

**NARRATIVE  
AND  
PROJECT DESCRIPTION  
MARINE DOCK PROJECT  
FOR THE  
HEAT HOTEL  
LAKE HAVASU CITY, ARIZONA**

**REVISED  
10.13.17  
FOR  
LAKE HAVASU CITY  
APPROVALS**

**INTRODUCTION**

The purpose of this narrative is to provide a detailed overview of the proposed project specifically for the purpose of application and review by the various permitting agency's. The narrative will augment the application process with the following inclusions:

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**PROJECT NEED AND DESCRIPTION**

The Project proposed is located within Lake Havasu City, Mojave County and the State of Arizona. The Project site known as the Heat Hotel (Complex) is located on the Waterway known as the London Bridge Channel on Lake Havasu. The physical address of the Heat Hotel is 1420 McCulloch Blvd. N., Lake Havasu City, AZ 86403. This location is adjacent and abuts the Southwest shore of the London Bridge. The Heat Hotel enjoys and oversees 368' ± of channel frontage overlooking the London Bridge and the Eastern developed shore of the channel. The hotel also fronts on the channel walk easement that extends under the bridge that connects with other Commercial properties. The Heat Hotel complex includes Restaurant / Cantina, Guest Hotel, Heat Bar, Commercial Stores, Condominiums and Condominium Rentals. The site takes in about 2 acres and is the last commercial facility within the "Bridge Bay" without courtesy docks..

This navigation reach of the Bridge Channel is actually a widening of the channel forming a good size bay that extends the length of the London Bridge. The bay width at the Heat Hotel is the same width as the London Bridge is long (600' ±). This bay acts as a natural turning basin for vessel navigation and egress/ingress from the proposed shoreline dock systems. (See Sheet 1 for navigation proximity plan).

The Heat Hotel is proposing a (12) twelve Slip Courtesy Dock for Heat Hotel customer base. Much of this customer base over the years has asked for dockside slip moorage. Two of the Slip units are designed wheelchair accessible. The south gangway 48' x 4' will meet ADA accessibility requirements. The planned use of the slips is to accommodate restaurant patrons, hotel guests, commercial shop customers and condominium renters. It is envisioned the Dock System will be used for day use, evening use and overnight moorage.

(2)

On the inside of the dock headwalk (between the dock and shore seawall) are proposed steps down to water's edge – to cool down when temperature dictate. The Dock freeboard at 20"  $\pm$  require a minimum of (3) steps to descend to lake level.

Navigation Lighting (3 mile visibility) will be placed on the outer ends of the Dock system fingerways. Lighting on the dock will be low wattage with down directional shading on 32" pedestals.

## **PROJECT CONSTRUCTION**

The Project consists of three major components. 1) Manufacture and installation of the (12) twelve slip dock system. 2) Manufacture and installation of a 20' x 4' Gangway and a 48' x 4' ADA Gangway. 3) Installation of a driven pipe pile Mooring System.

The dock manufacturing will be fabricated and assembled offsite. The structure will utilize an Alaskan Yellow Cedar GluLam Beam and hot dipped galvanized steel frame system. This is a high mass (very stable) type design with good ruggedness and low maintenance characteristics for the recreational boater.

The flotation medium is 1 lb per cu. ft. expanded polyethylene (EPS) with polyuria protective coating. Each float billet is calculated for displacement to within a 1/4 inch tolerance and fabricated for a neutral frame load and level freeboard. The float billets are through bolted with flotation ties and pre-loaded for a positive long term attachment.

Decking will be composite deck plate fastened with #10 stainless steel fasteners. Dock Guard will be perimeter 3" vinyl with stainless steel fasteners. Mooring cleats will be 10" open base Almag (Aluminum/magnesium) and installed in a (5) point mooring configuration at each slip.

The Project floating docks and gangways will enhance the channel fishery by shadowing 2745 sq. ft, providing shade cover for the fishery. The only disturbance to the channel bottom will be (5) 6" Pipe Piles driven with a steam/air pile driver. Any lubrication of the pile driver will be with vegetable oil (no more than (1) pint per 8 hour shift. Pile driving should take less than 6 hours. All work boats have Tier 4 four stroke motors and are inspected clean of Quaga Mussel. The Air Compressor (360CFM) used for pile driving will be shore stationed. All Dock fabrication with the exception of small area of decking will be completed out of water at Big Bear Dock Manufacturing facility.. The flotation EPS will be coated .188 to .250 with a polyuria compound for impact reduction and marine boring protection.

## **GANGWAY REQUIREMENTS & DESCRIPTION**

On September 15, 2010 the Department of Justice revised the regulations for titles II and III of the American's Disabilities Act of 1990. The new regulations adopted are called the "2010 ADA Standards for Accessible Design". Under the ADAAG provisions Chapter 10: Recreational facilities, section 1003 Recreational Boating Facilities – accessible routes serving boat slips shall be permitted to use certain exceptions. The new ADA Standards were developed specifically for tidal, river and lake situations where water elevations fluctuate.