



COTTONWOOD COVE AND KATHERINE LANDING

DEVELOPMENT CONCEPT PLANS / ENVIRONMENTAL IMPACT STATEMENT

Dear Friends,

As you may recall, The National Park Service is preparing development concept plans (DCPs) and an accompanying environmental impact statement for the Cottonwood Cove and Katherine Landing developed areas on Lake Mohave. The purpose of the DCPs is to revisit the implementation strategies identified in the 1986 General Management Plan and 2003 Lake Management Plan for the national recreation area.

A little more than a year ago, we held several public meetings at Bullhead City, Searchlight, and Boulder City as part of the planning effort for Cottonwood Cove and Katherine Landing. The ideas, issues, and concerns that you shared have been informative and helpful as we continue with the next phase of planning. This newsletter highlights several issues that we believe are important for the development concept plans to address, and outlines several different approaches to each of the issues. We want to hear from you! Is the list of issues complete? Is there a reasonable option for approaching a particular issue that we have missed? Do you prefer any particular approach to an issue? Any thoughts that you can share with us along these lines would be extremely valuable to us.

Once we have a complete list of issues, each with a range of options, we will define planning alternatives and prepare a Draft Development Concept Plans / Environmental Impact Statement for your review. We hope you'll stay engaged in this important planning process by reviewing this newsletter and sending us your comments.

Sincerely,

William K. Dickinson
Superintendent
Lake Mead National Recreation Area

OBJECTIVES IN TAKING ACTION

The purpose of the development concept plans (DCPs) for Cottonwood Cove and Katherine Landing is to reevaluate the implementation strategies for these two areas that were identified in the *1986 Lake Mead National Recreation Area General Management Plan and Final Environmental Impact Statement* and *2003 Lake Mead National Recreation Area Lake Management Plan and Final Environmental Impact Statement*. Each DCP will provide an integrated plan for development with site specific guidance for the extent, type, and location of facilities and services that is consistent with the management direction and intent established in the 1986 and 2003 plans.

Based on the purpose and need for this project, the primary objectives of the proposed plans are to:

- **Enhance visitor and staff safety.** Provide flood hazard mitigation, emergency services, and clear, safe, and efficient vehicular circulation.
- **Enhance the recreational experience.** Provide for a range of visitor experiences and opportunities, including educational and interpretive opportunities that encourage the preservation of park resources, and foster increased visitor understanding, appreciation, enjoyment, and stewardship.
- **Protect and enhance the natural, scenic and cultural resources of the areas.** One of the key elements in maintaining a quality recreational setting is protecting the resources that make that recreational visit enjoyable.
- **Provide necessary and appropriate facilities and services for visitors.** Determine which facilities or services are necessary and appropriate at these sites for the continued public use and enjoyment of the park, given changing visitor preferences and recent development in the surrounding area. What identified needs can be met outside park boundaries? What is the economic feasibility of concession facilities determined to be needed within the park?

KEY ISSUES BEING CONSIDERED IN THE DEVELOPMENT CONCEPT PLAN

Based on public and park staff input, the planning team identified seven key issues on which the development concept plans should focus. These issues are described in the following pages of this newsletter.

At both Katherine Landing and Cottonwood Cove, numerous facilities and activities compete for space within a limited area. To assist you in understanding the interrelated issues, this newsletter provides background information relevant to each issue. It also identifies “givens” that apply to all of the options being considered for an issue. These givens reflect legal requirements, NPS management policies, and administrative commitments. Finally, the newsletter presents different options or actions that could be taken to address the identified issues.

YOUR THOUGHTS ON THE OPTIONS

We would like to know which options you would support being taken to address the issues confronting park managers at each of the developed areas. Why would you select certain options and not others? Are there other options that you think we should consider? Keep in mind the following points when reading the issues and options:

- We cannot implement every option presented here. In some cases, implementing one option to address a specific issue may rule out the use of certain options to address other issues. In other cases, options may complement each other.
- The various options have different implications as far as resource protection, visitor opportunities, facilities (construction and/or maintenance), and operation/administration of each area.

