

Grant Application Package

Opportunity Title:	Boating Infrastructure Grant Program (Tier 1 and 2), FY
Offering Agency:	Fish and Wildlife Service
CFDA Number:	
CFDA Description:	
Opportunity Number:	F13AS00110
Competition ID:	
Opportunity Open Date:	03/11/2013
Opportunity Close Date:	05/10/2013
Agency Contact:	PAUL VAN RYZIN Grants Specialist E-mail: paul_vanryzin@fws.gov Phone: 703-358-1849

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

Application Filing Name: The Yards Marina

Select Forms to Complete

Mandatory

[SF424 Mandatory Form](#)

[Project Narrative Attachment Form](#)

[Budget Narrative Attachment Form](#)

Optional

- [Other Attachments Form](#)
- [Budget Information for Construction Programs \(SF-424C\)](#)
- [Assurances for Construction Programs \(SF-424D\)](#)
- [Budget Information for Non-Construction Programs \(SF-424A\)](#)
- [Assurances for Non-Construction Programs \(SF-424B\)](#)

Instructions

[Show Instructions >>](#)

This electronic grants application is intended to be used to apply for the specific Federal funding opportunity referenced here. If the Federal funding opportunity listed is not the opportunity for which you want to apply, close this application package by clicking on the "Cancel" button at the top of this screen. You will then need to locate the correct Federal funding opportunity, download its application and then apply.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

* 1.a. Type of Submission: <input checked="" type="checkbox"/> Application <input type="checkbox"/> Plan <input type="checkbox"/> Funding Request <input type="checkbox"/> Other * Other (specify) <input type="text"/>		* 1.b. Frequency: <input checked="" type="checkbox"/> Annual <input type="checkbox"/> Quarterly <input type="checkbox"/> Other * Other (specify) <input type="text"/>		* 1.d. Version: <input checked="" type="checkbox"/> Initial <input type="checkbox"/> Resubmission <input type="checkbox"/> Revision <input type="checkbox"/> Update	
		* 2. Date Received: <input type="text"/> Completed by Grants.gov upon submission.		STATE USE ONLY:	
		3. Applicant Identifier: <input type="text"/>		5. Date Received by State: <input type="text"/>	
		4a. Federal Entity Identifier: <input type="text"/>		6. State Application Identifier: <input type="text"/>	
		4b. Federal Award Identifier: <input type="text"/>			
1.c. Consolidated Application/Plan/Funding Request? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> <input type="text"/> Explanation					
7. APPLICANT INFORMATION:					
* a. Legal Name: <input type="text"/> District of Columbia					
* b. Employer/Taxpayer Identification Number (EIN/TIN): <input type="text"/> 53-6001131			* c. Organizational DUNS: <input type="text"/> 785693417		
d. Address:					
* Street1: <input type="text"/> 1350 Pennsylvania Ave, NW Suite 317			Street2: <input type="text"/>		
* City: <input type="text"/> Washington			County: <input type="text"/>		
* State: <input type="text"/> DC: District of Columbia			Province: <input type="text"/>		
* Country: <input type="text"/> USA: UNITED STATES			* Zip / Postal Code: <input type="text"/> 20004		
e. Organizational Unit:					
Department Name: <input type="text"/>			Division Name: <input type="text"/>		
f. Name and contact information of person to be contacted on matters involving this submission:					
Prefix: <input type="text"/> Mr.		* First Name: <input type="text"/> Rodney		Middle Name: <input type="text"/>	
* Last Name: <input type="text"/> George			Suffix: <input type="text"/>		
Title: <input type="text"/> Project Manager					
Organizational Affiliation: <input type="text"/>					
* Telephone Number: <input type="text"/> 202-531-5448			Fax Number: <input type="text"/> 202-724-9006		
* Email: <input type="text"/> rodney.george@dc.gov					

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

*** 8a. TYPE OF APPLICANT:**

A: State Government

*** Other (specify):**

b. Additional Description:

*** 9. Name of Federal Agency:**

Fish and Wildlife Service

10. Catalog of Federal Domestic Assistance Number:

CFDA Title:

11. Areas Affected by Funding:

Washington DC

12. CONGRESSIONAL DISTRICTS OF:

*** a. Applicant:**

DC-all

b. Program/Project:

DC-all

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

13. FUNDING PERIOD:

a. Start Date:

11/01/2013

b. End Date:

12/31/2015

14. ESTIMATED FUNDING:

*** a. Federal (\$):**

694,838.00

b. Match (\$):

694,838.00

*** 15. IS SUBMISSION SUBJECT TO REVIEW BY STATE UNDER EXECUTIVE ORDER 12372 PROCESS?**

a. This submission was made available to the State under the Executive Order 12372 Process for review on:

b. Program is subject to E.O. 12372 but has not been selected by State for review.

c. Program is not covered by E.O. 12372.

APPLICATION FOR FEDERAL ASSISTANCE SF-424 - MANDATORY

Version 01.1

* 16. Is The Applicant Delinquent On Any Federal Debt?

Yes No

17. By signing this application, I certify (1) to the statements contained in the list of certifications** and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances** and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)

** I Agree

** This list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

Authorized Representative:

Prefix:

Mr.

* First Name:

Victor

Middle Name:

L

* Last Name:

Hoskins

Suffix:

* Title:

Deputy Mayor, Planning & Economic Development

Organizational Affiliation:

* Telephone Number:

202-727-8365

* Fax Number:

202-724-9006

* Email:

rodney.george@dc.gov

* Signature of Authorized Representative:

Completed by Grants.gov upon submission.

* Date Signed:

Completed by Grants.gov upon submission.

Attach supporting documents as specified in agency instructions.

BUDGET INFORMATION - Construction Programs

NOTE: Certain Federal assistance programs require additional computations to arrive at the Federal share of project costs eligible for participation. If such is the case, you will be notified.

COST CLASSIFICATION	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (Columns a-b)
1. Administrative and legal expenses	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
2. Land, structures, rights-of-way, appraisals, etc.	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
3. Relocation expenses and payments	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
4. Architectural and engineering fees	\$ <input type="text" value="445,492.00"/>	\$ <input type="text" value="285,706.00"/>	\$ <input type="text" value="159,786.00"/>
5. Other architectural and engineering fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
6. Project inspection fees	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
7. Site work	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
8. Demolition and removal	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
9. Construction	\$ <input type="text" value="5,571,694.00"/>	\$ <input type="text" value="4,341,804.00"/>	\$ <input type="text" value="1,229,890.00"/>
10. Equipment	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
11. Miscellaneous	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
12. SUBTOTAL (sum of lines 1-11)	\$ <input type="text" value="6,017,186.00"/>	\$ <input type="text" value="4,627,510.00"/>	\$ <input type="text" value="1,389,676.00"/>
13. Contingencies	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
14. SUBTOTAL	\$ <input type="text" value="6,017,186.00"/>	\$ <input type="text" value="4,627,510.00"/>	\$ <input type="text" value="1,389,676.00"/>
15. Project (program) income	\$ <input type="text"/>	\$ <input type="text"/>	\$ <input type="text" value="0.00"/>
16. TOTAL PROJECT COSTS (subtract #15 from #14)	\$ <input type="text" value="6,017,186.00"/>	\$ <input type="text" value="4,627,510.00"/>	\$ <input type="text" value="1,389,676.00"/>
FEDERAL FUNDING			
17. Federal assistance requested, calculate as follows: (Consult Federal agency for Federal percentage share.) Enter eligible costs from line 16c Multiply X <input type="text" value="50"/> % Enter the resulting Federal share.			\$ <input type="text" value="694,838.00"/>

ASSURANCES - CONSTRUCTION PROGRAMS

OMB Number: 4040-0009
Expiration Date: 06/30/2014

Public reporting burden for this collection of information is estimated to average 15 minutes per response, including time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0042), Washington, DC 20503.

PLEASE DO NOT RETURN YOUR COMPLETED FORM TO THE OFFICE OF MANAGEMENT AND BUDGET. SEND IT TO THE ADDRESS PROVIDED BY THE SPONSORING AGENCY.

NOTE: Certain of these assurances may not be applicable to your project or program. If you have questions, please contact the Awarding Agency. Further, certain Federal assistance awarding agencies may require applicants to certify to additional assurances. If such is the case, you will be notified.

As the duly authorized representative of the applicant, I certify that the applicant:

1. Has the legal authority to apply for Federal assistance, and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project costs) to ensure proper planning, management and completion of project described in this application.
2. Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, the right to examine all records, books, papers, or documents related to the assistance; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
3. Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency. Will record the Federal awarding agency directives and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure non-discrimination during the useful life of the project.
4. Will comply with the requirements of the assistance awarding agency with regard to the drafting, review and approval of construction plans and specifications.
5. Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms with the approved plans and specifications and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.
6. Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
7. Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
8. Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§4728-4763) relating to prescribed standards of merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 C.F.R. 900, Subpart F).
9. Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.
10. Will comply with all Federal statutes relating to non-discrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin; (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§1681 1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps; (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. §§6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended relating to nondiscrimination on the basis of drug abuse; (f) the Comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (g) §§523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§290 dd-3 and 290 ee 3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

11. Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal and federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases.
12. Will comply with the provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.
13. Will comply, as applicable, with the provisions of the Davis-Bacon Act (40 U.S.C. §§276a to 276a-7), the Copeland Act (40 U.S.C. §276c and 18 U.S.C. §874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§327-333) regarding labor standards for federally-assisted construction subagreements.
14. Will comply with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
15. Will comply with environmental standards which may be prescribed pursuant to the following: (a) institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514; (b) notification of violating facilities pursuant to EO 11738; (c) protection of wetlands pursuant to EO 11990; (d) evaluation of flood hazards in floodplains in accordance with EO 11988; (e) assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§1451 et seq.); (f) conformity of Federal actions to State (Clean Air) implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§7401 et seq.); (g) protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and, (h) protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93-205).
16. Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
17. Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. §470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§469a-1 et seq).
18. Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and OMB Circular No. A-133, "Audits of States, Local Governments, and Non-Profit Organizations."
19. Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing this program.
20. Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. 7104) which prohibits grant award recipients or a sub-recipient from (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect (2) Procuring a commercial sex act during the period of time that the award is in effect or (3) Using forced labor in the performance of the award or subawards under the award.

* SIGNATURE OF AUTHORIZED CERTIFYING OFFICIAL	* TITLE Deputy Mayor, Planning & Economic Development
* APPLICANT ORGANIZATION District of Columbia	* DATE SUBMITTED Completed on submission to Grants.gov



FW: The Yards Grant

1 message

George, Rodney (EOM) <rodney.george@dc.gov>
To: "Sharon_Koroski@fws.gov" <Sharon_Koroski@fws.gov>
Cc: "Alberto_Ortiz@fws.gov" <Alberto_Ortiz@fws.gov>

Fi

Sharon,

We were having difficulty locating our MPIN so I'm submitting the application and the attachments until we can update our account. Please let me know if the application will be accepted. Tt

Play DC is an ambitious program to renovate 32 District play spaces across the city and improve your quality of life. Click [here](#) for more information on this DPR and DGS-driven initiative.

From: George, Rodney (EOM)
Sent: Friday, May 10, 2013 4:39 PM
To: Alberto_Ortiz@fws.gov
Subject: The Yards Grant

Al,

As you can see from the screen shot below, the application was submitted prior to the deadline. I am currently on the line with the SAM helpdesk and my eBiz POC and will resubmit as soc resolved.

Best



Grant Application Package

Print

Opportunity Title:	Boating Infrastructure Grant Program (Tier 1 and 2), FY
Offering Agency:	Fish and Wildlife Service
CFDA Number:	
CFDA Description:	
Opportunity Number:	F13AS00110
Competition ID:	
Opportunity Open Date:	03/11/
Opportunity Close Date:	05/10/
Agency Contact:	PAUL VAN RY Grants Spec E-mail: pau Phone: 703-

Warning: JavaScript Window -

Your application cannot be submitted because you are not designated by your organization as an Authorized Organizational Representative (AOR). Please contact your eBiz Point of Contact to get the AOR role assigned to you and then resubmit the application.

OK

This opportunity is only open to organizations, applicants who are submitting grant applications on behalf of a company, state, local or tribal government, academia, or other type of organization.

Application Filing Name: The Yards Marina

Select Forms to Complete

Mandatory

Save Save & Submit Check Package for E

SF424 Mandatory Form

Complete

Project Narrative Attachment Form

Complete

Budget Narrative Attachment Form

Complete

Optional

Rodney George | Project Manager

Government of the District of Columbia

Office of the Deputy Mayor for Planning & Economic Development

1350 Pennsylvania Ave, NW Suite 317 | Washington, DC 20004

W/M 202.531.5448 | F 202.724.9006 | Rodney.George@dc.gov

7 attachments

- 2013-05 BIG Yards Attachment 1 Figures.pdf
573K
- 2013-05 BIG Yards Attachment 2 Ranking Criteria.pdf
441K
- 2013-05 BIG Yards Attachment 3 Letter of Commitment.pdf
182K
- 2013-05 BIG Yards Attachment 4 Supporting Documents.pdf
2270K
- 2013-05 BIG Yards Budget Narrative.pdf
110K
- 2013-05 BIG Yards Project Narrative.pdf
229K
- Yarda Application Final.pdf
5636K

Costs

The budget estimate includes engineering and architectural fees as well as construction costs for The Yards Marina. A summary of the proposed docks at The Yards Marina is as follows:

- Transient Docks – 32 slips or 1,340 linear feet of dockage for transient recreational boats
- Leased Docks – 35 slips or 1,836 linear feet of dockage for recreational boats
- Water Taxi Dock – 240 linear feet of dockage for passenger/cruise vessels
- Paddler Dock – 160 linear feet of dockage for small self-powered watercraft
- Education Dock – 160 linear feet of dockage primarily for pedestrian access and educational

The Transient Docks account for approximately 48% of the recreational slips (Transient and Leased Docks) and 36% of the total linear footage of dockage available at the marina.

All five slip type docks are publicly accessible via gangways with security gates and, with the exception of the Leased Docks, are intended for visiting boaters/vessels. Amenities available on all docks include a fire protection system, life safety equipment, ice eaters, and navigation lights. Utility service (power, potable water, and sanitary sewer) is only proposed for the Leased Docks as the remainder are not intended as home ports. The construction costs are separated by slip type as each has different amenities and configurations.

Allowable Costs

The Transient Docks at The Yards Marina are publicly accessible and intended for day use by recreational, nontrailerable (greater than 26 feet in length) boats. Although not encouraged, longer stays – up to 10 days – maybe permitted at the Transient Docks. ***The Transient Docks – 32 slips in total – account for 36% of the docking linear footage available at The Yards Marina; therefore, this percentage is used to determine the value of allowable costs in the budget (#1-11) with the exception of #9, where 100% of the estimated construction costs are allowable for the Transient Docks alone (the other docks are 0% allowable).*** The Transient Docks construction costs include floating docks, anchorage system, gangway, security gate, fire protection system, ice eaters, life safety equipment, and navigation lights. No electrical, potable water or sanitary sewer services are proposed for the Transient Docks or included in the construction total.

