



CITY OF STOCKTON

REDEVELOPMENT DEPARTMENT • HOUSING DEPARTMENT

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October 9, 2007

Kevin Atkinson
California Department of Boating and Waterways
2000 Evergreen Street, Suite 100
Sacramento, CA 95815-3888

RE: NATIONAL BOATING INFRASTRUCTURE GRANT PROGRAM

Enclosed are two copies of an application by the City of Stockton for a Tier II proposal for the above-referenced grant. Should you have any question please contact Jerry Scharlin at (209) 937-8828.

STEVEN PINKERTON, DIRECTOR
REDEVELOPMENT DEPARTMENT

JERRY SCHARLIN
DEPUTY DIRECTOR

JS:jb

Enclosures

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**Application for a Tier II Grant from the National Boating Infrastructure
Grant Program
For the Guest Dockage Project within the Stockton Downtown
Municipal Marina Submitted by the City of Stockton, California**

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A. APPLICATION FOR FEDERAL ASSISTANCE: (This will be completed by DBW)

B. STANDARD GRANT NARRATIVE

Introduction

General History & Description of Surrounding Area: Stockton on the Delta

The Stockton Marina is located in the southerly portion of the California Delta in San Joaquin County. It is about 70 miles east of San Francisco and 40 miles south of Sacramento (see accompanying maps). The City of Stockton, founded in 1847, is the largest population center in this area with over 300,000 residents. The City's early development centered around the waterfront, which includes the current site of the subject Stockton Marina, where commerce flowed back and forth between the Sierra foothills, roughly 20 miles to the east of Downtown Stockton, and San Francisco Bay. Stockton's boating heritage dates back to the gold rush days as a stopping-off point for visitors and transfer of goods point. During the late 1800s and early 1900s, over 300 paddle-wheel steamboats, many built on the Stockton waterfront, first brought recreationists into the Delta, and to Stockton. Dredging of Delta waterways for levee construction also deepened the waterways making it possible for pleasure boat fleets to comfortably navigate much of the Delta. During World War II, Stockton was host to ten shipyards turning out vessels for the war effort. After World War II shipbuilding, navigation and associated industry declined. In addition, many of Stockton's historic waterfront buildings were demolished during the 1960s.

For many decades the economic viability of the Stockton region has been based on agriculture, agriculture-related industry and other manufacturing. In addition, Stockton is home for a port that hosts freighters from around the world. The region also has a large selection of marinas and resorts for recreational boaters.

Due to economic conditions and changing recreation patterns occurring in the 1980s, many of the smaller marinas did not prosper in the 1990s often a result of deferred maintenance and inability to accommodate newer (i.e. larger) boat dimensions. Also there were more "weekend" vacationers looking for additional amenities such as adjacent landside recreation accommodations.

Currently, most of the Delta's houseboat rentals and headquarters for many yacht clubs or boat clubs are located nearby. There are approximately 21 marinas within a 20-mile radius of Stockton representing approximately 20 percent of the marinas in the California Delta. The few large marinas report that a substantial amount of their business now comes from the San Jose and San Francisco Bay Area and that this is a growing trend. However, most of the smaller marinas do not have the capability to accommodate larger non-trailerable vessels, or provide boat services and amenities to attract these re-creationists.

Demographic studies project that much of the future population growth in California will occur in the California Great Central Valley, in such counties as San Joaquin. The City of Stockton is the largest city in San Joaquin County and is growing rapidly. The City's Downtown is located at the terminal of the Stockton Channel off of the San Joaquin

River and is in the process of being revitalized. A key City redevelopment project in the downtown area is the Downtown Marina and guest dockage project.

As a result of the landside revitalization process, the proposed construction of the boating tie-up facilities and the easy access from the waterway to landside amenities, Downtown Stockton is destined to become a premier destination for boaters in the San Joaquin and Sacramento Delta systems.

Description of Project Site: On the Delta - In the Heart of Downtown Stockton

The Stockton Marina is located on the Stockton Channel which extends from the San Joaquin River on the west, a distance of about three miles, to the Stockton Waterfront and Marina in Downtown Stockton on the east. The project site is located just east of Interstate 5 (see accompanying maps). The Channel has been a critical stimulant to Stockton's development as a major commercial center. In the last five years the area has been transformed into a recreational center ideal for transient boaters. The Waterfront is composed of the South Shore, the North Shore and Weber Point on the east. The South Shore contains the Marina, which was developed in the 1980s and is currently being renovated. Within approximately one year the Marina will include a boat launch, dry stack storage facility, boat slips, public promenade and parks. The City Council has approved a contract for the construction of the Morelli Park facilities, where boat launch and dry stack storage facility will be located. In August of 2007, the City's Planning Commission certified the environmental study and issued a use permit for the remainder of the Marina; permanent slips, tie-up facilities and promenade. Construction is expected to occur in 2008.

The Proposed Project: Tie-Up Facilities Immediately Adjacent to Downtown - The Recreational and Cultural Center

The Stockton Waterfront Marina redevelopment project is part of an ongoing revitalization effort by the City of Stockton to activate and renovate the economy of the Downtown area. Significant redevelopment has already occurred along the shore of the Channel including Weber Point Park, DeCarli Square, Hotel Stockton, the Cineplex movie and retail complex, the Ball Park, the Event Center (10,000 seat arena), Sheraton Hotel, and other developments. These facilities are in addition to previously existing venues such as the Civic Auditorium and the newly renovated Bob Hope Fox Theatre.

Inasmuch as the Waterfront Marina is located in the heart of Downtown Stockton and that so much development has already occurred along the eastern portion of the channel, it is essential that substantial guest dockage be made available along the eastern channel in order to make it possible for Stockton to become a premier destination site for boaters. Many local boaters have requested such services reporting that there is a very substantial demand for such tie-up services. These informally expressed views are substantiated more formally and systematically by such studies as the "Sacramento-San Joaquin Delta Boating Needs Assessment 2000-2020" published by the Department of Boating and Waterways which corroborates the need for such facilities. That is, there is a need to accommodate boaters who desire to spend hours to several days using the Marina as a base to participate in adjacent recreational and

cultural facilities and natural attributes. In short, Downtown Stockton can become a temporary vacation destination for boaters. A facility with the comfort level, feel and services available in a resort setting is apparently in high demand and is expected to be highly appreciated by the boating community.

To achieve its goal of Stockton being a boater's destination the City has located the proposed guest dockage immediately adjacent to the most desirable property in the City, a site very desirable for boaters. One location for the guest docks will be on the south shore of the channel immediately east of the Marina boat slips at the very entrance to Downtown, literally within walking distance to movies, live theatre, live music, restaurants and shops. Guest docks will also be located on the north shore of the Channel immediately adjacent to the new baseball park, new sports and entertainment arena, and a new hotel and restaurants. Between those two locations is a newly renovated Weber Point Park, ideal for family entertainment.

In summary, the guest docks will literally be located in the heart of Downtown Stockton within walking distance to the City's recreational and cultural center.

Engineering Feasibility

The project site located at the head of the Stockton Channel is presently the location of an existing marina which is being renovated primarily with Department of Boating and Waterways funds. To obtain the funds, a feasibility study had to be completed and accepted by Department of Boating and Waterways.

The site experiences the standard diurnal tides for the Northern California area muted to some degree at the extremes by the distance from the San Francisco Bay and the Pacific Ocean. Currents are low as this area is not subject to through river flows and is at the basin head. Waves are minimal, usually not exceeding one foot in height in the basin and, therefore, the fetch length is relatively small. Wind at the site is standard for the Central Valley areas.

Proposed Tie-Up Facilities in the Stockton Waterfront Marina

The City has planned for an aggregate of 2,429 linear feet of guest dockage, 1,449 linear feet on the north shore, and 980 linear feet on the south shore. The immediate construction goal, however, is to build 876 linear feet on the north shore and 573 linear feet on the south shore. The breakdown of the short term plan and its associated estimated costs are as follows:

North Shore	879	linear feet	\$1,697,390 cost
South Shore	520	linear feet	\$1,070,960 cost
Total	1,399	linear feet	\$2,768,350 cost

Ideal Fit for Grant

The most distinguishing feature of the Downtown Stockton Marina is its tie-up facility. Thus, the City's plans are ideally matched to the goals of this grant program.

B. STANDARD GRANT NARRATIVE (continues)

1. Need

The boat guest dock project is being undertaken because it is the critical linchpin function necessary to complete a larger planned urban redevelopment of Downtown Stockton. The guest docks will be the interface between the boating community and land-side improvements. It will benefit the boaters by creating a premium boating destination. It will benefit the City by creating economic and social activity in the heart of the City. The City has already invested hundreds of millions of dollars in various land-side improvements such as a brand new 10,000-seat sport and entertainment arena. Private capital is also investing hundreds of millions of dollars into the area immediately around the waterfront. Additional developments are in various stages of the development cycle.

The guest dock facilities will be located immediately adjacent to the new investments. Thus, the economic benefits derived from the other public and private investments will be greatly enhanced by the guest dockage facilities. Furthermore, success in revitalizing Downtown Stockton is key to the long term success of the City. The benefits to the City will be economic revitalization and the creation of common social space for the citizenry.

The most recent and most systematic general study of the need for guest dockage in the San Joaquin Delta is the "Sacramento-San Joaquin Delta Boating Needs Assessment 2000-2020" sponsored by the California Department of Boating and Waterways. The study identified a very substantial need for tie-up facilities in the San Joaquin Delta. Specifically, Chapter 6, page 14, in part reads "...Survey respondents indicated a high demand for additional transient dock tie-up spaces....For the purpose of this study a tie-up at a transient dock is considered an average of 30 linear feet of dock space. Using this methodology, there will be a need for 273 transient dock tie-ups to meet the demand for the year 2020...." The City of Stockton intends to construct in the immediate future 1,396 linear feet of guest docks, representing approximately 46 guest dock spaces. The City of Stockton is a center of Delta culture with an emphasis on water related recreation. Irrespective of the statistics from the State of California sponsored study, it is evident to City of Stockton professional staff that there are a very large number of boat owners in and around the City of Stockton and the surrounding area. Less scientifically rigorous, but still of great relevance, is the view of the City's public officials and social elite, including the editors of regional newspaper, *The Record*, who universally believe that there is very great demand and effectively little to no supply of guest dockage. As a result, these community leaders have designated the Downtown Marina with its plan for a significant amount of guest dockage as the project with the highest priority for the City.

With regard to supply, there is very minimal space for temporary boat guest dockage for non-trailerable boats in local marinas open to the public as well as private clubs and marinas. The available facilities are as follows:

Open to the public:

- Village West Marina - Privately owned, but open to the public - 20 stern tie
- Ladds - Privately owned, but open to the public - zero stern tie
- Paradise Point - Privately owned, but open to the public - 5 stern tie
- Herman and Helen - Privately owned, but open to the public - 5 stern tie

Open to club members only:

- Calaveras River - Privately owned, not open to the public - Stockton Yacht Club - 11 stern tie
- River Point Landing - Privately owned, not open to the public - Marina West Yacht Club - 10 stern tie

Thus, in the City of Stockton there are minimal facilities, private and open to the public. The marinas that have such facilities, minimum as they are, such as Village West Marina, Paradise Point, Herman and Helen, River, and River Point Landing are several miles from downtown. Clearly, there are no tie-up facilities that serve Downtown Stockton. Thus, we strongly believe there is a very great need for the tie-up facilities the City is proposing.

