

**U.S. Department of the Interior
Bureau of Land Management**

ENVIRONMENTAL ASSESSMENT

DOI-BLM-AZ-CO30-2009-0062-EA

Case File Number – AZA-21584 (Patent # 02-87-0005)

**Windsor Beach State Park
Boating Facility Improvements**

Applicant: Arizona State Parks/Arizona Game and Fish Department

Mohave County, Arizona

**Lake Havasu Field Office
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1. CHAPTER 1 - INTRODUCTION

A. Project Location

Lake Havasu State Park (aka Windsor Beach) is located in Mohave County, Arizona (T.13N. R.20W, sections 4 and 9, Gila and Salt River Meridian). This site is located on Bureau of Reclamation withdrawn lands, managed by the Bureau of Land Management (BLM).

Windsor Beach is within the western side of Lake Havasu City, and on the main northern body of Lake Havasu. The project sites are located within existing developed recreation sites established for boating access to Lake Havasu. Paved access roads lead to all the project sites except Windsor 4, which is currently accessible by a pedestrian sidewalk at the far southern edge of the park. Over 700 boat trailer parking spaces exist throughout the park, with the main concentrations at the three existing improved boat launch ramps and an overflow parking area at the southern end of the park. The lake shoreline within Windsor Beach is highly variable, including improved areas of boulder rip-rap for erosion protection, sandy beaches, steep banks of sandy, loose material and mixed groves of tamarisk and mesquite trees. The uplands are comprised of rolling, sandy ridges, with various improvements for camping, parking, and public events.

See Appendix B for Site Layout and Design.

B. Project Background

Windsor Beach is operated by Arizona State Parks through a Recreation and Public Purposes (R&PP) Patent. Lake Havasu is the busiest boating lake in Arizona. According to the 2006 Arizona Watercraft Survey, Lake Havasu hosted 1,324,161 boat use days, more than double that of second place Lake Mohave. The Windsor Beach park is one of the busiest boating access points on Lake Havasu, typically meeting their 1,000+ boat launching capacity on any given summer weekend day. The park accommodates a wide variety of watercraft, from the smaller personal watercraft (PWC) to multi-engine speed boats over 30 feet in length. In addition to its vast parking areas, the 800-acre park includes 47 campsites, a hiking trail, an interpretive cactus garden and a large lawn area used for special events. Other developments include several restroom buildings throughout the park, staff quarters, storage and maintenance buildings and an on-site concessionaire building. Most of the main boating facilities were improved or remodeled in the 1970s and 1980s, with various other improvements through the 1990s. The Proposed Action would occur within these areas of previous disturbance.

Beginning in 2008, Arizona State Parks (ASP) partnered with the Arizona Game and Fish Department (AGFD) to evaluate the deteriorating dock systems at the North and South launch ramps, as well as the overall flow of boat traffic within Windsor Beach. Replacement of the dock systems was quickly identified as a necessary improvement, along with an expansion of dock space and the need for additional boat docks to improve the efficiency of the existing launch ramps and parking areas. In addition, the need to repair and extend the length of the South ramp was identified as a critical need for the park, since the end of the ramp is regularly

undermined by prop wash that then prohibits boats over 30 feet from launching at that ramp. This restricts the launching of larger boats to the North ramp as the only other available launching point, further contributing to the overall congestion at the North ramp.

Throughout 2008, AGFD began seeking funds for these improvements through various federal grant programs and public donations. As these funding opportunities began to prove successful, additional planning and coordination by ASP and AGFD was conducted to further refine the potential boating access improvements at Windsor Beach. By the spring of 2009, sufficient funding was in place to begin finalizing improvement plans for the park.

C. Purpose and Need for the Proposed Action

The purpose of the Proposed Action is to: 1) Increase public safety related to the use of boating access facilities at Windsor Beach. 2) Increase the overall efficiency of the existing launch ramps and associated boating access structures. 3) Repair existing structures in a manner that insures prolonged use by the boating public, with minimal maintenance costs. These actions are needed for the safe loading and unloading of recreationists onto their watercraft, as well as the safe launching and retrieval of a wide range of watercraft.

D. Decision to be Made

BLM will decide whether to approve the placement of five proposed courtesy docks and a launch ramp extension.

E. Scoping and Issues

ASP and AGFD continue to receive verbal public comment by the on-site users requesting improvements to the design of the dock systems to enable users to safely secure their watercraft while parking/retrieving their vehicles and trailers, as well as general improvements to the condition of the docks. Physically challenged users are unable to safely use the launching facility without docking capabilities.

The Lake Havasu City Marine Association (LHCMA) has expressed concerns over the safety and viability of the existing dock systems. Early in the scoping process, LHCMA partnered with ASP and AGFD to raise public donations to be used as matching funds towards an available federal grant for the project. According to ASP, constituents routinely express concerns about the overall condition of the docks at Windsor Beach, as well as the degraded condition of the South ramp. These public concerns have been raised to the Lake Havasu City Council and to members of the Arizona State Legislature.

The Bureau of Reclamation has been consulted on the proposal, and have provided written concurrence in Appendix D, with their comments incorporated in the text.

The Proposed Action was presented to the BLM interdisciplinary NEPA team on September 10, 2009. The following scoping issues were identified: Air, Cultural/Paleontological resources, Fish Habitat, Health and Public Safety, Migratory Birds, Noise, Recreation, Socio-economics, Soil, Threatened and Endangered Species, Vegetation, Visual Resources, Water Quality, and

Wildlife. Subsequent to the NEPA team meeting, the Interdisciplinary Team added Invasive and Non-Invasive Species and Wetlands/Riparian Zones to the list of scoping issues.

Potential connected actions to resources were identified to recreation and public safety. The longer boat docks and extension of the South ramp (built to accommodate larger and faster boats) will enable a potential increase in larger and faster boats to access and utilize Lake Havasu if that user trend continues.

2. CHAPTER 2 - PROPOSED ACTION AND ALTERNATIVES

A. Proposed Action

BLM would permit the placement of five courtesy docks and a launch ramp extension at Lake Havasu State Park (aka Windsor Beach) in Mohave County, Arizona (T.13N. R.20W, sections 4 and 9, Gila and Salt River Meridian). This site is located on Bureau of Reclamation withdrawn lands, managed by the Bureau of Land Management (BLM). Cumulatively, these structures will serve people that occupy approximately 1,000 recreational vessels on high use summer days.

For the purposes of this Environmental Assessment, the following names have been assigned to the proposed project sites. See Maps in Appendix B.

Windsor 1: The northern-most launch ramp in the park, currently dedicated for use by personal watercraft and other jet-drive watercraft only. The Proposed Action would construct a new eight (8) feet by 40 feet boat courtesy dock and five (5) feet by 30 feet gangway on the western side of the existing launch ramp. The new, longer dock will accommodate multiple users with larger jet-drive watercraft. Further erosion near the gangway will be prevented with the addition of approximately 12 cubic yards of boulder rip-rap.

Windsor 2: Commonly named “North Ramp”, this facility is the northern-most of the two launch ramps adjacent to the park’s main boat-trailer parking area. The Proposed Action would remove and replace the existing gangway, courtesy docks and associated gangway and dock support structures. The new docks would be widened to eight (8) feet in width, and be extended to approximately 160 feet in total length, with a single finger dock lengthened to 26 feet to better accommodate larger watercraft. The entire dock structure will be moved further from shore to better accommodate watercraft.

Windsor 3: Commonly named “South Ramp”, this facility is the southern-most of the two launch ramps adjacent to the park’s main boat-trailer parking area. The Proposed Action would remove and replace the existing gangway, courtesy docks and associated gangway and dock support structures. The docks and two slip fingers would be widened to eight (8) feet in width. The remaining slip fingers would be widened to five (5) feet and all slip fingers would be lengthened to 26 feet to better accommodate larger watercraft. The entire dock structure will be moved further from shore to allow boaters to access a portion of the northern side of the dock.

Windsor 4: Commonly named “Area 4”, this facility consists of the large,

overflow/auxiliary parking area at the far southern end of the park, along with a beach and a special events area. The Proposed Action would construct a new eight (8) feet by 40 feet boat courtesy dock and a five (5) feet by 30 feet gangway near the southern end of the beach area. The new dock will better accommodate the operators of all types of watercraft currently using the auxiliary parking area. These structures would be specifically for the transfer of tow vehicle drivers to and from the auxiliary parking area, and are not intended for short-term tie-up of watercraft.

Windsor 5: To avoid confusion with the adjacent Windsor 3 and Windsor 6 projects at South Ramp, this project name has been designated for the new boat courtesy dock installation immediately west of South Ramp, along with its corresponding access sidewalk improvements. The Proposed Action would construct a new eight (8) feet by 40 feet boat courtesy dock and a five (5) feet by 30 feet gangway west of the existing South Ramp. These structures would be specifically for the transfer of tow vehicle drivers to and from the main parking area, and are not intended for short-term tie-up of watercraft.

Windsor 6: To avoid confusion with the adjacent Windsor 3 and Windsor 5 projects at South Ramp, this project name has been designated for the extension and widening of South Ramp, along with its corresponding western head wall structure. The Proposed Action would repair erosion and protect the substrate across the bottom width of the existing South launch ramp (approximately 90 feet) by adding approximately 16 feet of articulated revetment concrete mats. The bottom edge of the ramp would be extended and further protected by adding an additional eight (8) feet of revetment mat across the ramp width. This work would include removal and replacement of the western-most concrete retaining wall and widening of the western-most lane of the launch ramp to maintain a standard width down the entire length of this launching lane.

All this work will be done using heavy equipment on existing paved launch ramp surfaces to lift and place the prefabricated launch ramp segments into place, aided by SCUBA divers for placement when needed. This work will not deploy a coffer dam or require dewatering of the area for installation.

Additional dock space is needed to assist boaters who must tie up their watercraft, and to better accommodate larger boats using the facilities. Additional docks in new locations and longer docks are required in order to allow the safe pick-up and drop-off of vehicle drivers retrieving boat trailers from the parking lots. These new or extended docks will serve to move this type of boat traffic away from the immediate vicinity of the launch ramps, lessening congestion for the actual launch and retrieval process. In the case of the Area 4 overflow parking, boaters must currently either beach their boats on the swimming beach or come very close to a rock jetty in order to pick-up or drop-off vehicle drivers. Without a courtesy dock, this is an inefficient process, which also is hazardous to swimmers and the boats themselves. Repair and extension of the South ramp will decrease the potential to damage trailers, and will more evenly spread boat launch traffic between North and South ramp, relieving some of the congestion currently occurring at North ramp. Some of the above conditions are not a safe situation for the recreating public, especially for individuals requiring barrier-free access to the facilities.