The federal request (#17) is 50% of the allowable costs not to exceed \$1.5 million. A detailed breakdown of the budget sheet follows.

Financing

There are two major partners in the construction of The Yards Marina – the District of Columbia and Forest City Washington. The project partners are committed to constructing the Transient Docks at The Yards Marina with the assistance of BIG funding.

The agreement between the District of Columbia and Forest City SEFC LLC (the development entity for The Yards within Forest City Washington) stipulates that Forest City and its investors shall develop the waterfront facilities at The Yards. ***Forest City is committed to providing the financing for the Transient Docks at The Yards Marina project not covered by public funding.***

Description: Floating docks for recreational boats, water taxis, canoes/kayaks, & pedestrians

Slip Type	# Slips	% Slips	LF	% of total LF
Recreational Leased	35	52%	1,836	49%
Recreational Transient	32	48%	1,340	36%
Water Taxi	n/a		240	6%
Paddler Dock	n/a		160	4%
Education Dock	n/a		160	4%
TOTAL	67	100%	3,736	100%

Use this % to determine
Total Allowable Costs for
No. 1-11 (except No. 9)

No.	Cost Classification	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (36%)
1	Administrative & legal expenses	\$0	\$0	\$0
2	Land, structures, right-of-ways, appraisals, etc.	\$0	\$0	\$0
3	Relocation expenses & payments	\$0	\$0	\$0
4	Architectural & engineering fees			
	<i>Final Design & Construction Documents</i>	\$340,210	\$218,186	\$122,024
	<i>Bid Phase Support</i>	\$14,874	\$9,539	\$5,335
	<i>Construction Phase Support</i>	\$90,408	\$57,981	\$32,427
	Total	\$445,492	\$285,706	\$159,786
5	Other architectural & engineering fees	\$0	\$0	\$0
6	Project Inspection Fees	\$0	\$0	\$0
7	Site Work	\$0	\$0	\$0
8	Demolition & Removal	\$0	\$0	\$0
9	Construction			
	<i>Leased Docks (Recreational)</i>	\$3,023,465	\$3,023,465	\$0
	<i>Transient Docks (Recreational)</i>	\$1,229,890	\$0	\$1,229,890
	<i>Water Taxi Dock</i>	\$483,417	\$483,417	\$0
	<i>Paddler Dock</i>	\$283,603	\$283,603	\$0
	<i>Education Dock</i>	\$551,319	\$551,319	\$0
	Total	\$5,571,694	\$4,341,804	\$1,229,890
10	Equipment	\$0	\$0	\$0
11	Miscellaneous	\$0	\$0	\$0
12	SUBTOTAL	\$6,017,186	\$4,627,510	\$1,389,676
13	Contingencies	\$0	\$0	\$0
14	SUBTOTAL	\$6,017,186	\$4,627,510	\$1,389,676
15	Project (program) income	\$0	\$0	\$0
16	TOTAL ALLOWABLE PROJECT COSTS	\$6,017,186	\$4,627,510	\$1,389,676
17 Federal Assistance Requested		50%	of allowable costs	\$694,838
			<i>FWS Cost per BIG Slip</i>	<i>\$21,714</i>

Project Funding Sources	Eligible Costs
BIG Funding	\$694,838
District of Columbia	\$0
Forest City	\$694,838
TOTAL	\$1,389,676

Costs

The budget estimate includes engineering and architectural fees as well as construction costs for The Yards Marina. A summary of the proposed docks at The Yards Marina is as follows:

- Transient Docks – 32 slips or 1,340 linear feet of dockage for transient recreational boats
- Leased Docks – 35 slips or 1,836 linear feet of dockage for recreational boats
- Water Taxi Dock – 240 linear feet of dockage for passenger/cruise vessels
- Paddler Dock – 160 linear feet of dockage for small self-powered watercraft
- Education Dock – 160 linear feet of dockage primarily for pedestrian access and educational

The Transient Docks account for approximately 48% of the recreational slips (Transient and Leased Docks) and 36% of the total linear footage of dockage available at the marina.

All five slip type docks are publicly accessible via gangways with security gates and, with the exception of the Leased Docks, are intended for visiting boaters/vessels. Amenities available on all docks include a fire protection system, life safety equipment, ice eaters, and navigation lights. Utility service (power, potable water, and sanitary sewer) is only proposed for the Leased Docks as the remainder are not intended as home ports. The construction costs are separated by slip type as each has different amenities and configurations.

Allowable Costs

The Transient Docks at The Yards Marina are publicly accessible and intended for day use by recreational, nontrailerable (greater than 26 feet in length) boats. Although not encouraged, longer stays – up to 10 days – maybe permitted at the Transient Docks. ***The Transient Docks – 32 slips in total – account for 36% of the docking linear footage available at The Yards Marina; therefore, this percentage is used to determine the value of allowable costs in the budget (#1-11) with the exception of #9, where 100% of the estimated construction costs are allowable for the Transient Docks alone (the other docks are 0% allowable).*** The Transient Docks construction costs include floating docks, anchorage system, gangway, security gate, fire protection system, ice eaters, life safety equipment, and navigation lights. No electrical, potable water or sanitary sewer services are proposed for the Transient Docks or included in the construction total.

The federal request (#17) is 50% of the allowable costs not to exceed \$1.5 million. A detailed breakdown of the budget sheet follows.

Financing

There are two major partners in the construction of The Yards Marina – the District of Columbia and Forest City Washington. The project partners are committed to constructing the Transient Docks at The Yards Marina with the assistance of BIG funding.

The agreement between the District of Columbia and Forest City SEFC LLC (the development entity for The Yards within Forest City Washington) stipulates that Forest City and its investors shall develop the waterfront facilities at The Yards. ***Forest City is committed to providing the financing for the Transient Docks at The Yards Marina project not covered by public funding.***

Description: Floating docks for recreational boats, water taxis, canoes/kayaks, & pedestrians

Slip Type	# Slips	% Slips	LF	% of total LF
Recreational Leased	35	52%	1,836	49%
Recreational Transient	32	48%	1,340	36%
Water Taxi	n/a		240	6%
Paddler Dock	n/a		160	4%
Education Dock	n/a		160	4%
TOTAL	67	100%	3,736	100%

Use this % to determine
Total Allowable Costs for
No. 1-11 (except No. 9)

No.	Cost Classification	a. Total Cost	b. Costs Not Allowable for Participation	c. Total Allowable Costs (36%)
1	Administrative & legal expenses	\$0	\$0	\$0
2	Land, structures, right-of-ways, appraisals, etc.	\$0	\$0	\$0
3	Relocation expenses & payments	\$0	\$0	\$0
4	Architectural & engineering fees			
	<i>Final Design & Construction Documents</i>	\$340,210	\$218,186	\$122,024
	<i>Bid Phase Support</i>	\$14,874	\$9,539	\$5,335
	<i>Construction Phase Support</i>	\$90,408	\$57,981	\$32,427
	Total	\$445,492	\$285,706	\$159,786
5	Other architectural & engineering fees	\$0	\$0	\$0
6	Project Inspection Fees	\$0	\$0	\$0
7	Site Work	\$0	\$0	\$0
8	Demolition & Removal	\$0	\$0	\$0
9	Construction			
	<i>Leased Docks (Recreational)</i>	\$3,023,465	\$3,023,465	\$0
	<i>Transient Docks (Recreational)</i>	\$1,229,890	\$0	\$1,229,890
	<i>Water Taxi Dock</i>	\$483,417	\$483,417	\$0
	<i>Paddler Dock</i>	\$283,603	\$283,603	\$0
	<i>Education Dock</i>	\$551,319	\$551,319	\$0
	Total	\$5,571,694	\$4,341,804	\$1,229,890
10	Equipment	\$0	\$0	\$0
11	Miscellaneous	\$0	\$0	\$0
12	SUBTOTAL	\$6,017,186	\$4,627,510	\$1,389,676
13	Contingencies	\$0	\$0	\$0
14	SUBTOTAL	\$6,017,186	\$4,627,510	\$1,389,676
15	Project (program) income	\$0	\$0	\$0
16	TOTAL ALLOWABLE PROJECT COSTS	\$6,017,186	\$4,627,510	\$1,389,676
17 Federal Assistance Requested		50%	of allowable costs	\$694,838
			FWS Cost per BIG Slip	\$21,714

Project Funding Sources	Eligible Costs
BIG Funding	\$694,838
District of Columbia	\$0
Forest City	\$694,838
TOTAL	\$1,389,676

This section provides a discussion of the Boating Infrastructure Grant Program (BIG) Ranking Criteria for The Yards Marina project.

1. Provide for public/private and public/public partnership efforts to develop, renovate, and maintain BIG facilities.

The Yards project is being developed by Forest City SEFC, LLC in partnership with the District of Columbia. The District is using Payment In Lieu of Taxes (PILOT) funds to finance the public infrastructure at The Yards site. The Yards Marina is not included in the PILOT funding program, therefore will be wholly financed by Forest City and any grant monies awarded. ***Forest City is committed to develop The Yards Marina, including the Transient Docks as described in the Project Statement.*** A letter of commitment from Forest City is included as Attachment 3 of this application.

2. Use innovative techniques to increase the availability of BIG facilities for transient nontrailerable recreational vessels.

- New Public Waterfront Park

A unique element of this project is that its construction opens the waterway to the general public. The project site - now a District-owned park – was formerly part of the adjacent Navy Yard. This waterfront, until its recent transfer to the District, was used solely by military personnel, disallowing boating public access. Additionally, there is limited to no transient dockage available in the District (both Anacostia River and Washington Channel). Construction of The Yards Marina provides new docking opportunities for transient boaters to DC. While DC is home to many green spaces and docking opportunities (albeit limited to transients), none currently combine the two, especially with the added benefit of a multi-use landside development in close proximity.

- Educational Programs

One of the goals for the Education Dock at The Yards Marina is for non-profit organizations, such as Living Classrooms, to hold educational programs and special events on the dock. While the main goal of these programs would be education and environmental awareness, there is a secondary benefit related to the marina itself – ***the programs may also serve as an additional marketing/promotion tool introducing existing and future boaters to the new docking opportunities available in the Capitol Riverfront in southeast DC.***

3. Include private, local, or State funds above the required non-Federal match.

The estimated total cost of the The Yards Marina project is approximately \$6 million. This cost includes construction of the Transient Docks (100% eligible) and associated design, planning, and permitting costs (36% eligible), resulting in a total BIG eligible cost of \$1,389,676. ***The project partners (see #1 above) have committed to provide at least 50% of the eligible costs from non-Federal sources.***

4. Be cost efficient.

The proposed project is part of a revitalization of an existing urban waterfront not formerly available to the public. The waterway has sufficient natural water depths to sustain the proposed boating traffic – no dredging is proposed. The docks will be designed for a minimum serviceable life of 20 years. Construction costs included in this application comprise the waterside costs only, extending from the bulkhead interface waterward. Improvements to the site infrastructure including bulkhead repair and replacement, enhanced transportation routes, and improved stormwater treatment systems are not included in the budget estimate. Landside development including promenade, parks and open spaces, restaurants, public restrooms, and retail, hotel, and residential space are also not included in the budget estimate, although these amenities will be available to transient boaters docked at The Yards Marina.

The docks dedicated for transient boaters account for approximately 48% of the recreational slips or 36% of the available dockage linear footage (including the water taxi, paddler and education docks). This equates to a ***Federal cost share of \$21,714 per transient slip.***

5. Create or reestablish a significant link to prominent destination way points such as those near metropolitan population centers, cultural or natural areas, or that provide safe harbors.

The Yards Marina will be located on the Anacostia River as part of The Yards development in the Capitol Riverfront. The Transient Docks will provide a dedicated docking facility for transient boaters visiting DC in an area not previously open to the public. The Yards Marina will provide public access to the water and nature viewing venues in a heavily urbanized area along the Anacostia. This site is listed in the National Park Service “Public Access Plan” and provides access to the Captain John Smith Chesapeake National Historic Trial, the Star Spangled Banner National Historic Trial, and Potomac Heritage National Scenic Trail.

6. Create or reestablish access to recreational, historic, cultural, natural, or scenic opportunities of national, regional, or local significant.

The Transient Docks at The Yards will be located on the Anacostia River in the Capitol Riverfront of southeast DC, walking distance from the Nationals Ball Park and adjacent to the newly developed Yards Park and landside development underway at The Yards. The site was formerly part of the adjacent Navy Yard, thereby not open to the public. ***This waterfront redevelopment creates new direct waterfront public access to the District*** via established and proposed pedestrian, bicycle, vehicular, and metro routes. Additionally, ferry and water taxi service will be available to destinations such as Georgetown, Alexandria, National Harbor, and Mount Vernon. The following figure depicts the listed attractions geographical proximity to The Yards and the following table highlights some of the region’s attractions accessible to The Yards Docks visitors (distances are via roads).