2. Objective

The City's broad objective is to make the tie-up facilities the centerpiece of the new Stockton Marina, which itself is at the heart of Downtown Stockton. In doing so, the City hopes to make Downtown Stockton a highly desirable boating destination. Actions being taken to achieve the goal include 1) building guest dockage space at a sufficient scale and design to accommodate a large number of boats and boats of almost any size; and 2) locating the tie-up facilities immediately adjacent to a variety of local entertainment and cultural sites.

In the first phase of the development assuming side-ties are used, we will be able to accommodate up to approximately 46 transient boats. Assuming end-ties are used, we will be able to accommodate 80 transient boats. The boat sizes can be anywhere from 26 feet to approximately 200 feet, subject to clearing the I-5 Bridge. Specifically, we have planned and intend to construct the following:

North Shore: Three guest docks

(Docks, pilings, gangways, utilities, electrical)

- a. Two City-owned guest docks to be constructed immediately and to include a combined 876 linear feet of dock with concrete guide piles, concrete platforms and support piles, one standard and one accessible gangway, adequate potable water, electric, communication connections, and two security gates. Estimated cost is \$1,697,390.
- b. One City-owned guest dock to be built in the future and to include 573 linear feet of dock with concrete guide piles, a concrete platform and support piles, a

standard and an accessible gangway, adequate potable water, electric, communication connections, and a security gate. Estimated cost is \$1,131,460.

South Shore: Two guest docks

- a. One City-owned guest dock to be constructed immediately and to include 520 linear feet of dock with concrete guide piles, a concrete platform and support piles, a standard and an accessible gangway, adequate potable water, electric, communication connections, and a security gate. Estimated cost is \$1,070,960.
- b. One City-owned guest dock to be built in the future and to include 460 linear feet of dock with concrete guide piles, a concrete platform and support piles, a standard and an accessible gangway, adequate potable water, electric, communication connections, and a security gate. Estimated cost is \$961,790.

Summary of Immediate Construction Plans

Thus, the guest docks which are to be constructed immediately and which are to be defined as the proposed project for which the City is requesting grant assistance is as follows:

North Shore	879	linear feet	\$1,697,390 cost
South Shore	520	linear feet	<u>\$1,070,960</u> cost
Total	1,399	linear feet	\$2,768,350 cost

3. Expected Results/Benefits

The City's broadest goals are to revitalize its downtown and to bring greater social cohesion between various community groups including the boating community. The City believes that the best way to achieve its goals is to develop the waterfront area in a manner which results in many visitors (boating and non-boating) to the City and surrounding area with all the concomitant benefit of tourist dollars being spent in the local economy, as well as creation of common social and recreational space. In order to achieve its goal, the City needs to not only provide for a meaningful number of tie-up facilities but also create a true destination for the boating community, as well as other non-boating visitors. In that regard, the City has worked hard and has been effective in creating various entertainment venues and services for boating and non-boating visitors. We have just begun. Many more projects are in the pipeline.

The tie-up facility project is the necessary link between the water-based boating community and the entertainment and cultural facilities on the shore. The City expects that the tie-up facility will play a key role in the revitalization of downtown. Among other benefits, it will 1) strengthen local ties to the boating community, in part in recognition of the economic benefits and entrepreneurial opportunities it creates; 2) provide public access to the shore and the waterways; and 3) promote awareness of the transient boating opportunity.

4. Approach

The over-arching strategy (i.e. the general approach) to achieving the City's goal of making Downtown Stockton a boating destination is to allocate the most desirable water front location in the entire City for the boat tie-up facilities. That is locating these facilities, immediately adjacent to and parallel to the public promenade and the surrounding environment, including a ball park, 10,000 seat arena, new hotel, restaurants, live and movie theaters, music venues, shops, etc., maximizes the benefit to the boaters. Furthermore, the tie-up facilities will be part of a larger marina and near privately operated boating services companies.

The specific approach is to construct:

On the North Shore: Two City-owned guest docks to be constructed immediately and to include a combined 876 linear feet of dock with concrete guide piles, concrete platforms and support piles, one standard and one accessible gangway, potable water, electric, communication connections for each slip, and two security gates. Estimated cost is \$1,697,390.

On the South Shore: One City-owned guest dock to be constructed immediately and to include 520 linear feet of dock with concrete guide piles, a concrete platform and support piles, a standard and an accessible gangway, potable water, electric, communication connections for each slip, and a security gate. Estimated cost is \$1,070,960.

Please see accompanying exhibits for detail plans and budgets.

In addition, after the marina is built, the City will establish a programmatic initiative to provide navigational aids for boaters and information which will enhance access both to specific boat related services as well as recreational, historical, cultural, natural and scenic resources.

5. Location

The tie-up facilities will be located on the eastern portion of the Stockton Downtown Marina located along the southern and northern shores in the Stockton Channel in the City of Stockton, County of San Joaquin, California. Please see accompanying maps in the appendix.

The boat ramp, future dry stack storage facility and park (Morelli Park) is separated from the rest of the South Shore located west of Mormon Slough. The permanent slips and some of the guest dockage will be located east of Morelli Park.

The South Shore consists of a linear strip of land fronting the Stockton Channel adjacent to and north of Weber Avenue. There are four parcels within the project site which are not part of the proposed project, listed from east to west they are: 1) a former restaurant; 2) the Waterfront Warehouse retail complex; 3) the Waterfront Towers Office Buildings; and 4) the vacant area westerly of the Waterfront Towers Office Building

which has been set aside for future development. Access to the Marina and public parking is via access roads from Weber Avenue just east of the Waterfront Warehouse and west of the Waterfront Towers.

On the north shore is located a new baseball park, a new 10,000 seat arena, a new hotel and planned for new restaurants. Bridging the north and south shores is Weber Point Park, a recently reconstructed seven-acre park. Importantly, the waters are calm and the water and landside amenities are almost at the same elevation providing easy and safe landside access for boaters.

The tie-up facilities and the various public and private development projects are part of an aggressive waterfront development model to draw and hold new tenants and guests from within and outside the region. The City's plan is to assure substantial transient facilities for boating vacationers and complete the waterfront recreation package, including integrating the guest dockage facilities to marine supplies, fishing supplies, haul-out facilities, full marine repair service, boat and personal water craft rentals, groceries, food service, yacht brokerage, and picnic areas.

6. Estimated Costs

North Shore: Three guest docks

- a. Two City-owned guest docks to be constructed immediately and to include a combined 876 linear feet of dock with concrete guide piles, concrete platforms and support piles, one standard and one accessible gangway, adequate potable water, electric, communication connections, and two security gates. Estimated cost is \$1,697,390.
- b. One City-owned guest dock to be built in the future and to include 573 linear feet of dock with concrete guide piles, a concrete platform and support piles, a standard and an accessible gangway, adequate potable water, electric, communication connections, and a security gate. Estimated cost is \$1,131,460.

South Shore: Two guest docks

- a. One City-owned guest dock to be constructed immediately and to include 520 linear feet of dock with concrete guide piles, a concrete platform and support piles, a standard and an accessible gangway, adequate potable water, electric, communication connections, and a security gate. Estimated cost is \$1,070,960.
- b. One City-owned guest dock to be built in the future and to include 460 linear feet of dock with concrete guide piles, a concrete platform and support piles, a standard and an accessible gangway, adequate potable water, electric, communication connections, and a security gate. Estimated cost is \$961,790.

Summary of Immediate Construction Plans

Thus, guest docks which are to be constructed immediately and which are to be defined as the project for which the City is requesting grant assistance is as follows:

North Shore:	879	linear feet	\$1,697,390 cost
South Shore:	520	linear feet	<u>\$1,070,960 cost</u>
Total	1,399	linear feet	\$2,768,350 cost

A more detailed budget is included as an attachment.

7. Contacts

Primary contact: Jerry Scharlin, Deputy Director
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C. ADDRESSING THE CRITERIA

1. Tie-Up Facilities for Transient Non-Trailerable Recreational Vessels

The City of Stockton plans to construct tie-up facilities for transient non-trailerable recreational vessels at the terminus of the Stockton Deepwater Channel, part of the San Joaquin River. The principal Delta Rivers in the Great Central Valley of the State of California, the Sacramento River and the San Joaquin River have few transient accommodations. Establishing tie-up facilities in the Stockton Channel will make it possible for boaters to extend their travels from the Pacific Ocean to Delta River communities. The planned-for transient accommodations will be well protected and thus offer refuge as well as restroom, utilities, boat repair, and other boat oriented services.

The facilities to be immediately constructed include:

On the North Shore: Two City-owned guest docks to be constructed immediately and to include a combined 876 linear feet of dock with concrete guide piles, concrete platforms and support piles, one standard and one accessible gangway, adequate potable water, electric, communication connections, and two security gates. Estimated cost is \$1,697,390.

On the South Shore: One City-owned guest dock to be constructed immediately and to include 520 linear feet of dock with concrete guide piles, a concrete platform and support piles, a standard and an accessible gangway, adequate potable water, electric, communication connections, and a security gate. Estimated cost is \$1,070,960.

Summary of Immediate Construction Plans

North Shore:	879	linear feet	\$1,697,390 cost
South Shore:	520	linear feet	\$1,070,960 cost
Total	1,399	linear feet	\$2,768,350 cost

2. Partnerships

Partners in this project include:

- a. The City of Stockton: The City owns the land and water. It is also providing funding primarily via a loan from the California Department of Boating and Waterways and via a loan the United States Department of Housing and Urban Development.
- b. Stockton Redevelopment Agency: The site is within a formally designated Redevelopment Area. The Redevelopment Agency is providing funding for the project development staff.
- c. Regent Development Inc.: Regent is the owner of the newly constructed Sheraton Hotel and the to-be constructed restaurants near the hotel. Regent is committed to financing (via a loan to the City) the construction of the guest docks on the north shore of the Channel if no other sources are available.

- d. Downtown Alliance: The Alliance is a property-based business improvement organization that is very active in advocating for the development of Downtown Stockton. The development of the waterfront is one of their key goals. The Alliance will provide ground maintenance services.
- e. The Marina West Yacht Club is interested in relocating their club facilities to the Downtown Area in large part because of the planned-for construction of the guest docks. Their representatives are working with the City to relocate their club.
- f. Marina Committee (community stakeholder group comprised of many boaters) is supporting the construction of the marina and the guest docks.
- g. Sea Scouts: The local branch of the Sea Scouts is interested in relocating to the Downtown Area. The City is discussing likely sites with them.
- h. Rowing Clubs: Three local rowing clubs (including one associated with the University of the Pacific) are interested in relocating to the Downtown Area. The City is discussing likely sites with them.
- i. The City's Fire Department is interested in locating a Fire Boat in the marina.

3. Innovative Techniques

In most marinas the tie-up facilities are a secondary function to the rest of the marina. In our case, it is the primary function. It is the centerpiece of our marina complex, as the goal is to make Stockton a destination for boaters throughout the Delta and San Francisco Bay area. Consequently, the premier locations in the Stockton Channel have been reserved for this use. The planned for tie-up facilities have been located and oriented to maximize the benefit to transient users by locating them at the most advantageous space in the marina, directly adjacent to the City's entertainment center and downtown. This urban design innovation will maximize the benefit to the boating and non-boating communities.