If you would like to provide input on the issues or options, please see page 7, “How You May Stay Involved.”



COTTONWOOD COVE



KATHERINE LANDING

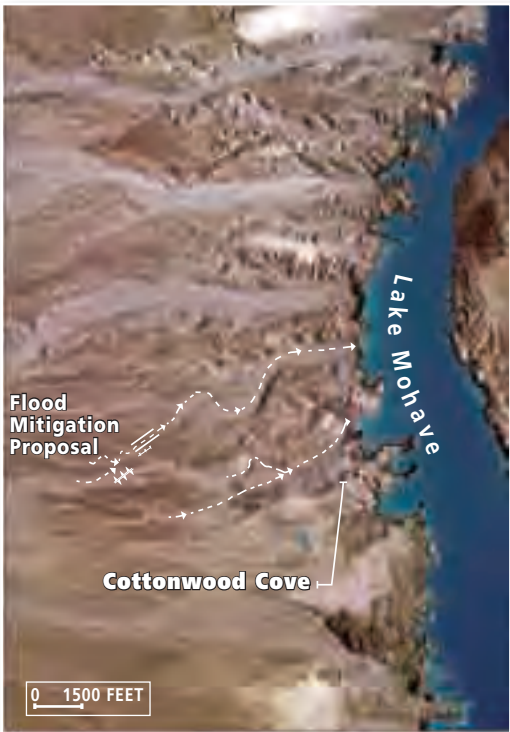
ISSUE 1:

FLOOD MITIGATION

Both developed areas are high hazard areas for flash floods. Consequently, flood mitigation is of paramount importance to public safety and protection of property in floodplains. Existing flood mitigation consists of a combination of diversion dikes and ditches that provide various levels of flood protection, ranging anywhere from approximately 10 to 100-year flows but that do not convey probable maximum flood (PMF) flows. Furthermore, the National Park Service currently expends considerable effort and resources in maintaining and removing debris from existing flood channels, cleaning culverts plugged with sediment, and removing sediment from parking areas during even relatively minor storm events.

Givens:

- Flood control channels through developed areas with overnight occupancy are to convey the probable maximum flood (PMF).
- Where flood flows do not threaten overnight visitors or staff (e.g. Cottonwood Cove lower parking lot), channels are not required to convey the 100-year or PMF events.



Options for Cottonwood Cove

Option 1: Maintain the existing flood mitigation measures. These consist of diversion dikes and ditches that direct flows along the north side of the lower access road, through the lower parking area, and into the lake.

Option 2: Maintain the early warning detection system and improve the structural flood mitigation. Construct a diversion dike and channel system in Ranger Wash, west of the developed area. This diversion would direct flows into a wash that enters the lake north of Cottonwood Cove, thereby preventing a very significant percentage of flood flows from entering the developed area. To mitigate remaining flows within the developed area, existing dikes would be extended and channels reinforced in these areas: dry boat storage, concession housing, and lower campground. A reinforced channel north and parallel to the entrance road would be constructed to convey flood flows from above the ranger station down to the lake front parking area, where flows would be discharged into the lake.

Options for Katherine Landing

Option 1: Maintain the existing flood mitigation measures. These consist of diversion dikes and ditches on each side of the developed area.

Option 2: Install an early warning detection system and improve structural flood mitigation. Structural protection in Katherine Wash would consist of rehabilitation of the existing dike that diverts flows from North Katherine Wash into South Telephone Cove Wash; a new diversion dike located north of the access road above the campground to divert flows from North Katherine Wash to South Katherine Wash and into an existing borrow site; use of the borrow site as a detention basin with a low level outlet and an overflow spillway into South Katherine Wash; and reinforced channel that follows the existing drainage ditch along the south side of South Katherine Wash. Flows from the South Katherine Wash would be conveyed into the lake via either a concrete swale or a combination of a box culvert and channel. Structural flood protection would also include reinforced channels in the dry boat storage wash to direct flows around the concessioner's maintenance area.