All courtesy docks would be secured by post-piling systems consisting of six (6) inch diameter

steel posts. The installation process will involve land based heavy equipment that will transport the prefabricated gangways and dock segments to the waters-edge on currently paved routes (existing launch ramps). Gangways will connect a fixed location on the shoreline to the floating dock segment. Dock segments will be placed in the water by land based heavy equipment, floated into place by contractor vessels, and hinged to the end of the gangways. Contractor will attach gangways to shoreline pedestrian paths that already exist at Windsor 2 and 3. Shoreline attachments and walk ways will be prefabricated at Windsor 1, 4, and 5 in the select locations prior to dock installation.

The contractor will install one complete dock unit at a time. Given unpredictable wind and wave conditions, the contractor has complete discretion regarding the order of dock installation, given compliance with permits. When dock sections are in a preferred location, the contractor will use hoists to lift the pile sections into place, and use an air hammer to drive the pile into the lake substrate at appropriate locations along the dock sections. Pile sections will be driven to refusal (as far as they'll go into the substrate) and attached to the floating dock segments within sleeves that secure the floating facility to the pile while allowing it to fluctuate with changing water levels. Once the designed number of pilings have been driven and attached to a dock segment, the contractor will initiate the process on the next dock to be installed until all five are complete. Installation of docks will be done primarily by floating vessel, supported by land based lifting equipment on paved surfaces with little need for disturbance to the bottom except the area that will receive piling, or the shoreline except at the paved walkway connection point.

Rip Rap identified for installation at Windsor I will be delivered by dump truck on paved surface, dumped at shoreline and placed at the desired waters-edge location by a back hoe.

These boat docking facilities would serve watercraft only, with swimming and fishing activities prohibited from the docks for public safety reasons. Each of these proposed facilities would be built by private contractors under the direction of AGFD and ASP officials. Construction is proposed in the last quarter of 2009 to be completed before February, 2010.

B. No Action Alternative (Alternative 1)

Under the No Action Alternative, no improvements would occur. The public would continue beaching their watercraft on the concrete boat ramp or the rocky shoreline at Windsor 1, or on the swimming beach or rock jetty at Windsor 4. Shoreline erosion would continue to jeopardize existing structures at Windsor 1. The Windsor 5 (South) ramp would only be available to boats under 30 feet in length, trailer damage could still occur in times of low lake levels, continuing to add to the existing boat and vehicle congestion at the Windsor 2 (north) ramp. Boat traffic congestion at Windsor 2 and Windsor 3 would be unchanged, and would remain as a disadvantage of using the facility. Boat traffic patterns at Windsor 2 and Windsor 3 would continue to pose safety and inefficiency concerns due to the need to operate watercraft in close proximity to the actual boat ramp, even when only dropping off or picking up passengers. No new courtesy docks or pedestrian access improvements would be installed, which would continue to prevent access at Windsor 2 and 4 by persons with disabilities. No existing dock systems would be replaced, resulting in continued degradation and public safety issues at the Windsor 2 and Windsor 3 docks.

This alternative was considered but eliminated from the analysis because it does not satisfy the stated purpose and need to increase public safety, increase the overall efficiency of the existing launch ramps and associated boating access structures, and repair the existing structures to insure long-term use by the boating public, with minimal maintenance costs.

C. Alternatives Considered but Eliminated From Detailed Analysis

Other alternatives considered included lengthening the Windsor 2, 3, 4 and 5 docks by 40 to 80 feet longer than the structures listed in the Proposed Action. In addition, breakwater structures were considered for installation offshore from Windsor 2 and Windsor 3 to provide addition protection and safety during windy conditions or other storm events. Extension of the Windsor 5 (South) ramp was considered to be accomplished by dewatering the area around the ramp and performing maintenance/repair and extension of the ramp with cast in place concrete slabs. These alternatives were modified or eliminated from further consideration in favor of the Proposed Action following consultation with the U.S. Army Corps of Engineers and dock manufacturers. Due to a combination of permitting issues and concerns related to shallow water and boat traffic patterns, overall work in the Proposed Action was modified or reduced in scope to address these issues.

Conformance with Land Use Plan

The proposed action is in conformance with the *Lake Havasu Field Office Resource Management Plan* (RMP) which was approved on May 10, 2007.

The proposed action is in conformance with the RMP, even though it is not specifically provided for, because it is clearly consistent with the following RMP objectives, terms, and conditions:

The Proposed Action and no-action alternative addressed in the EA are in conformance with the Lake Havasu Field Office Resource Management Plan (2007). Specific management decisions within the RMP that apply to this plan are:

RR-4. Desired Future Conditions for the Lake Havasu Special Recreation Management Area are:

Primary Market Strategy: Destination

Market: Residents of and visitors to the Lake Havasu Region.

SRMA Desired Future Condition: Manage high-volume recreation on the lake and shoreline to sustain natural resource values and recreational opportunities.

RR-11. Desired Future Conditions for the Lake Havasu RMZ 7 – North Lake Havasu will be generally managed for Rural Developed to provide the following:

Niche: Boating for pleasure in close proximity to the services provided by Lake Havasu City. SRPs related to events that impact lake bottom managed by the BLM.

Management Objective: Manage this zone to provide opportunities for visitors to engage in a variety of water and shoreline related activities, providing continuity to management through collaborative partnerships with other entities. Manage this zone to provide environmentally responsible recreation opportunities to include Arizona shoreline fishing docks and enhancement or protection on important fish habitats from impacts to the lake bottom.

- RP-3.** The BLM will manage for proper functioning condition within riparian areas and springs, but where hydrological modifications and soil conditions prohibit proper functioning condition; a desired plant community will be defined and managed appropriately (see RMP Maps 6, 7, and 8).
- RP-4.** No-wake zones will be recommended as needed, to protect the shore from erosion, prevent damage to riparian growth, and reduce noise to nesting wildlife and fish habitat.
- WF-10.** 791,885 acres in the Lake Havasu Field Office planning area will be cooperatively managed as WHAs with state and federal wildlife agencies. See RMP Map 6. This land is comprised of (some of these areas overlap leading to the smaller total acreage);
- Riparian Habitat, Springs and Seeps (6,126 acres)
 - Bighorn Sheep Habitat (562,022 acres)
 - Mojave and Sonoran Desert Tortoise Habitat (I,II) (440,599 acres)
 - Wildlife Corridors (288,206 acres)
 - Threatened and Endangered (T&E) Species Habitat
- TE-2.** No net loss of quantity or quality of priority species and/or priority habitats will occur on the Lake Havasu Field Office. (See RMP Table 3-4 in the PRMP/FEIS.)
- TE-12.** Spawning, nesting, brood rearing, or larval fish rearing habitat used by special status species will be identified as FHAs. Incompatible uses or development, modification, and/or negative impacts where practicable will not be allowed.
- TE-26.** Participate with other agencies in the recovery, conservation, research, management, and monitoring activities for bonytail chub and razorback suckers.

The Proposed Action is consistent with the RMP as discussed on page 8 (Bureau of Reclamation Project Lands):

“...These lands constitute a corridor along the Lower Colorado River in Arizona and California, and are managed by the BLM for multiple uses. However, they remain Reclamation lands, and their use is dedicated primarily to support various Reclamation projects. To maximize opportunities for multiple-use management, the BLM has the responsibility of managing these lands, in coordination with Reclamation. Reclamation relies on the BLM to take the lead role in non-

Reclamation project management of the Reclamation lands along the Lower Colorado River. The BLM may not dispose of any of these lands without written approval of Reclamation.”

D. Relationship to Statutes, Regulations, or Other Plans

BLM Departmental Manual 613 directed the BLM to manage the lands and programs on the U. S. Bureau of Reclamation withdrawn lands as if they were BLM lands under BLM programs; consequently, BLM is directly responsible for the Lake Havasu bottom between the old river channel, and the high water mark of 450 feet above sea level.

- National Environmental Policy Act of 1969 (Public Law 91-190)
- Federal Land Policy and Management Act of 1976; 43 U.S.C. 1701-1782 as amended 1978, 1984, 1986, 1988, 1990-1992, 1994 and 1996.
- Act of May 26, 2000, Public Law 106-206, 114 Stat. 314
- Endangered Species Act of 1973; 16 U.S.C. 1531-1544 as amended 1976-1982, 1984 and 1988.
- Migratory Bird Treaty Act, 16 USC 703-712 as amended 1936, 1960, 1968, 1969, 1974, 1978, 1986 and 1989
- Native American Graves Protection and Repatriation Act (NAGPRA) 1990

Specific BLM plans that will affect, or be affected by, this plan include:

- Lower Colorado River Land Use Plan, 1964

The first major planning effort for Federal lands along the Colorado River. It was prepared by the U.S. Department of the Interior under special authorities. It resulted in numerous recommendations, many of which related to recreation development of the shorelines along the lower Colorado River waterways.

- Arizona Historic Preservation Plan, 1996

This plan was developed by the Arizona State Parks Department to be implemented in the protection and conservation of Arizona’s historic and cultural resources, including guidelines for management of cultural sites on public lands.

3. CHAPTER 3 - AFFECTED ENVIRONMENT

This section describes the existing conditions of the affected environment. The table below summarizes the resources and concerns reviewed for this project. Resources not present within the project study area, as well as those present and not affected, are not discussed. Those resources that have been identified by an interdisciplinary team as present and potentially affected are discussed below.

A. General Project Setting

Windsor Beach is located along the north western shoreline of Lake Havasu City within Mohave

County, Arizona. The climate is an arid desert known as the transition zone between the Sonoran and Mohave Deserts. The average annual rainfall is between 3 and 5 inches. Summer thunder storms produce about 40% of the annual precipitation. Summer temperatures can range between 105-120F.

Geology and soils are associated with the Basin and Range Physiographic Province characterized by surface deposits of Holocene to middle Pleistocene gravels. Desert pavement surfaces have developed on flat ridge tops. Dispersed throughout are surface and subsurface deposits of sand.

Lake Havasu was formed by the construction of Parker Dam in 1941, which allowed the gradual filling of the river valley along the Colorado River. The Arizona shoreline is formed by the southwest bajada of the Mohave Mountains, the Bill Williams Mountains, and the Aubrey Hills. This shoreline includes numerous intermittent washes that were tributaries to the Colorado River. Drainages flow from the northeast to southwest. Slope aspects tend to be very small scale level areas. There are broad ridge bajadas forming terrace flats above the lake with islands that were the tops of ridges before they were inundated by the lake, or areas with sedimentary beaches formed at the confluences of minor washes and the lake.

The immediate areas of the proposed action adjacent to the developed sites consist of sandy shorelines with silted-in lake bottoms. Aquatic vegetation is scarce along the shoreline with riparian vegetation consisting of salt cedar, arrowweed, and honey mesquite trees.