Furthermore, the tie-up facilities to be constructed in the near term are part of a larger master plan for such facilities. The City is currently completing the design plans and specifications (to a 30% completion level), completing all necessary environmental studies, and obtaining the necessary permits in order to position itself to quickly move forward in the future to construct additional tie-up facilities, if there is market demand. Thus, the possibility of future expansion has been greatly expedited.

4. Matching funds

The estimated cost of constructing the near-term tie-up facilities is as follows:

North Shore:	879	linear feet;	\$1,697,390 cost
South Shore:	520	linear feet;	<u>\$1,070,960 cost</u>
Total	1,399	linear feet;	\$2,768,350 cost

The City of Stockton proposes to fund 50 percent of the cost. The City is being financially stretched because of its various marina and promenade construction related expenses and thus would appreciate financial assistance.

In addition to any grant funds made available as a result of this application, the following funds are available and have been allocated to this project:

- City of Stockton funds, via a loan from Housing and Urban Development (“108 Loan”)
- City of Stockton funds, via a loan from the California Department of Boating and Waterways
- City of Stockton funds, via a loan from the owners of the Sheraton Hotel. The owners have offered to lend the City the funds to construct the tie-up facilities immediately adjacent to their property on the north shore of the marina.

To reiterate, the funds from Housing and Urban Development, the California Department of Boating and Waterways, and from the owners of the Sheraton Hotel are loans to the City and not grants.

5. Cost Efficient (Takes Full Advantage of Construction of New Marina)

The tie-up facilities are one (though a key) element of a much larger public investment to revitalize Downtown Stockton. Simultaneously with constructing the tie-up facilities, the City of Stockton is constructing a marina complex which includes permanent in-water boat slips, a dry stack storage facility, a boat launch, a restroom/shower, a promenade and several parks. Furthermore, the marina complex is in and of itself only one element of a larger multi-project revitalization effort sponsored and funded by the City of Stockton in the area immediately around the Stockton Channel, which is in the process of being revitalized.

To clarify, only the costs specific to the transient dock facilities, i.e. \$2,768,350, are included in the cost estimate. Costs common to the whole marina complex project are not apportioned in any way.

Non tie-up facility costs for the marina complex is approximately as follows:

Morelli Park Boat Launch and Park	\$ 5,000,000
Marina complex (excluding tie-up facilities)	\$20,000,000
Promenade and Parks	<u>\$ 5,000,000</u>
	\$30,000,000

Furthermore, the costs to construct the new marina and promenade do not include the value of the land. In addition, the updated marina is further financially leveraged on the previously existing marina for which sea walls and utilities were constructed.

Moreover, as stated above, the City has invested massively in other nearby projects. A single example is the Event Center, a 10,000-seat arena on the north shore of the Channel. This project alone costs the City approximately \$125,000,000.

6. Links to Destination Points

The Stockton Channel is located in Downtown Stockton and is linked to other communities by land, rail, air and water.

The City is centrally located and ideally situated to provide access to the Central Valley. The City sits astride Interstate Highway 5, the main California artery running north and south. It is within 15 miles of State Highways 205 and 580, the main California arteries running east and west. Sacramento is 40 miles north, San Francisco and San Jose are 70 miles west, Modesto and the route to Yosemite National Park is 30 miles south. Stockton is part of the Amtrak rail system. The Stockton Airport is large enough to accommodate any size air craft, though currently limited commercial flights are available. Most air customers use the Sacramento International Airport. As the City of Stockton grows, it is anticipated that the airport will expand its services to the public.

The Stockton Channel located in Downtown Stockton is linked by water to the Stockton Port at the Stockton Deep Water Channel, which is part of the San Joaquin River. The San Joaquin River is linked to the Sacramento River, San Francisco and other northern California Bays, and ultimately to the Pacific Ocean.

Thus, by combination of water and other transportation means the Stockton Channel location is linked to:

- 1,000 miles of Delta River experience
- Linkage to communities along the Delta and the Bay Area waterways which lead to Napa, Vallejo, Sacramento, Pittsburg, Richmond, Berkeley, Emeryville, Oakland, Hayward, San Jose, Redwood City, San Mateo, Brisbane, South San Francisco, Half Moon Bay, Santa Cruz, Monterey and Fort Bragg
- The Port of Stockton and a network of boat related business, for sale, repair and storage
- The City of Stockton, with an approximate population of 300,000
- The California Great Central Valley, the source of much of the nation's fruits and vegetables
- Gold Rush History/Sierra Foothills
- Recreational: Stockton Events Center - sports and entertainment 10,000 seat arena; minor-league ball park; Bob Hope Fox Theatre - live theatre; a movie theater; and restaurants.
- Historic: Early Indian Communities; Gold Rush Way-Station (the Stockton Channel was one of the key way-stations to the historic Gold Rush Country); farming; ship building during World War II; immigration of various peoples from the world community including a large variety of Asian communities, such as Chinese, Pilipino, Vietnamese, Laotians, Hmong
- Cultural: Hagen Museum (fine art and recreated western town); University of the Pacific
- Natural: Delta Waterways; Gold Rush Country; Yosemite National Park
- Scenic: Delta Waterways, farmlands, orchards and ranches; Gold Rush Country; Yosemite National Park

The Stockton Channel can also operate as a safe harbor during a storm.

7. Access to Recreational and Cultural Destinations

National

- Recreational: Delta Waterways
- Historic: Gold Rush Country/Sierra Foothills
- Cultural: Delta Life-Style
- Natural: Yosemite National Park
- Scenic: Farms and Orchards of the Great Valley of California

Regional

- Recreational: Event Center Arena and Ball Park; Delta Waterways
- Historic: Gold Rush Country/Sierra Foothills
- Cultural: University of the Pacific; Hagen Museum (fine art and re-creation of western town, Bob Hope Fox Theatre)
- Natural: Delta Waterways
- Scenic: Delta Waterways

Local

- Recreational: Event Center and Ball Park; Weber Point Park; Bob Hope live theatre; Waterway Promenade; Cineplex Complex
- Historic: Native Americans; World War II Shipbuilding; immigration
- Cultural: University of the Pacific; Hagen Museum (fine art and re-creation of western town, Bob Hope Fox Theatre)
- Natural: Delta Waterways
- Scenic: Delta Waterways

8. Positive Economic Impact to Community

We expect the tie-up facilities to have a very significant and positive economic impact because of the significant tie-up capacity which will be built, and because the facilities will be located in the heart of Downtown Stockton with its various entertainment and cultural venues, some old and some new. We have been informed by various boating groups that once the tie-up facility is built, Downtown Stockton will become a destination for boaters throughout the Delta. For example, boaters may plan a stay of a day or two to include a picnic and open air concert in Weber Park, attending a sports event or live theatre performance and then having dinner at a local restaurant. The boaters themselves will become an attraction inviting local and regional residence to visit, shop and, over time, to live in a planned-for new urban residence environment. It is difficult to overstate the context and importance of this project to the physical and economic revitalization of Downtown Stockton. The marina and, most importantly, the tie-up facility portion of the marina is the capstone of a larger effort to revitalize Downtown Stockton. As a stand-alone entity, the guest docks will generate tie-up fees. Clearly, however, additional entertainment and retail spending will occur by boating visitors to the site. In addition, the local boat yards, boat brokerage services, etc., will provide other services to the boating visitors. The Stockton Channel is deep enough to

accommodate mega-yachts (80 feet and greater) and small cruise ships. Currently such ships visit the Stockton Channel, but cannot tie-up. The Tie-up facilities being planned would accommodate such ships. Thus, the financial impact of the boaters' purchases will be multiplied many times by their expenditure of non-boaters experiencing the waterfront ambiance.

In summary, the Downtown Marina is an important element in the revitalization of the entire City of Stockton, as well as its historic downtown. The tie-up facilities element of the marina, its most distinguishing feature, will make Stockton a destination for boating and thus will play an important role in the revitalization of Downtown Stockton and its surrounding area.

9. Coordination of Transient Berthing [DBW to complete]

In October 2005, California and Oregon entered into a Memorandum of Understanding which establishes coordination between the states in the planning and location of transient boating facilities as identified in the Oregon Six-Year Statewide Boating Facilities Plan (2005-2011) and the California Statewide Boating Facilities Needs Assessment (October 2002). This project helps meet transient boater needs as identified in the California Statewide Boating Facilities Needs Assessment (October 2002) and is recognized as an integral part of the multi-state effort between California and Oregon.

D. Maps

- 70 miles from San Francisco - 40 miles from Sacramento
- Shows County
- Shows Port of Stockton and Downtown Stockton Channel
- Shows San Joaquin River to Downtown Channel
- Shows freeways – I-5, 205 and 580
- Morelli Park and rest of marina
- Map with south shore warehouse building, office towers, etc.
- Map with entertainment and cultural facilities near Stockton Channel
- Map that shows marina-related businesses on the north shore

E. Site Plan [for immediate and future]



F. Budget [for immediate and future]

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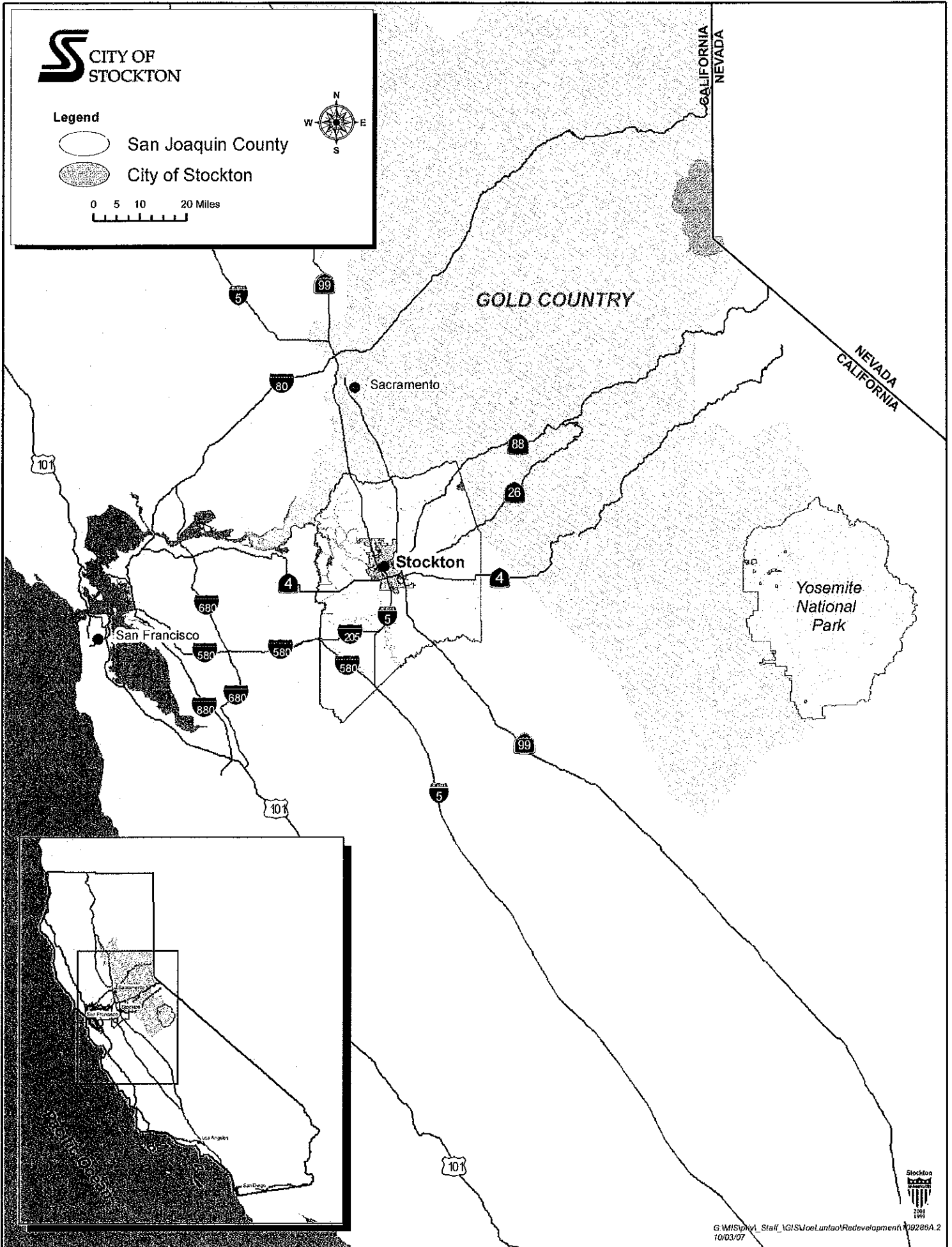
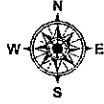
MAPS

