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September 29, 2022

Ms. Michelle Holland
Director, Federal Civilian Portfolio Operations
Jacobs
1100 North Glebe Road, Suite 500
Arlington, VA 22201

Dear Ms. Holland:

In response to the requirements of the Teaming Agreement between Jacobs and Concessions Hospitality Management Government Services ("CHMGS", "CHM Government Services"), with respect to a Task Order issued to Jacobs for Launch Ramp(s) Planning projects and Bull frog Marina relocation at Glen Canyon National Recreation Area (GLCA NRA), CHMGS presents this letter report addressing Visitor Use considerations in light of the aforementioned water-access improvements/changes. The basis of our findings and considerations includes conversations with members of the Jacobs team regarding the objectives and analyses conducted to date; participation in an all-day kick-off meeting with the Park, Jacobs and CHMGS; information requests of the Park; and telephone interviews with concessioners operating at Hite, Bullfrog and Halls Crossing and Antelope Point, as well as GLCA park personnel and representatives of Utah Department of Transportation. We appreciate the opportunity to be of service to Jacobs and stand-by ready to address any questions or other feedback relative to this report.

Respectfully Submitted,

Geoff Baekey
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PURPOSE AND SCOPE OF ENGAGEMENT

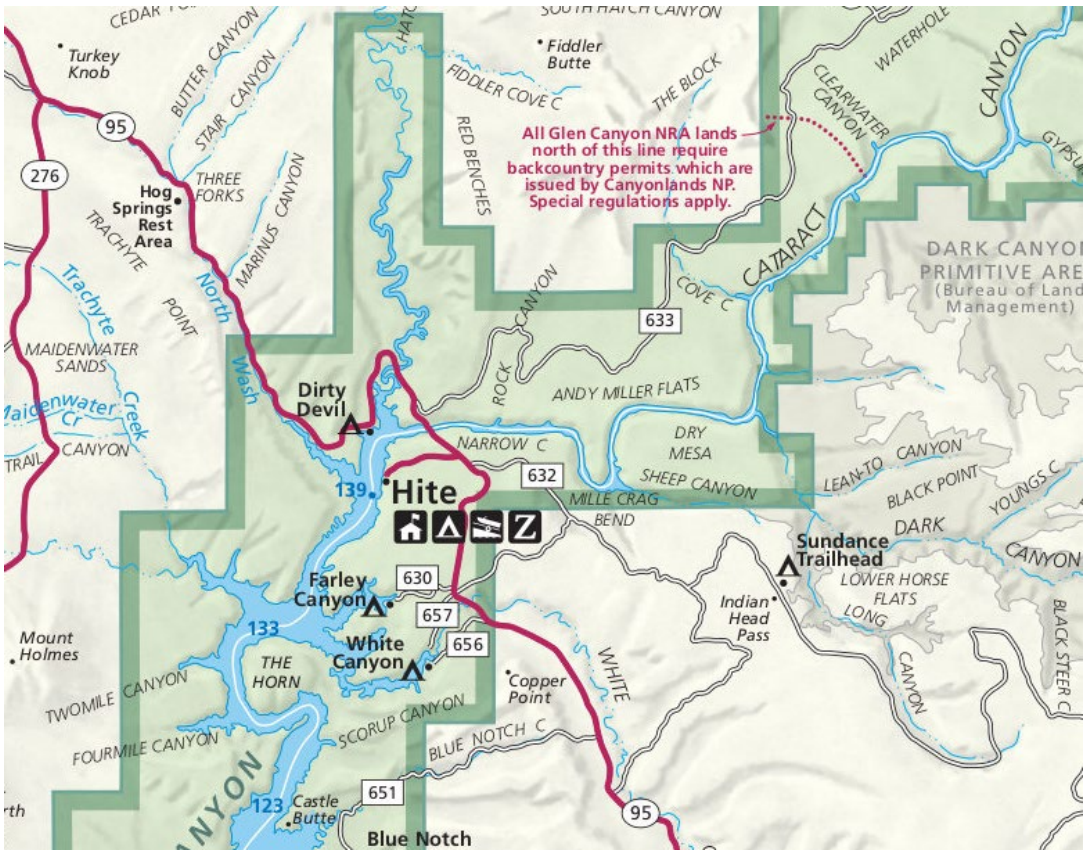
CHM Government Services was retained to support Jacobs in the conceptual design of new "water access points" at Hite, Bullfrog, and Antelope Point and the planned relocation of the Bullfrog Marina due to low water levels and an impact to operations as a result of limited access to the marina in its current location. CHMGS was asked to focus its efforts and research on understanding changes to concessioner operations as a result of these improvements; evaluate shifts in demand use patterns; and make recommendations relative to facility and service improvements to enhance the overall visitor-use experience while improving resource protection.