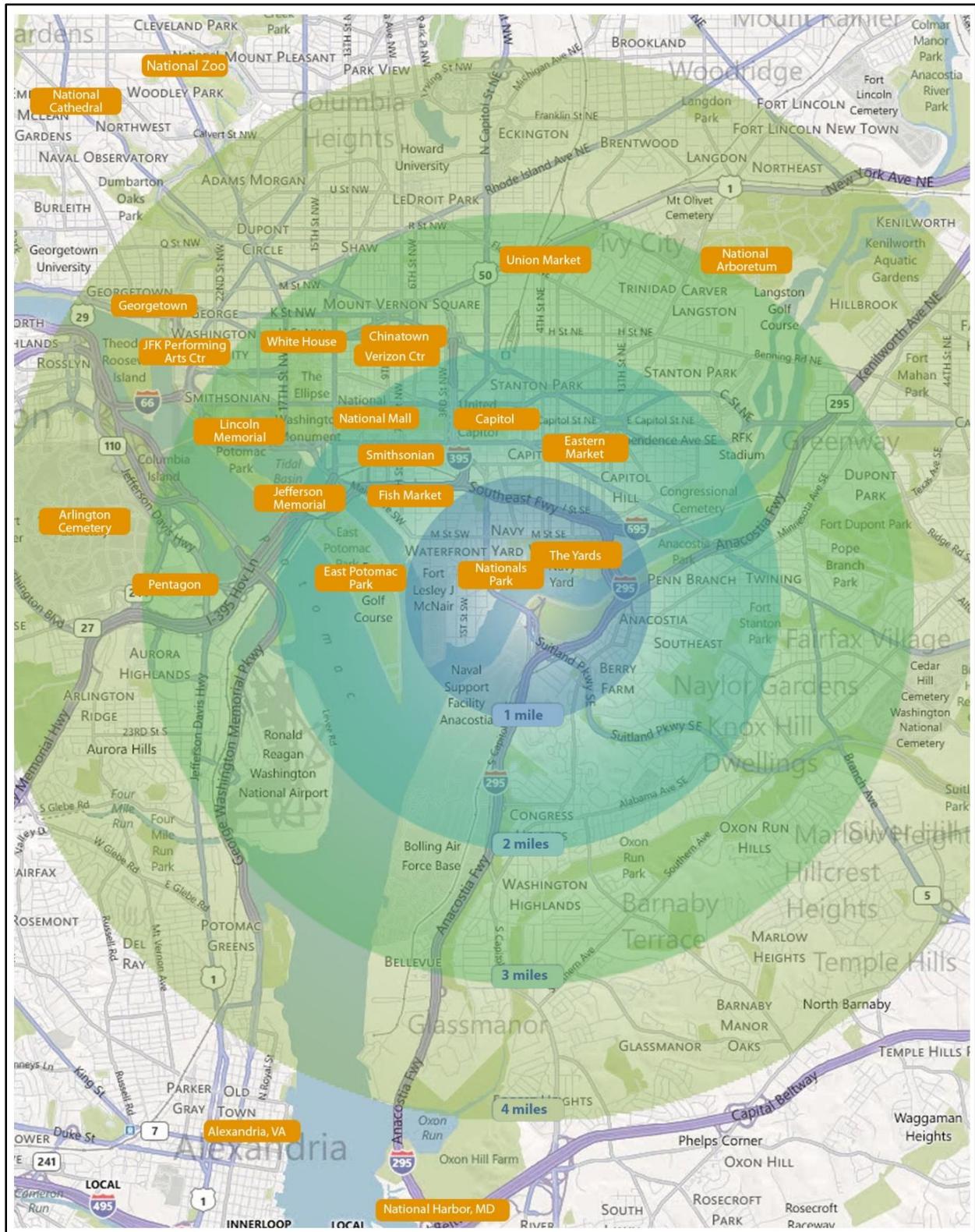


Figure: District Attractions

Attraction Table		
National	Regional	Local
National Mall, 2 miles <i>foot, bicycle, bus, metro, taxi</i>	Nationals Ball Park, ½ mile <i>foot, bicycle, boat</i>	The Yards, 0 miles <i>foot, bicycle</i>
Smithsonian, 2 miles <i>foot, bicycle, bus, metro, taxi</i>	Fish Market, 2 miles <i>foot, bicycle, bus, taxi, boat</i>	Anacostia Riverwalk Trail, 0 miles <i>foot, bicycle</i>
Capitol, 2 miles <i>foot, bicycle, bus, metro, taxi</i>	Verizon Center, 3 miles <i>bicycle, bus, metro, taxi</i>	Eastern Market, 1 mile <i>foot, bicycle, bus, metro, taxi</i>
Arlington Cemetery, 3½ miles <i>bus, metro, taxi</i>	Performing Arts Center, 4½ miles <i>bicycle, bus, metro, taxi</i>	East Potomac Park, 1½ miles <i>bicycle, bus, taxi, boat</i>
White House, 3½ miles <i>bicycle, bus, metro, taxi</i>	National Zoo, 6 miles <i>bicycle, bus, metro, taxi</i>	Union Market, 3 miles <i>bicycle, bus, metro, taxi</i>
National Arboretum, 4 miles <i>bicycle, bus, metro, taxi</i>	National Harbor, MD, 5 miles <i>bus, metro, taxi, boat</i>	Chinatown, 3 ½ miles <i>bicycle, bus, metro, taxi</i>
National Cathedral, 6 miles <i>bicycle, bus, metro, taxi</i>	Alexandria, VA, 7 miles <i>bus, metro, taxi, boat</i>	Georgetown, 5 miles <i>bicycle, bus, taxi, boat</i>

7. Create or reestablish positive economic impacts to a community.

There is a direct economic benefit associated with the addition of transient slips to a community. Transient boaters visit a destination for a multitude of reasons, but one of the most common is to eat. In order to quantify the economic returns to the community and District due to dining transient boaters at The Yards Marina the following assumptions were made:

- Weekend/Summer occupancy rate = 75% (230 days)
- Winter occupancy rate = 25% (2 months) (130 days)
- Holiday/special event = 100% (5 days)
- Average number of people per boat = 3
- Average meal cost = \$15 per person

Utilizing these numbers, transient boaters would spend \$396,000 each year on dining alone. At a 10% tax rate on restaurant meals, this translates to an annual rate of return of \$39,600 per year to the District. These numbers do not include revenues generated from local shops, transportation services, and other venues in the vicinity nor the staff required to serve these boaters at the docks themselves and in the restaurants, shops, and so forth.

8. Include multi-State efforts that result in coordinating location of tie-up and other facilities.

No formal documentation is available for multi-State efforts regarding coordinating the location of other facilities; however, ***visitors and residents traveling in the DC region also travel to/from Maryland and Virginia via personal (car, boat, bicycle, foot) and public (ferry, taxi, bus, metro) transportation among these three states.*** Similar transport mechanisms would be utilized by transient boaters at The Yards. Regular ferry/water taxi service is expected among National Harbor (Maryland), Alexandria (Virginia), and the District’s Southwest (Washington Channel) and Anacostia (including The Yards) Waterfronts.