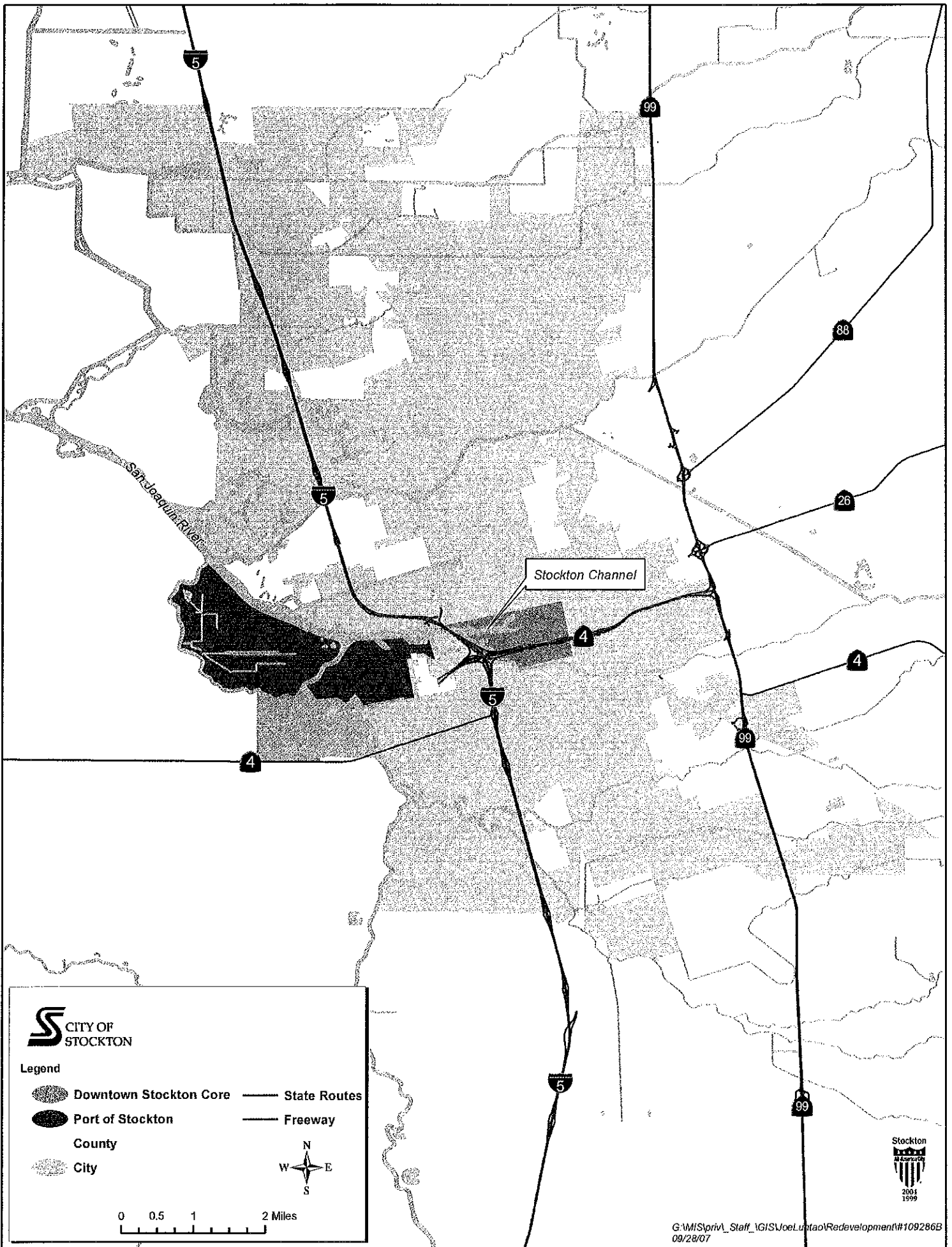
CITY OF STOCKTON

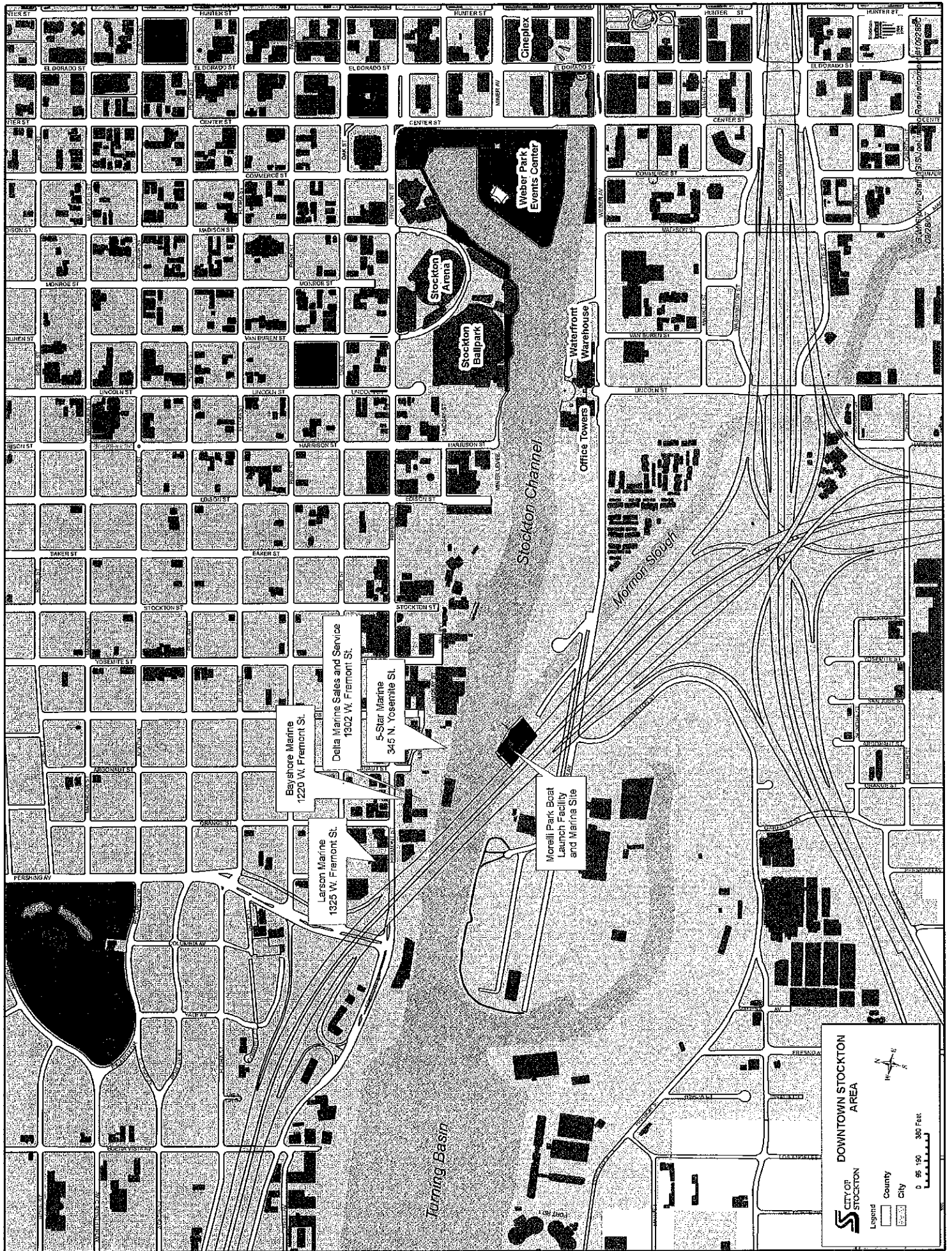
Legend

-  San Joaquin County
-  City of Stockton

0 5 10 20 Miles







Bayshore Marine
1220 W. Fremont St.

Larson Marine
1325 W. Fremont St.

Delta Marine Sales and Service
1302 W. Fremont St.

5-Star Marine
345 N. Yosemite St.

