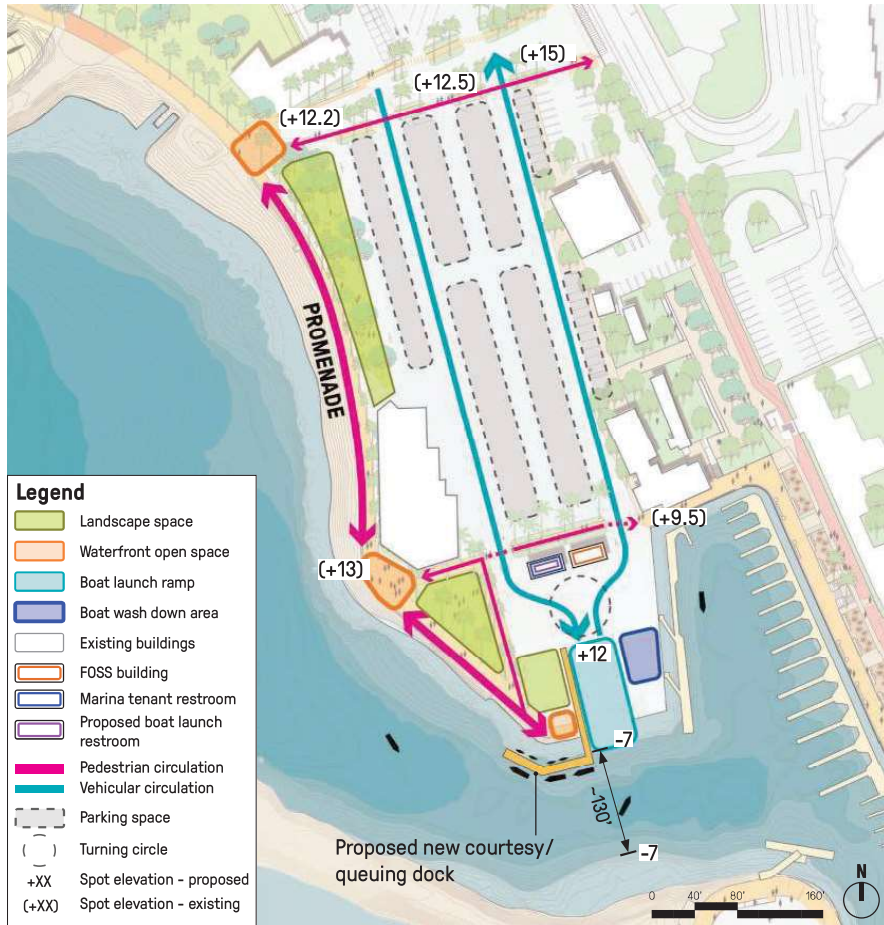


BOAT LAUNCH RAMP CONCEPTUAL PLACEMENT - OPTION A



Key Facts

- Two lane launch ramp
- Total trailer parking spaces:
 - 60 on-site
 - 20 overflow
- Total pedestrian parking spaces:
 - 40-60 on-site

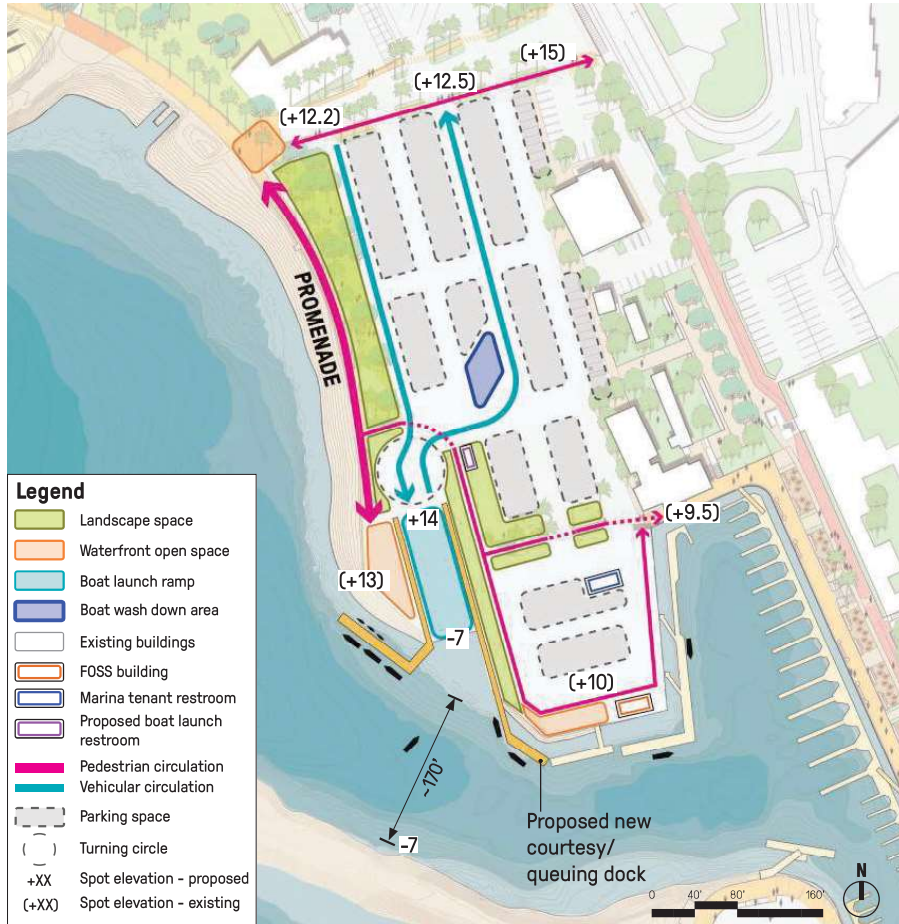
Benefits

- Best option in terms of circulation due to space for turning and ample space for queuing lanes
- Minimal disruption to waterfront pedestrian promenade
- Lowest expected wave run-up, most protected area from waves
- Smallest ramp footprint
- Cost effective
- Ability to protect existing Mole D restaurant tenant building in place