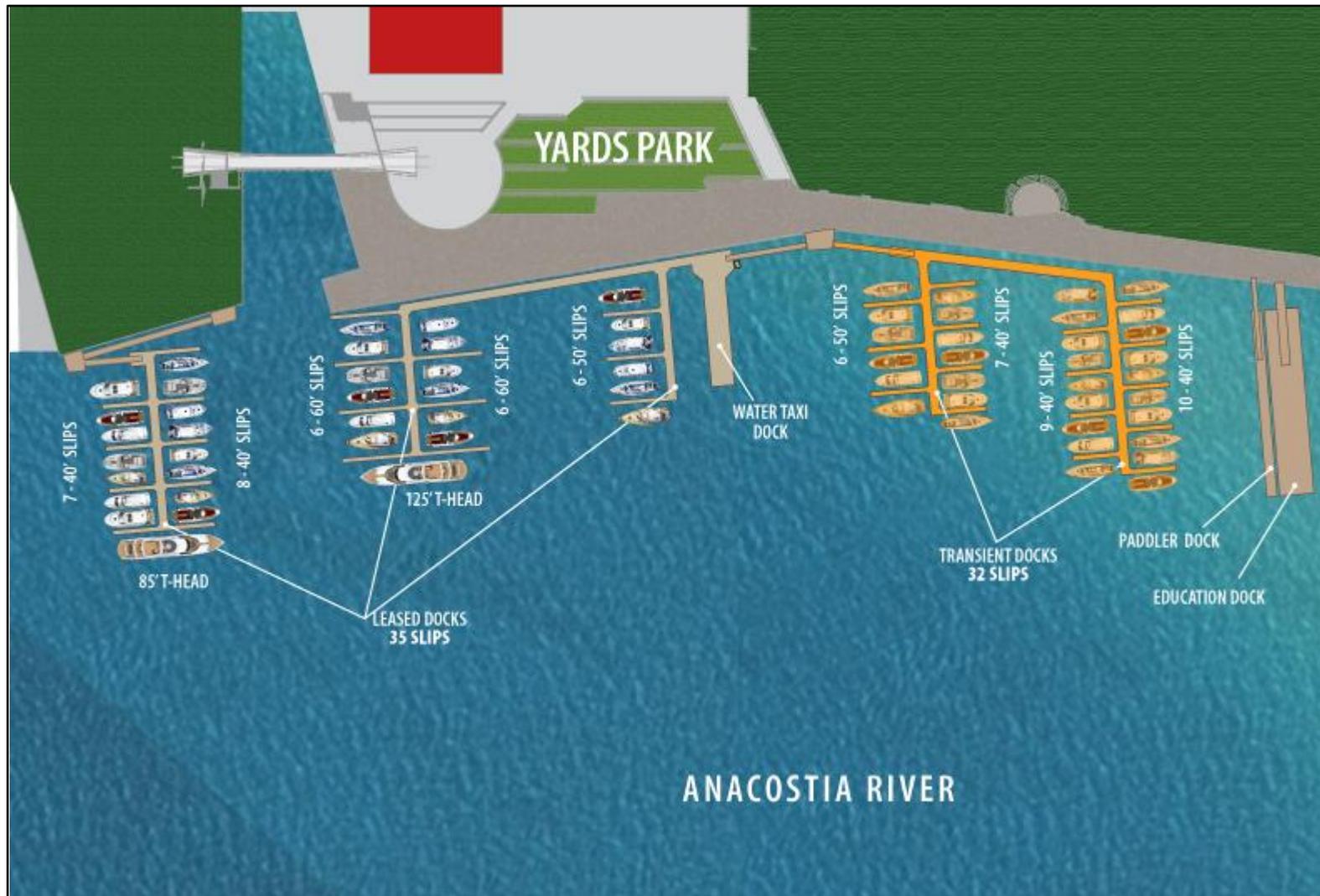


Figure 1: The Yards Marina Overall Plan

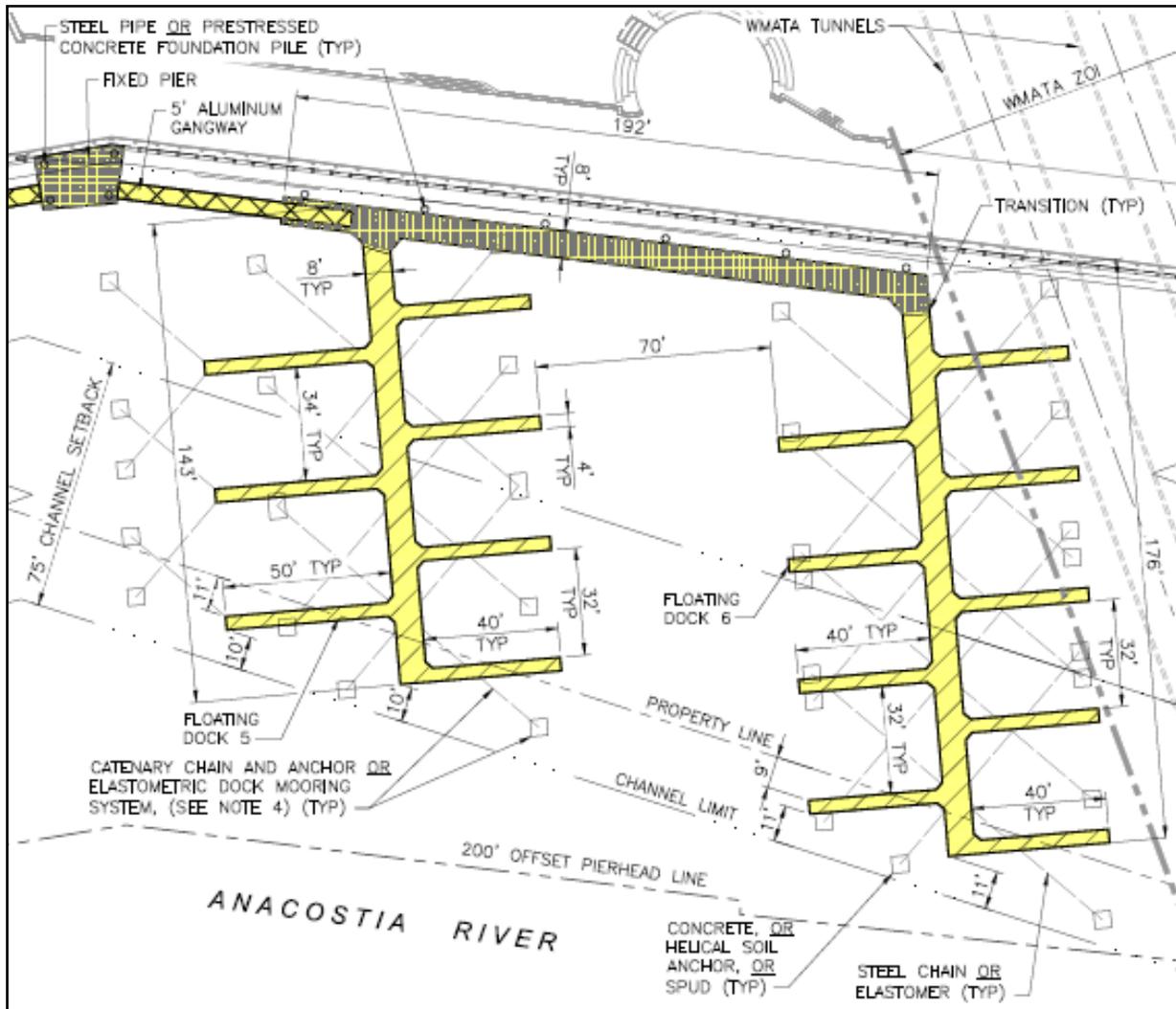


Figure 2: Transient Docks Plan
excerpt from USACE permit drawings

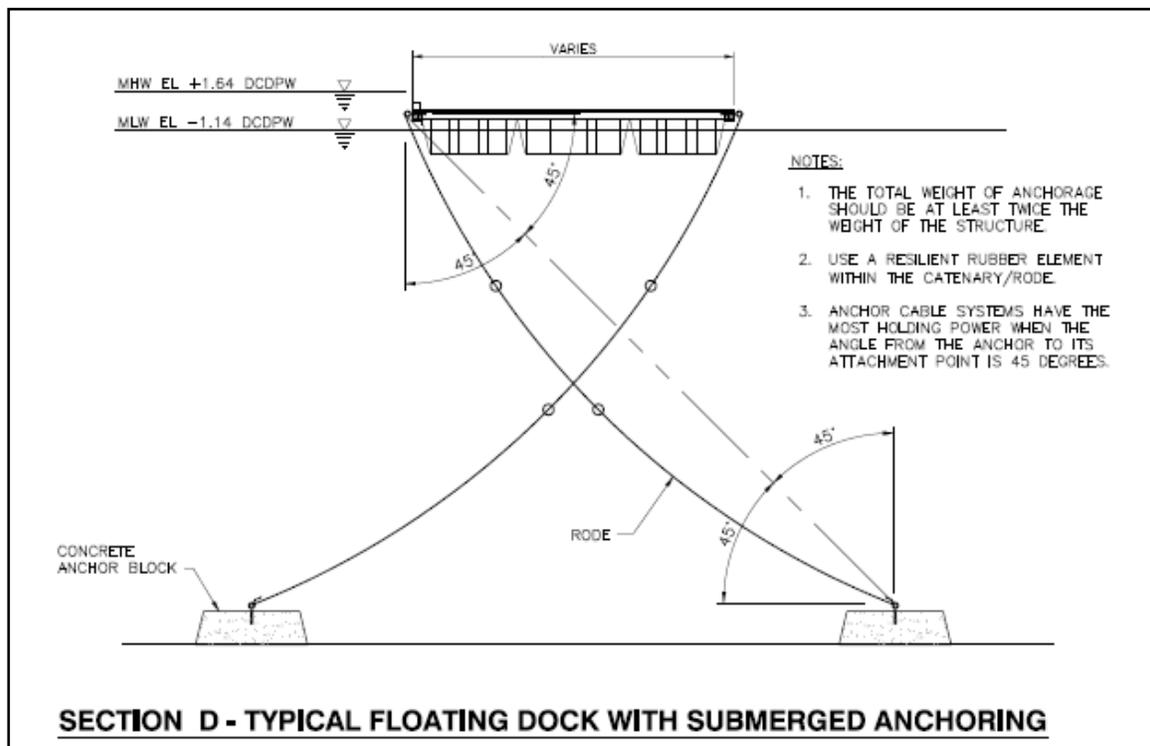
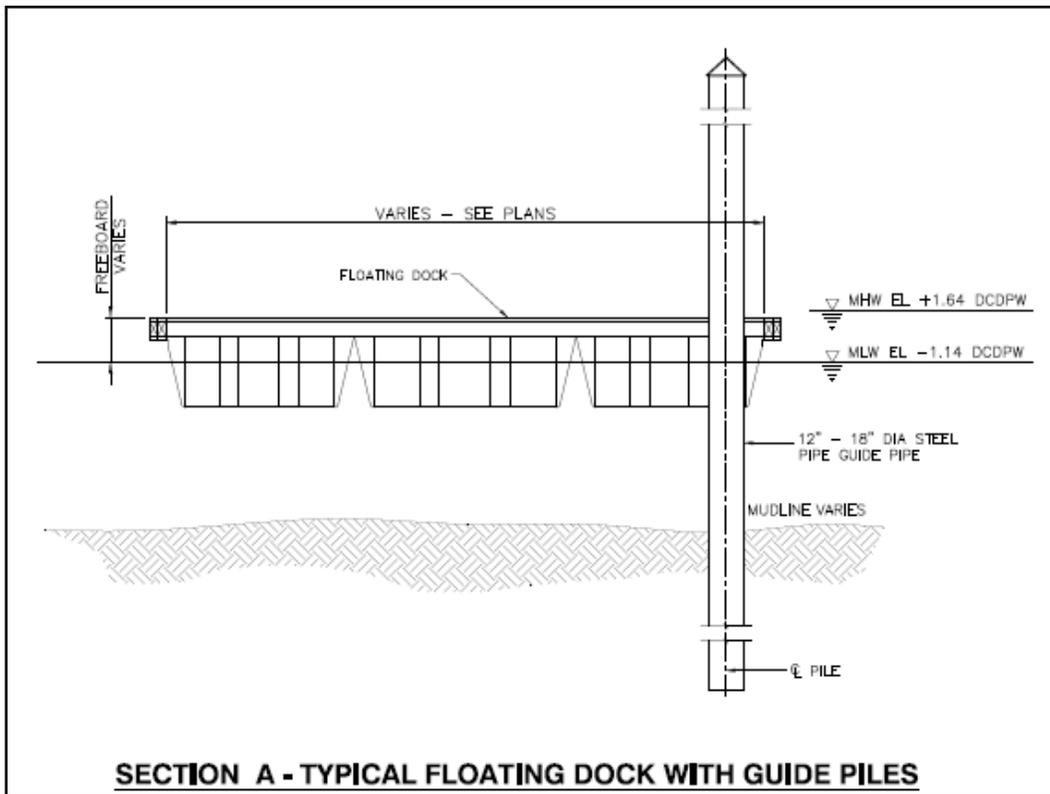


Figure 3: Typical Dock Sections
excerpts from USACE permit drawings

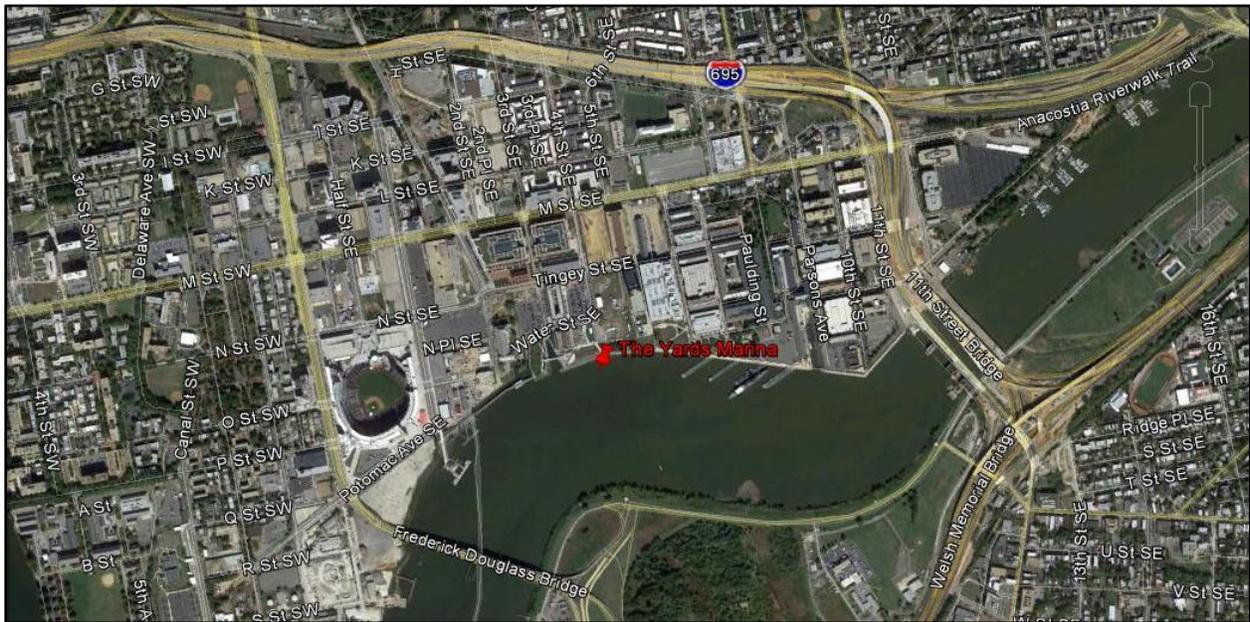


Figure 4: Project Vicinity Maps
images courtesy of GoogleEarth

FORESTCITY

— WASHINGTON —

May 6, 2013

Mr. Rodney George
Office of the Deputy Mayor
1350 Pennsylvania Ave NW, #317
Washington, DC 20004

Re: The Yards Marina – Boating Infrastructure Grant (BIG) Program Application

Mr. George,

In reference to our BIG Program Application, Forest City is committed to constructing the Yards Marina and to providing the financing for the project that will not be covered by public finance.

We will uphold our commitment to complete the requirements as specified and the deadlines as described within. Enclosed, please find the application, budget narrative, project statement and ranking criteria for the project.

Regards,



Ramsey Meiser
SVP, Development

The following lists supporting documents for The Yards Marina Boating Infrastructure Grant Program Application.

- USACE Public Notice dated September 14, 2012
- Department of the Navy support letter dated February 27, 2013
- District Department of Community and Housing Development support letter dated June 7, 2010
- National Capital Planning Commission support letter dated June 24, 2010
- District Fire and Medical Emergency Services Department support letter dated June 17, 2010



U.S. Army Corps
of Engineers
Baltimore District

Public Notice

In Reply to Application Number
CENAB-OP-RMS(FOREST CITY SEFC LLC/ THE YARDS)
2012-00869

RECEIVED

SEP 14 2012

Moffatt & Nichol
Baltimore, MD

PN 12-76

Comment Period: September 10, 2012 to October 10, 2012

THE PURPOSE OF THIS PUBLIC NOTICE IS TO SOLICIT COMMENTS FROM THE PUBLIC ABOUT THE WORK DESCRIBED BELOW. AT THIS TIME, NO DECISION HAS BEEN MADE AS TO WHETHER OR NOT A PERMIT WILL BE ISSUED.

The Baltimore District has received an application for a Department of the Army Permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act (33 U.S.C. 1344), as described below:

APPLICANT: Forest City SEFC LLC
ATTN: Mr. Ramsey Meiser
1615 L Street NW, Suite 400
Washington, DC 20036

LOCATION: In the Anacostia River, south of the intersection of Water Street and 3rd Street, at 10 Water Street, SE, Washington, District of Columbia.

WORK: To install three new floating public piers and eight new floating private piers; to construct two new fixed private piers and one fixed public pier; to construct sewage pump-out facilities; and to install lighting, potable water, power, fire protection, and winterization; as described in detail below.

Plan "A" Piers: To construct an irregularly-shaped 12-foot long by 22-foot wide fixed pier attached to the existing steel sheet pile bulkhead, connected by a 5-foot wide by 100-foot long aluminum gangway to an irregularly-shaped 17-foot long by 18-foot wide fixed pier attached to the steel sheet pile bulkhead, connected to two parallel floating piers, as described within the descriptions of Dock 1 and Dock 2, perpendicular to the steel sheet pile bulkhead, separated by approximately 65 feet, including Dock 1 - to install a floating 8-foot wide by 136-foot long pier with a 17-foot long by 22-foot wide "L-head" on the landward end of the pier and four 4-foot wide by 40-foot long finger piers with 32-foot wide gaps between them on the west side of the pier alternating with four 4-foot wide by 35-foot long finger piers with 30 foot wide gaps between them on the east side of the pier, connected on the west side of the fixed pier by a 5-foot wide by 60-foot long aluminum gangway; and Dock 2 - to install a floating 8-foot wide by 142-foot long pier with a 12-foot long by 14-foot wide "L-head" on the landward end of the pier and four 4-foot wide by 35-foot long finger piers with 30 foot wide gaps between them on the west side of the pier alternating with five 4-foot wide by 40-foot long finger piers with 32 foot wide gaps between them on the east side of the pier, connected on the east side of the fixed pier by a 5-foot wide by 50-foot long aluminum gangway, all to extend no more than 72 feet channelward of the existing pier head line and 179 feet channelward of the existing steel sheet pile bulkhead and all to extend no less than 10 feet landward of the limit of the existing Federal channel.

Plan "B" Piers: To install a 8-foot wide by 292-foot long floating pier running parallel to the existing steel sheet pile bulkhead, connected to three parallel floating piers, as described within the descriptions of Dock 3, Dock 4, and Dock 5, perpendicular to the existing steel sheet pile bulkhead, including Dock 3 - to install a

floating 8-foot wide by 125-foot long pier with four 4-foot wide by 60-foot long finger piers with 37-foot gaps between them on the west side of the pier directly opposite of three 4-foot wide by 60-foot long finger piers with 37-foot gaps between them on the east side of the pier; Dock 4, located approximately 107 feet to the east of Dock 3, – to install a floating 8-foot wide by 112-foot long pier with three 4-foot wide by 50-foot long finger piers with 34-foot gaps between them on the west side of the pier; and Dock 5, located approximately 30 feet to the east of Dock 4, – to install a floating 20-foot wide by 107-foot long pier, connected to the proposed work in Plan “C” section by a 5-foot wide by 70-foot long aluminum gangway; and to install a floating 4-foot wide by 6-foot long mobile marina trash skimmer, all to extend no more than 45 feet channelward of the existing pierhead line and 141 feet channelward of the existing steel sheet pile bulkhead and all to extend no less than 10 feet landward of the limit of the existing Federal channel.

Plan “C” Piers: To construct an irregularly-shaped 16-foot long by 23-foot wide fixed concrete pier attached to the existing steel sheet pile bulkhead, connected to Plan “B” piers by an aluminum gangway and to the Plan “C” piers by a 5-foot wide by 70-foot long aluminum gangway to 8-foot wide by 192-foot long floating pier running parallel to the existing steel sheet pile bulkhead, connected to two parallel floating piers, as described within the descriptions of Dock 6 and Dock 7, perpendicular to the steel sheet pile bulkhead, separated by approximately 70 feet, including Dock 6 - to install a floating 8-foot wide by 137-foot long pier with three 4-foot wide by 50-foot long finger piers with 34-foot gaps between them on the west side of the pier alternating with four 4-foot wide by 40-foot long finger piers with 32-foot gaps between them on the east side of the pier; and Dock 7 – to install a floating 8-foot wide by 168-foot long pier with four 4-foot wide by 40-foot long finger piers with 32-foot gaps between them on the west side of the pier alternating with five 4-foot wide by 40-foot long finger piers with 32-foot gaps between them on the east side of the pier, all to extend no more than 10 feet channelward of the existing pierhead line and 179 feet channelward of the existing steel sheet pile bulkhead and all to extend no less than 15 feet landward of the limit of the existing Federal channel.

Plan “D” Piers: To install two parallel floating piers, as described in the descriptions of Dock 8 and Dock 9, perpendicular to the steel sheet pile bulkhead and separated by approximately three feet, including Dock 8 - To install a 9-foot wide by 180-foot long floating dock with a 4-foot wide by 70-foot long aluminum gangway; and Dock 9, located approximately 3 feet to the east of Dock 8, – to install a 30-foot wide by 180-foot long floating dock with a 8-foot wide by 70-foot long aluminum gangway, all to extend no more than approximately 181 feet channelward of the existing steel sheet pile bulkhead and no less than approximately 35 feet landward of the limit of the Federal channel. All work will be completed in accordance with the enclosed plan(s). If you have any questions concerning this matter, please contact Ms. Vera Jaffe, of this office, at (410) 962-6144 or by email Vera.B.Jaffe@usace.army.mil

The purpose of the work is to provide water-based educational, recreational, commercial and cultural opportunities; improve navigation and water quality; and comply with current Americans with Disabilities Act, United States Coast Guard and Homeland Security requirements. The private piers are intended for day-use and year-round leased slips for nearby residents. As part of the planning process for the proposed project, steps were taken to ensure avoidance and minimization of impacts to aquatic resources to the maximum extent practicable. No mitigation is proposed. The Washington Harbor Federal Navigation Project exists within the project area. The applicant has requested a variance to construct the proposed project 10, 15, and 35 feet from the edge of the Federal channel, which is within the 75-foot Federal Navigation Project setback. There are currently no proposals to Congress requesting the de-authorization of the Federal channel in the project area. The applicant’s request for a variance is being reviewed by the Baltimore District Navigation Branch.

The Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 04-267), requires all Federal agencies to consult with the National Marine Fisheries Service (NMFS) on all actions, or proposed actions, permitted, funded, or undertaken by the agency that may adversely affect Essential Fish Habitat (EFH). The project site is not

in or adjacent to EFH as described under the MSFCMA for the Potomac River. The project area may be a potential Habitat Area of Particular Concern (HAPC). The Baltimore District has determined that the adverse effects of this project would be minimal and an abbreviated consultation will be conducted with NMFS. No mitigative measures are recommended to minimize adverse effects on EFH at this time. This determination may be modified if additional information indicates otherwise and would change the preliminary determination.