Morell Park Boat
Launch Facility
and Marina Site

Stockton Ballpark

Stockton Arena

Weber Park
Events Center

Office Towers

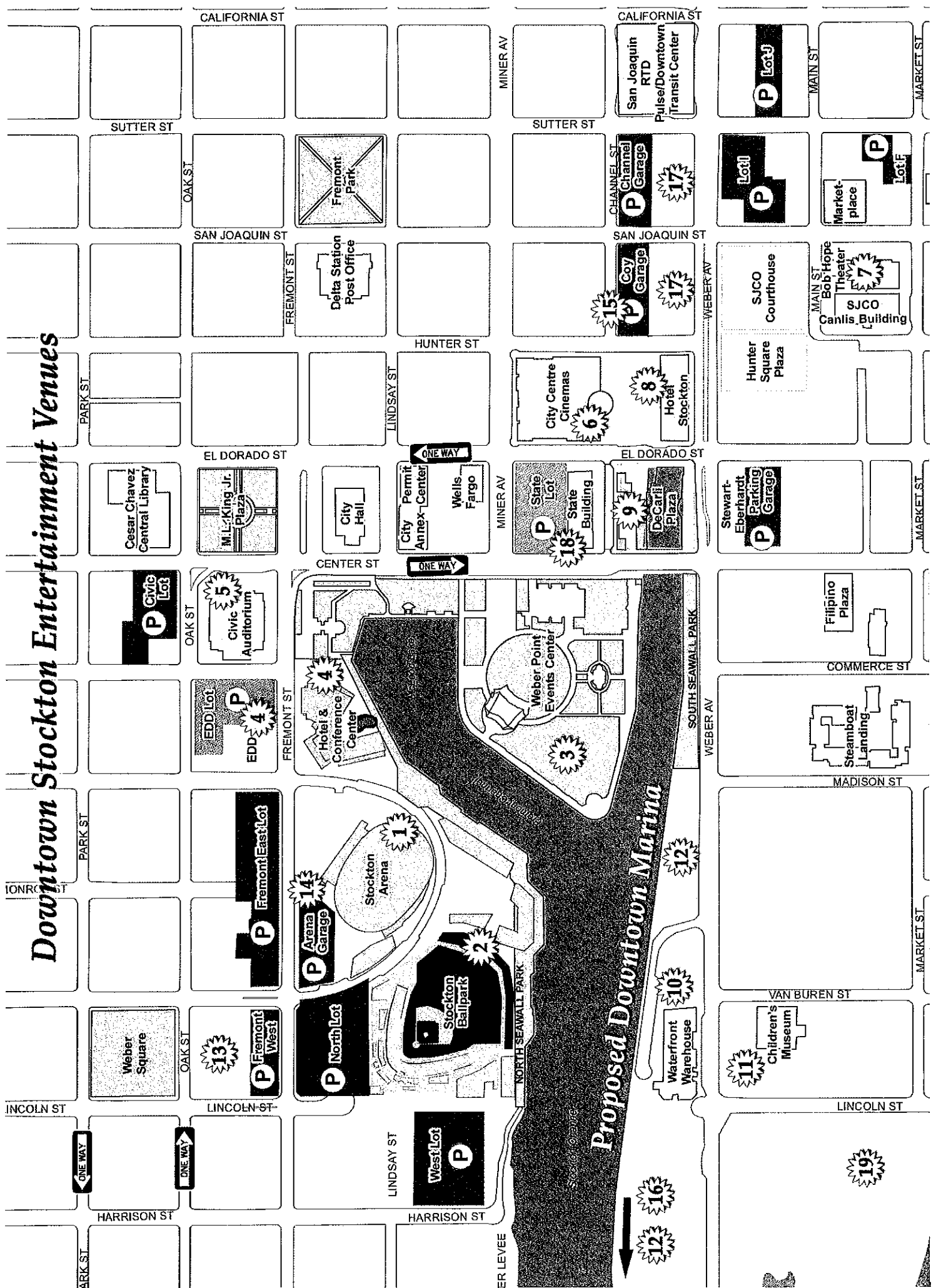
Waterfront
Warehouse

CITY OF STOCKTON
DOWNTOWN STOCKTON AREA

Legend
 County
 City

0 95 190 300 Feet

Downtown Stockton Entertainment Venues



CITY OF STOCKTON
Downtown Current and Future Developments and Events
Which Will Be Impacted by the Development of the Downtown Marina Complex.
One of the Most Significant Impacts will be the Creation of Jobs.

1. Stockton Arena

The 10,000-seat waterfront Stockton Arena was dedicated in December 2005 and can accommodate a wide range of events and activities, with a total of 100 events anticipated each year. This magnificent arena is home to several sports teams, including the Stockton Thunder East Coast Hockey League (which sells out at almost every home game), California Cougars Major Indoor Soccer League (which was recently purchased by local business owners), and Stockton Lightning af2 Arena Football. In addition to the sporting events, numerous concerts and family entertainment events (Ringling Brothers Circus, Disney on Ice, Champions on Ice, etc.) are held at the arena. The arena includes 24 full-service luxury suites and 500 club seats.

Approximately 60,000 s.f. of retail and restaurant space is planned for the vacant lots surrounding the arena. *(Apprx. 0.75 miles from proposed south shore marina location)*

2. Stockton Ballpark

The 5,200 seat Stockton Ballpark includes all of the amenities of a first class ballpark such as luxury suites, a unique "back porch" area complete with rocking chairs, sports club, and games for the kids. The Stockton Ports, a Class A affiliate of the Oakland Athletics held its opening game at the new ballpark in Spring 2005. The Ports had a record year in attendance at the new ballpark with close to 206,000 fans. In 2007, the Stockton Ballpark will host the California vs. Carolina All-Star Game. In addition to baseball games, the ballpark will be used to hold concerts and special events. *(Apprx. 0.9 miles from proposed south shore marina location)*

3. Weber Point Events Center

The Weber Point Events Center was the revitalization project that sparked the rebirth of Downtown Stockton. This public gathering place is home to numerous cultural events and festivals year-round, including the renowned Stockton Asparagus Festival which attracts over 80,000 people each year. Weber Point also features an interactive water display, playground area, shade structure, stage area, and grass amphitheatre. *(Apprx. 0.45 miles from proposed south shore marina location)*

4. Sheraton Hotel & Conference Center & Planned For Expansion on EDD Lot

The Sheraton Hotel, which is currently under construction and is expected to be completed in the Summer of 2007, includes 178 guest rooms, 42 condominiums and a 10,000 square foot Conference Center. The hotel would like to expand if the marina is built. *(Apprx. 0.65 miles from proposed south shore marina location)*

5. Civic Auditorium

The 18,000 s.f. Civic Auditorium is primarily used for private parties and weddings, meeting space and career/health/education fairs. *(Apprx. 0.6 miles from proposed south shore marina location)*

6. City Centre Cinemas 16

Opening in December 2003, the \$25 million downtown Cineplex includes 16-screens, 3,400 stadium seats, and a state-of-the-art sound system. City Centre Cinemas also includes 18,000 s.f. of retail space, which houses Starbucks, Moo Moo's Burger Barn, Cold Stone Creamery, Misaki Sushi, Red Brick Pizza and Emperor Express. Other firms are interested in the immediate area in anticipation of marina including Black Sea Gallery *(Apprx. 0.5 miles from proposed south shore marina location)*

7. Bob Hope Theatre

The 2,000-seat Bob Hope Theatre was restored in 2004 to include a new marquee and blade sign, seating, acoustic plaster, state-of-the-art sound system, lights and rigging system, restored light fixtures, restoration of existing decorative murals, expanded restroom facilities and concessions, and artistic mosaic flooring. The grand re-opening of the historic building was held in September 2004 and hosts Broadway shows, musicals, concerts, and comic performers. The facility is also available to rent for private events. *(Apprx. 0.6 miles from proposed south shore marina location)*

8. Hotel Stockton

Originally constructed in 1910 as a 252 room hotel, "The Stockton" recently underwent a historic transformation, which resulted in a mixed use development incorporating 156 affordable housing units and ground floor retail and restaurant uses. The rooftop terrace overlooking the Stockton Channel is once again a public space for meetings, banquets and special events. In addition, Paragary's will be opening an upscale restaurant on the ground floor once tenant improvements are complete. Also other office and retail space is available. Occupancy should occur once the marina is in place. *(Apprx. 0.4 miles from proposed south shore marina location)*

Another attraction at the Hotel Stockton is the Sing Lee Chinese Laundry Exhibit. In the 19th century, the site of what is now the City Centre Cinemas was at the heart of Stockton's first Chinatown. In 2000, archaeologists excavated and uncovered the site of the Sing Lee Laundry that was operated by Chinese immigrants from the 1890s to the 1930s. Many photos and artifacts recovered from the site are on display.

9. Dean DeCarli Square

The 56,000-square-foot DeCarli Square replaces an old, unusable parking lot that covered that portion of the City's waterfront for more than 50 years. A 30,000-square-foot wall of water cascades over the waterfall. The plaza will serve as a gathering place and transition point between the Hotel Stockton, the Cineplex and the Weber Point Events Center and hosts fundraising events, outdoor concerts, and most recently the Italian Street Painting festival. *(Apprx. 0.35 miles from proposed south shore marina location)*

10. Waterfront Warehouse (restaurants/retail)

The Waterfront Warehouse is a privately owned historic building that sits directly on the south shore of the Stockton Channel. This two-story building contains restaurants and unique shops for residents and visitors to enjoy. In addition, the Waterfront Warehouse hosts events such as the Wine on the Waterfront, Jazz and Blues concerts, and other special activities. Historically vacancy rates have been high and the quality of the tenants marginal. The building should be materially assisted once the marina is constructed.

11. Children's Museum

This interactive museum is designed for children (and adults) to learn through hands-on exploration. Exhibits are rotated providing youth new activities to experience. The museum is located directly across from the Waterfront Warehouse.

12. Waterfront Housing

Several downtown housing projects are currently planned and include properties on both the north and south shores of the Stockton Channel. They assume the construction of the marina complex.

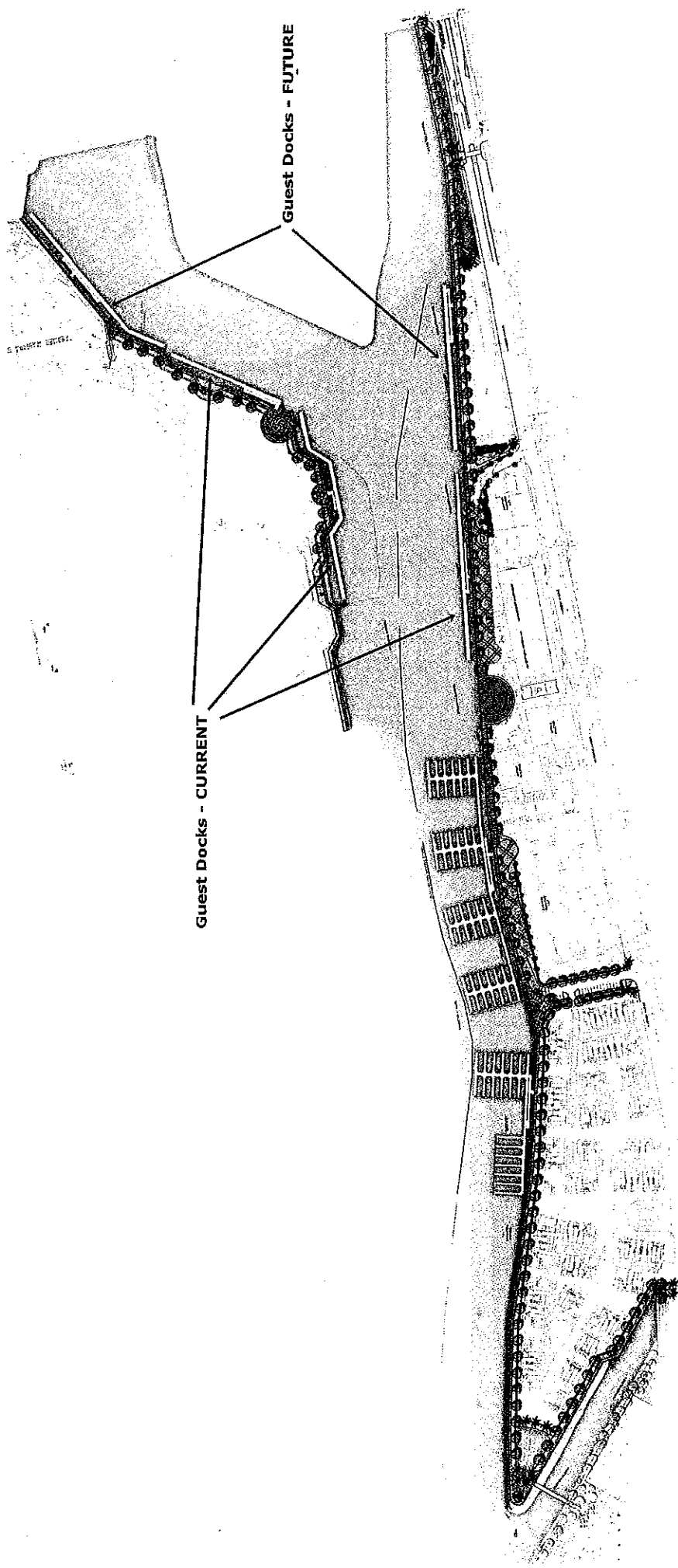
13. Block 26

Potential office building

14. **Arena Ground Floor Of Parking Garage**
Office and Retail Space
15. **Coy Ground Floor Of Parking Garage**
Office and Retail Space
16. **Office Towers West Parking Lot**
Potential office building
17. **Webber Avenue Retail and Restaurants**
Several blocks of current commercial establishments which are struggling economically.
18. **State Office Building**
Construction of New Office Building plus retail sites
19. **WorkNet Area Offices**
Potential office space

