



**US Army Corps
of Engineers**
New England District

PUBLIC NOTICE

696 Virginia Road
Concord, MA 01742-2751

Date: September 30, 2008
Comment Period Ends: October 31, 2008
File Number: NAE-2004-02820
In Reply Refer To: Brian E. Valiton
Or by e-mail: brian.e.valiton@usace.army.mil

The District Engineer has received a permit application from the applicant below to **conduct work in waters of the United States** as described below. The Corps is soliciting comments on both the project itself and the range of issues to be addressed in the environmental documentation.

APPLICANT

Great Harbor Yacht Club, 96, 97, and 98 Washington Street Extension, Nantucket, Massachusetts

ACTIVITY

The project includes dredging, both new/improvement as well as maintenance dredging (with upland disposal of the material), construction of new pile-supported fixed and pile-anchored floating docks, a new travel-lift, and retention of 6 existing moorings all as a part of the construction of a new yacht club and the maintaining of an existing boatyard.

A detailed description and plans of the activity are attached.

WATERWAY AND LOCATION OF THE PROPOSED WORK

This work is proposed in Nantucket Harbor, in Nantucket, Massachusetts. The proposed location on the USGS Nantucket quadrangle sheet is at UTM coordinates 4689640.00 N and 0332140.00 E.

AUTHORITY

Permits are required pursuant to:

- Section 10 of the Rivers and Harbors Act of 1899
 Section 404 of the Clean Water Act
 Section 103 of the Marine Protection, Research and Sanctuaries Act).

The decision whether to issue a permit will be based on an evaluation of the probable impact 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 may reasonably 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 value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food 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.

ESSENTIAL FISH HABITAT

The Magnuson-Stevens Fishery Conservation and Management Act, as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), requires all federal agencies to consult with the National Marine Fisheries Service on all actions, or proposed actions, permitted, funded, or undertaken by the agency, that may adversely affect Essential Fish Habitat (EFH).

This project, including the dredging, the fixed and floating dock construction, the existing moorings to be retained will impact a total of approximately 21,082 sq. ft (15,382 sq. ft. near shore impacts and 5,700 sq. ft. impacted by the moorings) of Essential Fish Habitat (EFH) for Atlantic cod (adults), haddock (adults), winter flounder (eggs, larvae, juveniles, adults), Atlantic butterfish (egg, larvae, juveniles, adults), Atlantic mackerel (eggs, larvae, juveniles, adults), windowpane flounder (juveniles, adults), summer flounder (eggs, larvae, juveniles, adults), long finned squid (juveniles, adults), short finned squid (juveniles, adults), scup (juveniles, adults), black sea bass (larvae, juveniles, adults), king mackerel (egg, larvae, juveniles, adults), Spanish mackerel (egg, larvae, juveniles, adults), cobia (egg, larvae, juveniles, adults), blue shark (adults), sandbar shark (adults), and bluefin tuna (juveniles and adults). Some of the proposed dredging (86 sq. ft.), the fixed and floating docks (194 sq. ft.), and the moorings (5,700 sq. ft.) are in or near to eelgrass beds that are in the project area. Areas of eelgrass located within summer flounder EFH have been designated as Habitat Areas of Particular Concern (HAPC) by the Mid-Atlantic Fishery Management Council, pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSFCMA). As a result, there will be permanent loss of some of these eelgrass beds as well as temporary adverse impacts on such an HAPC from turbidity during construction from the dredging and pile-driving. Permanent impacts are expected to be loss of shallow water habitat (due to the dredging and operation of the marina) and shading of the bottom because of the docks. The applicant has agreed to provide compensatory mitigation under conditions suitable to the local, State and Federal resource agencies that will provide a ratio of 10 to 1 for any acreage of eelgrass affected/impacted by any aspects of the project. The applicant has agreed to upgrade all existing moorings to helix moorings with "caps" to eliminate the impact of such moorings on eelgrass resource areas and to allow scallop dredgers to pass over the moorings anchors. The District Engineer has made a preliminary determination that the site-specific adverse effect of this proposed work is not substantial. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted and will be concluded prior to the final decision.

SECTION 106 COORDINATION

Based on his initial review, the District Engineer has determined that the proposed work may impact properties listed in, or eligible for listing in, the National Register of Historic Places. Additional review and consultation to fulfill requirements under Section 106 of the National Historic Preservation Act of 1966, as amended, will be ongoing as part of the permit review process.

Pursuant to the **Endangered Species Act**, the District Engineer is hereby requesting that the appropriate Federal Agency provide comments regarding the presence of and potential impacts to listed species or its critical habitat.

The States of Connecticut, Maine, Massachusetts, New Hampshire and Rhode Island have approved **Coastal Zone Management Programs**. Where applicable the applicant states that any proposed activity will comply with and will be conducted in a manner that is consistent with the approved Coastal Zone Management Program. By this Public Notice, we are requesting the State concurrence or objection to the applicant's consistency statement.

The following authorizations have been applied for, or have been, or will be obtained:

- (X) Permit, License or Assent from State.
- (X) Permit from Local Wetland Agency or Conservation Commission.
- () Water Quality Certification in accordance with Section 401 of the Clean Water Act.


In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. **Comments should be submitted in writing by the above date.** If you have any questions, please contact Brian Valiton at (978) 318-8166, (800) 343-4789 or (800) 362-4367, if calling from within Massachusetts.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice. All comments will be considered a matter of public record. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

For more information on the New England District Corps of Engineers programs, visit our website at <http://www.nae.usace.army.mil>.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.


Karen K. Adams
Chief, Permits and Enforcement Branch
Regulatory Division

CENAE-R
FILE NO. NAE-2004-02820

If you would prefer not to continue receiving Public Notices, please contact Ms. Tina Chaisson at (978) 318-8058 or e-mail her at bettina.m.chaisson@usace.army.mil. You may also check here () and return this portion of the Public Notice to: Bettina Chaisson, Regulatory Division, U.S. Army Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751.