The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity. Written comments concerning the work described above related to the factors listed above or other pertinent factors must be received by the District Engineer, U.S. Army Corps of Engineers, Baltimore District, P.O. Box 1715, Baltimore, Maryland, 21203-1715 within the comment period specified above to receive consideration.

The applicant is required to obtain a water quality certification in accordance with Section 401 of the Clean Water Act from the District of Columbia Department of the Environment. Any written comments concerning the work described above which relate to water quality certification must be received by the Water Quality Division, District of Columbia Department of the Environment, 51 N Street, NE, 5th Floor, Washington, DC 20002 within the comment period as specified above to receive consideration. The 401 certifying agency has a statutory limit of one year to make its decision.

The applicant must obtain any local government permits, which may be required.

A preliminary review of this application indicates that the proposed work will not affect listed species or their critical habitat pursuant to Section 7 of the Endangered Species Act as amended. As the evaluation of this application continues, additional information may become available which could modify this preliminary determination.

Review of the latest published version of the National Register of Historic Places indicates that no registered properties listed as eligible for inclusion therein are located at the site of the proposed work. Portions of the Yards property adjacent to the site of the proposed work and other nearby properties are listed on or are eligible for the National Register of Historic Places. Currently unknown archeological, scientific, prehistoric, or historical data may be lost or destroyed by the work to be accomplished under the requested permit.

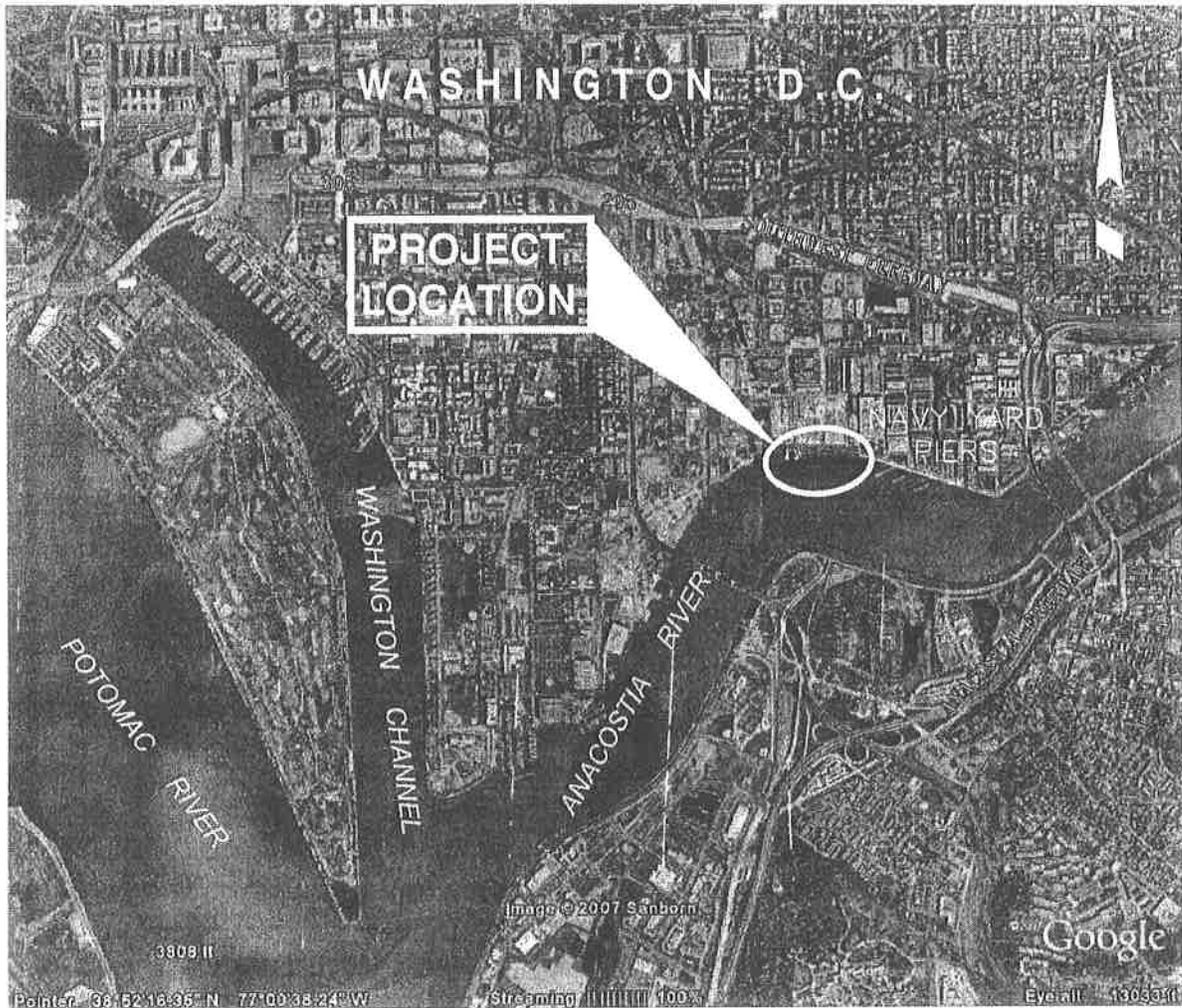
The evaluation of the impact of the work described above on the public interest will include application of the guidelines promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 of the Clean Water Act. Any person who has an interest which may be adversely affected by the issuance of this permit may request a public hearing. The request, which must be in writing, must be received by the District Engineer, U.S. Army Corps of Engineers, Baltimore District, PO Box 1715, Baltimore, Maryland 21203-1715, within the comment period as specified as above to receive consideration. Also, it must clearly state forth the interest which may be adversely affected by this activity in the manner in which the interest may be adversely affected.

It is requested that you communicate the foregoing information concerning the proposed work to any persons known by you to be interested and not being known to this office, who did not receive a copy of this notice.

FOR THE DISTRICT ENGINEER:



Kathy B. Anderson
Chief, Maryland Section Southern



VICINITY MAP

N.T.S.

PROJECT SUMMARY:

1. PROPOSED FIXED PIERS = 850 SQ. FT.
2. PROPOSED FLOATING DOCKS = 28,250 SQ. FT.
3. PROPOSED GANGWAY RAMPS = 1,550 SQ. FT.

ADJACENT PROPERTIES:

- ① D.C. GOVERNMENT
- ② U.S. NAVY

NOTES: DATUM - NOAA STA. 8594900
 MHW ELEV (+)1.64 DC DPW DATUM
 MLW ELEV (-)1.14' DC DPW DATUM

IN: ANACOSTIA RIVER
NEAR: WASHINGTON NAVY YARD

APPLICATION BY:
 FOREST CITY SEFC LLC
 1615 L STREET, NW, SUITE 400
 WASHINGTON, DC 20036



moffatt & nichol

THE YARDS IN-WATER DEVELOPMENT

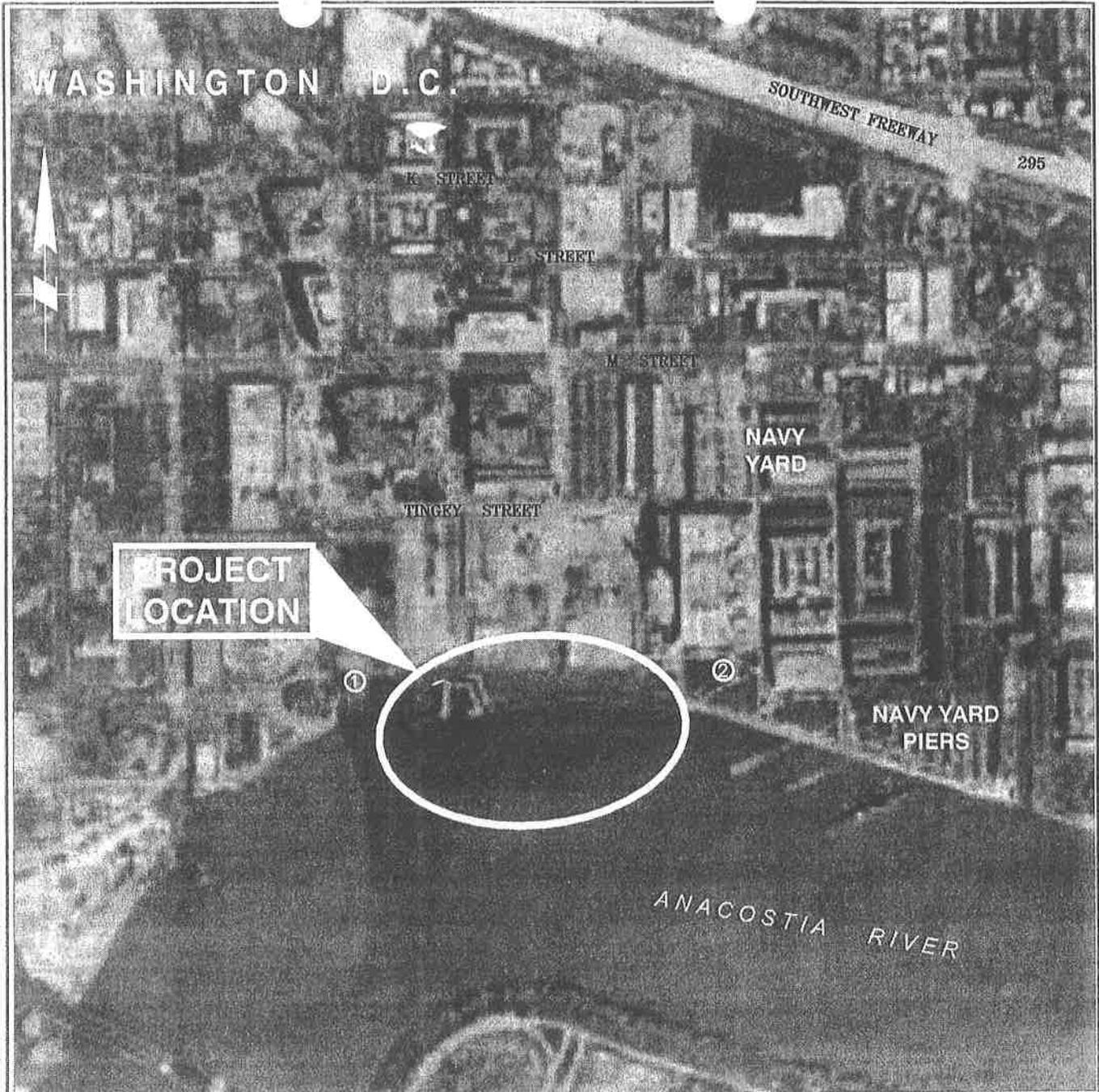
VICINITY MAP

SHEET 1 OF 13

MARCH 26, 2012



The Yards



LOCATION MAP

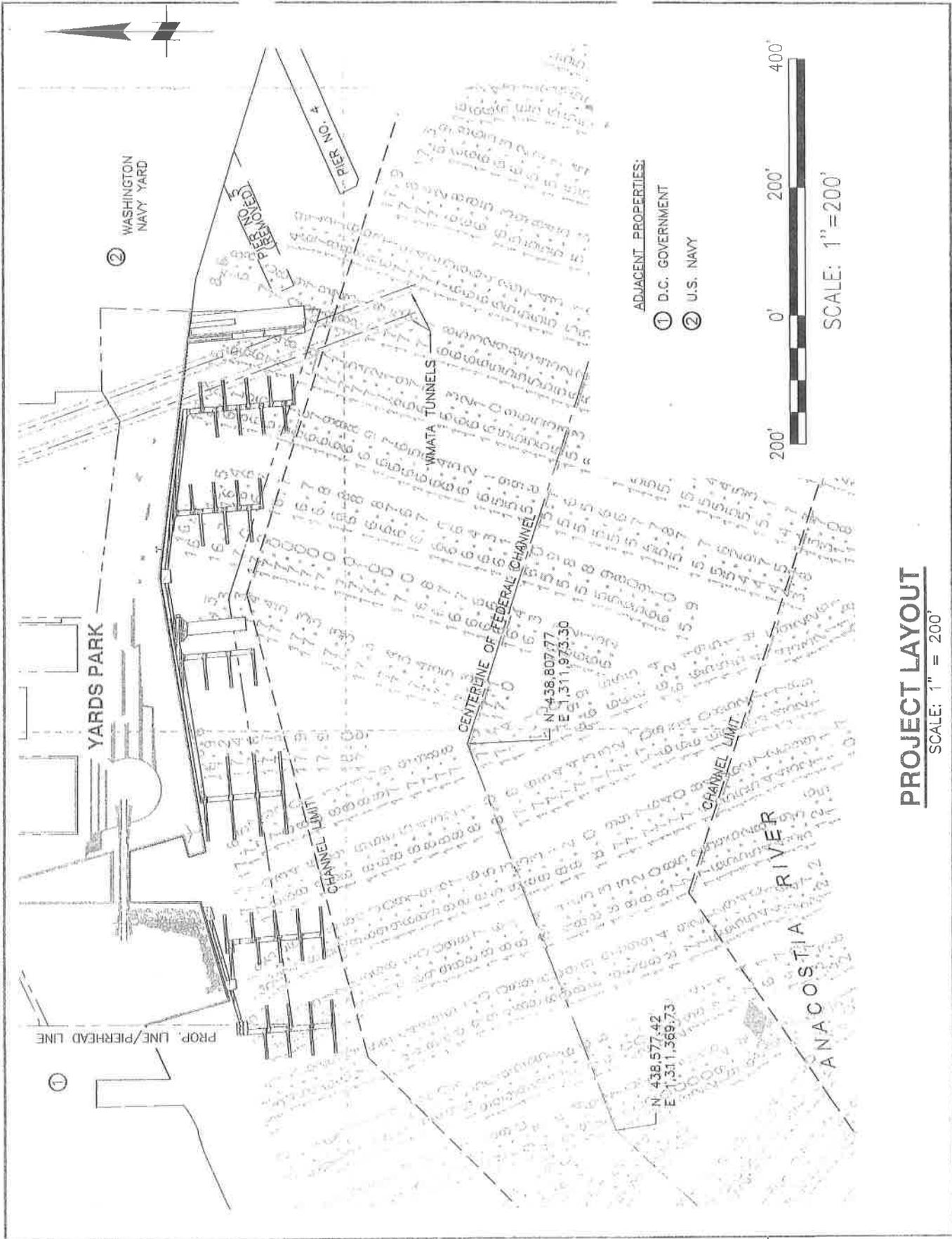
N.T.S.