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March 2007:jmiller

SITE PLAN



SITE LAYOUT PLAN

Stockton Marine Use Permit
August 23, 2007

BUDGET

Marina															
Item #	Description	Unit	Cost	South Shore			South Shore Guest Docks			North Shore Guest Docks			Landside Improvements		
				Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal
A. Project Start-up															
1.	Mobilization, bonding, and construction staking	3%	Allow	\$249,245		Allow	\$24,696		Allow	\$41,760.00		Allow	\$15,360.00		
2.	Traffic control	LS	Allow	\$0		Allow	\$0		Allow	\$10,000		Allow	\$10,000		
3.	Toxic general conditions (not in estimate)	LS	Allow	\$0		Allow	\$0		Allow	\$7,000		Allow	\$7,000		
4.	Storm water pollution prevention	LS	Allow	\$0	\$249,250		\$0	\$24,696		\$0	\$24,696		\$0	\$24,696	
B. Demolition															
1.	Sawcut	LF	\$2.00	0	\$0		0	\$0		0	\$0		0	\$0	
2.	Concrete pavement	SF	\$2.50	0	\$0		0	\$0		0	\$0		0	\$0	
3.	Asphalt pavement	SF	\$2.00	0	\$0		0	\$0		0	\$0		0	\$0	
4.	Concrete curb and gutter	LF	\$5.00	0	\$0		0	\$0		0	\$0		0	\$0	
5.	Refrilling	LF	\$8.00	0	\$0		0	\$0		0	\$0		0	\$0	
6.	Flag pole, foundation and uplights	EA	\$750.00	0	\$0		0	\$0		0	\$0		0	\$0	
7.	Security gates	EA	\$500.00	0	\$0		0	\$0		0	\$0		0	\$0	
8.	Light fixtures	EA	\$800.00	0	\$0		0	\$0		0	\$0		0	\$0	
9.	Demolition existing docks	SF	\$10,000.00	5	\$50,000		0	\$0		0	\$0		0	\$0	
10.	Demolition existing pilings	EA	\$65,000	65	\$65,000		0	\$0		0	\$0		0	\$0	
11.	Banquette cleanup	SF	\$3.00	0	\$0		0	\$0		0	\$0		0	\$0	
12.	Clear and grub	EA	\$700.00	0	\$0		0	\$0		0	\$0		0	\$0	
13.	Tree removal	EA	\$8.00	0	\$0		0	\$0		0	\$0		0	\$0	
14.	Seat wall removal	LF	\$125.00	0	\$0		0	\$0		0	\$0		0	\$0	
15.	Bollard removal	EA	\$8.00	0	\$0		0	\$0		0	\$0		0	\$0	
16.	Retaining wall removal	LF	\$8.00	0	\$0		0	\$0		0	\$0		0	\$0	
17.	Catch basin removal	EA	\$300.00	0	\$0		0	\$0		0	\$0		0	\$0	
18.	Electrical box removal	EA	\$200.00	0	\$0		0	\$0		0	\$0		0	\$0	
19.	Water meter removal	EA	\$500.00	0	\$0		0	\$0		0	\$0		0	\$0	
20.	Drainline removal	LF	\$5.00	0	\$0		0	\$0		0	\$0		0	\$0	
21.	Fence removal	LF	\$18.00	0	\$0		0	\$0		0	\$0		0	\$0	
22.	Stair removal	SF	\$5.00	0	\$0		0	\$0		0	\$0		0	\$0	
23.	Grease trap removal	EA	\$5,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
24.	Shade structure removal	EA	\$8,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
25.	Miscellaneous items	LS	Allow	\$0	\$115,000		Allow	\$0		Allow	\$2,000		Allow	\$1,000	
C. Grading															
1.	Rough grading, 3"	CY	\$20.00	0	\$0		0	\$0		0	\$0		0	\$0	
2.	Rough grading, 6"	CY	\$20.00	0	\$0		0	\$0		0	\$0		0	\$0	
3.	Rough grading, 18"	CY	\$20.00	0	\$0		0	\$0		0	\$0		0	\$0	
4.	Shoreline protection	CY	\$100.00	0	\$0		0	\$0		0	\$0		0	\$0	
5.	Dredging	CY	\$15.00	0	\$0		0	\$0		0	\$0		0	\$0	
6.	Utility adjustments	LS	Allow	\$0			Allow	\$0		Allow	\$3,000		Allow	\$3,000	
7.	Fire hydrant relocation	EA	\$1,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
D. Berths															
1.	Docks	SF	\$85.00	33,241	\$2,820,655		5,567	\$361,655		9,800	\$843,500		0	\$0	
2.	Berth covers	SF	\$50.00	90,130	\$4,506,500		0	\$0		0	\$0		0	\$0	
					\$5,667,170			\$361,655			\$843,500			\$643,500	
E. Piling															
1.	Concrete guide piles	EA	\$8,000.00	96	\$768,000		0	\$0		16	\$128,000		0	\$0	
2.	Concrete platform and support piles	EA	\$70,000.00	2	\$140,000		1	\$70,000		2	\$140,000		0	\$0	
					\$908,000			\$134,000			\$268,000			\$3,000	

Marina															
South Shore				South Shore Guest Docks				North Shore Guest Docks				Landside Improvements			
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal
F	Garageways	EA	\$25,000.00	2	\$50,000			\$25,000		0	\$0		0	\$0	
1.	Standard garageways	EA	\$90,000.00	2	\$180,000	\$230,000		\$90,000	\$115,000	0	\$0		0	\$0	
2.	Accessible garageways	EA	\$90,000.00	2	\$180,000	\$230,000		\$90,000	\$115,000	0	\$0		0	\$0	
G	Parking Areas														
1.	Concrete pavement @ parking	SF	\$14.00	0	\$0			\$0		0	\$0		0	\$0	
2.	Asphalt pavement	SF	\$4.50	0	\$0			\$0		0	\$0		0	\$0	
3.	Concrete curb and gutter	LF	\$22.00	0	\$0			\$0		0	\$0		0	\$0	
4.	Striping	Allow	Allow	Allow	\$0			\$0		Allow	\$0		Allow	\$0	
5.	Interlocking pavers	SF	\$20.00	0	\$0			\$0		0	\$0		0	\$0	
6.	Asphalt slurry	SF	\$1.00	0	\$0			\$0		0	\$0		0	\$0	
H	Dry Stack Storages														
1.	Site Work	CY	\$5.00	0	\$0			\$0		0	\$0		0	\$0	
	Rough grading, clear and grub	LF	\$35.00	0	\$0			\$0		0	\$0		0	\$0	
	Trench for underground utilities														
2.	Concrete	CY	\$500.00	0	\$0			\$0		0	\$0		0	\$0	
	Foundations	CY	\$350.00	0	\$0			\$0		0	\$0		0	\$0	
	Perimeter Footings	SF	\$7.50	0	\$0			\$0		0	\$0		0	\$0	
	Slab	LB	\$2.50	0	\$0			\$0		0	\$0		0	\$0	
3.	Metals	LB	\$2.50	0	\$0			\$0		0	\$0		0	\$0	
	Miscellaneous steel	SF	\$0.40	0	\$0			\$0		0	\$0		0	\$0	
4.	Thermal and Moisture Protection	SF	\$0.40	0	\$0			\$0		0	\$0		0	\$0	
	Vapor barrier slab	SF	\$0.85	0	\$0			\$0		0	\$0		0	\$0	
	Vapor barrier buildings	Insulation													
5.	Door and Windows	SF	\$40.00	0	\$0			\$0		0	\$0		0	\$0	
	Storefront	EA	\$285.00	0	\$0			\$0		0	\$0		0	\$0	
	Windows, 6x3	EA	\$700.00	0	\$0			\$0		0	\$0		0	\$0	
	Interior doors	EA	\$900.00	0	\$0			\$0		0	\$0		0	\$0	
	Exterior doors	EA	\$5,000.00	0	\$0			\$0		0	\$0		0	\$0	
6.	Prefabricated Metal Building	SF	\$42.00	0	\$0			\$0		0	\$0		0	\$0	
	Building	EA	\$2,000.00	0	\$0			\$0		0	\$0		0	\$0	
	Beel racks	LF	\$35.00	0	\$0			\$0		0	\$0		0	\$0	
7.	Mechanical	EA	\$1,400.00	0	\$0			\$0		0	\$0		0	\$0	
	Piping	EA	\$2,100.00	0	\$0			\$0		0	\$0		0	\$0	
	Fixtures	EA	\$350.00	0	\$0			\$0		0	\$0		0	\$0	
	Interceptor	EA	\$6,000.00	0	\$0			\$0		0	\$0		0	\$0	
	Drains	EA	\$6,000.00	0	\$0			\$0		0	\$0		0	\$0	
8.	Electrical	EA	\$5,000.00	0	\$0			\$0		0	\$0		0	\$0	
	Service main	EA	\$270.00	0	\$0			\$0		0	\$0		0	\$0	
	Office lighting	SF	\$2.10	0	\$0			\$0		0	\$0		0	\$0	
	Distribution	EA	\$50.00	0	\$0			\$0		0	\$0		0	\$0	
	Lighting														
I	Utilities														
1.	Marina utility connections (to ganpway)	EA	\$25,000.00	1	\$25,000			\$25,000		2	\$50,000		0	\$0	
2.	Domestic water service and meters	EA	\$30,000.00	0	\$0			\$0		0	\$0		0	\$0	
3.	Domestic water and fire systems (per slip)	EA	\$2,000.00	68	\$132,000			\$68,000		57	\$114,000		0	\$0	
4.	Water service trench	LF	\$60.00	0	\$0			\$0		2,300	\$135,000		0	\$0	