Options for North and South Arizona Telephone Coves

Option 1: Maintain the existing flood mitigation measures, which consist of earthen berms, diversion dikes, and warning signs.

Option 2: Evaluate the construction of additional flood control structures to shift flows that currently run down the access road and through the parking area to the north side of North Arizona Telephone Cove.

ISSUE 2:

NON-BOATING / SHORELINE USERS

The park is experiencing increasing use by the non-boating public, who are seeking day use opportunities to enjoy the park. This segment of the public has expressed concerns about there being an overemphasis on accommodating boaters in terms of shoreline use and facilities. They have expressed desire for more shoreline-based day use opportunities and facilities, such as increased shoreline access, trails, picnic areas, restrooms, and shade structures.

At Cottonwood Cove, marina facilities, launch ramp, picnic area, and lower campground are all closely positioned at the mouth of Cottonwood Wash, resulting in safety concerns, congested conditions, and conflicts between user groups. Day use picnickers often spread out into the lower campground sites. Unmet needs for day use parking results in cars occupying the pull-trough trailer spaces. Swimmers are in close proximity to boat traffic. Over time, growing numbers of day users and expansion of the marina to authorized capacity levels would further aggravate the extent and frequency of crowded conditions.

Givens:

- Allocation of adequate space for the marina facilities at Cottonwood Cove must take into account that the facility is currently not at its authorized capacity and could approximately double in size.



Options for Cottonwood Cove

Option 1: Maintain the existing shoreline picnic facilities and non-boating/beach use areas within Cottonwood Cove, which are located north of the launch ramp and east of the motel.

Option 2: Relocate expanded shoreline picnic facilities and designated non-boating/beach use area to Ski Cove, which is located immediately to the south of Cottonwood Cove. Provide both group and individual sites and site amenities, such as tables/grills, shade structures, and restrooms. Establish trail connections to visitor destinations or areas of interest, such as visitor service areas, picnic areas, shorelines, and remote beach areas.

Option 3: Expand the designated non-boating/beach use area in Cottonwood Cove by relocating the marina facilities to Ski Cove and/or Cottontail Cove. Enhance and expand the shoreline picnic areas within Cottonwood Wash. Provide both group and individual sites and site amenities, such as tables/grills, shade structures, and restrooms. Convert a portion of the lower campground to day use during the summer.

Option 4: Maintain the existing designated non-boating/beach use area, enhance the existing shoreline picnic area, and redesign the shoreline area east of the motel as a pedestrian plaza with amenities such as shade structures, picnic tables, and amphitheater. Expand shoreline opportunities by developing new picnic facilities and designated non-boating/beach use areas in Ski Cove and Cottontail Cove. Convert the lower campground to year-round day use.

Options for Katherine Landing, North and South Arizona Telephone Coves, Cabinsite Point, and Princess Cove

Option 1: Maintain the existing picnic facilities at Katherine Landing, South Arizona Telephone Cove, and Princess Cove. Maintain the designated non-boating/beach use areas at South Arizona Telephone Cove and Cabinsite Point.

Option 2: Remove the picnic area at Katherine Landing in order to utilize the area for parking. Provide additional picnic facilities at North Arizona Telephone Cove. Provide both group and individual sites and site amenities, such as tables/grills, shade structures, and restrooms. Establish additional trailheads and short trails to the lake to increase opportunities to access the lakeshore.

Option 3: Construct picnic areas along the Katherine Landing waterfront. Provide additional picnic facilities on the south side of South Arizona Telephone Cove. Provide both group and individual sites and site amenities, such as tables/grills, shade structures, and restrooms. Expand the designated non-boating/beach use areas at Cabinsite Point.

ISSUE 3:

TRAFFIC CIRCULATION,
PARKING, AND LAUNCH
RAMPS

Currently traffic circulation patterns and the amount and location of parking contribute to traffic congestion and safety problems. Road width and site distances along the main access road into Katherine Landing pose safety issues for bicyclists or maintenance personnel working along the road. At both developed areas, long boat launching lines back up traffic along the access roads. Launch lines can require up to an hour’s wait or longer. Visitors traveling to other destinations have no way to safely or conveniently bypass the boat launch traffic.