NAME: _____
ADDRESS: _____

PROPOSED WORK AND PURPOSE

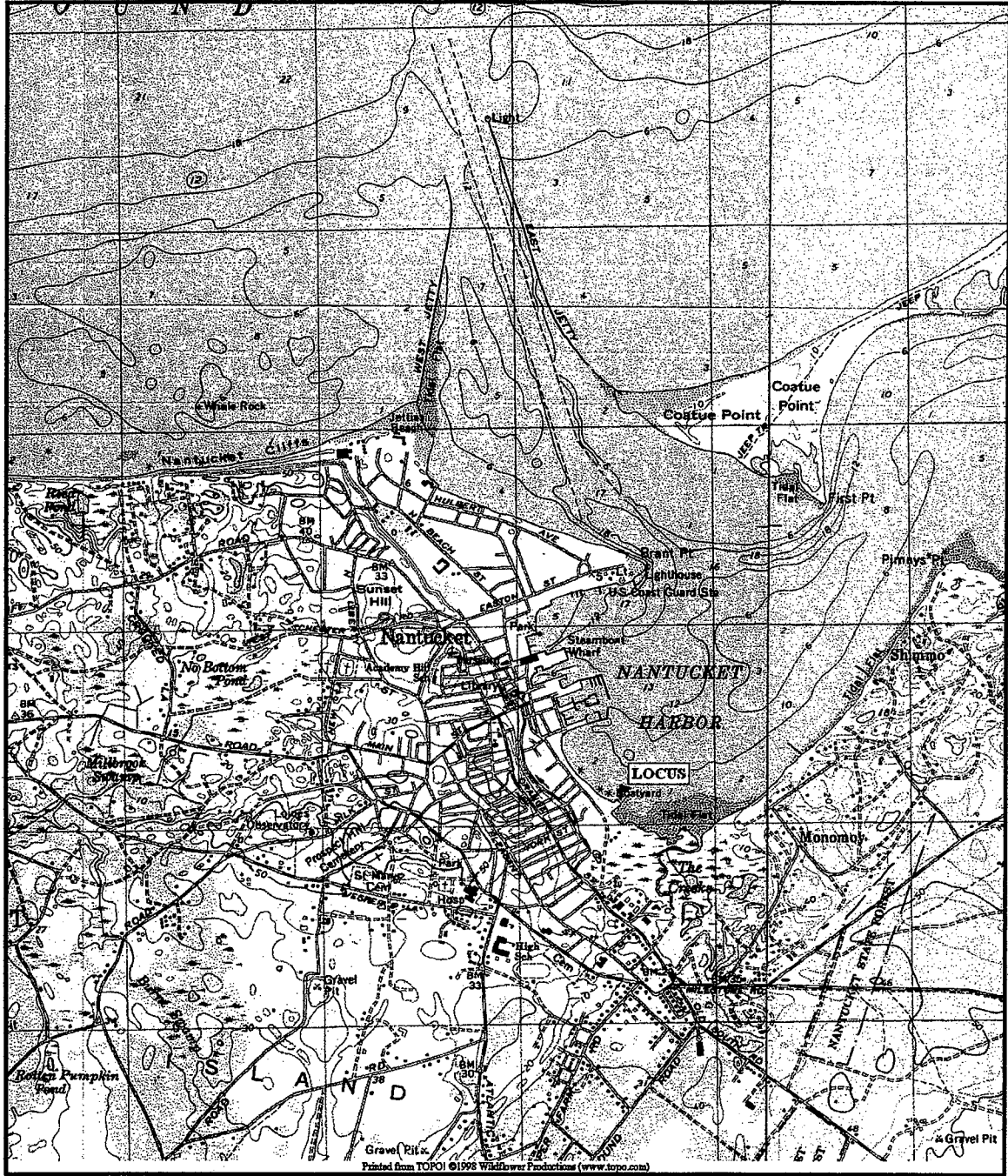
The work includes work in navigable waters to continue an existing boat repair facility and to expand the existing boating facility to operate as the Great Harbor Yacht Club. The project as proposed will accommodate 36 slips and will include hydraulic dredging with upland disposal. The structures and facilities are for the private use of the club members and their guests.

The specific work that is the subject of this application is as follows:

- a. to relocate and enlarge the existing travel lift to accommodate larger vessels;
- b. to add two new fixed piers on either side of the facility [a north west 'T' pier 217' long by 6' wide with 10 associated fixed pile-supported finger piers of various lengths (6 at 24' and 6 at 17') totalling 978 sq. ft. and a south east pier 200' long by 6' wide with 4 associated fixed pile-supported finger piers totaling approx. 360 sq. ft.];
- c. to add an 'L' shaped seasonal pile-anchored floating dock system 69' long by 6' wide (with 1 associated 30' long finger float totaling 90 sq. ft.) with a 32' by 10' float forming the 'L' (floating dock is at the outer end of the proposed fixed south east pier);
- d. to add approx. 1944 sq. ft. of interior pile-anchored landing and service floating docks; and
- e. to hydraulically dredge with, upland disposal, approx. 623 cubic yards of sandy material from an area of approx. 11, 864 sq. ft. (new improvement dredging is 10, 214 sq. ft. of this area) to a depth of -5.5' m.l.w.; and,
- f. to retain and maintain 6 separate mooring structures (two of which are separate floats 15' by 15' and another two consists of two lines with anchors at each end that are used for anchoring vessels Coachboat and Rhodes 19) used as a part of the Yacht Club facilities.

The near shore work is described on the enclosed plans entitled "GREAT HARBOR YACHT CLUB 96 WASHINGTON ST. EXTENSION NANTUCKET, MASS. FOR CONSTRUCTION & MAINTAINING A YACHT CLUB/BOATYARD NANTUCKET HARBOR," on 8 sheets, and dated "January 19, 2005 with a revision dated 5/2/08" and with a separate sheet 11" by 14" entitled "OVERALL MOORING PLAN GREAT HARBOR YACHT CLUB 99 WASHINGTON ST. EXT. NANTUCKET, MASS." and dated "August 5, 2008" that shows the showing the details of the existing moorings.

**NANTUCKET QUADRANGLE
 MASSACHUSETTS-NANTUCKET CO.
 7.5 MINUTE SERIES (TOPOGRAPHIC)**



REVISION 5/2/08
 SHORTEN LENGTH SEASONAL FLOAT &
 REDUCED DREDGE FOOTPRINT

GREAT HARBOR YACHT CLUB

LOCUS PLAN

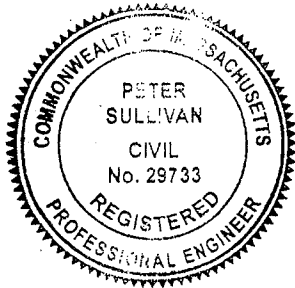
Scale: 1:12,000

Latitude: 41°16'44"

Longitude: 70°05'35"

UTM: 4570135N

408310E



NANTUCKET, MASS
 N4112.5-W70057.5
 1972
 PHOTOINSPECTED 1977

SHEET 1 of 8
GREAT HARBOR YACHT CLUB
96 WASHINGTON ST. EXTENSION
NANTUCKET, MASS.
 FOR CONSTRUCTION & MAINTAINING A
YACHT CLUB / BOATYARD
NANTUCKET HARBOR
 JANUARY 19, 2005
SULLIVAN ENGINEERING INC.
 OSTERVILLE, MASS.

SERVICE FLOATS TO BE REMOVABLE TO ALLOW BOAT LAUNCH & MAUL OUT DURING EMERGENCIES.