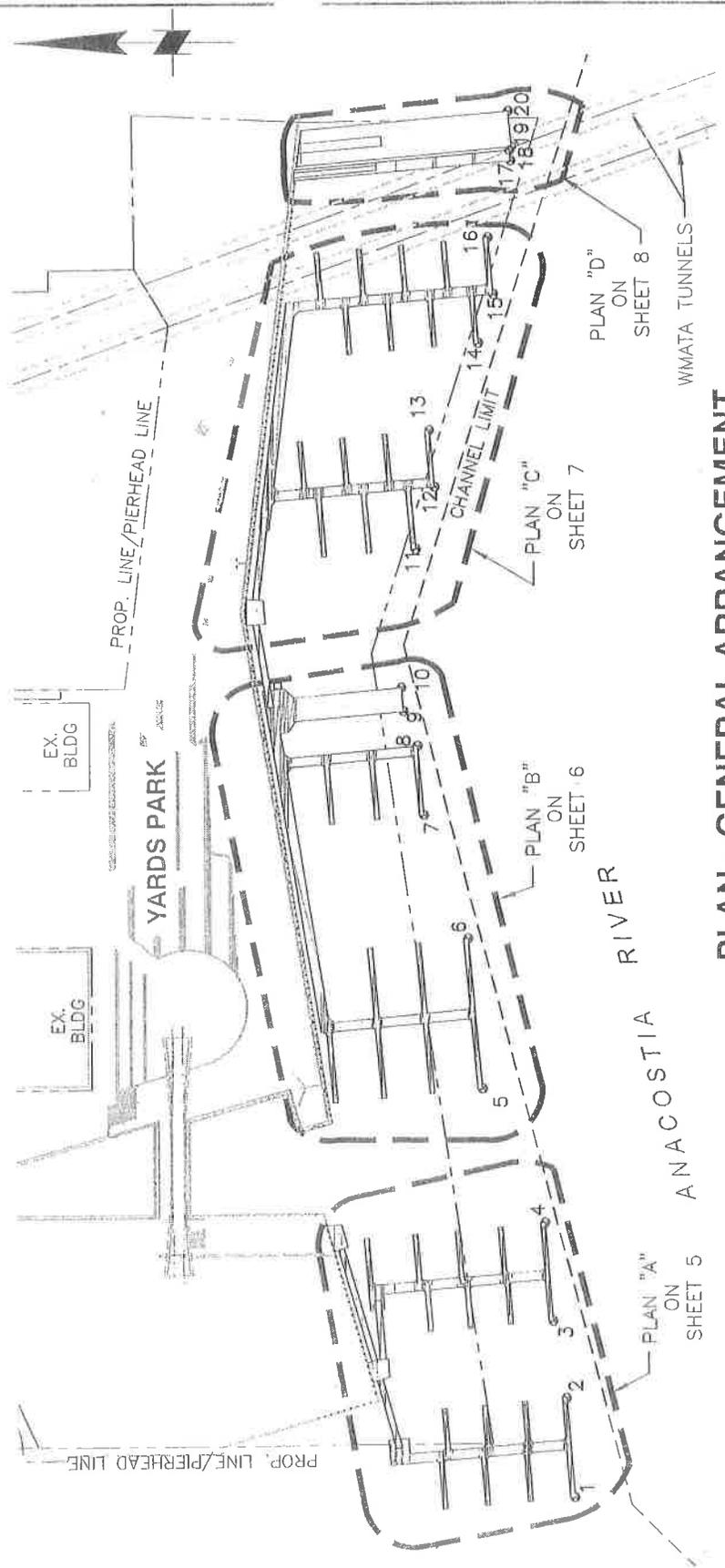
ADJACENT PROPERTIES:

- ① D.C. GOVERNMENT
- ② U.S. NAVY

P:\6749 THE YARDS\500 CAD\540 SUBMITTALS\ACTIVE PERMIT\674900PERMIT02; 27-Mar-12 11:52 AM; Voelker, Paul

P:\6749 THE YARDS\500 CADD\540 SUBMITTALS\ACTIVE PERMIT\674900PERMIT03: 27-Mar-12 11:52 AM; Voelker, Paul





PLAN - GENERAL ARRANGEMENT

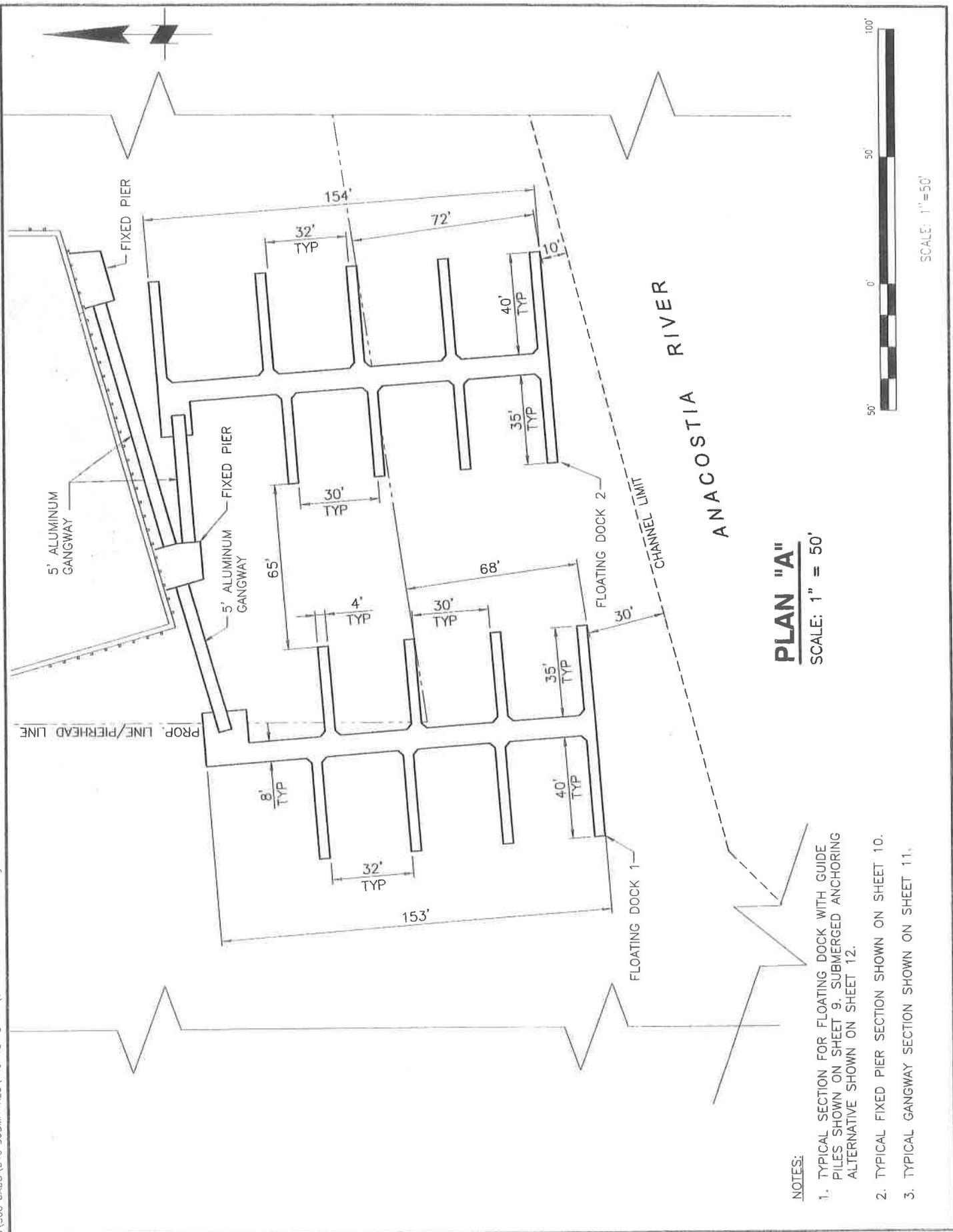
SCALE: 1" = 140'

POINT #	COORDINATES	
	NORTHING	EASTING
12	439125.479	1312341.161
13	439129.499	1312388.993
14	439086.998	1312462.811
15	439074.404	1312504.010
16	439078.423	1312551.842
17	439058.978	1312615.813
18	439059.774	1312624.778
19	439058.153	1312627.612
20	439060.804	1312657.494

POINT #	COORDINATES	
	NORTHING	EASTING
1	439012.076	1311491.707
2	439018.515	1311574.457
3	439029.579	1311638.793
4	439036.017	1311721.543
5	439087.930	1311834.923
6	439099.243	1311962.422
7	439136.311	1312066.316
8	439141.437	1312124.089
9	439152.996	1312153.181
10	439154.764	1312173.103
11	439141.642	1312289.627



P:\6749 THE YARDS\500 CADD\540 SUBMITTALS\ACTIVE PERMIT\674900PERMIT05_22-Aug-12 4 50 PM Lopez.jun



PLAN "A"
SCALE: 1" = 50'

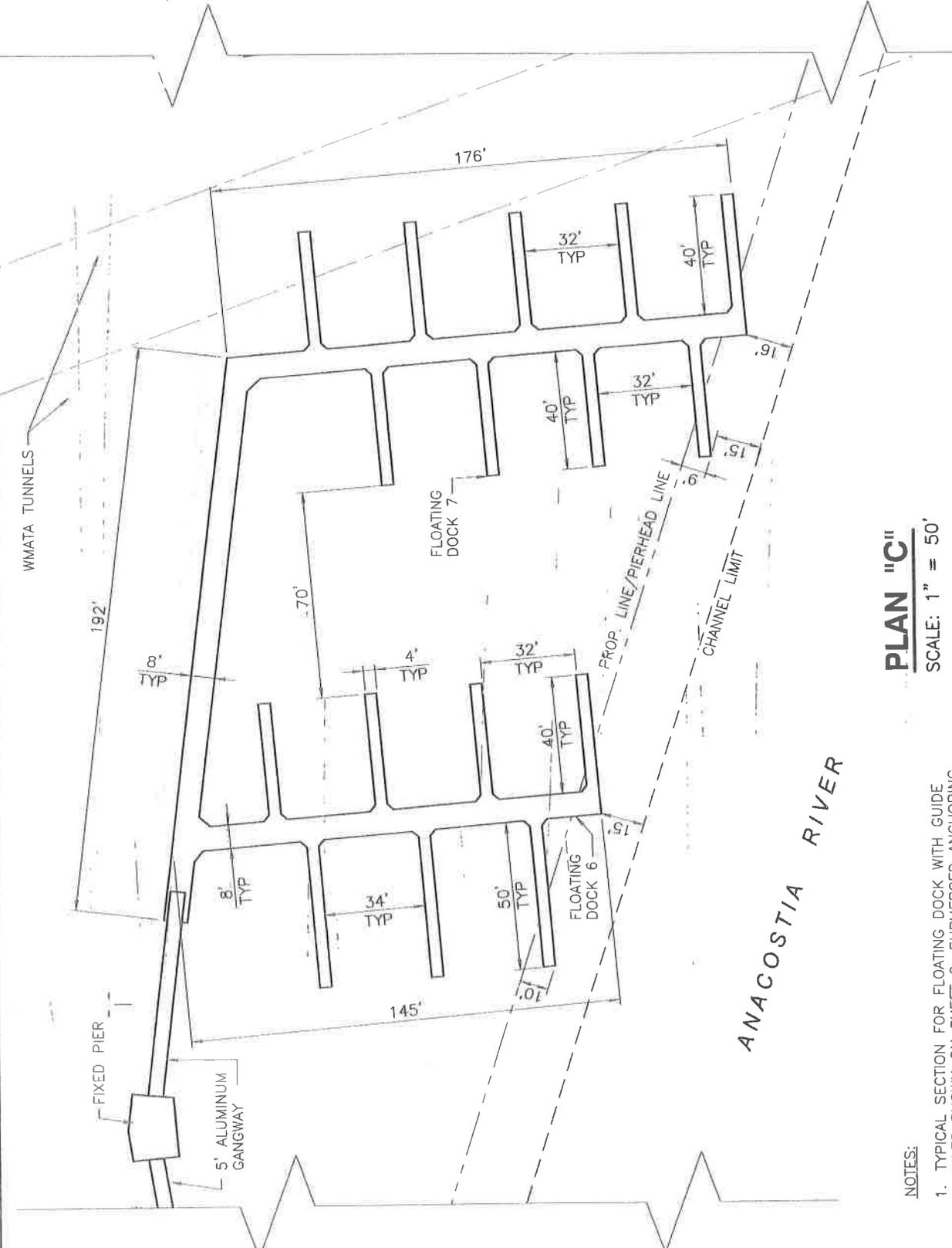
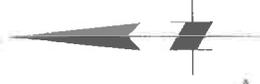
- NOTES:**
1. TYPICAL SECTION FOR FLOATING DOCK WITH GUIDE PILES SHOWN ON SHEET 9. SUBMERGED ANCHORING ALTERNATIVE SHOWN ON SHEET 12.
 2. TYPICAL FIXED PIER SECTION SHOWN ON SHEET 10.
 3. TYPICAL GANGWAY SECTION SHOWN ON SHEET 11.



THE YARDS IN-WATER DEVELOPMENT

PLAN "A" REVISED AUGUST 22, 2012
MARCH 26, 2012

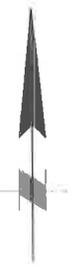
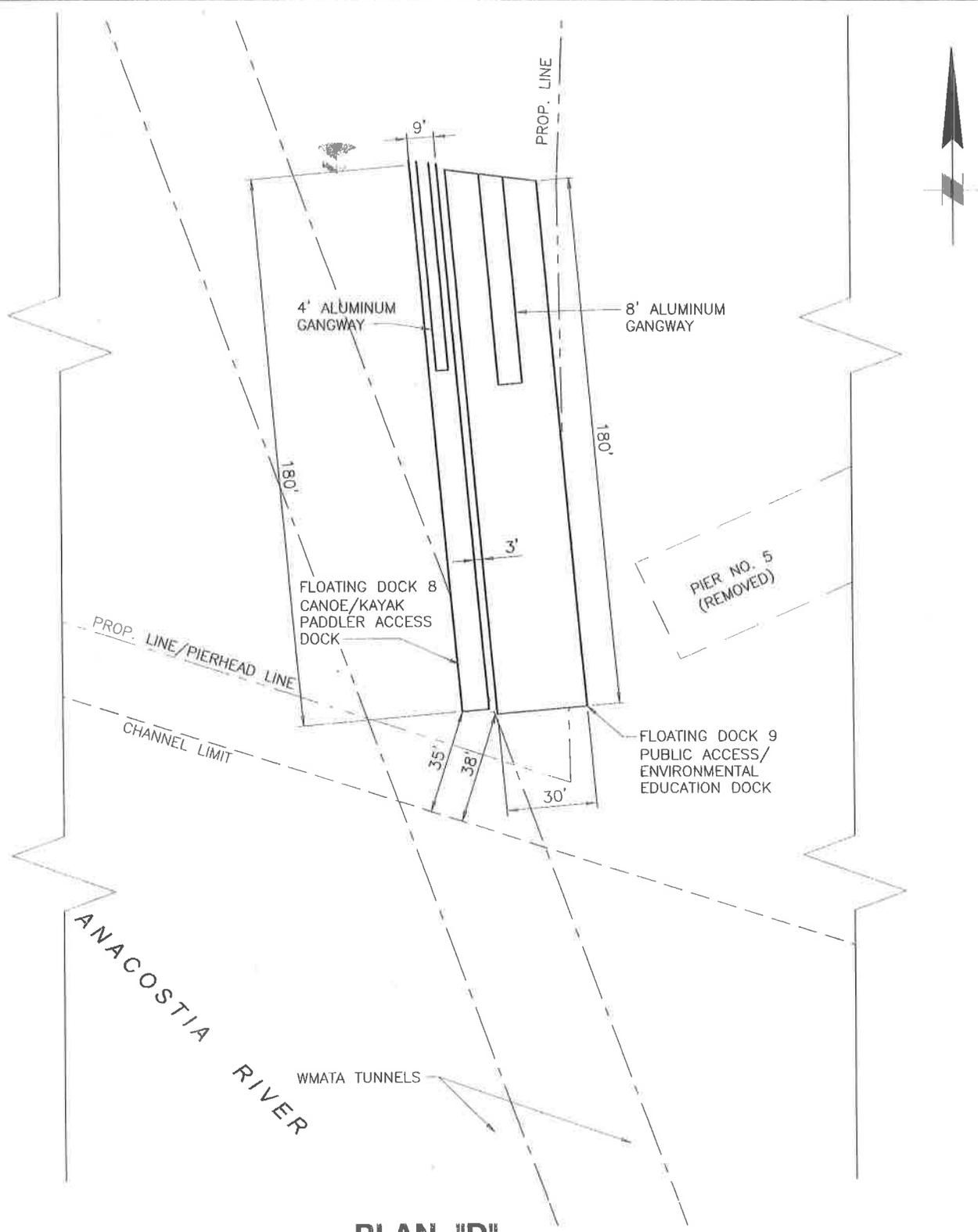




PLAN "C"
 SCALE: 1" = 50'

- NOTES:**
1. TYPICAL SECTION FOR FLOATING DOCK WITH GUIDE PILES SHOWN ON SHEET 9. SUBMERGED ANCHORING ALTERNATIVE SHOWN ON SHEET 12.
 2. TYPICAL FIXED PIER SECTION SHOWN ON SHEET 10.
 3. TYPICAL GANGWAY SECTION SHOWN ON SHEET 11.