Parking areas near the launch ramps are limited. During the summer the campgrounds are used for overflow parking. Visitors vying for close-in parking results in cars occupying the pull-through trailer space and vehicles parked long-term in short-term parking spaces. The farther the distance to boat trailer parking areas, the longer it takes to launch or retrieve boats, resulting in longer wait times and traffic lines and more congestion near the launch ramp and immediate harbor area.

Consideration needs to be given to improving the safety and ease of access, providing better organized and more convenient parking, and providing the authorized number of pull-through and single spaces. What can be done to make it easier and quicker to launch and retrieve boats?

- Givens:
- The 2003 Lake Management Plan defined the type and level of visitor use, the carrying capacity that can be accommodated while sustaining the desired resource and visitor experience conditions in the park. By identifying and staying within the carrying capacity for the lakes, the park can prevent park uses that may unacceptably impact the resources, the visitor experience, and values for which the park was established. The carrying capacity will guide park managers in determining the size and extent of lake access facilities at both Cottonwood Cove and Katherine Landing.
 - Parking capacity at each developed area will include both single and pull-through spaces necessary to implement the authorized carrying capacity for each developed area. Currently, Katherine Landing is at and Cottonwood Cove is below the authorized parking capacity.



Options for Cottonwood Cove

- Option 1:** Maintain the existing roads, parking areas, and launch ramp.
- Option 2:** Widen the access road through the developed area and add an extended launch / ready lane. Consolidate intersections along the access road through the developed area to streamline points of access. Pave, stripe, and identify day use parking versus overnight parking areas. Accommodate additional parking in the existing NPS housing area, which would be relocated, and at Ski Cove and/or Cottontail Coves in support of new day use facilities in those locations.
- Option 3:** Create a looped interior road circulation system to allow for an alternative access through the developed area. Achieve this by developing a road along the south side of the current trailer village. Relocate existing RV sites and convert the area to additional parking closer to the lake.

Options for Katherine Landing

- Option 1:** Maintain existing roads, parking areas, and launch ramp.
- Option 2:** Widen the entrance road from Davis Dam road to the entrance station and provide paved turn outs in order to improve safety along the entrance road. Convert the amphitheater / picnic area to parking to provide parking closer to the lake, but maintain authorized parking capacity by removing the existing farthest parking area. Redesign the parking near the launch ramp / fish cleaning station to accommodate a new flood control channel / culvert that would outlet flows into the lake.
- Option 3:** Extend the right turn lane on the entrance road to Cabinsite Road. Implement other possible traffic controls such as seasonal traffic signals at the entrance road / Cabinsite Road intersection to facilitate left turns from Cabinsite Road onto the entrance road; directional signs or signal devices at upper parking area exits during boat retrieval times; or a vehicle turn-around for visitors to go from the parking areas back to the end of the retrieval line. Expand parking near the store and the existing motel, which would be removed. To maintain the authorized parking capacity, convert the existing farthest parking area to a mobile boat wash station.

Shift the launch ramp further north to accommodate a new concrete swale flood control structure that would outlet flows into the lake. Expand the number of launch ramp lanes. Reconfigure the marina to accommodate the new launch ramp location and dredge portions of the harbor, if needed, to allow marina reconfiguration. To maintain the authorized launching capacity at the southern end of the lake, discontinue motorized boat launching at North Arizona Telephone Cove or Cabinsite Point.