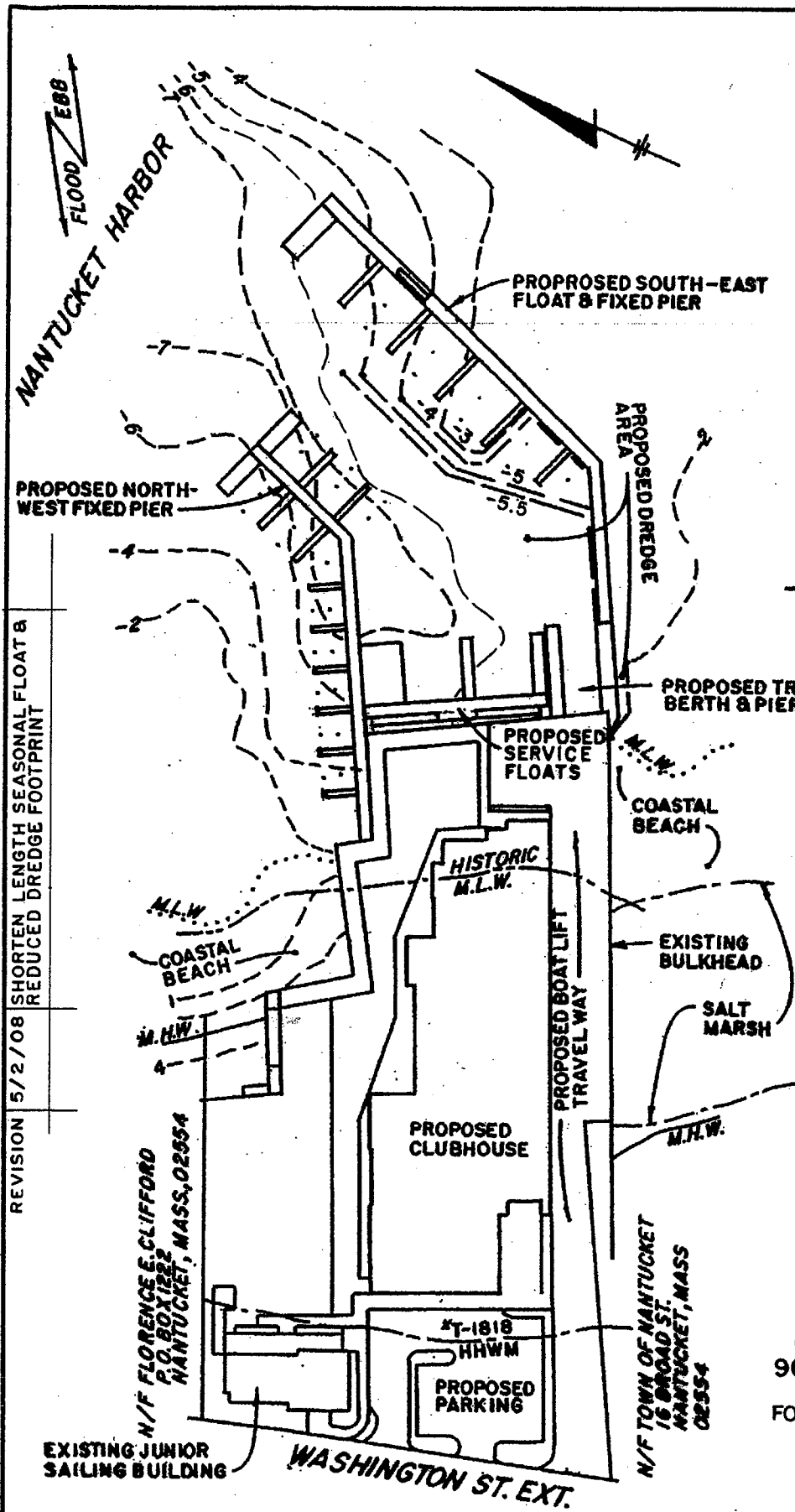
THE JUNIOR SAILING BUILDING WAS CONSTRUCTED FEB. - JULY 2007 & THE BOAT SHEDS WERE DEMOLISHED IN AUG. - SEPT. 2007

*HHWM AS DERIVED FROM US COAST SURVEY T-1818 (1887) AND ADOPTED BY DEP.

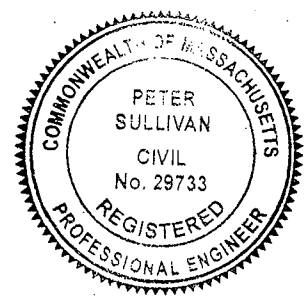
PLAN PREPARED BY:
SULLIVAN ENGINEERING INC.
OSTERVILLE, MASS.
BLACKWELL & ASSOCIATES INC.
PROFESSIONAL LAND SURVEYORS
NANTUCKET, MASS.

PROPOSED SITE PLAN

SCALE: 1" = 80'



REVISION 5/2/08 SHORTEN LENGTH SEASONAL FLOATS & REDUCED DREDGE FOOTPRINT



SHEET 2 of 8
GREAT HARBOR YACHT CLUB
 96 WASHINGTON ST. EXTENSION
 NANTUCKET, MASS.
 FOR CONSTRUCTION & MAINTAINING A
 YACHT CLUB / BOATYARD
 NANTUCKET HARBOR
 JANUARY 19, 2005
 SULLIVAN ENGINEERING INC.
 OSTERVILLE, MASS.

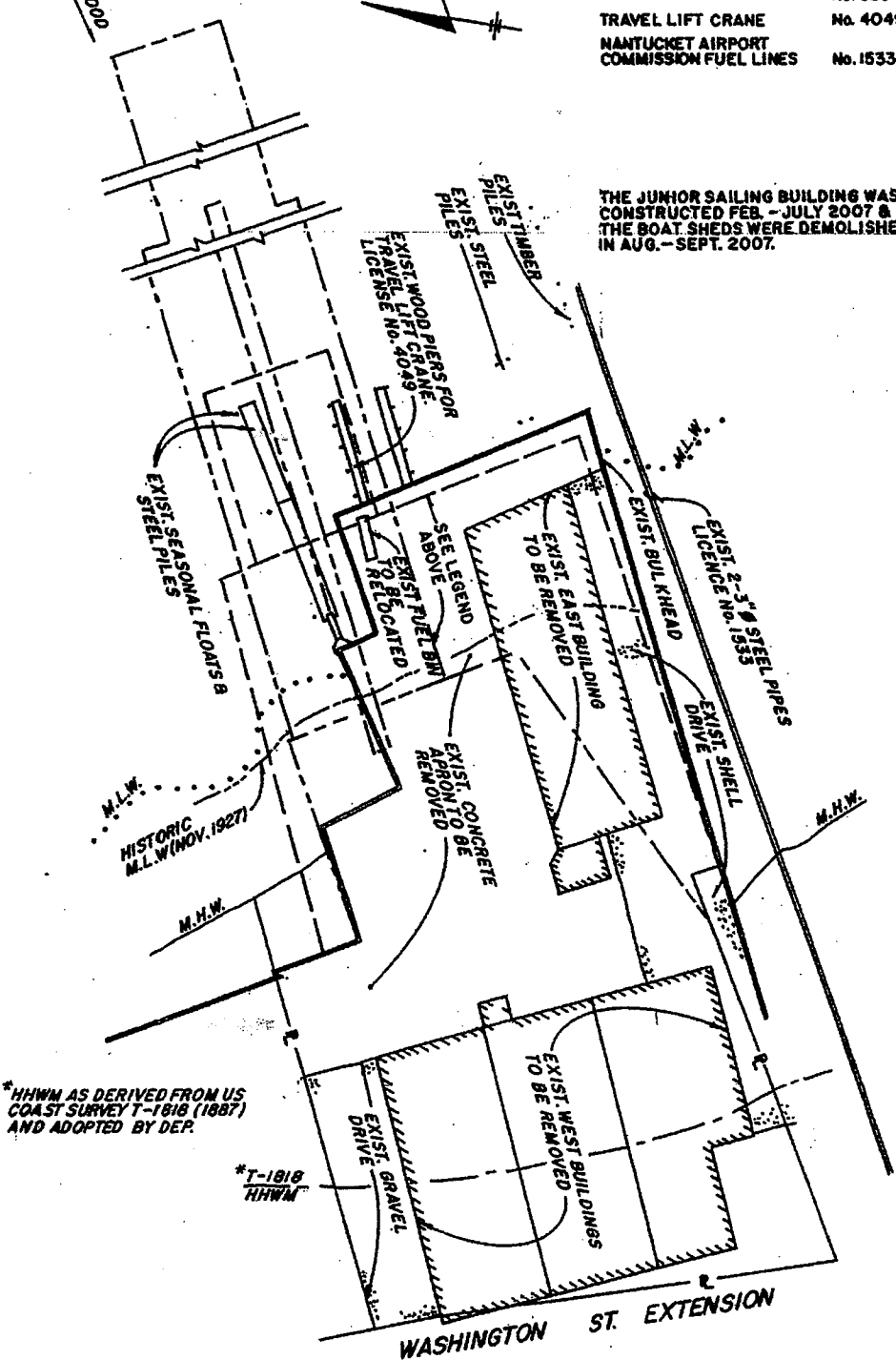
NANTUCKET HARBOR

EXIST. CHAPTER 91
LICENSE LEGEND

---	No. 3525
---	No. 583
---	No. 4049
---	No. 1533

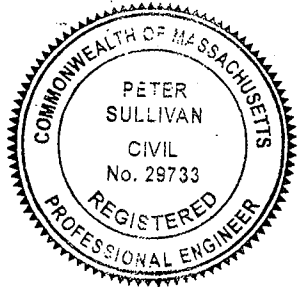
THE JUNIOR SAILING BUILDING WAS
CONSTRUCTED FEB. - JULY 2007 &
THE BOAT SHEDS WERE DEMOLISHED
IN AUG. - SEPT. 2007.