B. Resources / Concerns

The following table is a list of resources/concerns that were considered in this Environmental Assessment. Resources/concerns either not present or would not be affected by the Proposed Action will not be addressed further in this Environmental Assessment.

PROJECT RESOURCE REVIEW			
Resources & Programs Considered	Not Present	Present and Not Affected	Present and/or Potentially Affected
Air Quality*			X
Areas of Critical Environmental Concern	X		
Cultural, Historic & Paleontological Resources*			X
Environmental Justice*	X		
Farmlands (Prime or Unique)	X		
Fish Habitat*			X
Floodplains*		X	
Forests and Rangelands*		X	
Fuels/Fire Management		X	
Grazing		X	
Hazardous or Solid Wastes*		X	
Invasive & Non-Native Species			X
Lands & Realty		X	
Law Enforcement		X	
Migratory Birds*			X
Minerals		X	
Native American Religious Concerns*		X	
Noise			X
Public Health & Safety			X
Recreation			X
Socioeconomics			X
Soils			X
Threatened or Endangered Species*			X
Travel Management		X	
Vegetation		X	
Visual Resources			X
Water Quality (Drinking or Groundwater)*			X
Wetlands/Riparian Zones*			X
Wild & Scenic Rivers*		X	
Wild Horses/Burros		X	
Wilderness*		X	
Wildlife			X

*Consideration Required by Law or Executive Order

1. Air

Mohave County is designated an "attainment area," which is an area having air pollution levels equal to or less than national air quality standards. Typically, during the winter months the

prevailing winds are from the north. During the summer months, prevailing winds are from the west and southwest directions. The proposed project would not exceed these standards. However, under certain climatic conditions during summer, concentrated boat emissions in the nearby Bridge water channel can produce toxic accumulations of carbon monoxide that has caused historic temporary closures of the area.

2. Cultural

The cultural survey of the proposed project area did not identify any sites. The Cultural Resource Project Record states that No Historic Properties Affected. See Appendix A, Cultural Resource Compliance Document Record.

3. Fish Habitat

The Lake Havasu reservoir provides aquatic habitat for several species of native and non-native fish. Two endangered fish species found within this reservoir include the re-introduced endangered Bonytail chub (*Gila elegans*) and the Razorback sucker (*Xyrauchen texanus*) which are mentioned further under Threatened and Endangered Species. There is no known spawning habitat for the Razorback sucker or Bonytail chub within this proposed project area.

Other well known fish species include the Striped bass (*Morone saxatilis*), Largemouth bass (*Micropterus salmoides*), Small mouth bass (*Micropterus dolomieu*), Crappie (*Pomoxis sp.*), Bluegill (*Lepomis macrochirus*), Redear sunfish (*Lepomis microlophus*), Flathead catfish (*Pilodictus olivaris*), Channel catfish (*Ictalurus punctatus*), and Carp (*Cyprinus carpio*).

The Lake Havasu Fisheries Improvement Program (1994 to present) has made great strides in improving the aquatic habitat for these fish species with the placement of 875 acres of artificial habitat structures in numerous coves throughout the 20,000 acre lake. There are several deep water areas near these proposed dock improvements that contain artificial habitat structure. Most of these recreational sport fish species are healthy and have abundant populations that have become self-sustaining since installation of the habitat. Native fish, despite continuing augmentation efforts by authorities, remain on the Endangered Species list.

4. Invasive and Non-Native Species

Two exotic aquatic weeds have been identified within the lower Colorado River basin including the Giant Salvinia 70 miles south near Blythe, California and the Eurasian Milfoil found 2.5 miles upstream in 2008 in the delta formation of the reservoir. These aquatic weed species are being monitored by various agencies for potential spreading within the waterway.

Lake Havasu is home to several other invasive animals. Most recently the quagga mussel has become abundant in Lake Havasu. The volume of vessels moving through this facility presents a risk to other non infected waters of the United States.

Lake Havasu and adjoining reaches of the Colorado River also contain crayfish and the New Zealand Mudsnaill that could easily be transported to other waters by vessels leaving this facility.

5. Migratory Birds

The Colorado River corridor is a primary flyway for numerous migratory birds throughout the year. Typically, migration occurs largely in the fall and spring. Functioning portions of riparian habitat along the Lake Havasu shoreline provide needed areas for forage and roosting. These

riparian areas are also important for those resident and nesting migrants from March 1 through July 31.

6. Noise

Because Lake Havasu accommodates approximately 1.3 million boats per year, the most common noise or sound occurrence year-round on Lake Havasu is created by watercraft operating on the reservoir for recreational purposes. These noise levels can range from below the legal limit of 85 decibels (db) at a distance of 50 feet from the watercraft, to over 100 db depending on the size of the watercraft and proximity to the individual. Worker safety levels administered by the Occupational Safety and Health Administration (OSHA) are not to exceed 75 db exposure without hearing protection. On-site noise is a common occurrence with vehicles approaching the launch site and launching/retrieving watercraft. Occasional vehicle noise can be heard from city streets just outside the Windsor Beach boundary.

Potential for high noise conditions would occur with the Proposed Action when a special post-piling hammer is used to drive steel posts into the lake bottom to secure the courtesy dock systems.

7. Public Health and Safety

There are public services provided at Windsor Beach that include restrooms and restroom servicing, trash collection, night lighting, camping, special events and routine law enforcement patrols by ASP and the City of Lake Havasu. There are no known hazardous materials or solid waste issues found within the vicinity of this project area.

There is a lack of safe boating access facilities and a lack of safe accessibility for persons with disabilities to launch/retrieve vessels at this facility.

8. Recreation

Recreational boating and water sports are by far the most common activity on Lake Havasu followed by recreational fishing activities. Tens of thousands of boaters visit Lake Havasu every year to enjoy water sport activities in the summer and lake fishing all year round. Windsor Beach supports these activities year-round by currently accommodating over 700 vehicle/boat-trailer parking spaces and boat launch facilities to access Lake Havasu.

9. Socioeconomic Conditions

10. A 2001 socioeconomic study showed that recreational fishing alone was worth an estimated \$38 million/year to the regional economy. Many of the anglers and tournament sponsors that contribute to the regional economy utilize Windsor Beach as their primary facility for boat launching and staging of tournament activities. According to the Arizona Department of Economic Security, employment in the metropolitan areas of Lake Havasu City and Kingman are heavily weighted towards service industries, accounting for over 70,000 of the estimated 83,400 jobs in the two cities as of September 2009. The U.S. Census Bureau data for 2002 shows that Lake Havasu City had \$74,503,000 in annual sales for accommodation and food services. Retail sales for the same period (\$642,440,000) averaged over \$3,000 higher per capita than the average for Arizona as a whole. Combined with the fact that Lake Havasu has more boater use days than any other waterway in Arizona, it is clear that boating is a significant contributor to the local economy, and that Windsor Beach facilitates a major portion of the annual boating activity on Lake Havasu.

Soils

Riparian soils throughout the Windsor Beach shoreline are composed of fine to course textured sandy alluvium. The soils are deep with backwater areas accumulating organic sediments that can be several feet thick. These areas are exposed to substantial wave action, but erosion damage is typically mitigated by a very low slope gradient. Wave movement of bottom materials and deposition along these shorelines can be a seasonal issue.

11. Threatened and Endangered Species

The Razorback sucker and the Bonytail chub are the two T&E fish species found in Lake Havasu. The Razorback sucker is a lake bottom feeder while the Bonytail chub is a mid-water feeder. The waters of Lake Havasu are designated as critical habitat for the Bonytail chub. There is no known spawning habitat for the Razorback sucker or the Bonytail chub within this proposed project area. The Lake Havasu Fisheries Partnership stocked over 30,000 semi-adult individuals of both species prior to 2004, and for the next 48 years the Multiple Species Conservation Program (MSCP) will stock as many as 5,000 individuals of both species into Lake Havasu waters yearly.

Listed avian species that are known to utilize the Colorado River corridor include the Bald eagle (*Haliaeetus leucocephalus*), Peregrine falcon (*Falco peregrinus*), Yuma clapper rail (*Rallus yumanensis*), and the Southwest willow flycatcher (*Empidonax traillii*).

No federally listed plants are known to occur within the proposed project site. No wildlife or plant species proposed for federal listing occur within the proposed project site.

12. Visual Resources

The proposed project area is within a "Class IV" landscape area designated by the Lake Havasu RMP. This designation process is used to identify and manage scenic values on public lands. It evaluates three landscape components: a) scenic quality, b) distance from which the landscape is typically viewed, and c) sensitivity of people to changes in the existing landscape. Since the Proposed Action is within an area designated as VRM "Class IV", the objective of this class is to

allow for major modifications to the existing landscape. The level of visual change to the landscape can be high.

13. Water Quality

Designated beneficial uses for Lake Havasu water by both Arizona and California regulatory agencies is for domestic water, primary and secondary contact recreation, agricultural irrigation & livestock, wildlife, warm water fish habitat, and fish consumption. The Arizona 2008 surface water assessment report (305(b) & 303(d)) lists Lake Havasu attaining water quality standards for fish consumption, and agriculture. Monitoring results are inconclusive in determining compliance of these waters with domestic water and full body contact recreation standards; E Coli bacteria concentrations are identified as the primary offender at multiple locations on the lake. Windsor Cove listed as one. Havasu waters are listed as impaired for wildlife and aquatic beneficial uses showing selenium and dissolved mercury as problem constituents.

14. Wetlands/Riparian Zones

Undeveloped segments of shoreline associated with the Proposed Action sustain a dense community of resident species dominated by willow, mesquite and salt cedar on land. The gradual upland slope of this area supports a relatively broad riparian influence that can exceed 40 feet before grading into a more xeric community dominated by arrow weed. This is one of the few areas on the lake with suitable soils and groundwater regimes to sustain cottonwood. Developed segments of this shoreline are essentially devoid of riparian species desired for wildlife habitat, soil stability, aesthetics and recreational shade.

Wetlands throughout this park reach are dominated by cattail and bulrush in the shallow waters to five foot depths, grading into emergent seasonal aquatic pondweeds down to 10 foot deep water. Aquatic plants have become a navigational problem in late summer around existing launch ramps.

15. Wildlife

Species of wildlife known to occur within the general area include the desert bighorn sheep (*Ovis canadensis*), desert mule deer (*Odocoileus hemionus*), striped skunk (*Mephitis mephitis*), beaver (*Castor canadensis*) turkey vulture (*Cathartes aura*), coyote (*Canis latrans*), chuckwalla (*Sauromalus obesus*), the Sonoran desert tortoise (*Gopherus agassizii*), and various small lizard species.