Options for North and South Arizona Telephone Coves, Cabinsite Point, and Princess Cove

- Option 1:** Maintain the existing roads, parking areas, and Princess Cove launch ramp. Continue to allow motorized boat launching at North Arizona Telephone Cove.
- Option 2:** Pave the access roads to North and South Arizona Telephone Coves. Pave parking and provide paved two-lane launch ramp at North Arizona Telephone Cove. Realign the Princess Cove Road / Cabinsite Point Road intersection to make Princess Cove Road the through road. Road access to the lake at Cabinsite Point would be managed as a backcountry road. Other loop and spur roads would be removed.
- Option 3:** Improve the access road to the lake at Cabinsite Point. Improve and formalize parking areas near the lake and previous cabin sites for improved parking areas. Formalize and pave overflow parking area at Princess Cove, but only if parking capacity is reduced at Katherine Landing to maintain the authorized carrying capacity.
- Option 4:** Discontinue motorized boat launching at North Arizona Telephone Cove or Cabinsite Point.



ISSUE 4:

OVERNIGHT VISITOR FACILITIES

Overnight visitor facilities include NPS managed campgrounds and commercially managed RV and trailer sites and motels.

The layout and design of the NPS campgrounds do not function effectively and are not in keeping with contemporary design standards and visitor needs. Roads and sites do not adequately accommodate large RVs or meet accessibility standards. There are no utility hookups. At Cottonwood Cove there is the additional concern of how to provide a more functional campground while protecting the cultural landscape.

With the growth of communities outside of the park, debate has arisen as to whether the long-term trailer village sites and the motel at Katherine Landing are still necessary and appropriate for public use and enjoyment of the park. Are these uses appropriate? Could these needs be better met outside park boundaries?

- Givens:
- Cottonwood Cove is part of a Mission 66-era cultural landscape that is eligible for inclusion to the National Register of Historic Places. The Mission 66 program was a large scale effort by the NPS to upgrade the national park infrastructure in the period after World War II.
 - The National Park Service Concessions Management Improvement Act of 1998 (PL 105- 391) established the legislation under which the National Park Service is to manage concession operations within units of the national park system. This act requires the National Park Service to provide reasonable opportunity for profit to authorized concession operations.
 - In accordance with NPS *Management Policies*, the park may permit commercial services that are necessary and appropriate for public use and enjoyment of the park and are consistent to the highest practicable degree with the preservation and conservation of the park’s resources and values.
- The NPS will encourage the development of private-sector visitor services in gateway communities to contribute to the local economic development, encourage competition, increase choices for visitors, and minimize the need for in-park facilities. The decision to authorize a park concession will be based on a determination that the facility or service is necessary and appropriate for the public use and enjoyment of the park in which it is located, and that identified needs are not met, nor can they be met, outside park boundaries.
- An economic feasibility evaluation of proposals that affect concession facilities would be completed as part of this planning process.

Options for Cottonwood Cove

- Option 1:** Maintain existing NPS campgrounds and commercial RV and trailer village sites and motel. Preserve character defining Mission 66 cultural landscape features.
- Option 2:** Transition from the long-term trailer sites to long- or short-term RV sites. Increase the motel capacity.
- Option 3:** Rehabilitate the upper campground to provide for larger sites with full hookups while retaining the historic character. Relocate commercial RV sites and shower / laundry service to the upper campground. The campground would be managed by the concessioner. Convert the lower area of the current trailer village to overnight accommodations such as motel or cabin units. Convert the existing motel to a consolidated commercial visitor services facility. Convert a portion of the lower campground to a day use picnic area during the summer season. Maintain as a campground with no hookups during the winter season.
- Option 4:** Redesign one loop of the upper campground to provide for larger sites with full hookups, laundry, and shower facilities for volunteers. Retain remaining loops for visitor camping and to preserve the character defining Mission 66 cultural landscape features. Convert the lower campground to a day use picnic area. Convert the current trailer village to RV sites and other overnight accommodations such as motel or cabin units.

Options for Katherine Landing and Cabinsite Point

- Option 1:** Maintain existing NPS campground and commercial RV and trailer village sites.
- Option 2:** Rehabilitate the campground to accommodate accessible sites and provide additional volunteer sites. Increase the capacity of the motel. Expand commercial RV sites in the lower area of the current trailer village. In the upper trailer village area, transition from the long-term trailer sites to long- or short-term RV sites.
- Option 3:** Rehabilitate and expand the south campground. Provide loops with larger sites for RVs with full hookups, for tent camping, and for volunteers with full hookups, laundry, and shower facilities. The campground would be managed by the concessioner. Relocate and expand commercial RV sites with full hookups in the lower area of the current trailer village and north campground. Convert upper area of the current trailer village to concession employee housing area. Remove the motel. Establish a backcountry campground on previously disturbed cabin sites on the bluff at Cabinsite Point.