Martina															
Item #	Description	Unit	Cost	South Shore			South Shore Guest Docks			North Shore Guest Docks			Landside Improvements		
				Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal
5.	Domestic water connection (restrooms)	EA	\$5,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
6.	Sewer connection (restrooms)	EA	\$10,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
7.	Fire suppression water service	EA	\$30,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
					\$157,000			\$53,000			\$184,000			\$348,000	
J	Security gates	EA	\$15,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
1.	Gated entry				\$0			\$0			\$0			\$0	
K	Catch Basins/Drainage	LS	Allow	Allow	\$0		Allow	\$0		Allow	\$0		Allow	\$0	
1.	Storm drain point of connection	EA	\$3,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
2.	Catch basin	LF	\$40.00	0	\$0		0	\$0		0	\$0		0	\$0	
3.	Drainline, 12" RCP	LF	\$40.00	0	\$0		0	\$0		0	\$0		0	\$0	
4.	French drain	LF	\$40.00	0	\$0		0	\$0		0	\$0		0	\$0	
L	Harbormasters Building	SF	\$240.00	0	\$0		0	\$0		0	\$0		0	\$0	
1.	Harbormasters Building				\$0			\$0			\$0			\$0	
M	Restrooms	EA	\$210,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
1.	Restroom building				\$0			\$0			\$0			\$0	
N	Walkways and Railing	SF	\$10.00	0	\$0		0	\$0		0	\$0		0	\$0	
1.	Concrete pavement	SF	\$18.00	0	\$0		0	\$0		0	\$0		0	\$0	
2.	Interlocking pavers	LF	\$55.00	0	\$0		0	\$0		0	\$0		0	\$0	
3.	Railing	LF	\$55.00	0	\$0		0	\$0		0	\$0		0	\$0	
4.	South Shore Park stairway	LS	Allow	Allow	\$0		Allow	\$0		Allow	\$0		Allow	\$0	
5.	Railing (refurbishment)	LF	\$10.00	0	\$0		0	\$0		0	\$0		0	\$0	
6.	Promenade fountain	EA	\$125,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
O	Fueling Station	EA	\$250,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
1.	Fueling Station				\$0			\$0			\$0			\$0	
P	Electrical	EA	\$5,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
1.	Point of connection upgrades (lighting)				\$0			\$0			\$0			\$0	
2.	Transformers (by utility company)				\$0			\$0			\$0			\$0	
3.	Lights	EA	\$5,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
4.	Sign lights	EA	\$1,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
5.	Conduit with conductors + lighting	LF	\$16.00	0	\$0		0	\$0		0	\$0		0	\$0	
6.	Electrical service for docks	EA	\$15,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
7.	Electrical service fence	LF	\$60.00	0	\$0		0	\$0		0	\$0		0	\$0	
8.	Restroom electrical service (not in bldg)	EA	\$15,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
9.	Electrical and communications (per slip)	EA	\$3,500.00	66	\$231,000		34	\$119,000			\$119,000		57	\$199,500	
					\$231,000			\$119,000			\$119,000			\$199,500	
Q	Security System	EA	\$6,500.00	0	\$0		0	\$0		0	\$0		0	\$0	
1.	Emergency call box	EA	\$6,500.00	0	\$0		0	\$0		0	\$0		0	\$0	
2.	Security system	EA	\$0	Allow	\$0		Allow	\$0		Allow	\$0		Allow	\$0	
					\$0			\$0			\$0			\$0	

Marina																				
Item #	Description	Unit	Cost	South Shore			South Shore Guest Docks			North Shore Guest Docks			Landside Improvements							
				Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal					
R	Landslacing and Irrigation																			
1.	Point of connection - water	EA	\$2,000.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
2.	Controller	EA	\$5,000.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
3.	Electrical connection	EA	\$1,500.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
4.	Backflow preventer with enclosure	EA	\$4,000.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
5.	Irrigation system	SF	\$1.50	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
6.	Soil preparation and fine grading	SF	\$0.35	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
7.	Import loessil, 12"	CY	\$250.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
8.	Trees, 24" box	EA	\$250.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
9.	Bubblers, 2 per	EA	\$25.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
10.	Bubbler lateral line	LF	\$5.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
11.	Palm trees, 15' BTH	EA	\$2,500.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
	Palm trees, 30' BTH	EA	\$3,500.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
12.	Shrubs, 5 gallon	EA	\$30.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
13.	Shrubs, 1 gallon	EA	\$15.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
14.	Grasses, 1 gallon	EA	\$15.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
15.	Groundcover	SF	\$2.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
16.	Lawn, (600)	SF	\$0.50	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
17.	Mulch, 2" layer	SF	\$0.40	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
18.	Establishment period	LS	Allow	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
19.	Bank revegetation	SF	\$3.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
								\$0						\$0						\$0
S	Signs & Ancillary Items																			
1.	Signage, entry	EA	\$15,000.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
2.	Signage, instructional	LS	Allow	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
3.	Interpretive panel	EA	\$3,500.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0
4.	Boilard	EA	\$800.00	0	\$0		0	\$0		0	\$0		0	\$0		0	\$0		0	\$0

Marina															
Item #	Description	Unit	Cost	South Shore			South Shore Guest Docks			North Shore Guest Docks			Landside Improvements		
				Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal
5	Bench	EA	\$1,600.00	0	\$0		0	\$0		0	\$0		0	\$0	
6	Tree grate	EA	\$1,200.00	0	\$0		0	\$0		0	\$0		0	\$0	
7	Tree guard	EA	\$750.00	0	\$0		0	\$0		0	\$0		0	\$0	
8	Trash receptacle	EA	\$1,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
9	Trash enclosure	EA	\$8,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
10	Seat wall	LF	\$140.00	0	\$0		0	\$0		0	\$0		0	\$0	
11	Sculpture (not in estimate)	LF	\$120.00	0	\$0		0	\$0		0	\$0		0	\$0	
12	Retaining wall	EA	\$700.00	0	\$0		0	\$0		0	\$0		0	\$0	
13	Mult mitt dispenser	EA	\$1,200.00	0	\$0		0	\$0		0	\$0		0	\$0	
14	Bicycle rack	EA	\$3,000.00	0	\$0		0	\$0		0	\$0		0	\$0	
15	Drinking fountain	EA	\$200.00	0	\$0		0	\$0		0	\$0		0	\$0	
16	Accessible parking sign	EA	\$200.00	0	\$0		0	\$0		0	\$0		0	\$0	
17	Carillon system	LS	Allow	Allow	\$0		Allow	\$0		Allow	\$0		Allow	\$0	
18	Retaining wall art treatment (not included)	LF	\$50.00	0	\$0		0	\$0		0	\$0		0	\$0	
19	Parking lot fence	LF	\$50.00	0	\$0		0	\$0		0	\$0		0	\$0	
T	Private Parcels (not in estimate)				\$0										
U	Subtotal				\$8,557,420			\$647,550			\$1,450,760			\$555,360	
V	Contingencies	15%	Allow	Allow	\$1,283,613		Allow	\$127,130		Allow	\$217,614		Allow	\$83,304	
W	Art Requirement (2% of construction)	2%	Allow	Allow	\$171,143		Allow	\$16,951		Allow	\$29,015.20		Allow	\$11,070.20	
X	Anticipated Construction Cost				\$10,012,180			\$991,630			\$1,697,390			\$649,770	
Y	Professional Services														
1	Topographic survey (completed)														
2	Geotechnical (completed)														
3	Permitting (in process)														
4	Design/build documents (in process)														
5	Construction documents	5.5%	Allow	Allow	\$550,670		Allow	\$64,540		Allow	\$0		Allow	\$35,737	
6	Construction management	2%	Allow	Allow	\$200,244		Allow	\$19,633		Allow	\$0		Allow	\$12,965	
7	Testing and special inspection	0.5%	Allow	Allow	\$50,061		Allow	\$4,658		Allow	\$0		Allow	\$12,955.40	
Z	Totals				\$10,813,150			\$1,070,960			\$1,697,390			\$711,500	

Based on plan entitled "050933es" dated 04.20.07. Take-offs prepared 04.20.07

Note: The above items, amounts, quantities, and related information are based on CA's judgment at this level of document preparation and is offered only as reference data. CA has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices.

Marina *									
South Shore Guest Dock - Future					North Shore Guest Dock - Hotel				
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal
A Project Start-up									
1.	Mobilization, bonding, and construction staking	3%	Allow	Allow	\$22,170		Allow	\$25,847	
2.	Traffic control	LS	Allow	Allow	\$0		Allow	\$4,000	
3.	Toxic general conditions (not in estimate)								
4.	Storm water pollution prevention	LS	Allow	Allow	\$0	\$22,170	Allow	\$4,000	\$33,850
B Demolition									
1.	Sawcut	LF	\$2.00	0	\$0		0	\$0	
2.	Concrete pavement	SF	\$2.50	0	\$0		0	\$0	
3.	Asphalt pavement	SF	\$2.00	0	\$0		0	\$0	
4.	Concrete curb and gutter	LF	\$5.00	0	\$0		0	\$0	
5.	Reiling	LF	\$8.00	0	\$0		10	\$80	
6.	Flag pole, foundation and uprights	EA	\$750.00	0	\$0		0	\$0	
7.	Security gates	EA	\$500.00	0	\$0		0	\$0	
8.	Light fixtures	EA	\$300.00	0	\$0		0	\$0	
9.	Demolition existing docks	SF	\$10,000.00	0	\$0		0	\$0	
10.	Demolition existing pilings	EA	\$1,000.00	0	\$0		0	\$0	
11.	Bankside cleanup	SF	\$3.00	0	\$0		0	\$0	
12.	Clear and grub	SF	\$0.30	0	\$0		0	\$0	
13.	Tree removal	EA	\$700.00	0	\$0		0	\$0	
14.	Seat wall removal	LF	\$8.00	0	\$0		0	\$0	
15.	Bollard removal	EA	\$125.00	0	\$0		0	\$0	
16.	Retaining wall removal	LF	\$8.00	0	\$0		0	\$0	
17.	Catch basin removal	EA	\$300.00	0	\$0		0	\$0	
18.	Electrical box removal	EA	\$200.00	0	\$0		0	\$0	
19.	Water meter removal	EA	\$500.00	0	\$0		0	\$0	
20.	Drainline removal	LF	\$5.00	0	\$0		0	\$0	
21.	Fence removal	LF	\$10.00	0	\$0		0	\$0	
22.	Stair removal	SF	\$5.00	0	\$0		0	\$0	
23.	Grease trap removal	EA	\$5,000.00	0	\$0		0	\$0	
24.	Shade structure removal	EA	\$8,000.00	0	\$0		0	\$0	
25.	Miscellaneous items	LS	Allow	0	\$0	\$0	Allow	\$2,000	\$2,080
C Grading									
1.	Rough grading, 3"	CY	\$20.00	0	\$0		0	\$0	
2.	Rough grading, 6"	CY	\$20.00	0	\$0		0	\$0	
3.	Rough grading, 18"	CY	\$20.00	0	\$0		0	\$0	
4.	Shoreline protection	CY	\$100.00	0	\$0		0	\$0	
5.	Dredging	CY	\$15.00	0	\$0		0	\$0	
6.	Utility adjustments	LS	Allow	0	\$0		Allow	\$0	
7.	Fire hydrant relocation	EA	\$1,000.00	0	\$0	\$0	0	\$0	\$0

