

ENF Environmental Notification Form

For Office Use Only
Executive Office of Environmental Affairs

EOEA No.: 13342
 MEPA Analyst: Rick Bourée
 Phone: 617-626-1130

The information requested on this form must be completed to begin MEPA Review in accordance with the provisions of the Massachusetts Environmental Policy Act, 301 CMR 11.00.

| | | |
|---|---|--------------------------|
| Project Name: Great Harbor Yacht Club | | |
| Street: Washington Street Extension | | |
| Municipality: Nantucket | Watershed: Islands | |
| Lambert Conformal: | Latitude: 41° 16' 45" N Longitude: 70° 05' 35" W | |
| Estimated commencement date: Dec 2004 | Estimated completion date: Jul 2006 | |
| Approximate cost: \$25 million | Status of project design: 25% complete | |
| Proponent: Gary W. McCarthy, Managing Partner, Great Harbor Yacht Club | | |
| Street: 96-97 Washington Street Extension | | |
| Municipality: Nantucket | State: MA | Zip Code: 02554 |
| Name of Contact Person From Whom Copies of this ENF May Be Obtained: Elizabeth C. Copley, AICP | | |
| Firm/Agency: ENSR International | Street: 2 Technology Park Drive | |
| Municipality: Westford | State: MA | Zip Code: 01886 |
| Phone: 978-589-3117 | Fax: 978-589-3374 | E-mail: ecopley@ensr.com |

- Does this project meet or exceed a mandatory EIR threshold (see 301 CMR 11.03)?
 Yes No
- Has this project been filed with MEPA before?
 Yes (EOEA No. _____) No
- Has any project on this site been filed with MEPA before?
 Yes (EOEA No. _____) No
- Is this an Expanded ENF (see 301 CMR 11.05(7)) requesting:
- a Single EIR? (see 301 CMR 11.06(8)) Yes No
 - a Special Review Procedure? (see 301 CMR 11.09) Yes No
 - a Waiver of mandatory EIR? (see 301 CMR 11.11) Yes No
 - a Phase I Waiver? (see 301 CMR 11.11) Yes No

Identify any financial assistance or land transfer from an agency of the Commonwealth, including the agency name and the amount of funding or land area (in acres): N/A

Are you requesting coordinated review with any other federal, state, regional, or local agency?
 Yes (Specify _____) No

List Local or Federal Permits and Approvals:

LOCAL - Planning Board Major Commercial Development Approval; Conservation Commission Order(s) of Conditions (2); DPW Sewer Connection Permit; Historic District Commission Demolition/Construction approvals; Bldg Dept. Building Permits; Fire Dept. UST Approval
 FEDERAL - USACE Section 404/10 Permit, CZM Consistency; DEP/EPA NPDES permit

Which ENF or EIR review threshold(s) does the project meet or exceed (see 301 CMR 11.03):

- | | | |
|---------------------------------|---------------------------------------|---|
| <input type="checkbox"/> Land | <input type="checkbox"/> Rare Species | <input checked="" type="checkbox"/> Wetlands, Waterways, & Tidelands |
| <input type="checkbox"/> Water | <input type="checkbox"/> Wastewater | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Energy | <input type="checkbox"/> Air | <input type="checkbox"/> Solid & Hazardous Waste |
| <input type="checkbox"/> ACEC | <input type="checkbox"/> Regulations | <input checked="" type="checkbox"/> Historical & Archaeological Resources |