The Sonoran desert tortoise population (*Gopherus agassizii*) potentially occurs within the vicinity and is managed as a BLM sensitive species. The AGFD has listed Desert Tortoise as a Wildlife of Special Concern. The Sonoran population of desert tortoise generally occupies steep rocky terrain. The Proposed Action is located outside the area categorized as Category III Desert Tortoise habitat, as defined in the Rangewide Plan for the Management of Desert Tortoise on Public Lands. No tortoise or tortoise burrows have been observed or known to occur within the proposed project area.

The chuckwalla lizard has not been observed on the project site. Chuckwallas are recognized as a sensitive species under the BLM and AGFD. They are predominantly found near cliffs, boulders, or rocky slopes where they use rocks as basking sites and crevices for shelter. None of these habitat characteristics exist within the immediate project area.

4. CHAPTER 4 - ENVIRONMENTAL CONSEQUENCES

Proposed Action

A. Potential Direct and Indirect Effects

This section describes the environmental consequences of those resources/concerns identified in Chapter 3 as present and/or potentially affected. Resources not present within the project study area, as well as those present and not affected, are not discussed.

1. Air Resources

a) Proposed Action

In the short term, these dock improvements will not affect air quality above that which already exists at this large boat launch facility. However, the new docks will better accommodate larger watercraft. In the long term, the current regional trend suggests that larger boats may increase in the overall percentage of watercraft operated on the lake. Windsor Park does not restrict boat launching by size or power. These expanded boat accommodations will better serve all boaters as well as larger vessels that are often powered with multiple un-muffled engines. This potential for launching larger boats, year round, even at low water levels, could increase the number of these vessels and thereby cumulative noise levels.

These larger vessels also tend to generate more exhaust fumes, which can accumulate in still weather conditions to exceed safe human health levels. The level of air quality degradation at Windsor has not been determined, however carbon monoxide standards have been exceeded in the adjoining Bridgewater Channel often enough over the recent past, that local officials monitor this hazard actively all summer long, and close the channel to navigation when appropriate .

b) No Action Alternative

Existing air conditions would remain the same.

2. Cultural Resources/Paleontological Resources

a) Proposed Action

The proposed installation, replacement or expansion of five boat docks along the shoreline would cause minor bank and lake bottom disturbances during the implementation of the project. The addition of approximately 12 cubic yards of rip-rap would cover approximately 12 linear feet of shoreline, and would be a permanent impact to the location immediately adjacent to the Windsor 1 launch ramp. The addition of concrete revetment mat at the lower end and western edge of the existing Windsor 6 ramp would cover approximately 2,640 square feet of lake bottom below the ordinary high water mark.

There are no prehistoric or historic properties known to occur at these immediate locations within the Proposed Action.

See Appendix A, Cultural Resource Compliance Documentation Record.

b) No Action Alternative

The No Action Alternative should not have any impacts on cultural resources.

3. Fish Habitat

a) Proposed Action

The proposed installation, replacement or expansion of five accessible courtesy docks along the Lake Havasu shoreline would cause minor short term bank and lake bottom disturbances during the implementation of the project. Once installed, the docks will provide overhead shade structure for fish species where there is currently a lack of aquatic habitat structure. There are no artificial reef structures in the immediate proposed action area.

b) No Action Alternative

The No Action Alternative would continue to allow for the beaching of watercraft along the shoreline at Windsor 1 and Windsor 4, creating ongoing disturbances to the lake bottom and unsafe public boating conditions for boaters using these facilities.

4. Invasive and Non-Native Species

a) Proposed Action

The Proposed Action does not promote the existence of invasive or non-native species. However the overall boat launching facilities served by these improvements presents substantial risk for the spread of invasive species to Lake Havasu from other locales, or from Lake Havasu to other areas. The project area is inhabited by two invasive riparian plants, salt cedar (tamarisk) and giant arrunda, while the reservoir is home to quagga mussel, New Zealand mud snail, and crayfish.

b) No Action Alternative

The No Action Alternative would result in no change from the existing current use and disturbance within and adjacent to the project site.

5. Migratory Birds

a) Proposed Action

The Proposed Action would temporarily disturb any migratory birds that may choose to utilize the project site. However, any disturbance would be minimal largely due to the lack of available riparian habitat at the project site that would attract any avian activity in the vicinity.

b) No Action Alternative

The No Action Alternative would result in no change from the existing current use and disturbance within and adjacent to the project site.

6. Noise

a) Proposed Action

Temporary increases in the noise level for this area would occur during all aspects of construction with vehicle and equipment operations. Installation of docks will produce a short

term loud pounding noise through the piling installation. This will be a loud hammer-like noise audible for several miles from the site. Workers will have hearing protection, and any “non-workers” allowed in the area should be warned of the potential need for hearing protection.

In the long term, noise levels could increase consistent with the current regional trend towards larger boats with larger and/or multiple engines. Because the proposed dock and launch ramp improvements will better accommodate larger boats, there may be a subsequent increase in the percentage of larger boats using this facility.

b) No Action Alternative

The No Action Alternative would result in no change from the existing current conditions.

7. Public Health and Safety

a) Proposed Action

The Proposed Action would provide safer boater access to and from the lake and shoreline. This is especially true for recreationists with physical challenges because existing courtesy docks are either not accessible, or not present.

b) No Action Alternative

The No Action alternative would not provide the necessary accessible courtesy docking and safety needs of the recreational boating public at this facility. It would not address boating safety issues related to congested boat traffic at and around the boat launch ramps.

8. Recreation

a) Proposed Action

Recreational opportunities improved by the proposal include boat launching and retrieving, recreational fishing, camping and special events. The Proposed Action would enhance safety and the recreational experience from this site for the recreational boating public and for persons with disabilities. Use of each site by the boating public would be temporarily interrupted during construction activities, but that would occur after the peak summer use period.

b) No Action Alternative

Access for the boating public would be unchanged from the current conditions and access for persons with disabilities will continue to not be available.

9. Socioeconomic Conditions

a) Proposed Action

The proposed project is intended to improve public safety and facility efficiency for the existing level of use at Windsor. No adverse impacts to the local community are anticipated. Due to the relative economic importance of Windsor, replacing and repairing its boating access facilities would help insure its continued important contribution to the local economy.

b) No Action Alternative

The currently deteriorated condition of the boat docks and the South ramp would continue to worsen, and would eventually jeopardize the ability to allow boating access to Lake Havasu. If closure of the boating facilities were to occur, a significant, negative impact would occur to the economy of the City of Lake Havasu from the loss of boating-related tourism and events.

10. Soils

a) Proposed Action

Installation of courtesy docks should enhance long term shoreline soil stability in the immediate vicinity of the docks by first offering a way to board vessels at the launch ramp without beaching them. This will decrease physical soil disturbance that presently exists of boat hulls and feet disturbing shoreline soils. Second, the docks will provide a buffer from wave action that will create stability for those reaches.

The Proposed Action also prescribes rip rap protection at the north courtesy dock and retaining structures associated with the launch ramp extension, both of which will curb erosion in those locations.

b) No Action Alternative

Existing shoreline instability would persist.

11. Threatened and Endangered Species

a) Proposed Action

Fish species found within Lake Havasu include the re-patriated endangered Bonytail chub and the Razorback sucker. Lake Havasu is identified as critical habitat for the Bonytail chub. Both fish species utilize the lake for at least part of their life-cycle. The Bonytail chub is a mid-water spawning species and nocturnal feeder. No spawning habitat for the Razorback sucker has been identified within the area of the Proposed Action. Razorback sucker spawning habitat has been identified approximately 24 miles upstream. However, adult spawners have regularly been caught near Mesquite Bay less than one mile to the north. The Proposed Action, conducted outside the spawning period of these endangered fish, would not jeopardize nor directly impact any threatened or endangered fish species.

Avian species that may occasionally visit the area include the threatened Bald eagle, Peregrine falcon, Yuma clapper rail, and the Southwest willow flycatcher. The area proposed to be disturbed is unsuitable habitat for the above listed species. Bald eagles and Peregrine falcons utilize large cliffs and outcrops for nesting and roosting. Whereas, the Southwest willow flycatcher primarily utilizes larger dense patches of willow, cottonwood and salt cedar. The Yuma clapper rail utilizes denser patches of emergent vegetation. All of these habitat types are absent from the project sites and either absent from the close vicinity or exist in very small clusters.

b) No Action Alternative

The No Action Alternative would result in no change from the existing current use and disturbance within and adjacent to the project site.

12. Visual Resources

a) Proposed Action

The Proposed Action area is within a “Class IV” landscape area designated by the Lake Havasu RMP and these projects would not degrade requirements of that setting. The Proposed Action would not measurably alter the landscape’s present appearance. As an established and heavily-used recreation area, all installed dock structures are low-profile in nature, and immediately adjacent to existing man-made facilities. Improvements to the Windsor 5 launch ramp would be below the water level.

b) No Action Alternative

No impact to visual resources would occur.

13. Water Quality

a) Proposed Action

The affects of existing boat launchings to water quality are currently unknown and poorly understood in the lake, as well as near the launch ramps and deserves better study to assure the lake continues satisfaction of all designated beneficial uses, to include boating. The number of vessels launched and retrieved each day from this facility is not expected to change by this Proposed Action.

b) No Action Alternative

The No Action Alternative would result in no change from the existing current use and disturbance within and adjacent to the project site.

14. Wetlands/Riparian Zones

a) Proposed Action

Indirect affects to wetland/riparian vegetation and function occur as boaters and recreationists utilize the shoreline to access park facilities. This impact has occurred since the facility was opened and consequently could be responsible for the nonfunctional condition of the areas in this proposed action. Barren beach leading to Bermuda grass areas with a few eucalyptus trees is the current zone between the water and parking lot. Construction and expansion of new and existing boat docks should reduce shoreline boat parking and disturbance to the shoreline, but will not improve conditions of the riparian wetland community.

b) No Action Alternative

The No Action Alternative would result in no change from the existing current use and disturbance within and adjacent to the project site.

15. Wildlife

a) Proposed Action

Wildlife species that can be found in this area are associated with the foothills and desert lake shorelines. Temporary, minor disturbances to these species would occur during the installation of courtesy docks.

The Sonoran desert tortoise population potentially occurs within the vicinity of the proposed project area. No tortoise or tortoise burrows have been observed within the proposed project area and no impacts to this species population are anticipated.

b) No Action Alternative

The No Action Alternative would result in no change from the existing current use and disturbance within and adjacent to the project site.