ISSUE 5:

VISITOR ORIENTATION,
INTERPRETATION,
AND EDUCATION

The park’s information and education programs encourage visitors’ understanding of the park and its resources and provide park visitors with information they need to have a safe and enjoyable park experience. In general, orientation / information signage and boater education information waysides are insufficient and there is a lack of adequate facilities to support these visitor services.

At Cottonwood Cove, there is no visitor contact station. The ranger station is actually used as an office facility and not for visitor contact. Furthermore, no interpretive staff are regularly assigned to Cottonwood Cove.

At Katherine Landing, the combined ranger and interpretation office building at Katherine Landing also functions as a visitor contact station. There is limited space in the building to provide visitor services. The existing location is not near the lake and associated visitor facilities, which are the major destinations for most visitors. Therefore, only a small percentage of park visitors actually stop at the contact station. There is no provision for providing educational programs, including school programs, indoors out of the high temperatures in the summer. The picnic / amphitheater area used for these programs is too small for larger groups and the facilities are in poor condition.

Concession facilities are a focal point of visitor activity. With limited NPS staffing, what role should concessioner facilities play in providing interpretive and educational services?

Givens:

- The park has limited funds and staff to meet all the needs it faces at each area, including maintenance of visitor and administrative facilities, and providing visitor interpretive, educational, and protection services.
- The Cottonwood Cove entrance station located along Clark County Road 164 is scheduled for completion in 2010.



Options for Cottonwood Cove

- Option 1:* Maintain waysides at the marina and campground.
- Option 2:* Construct a visitor contact station near the launch ramp. Expand interpretive / educational displays and enhance the amphitheater in place or in another location.
- Option 3:* Redesign the area east of the store / restaurant as a pedestrian plaza with interpretive / orientation media and amphitheater as well as visitor amenities such as picnic tables and shade structures.
- Option 4:* Combine visitor orientation / interpretation and commercial service functions into a new visitor service center near the launch ramp and marina.

Options for Katherine Landing

- Option 1:* Maintain the existing visitor contact station. Continue to stage interpretation, evening programs, and school groups out of the picnic / amphitheater area in conjunction with using the Lake View trail.
- Option 2:* Convert the existing multifunction ranger station to interpretive offices and visitor contact only. Relocate the amphitheater to the campground. Construct new waysides at the Cabinsite Road / entrance road junction and at the entrance road / Davis Dam Road junction. Redesign the area near the store / restaurant as a pedestrian plaza with interpretive / orientation media, picnic tables, and shade structures.
- Option 3:* Combine visitor orientation / interpretation and commercial service functions into a new visitor service center near the marina. Pursue development of an interagency regional visitor contact facility outside of the park.
- Option 4:* Remove or adaptively reuse the motel area for a visitor contact station and NPS support offices.

ISSUE 6:

NPS AND
CONCESSIONER
SUPPORT AND
OPERATIONS

The National Park Service has various facilities that support the operation and maintenance of each developed area. These include office space and storage for law enforcement and interpretation staff, maintenance buildings and yards, housing for employees, trailer sites for volunteers, boat dock or slips, and water and wastewater systems. Many of the facilities were not designed for their current use levels, are in poor condition, not optimally located, or lack adequate space for storage, office space, parking, and other functions.

At Katherine Landing particularly, park operations are scattered in multiple locations and buildings. For instance, law enforcement and emergency services are spread out between the ranger station near the north campground, booking station near the government dock, first aid station near the launch ramp, and the fire station near the NPS housing area. Office and storage space for interpretive staff is a similar situation. Lack of adequate space and dispersed facilities contributes to an inefficient operation.