| Summary of Project Size & Environmental Impacts | Existing | Change | Total | State Permits & Approvals |
|--|------------|--|--------------------|--|
| LAND | | | | <input checked="" type="checkbox"/> Order of Conditions <input type="checkbox"/> Superseding Order of Conditions <input checked="" type="checkbox"/> Chapter 91 License <input checked="" type="checkbox"/> 401 Water Quality Certification <input type="checkbox"/> MHD or MDC Access Permit <input type="checkbox"/> Water Management Act Permit <input type="checkbox"/> New Source Approval <input checked="" type="checkbox"/> DEP or MWRA Sewer Connection/ Extension Permit <input type="checkbox"/> Other Permits <i>(including Legislative Approvals) – Specify:</i> |
| Total site acreage | 3.30 acres | | | |
| New acres of land altered | | 0 | | |
| Acres of impervious area | 2.80 acres | -0.55 acres | 2.25 acres | |
| Square feet of new bordering vegetated wetlands alteration | | 0 sf. | | |
| Square feet of new other wetland alteration | | 107,600 sf LSCSF; 23,760 sf (LUO/LCS) | | |
| Acres of new non-water dependent use of tidelands or waterways | | 0 acres | | |
| STRUCTURES | | | | |
| Gross square footage | 37,391gsf | +8,943 gsf | 46,334 gsf | |
| Number of housing units | 0 | 0 | 0 | |
| Maximum height (in feet) | 30 | 0 | 30 | |
| TRANSPORTATION | | | | |
| Vehicle trips per day | 318 | +746 | 1064 | |
| Parking spaces | 39 | +78 | 117 | |
| WATER/WASTEWATER | | | | |
| Gallons/day (GPD) of water use | 3,120 GPD | +8,880 GPD | 12,000 GPD | |
| GPD water withdrawal | 0 | 0 | 0 | |
| GPD wastewater generation/ treatment | 3,120 GPD | +8,880 GPD | 12,000 GPD | |
| Length of water/sewer mains (in miles) | 0 mi | +0.14 mi water line | 0.14 mi water line | |

CONSERVATION LAND: Will the project involve the conversion of public parkland or other Article 97 public natural resources to any purpose not in accordance with Article 97?

Yes (Specify _____) No

Will it involve the release of any conservation restriction, preservation restriction, agricultural preservation restriction, or watershed preservation restriction?

Yes (Specify _____) No

RARE SPECIES: Does the project site include Estimated Habitat of Rare Species, Vernal Pools, Priority Sites of Rare Species, or Exemplary Natural Communities?

Yes (Specify _____) No (Source: MA Natural Heritage Atlas,

11th Ed. 2003, Part 1E. MA Natural Heritage and Endangered Species Program)

A letter has been submitted to NHESP, August 13, 2004.

HISTORICAL /ARCHAEOLOGICAL RESOURCES: Does the project site include any structure, site or district listed in the State Register of Historic Place or the inventory of Historic and Archaeological Assets of the Commonwealth?

Yes The project site is located within the Town of Nantucket's Historic District, which is listed in the State Register. (Source: Town of Nantucket, Historic District Commission). No

If yes, does the project involve any demolition or destruction of any listed or inventoried historic or archaeological resources?

Yes The project includes demolition/removal of most existing structures, with preservation of two (a small cottage and the Tuckernuck Inn) No

Demolition, which has been requested of structures all determined to be "non-contributing" (NHDC, 1989) is under review. Construction of new structures has been approved by the Historic District Commission.

AREAS OF CRITICAL ENVIRONMENTAL CONCERN: Is the project in or adjacent to an Area of Critical Environmental Concern?

Yes (Specify _____) No (Source: MADEP, ACEC Statewide Map, 2000)

PROJECT DESCRIPTION: The project description should include (a) a description of the project site, (b) a description of both on-site and off-site alternatives and the impacts associated with each alternative, and (c) potential on-site and off-site mitigation measures for each alternative (You may attach one additional page, if necessary.)

Project Description and Site

The proposed Great Harbor Yacht Club (GHYC) consists of the redevelopment of an existing boatyard into a multifaceted yacht club and marina. The GHYC would consist of a new clubhouse (20,500 sf), pool house (3,100 sf), sports barn/boat repair building (12,500 sf), the renovated Tuckernuck Inn (6,300 sf), and an existing cottage (1,200 sf). The marina portion of the project would provide 40 boat slips, boat launching and removal for club members and the general public. An illustrative site plan is provided in Attachment 2.

The project is to be located on Washington Street Extension in Nantucket, Massachusetts (Attachment 3). The site is located on Nantucket Harbor, approximately two-tenths (0.2 mi.) of a mile southerly of the Town Pier. The site is bounded on the north and west by private residences, on the south by a salt marsh and on the east by Nantucket Harbor. The project site has a combined area of 3.30 acres of which 1.49 acres is located on the east side of Washington Street and 1.81 acres is located on the west side. The site presently contains seven structures. Two large structures on the east side of Washington Street that presently contain the Grey Lady Marine, LLC boat repair and maintenance facility operating on the premises. (See photos, Attachment 1) These structures are to be demolished and removed from the site. On the west side of Washington Street, two dwellings (Main House and Cottage), Tuckernuck Inn, an associated cottage and a shed presently exist. The structure known as Tuckernuck Inn and its associated cottage will remain. All other structures will be either moved off-site and re-used or demolished. A proposed six foot (6') wide public access brick walkway is to be constructed. The proposed walkway will originate at a proposed handicap ramp at the northerly side of the property. This ramp will allow "continuous" public access along the waterfront (between mean-high-water and mean-low-water), then along the entire frontage of the existing steel bulkhead; thence, along the southerly side of the proposed Club House to Washington Street Extension.

