

LEWISVILLE LAKE FUTURE WATER-RELATED DEVELOPMENT POLICY

CESWF-OD-R/CESWF-RE-M

5 February 1999

SUBJECT: Enactment of a Fort Worth District Policy for Future Water-Related Recreational Development on Federal Lands and Waters at Lewisville Lake

1. **PURPOSE:** To establish the Fort Worth District's development policy for water-related facilities on Lewisville Lake in response to the recently completed Water-Related Recreation Use Study (WRRUS), and prior to the expiration of the moratorium on construction of new marinas.

2. **APPLICABILITY:** This policy applies to the Corps of Engineers and all public entities and/or leaseholders having rights and responsibilities, now or in the future, for development of Federally-owned land and water areas at Lewisville Lake, after the date of this policy.

3. **DISCUSSION:**

a. In 1994, the cities of Little Elm and The Colony were interested in constructing two new marinas on Lewisville Lake. In compliance with EP 405-1-2, dated 1 April 1994, a Marina (Market) Demand Study was conducted. After the market study was completed, a determination was made by the District Engineer that there was enough demand for a new marina; however, that demand could be addressed by allowing expansion of existing marinas instead of creation of a new marina. A 5-year moratorium on construction of new marinas was established in August 1994. The moratorium allowed existing marinas to expand to meet demand. The Corps' news release announcing the moratorium stated that market conditions would be re-evaluated as the moratorium neared expiration. Since then, existing marinas have expanded as needed and additional expansion of these existing facilities has been approved.

b. As the end of the moratorium drew near, the Corps initiated an effort in the Fall of 1997 to facilitate a comprehensive lake use study. The Corps partnered with the North Central Texas Council of Governments (NCTCOG) which agreed to share half the cost of the lake use study. Eleven governmental entities and several leaseholders with interest in the future development of the lake participated, materially and financially, in the study effort. The effort was to consist of two phases - a Water-Related Recreation Use Study (WRRUS) and a lake-wide environmental assessment. The WRRUS was to provide base level information necessary for the Corps to determine and prudently allocate facilities and services required for potentially new water-related development, including marinas. After completion of the WRRUS, the effort will move into the second phase which involves submission of water-related recreation and other land use development plans and initiation of a lake-wide Environmental Assessment. More information about the purpose and findings of the WRRUS can be found in Appendix A.

4. **POLICY:** The Corps' moratorium on construction of new marinas at Lewisville officially expires in August 1999. Based on the data provided in the Water-Related Recreation Use Study (WRRUS), dated December 1998, the Fort Worth District hereby enacts the following policy for post-moratorium water-related development for Lewisville Lake:

a. The Corps agrees to consider requests for authorization of new marinas and other water-related development planned for construction after

August 1999. Requests must comply with the provisions of this policy. Nothing herein may be inferred to approve development requests or imply future approval of development requests. National Environmental Policy Act (NEPA) compliance will be required for any new development. The NEPA process could prescribe that this policy be adjusted for environmental reasons. Authorizations granted to requestors of new facilities will not be delayed pending fulfillment of existing wet slip and dry stack slip authorizations.

b. The Corps will utilize the following key numbers, based upon the study results, in formulating management alternatives for the lake:

(1) 84% occupancy will be considered the full occupancy rate at marinas.

(2) 66.5% of vessels on the lake are contributed from boat ramps.

(3) 33.5% of vessels on the lake are contributed from marinas.

(4) 1,112 vessels will be used as the median (multi-use alternative) physical carrying capacity that allows for some impact on the natural resources, while providing some positive degree of user enjoyment or satisfaction.

(5) 736 vessels - the number used to factor the peak daily load, instead of 788. [A 736 vessel load constitutes the maximum resource protection and user enjoyment level for the lake. A 788 vessel load is the peak daily load (one hour duration) projected for June that all calculations were based on in the WRRUS. Using the 736 number (peak daily load, three hour duration) will allow for the addition of 376 vessels instead of the 324 vessels allowed by the 788 figure.]

