get back up and running as quickly as possible.

With respect to the existing Village Perimeter Permit, last reissued in 2018, it is noted that there appears to have been a typo that sets the expiration date for 7/16/2022 instead of 7/16/2023 – the latter of which would have reflected the Village’s standard and stated on the permit FIVE YEAR permit duration. We therefore would request the continuation of the Village Permit through 7/16/2028.

PROJECT DESCRIPTION:

- a) Remove the existing approximately 234 square foot elevated walkway that connects the existing filled dock house pier to the existing filled stanchion;
- b) Remove the existing approximately 402 square foot filled stanchion (consisting of approximately 127 total cubic yards of reinforced concrete, gravel, rock, steel beams and wood boards) down to its base at the existing mudline, including the removal approximately 8 cubic yards of stanchion materials between the STL and MHW line, and approximately 74 cubic yards of stanchion materials below the MHW line;
- c) Remove the existing aluminum gangway measuring approximately 38 feet long by 5 feet wide;
- d) Remove or relocate the existing landing floats measuring approximately 614 square feet;
- e) Install a new pile supported fixed landing pier connected to the existing seawall and dock house pier, measuring approximately 98 square feet with up to five piles up to 14 inches in diameter embedded into ledge below the sandy bottom materials;
- f) Install an ADA-compliant gangway measuring approximately 80 feet x 7 feet with a 6 foot walking surface, together with transition plates at the top and bottom of the gangway;
- g) Install an approximately 252 square foot new landing float, with an approximately 144 square foot finger extension;
- h) Install up to 3 additional anchor piles up to 14 inches in diameter to secure the new landing floats and gangway;
- i) Remove existing and install new water and electrical utility lines for the docks with separate plumbing and electrical permits from the Village of Mamaroneck;
- j) Undertake approximately 187 lineal feet of a 4 foot wide upland utility trench for a total of approximately 748 square feet of upland disturbance, primarily within the parking lot, for new utility line installation from the sail building to the west side of the dock house pier (only Village of Mamaroneck approvals required); and
- k) Continue the existing Reconfiguration Perimeter (NYSDEC, NYSDOS & USACE) a/k/a Perimeter Permit (Village of Mamaroneck).

ALTERNATIVES:

Beach Point looked at trying to reutilize the existing stanchion, but that would involve, at a minimum, encasing the stanchion, which would mean filling within the intertidal zone, which is something we understand should be avoided if there is a meaningful alternative. Of course, even

if we were allowed to do the filling, there is not enough room, as we mention earlier, between the stanchion and the existing marina to place the 80-foot ADA compliant gangway, and so the only way to attain ADA compatibility would be to lose slips, which would not be a desirable consequence.

We also looked at several other layouts that could accommodate the 80-foot gangway, including coming out perpendicular from the parking lot, but that would mean moving the upland landing away from the immediate protection of the filled dock house pier, and, since the parking lot is below the top of wall in this alternate area, either cutting a notch in the top of the seawall or building an upland ramp from the parking lot surface to the top of seawall (not desirable options). Moving the entrance away from the dock house also raised security concerns since people coming to or from the marina would no longer have to pass directly by the dock house, as well as concerns that access points farther west would interfere with the current hauling and launching of boats with the use of the Club's mobile crane.

In short, it is believed the proposed plan is the most meaningful, functional, and environmentally desirable alternative, and that we cannot simply do nothing as the condition of the stanchion is worsening, and we would not achieve the Club's desired goal to provide ADA compliant access to the marina.

SEQRA DISCLOSURE:

This Project has approximately +/-187 sq ft of upland disturbance through utility trenching. For full disclosure under SEQRA, improvements to a separate tennis area project pending before the Village has +/-25,345 sq. ft. of upland disturbance for a total of +/-43,560 sq ft or just over 1/2 acre of upland disturbance.

We look forward to your review, responding to any questions you may have, and, hopefully, the quick approval of the project.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Ruder", written over the printed name.

Randall Ruder,
General Manager
Beach Point Club