B. Mitigating Measures for the Proposed Action

1. Paints or other chemicals will not be applied to the ground or vegetation.
2. The site will be maintained in a sanitary condition at all times; waste materials will be disposed of promptly at an appropriate waste disposal site. "Waste" is defined as all discarded matter including, but not limited to, human waste, trash, garbage, refuse, oil drums, petroleum products, ashes, and any other object carried in by the patentee.
3. All permits from the appropriate regulating agencies will be obtained and a copy submitted to the BLM, prior to construction.
4. At least 48 hours prior to commencement of construction, the patentee shall contact the BLM Fisheries Program Manager at (928) 505-1237 to give notification of the scheduled activities.
5. The patentee agrees to indemnify and hold harmless the United States for any and all liability, including injury to persons or damage to property, which may result directly or indirectly from the use permitted.
6. If any species listed as threatened or endangered under Federal or State of Arizona regulations are encountered during any activities, work will immediately stop. Immediate telephone notification of the discovery shall be made to the BLM Wildlife Biologist at (928) 505-1200. The activity may resume only after the Authorized Officer has issued a continuance.
7. The Patentee shall comply with all State and Federal laws relating to prehistoric or historic archaeological sites or artifacts. Actions other than those explicitly approved by the Bureau of Land Management which result in impacts upon archaeological resources, shall be subject to the judicial proceedings of the Archaeological Resources Protection Act of 1979, as amended, and the Federal Land Policy and Management Act of 1976. As property of the United States, no person may, without authorization, excavate, remove, damage, or otherwise alter or deface any historic or prehistoric site, artifact, or object of antiquity located on public lands.

8.The taking, harassing, killing or collection of any type of wildlife is not authorized.

9.Any removal, pruning or alteration of any vegetation, shrubs or wildflower species, is not authorized unless specifically approved in advance.

10.Patentee shall post signs and/or utilize appropriate measures to include security personnel to reduce/eliminate public hazards during construction and operation of these proposed improvements.

11.Arizona State Parks will lead development of a plan, in collaboration with BLM, and AG&F, to design a desired plant community in terms of composition and density for these project areas, and surrounding shoreline. This plan will be approved by BLM within two years, and implemented within three years of this project approval. This plan will also include definition of options with recommendations to improve riparian conditions between water, and launch facilities, to include parking lots, as well as address desirable and undesirable aquatic plants with strategies for cooperative management.

12.Disturbance or alteration of the shoreline required by this project will be stabilized immediately to inhibit wave erosion with the consent of the BLM Fisheries Program Manager. Long term stabilization for any such sites will be addressed for re-vegetation purposes in cooperative ASP/BLM desired plant community projects described in preceding stipulation.

13ASP will actively cooperate with BLM and AZG&F to educate employees and visitors in Aquatic Nuisance Species Management. Education will be directed at compliance with Arizona law, inhibiting introduction of new nuisance species into Lake Havasu, as well as stopping the spread of resident nuisance species to uninfected waters.

14.ASP will cooperate with BLM to determine noise levels during peak operation times at these facilities to establish baseline measurements for Lake Havasu recreational boater exposure, developing noise trends, and enable more informed future planning for similar facilities.

C. Cumulative Effects

1. Introduction

Cumulative effects are the impacts on the environment that may result from the incremental effect of the Proposed Action or No Action alternative in combination with other past, present, and reasonably foreseeable future actions on BLM-administered lands, as well on those lands under other jurisdictions that are adjacent to or within BLM boundaries. Cumulative effects must consider the likely impact of the Proposed Action or No Action alternative when combined with these additional actions. This section describes the cumulative effects of those resources/concerns identified in Chapter 3 as present and/or potentially affected.

2. Past and Present Actions

Lake Havasu has been a major recreational destination area since it was formed by Parker Dam

in 1941. The Lower Colorado River Land Use Plan of 1964 authorized development of both Lake Havasu City, and Lake Havasu State Park, the northern extremes of which became Windsor Beach State Park. A 1970 right of way through the State Park then authorized excavation of the bridge water channel that is now home to the world famous “London Bridge” that helped the area become the magnet for recreational boaters it is today, regardless of their entry point to Lake Havasu.

The modest Windsor Beach launching facilities in the early days of the city have been expanded several times to accommodate an ever growing demand for boating access to Lake Havasu. Today, this area is probably best known for the boating, fishing, site-seeing, water oriented tourism values and events associated with Lake Havasu, and the nearby London Bridge. Windsor Beach hosts numerous boating events, competitions, regattas, and shows year round. The 2006 Arizona Water Craft Survey indicates Lake Havasu provided 1,324,161 boat use days, for 6,636,491 person use days, or twice the closest competitor of Lake Mohave. Typical use patterns include all water based activities, including: skiing, boating, socializing, sightseeing, racing, swimming, scuba diving, sunbathing, picnicking, fishing, camping, and wildlife watching. Uses peak during summer holidays when land and water congestion around Lake Havasu State Park becomes a management concern. Any weekend between April and September can fully occupy Windsor Beach capacity that has been creatively stretched from the 700 parking spaces, to roughly 1,200 boats/day (See “Reasonable and Foreseeable” below). Although boating uses diminish through the rest of the year, boating use continues year round.

Intense use of the shoreline by boats and jet skis throughout the year affect shoreline soil and vegetation. Boat shoreline uses at Windsor Beach disturb shoreline soils from the high watermark at 450 feet above sea level to an area likely affected by prop wash towards the shoreline. The shoreline is affected because power is often applied in reverse to extricate the boat from the beach; this disturbance occurs at the back of the vessel [445 to 442 feet]). This repeated activity maintains a constantly disturbed shoreline soil at these locations, prohibiting vegetative re-generation to stabilize these sites. The continued disturbance also tends to wash out fine-textured soils resulting in an “armored” shoreline of rock and cobble. Impacts to the shoreline are related to the amount of human disturbance caused by actual visitation activities. Demand and use at the Windsor Beach boat ramps remains very high, with constant visitor use throughout most of the year. Constant vessel beaching and foot traffic in relatively concentrated areas tends to compact soils. Such compaction tends to increase long-term shoreline erosion into the lake, as well as inhibit establishment of desirable riparian wetland vegetation. In these areas, vegetative cover that provides shade, habitat and soil stability, is lost.

Because boats launched from this facility can access the entire lake, these impacts are also suffered in other segments of the lake. Beaching and exaggerated boat wake through otherwise tranquil areas of the lake has accelerated shoreline degradation in many areas. Winter boat disturbance to migratory nesting shorebirds has been a concern for many years, but remains poorly understood. These impacts are difficult to document since they occur over many years and vast areas of the reservoir surface. They have been progressive and cumulative, and are not directly attributable to this action, but this proposed action accommodates part of the boating impact to the Lake Havasu aquatic and riparian environment. This issue of boating impacts to Lake Havasu aquatic environment deserves better understanding before further boating access

improvements are made on the lake.

3. Reasonably Foreseeable Action Scenario

Because there is no anticipated increase in the overall boating use of Windsor Beach or Lake Havasu as a result of the proposed courtesy dock projects, no further cumulative effects from this recreational use are anticipated. The extent of watercraft launch capacity at Windsor Beach is limited by the number of available parking spaces, which will not change as a result of this project. However, recent trials of an offsite parking program was initiated for the July 4th and Labor day weekends in 2009. This offsite parking program allows boaters to launch their watercraft and secure parking elsewhere. Known as “Launch and Drive” it is the result of collaboration between Windsor Beach, Lake Havasu City and the Lake Havasu Marine Association. Typically Windsor Beach closes the ramp to launching when the parking capacity of approximately 700 trailers was reached. Conceivably, launch and drive could increase boat launch capacity on heavy use weekends to well over 1,000 boats/day.

The extension of the south ramp will enable potential for an increase in launching of bigger boats even during low water in winter. These boats affect the entire lake with speed; noise, and large wakes, impacts are far reaching and little understood. As boating use increases, there will be an increasing need for law enforcement to maintain safe boating conditions

Given the level of activity that currently exists, the lack of suitable habitat and the minimal amount of rip-rap that is proposed to be installed, no cumulative effects are anticipated to occur to the floodplain, migratory birds, threatened and endangered species, vegetation, visual resources and/or wildlife.

The Proposed Action site is located at the northern end of Lake Havasu and within the western side of Lake Havasu City. Other developments and disturbances in the area include a wide array of recreational and commercial shoreline improvements and the London Bridge Channel. There are no foreseeable significant future developments or actions that would affect these resources and/or elements.

a) Cumulative Effects to Resources

This section describes the cumulative effects of those resources/concerns identified in Chapter 3 as present and/or potentially affected.

(1) Cultural Resources/Paleontological Resources

(a) Proposed Action

The proposed installation of courtesy docks and rip-rap would very slightly increase the amount of ground disturbance

(b) No Action Alternative

There are no cumulative effects under the No Action alternative.

(2) Fish Habitat

(a) Proposed Action

The proposed installation of courtesy docks would increase aquatic habitat structure by providing shaded and protected areas. This effect would be in combination with the efforts of the Lake Havasu Fisheries Improvement Program to maintain and augment fisheries habitat throughout the lake.

(b) No Action Alternative

There are no cumulative effects under the No Action alternative.

(3) Human Health and Safety

(a) Proposed Action

The proposed installation of courtesy docks and launch ramp improvements would increase public safety relating to boating access to and from the lake.

(b) No Action Alternative

There are no cumulative effects under the No Action alternative.

(4) Noise

(a) Proposed Action

The proposed installation of courtesy docks, launch ramp improvements and the addition of rip-rap would have the potential to temporarily increase noise during the project.

(b) No Action Alternative

There are no cumulative effects under the No Action alternative.

(5) Recreation

(a) Proposed Action

There are no apparent cumulative effects of this project in combination with other past, present, or foreseeable future actions in the northern Lake Havasu area.

(b) No Action Alternative

There are no cumulative effects under the No Action alternative.

5. CHAPTER 5 - TRIBES, INDIVIDUALS, ORGANIZATIONS OR AGENCIES CONSULTED

The Arizona Game and Fish Department and Arizona State Parks have been coordinating and consulting together on the Proposed Action throughout 2008 and 2009. An Inter-Agency Service

Agreement signed in 2009 between the agencies as part of the on-going improvements of this facility.

A. Bureau of Land Management (List of Preparers)

Doug Adams, Fishery Biologist, Lake Havasu Field Office

George Shannon, Archaeologist, Lake Havasu Field Office

Gina Trafton, Planning and Environmental Coordinator, Lake Havasu Field Office

Kirk Koch, Lake Havasu Fisheries Program Manager

B. Other Agencies:

Arizona Game and Fish Department

Arizona State Parks Department

Arizona Department of Environmental Quality

Army Corps of Engineers

Bureau of Reclamation

6. APPENDICES

A. – Cultural Clearance

CULTURAL RESOURCE COMPLIANCE DOCUMENTATION RECORD

Project No: 330-09-19 **Project Name:** Windsor Beach State Park Boating Facility Improvements

EA, Job or Case File No.: DOI-BLM-AZ-C030-2009-0062-EA

Institution: BLM Cultural Resource Use Permit No: N/A

Inventory Method: Existing Data Review Class II Class III

Eligibility Recommendation (for sites located):

No sites found

Effect Recommendation (only on eligible sites from above):

No Historic Properties Affected Adverse Effect

No Adverse Effect

Treatment Recommendations: (check and attach full description and map(s) as needed):

Avoidance (by project redesign/cancellation, etc.)