SHORTEN LENGTH SEASONAL FLOAT
REVISION 5/2/08 REDUCED DREDGE FOOTPRINT



*HHWM AS DERIVED FROM US
COAST SURVEY T-1818 (1887)
AND ADOPTED BY DEP.

*T-1818
HHWM



EXISTING SITE PLAN

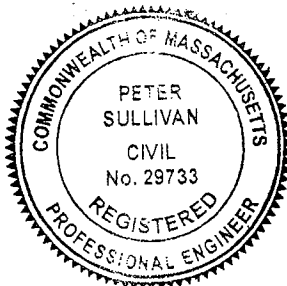
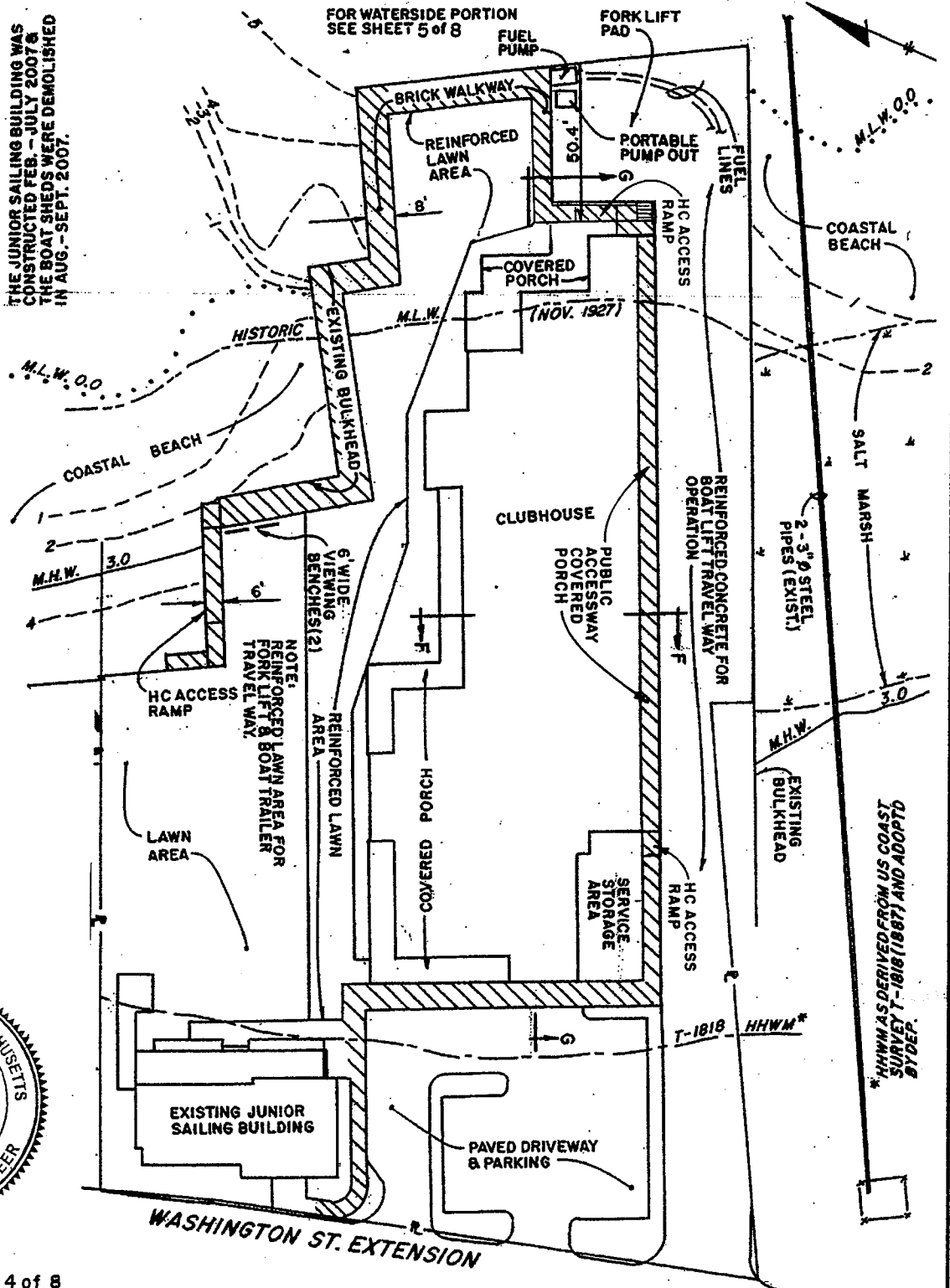
SCALE: 1" = 80'



SHEET 3 of 8
GREAT HARBOR YACHT CLUB
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 FOR CONSTRUCTION & MAINTAINING A
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 JANUARY 19, 2005
SULLIVAN ENGINEERING INC.
OSTERVILLE, MASS.

REVISION 5/2/08 SHORTEN LENGTH SEASONAL FLOAT 8
 REDUCED DREDGE FOOTPRINT

THE JUNIOR SAILING BUILDING WAS
 CONSTRUCTED FEB. - JULY 2007 &
 THE BOAT SHEDS WERE DEMOLISHED
 IN AUG. - SEPT. 2007.

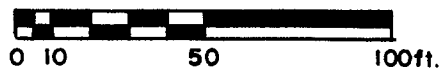


*HHWM AS DERIVED FROM US COAST
 SURVEY T-1818 (1887) AND ADOPTED
 BY DEP.