HITE DEVELOPED AREA

Location

Hite is located in the northeast corner of Lake Powell (GLCA NRA), approximately 30 nautical miles northeast of the Bullfrog and Halls Crossing Marinas. Hite is accessed by US Route 95 a one lane state highway. The Hite recreation area is visited by the local residents of small towns along US Routes 276 and 95, and from the larger markets of Salt Lake City and Provo, UT as well as Grand Junction, Durango and Denver, CO. Water access is via an unimproved dirt and rock takeout area or by launching paddle craft from the lakeside.

Exhibit 1. - NPS Map of Hite Developed Area



Source: CHMGS, NPS

DEMAND PROFILE AND TRENDS

Recreational demand at Hite has evolved over the decades. Hite was known as a bustling marina location servicing the northeast corner of Lake Powell. Recreational facilities and amenities included a marina, retail store, gas station, campground, and employee housing and associated wastewater, domestic water and energy systems. In the 1990's, receding water levels rendered the marina operations infeasible and as such Hite visitation dropped off considerably.

Exhibit 2. - Hite – Annual Recreation Visits

Hite – Annual Recreation Visits	
Year	**Visits**
2021	46,103
2020	21,338
2019	70,139
2018	73,351
2017	127,970
2016	40,571
2015	78,654
2014	36,182
2013	35,274
2012	139,852
2012 – 2021 Avg.	66,943

Source: NPS Use Statistics

Seasonality of demand is extreme at Hite with the peak season defined as the months of June through August/September, with the shoulder months defined as April, May and October, with the balance of the year being off-peak. Recreational use in the Hite area is predominately day-use in nature.

CHMGS coordinated and hosted a conference call with the current concessioner Ticaboo Investment Holdings, LLC and the GLCA NRA Commercial Services team responsible for this contract. Participants on the call included:

- Geoff Baekey – Managing Director CHMGS
- Ray Golden – General Manager Ticaboo Investment Holdings, LLC
- Heidie Grigg – Chief of Commercial Services GLCA NRA
- Greg Owens – GLCA NRA Commercial Services
- Jim Hickman – GLCA NRA Commercial Services

According to feedback from Ray Golden, the NPS awarded a concession contract on or about November of 2018 to Ticaboo Investment Holdings, LLC, a subsidiary of the Ticaboo Lodge. Ticaboo Investment Holdings, LLC's business plan objectives are to provide land- and water-based adventure tour and travel, via all-terrain vehicles, jet skis and paddle craft, and hiking to the outdoor enthusiast. Required services of the contract include fuel sales, retail sales, RV site rental and campground services.

Visitor-use in this area is comprised of several demand segments including but not limited to:

- Private owners of motorized personal watercraft ranging in size from 20' to 25' for the purposes of recreational boating or fishing;

- Paddle craft recreators (paddle boards and kayaks) looking to explore the unique inlets and slot canyons of the lake; and
- Rafters down the Colorado River, specifically running Cataract Canyon (20 contracts).

Current visitor-use associated with recreational boating out of Hite includes the launching of boats for day-use excursions, as well as rafting company "take-outs" at the conclusion of raft trips down the Colorado River. NPS estimates that there are on average approximately 1,800 small vessel craft retrieved annually. Approximately 1,100 of these retrievals are specific to the 20 or so Canyonland rafting concessioners that are floating down the Cataract Canyon. Retrieval activities require trucks of varying size and capacities, with trailers. The collective sentiment from NPS and the Ticaboo Investment Holdings, LLC concessioner is that once an improved primitive takeout area is installed, growth in both activities will occur as well as shifts in visitor-use in this area.

All parties interviewed discussed the best location for an improved primitive takeout area. Based on these discussions, CHMGS is recommending that the optimum location for this improved primitive water access point would be on the Hite side of the lake at the convergence with the Colorado River (general location shown below encircled in red). Should a primitive access point be developed in this location, CHMGS concludes that day-use recreational boat launches would increase. Additionally, this location would also spur a shift in river raft retrieval to the Hite side of the lake versus the current retrieval location across from the Hite developed area on an unimproved natural dirt and rock take-out.