State resource areas identified for this project are as follows: Land Under the Ocean, Coastal Beach (buffer zone), Coastal Dune (buffer zone), Coastal Bank (a solid filled steel bulkhead), Salt Marsh (buffer zone), Land Containing Shellfish, Land Subject to Coastal Storm Flowage, and Chapter 91 tidelands. (Attachment 1).

Alternatives and Impacts

Site Alternatives. The proposed site is the most suitable existing site for this water-dependent use and accessory uses, as defined in 310 CMR 9.12(3). There are no feasible alternative sites. Historically, the site has been used similarly, as a marina and boatyard. The proposed site uses are allowed under Nantucket zoning bylaws: yachting and sailing clubs, marinas, and other marine-related recreational facilities. Consistent with Smart Growth policies, this previously developed site is situated within the Town's existing water and sewer service areas. The facility recently received special permit approval from the Nantucket Planning Board as a Major Commercial Development. Over the past 70 years the marina has received permits to reconfigure the

bulkhead, to dredge in front of the bulkheads, to construct a marine railway (that has since been removed), and to construct a travel lift. The proposed project will incorporate a design that more efficiently uses the water sheet located off the existing bulkhead. While minimizing any potential adverse impacts on the existing resources, the project proposes to gain the maximum number of slips possible for Yacht Club membership, and retain a working marina (the only of its kind on Nantucket) that provides services to the public. Presently, the existing marina is incapable of servicing the USCG's 47-foot Moto Lifeboat. This boat must currently travel to Woods Hole for servicing. In order to develop a marina capable of immediately servicing the USCG boat that will in turn afford the USCG the opportunity to provide improved public safety, it is necessary to dredge a channel between the northwest and southeast walkways.

Alternative onsite configurations of the landward portion have been considered and the proposed layout is optimal for facility needs while reducing impervious areas. Site demolition and development for new structures reduces impervious areas on site by 0.55 acre, while renovation of the existing Tuckernuck Inn and cottage provides housing for 18 employees. At the same time, long-term storage of vessels has been moved to an offsite location. For the landward portion of the project, work will be done in Land Subject to Coastal Storm Flowage. Approximately 107,600 sf (2.47 acres) lie within the identified flood zones V8, A7, and A5. Approximately 35,300 sf (0.81 acre) lie within Flood Zone B. A total of approximately 1,500 cy of fill will be placed within these zones: 1,030 cy in Zone A, 170 cy in Zone B, and 300 cy in Zone V. An Order of Conditions was granted in July 2004 for these actions. There is evidence that the site was filled in the early 1900's. The site includes historic filled tidelands, landward of and generally parallel to the existing bulkhead, as documented in the Chapter 91 licenses for this site (#583 in 1925, #3525 in 1953 and #4049 in 1958).

Alternative dock/slip configurations. In response to public concerns regarding protection of MWPA resources, in particular eelgrass and shellfish beds, the marina has been modified from its original design. Originally proposed at 80 slips with 3,120 cy of dredged material, it has been reduced to 40 (with 785 cy dredged material) and the floats realigned to minimize effects to marine resources (i.e. eelgrass and shellfish) while maintaining a viable project. Figure 7, Attachment 6) provides the layout of the floats/docks and the dredging footprint, relative to the eelgrass and shellfish resources. (Attachment 6 provides an Eelgrass Survey and Attachment 7 an Essential Fish Habitat Evaluation). For the seaward portion of the project, work will be done in Commonwealth flowed tidelands, Land Under Ocean/Land Containing Shellfish. The dredge footprint is estimated at 15,270 sf (0.35 ac) and the float footprint 8,490 sf (0.19 ac) for a total of 0.54 ac of Land Under Ocean/Land Containing Shellfish. Displacement for pilings and the travel lift totals 194.3 sf. Approximately 795 cy of material will be dredged. This sandy material meets the requirements to be determined suitable for ocean disposal. A separate Notice of Intent was submitted by the proponent for the seaward portion of the project. This application is under review by the Nantucket Conservation Commission, and negotiations on project configuration are still continuing to further minimize impacts. The original 80-slip proposal included a dredge footprint of 76,000 sf (1.74 ac) and a float footprint of 16,384 sf (0.38 ac) for a total of 2.12 acres of Land Under Ocean/Land Containing Shellfish.

