



IN REPLY REFER TO

DEPARTMENT OF THE ARMY  
NASHVILLE DISTRICT, CORPS OF ENGINEERS  
110 9TH AVENUE SOUTH, ROOM A-405  
NASHVILLE, TENNESSEE 37203

Project Planning Branch

**AUG 13 2015**

TO ALL INTERESTED PARTIES:

The U. S. Army Corps of Engineers, Nashville District (Corps) has prepared a Draft Environmental Assessment (EA) and unsigned Finding of No Significant Impact (FONSI) for the proposed Mitchell Creek Marina Road Widening and Parking Expansion Project. Figure 1 shows the proposed project location.

The EA evaluated two alternatives in detail for the proposed project and are described as follows:

- **No Action** - Alternative 1 is considered the **No Action Alternative**, and would require Mitchell Creek Marina to operate under existing conditions and not allow additional parking areas or widened roadways.
- **Approval of the Proposed Project Plan** – Alternative 2 would allow for Mitchell Creek Marina to create an additional 55 parking spaces in two areas (G-Dock/H-Dock/Cabin and Truck and Trailer), turnaround expansion area (G-dock Turnaround), three expansion/widening roadways (G-dock access road, launch ramp road, and Livingston Boat Dock Road), and install 18 additional boat slips within the marina lease area (Figure 2). All fill material would be placed above ordinary high water (OHW) which is the normal summer pool elevation of 651 feet above mean sea level.

The G-Dock/H-dock/Cabin parking addition would impact an area that is approximately 0.34 acres. This site would require the removal of four trees and 4,500 cubic yards (CY) of fill material to be placed above OHW.

The Truck and Trailer parking addition would impact an area that is approximately 1.50 acres and 4,000 CY of fill material above OHW. This site is comprised of a stand of mixed deciduous trees. In order to construct the Truck and Trailer parking additional trees within the site's footprint would be required to be removed.

The G-dock turnaround and road expansion/widening site (approximately 0.78 acres) would be increased to approximately 6,400 sq-ft after construction completion.

Combined, the two parking expansion sites and the G-dock turnaround expansion/widening site would require approximately 8,500 CY of fill material above

OHW that would be taken from the three roadway expansion/widening sites. The proposed G-dock access road expansion site would increase the road to approximately 15 feet. The launch ramp road expansion site would increase the road's width to 15 feet along its entire length. The Livingston Boat Dock Road at the main entrance to the lease area would be increased to approximately 50 feet wide. All three areas would be lined with gravel and then topped with asphalt.

Eight boat slips would be added to Dock A and ten slips would be added to Dock C.

The EA revealed, based on existing conditions, that the recommended alternative is Approval of the Proposed Plan. Implementation of the recommended alternative would be considered beneficial for both the human and natural environment.

This letter serves as a Notice of Availability for reviewing the EA and unsigned FONSI. This EA is prepared pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality Regulations (40 CFR 1500-1508), and the USACE implementing regulation, ER 200-2-2, 1988, *Policies and Procedures for Implementing NEPA*.

Electronic copies of the documents can be found at:  
<http://www.lrn.usace.army.mil/Media/PublicNotices.aspx>

Please submit any written comments **no later than 30 days from the above date** to ensure consideration in the EA. Send your written comments to the address above, ATTN: CELRN-PM-P (Matthew Granstaff), or email your comments to [Matthew.L.Granstaff@usace.army.mil](mailto:Matthew.L.Granstaff@usace.army.mil). Your participation is greatly appreciated.

Sincerely,



*for* Russ Rote, P.E., PMP, CFM  
Chief, Project Planning Branch



Figure 1 – Proposed Project Location