Exhibit 3. - Google Earth Image of Hite Recreation Area

Source: Google Maps

In addition to the previous interviews conducted, Park leadership also requested that CHMGS interview additional park stakeholders relative to this analysis. Specifically, the following personnel were identified as additional interviewees:

Ms. Amber Bryant – Visitor & Resource Protection
Mr. Chris Littlejohn – Interpretation
Ms. Collen Allen – Science & Resource Management
Mr. Mark Trego – Facilities Management
Mr. Chuck Bullington – Recreation Fee Manager

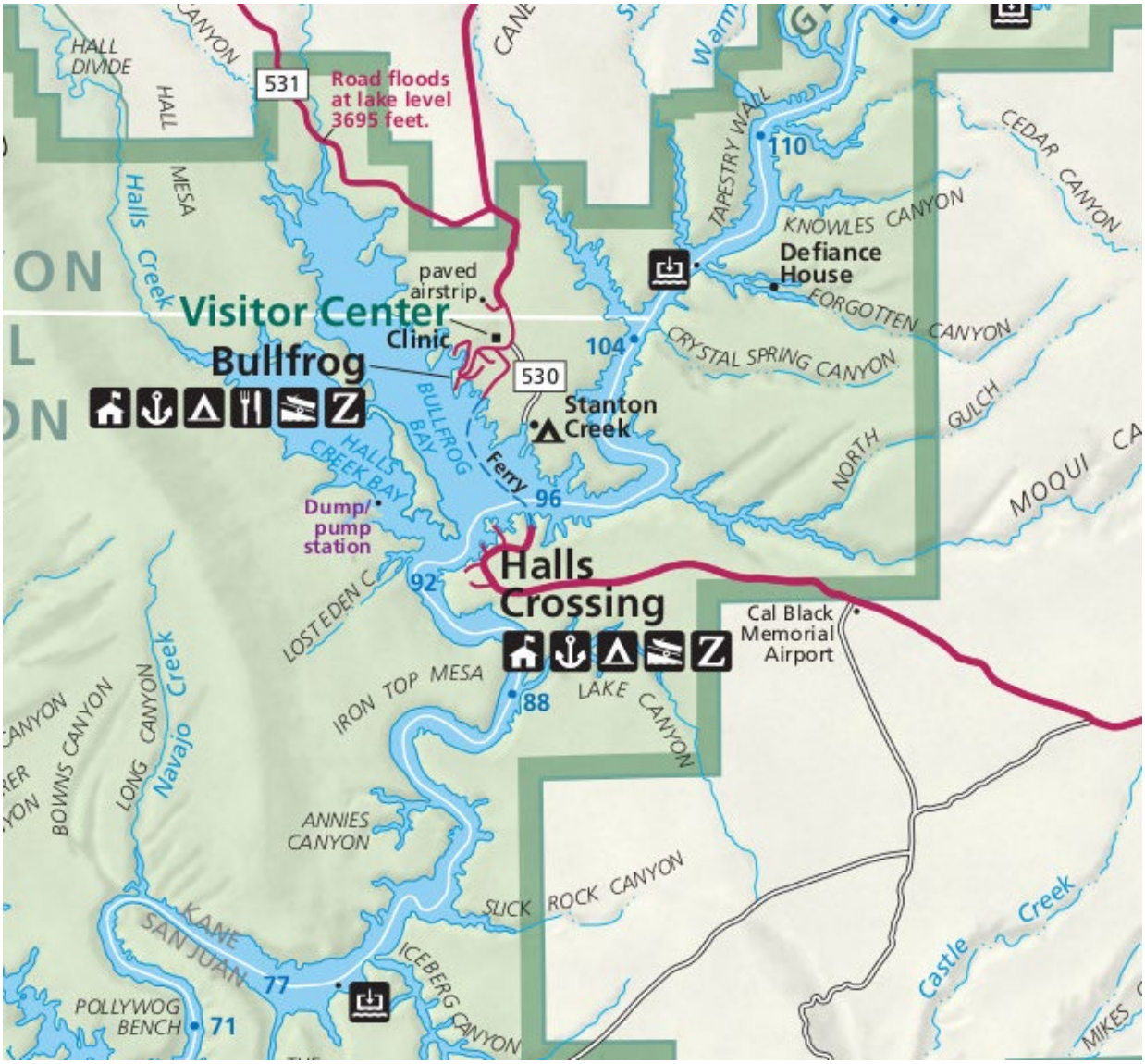
CHMGS reached out on two separate occasions to schedule group calls with these stakeholders. We were successful in scheduling a group call on Friday, 6/24/22 and Tuesday, 6/29/22 with Ms. Amber Bryant, Ms. Collen Allen, Mr. Chris Littlejohn and Mr. Chuck Bullington. Their feedback and recommendations regarding visitor-use enhancements are summarized at the conclusion of this report in the Visitor-Use Support Considerations section.