Physical or administrative protection measures

Standard stipulations

Special stipulations

Data recovery (collection, excavation, detailed recording, etc.)

Consultation:

Covered under PA, no further consultation required with SHPO or ACHP

Consultation required: SHPO Advisory Council Native Americans

Comments:

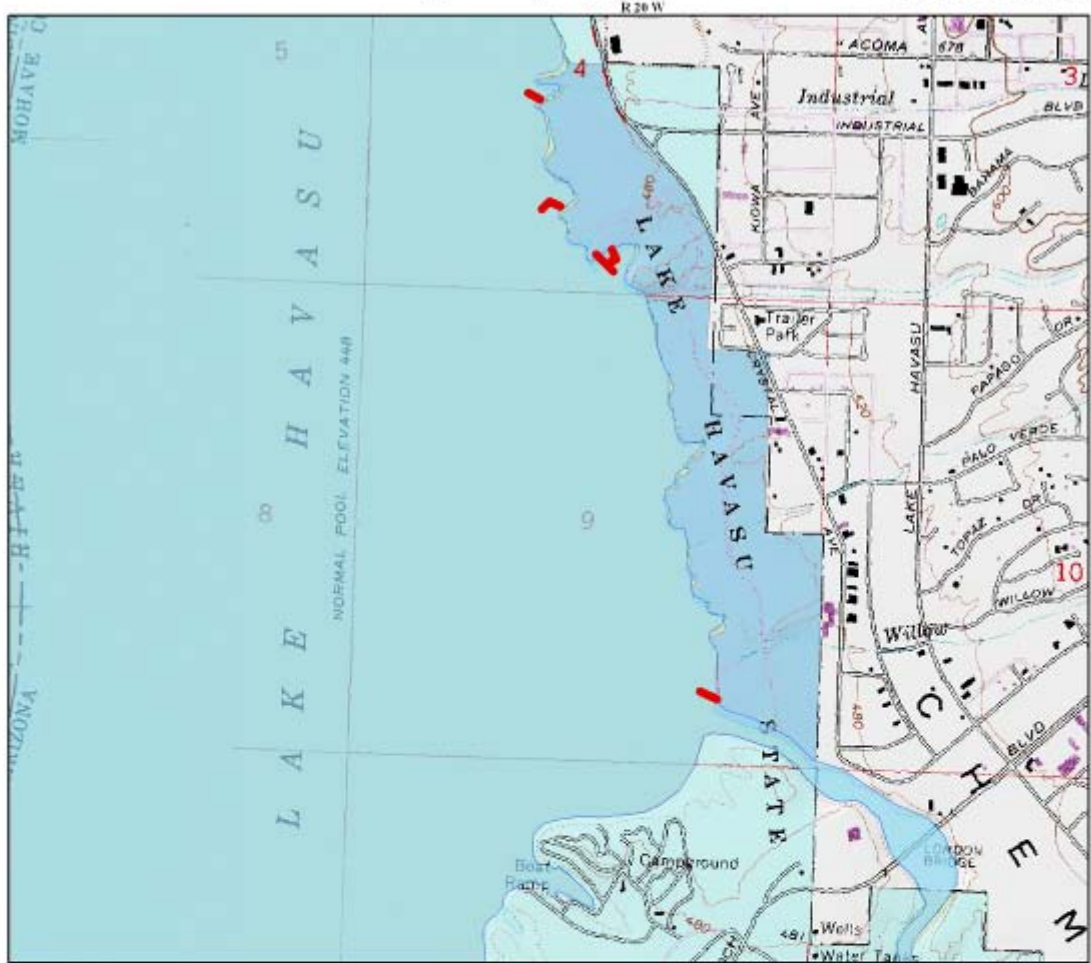
Attachments: N/A

Signed (by archaeologist): *Greg W. Shroy MS* Date: 1 Dec. 2009

B. – Maps (and Site Layout and Design)

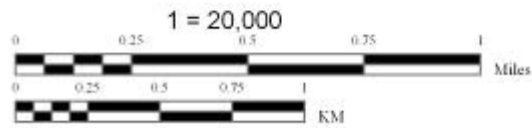
Windsor Beach State Park - Boating Facility Improvements

State of Arizona



Legend

- Bureau of Land Management (BLM)
- Private Lands
- State Lands
- City, State, County Parks
- Approximate Facility Locations



United States Department of the Interior
Bureau of Land Management
Lake Havasu Field Office
Map created on Dec 02, 2009

CAUTION:

Land ownership data is derived from less accurate data than the 1:24000 scale base map. Therefore, land ownership may not be shown for parcels smaller than 40 acres, and land ownership lines may have plotting errors due to source data.

No warranty is made by the Bureau of Land Management for the use of the data for purposes not intended by the BLM.

C. – Photos

Lake Havasu State Park and Overview of Proposed Project Sites



Windsor I



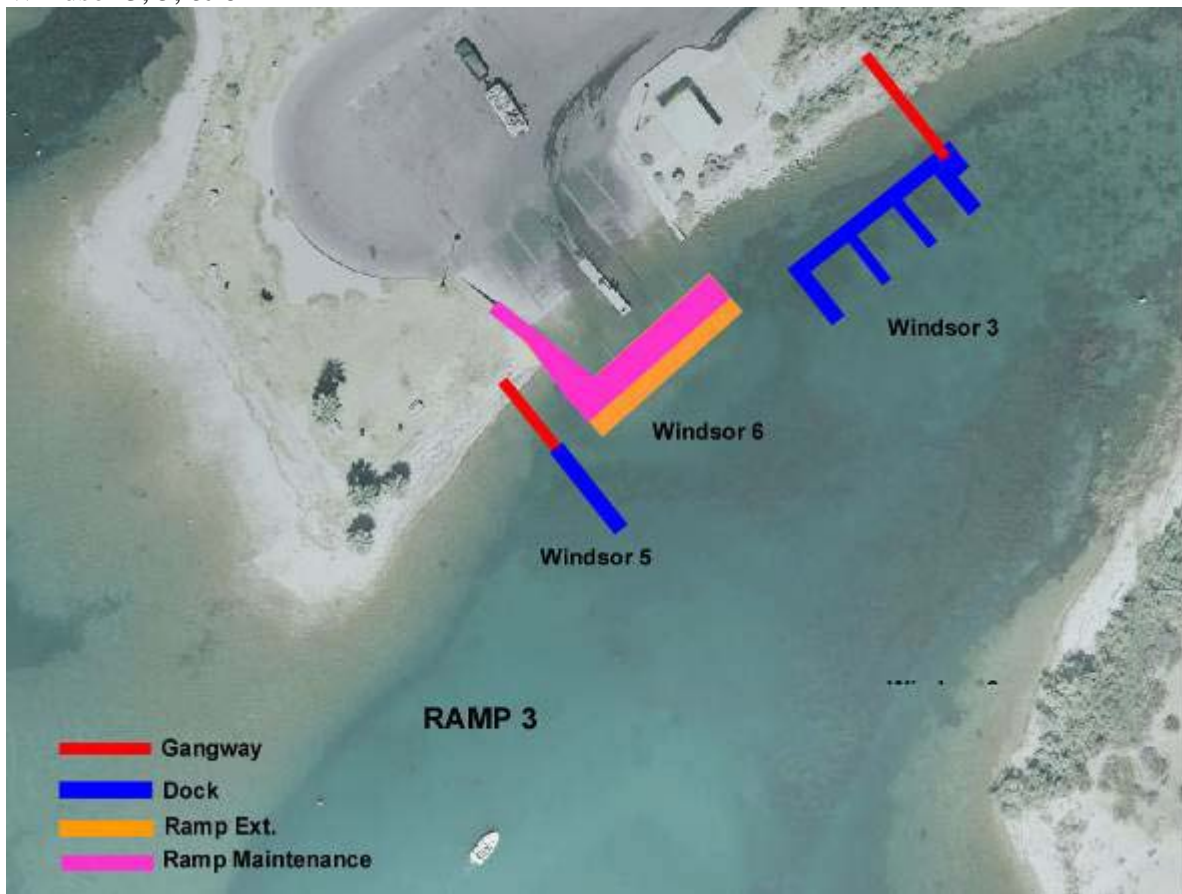
Windsor 2



Windsor 4



Windsor 3, 5, & 6



D. Appendix F - USBR Conversation Record



United States Department of the Interior



BUREAU OF RECLAMATION

Yuma Area Office
7301 Calle Agua Salada
Yuma, Arizona 85364

IN REPLY REFER TO:

YAO-7200
ENV-6.00

OCT 23 2009

LAKE HAVASU CITY, AZ

2009 OCT 28 P 1:02

RECEIVED LAKE
HAVASU FIELD OFFICE

MEMORANDUM

To: Field Manager, Bureau of Land Management, Lake Havasu Field Office,
2610 Sweetwater Avenue, Lake Havasu City, Arizona 86406-9071
Attention: Kirk Koch

From: Christopher M. Wallis **CHRISTOPHER M. WALLIS**
Director, Resource Management Office

Subject: Consultation and Concurrence Memorandum Regarding the Environmental
Assessment (EA) for Lake Havasu (Lake) State Park Boating Facility
Improvements – Colorado River Front Work and Levee System, Havasu Division,
Arizona

Thank you for the opportunity to provide comments to the subject EA. The Bureau of Reclamation's Yuma Area Office, Resource Management Office has reviewed the subject EA and has brief comments.

We are aware that the project does not propose to negatively impact Reclamation's mission, structures, or facilities. Should the proposed project encounter any issues with Reclamation's mission, lands, facilities, or flood control structures, Reclamation must be notified.

Under the description of Floodplain conditions in the Affected Environment section of the EA, it is noted that the Lake has the potential to reach 455 feet mean sea level. Reclamation is aware that the Lake has a potential to fluctuate approximately 13 feet in extreme cases. Reclamation would like the applicant to consider this variation in Lake elevations and ensure that any facility improvements take this information into the final designs. For example, boat ramps should have sufficient length, height, and depth to be capable to launch most any watercraft during all but the most extreme conditions of the Lake.

Reclamation believes that the mitigation measures outlined in the EA are sufficient to conserve resources and protect the environment.