To prevent displacement of existing water-dependent uses, the proponent has consulted with the Harbor Master. Although six existing moorings and two Grey Lady Marine maintenance moorings are affected by the proposed docks and piers, the proponent has presented a plan to shift five of the affected moorings slightly and relocate the remaining moorings into a "grid" style pattern to the Southeast of the proposed Eastern pier. This would create a fairway for navigation to and from the public access and mooring area south of the boatyard. This would also create a safe mooring watch circle for that area and avoid displacement of existing water-dependent uses. The Marine Department has conceptually approved of this plan and the applicant agrees that a final plan would need to be approved by the Marine Department as a condition of Conservation Commission approval for the project.

Alternative dredging methods include mechanical and hydraulic. It is anticipated that hydraulic dredging will minimize impacts of the process on water quality and marine resources. The 795 cy of clean sands will be dredged with disposal options yet to be decided. (Attachment 6 provides results of the sediment analysis). These include upland disposal onsite, beach nourishment, or offshore disposal. A no-dredging alternative would not allow for access and use of the facility by the USCG vessel and other deep draft boats including larger keeled sailboats and commercial fishing vessels. The travel lift has a capacity of up to 25 tons and boats up to approximately 50 feet LOA and is currently limited by the distance between the travel lift piers. A widening of the distance between the travel lift piers from the current width of approximately 14.5 feet to the proposed 18.0 feet will allow for a significantly greater population of boats to access the travel lift for emergencies storm events and routine launching.

Potential Mitigation Measures

The project design minimizes impacts to environmental resources. Mitigation measures have been included in the Order of Conditions for the landward portion of the project. Mitigation measures especially to minimize or avoid impacts to eelgrass and shellfish beds have been proposed by the proponent and are under review by the Conservation Commission for the seaward portion of the project. To address Chapter 91 and community objectives as expressed in the Comprehensive Plan, the proponent has committed to providing numerous public benefits, including use of portions of the GHYC property for a public marine operation through a "condition to the special permit" granted by the Nantucket Planning Board. As a condition of the Special Permit approved by the Nantucket Planning Board, the applicant has provided a "Storm (Emergency) Haul Out Plan". This provides significant benefit to the boating community of Nantucket as the travel lift provides one of only two point of egress to Nantucket Harbor (the other being the Town boat ramp located at Children's Beach). Boats retrieved from the Harbor in the case of a storm event will be stored in designated areas of the club parking lots (and off-site) for the duration of the storm providing safe haven. In addition, the proponent has committed to: creation of a public walkway along the entire waterfront of the property; expanding the travel lift to allow for removal of larger boats (including USCG vessels) in the case of emergencies and/or storm events; provision of a public pump out station and gas dock; use of portions of the club facilities by community groups and the schools; use of some slips by resident scallopers in the off-season; assistance with the funding of a new boat ramp on Town-owned property offsite; and a sum of \$75,000 to be deposited in the in-town bike path fund so as to assist the town in providing better and more safe access for pedestrians and bicycles to access the club and the core district area of Nantucket.

The project will also provide infrastructure improvements to benefit the project area, including drainage improvements to relieve flooding and improve harbor water quality, a new water line to increase water pressure and fire flows; relocation of existing overhead utilities underground to improve site access and construct a sidewalk along Washington Street Extension; and implementing traffic demand management practices, including provision of housing for 18 employees onsite, purchasing and running 2 Jitney shuttle buses for employees and members, adding a new stop sign control to the intersection of Orange St. at Union St., widening Salt Marsh Way and improving its corner radius on Union St., and providing pedestrian and slow vehicle signage and crosswalks to Washington Street Extension.

More detail on the project, impacts, and mitigation are provided in Attachments 5-9.