SHEET 4 of 8
GREAT HARBOR YACHT CLUB
96 WASHINGTON ST. EXTENSION
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 FOR CONSTRUCTION & MAINTAINING A
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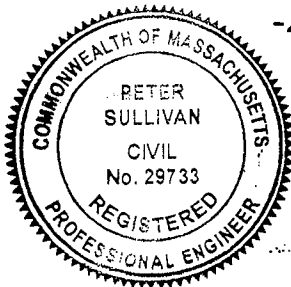
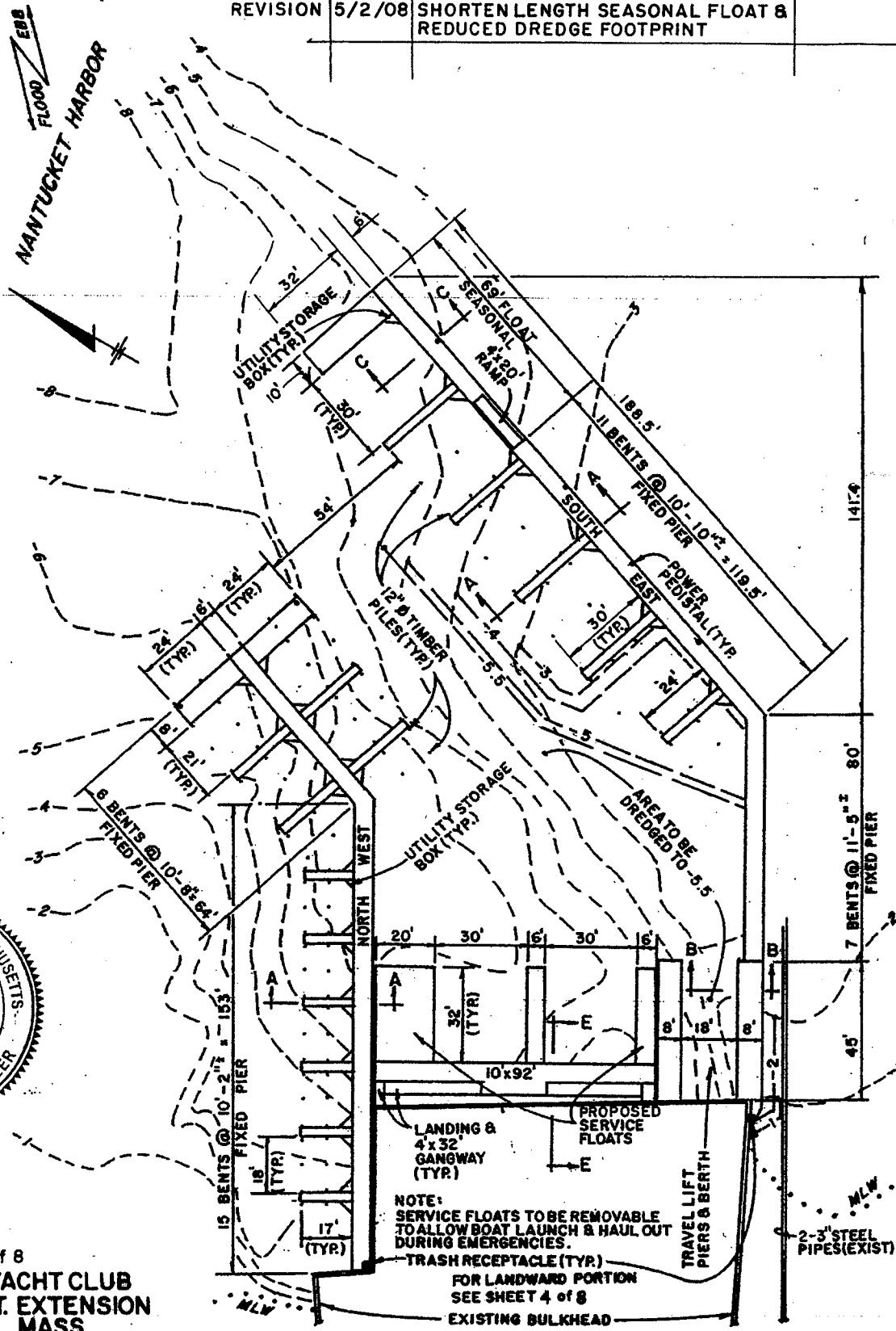
PROPOSED PLAN VIEW

SCALE: 1" = 50'



PUBLIC ACCESS

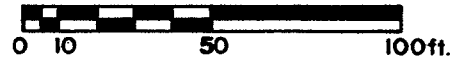
REVISION 5/2/08 SHORTEN LENGTH SEASONAL FLOAT & REDUCED DREDGE FOOTPRINT



SHEET 5 of 8
GREAT HARBOR YACHT CLUB
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 JANUARY 19, 2005
 SULLIVAN ENGINEERING INC.
 OSTERVILLE, MASS.

PROPOSED PLAN VIEW

SCALE: 1" = 50'



THE JUNIOR SAILING BUILDING WAS CONSTRUCTED FEB. - JULY 2007 & THE BOAT SHEDS WERE DEMOLISHED IN AUG. - SEPT. 2007.
 SERVICE FLOATS TO BE REMOVABLE TO ALLOW BOAT LAUNCH & HAUL OUT DURING EMERGENCIES.

NANTUCKET HARBOR

PROPOSED NORTH-WEST FIXED PIER

PROPOSED SOUTH-EAST FLOAT & FIXED PIER

PROPOSED DREDGING FOOTPRINT TO ELEV. -5.5
 11,864 s.f. 2,623 c.y.

PROPOSED TRAVELLIFT BERTH & PIERS

PROPOSED SERVICE FLOATS

EXISTING BULKHEAD COASTAL BEACH

HISTORIC M.L.W.

COASTAL BEACH

SALT MARSH

M.H.W.

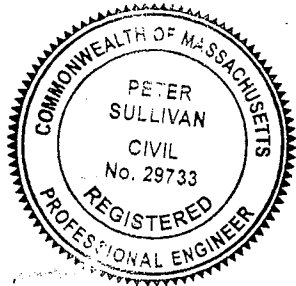
PROPOSED CLUBHOUSE

M.H.W.

EXISTING JUNIOR SAILING BUILDING

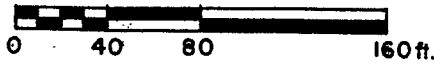
PROPOSED DREDGED MATERIAL DEWATERING AREA

WASHINGTON ST. EXT.



OVERALL DREDGING SITE PLAN

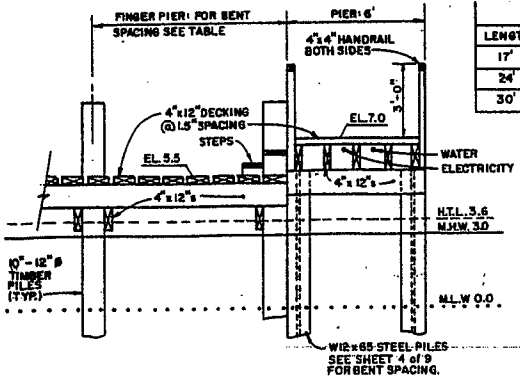
SCALE: 1" = 80'



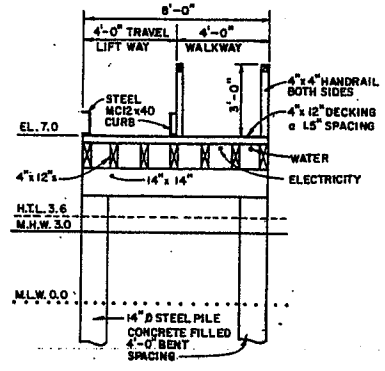
SHEET 6 of 8
GREAT HARBOR YACHT CLUB
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 FOR CONSTRUCTION & MAINTAINING A
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 SULLIVAN ENGINEERING INC.
 OSTERVILLE, MASS.

SHORTEN LENGTH SEASONAL FLOAT & REDUCED DREDGE FOOTPRINT

REVISION 5/2/08

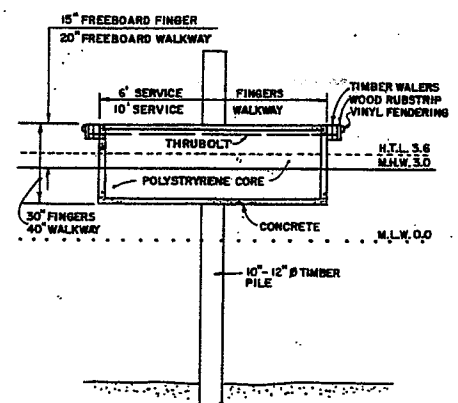
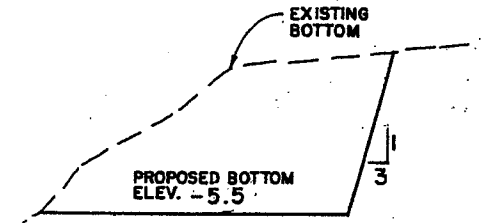
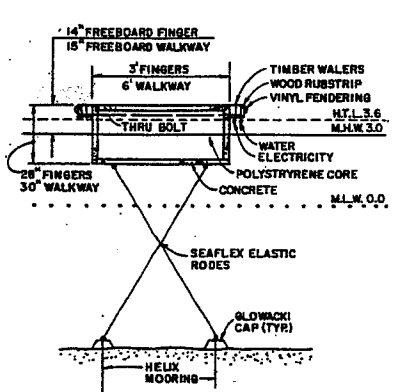