Drawbacks

- Ramp is further away from access of Harbor Dr
- Demolition and/or relocation of existing Basin 3 tenant restroom and FOSS buildings and parking
- Reduced channel width for vessel navigation, but still meeting, and exceeding, minimum requirements

BOAT LAUNCH RAMP CONCEPTUAL PLACEMENT - OPTION B



Key Facts

- Two lane launch ramp
- Total trailer parking spaces:
 - 60 on-site
 - 20 overflow
- Total pedestrian parking spaces:
 - 40-60 on-site

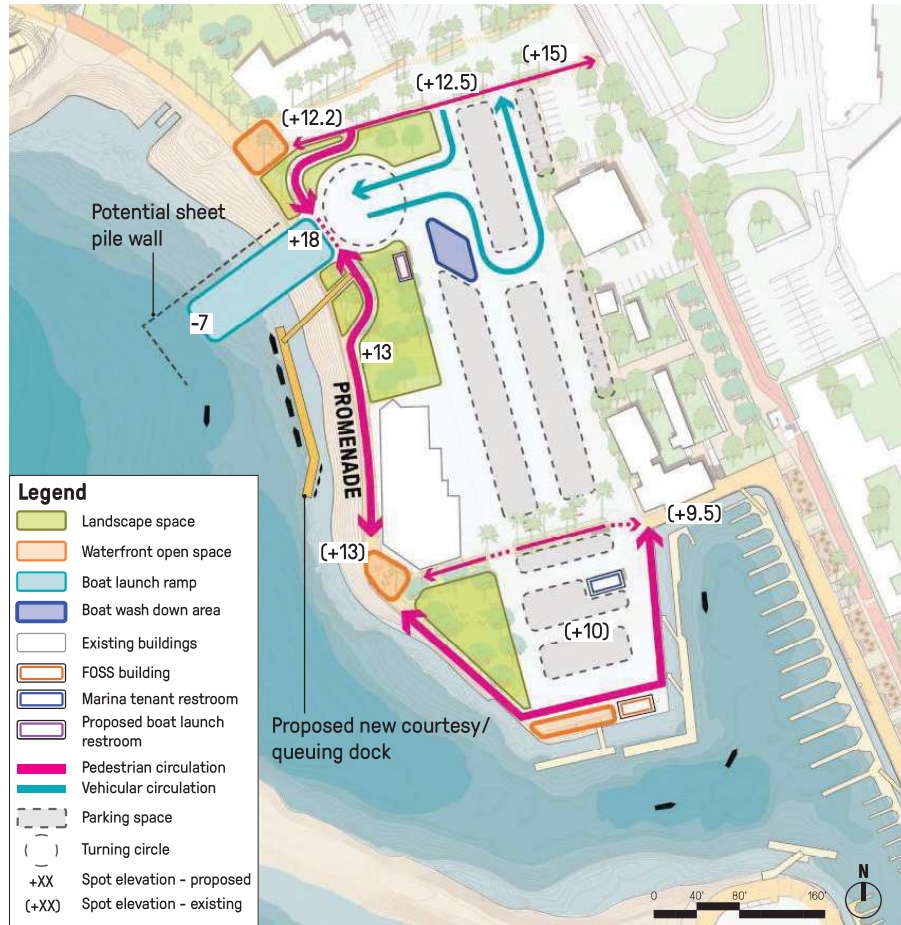
Benefits

- Allow existing basin 3 tenant restroom and FOSS building to be protected in place
- Vehicle queuing can begin in the parking lot
- Maintains channel width for vessel navigation

Drawbacks

- Location of ramp requires separation from parking and boat wash down areas
- Shorter vehicle queuing in parking lot
- Increased conflicts between pedestrian circulation & boat launch activity
- Limited green space and reduced waterfront promenade
- Demolition of existing Mole D restaurant tenant building

BOAT LAUNCH RAMP CONCEPTUAL PLACEMENT - OPTION C



Key Facts

- Two lane launch ramp
- Total trailer parking spaces:
 - 60 on-site
 - 20 overflow
- Total pedestrian parking spaces:
 - 40-60 on-site

Benefits

- Closest to Harbor Dr. Access
- Widest navigational clearance
- Ability to protect existing Mole D restaurant tenant building and FOSS building in place

Drawbacks

- Severed pedestrian promenade
- Potential conflict with kayak drop off area
- Minimum queue/stacking length
- Turning circle difficult to navigate from main entrance off Harbor Dr
- High potential wave run-up, least protected from waves and requires significant grading and/or sheet pile protection
- Significant regulatory permitting hurdle
- Largest ramp footprint
- Highest cost