There is not sufficient housing for NPS employees. Older housing units are in poor condition and have required significant maintenance attention. RV sites with utility hookups for volunteers are lacking. Deficiencies in housing options affect the National Park Service’s ability to attract qualified staff and volunteers.

This issue centers on whether the existing operational facilities are functioning effectively and efficiently, meeting the needs of both park staff and visitors. Can replacement, rehabilitated, or relocated support facilities enhance operational efficiencies?

Givens:

- The park has limited funds and staff to meet all the needs it faces at each area, including maintenance of visitor and administrative facilities, and providing visitor interpretive, educational, and protection services.
- The location, quality, and condition of park facilities directly affects efficiency of park operations.



Options for NPS Support Facilities and Operations at Cottonwood Cove

- Option 1:* Maintain current operations and use of existing facilities.
- Option 2:* Relocate the ranger station function into a new facility near the launch ramp area closer to the primary visitor activities. Relocate NPS and concession housing and NPS maintenance area to a high bluff south of the entrance road, which is outside of the floodplain and offers adequate space to accommodate both functions. Expand the concession maintenance facility into the area vacated by concession housing.
- Option 3:* Consolidate law enforcement and emergency service functions into new facilities located near the NPS maintenance yard. Maintain the existing maintenance facility location, but expand to enhance the efficiency of the maintenance operation. To accommodate the expansion of maintenance facilities, relocate and increase NPS housing to the upper area of the current trailer village.
- Option 4:* Additional NPS and concession housing would be provided in the current trailer village area. Redesign the upper campground to provide for RV sites with full utility hookups for volunteers.

Options for NPS Support Facilities and Operations at Katherine Landing

- Option 1:* Maintain current operations and use of existing facilities.
- Option 2:* Relocate maintenance functions into new facilities located near the water treatment plant north of the developed area. Expand the concession maintenance facility and combine with NPS maintenance if needed. Utilize the existing multifunction ranger station for visitor contact and interpretive offices and storage. Maintain and replace as needed employee housing in the existing joint NPS/concession housing area and maintain volunteer RV sites within the campgrounds.
- Option 3:* Expand the existing maintenance area and consolidate with new maintenance, interpretive, law enforcement office functions. Rehabilitate or replace existing NPS housing and convert concession housing units in the joint housing area to NPS housing. Increase and consolidate volunteer sites in part of campground Loop D and add full hookups, laundry, and shower facilities. Relocate concession housing to upper area of the current trailer village.

ISSUE 7:

OTHER COMMERICAL VISITOR FACILITIES

Concession-operated facilities at the developed areas provide numerous other services to visitors, such as marinas, houseboat and small boat rentals, dry boat storage, and retail including food service, gasoline, and related supplies. Commercial support facilities are provided for employee housing and maintenance. Some of the facilities are in poor condition or lack adequate space for storage, work areas, parking, and other functions.

With the growth of communities outside of the park, particularly in the vicinity of Katherine Landing, debate has arisen as to whether certain facilities and services are still necessary and appropriate for the public use and enjoyment of the park.

There is a need to evaluate the following three questions: Which facilities or services are still necessary and appropriate at these sites for public use and enjoyment of the park? Can identified needs be met outside park boundaries? What is the economic feasibility of concession facilities determined to be needed within the park?

Givens:

- The National Park Service Concessions Management Improvement Act of 1998 (PL 105- 391) established the legislation under which the National Park Service is to manage concession operations within units of the national park system. This act requires the National Park Service to provide reasonable opportunity for profit to authorized concession operations.
- In accordance with NPS *Management Policies*, the park may permit commercial services that are necessary and appropriate for public use and enjoyment of the park and are consistent to the highest practicable degree with the preservation and conservation of the park's resources and values.