BULLFROG & HALLS CROSSING DEVELOPED AREA

Location

The Bullfrog and Halls Crossing marinas are also located in the northeast corner of the GLCA NRA, approximately 100 nautical miles northeast from Wahweap Marina and the Town of Page, AZ. Bullfrog and Halls Crossing are accessed by US Route 276 a one lane state highway. The two marinas also attract visitors and local residences of small towns along US Route 276, and from the larger markets of Salt Lake City and Provo, UT as well as Grand Junction, Durango and Denver, CO to the north. Bullfrog and Halls Crossing marinas are large full-service destination marinas offering a full suite of marina facilities and services.

Exhibit 4. - NPS Map of Bullfrog and Halls Crossing Marinas



Source: CHMGS, NPS

DEMAND PROFILE AND TRENDS

Located directly across Lake Powell from each other in Utah, the Bullfrog and Halls Crossing Marinas are open year-round, though operating hours vary by season. Both Bullfrog and Halls Crossing offer a full-service boat yard, fuel services and a range of conveniences including a full-service grocery store to quick-service and sit-down dining. Also at Bullfrog is the Defiance House, a full-service hotel with 48 guestrooms, as well as eight "Housekeeping" units/rental houses at Bull Frog and 10 at Halls Crossing. At Bullfrog, the National Park Service (NPS) offers a boat ramp, dump station, complementary pump-out station, picnic tables and a landing area for small airplanes. At Halls Crossing, the NPS maintains a Boater Contact Station staffed periodically throughout the summer. The Bullfrog and Halls Crossing Marinas Services include:

- Houseboat Management
- Mechanical Services
- Non-Mechanical Services
- Overnight Slips
- Dry Storage
- Do-It-Yourself Work Area

Commercial services at Bullfrog include rentable slips (covered and uncovered), and boat rentals. The inventory is as follows:

Exhibit 5. - Bullfrog Commercial Services

Covered Slips/Total Slips	245/305
Buoys	148
Rentable Houseboats	63
Rentable Power Boats and Pontoon Boats	35
Rentable Personal Watercraft (PWC)	20

Source: NPSCSP, Aramark

Recreational demand at Bullfrog and Halls Crossing has evolved over the decades. The area has served slip renters since its inception. Bullfrog has also evolved into a destination for houseboat renters. It is not uncommon during the peak season to have all 50 houseboats rented. Houseboat cleaning and provisioning is a large operational requirement at the marina, requiring, refuse removal and management, commercial laundry operations, and grocery and supplies management. Wastewater management and utility capacity has historically been an operational challenge at Bullfrog and Halls Crossing.

Exhibit 6. - Bullfrog and Halls Crossing – Annual Recreation Visits 2012 - 2021

Bullfrog – Annual Recreation Visits			Halls Crossing – Annual Recreation Visits	
Year	Visits		Year	Visits
2021	268,115		2021	57,250
2020	200,591		2020	5,552
2019	224,136		2019	7,693
2018	278,140		2018	27,757
2017	255,321		2017	53,926
2016	182,907		2016	66,883
2015	166,040		2015	64,009
2014	159,844		2014	49,672
2013	162,566		2013	54,203
2012	161,969		2012	57,250
2012 – 2021 Avg.	205,963		2012 – 2021 Avg.	44,419

Source: NPS Use Statistics

Seasonality of demand follows a similar pattern across the lake with the peak season defined as the months of June through August/September, with the shoulder months defined as April, May, and October, with the balance of the year being off-peak. Recreational use at Bullfrog and Halls Crossing is slip rental day use and boat rentals with the majority of rental activity associated with houseboat rentals at Bullfrog Marina.

Exhibit 7. - Bullfrog Launch and Retrievals

Year - 2020	Launch & Retrieve – North Lake	Percentage of Annual Recreational Boat Use by Type
Private Vessels, CUA's, State/Local Boaters	72,644	37%
Rental Fleet	115	20%
Slipped, Moored, and Dry Storage Vessels	1,095	42%

Source: NPS

The State of Utah maintains a ferry between Bullfrog and Halls Crossing, capable of carrying cars, trucks, RVs and trailers. The ferry is available on a first come, first served basis. The ferry costs $10

for pedestrians and bicycles; $25 for vehicles under 20 feet; and $1.50 per linear foot for vehicles over 20 feet long. Its route is depicted in the image below:

Exhibit 8. - Google Map Image of Bullfrog and Halls Crossing Marinas

Source: Google Maps

Conversations with Dan Hinckley, Utah Department of Transportation (UDOT), indicates that the ferry trip can save two to two- and one-half hours of drive time when operating. The ferry is typically frequented by passenger vehicles, although infrequently small commercial trucks will utilize it. The ferry travels 3.83 nautical miles at an average speed of 18 knots. The ferry has been shut down since May 19, 2021, due to receding water levels. Water levels need to exceed 3,575' to operate safely. The vessel has remained in lay-up status since its closure, but UDOT has maintained

the vessel systems and Coast Guard certifications so when water levels recover, the ferry can quickly commence operation. The following operating statistics for the period 2017 – 2021 are detailed below:

Exhibit 9. - UDOT Passenger Ferry Estimated Vehicle Counts 2017 - 2022

Year	Estimated Vehicle Counts
2022	0
2021	923
2020	1,974
2019	922
2018	6,927
2017	4,617

Source: UDOT

CHMGS coordinated and hosted a conference call with the current concessioner Aramark and the GLCA NRA Commercial Services team responsible for these contracts. These discussions were organized to discuss and brainstorm visitor-use enhancements that could potentially be a companion project to any marina relocation or lake access project on-lake. Participants on the call included:

- Geoff Baekey – Managing Director CHMGS
- Enes Zorkul – General Manager Aramark
- Bob Knowlton – Aramark Operations Manager
- Joe Ligon – Aramark Operations Manager
- Jim Hickman – GLCA NRA Commercial Services

In addition to the interviews completed above, CHMGS also leveraged additional conversations with the following NRA personnel to further discuss visitor-use enhancements:

- Ms. Amber Bryant – Visitor and Resource Protection
- Mr. Chris Littlejohn – Interpretation
- Ms. Collen Allen – Science & Resource Management
- Mr. Chuck Bullington – Recreation Fee Manager

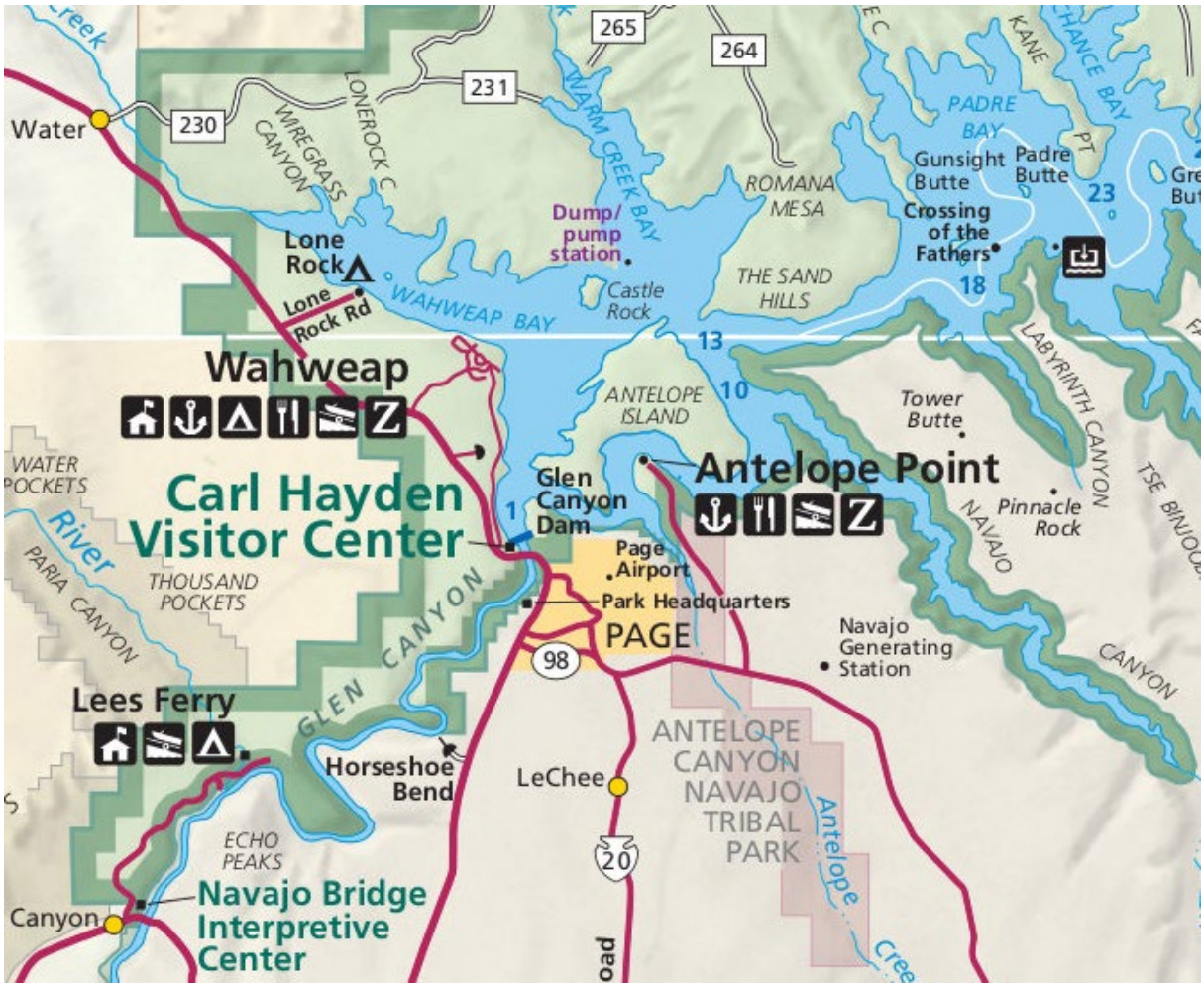
Feedback from these interviews is captured in the Visitor-Use Support Considerations section of the report.