FINGER PIERS	
LENGTH	BENT SPACING
17'	2 @ 8'-0"
24'	2 @ 12'-0"
30'	3 @ 10'-0"



SECTION A-A (SEE SHEET 5 of 8)
SCALE: 1/8" = 1'-0"

SECTION B-B (SEE SHEET 5 of 8)
SCALE: 1/8" = 1'-0"

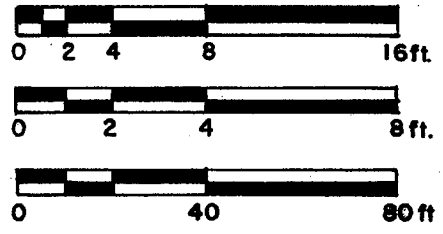
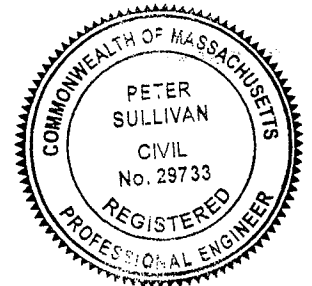


SECTION C-C (SEE SHEET 5 of 8)
SCALE: 1/8" = 1'-0"

SECTION D-D (SEE SHEET 6 of 8)
SCALE: VERT. 1" = 4'
HORIZ. 1" = 40'

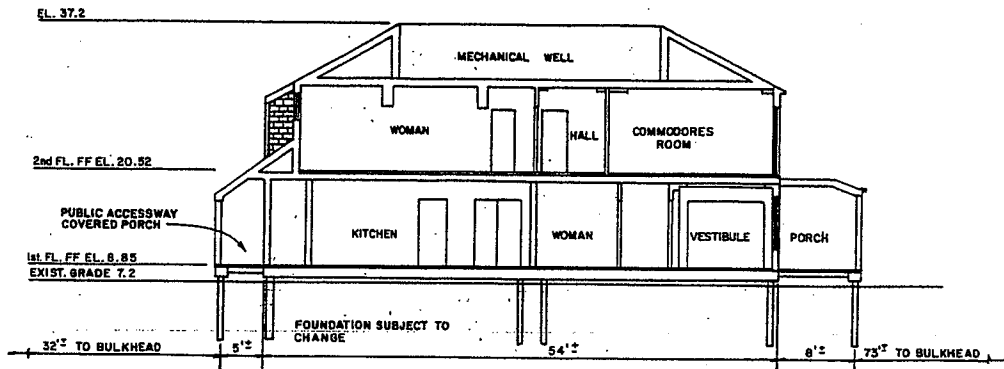
SECTION E-E (SEE SHEET 5 of 8)
SCALE: 1/8" = 1'-0"

- GENERAL NOTES:**
1. BENT ELEVATIONS SHOWN HEREON ARE IN THE MEAN LOW WATER (M.L.W.) AS SHOWN ON DATUM OF 1984. TO CONVERT ELEVATIONS FROM THIS DATUM TO 1984 M.L. (HALF TIDE LEVEL) SUBTRACT 0.88 FEET.
 2. THE PROPOSED DREDGING SHALL BE PERFORMED HYDRAULICALLY. THE MATERIAL SHALL BE DEPOSITED ON SITE IN THE PAVED AND UNPAVED AREAS SURROUNDING THE FINGER PIERS. THE MATERIAL SHALL BE USED ON-SITE FOR GRADING.
 3. PROPOSED DREDGING 623 CUBIC YARDS ±.
 4. ALL TIMBER TO BE TROPICAL HARDWOOD OR APPROVED EQUAL.
 5. SOUTH-EAST FLOATS TO BE REMOVED IN THE OFF SEASON AS DETERMINED BY THE CONSERVATION COMMISSION & MARINE DEPARTMENT.
 6. SEAFLEX ELASTIC RODES, OR OTHER SECURING DEVICE AS APPROVED BY THE CONSERVATION COMMISSION & MARINE DEPARTMENT SHALL ALSO BE REMOVED IN THE OFF SEASON.
 7. WHEN FLOATS ARE REMOVED THE HELIX MOORINGS (ANCHORS) SHALL BE COVERED BY GLOWACKI CAPS, OR APPROVED EQUAL, AS DETERMINED BY THE CONSERVATION COMMISSION & MARINE DEPARTMENT.
 8. A KIND NO. 610, 65 GALLON HANDICAP PUMP/OUT, SHALL BE STORED BY THE RELOCATED FUEL SERVICE AND MADE AVAILABLE FOR PUBLIC USE.

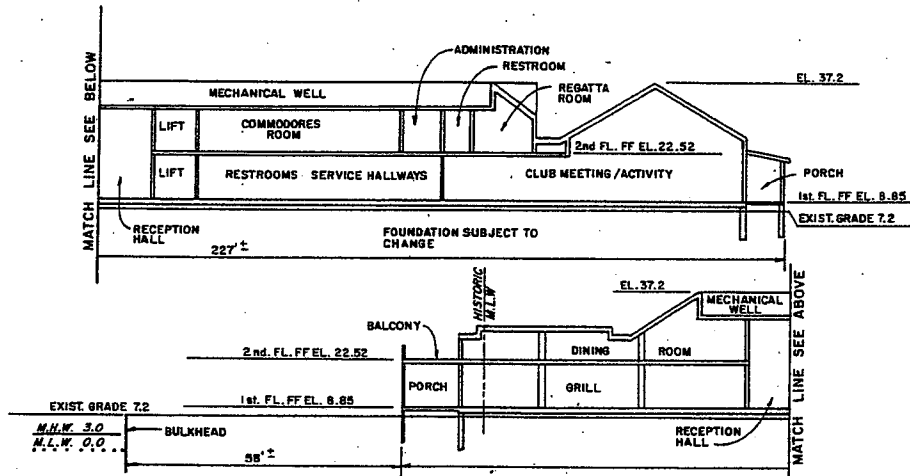


SHEET 7 of 8
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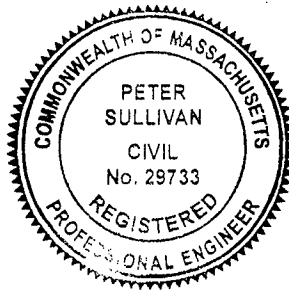
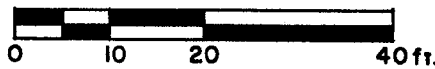
REVISION	5/2/08	SHORTEN LENGTH SEASONAL FLOAT & REDUCED DREDGE FOOTPRINT
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CLUBHOUSE CROSS SECTION F-F (SEE SHEET 4 of 8)
SCALE: 1" = 20'



CLUBHOUSE LONGITUDINAL SECTION (SEE SHEET 4 of 8)
SCALE: 1" = 20'