The NPS will encourage the development of private-sector visitor services in gateway communities to contribute to the local economic development, encourage competition, increase choices for visitors, and minimize the need for in-park facilities. The decision to authorize a park concession will be based on a determination that the facility or service is necessary and appropriate for the public use and enjoyment of the park in which it is located, and that identified needs are not met, nor can they be met, outside park boundaries.
- An economic feasibility evaluation of proposals that affect concession facilities would be completed as part of this planning process. Determinations of necessary and appropriate services would be executed as part of a new concessions contract.
- *The 2003 Lake Management Plan* authorized the expansion of the marina at Cottonwood Cove to 484 slips. It directed that the marina at Katherine Landing should remain at approximately the current size, with an authorized capacity of 824 slips.

Options for Cottonwood Cove

Option 1: Maintain existing facilities and services.

Option 2: In order to enhance shoreline day use opportunities in Cottonwood Wash, relocate the marina facilities to Ski Cove and/or Cottontail Cove. Adapt the existing motel to accommodate commercial services functions, such as retail sales, food and beverage service, and offices.

Option 3: Consolidate retail sales, food and beverage service, and offices in new joint NPS and commercial visitor service facility located near the launch ramp and marina. Increase dry boat storage capacity. Consolidate concession housing in the upper area of the current trailer village.

Options for Katherine Landing

Option 1: Maintain existing facilities and service.

Option 2: Increase the capacity of retail sales, and food and beverage service near the marina.

Option 3: Reconfigure the marina to accommodate the new launch ramp location and dredge portions of the harbor if needed to allow marina reconfiguration. Consolidate retail sales, food and beverage service, and offices in new joint NPS and commercial visitor service facility located near the launch ramp and marina. Convert the existing dry boat storage area to a storage area for trailers only.



THE NEXT STEPS

After analyzing all of the public comments, the planning team will develop a set of alternatives for managing Cottonwood Cove and Katherine Landing developed areas. Each of the alternatives will address the issues raised in this newsletter. After conducting a preliminary impact analysis and economic feasibility analysis for each of the alternatives, the planning team will craft a preferred alternative.

The planning team will spend this winter and spring writing the draft development concept plans and environmental impact statement, and sending the draft through various internal agency reviews. We expect the draft document to be ready for public review in 2011 and the final document completed in 2012.



HOW YOU MAY STAY INVOLVED

If you have any questions about the status of the development concept plans, you can log on to the NPS web site at <http://parkplanning.nps.gov/lame> and click on the Cottonwood Cove and Katherine Landing DCP/EIS. We encourage you to comment electronically via this NPS website, which will also include regular updates on the planning schedule, public meeting announcements, copies of newsletters, and planning documents. You are also welcome to mail comments directly tot he park at: *Lake Mead National Recreation Area, Attn: DCP-EIS, 601 Nevada Way, Boulder City, NV 89005.*

Please include your mailing address if you wish to receive future documents. Your comments would be most helpful to us if we receive them no later than July 31, 2010.



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Step	Planning Activity	Public Involvement Opportunities
1	Set the stage for planning: Determine issues and concerns	Attend public scoping meetings. Read newsletter #1 and send us comments.
2	Develop preliminary management options and alternatives: Identify a range of reasonable options for Cottonwood Cove and Katherine Landing, assess their effects, analyze public reactions, and develop alternatives <i>*We are currently in this step</i>	Read the newsletter #2 and provide written comments on the initial options.
3	Prepare and publish <i>Draft Development Concept Plans / Environmental Impact Statement</i>: Prepare a draft describing the planning, alternatives, and impacts; distribute to the public	Provide written comments on the draft document. Attend public meetings and provide comments.
4	Revise and publish <i>Final Development Concept Plans / Environmental Impact Statement</i>: Analyze comments, prepare responses to comments, revise draft document, distribute to the public	
5	Implement the approved plan: Prepare and issue Record of Decision and implement the plan as funding allows	Stay involved throughout the implementation of the approved plan. Check park web site for updates.



LAKE MEAD NATIONAL RECREATION AREA • COTTONWOOD COVE AND KATHERINE LANDING
DEVELOPMENT CONCEPT PLANS / ENVIRONMENTAL IMPACT STATEMENT