If you have any questions regarding this matter, or when considering projects such as this in the future, please coordinate with the Yuma Area Office's Environmental Planning and Compliance Group. You may contact Mr. Julian DeSantiago, Acting Environmental Planning and Compliance Group Manager at telephone number 928-343-8259, or electronic mail at jdesantiago@usbr.gov.

Again, thank you for the opportunity to comment on this document. Please send us a copy of any final documentation for this proposed project.

Technical Review:

Supplemental Authorities /Other Resources or Concerns	May Be Affected		If May affect / Mitigations Assigned	Signature Name/Title	Date
	Yes	No			
Air Quality				<i>Kirk Koch/Cory Bodman</i>	
Areas of Critical Environmental Concern				<i>George Shannon /Paul Fuselier</i>	
Cultural Resources/ Paleontological Resources				<i>George Shannon</i>	
Environmental Justice				<i>Project Lead</i>	
Farm Lands (Prime or Unique)		X	By definition, there are no "prime farmlands" on BLM-administered lands within LHFO.	<i>Project Lead</i>	
Floodplain				<i>Kirk Koch/Doug Adams</i>	
Fuels / Fire Management				<i>Tim Duck</i>	
Human Health and Public Safety				<i>Bill Parry</i>	
Lands/Realty				<i>Maria Rosalez</i>	
Migratory Birds				<i>Erica Thoele/Doug Adams</i>	
Minerals				<i>Amanda Dodson</i>	
Native American Religious Concerns				<i>George Shannon</i>	
Law Enforcement				<i>Mike Dodson / Melody Stehwien</i>	

Technical Review:

Supplemental Authorities /Other Resources or Concerns	May Be Affected		If May affect / Mitigations Assigned	Signature Name/Title	Date
	Yes	No			
Operations/ Engineering Review				<i>Mike Henderson</i>	
Recreation				<i>Myron McCoy</i>	
Rangeland				<i>Erica Thoele/Doug Adams /Project Lead</i>	
Socio-economics				<i>Project Lead</i>	
Soils				<i>Kirk Koch/Cory Bodman</i>	
Threatened or Endangered Species				<i>Erica Thoele/Doug Adams</i>	
Travel Management				<i>Myron McCoy</i>	
Vegetation				<i>Erica Thoele/Doug Adams</i>	
Visual Resources Management				<i>Myron McCoy/Paul Fuselier</i>	
Wastes, Hazardous or Solid				<i>Cathy Wolff-White</i>	
Water Quality, Drinking or Ground				<i>Kirk Koch/Cory Bodman</i>	
Weeds (Invasive & Non Native)				<i>Erica Thoele/Doug Adams</i>	
Wetlands/Riparian Zones				<i>Erica Thoele/Doug Adams</i>	
Wild and Scenic Rivers				<i>Paul Fuselier</i>	

Technical Review:					
Supplemental Authorities /Other Resources or Concerns	May Be Affected		If May affect / Mitigations Assigned	Signature Name/Title	Date
	Yes	No			
Wild Horses/ Burros				<i>Roger Oyler or Project Lead</i>	
Wilderness & WSA				<i>Paul Fuselier</i>	
Wildlife				<i>Erica Thoele</i>	

Compliance and assignment of responsibility (Type Program or Employee):

Fisheries Partnership – Kirk Koch

Monitoring and assignment of responsibility: (Type Program or Employee):

Fisheries Partnership – Kirk Koch

Review:

Prepared by: _____
 Kirk L. Koch
 Project Lead

 Insert date

Reviewed by: _____
 Gina B. Trafton
 Planning and Environmental Coordinator

 Insert date

Reviewed by: _____
 Patricia A. Taylor
 Associate Field Office Manager
 Lands and Renewable Resources

 Insert date

Reviewed by: _____
 Ramone B. McCoy
 Field Manager,
 Lake Havasu Field Office

 Insert date

7. FINDING OF NO SIGNIFICANT IMPACT AND DECISION RECORD

**FINDING OF NO SIGNIFICANT IMPACT
AND
DECISION RECORD**

LAKE HAVASU FIELD OFFICE
Arizona State Parks/Arizona Game & Fish Department
Windsor Beach State Park Boating Improvements
DOI-BLM-AZ-C030-2009-0062-EA

FONSI

I have reviewed this environmental assessment including the discussion of environmental impacts. I have determined that the Proposed Action with the mitigation measures described below will not have any significant impacts on the human environment and that an Environmental Impact Statement is not required. I have determined that the proposed project is in conformance with the approved land use plan.

DECISION

It is my decision to authorize the Proposed Action as described in Environmental Assessment DOI-BLM-AZ-C030-2009-0062-EA. The Proposed Action will be subject to the stipulations attached to this environmental assessment.

The R&PP patentee proposes to replace two old boating courtesy docks (Windsor 2 & 3 in this Proposed Action), as well as install three new ones (Windsor 1, 4, & 5 in this Proposed Action) in association with existing boat launch facilities at Windsor Beach, Lake Havasu State Park. Rip Rap will also be installed at Windsor 1 to control shoreline erosion. Specifically, four of the described docks will be located around three existing launch ramps in T. 13 N, R. 20 W., in the SW ¼ of Sec. 4.

The launch ramp known as “Windsor South” (Windsor 6 in this Proposed Action) within the above described parcel is also proposed to receive upgrades in terms of lengthening, widening, and shoreline stabilization.

The fifth proposed dock will be located in T. 13 N., R. 20 W. in the SE ¼ of Sec. 9.

Compliance and monitoring of this Proposed Action from construction through operation will periodically be performed by a member of the Lake Havasu Field Office Fisheries Program.

RATIONALE

My decision to approve the Proposed Action analyzed in EA-AZ-C030-2009-0062-EA is based on the following:

The Proposed Action has been analyzed, with no apparent significant impacts anticipated. The

environmental assessment adequately covers all affected resource values.

The Proposed Action is in conformance with the RMP, even though it is not specifically provided for, because it is clearly consistent with the following RMP objectives, terms and conditions:

RR-4. Desired Future Conditions for the Lake Havasu Special Recreation Management Area are:

Primary Market Strategy: Destination

Market: Residents of and visitors to the Lake Havasu Region.

SRMA Desired Future Condition: Manage high-volume recreation on the lake and shoreline to sustain natural resource values and recreational opportunities. Pg 51.

RR-11. Desired Future Conditions for the Lake Havasu RMZ 7 – North Lake Havasu will be generally managed for Rural Developed to provide the following:

Niche: Boating for pleasure in close proximity to the services provided by Lake Havasu City. SRPs related to events that impact lake bottom managed by the BLM.

Management Objective: Manage this zone to provide opportunities for visitors to engage in a variety of water and shoreline related activities, providing continuity to management through collaborative partnerships with other entities. Manage this zone to provide environmentally responsible recreation opportunities to include Arizona shoreline fishing docks and enhancement or protection on important fish habitats from impacts to the lake bottom. Pg. 65.

However, the following RMP decision indicates some cooperative riparian planning between BLM and Arizona State Parks should be completed to fully conform with the RMP. Planning and assessment should be done to determine a desired plant community along this affected shoreline (see stipulations), then implement coordinated designs to mitigate existing shoreline vegetative conditions (both terrestrial and aquatic) that are contrary to the intent of this decision. This may help mitigate noise impact potentials identified in this document.

RP-3. The BLM will manage for proper functioning condition within riparian areas and springs, but where hydrological modifications and soil conditions prohibit proper functioning condition; a desired plant community will be defined and managed appropriately (see RMP Maps 6, 7, and 8). Pg. 16.

ALTERNATIVES CONSIDERED

A. Proposed Action

BLM would permit the placement of five courtesy docks and a launch ramp extension at Lake

Havasu State Park (aka Windsor Beach) in Mohave County, Arizona (T.13N. R.20W, sections 4 and 9, Gila and Salt River Meridian). This site is located on Bureau of Reclamation withdrawn lands, managed by the Bureau of Land Management (BLM). Cumulatively, these structures will serve people that occupy approximately 1,000 recreational vessels on high use summer days.

For the purposes of this Environmental Assessment, the following names have been assigned to the proposed project sites. See Maps in Appendix D.

Windsor 1: The northern-most launch ramp in the park, currently dedicated for use by personal watercraft and other jet-drive watercraft only. The Proposed Action would construct a new eight (8) feet by 40 feet boat courtesy dock and five (5) feet by 30 feet gangway on the western side of the existing launch ramp. The new, longer dock will accommodate multiple users with larger jet-drive watercraft. Further erosion near the gangway will be prevented with the addition of approximately 12 cubic yards of boulder rip-rap.

Windsor 2: Commonly named “North Ramp”, this facility is the northern-most of the two launch ramps adjacent to the park’s main boat-trailer parking area. The Proposed Action would remove and replace the existing gangway, courtesy docks and associated gangway and dock support structures. The new docks would be widened to eight (8) feet in width, and be extended to approximately 160 feet in total length, with a single finger dock lengthened to 26 feet to better accommodate larger watercraft. The entire dock structure will be moved further from shore to better accommodate watercraft.

Windsor 3: Commonly named “South Ramp”, this facility is the southern-most of the two launch ramps adjacent to the park’s main boat-trailer parking area. The Proposed Action would remove and replace the existing gangway, courtesy docks and associated gangway and dock support structures. The docks and two slip fingers would be widened to eight (8) feet in width. The remaining slip fingers would be widened to five (5) feet and all slip fingers would be lengthened to 26 feet to better accommodate larger watercraft. The entire dock structure will be moved further from shore to allow boaters to access a portion of the northern side of the dock.

Windsor 4: Commonly named “Area 4”, this facility consists of the large, overflow/auxiliary parking area at the far southern end of the park, along with a beach and a special events area. The Proposed Action would construct a new eight (8) feet by 40 feet boat courtesy dock and a five (5) feet by 30 feet gangway near the southern end of the beach area. The new dock will better accommodate the operators of all types of watercraft currently using the auxiliary parking area. These structures would be specifically for the transfer of tow vehicle drivers to and from the auxiliary parking area, and are not intended for short-term tie-up of watercraft.

Windsor 5: To avoid confusion with the adjacent Windsor 3 and Windsor 6 projects at South Ramp, this project name has been designated for the new boat courtesy dock installation immediately west of South Ramp, along with its corresponding access sidewalk improvements. The Proposed Action would construct a new eight (8) feet by 40

feet boat courtesy dock and a five (5) feet by 30 feet gangway west of the existing South Ramp. These structures would be specifically for the transfer of tow vehicle drivers to and from the main parking area, and are not intended for short-term tie-up of watercraft.