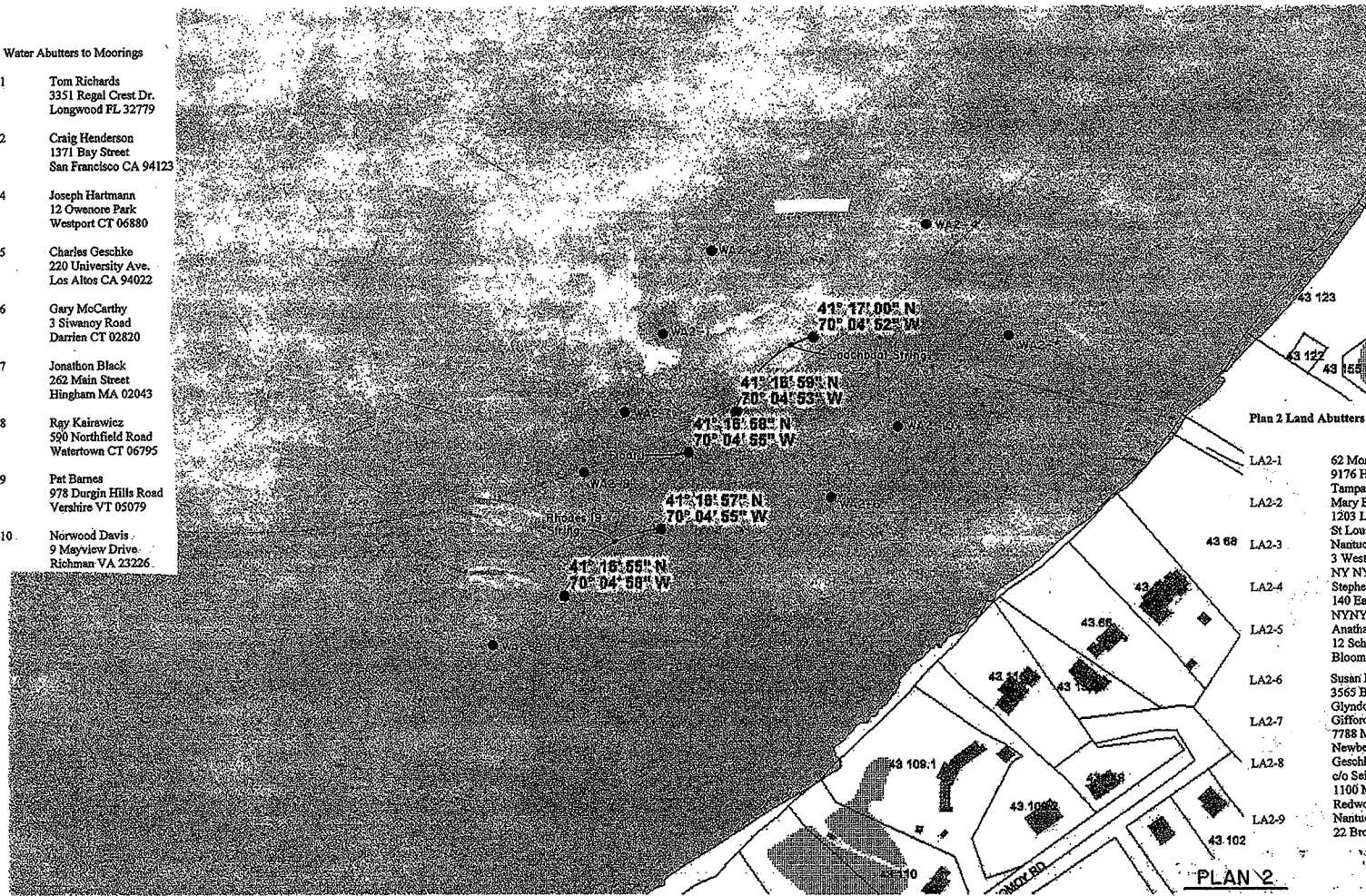


SHEET 8 of 8
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SULLIVAN ENGINEERING INC.
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REVISION	5/2/08	SHORTEN LENGTH SEASONAL PIER & REDUCED DREDGE FOOTPRINT
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Plan 2 Water Abutters to Moorings

- WA2-1 Tom Richards
3351 Regal Crest Dr.
Longwood FL 32779
- WA2-2 Craig Henderson
1371 Bay Street
San Francisco CA 94123
- WA2-4 Joseph Hartmann
12 Owenore Park
Westport CT 06880
- WA2-5 Charles Geschko
220 University Ave.
Los Altos CA 94022
- WA2-6 Gary McCarthy
3 Siwanoy Road
Darrien CT 02820
- WA2-7 Jonathon Black
262 Main Street
Hingham MA 02043
- WA2-8 Ray Kairawicz
590 Northfield Road
Watertown CT 06795
- WA2-9 Pat Barnes
978 Durgin Hills Road
Vershire VT 05079
- WA2-10 Norwood Davis
9 Mayview Drive
Richman VA 23226



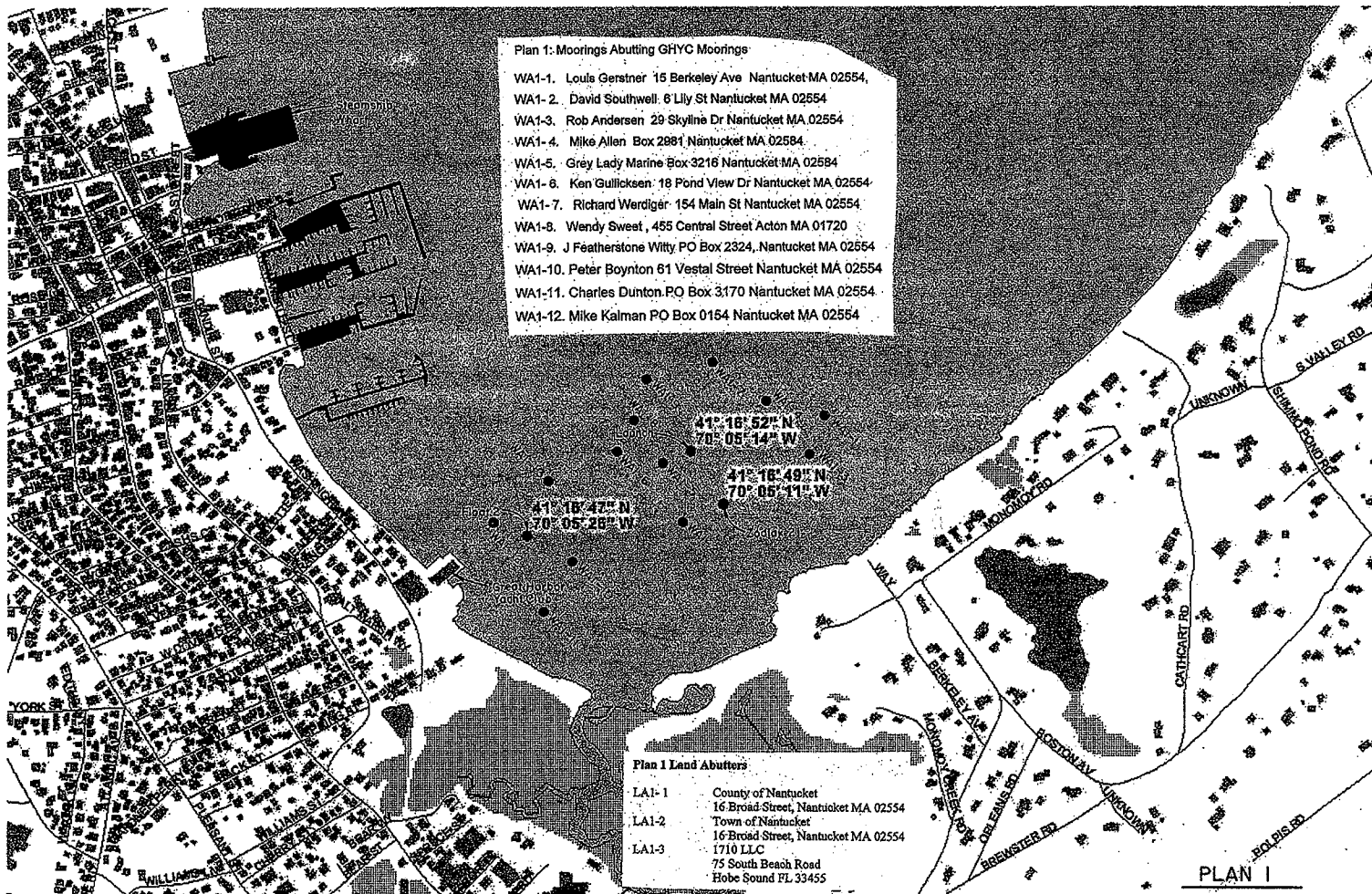
Plan 2 Land Abutters

- LA2-1 62 Monomoy Road Nominee Trust
9176 Highland Ridge Way
Tampa FL 33647-2277
- LA2-2 Mary Bellinger
1203 Log Cabin Lane
St Louis MO 63123
- LA2-3 Nantucket Campfire LLC
3 West 57th St
NY NY 10019
- LA2-4 Stephen B Meister
140 East 45th St 19th Floor
NY NY 10017
- LA2-5 Anathan Family Limited Prts
12 Schuyler Lane
Bloomfield CT 6002
- LA2-6 Susan Iglehart
2565 Butler Road
Glyndon MD 21071
- LA2-7 Gifford Brown
7788 Meadow Lane
Newberg IN 47630
- LA2-8 Geschko Family Nominee Trust
c/o Seiler & Co.
1100 Marshall St
Redwood City CA 94063
- LA2-9 Nantucket Island Land Bank
22 Broad St Nantucket MA 02554