P:\6749 THE YARDS\500 CADD\540 SUBMITTALS\ACTIVE PERMIT\674900PERMIT06_22-Aug-12 4:31 PM Lopez Juan



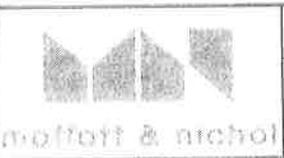
PLAN "D"
SCALE: 1" = 50'

NOTES:

1. TYPICAL SECTION FOR FLOATING DOCK WITH GUIDE PILES SHOWN ON SHEET 9. SUBMERGED ANCHORING ALTERNATIVE SHOWN ON SHEET 12.
2. TYPICAL GANGWAY SECTION SHOWN ON SHEET 11.



SCALE: 1"=50'



THE YARDS IN-WATER DEVELOPMENT

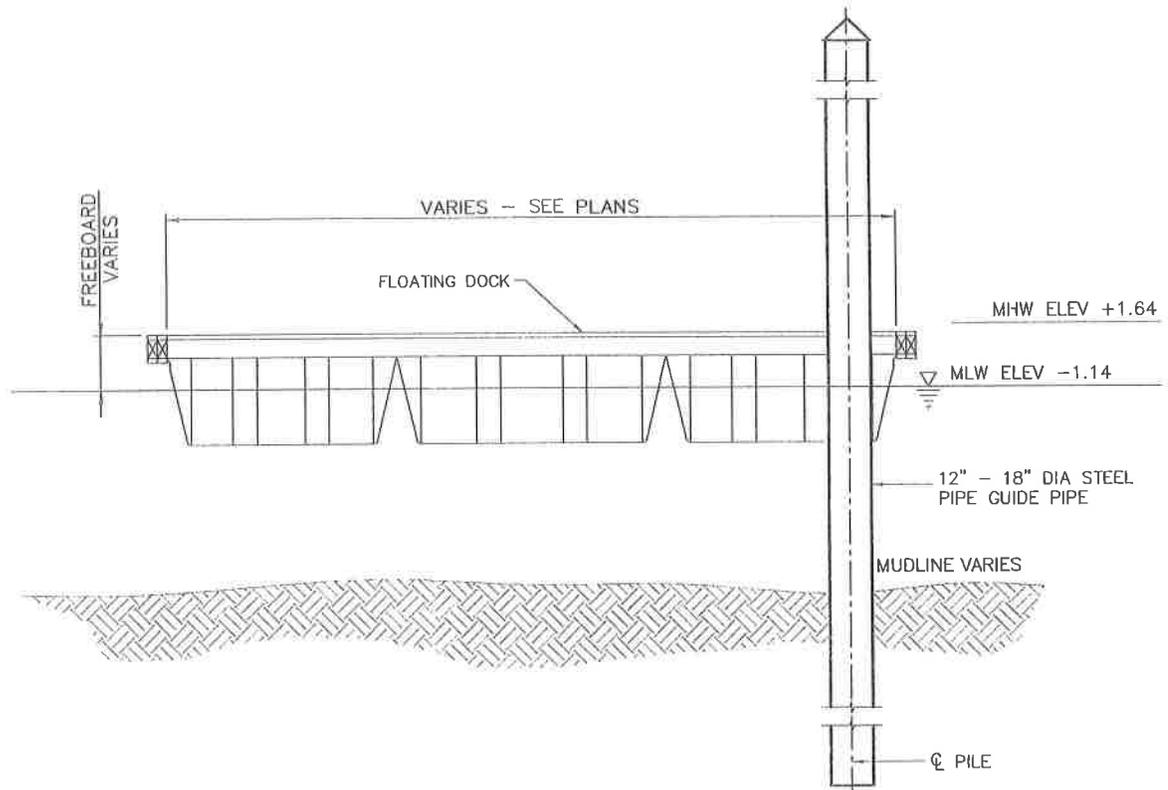
SHEET 8 OF 13

PLAN "D"

REVISED AUGUST 22, 2012
MARCH 26, 2012



P:\6749 THE YARDS\500 CADD\540 SUBMITTALS\ACTIVE PERMIT\674900PERMIT09_27-Mar-12 11:53 AM: Vealiker, Paul



SECTION A - TYPICAL FLOATING DOCK WITH GUIDE PILES

SCALE: NTS



moffatt & nichol

THE YARDS IN-WATER DEVELOPMENT

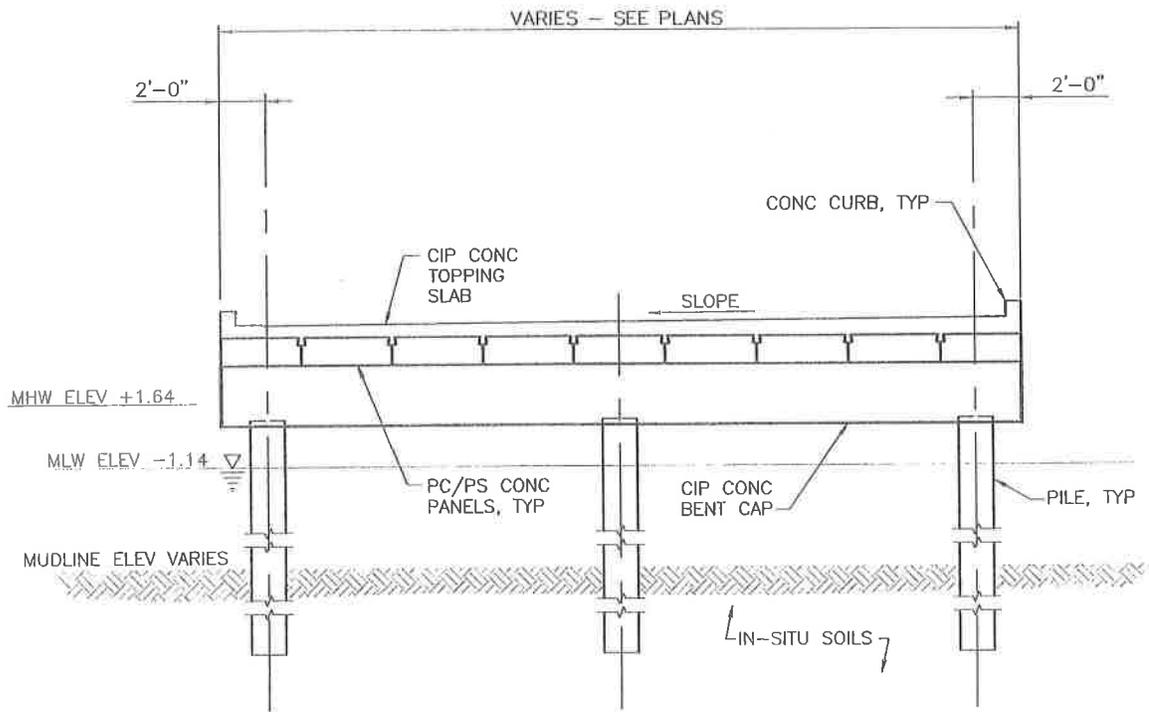
SECTION A - TYPICAL FLOATING DOCK WITH GUIDE PILES

SHEET 9 OF 13

MARCH 26, 2012



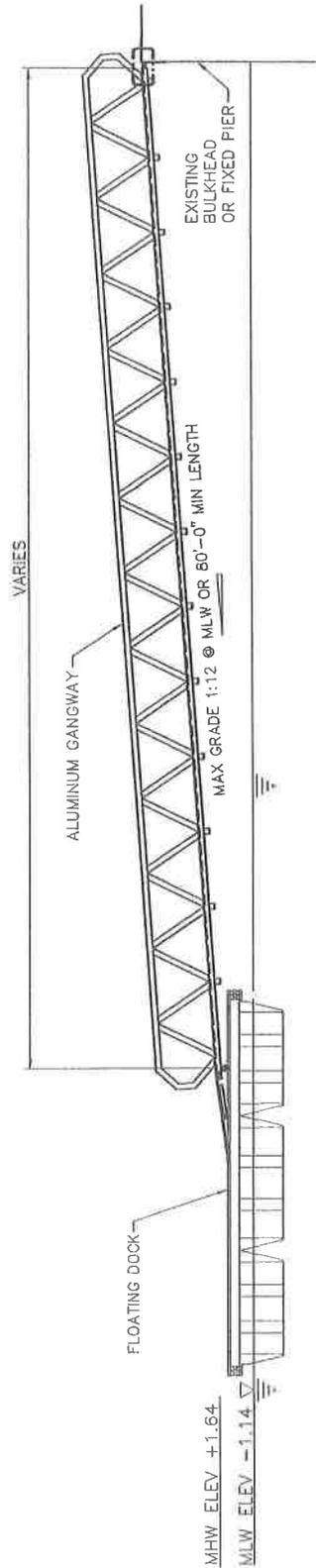
THE Yards.



SECTION B - TYPICAL FIXED PIER

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

P:\6749 THE YARDS\500 CADD\540 SUBMITTALS\ACTIVE PERMIT\674900PERMIT10; 27-Mar-12 11:53 AM; Voelker, Paul



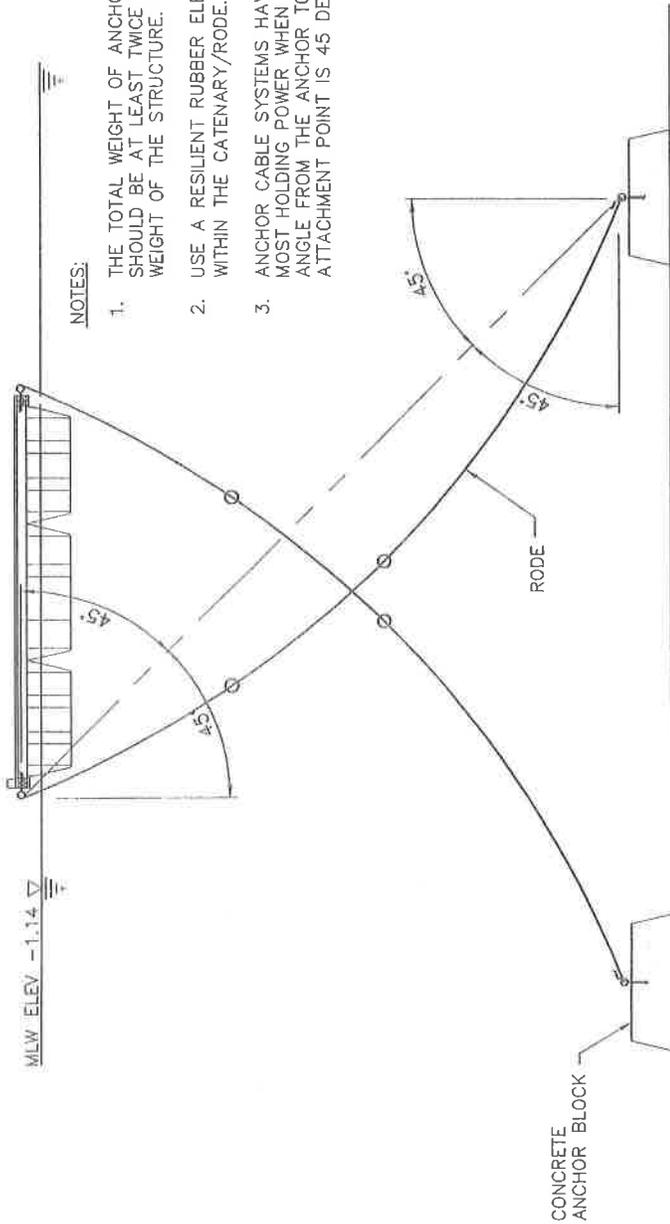
SECTION C - TYPICAL GANGWAY

SCALE: 3/32" = 1'-0"



MHW ELEV +1.64

MLW ELEV -1.14



NOTES:

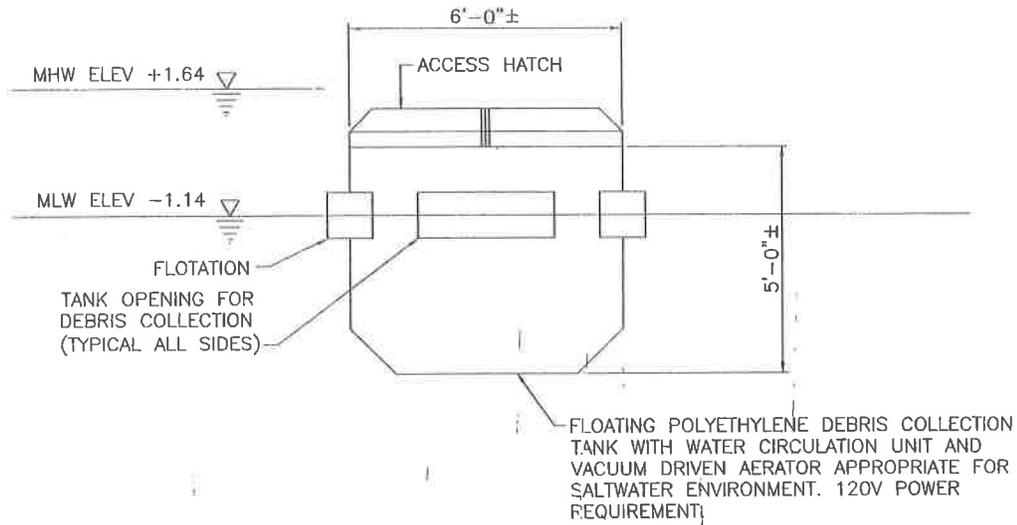
1. THE TOTAL WEIGHT OF ANCHORAGE SHOULD BE AT LEAST TWICE THE WEIGHT OF THE STRUCTURE.
2. USE A RESILIENT RUBBER ELEMENT WITHIN THE CATENARY/RODE.
3. ANCHOR CABLE SYSTEMS HAVE THE MOST HOLDING POWER WHEN THE ANGLE FROM THE ANCHOR TO ITS ATTACHMENT POINT IS 45 DEGREES.