ANTELOPE POINT DEVELOPED AREA

Location

The Antelope Point Marina is located on the southern shores of the lake approximately six nautical miles east of the Glen Canyon Dam and approximately 12 nautical miles from the Wahweap Marina. The Town of Page is approximately seven land miles west of Antelope Point and serves as the principal gateway community to this end of the lake and the NRA overall. Antelope Point Marina is accessed by US Route 98 a one lane state highway. Antelope Point Marina is a joint venture with the Navajo Nation, and the marina is operated by the legal entity, Antelope Point Holdings, LLC. Antelope Point Marina is a full-service destination marina offering a full suite of marina facilities and services including one of the nation's largest floating bar, restaurant and retail facilities.

Exhibit 10. - NPS Map of Antelope Point Developed Area



Source: CHMGS, NPS

DEMAND PROFILE AND TRENDS

Antelope Point Marina is the newest operating marina on Lake Powell. Developed in the late 1990's it sits in a main channel of Lake Powell on its southern end. Antelope Point is open year-round, though operating hours vary by season. It offers a full-service boat yard, on-lake fuel services a floating restaurant, bar and other marina services, boat rental and valet services.

Most boater traffic from this end of the lake heads north to celebrated destinations such as Rainbow Bridge and the Antelope Canyons. The Antelope Point boat launch ramp generally serves 20- to 25-foot wakeboard boat owners and fisherman owning 18- to 22-foot fishing vessels. Peak launch and retrieval times are 8:30am to 10:30am and 5:30pm to 6:30pm, respectively.

Boat traffic on the southern end of the lake, predominately Wahweap, access points north through "The Cut", a narrow just east of the Wahweap Marina between Castle Rock and Antelope Island. The Cut is only passible when lake levels are at a certain height. When the Cut is closed, boaters have to make the 12-mile journey through the main channel of the lake and bypass Antelope Point Marina to access the main body of the lake.

Recreational demand at Antelope Point has evolved since it's opening. The marina is known as a high-end full-service destination resort. Its masterplan calls for full build-out to include 225 Resort Casitas, a Navajo cultural center, artist studios, 300-wet slips for rent, 120-wet slips to accommodate the boat rental fleet, 80-wet slips for courtesy docking, a floating marina village, 30 acres of dry storage, an RV park, and campground area. The full development timeline was not communicated to CHMGS as of the writing of this report. The current layout of the marina and the location of the public launch ramp is illustrated in the Google map image below:

Exhibit 11. - Google Map Image of Antelope Point Marina and Public Boat Launch Ramp

Source: Google Maps

Antelope Point benefits from its location in a deep part of the lake's main channel. It also serves visitors to the lake with two separate boat launch ramps in its vicinity, the "valet" ramp just east of the marina complex, and the Antelope Point "public" ramp on the west side of the Antelope Point peninsula. Receding lake levels have forced the closure of the public boat ramp which is "cliffed-out" by a drop of some 20' from the end of the ramp to the water level below. Additionally, the valet ramp has also been closed and is now being used to provide pedestrian access to the floating marina via a walkway secured at the end of the ramp. Prior to the valet ramp closure, receding water levels resulted in a surge in demand for valet ramp access to the lake. 2021 saw record numbers of boaters, willing to pay the $50 valet fee to have their boats launched by Antelope Point Holdings at the valet ramp. Much of this demand results from a desire to launch at Antelope Point to avoid the 12-mile vessel trip up the channel from the Stateline boat launch ramp at Wahweap Marina. The following table demonstrates this surge in use:

Exhibit 12 - Valet Launch Ramp Statistics – Launches - Antelope Point Marina

Executive Ramp Launch Ramp Stats (Launches Estimate)													
Valet Services	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
2018	1	1	-1	16	69	206	170	138	136	88	11	-24	811
2019	1	1	13	24	130	148	19	30	33	10	1	0	410
2020	0	0	2	3	75	31	86	165	196	100	14	4	676
2021	3	5	16	106	385	1344	1602	880	697	241	34	3	5314

Source: Antelope Point Holdings LLC

The upgrading and enhancement to the public ramp is critical for long-term access to the lake.

CHMGS coordinated and hosted a conference call with the current concessioner Antelope Point Holdings, LLC and the GLCA NRA Commercial Services team responsible for this contract. Participants on the call included:

- Geoff Baekey – Managing Director CHMGS
- Kyle More – General Manager Antelope Point Holdings LLC
- Jim Hickman – GLCA NRA Commercial Services

Discussions ensued on the extent additional visitor-use enhancements would improve the overall visitor experience at the Antelope Point public launch ramp. Collectively, the team indicated that the operation of the Antelope Point public launch ramp works well when functioning.

In addition to the interviews completed above, CHMGS also leveraged additional conversations with the following NRA personnel to further discuss visitor-use enhancements:

- Ms. Amber Bryant – Visitor and Resource Protection
- Mr. Chris Littlejohn – Interpretation
- Ms. Collen Allen – Science & Resource Management
- Mr. Chuck Bullington – Recreation Fee Manager

Feedback from these interviews is captured in the Visitor-Use Support Considerations section of the report.

VISITOR-USE SUPPORT CONSIDERATIONS

Visitor-use enhancements were discussed with all NRA stakeholders referenced herein, with CHMGS serving as meeting organizer and moderator. CHMGS surfaced many suggestive topics relative to visitor-use enhancements that were vetted by the interviewees. The suggestions and recommendations summarized herein are those of CHMGS based on those conversations. ***Currently, NO additional visitor-use enhancements are being contemplated or planned at GLCA NRA at this time.***

HITE

In cataloguing the "As-is" state of visitor-use requirements, there are minimum support requirements associated with motorized, paddle and rafting activities that have become popular in this developed area. The current volume of launches requires that there be suitable parking and turn-about capacities. Safety and resource protection risks will need to be considered with any improvements to boater access to the lake in this location, especially assuming that demand could increase with improvements to water access. CHMGS expects that once a new water access point is constructed, a consolidation of small vessel launch and raft retrieval will occur, increasing the activity in this location, further reinforcing the need to consider parking, turn-about, and queuing spaces as the orchestra of launch and retrieve activities occur. Further, CHMGS' analysis also highlights the need to accommodate passenger buses (traditional school buses) to pick up rafters and return them to the disembarkation location at the conclusion of the raft trip. CHMGS suggests that a separate parking study be completed by a parking expert to adequately evaluate the incremental parking spaces and mix of spots required of this increased demand.

Assuming the current and future expected volume of recreational motor and paddle launches, to enhance the overall visitor-use experience, and to enhance boater safety, drive-on jet ski lifts could be considered as an amenity to the enhanced water access point.

It was also expected that as access improves for recreational boaters and raft trips down the Colorado River, that certain infrastructural improvements should also be contemplated. Specifically, CHMGS suggests contemplation of bathrooms (vault toilets) to accommodate this influx of demand, a limiting factor being the wastewater treatment capacity at Hite. CHMGS also identifies, that another visitor-use enhancement during the heat of the summer could include shade shelters discretely positioned at the end of the takeout area to provide shade for waiting guests parked at the courtesy dock. Universally, the topic of shade structures with those interviewed varied, with a sentiment that they were a nice to have and not a must have relative to initial cost and on-going potential maintenance and repair costs when weighed against the benefit to guests. All interviewers

were also opposed to the introduction of additional refuse containers, as the operating plan of the rafting companies requires that they cart out what is brought into the resource.

Other visitor-use enhancements that were discussed centered on the demand for fishing in this area and how it has and will continue to increase over time with enhanced water access and should be taken into consideration relative to visitor-use enhancements. Further, primitive camping is expanding in the area and a discussion with interviewees of containing this activity and managing camping area "creep" is important from a resource management perspective. A possible NPS management effort toward directing campers to the Hite Campground was also discussed. Also, the impacts of Off-Road Vehicle (ORV) growth in the area should also be a contemplation with any visitor-use enhancements at Hite. Ticaboo Investment Holdings, LLC made a conscious effort to grow this aspect of their recreation offerings with success including All-terrain Vehicles and mountain bikes. Finally, the acquisition and placement of a decontamination machine located conveniently at the top of the takeout area was also discussed as a favorable visitor and Service enhancement.