PLAN 2

Plan 1 Moorings Abutting GHYC Moorings

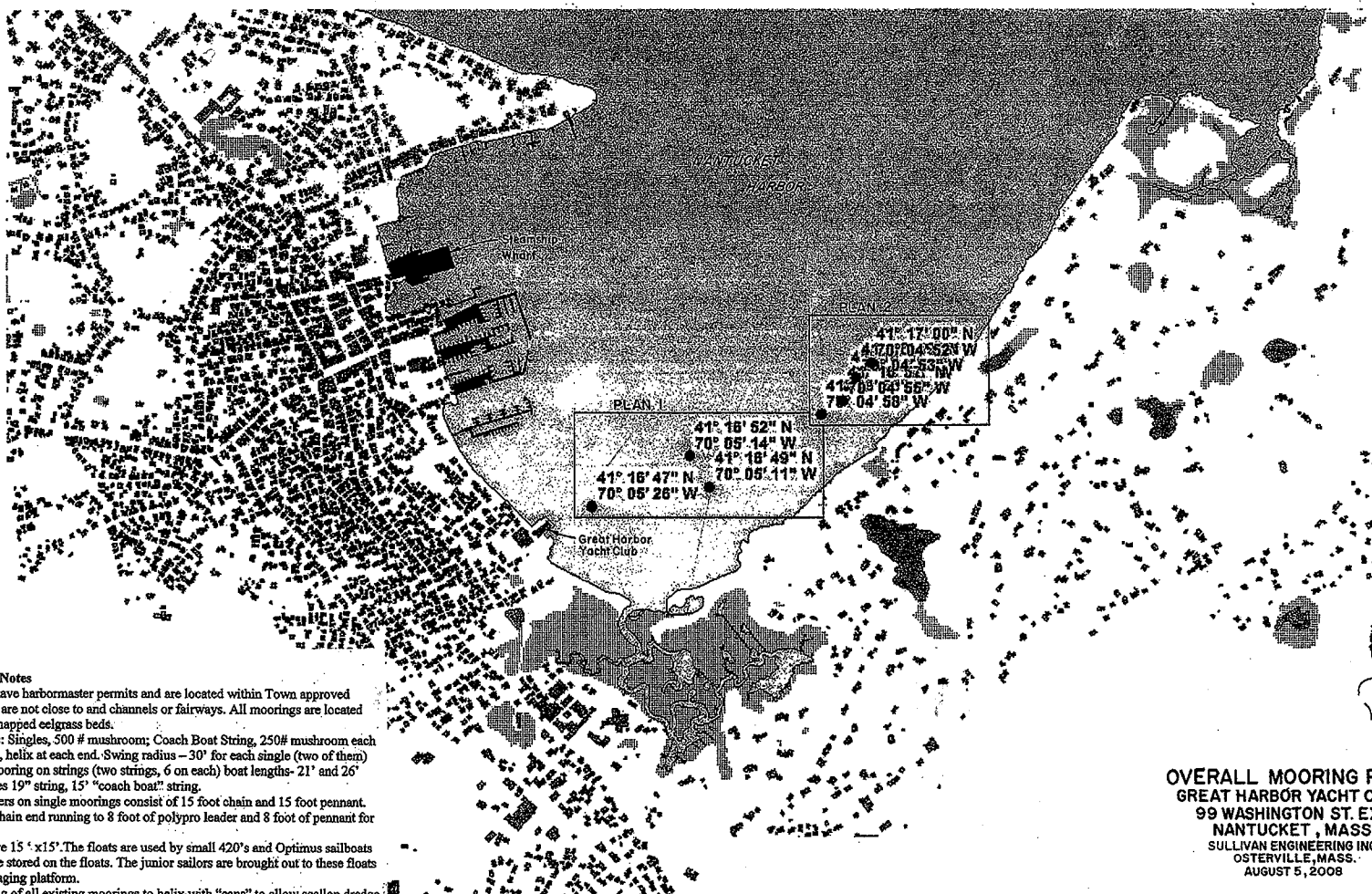
- WA1-1. Louis Gerstner 15 Berkeley Ave Nantucket MA 02554
- WA1-2. David Southwell 6 Lily St Nantucket MA 02554
- WA1-3. Rob Andersen 29 Skyline Dr Nantucket MA 02554
- WA1-4. Mike Allen Box 2881 Nantucket MA 02584
- WA1-5. Grey Lady Marine Box 3216 Nantucket MA 02584
- WA1-6. Ken Gulliksen 18 Pond View Dr Nantucket MA 02554
- WA1-7. Richard Werdiger 154 Main St Nantucket MA 02554
- WA1-8. Wendy Sweet, 455 Central Street Acton MA 01720
- WA1-9. J Featherstone Witty PO Box 2324, Nantucket MA 02554
- WA1-10. Peter Boynton 61 Vestal Street Nantucket MA 02554
- WA1-11. Charles Dinton PO Box 3170 Nantucket MA 02554
- WA1-12. Mike Kalman PO Box 0154 Nantucket MA 02554



Plan 1 Land Abutters

- LA1-1 County of Nantucket
16 Broad Street, Nantucket MA 02554
- LA1-2 Town of Nantucket
16 Broad Street, Nantucket MA 02554
- LA1-3 1710 LLC
75 South Beach Road
Hobe Sound FL 33455

PLAN 1



OVERALL MOORING PLAN
GREAT HARBOR YACHT CLUB
 99 WASHINGTON ST. EXT.
 NANTUCKET, MASS.
 SULLIVAN ENGINEERING INC.
 OSTERVILLE, MASS.
 AUGUST 5, 2008

General Mooring Notes
 GHYC Moorings have harbormaster permits and are located within Town approved mooring fields and are not close to and channels or fairways. All moorings are located within State DEP mapped eelgrass beds.
Existing moorings: Singles, 500 # mushroom; Coach Boat String, 250# mushroom each end; Rhodes String, helix at each end. Swing radius - 30' for each single (two of them) and 16' for each mooring on strings (two strings, 6 on each) boat lengths- 21' and 26' singles, 19' "Rhodes 19" string, 15' "coach boat" string.
 Ground tackle leaders on single moorings consist of 15 foot chain and 15 foot pennant. Each String has a chain end running to 8 foot of polypro leader and 8 foot of pennant for every boat.
Float1 & Float2 are 15' x 15'. The floats are used by small 420's and Optimus sailboats and components are stored on the floats. The junior sailors are brought out to these floats which serve as a staging platform.
Proposed upgrading of all existing moorings to helix with "caps" to allow scallop dredge to pass over mooring.