Windsor 6: To avoid confusion with the adjacent Windsor 3 and Windsor 5 projects at South Ramp, this project name has been designated for the extension and widening of South Ramp, along with its corresponding western head wall structure. The Proposed Action would repair erosion and protect the substrate across the bottom width of the existing South launch ramp (approximately 90 feet) by adding approximately 16 feet of articulated revetment concrete mats. The bottom edge of the ramp would be extended and further protected by adding an additional eight (8) feet of revetment mat across the ramp width. This work would include removal and replacement of the western-most concrete retaining wall and widening of the western-most lane of the launch ramp to maintain a standard width down the entire length of this launching lane.

All this work will be done using heavy equipment on existing paved launch ramp surfaces to lift and place the prefabricated launch ramp segments into place, aided by SCUBA divers for placement when needed. This work will not deploy a coffer dam or require dewatering of the area for installation.

Additional dock space is needed to assist boaters who must tie up their watercraft, and to better accommodate larger boats using the facilities. Additional docks in new locations and longer docks are required in order to allow the safe pick-up and drop-off of vehicle drivers retrieving boat trailers from the parking lots. These new or extended docks will serve to move this type of boat traffic away from the immediate vicinity of the launch ramps, lessening congestion for the actual launch and retrieval process. In the case of the Area 4 overflow parking, boaters must currently either beach their boats on the swimming beach or come very close to a rock jetty in order to pick-up or drop-off vehicle drivers. Without a courtesy dock, this is an inefficient process, which also is hazardous to swimmers and the boats themselves. Repair and extension of the South ramp will decrease the potential to damage trailers, and will more evenly spread boat launch traffic between North and South ramp, relieving some of the congestion currently occurring at North ramp. Some of the above conditions are not a safe situation for the recreating public, especially for individuals requiring barrier-free access to the facilities.

All courtesy docks would be secured by post-piling systems consisting of six (6) inch diameter steel posts. The installation process will involve land based heavy equipment that will transport the prefabricated gangways and dock segments to the waters-edge on currently paved routes (existing launch ramps). Gangways will connect a fixed location on the shoreline to the floating dock segment. Dock segments will be placed in the water by land based heavy equipment, floated into place by contractor vessels, and hinged to the end of the gangways. Contractor will attach gangways to shoreline pedestrian paths that already exist at Windsor 2 and 3. Shoreline attachments and walk ways will be prefabricated at Windsor 1, 4, and 5 in the select locations prior to dock installation.

The contractor will install one complete dock unit at a time. Given unpredictable wind and wave conditions, the contractor has complete discretion regarding the order of dock installation, given compliance with permits. When dock sections are in a preferred location, the contractor will use

hoists to lift the pile sections into place, and use an air hammer to drive the pile into the lake substrate at appropriate locations along the dock sections. Pile sections will be driven to refusal (as far as they'll go into the substrate) and attached to the floating dock segments within sleeves that secure the floating facility to the pile while allowing it to fluctuate with changing water levels. Once the designed number of pilings have been driven and attached to a dock segment, the contractor will initiate the process on the next dock to be installed until all five are complete. Installation of docks will be done primarily by floating vessel, supported by land based lifting equipment on paved surfaces with little need for disturbance to the bottom except the area that will receive piling, or the shoreline except at the paved walkway connection point.

Rip Rap identified for installation at Windsor I will be delivered by dump truck on paved surface, dumped at shoreline and placed at the desired waters-edge location by a back hoe.

These boat docking facilities would serve watercraft only, with swimming and fishing activities prohibited from the docks for public safety reasons. Each of these proposed facilities would be built by private contractors under the direction of AGFD and ASP officials. Construction is proposed in the last quarter of 2009 to be completed before February, 2010.

B. No Action Alternative (Alternative 1)

Under the No Action Alternative, no improvements would occur. The public would continue beaching their watercraft on the concrete boat ramp or the rocky shoreline at Windsor 1, or on the swimming beach or rock jetty at Windsor 4. Shoreline erosion would continue to jeopardize existing structures at Windsor 1. The Windsor 5 (South) ramp would only be available to boats under 30 feet in length, trailer damage could still occur in times of low lake levels, continuing to add to the existing boat and vehicle congestion at the Windsor 2 (north) ramp. Boat traffic congestion at Windsor 2 and Windsor 3 would be unchanged, and would remain as a disadvantage of using the facility. Boat traffic patterns at Windsor 2 and Windsor 3 would continue to pose safety and inefficiency concerns due to the need to operate watercraft in close proximity to the actual boat ramp, even when only dropping off or picking up passengers. No new courtesy docks or pedestrian access improvements would be installed, which would continue to prevent access at Windsor 2 and 4 by persons with disabilities. No existing dock systems would be replaced, resulting in continued degradation and public safety issues at the Windsor 2 and Windsor 3 docks.

This alternative was considered but eliminated from the analysis because it does not satisfy the stated purpose and need to increase public safety, increase the overall efficiency of the existing launch ramps and associated boating access structures, and repair the existing structures to insure long-term use by the boating public, with minimal maintenance costs.

C. Alternatives Considered but Eliminated From Detailed Analysis

Other alternatives considered included lengthening the Windsor 2, 3, 4 and 5 docks by 40 to 80 feet longer than the structures listed in the Proposed Action. In addition, breakwater structures were considered for installation offshore from Windsor 2 and Windsor 3 to provide addition protection and safety during windy conditions or other storm events. Extension of the Windsor 5 (South) ramp was considered to be accomplished by dewatering the area around the ramp and

performing maintenance/repair and extension of the ramp with cast in place concrete slabs. These alternatives were modified or eliminated from further consideration in favor of the Proposed Action following consultation with the U.S. Army Corps of Engineers and dock manufacturers. Due to a combination of permitting issues and concerns related to shallow water and boat traffic patterns, overall work in the Proposed Action was modified or reduced in scope to address these issues.

PUBLIC INVOLVEMENT

This proposed action is for public facilities that fell into a state of disrepair. The facility administrator, Arizona State Parks, was reminded of this disrepair repeatedly, but could not afford replacement costs. This presented a safety risk to the public boaters in many respects.

Lake Havasu Marine Association raised private funds in the spring of 2008 to prompt action that triggered Arizona Game & Fish Department assistance, and provided public funds to enable design and purchase of needed materials and services. The replacements, and upgrades to these facilities will improve public safety at this very popular Arizona boat launching facility that provides significant socio-economic benefits for the local community.

STIPULATIONS

1. Paints or other chemicals will not be applied to the ground or vegetation.
2. The site will be maintained in a sanitary condition at all times; waste materials will be disposed of promptly at an appropriate waste disposal site. "Waste" is defined as all discarded matter including, but not limited to, human waste, trash, garbage, refuse, oil drums, petroleum products, ashes, and any other object carried in by the patentee.
3. All permits from the appropriate regulating agencies will be obtained and a copy submitted to the BLM, prior to construction.
4. At least 48 hours prior to commencement of construction, the patentee shall contact the BLM Fisheries Program Manager at (928) 505-1237 to give notification of the scheduled activities.
5. The patentee agrees to indemnify and hold harmless the United States for any and all liability, including injury to persons or damage to property, which may result directly or indirectly from the use permitted.
6. If any species listed as threatened or endangered under Federal or State of Arizona regulations are encountered during any activities, work will immediately stop. Immediate telephone notification of the discovery shall be made to the BLM Wildlife Biologist at (928) 505-1200. The activity may resume only after the Authorized Officer has issued a continuance.
7. The Patentee shall comply with all State and Federal laws relating to prehistoric or historic archaeological sites or artifacts. Actions other than those explicitly approved by the Bureau of Land Management which result in impacts upon archaeological resources, shall be subject to the judicial proceedings of the Archaeological Resources Protection Act of 1979, as amended, and

the Federal Land Policy and Management Act of 1976. As property of the United States, no person may, without authorization, excavate, remove, damage, or otherwise alter or deface any historic or prehistoric site, artifact, or object of antiquity located on public lands.

8. The taking, harassing, killing or collection of any type of wildlife is not authorized.

9. Any removal, pruning or alteration of any vegetation, shrubs or wildflower species is not authorized, unless specifically approved in advance.

10. Patentee shall post signs and/or utilize appropriate measures to include security personnel to reduce/eliminate public hazards during construction and operation of these proposed improvements.

11. Arizona State Parks will lead development of a plan, in collaboration with BLM, and AG&F, to design a desired plant community in terms of composition and density for these project areas, and surrounding shoreline. This plan will be approved by BLM within two years, and implemented within three years of this project approval. This plan will also include definition of options with recommendations to improve riparian conditions between water, and launch facilities, to include parking lots, as well as address desirable and undesirable aquatic plants with strategies for cooperative management.

12. Disturbance or alteration of the shoreline required by this project will be stabilized immediately to inhibit wave erosion with the consent of the BLM Fisheries Program Manager. Long term stabilization for any such sites will be addressed for re-vegetation purposes in cooperative ASP/BLM desired plant community projects described in preceding stipulation.

13. ASP will actively cooperate with BLM and AZG&F to educate employees and visitors in Aquatic Nuisance Species Management. Education will be directed at compliance with Arizona law, inhibiting introduction of new nuisance species into Lake Havasu, as well as stopping the spread of resident nuisance species to uninfected waters.

14. ASP will cooperate with BLM to determine noise levels during peak operation times at these facilities to establish baseline measurements for Lake Havasu recreational boater exposure, developing noise trends, and enable more informed future planning for similar facilities.

APPEALS

This decision may be appealed to the Interior Board of Land Appeals, Office of the Secretary, in accordance with the regulations contained in 43 CFR, Part 4 and the enclosed Form 1842-1. If an appeal is taken, your notice of appeal must be filed in this office (at the above address) within 30 days from receipt of this decision. The appellant has the burden of proof by showing that the decision appealed from is in error.

If you wish to file a petition pursuant to regulation 43 CFR 4.21 (58 FR 4939, January 19, 1993) request for a stay (suspension) of the effectiveness of this decision during the time that your appeal is being reviewed by the Board, the petition for a stay must accompany your notice of appeal. A petition for a stay is required to show sufficient justification based on the standards

listed below. Copies of the notice of appeal and petition for a stay must also be submitted to each party named in this decision and to the Interior Board of Land Appeals and to the appropriate Office of the Solicitor (see 43 CFR 4.413) at the same time the original documents are filed with this office. If you request a stay, you have the burden of proof to demonstrate that a stay should be granted.

Standards for Obtaining a Stay

Except as otherwise provided by law or other pertinent regulation, a petition for a stay of a decision pending appeal shall show sufficient justification based on the following standards:

- (1) The relative harm to the parties if the stay is granted or denied,
- (2) The likelihood of the appellant's success on the merits,
- (3) The likelihood of immediate and irreparable harm if the stay is not granted, and
- (4) Whether the public interest favors granting the stay.

APPROVED

Ramone B. McCoy, Field Manager
Lake Havasu Field Office

Date