BULL FROG & HALLS CROSSING

Interviews with Park stakeholders at Bull Frog & Halls Crossing relative to the proper location to potentially relocate the Bullfrog Marina occurred and concluded without resolution. Several logistical issues and complexities surfaced relative to any relocation effort. Based on the nature of these conversations and the sensitive nature of the topic, CHMGS recommends that a more detailed study/analysis of a solution be conducted by an experienced third-party, knowledgeable in this subject matter to ensure that all logistical issues are properly vetted.

However, most interviewees alluded to an alternative location on the Bullfrog side of the lake as most ideal, a scenario that would keep the boat launch ramp and marina activities on the Bullfrog side of the lake. The Stanton Creek area (highlighted with a red circle on the following page map) was cited by concession managers as the most ideal location to replicate a boat launch ramp and relocate the marina operation. This location was cited as being less prone to receding water levels due to its location directly in the channel of the lake. If a boat ramp could be replicated in this location and the marina facilities relocated, access to the current Bullfrog land-based support facilities and services could occur (approximately two miles from current Bullfrog location).

Assuming the Stanton Creek relocation is a possibility, and assuming the current volume of recreational boater and boat rental demand, CHMGS recommends certain additional visitor-use enhancements in this location. Specifically, the addition of parking and boat launch space queuing would be required in this new location. This could be achieved by leveling out an area and leaving it in its nature state. CHMGS suggests that a separate parking study be completed by a parking expert to adequately evaluate the incremental parking spaces and mix of spots required of this increased demand. Spaces would need to accommodate trucks (predominately pick-up trucks) and

boat trailers. Most trailers accommodate 20' – 25' vessels indicating space lengths of 37' – 45' (accommodating pick-up truck and trailer) would be required.

Exhibit 13. - Google Map Image of Stanton Creek Location

Source: Google Maps

Additionally, to further enhance the operational efficiency of cleaning and turning houseboats, CHMGS recommends a weather-proof container(s) for storage of supplies and materials. This container should be defined as personal property and be moveable. Further, in light of this relatively remote location from the developed area of the Bullfrog Marina, restroom facilities would also need to be added. Due to the limitation of utility capacity, a solar application similar to the

Sample Portable Storage Container

micro-flush unit used at Lone Rock is suggested. Finally, the inclusion of shade structures is also recommended as a further visitor amenity to improve the visitor experience for boat owner patrons waiting to board the launched vessel.

Sample Shade Structure

Sample Portable Toilets

Subsequent interviews resulted in conflicting positions relative to shade structures similar to Hite. In addition, the team stated that any lake access originating from the Stanton Creek location will need to be sensitive to road design to accommodate vehicles and boats, especially houseboats. Replicating the eight lanes of launch points that exist at Bullfrog will be challenging. In this location it was also recommended that a location for "pump-out" stations should also be considered as a resource protection enhancement that would be appropriate and necessary with a shift in launch and retrieve volume from the Bullfrog launch ramp. Further, decontamination stations in the parking area above the ramp would also contribute positively to resource protection and visitor-use. Telecommunication infrastructure was another topic discussed by the group for logistical and safety reasons recognizing that the Stanton Creek location is remote and may suffer from a lack of connectivity versus the Bullfrog location. The distance along the launch ramp to the lakes edge would also be difficult for guests with disabilities. As such, a visitor-use enhancement in the form of a shuttle might be a worthy consideration.

ANTELOPE POINT

Interviewees generally supported the visitor-use enhancements cited above, with the exception of shade structures. In addition, the team stated that kayak access and use in this location has grown and would need to be considered with any visitor-use recommendation and an inclusive launch and retrieve function. Further, considerations would need to be made regarding re-development of the public launch ramp in light of the valet ramps closure, as now more demand will seek out public launch ramp use. This would warrant increases in parking and suitable cueing space at the ramp's precipice. With the expected increase in demand for launch access, additional bathroom (vault) facilities in proximity to the ramp or in the parking areas should be considered. Further, the necessity and placement of courtesy docks on either side of the ramp, 60' in length was deemed important to safely manage increased demand, however challenging relative to the lake congestion and narrow nature of the waterway in this area. Finally, from an operations and resource protection perspective an additional decontamination station was suggested in the parking area above the ramp.