(1,112-736=376) (1,112-788=324)

(6) 1 additional boat ramp parking space equals one vessel on the water during peak periods.

c. Currently, there are 2,341 wet slips on the lake. There are 29 boat ramps with 710 authorized car and trailer parking spaces. In an effort to accommodate future water-related development needs, while maintaining a reasonable level of resource protection, safety, water quality and user satisfaction, the Corps will use the referenced peak-day load of 1,112 vessels as a target for Lewisville Lake. This number is at the top of the median resource protection and user enjoyment level. This target would be exceeded when lake visitation is abnormally heavy, however, during these times, the lake would still be protected at the minimum resource protection level. The Corps will regulate water-related development to allow no more than the referenced 376 additional vessels from marinas and/or boat ramps so that average peak-day load will be targeted at the median carrying capacity level on the lake.

d. Authorizations for facilities which directly impact lake carrying capacity (marina slips, dry stack slips, boat ramps and boat ramp parking spaces) will be allocated/limited by the Corps of Engineers so that on peak days the number of vessels on the lake will be targeted at the median resource protection level of 1,112.

e. Carrying capacity for each zone (A, B and C) [map attached] is targeted at:

- (1) Zone A - 631 vessels (Minimum Resource Protection)
- (2) Zone B - 192 vessels (Maximum Resource Protection)
- (3) Zone C - 289 vessels (Median Resource Protection)

TOTAL - 1,112 vessels

Zone A is the most congested zone. Currently, an additional 327 wet slips and 450 dry stack slips are authorized for construction within this zone. With this additional development and the existing popularity of the facilities, the Corps concedes that Zone A will sometimes exceed its minimum resource protection and user enjoyment level of 606 boats. Allowing more new development within this zone would only increase boat congestion and water safety concerns. Therefore, the Corps will grant no further authorizations for development of wet slips, dry stack storage, boat ramps, or boat ramp parking within Zone A.

Zone B capacity was adjusted to the maximum resource protection level to accommodate the overage in Zone A. At this level, currently requested development may be authorized within Zone B. This will also accommodate presently authorized development in Zone A while allowing additional development within Zone C. Adjusting Zone B to a lower impact capacity allows Zone B to remain more pristine while serving as a relief valve for Zones A & C.

Zone C will maintain the median protection level to allow for the maximum development, while the overall lake capacity remains within the median protection level.

f. The Corps, in cooperation with its leaseholders, will manage water-related development programs to allocate new authorizations (wet slips, dry stack slips, ramps, parking spaces) within Zones B & C to allow for up to 274 more vessels (376 minus 102*) to the lake capacity. These vessels can originate from wet slips, dry stack slips and/or boat ramps and boat ramp parking.

*[NOTE: 102 equals the estimated number of boats produced by the 815 authorized slips not yet built in Zones A & B]

g. The 102 presently authorized vessels (815 additional slips) in Zones A and B, and the 274 additional vessels (2,754 additional slips, if utilized as marina slips with no growth in boat ramp/access) in Zones B & C allowed under this policy, would equate to 3,569 slips. This 3,569 slip authority will satisfy the Lewisville Lake demand, projected at 76 additional slips per year, for decades to come. Risk and responsibility for timing development to keep from exceeding demand ultimately rests with the operators, developers, and financiers who have the most exact understanding of changing market conditions.

5. **IMPLEMENTATION:** This policy will be implemented by the Operations and Real Estate elements. The term of this policy is indefinite. Changes may be enacted at the discretion of the signatories below. This policy becomes effective immediately upon the date of signature of the Chief, Operations Division and the Chief, Real Estate Division.

Dwight L. Quarles Date: 2/5/99
Dwight L. Quarles
Chief, Operations Division

Hyla J. Head Date: 2/5/99
Hyla J. Head
Chief, Real Estate Division

APPENDIX A

LEWISVILLE LAKE FUTURE WATER-RELATED DEVELOPMENT POLICY

1. PURPOSES OF THE WRRUS:

(1) Determine the impact of existing water-related facilities on the quality of recreation, safety, and the natural resources of Lewisville Lake;

(2) Determine the effect that marinas and boat ramps have on the carrying capacity and distribution of users on the lake;

(3) Update projections of the 1994 Marina Demand Study out to the year 2010;

(4) Evaluate the impact new marina(s) would have on the carrying capacity of the lake overall, and specifically address impacts in the congested southern region;

(5) Verify there is sufficient demand for marina facilities and services to support new or expanded water-related facilities, including marina(s), without adversely affecting the profitability of the existing marinas and the quality of recreation/natural resources of Lewisville Lake;

(6) Evaluate the suitability of marina sites 1, 2, 9, and 10 from the Marina Demand Study in the northeast portion of the lake; and

(7) If demand, carrying capacity, recreation quality, and safety warrant, determine the number and type of facilities required to keep a viable market segment in the northeast portion of the lake, thus avoiding further impacts or the use and congestion of the southern zone.

2. FINDINGS OF THE WRRUS:

(1) Boating zones A, B and C, as designated in the study, each have different carrying capacity characteristics. Dry boat storage facilities do not contribute significantly to boat traffic, but dry stack storage, for lake impact purposes, is equated to wet slip storage. Currently, peak-day boating use is below the median resource protection and user enjoyment level which has been determined to be between 800 to 1,112 boats, which is also within the optimum social carrying capacity for the lake.