SECTION D - TYPICAL FLOATING DOCK WITH SUBMERGED ANCHORING

SCALE: 3/32" = 1'-0"



SCALE: 3/32" = 1'-0"



NOTES:

1. PRODUCT SIMILAR TO MARINA ACCESSORIES, INC. MARINA TRASH SKIMMER, OR APPROVED EQUIVALENT.
2. TRASH SKIMMER TO ATTACH TO FLOATING DOCK VIA MANUFACTURER PROVIDED MOUNTING BRACKETS.
3. TRASH SKIMMER CAN BE RELOCATED AS REQUIRED FOR OPTIMAL PERFORMANCE AT SITE.

DETAIL - TYPICAL MARINA TRASH SKIMMER

SCALE: NTS

P:\6749 THE YARDS\500 CADD\540 SUBMITTALS\ACTIVE PERMIT\674900PERMIT13; 27-Mar-12 11:53 AM; Voelker, Poul



DEPARTMENT OF THE NAVY
NAVAL SUPPORT ACTIVITY WASHINGTON
1411 PARSONS AVENUE SE, SUITE 340
WASHINGTON NAVY YARD 20374-5003

11000
Ser N4/087
February 27, 2013

District Engineer
Army Corps of Engineers, Baltimore District
P.O. Box 1715
Baltimore, MD 21203-1715

Subject: APPLICATION NUMBER CENAB-OP-RMS (FOREST CITY SEFC LLC/
THE YARDS) 2012-00869

Naval Support Activity Washington (NSAW) met with Forest City SEFC LLC (Forest City), the developer of the proposed Forest City/The Yards marina project, on 14 DEC 12 and 14 FEB 13 to discuss the concerns NSAW raised regarding the proposed marina design. The original concerns were outlined in our 10 OCT 12 response letter to the Army Corps of Engineers (ACOE) public notice for the project.

At the 14 DEC 12 meeting and reaffirmed at the 14 FEB 13 meeting, Forest City presented NSAW with a pier redesign which addressed the Navy's concerns. This new plan, revised 03 DEC 12, shifts plan "D" Pier to the west, removing the potential encroachment onto Navy property. Forest City has also indicated they will provide fencing and a floating boom to address the Navy's concerns regarding unauthorized access onto Navy property.

NSAW will enter into a memorandum of agreement, to include the applicable real estate document for formal coordination, with Forest City. The above discussed revisions incorporated, NSAW hereby withdraws its significant reservation contained in the 10 OCT 12 letter, and positively endorses Forest City's 'The Yards Marina' project as contained in the architectural firm Moffatt & Nichol's 18 JAN 13 letter.

11000
Ser N4/ 087
February 27, 2013

If you have any questions, please contact Ms. Janell Herring, phone number (202) 433-0453 or by email at janell.herring@navy.mil.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. A. Varner', with a horizontal line extending to the right.

D. A. VARNER
Commander, U. S. Navy
Commanding Officer

References:

1. U.S. Navy response letter to ACOE, dated 10 OCT 12, Ser #N4/293
2. The Yards In-Water Development plan, prepared by Moffatt & Nichol, revised 03 DEC 12 and 16 JAN 13
3. Moffatt & Nichol letter to ACOE, dated 18 JAN 13
4. U.S. Navy letter to Forest City SEFC LLC dated 04 FEB 13, Ser #N4/052

Copy to:

Forest City SEFC LLC
ATTN: Mr. Ramsey Meiser
1615 L Street NW, Suite 400
Washington, DC 20036

GOVERNMENT OF THE DISTRICT OF COLUMBIA
 Department of Housing and Community Development



Office of the Director

JUN 7 2010

Ms. Pat Daniels
 Senior Project Manager - PBS
 U.S. General Services Administration
 301 7th Street SW
 Washington, DC 20407

**RE: Comments on Draft Environmental Assessment for In-water Development of
 Three Acres in Anacostia River**

Dear Ms. Daniels:

This responds to the letter of May 24, 2010 from the Regional Commissioner, Public Building Service, regarding the submission of comments on the above draft Environmental Assessment (EA) prepared by the U.S. General Services Administration in coordination with Forest City Washington, Inc. Mr. Bart Bush requested that comments be submitted to your attention as the GSA project manager on this project.

The Department of Housing and Community Development (DHCD) understands that the purpose of the project requiring the EA is to provide clear and open access to the Anacostia River waterfront and support recreational water-dependent activities. DHCD further understands that the EA is a supplement to the 2004 Development of Southeast Federal Center (SEFC) Environmental Impact Statement (EIS) that analyzed the environmental effects associated with upland development of the Southeast Federal Center.

DHCD supports the development of the three acre in-water development of two fixed piers and bracketing 49 recreational boat slips located in the marina between the two fixed piers. DHCD understands that the 10 foot setback development action option being proposed will maintain and not obstruct the Anacostia River Federal Navigation Channel. DHCD understands and agrees that three major benefits stated in the EA will result from the construction of the pier marina in-water facility. Those benefits are:

1. The in-water facility will provide a needed recreational marina and pier facility not presently available in the SEFC portion of the Anacostia River waterfront;
2. The in-water facility piers and marina will contribute to the water-based community public safety services of the new SEFC residential neighborhood; and

3. The in-water facility will include facilities to accommodate water-based mass transportation and water taxi operations on the Anacostia River to make SEFC more accessible by water to other parts of the District and northern Virginia.

DHCD looks forward to the Final EA being completed and a Finding of No Significant Impact being issued which will permit development of this needed pier and marina facility to proceed on the Anacostia River.

Sincerely,

A handwritten signature in black ink, appearing to read 'Leila Edmonds', with a long horizontal line extending to the right.

Leila Finucane Edmonds
Director



**National
Capital
Planning
Commission**

401 9th Street, NW North Lobby, Suite 500 Washington, DC 20004 Tel 202.482.7200 Fax 202.482.7272 www.ncpc.gov

**IN REPLY REFER TO:
NCPC File No. 7122**

June 24, 2010

**Ms. Patricia Daniels
Project Executive
US General Services Administration
National Capital Region WPC
301 7th Street, SW, Room 2002
Washington, DC 20407**

**Re: Review of the Draft Environmental Assessment for The Yards In-Water Development,
Washington, DC**

Dear Ms. Daniels:

The NCPC staff has completed its review of the draft Environmental Assessment (EA) for the proposed in-water development at The Yards, formerly known as the Southeast Federal Center (SEFC) and the Washington Navy Yard Annex. NCPC is providing comments on the draft EA in anticipation of the report's being used as the basis for the Commission's future review of a project submission. The draft EA considers the environmental effects of implementing a No-Action Alternative and an Action Alternative of In-Water Development, with a 10-foot setback from the Anacostia River Federal Navigation Channel.

This draft EA serves as a supplement and is tiered to the 2004 *Development of the Southeast Federal Center Final Environmental Impact Statement* (SEFC EIS), which analyzed the environmental effects of the transfer of the 42-acre waterfront SEFC site by sale and/or ground lease to a private developer for a mixed-use development with residences, offices, shops, a waterfront park, and cultural amenities. The SEFC EIS stated that the proposed development "may include In-Water Development, such as marinas, boathouses, or water taxi facilities. However, this type of development is outside the scope of this EIS . . . the effects of any In-Water Development will be addressed in supplemental NEPA documentation."

The Commission reviewed a revised Master Plan in 2007 for the development by Forest City SEFC LLC of The Yards. Since then, the Commission has reviewed and commented on the site and landscape plans as well as development plans for some of the parcels within The Yards. In particular, in 2008 and 2009 the Commission reviewed and approved plans for the public waterfront park and related commercial development adjacent to the Anacostia River with the understanding that the in-water elements would be developed and submitted for review at a later date, following environmental analysis and any necessary historic preservation review. The in-water development complements the design and program of the waterfront park, now under construction and shortly to be completed.

Both the ecological preservation and the appropriate activation of the Anacostia Riverfront are long-term goals envisioned in the Legacy Plan. The Action Alternative responds to policies of the Parks and Open Space Element of the Federal Elements of the *Comprehensive Plan for the National Capital*, including policies to “protect, restore, and enhance” the Anacostia River “as a great open space resource and recreational amenity” and to manage lands along the Anacostia River “in a manner that encourages the enjoyment and recreational use of water resources while protecting the scenic and ecological values of the waterways.”

The Action Alternative would take place entirely within the Anacostia River and would result in the construction of one commercial fixed pier measuring approximately 185 feet by 30 feet, one public fixed pier measuring approximately 135 feet by 30 feet, and 49 boat slips. The Zoning Commission’s action for The Yards (named the Southeast Federal Center at the time), Order 03-06, established zoning for the site, including the W-O zone, which is a low density zone for waterfront-related uses by right, with additional uses such as a marina by special exception.

We note that the EA states that the proposed features would be designed and constructed in such a manner that would be consistent with the requirements in the SEFC Historic Covenant and would not obstruct any views to or from the Historic Zone. The fixed piers and boat slips would be at or lower than the height of the seawall and would not visually obstruct The Yard’s site from the water or nearby parkland at Poplar Point. The draft EA states that the marina and boats would be consistent with other views from Anacostia Park further north of the project area. We agree with GSA’s analysis that the Action Alternative would have a long-term minor adverse impact to views to and from The Yards because of the introduction of new piers and boat slips to the viewshed, and also that new features would not change the visual character of the Anacostia Riverfront.

Staff commends GSA and Forest City for their intention to manage the recreational water activities associated with The Yards. We note that bringing water taxis and larger recreational boats to this portion of the Anacostia River shoreline will involve coordination with users of smaller boats such as canoes and kayaks. The draft EA notes that the number of boats the marina would serve is low within the context of boat usage on the Anacostia River, thus minimizing the potential for conflicts between motorized and non-motorized watercraft.

The Monumental Core Framework Plan (MCFP) proposes greater recreational, commercial, and cultural activity along the nearby Washington Channel, including new residential development and improvements to open space and transportation infrastructure. The MCFP envisions the southern portion of the Washington Channel being quieter and less commercial, suitable for personal watercraft and passive recreation. The northern portion of the Washington Channel is intended for commercial activities, including marinas and piers, and for a water taxi pier or terminal. The Action Alternative for The Yards’ in-water development mirrors and complements this range of activities and infrastructure and the draft EA analyzes the alternatives in that context.

We agree with GSA’s assessment that the proposed new marina and piers would be a benefit, serving current and future residents and employees, as well as visitors and regional users of recreational infrastructure, and adding to the inventory of available boat slips on the river. The

Page 3 – Ms. Daniels

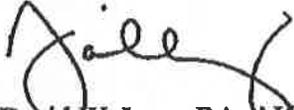
benefits extend to transportation impacts, as well, as the District Department of Transportation is currently studying a potential water taxi service along the Anacostia River as another mode of transportation within the District of Columbia.

We endorse the comments of the District of Columbia State Historic Preservation Office regarding the Section 106 consultation between that office and the Navy regarding the disposition of two historic piers at the Washington Navy Yard. We encourage all possible exploration of ways in which the management of the two adjacent properties can complement each other and the expansion of useful and beneficial waterfront activities.

Thank you for the opportunity to review and comment on GSA's analysis of impacts resulting from in-water development at The Yards. We conclude that the draft EA is a useful document for the National Capital Planning Commission to reference in its future project review.

If you have any questions regarding these comments, please contact Nancy Witherell at (202) 482-7239 or nancy.witherell@ncpc.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Levy", written over a horizontal line.

David W. Levy, RA, AICP
Director, Urban Design and Plan Review

GOVERNMENT OF THE DISTRICT OF COLUMBIA
FIRE AND EMERGENCY MEDICAL SERVICES DEPARTMENT
WASHINGTON, D.C. 20001



June 17, 2010

Ms. Pat Daniels
Senior Project Manager - PBS
General Services Administration
301 7th Street, S.W., Room 2021
Washington, DC 20407

Re: DC Fire & EMS Review of Environmental Assessment (EA) Southeast Federal Center
In-Water Development at the Yards in the Anacostia River.

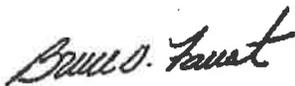
Thank you for your letter and GSA submission of Environmental Assessment (EA) to evaluate potential effects of in-water development at The Yards. The project development is in coordination with the U.S. General Services Administration (GSA), and the Forest City SEFC LLC (Forest City), the developer selected for the project. The DC Fire and Emergency Medical Services, Office of the Fire Marshal has reviewed the impact to public safety that could result from the proposed action alternatives. The proposed construction would take place in-water near the sea wall. No roads would be closed and there would be no impact to DCFEMS' inland emergency response times for the mixed-use development project. The construction of a marina and public pier at The Yards would provide an additional access point for emergency services at the Anacostia River.

The DCFEMS provides fire and rescue services for the District of Columbia and Anacostia River waterways. The closest DCFEMS station to the SEFC site is Engine Company 7, located at 1101 Half Street, S.W. The DCFEMS Fireboat station is located at 550 Water Street, S.W., and responds to waterfront fires, as well as water and ice rescues.

The DCFEMS concurs with the EA Public Safety: 4.B.3.b, Action Alternative, stating "as the demand for emergency services may result in a negligible to minor long-term adverse effect to public safety as a result of minor increases for emergency services as more residents and visitors utilize the public piers and marina." However, the DCFEMS supports the EA's accompanying public safety plans, policy objectives and regulatory requirements of an active Anacostia River waterfront neighborhood community. The proposed marina and pier would represent an improvement in DCFEMS public access to waterway emergencies.

If you have any question concerning this review, please contact Captain Chris Roggeron at 727-1600.

Sincerely,

A handwritten signature in cursive script that reads "Bruce D. Faust".

Bruce D. Faust
Deputy Fire Chief
D.C. Fire Marshal