(2) Study surveys demonstrated that, during peak load periods, boat ramps contribute 66.5 percent of the boats on the lake, while marinas contribute 33.5 percent. WRRUS recommendations were based on these figures and were based on the projected average peak day use load on Sundays in June of 788 vessels. This peak occurs during 1 hour of each Sunday in an average June.

(3) It is economically and physically feasible to construct and operate a marina at sites 1, 2, 9 and/or 10. Of the locations studied, site 9 was determined to be the most favored location. However, this action could not be accomplished without potential detrimental effects to the existing marinas.

(4) A new marina of 200 to 250 slips, with amenities similar to other existing marinas would be sufficient to maintain a market clientele in the northeast portion of the lake.

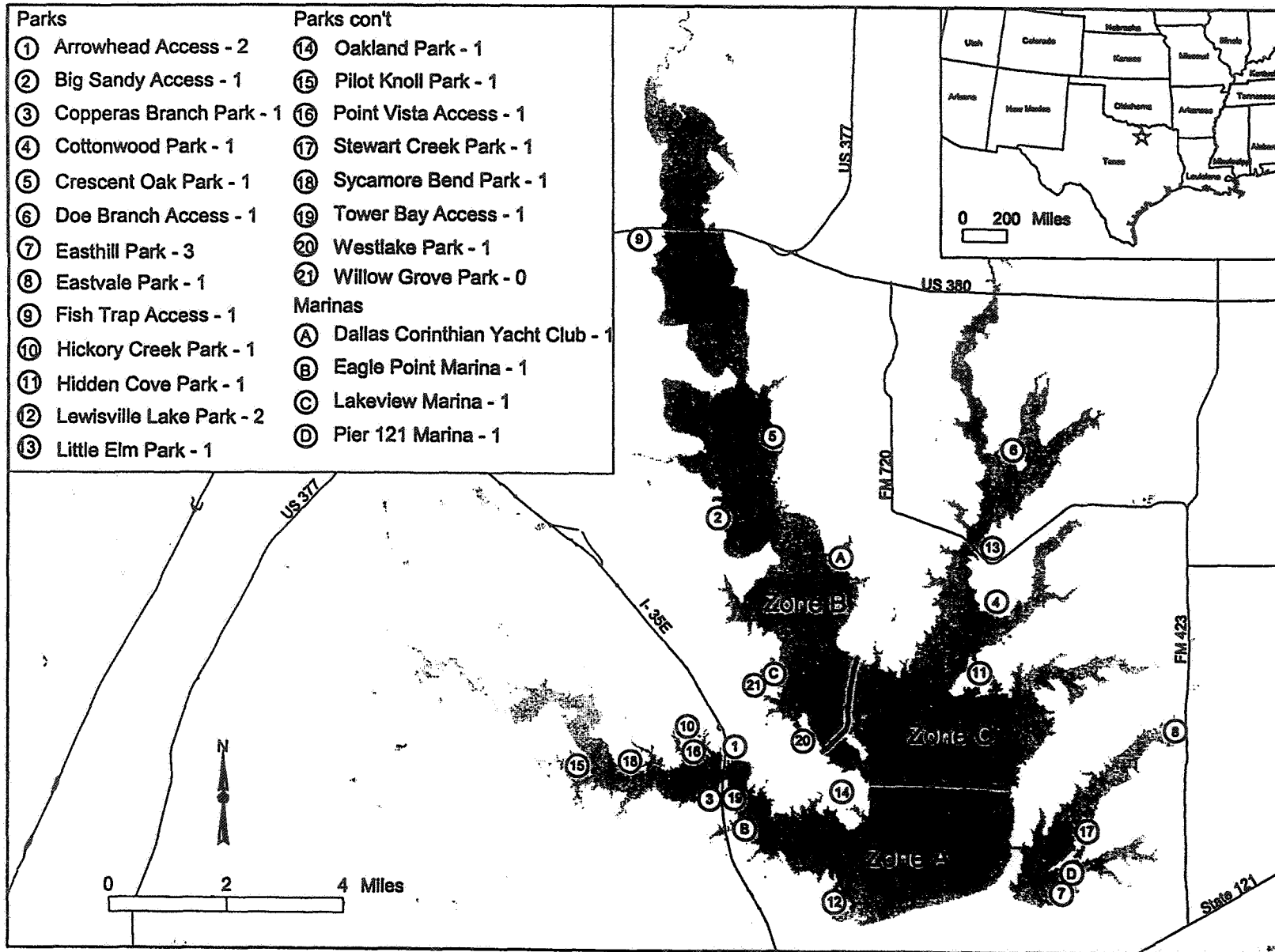


Figure 3.1 Zone Locations.