		Marina *									
		South Shore Guest Dock - Future					North Shore Guest Dock - Hotel				
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal		
D Berths											
1.	Docks	SF	\$65.00	4,969	\$322,985		5,800	\$377,000			
2.	Berth covers	SF	\$50.00	0	\$0	\$322,985	0	\$0	\$322,985	\$377,000	
E Piling											
1.	Concrete guide piles	EA	\$8,000.00	7	\$56,000		10	\$80,000			
2.	Concrete platform and support piles	EA	\$70,000.00	1	\$70,000		1	\$70,000	\$125,000	\$150,000	
F Gangways											
1.	Standard gangways	EA	\$25,000.00	1	\$25,000		1	\$25,000			
2.	Accessible gangways	EA	\$90,000.00	1	\$90,000	\$115,000	1	\$90,000	\$115,000	\$115,000	
G Parking Areas											
1.	Concrete pavement @ parking	SF	\$14.00	0	\$0		0	\$0		\$0	
2.	Asphalt pavement	SF	\$4.50	0	\$0		0	\$0		\$0	
3.	Concrete curb and gutter	LF	\$22.00	0	\$0		Allow	\$0		\$0	
4.	Striping	LS	Allow	Allow	\$0		Allow	\$0		\$0	
5.	Interlocking pavers	SF	\$20.00	0	\$0		0	\$0		\$0	
6.	Asphalt slurry	SF	\$1.00	0	\$0		0	\$0	\$0	\$0	
H Dry Stack Storage											
1.	Site Work										
	Rough grading, Clear and grub	CY	\$6.00	0	\$0		0	\$0		\$0	
	Trench for underground utilities	LF	\$35.00	0	\$0		0	\$0		\$0	
2.	Concrete										
	Foundations	CY	\$600.00	0	\$0		0	\$0		\$0	
	Perimeter Footings	CY	\$350.00	0	\$0		0	\$0		\$0	
	Slab	SF	\$7.50	0	\$0		0	\$0		\$0	
3.	Metals										
	Miscellaneous steel	LB	\$2.50	0	\$0		0	\$0		\$0	
4.	Thermal and Moisture Protection										
	Vapor barrier slab	SF	\$0.40	0	\$0		0	\$0		\$0	
	Vapor barrier buildings	SF	\$0.40	0	\$0		0	\$0		\$0	
	Insulation	SF	\$0.85	0	\$0		0	\$0		\$0	
5.	Door and Windows										
	Storefront	SF	\$40.00	0	\$0		0	\$0		\$0	
	Windows, 6x3	EA	\$295.00	0	\$0		0	\$0		\$0	
	Interior doors	EA	\$700.00	0	\$0		0	\$0		\$0	
	Exterior doors	EA	\$900.00	0	\$0		0	\$0		\$0	
	Sliding doors	EA	\$5,000.00	0	\$0		0	\$0		\$0	
6.	Prefabricated Metal Building										
	Building	SF	\$42.00	0	\$0		0	\$0		\$0	
	Boat racks	EA	\$2,000.00	0	\$0		0	\$0		\$0	
7.	Mechanical										

Estimate of Probable Construction Costs
 Non-DBAW Improvements
 Stockton Downtown Marina
 April 20, 2007

Callender Associates
 Landscape Architecture, Inc.

Marina *									
South Shore Guest Dock - Future					North Shore Guest Dock - Hotel				
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal
	Piping	LF	\$35.00	0	\$0		0	\$0	
	Fixtures	EA	\$1,400.00	0	\$0		0	\$0	
	Interceptor	EA	\$2,100.00	0	\$0		0	\$0	
	Drains	EA	\$360.00	0	\$0		0	\$0	
	HVAC	EA	\$5,000.00	0	\$0		0	\$0	
8.	Electrical	EA	\$5,000.00	0	\$0		0	\$0	
	Service main	EA	\$270.00	0	\$0		0	\$0	
	Office lighting	SF	\$2.10	0	\$0		0	\$0	
	Distribution	EA	\$690.00	0	\$0		0	\$0	
	Lighting					\$0			\$0
I	Utilities				\$10,000		Allow	\$25,000	
1.	Marina utility connections (to gangway)	LS	Allow	0	\$0		0	\$0	
2.	Domestic water service and meters	EA	\$30,000.00	0	\$0		35	\$70,000	
3.	Domestic water and fire systems (per slip)	EA	\$2,000.00	30	\$60,000		0	\$0	
4.	Water service trench	LF	\$60.00	0	\$0		0	\$0	
5.	Domestic water connection (restrooms)	EA	\$5,000.00	0	\$0		0	\$0	
6.	Sewer connection (restrooms)	EA	\$10,000.00	0	\$0		0	\$0	\$95,000
J	Security gates					\$70,000			
1.	Gated entry	EA	\$15,000.00	0	\$0		0	\$0	\$0
K	Catch Basins/Drainage						Allow	\$0	
1.	Storm drain point of connection	LS	Allow	0	\$0		0	\$0	
2.	Catch basin	EA	\$3,000.00	0	\$0		0	\$0	
3.	Drainline, 12" RCP	LF	\$40.00	0	\$0		0	\$0	
4.	French drain	LF	\$45.00	0	\$0		0	\$0	\$0
L	Harbormasters Building								
1.	Harbormasters Building	SF	\$240.00	0	\$0		0	\$0	\$0
M	Restrooms								
1.	Restroom building	EA	\$210,000.00	0	\$0		0	\$0	\$0
N	Walkways and Railing								
1.	Concrete pavement	SF	\$10.00	0	\$0		0	\$0	
2.	Interlocking pavers	SF	\$19.00	0	\$0		0	\$0	
3.	Railing	LF	\$95.00	0	\$0		0	\$0	
4.	South Shore Park stairway	LS	Allow	0	\$0		Allow	\$0	
5.	Railing (returfishment)	LF	\$10.00	0	\$0		0	\$0	
6.	Promenade fountain	EA	\$125,000.00	0	\$0		0	\$0	\$0
O	Fueling Station								
1.	Fueling Station	EA	\$250,000.00	0	\$0		0	\$0	\$0

Estimate of Probable Construction Costs
 Non-DBAW Improvements
 Stockton Downtown Marina
 April 20, 2007

Callender Associates
 Landscape Architecture, Inc.

Marina *									
South Shore Guest Dock - Future					North Shore Guest Dock - Hotel				
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal
P	Electrical								
1.	Point of connection upgrades (lighting)	EA	\$5,000.00	0	\$0		0	\$0	
2.	Transformers (by utility company)	EA	\$5,000.00	0	\$0		0	\$0	
3.	Lights	EA	\$1,000.00	0	\$0		0	\$0	
4.	Sign lights	EA	\$16.00	0	\$0		0	\$0	
5.	Conduit with conductors - lighting	LF	\$15,000.00	0	\$0		0	\$0	
6.	Electrical service for docks	EA	\$50.00	0	\$0		0	\$0	
7.	Electrical service trench	LF	\$50.00	0	\$0		0	\$0	
8.	Restroom electrical service (not in bid)	EA	\$15,000.00	0	\$0		0	\$0	
9.	Electrical and communications (per slip)	EA	\$3,500.00	30	\$105,000	\$105,000	35	\$122,500	\$122,500
Q	Security System								
1.	Emergency call box	EA	\$6,500.00	0	\$0		0	\$0	
2.	Security system	LS	Allow	Allow	\$0		Allow	\$0	\$0
R	Landscaping and Irrigation								
1.	Point of connection - water	EA	\$2,000.00	0	\$0		0	\$0	
2.	Controller	EA	\$5,000.00	0	\$0		0	\$0	
3.	Electrical connection	EA	\$1,500.00	0	\$0		0	\$0	
4.	Backflow preventer with enclosure	EA	\$4,000.00	0	\$0		0	\$0	
5.	Irrigation system	SF	\$1.50	0	\$0		0	\$0	
6.	Soil preparation and fine grading	SF	\$0.35	0	\$0		0	\$0	
7.	Import topsoil, 12"	CY	\$25.00	0	\$0		0	\$0	
8.	Trees, 24" box	EA	\$250.00	0	\$0		0	\$0	
9.	Bubblers, 2 per	EA	\$25.00	0	\$0		0	\$0	
10.	Bubbler lateral line	LF	\$5.00	0	\$0		0	\$0	
11.	Palm trees, 15' BTH	EA	\$3,000.00	0	\$0		0	\$0	
12.	Palm trees, 30' BTH	EA	\$3,400.00	0	\$0		0	\$0	
13.	Shrubs, 5 gallon	EA	\$30.00	0	\$0		0	\$0	
14.	Shrubs, 1 gallon	EA	\$15.00	0	\$0		0	\$0	
15.	Grasses, 1 gallon	EA	\$15.00	0	\$0		0	\$0	
16.	Groundcover	SF	\$2.00	0	\$0		0	\$0	
17.	Lawn (sod)	SF	\$0.60	0	\$0		0	\$0	
18.	Mulch, 2" layer	SF	\$0.40	0	\$0		0	\$0	
19.	Establishment period	LS	Allow	Allow	\$0		Allow	\$0	\$0
20.	Bank revegetation	SF	\$3.00	0	\$0		0	\$0	\$0

Estimate of Probable Construction Costs
 Non-DBAW Improvements
 Stockton Downtown Marina
 April 20, 2007

Callander Associates
 Landscape Architecture, Inc.

		Marina *									
		South Shore Guest Dock - Future					North Shore Guest Dock - Hotel				
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal	Item Total	Subtotal
S	Signs & Ancillary Items										
1.	Signage, entry	EA	\$15,000.00	0	\$0		0	\$0		\$0	
2.	Signage, instructional	LS	Allow	Allow	\$0		Allow	\$0		\$0	
3.	Interpretive panel	EA	\$3,500.00	0	\$0		0	\$0		\$0	
4.	Bollard	EA	\$800.00	0	\$0		0	\$0		\$0	
5.	Bench	EA	\$1,800.00	0	\$0		0	\$0		\$0	
6.	Tree grate	EA	\$1,200.00	0	\$0		0	\$0		\$0	
7.	Tree guard	EA	\$750.00	0	\$0		0	\$0		\$0	
8.	Trash receptacle	EA	\$1,000.00	0	\$0		0	\$0		\$0	
9.	Trash enclosure	EA	\$8,000.00	0	\$0		0	\$0		\$0	
10.	Seat wall	LF	\$140.00	0	\$0		0	\$0		\$0	
11.	Sculpture (not in estimate)										
12.	Retaining wall	LF	\$120.00	0	\$0		0	\$0		\$0	
13.	Mutt mitt dispenser	EA	\$700.00	0	\$0		0	\$0		\$0	
14.	Bicycle rack	EA	\$1,200.00	0	\$0		0	\$0		\$0	
15.	Drinking fountain	EA	\$3,000.00	0	\$0		0	\$0		\$0	
16.	Accessible parking sign	EA	\$200.00	0	\$0		0	\$0		\$0	
17.	Canion system	LS	Allow	Allow	\$0		Allow	\$0		\$0	
18.	Retaining wall art treatment (not included)										
19.	Parking lot fence	LF	\$80.00	0	\$0	\$0	0	\$0	\$0	\$0	\$0

Marina *									
South Shore Guest Dock - Future					North Shore Guest Dock - Hotel				
Item #	Description	Unit	Cost	Qty	Item Total	Subtotal	Qty	Item Total	Subtotal
T	Private Parcels (not in estimate)								
U	Subtotal					\$761,160			\$895,430
V	Contingencies	15%		Allow	\$114,174	\$114,170	Allow	\$134,315	\$134,310
W	Art Requirement (2% of construction)	2%		Allow	\$15,223		Allow	\$17,909	
						\$15,220			\$17,910
X	Anticipated Construction Costs					\$890,550			\$1,047,650
Y	Professional Services								
	1. Topographic survey (completed)								
	2. Geotechnical (completed)								
	3. Permitting (in process)								
	4. Design/build documents (in process)								
	5. Construction documents	5.5%		Allow	\$49,980		Allow	\$57,621	
	6. Construction management	2%		Allow	\$17,811		Allow	\$20,953	
	7. Testing and special inspection	0.5%		Allow	\$4,453		Allow	\$5,238	
						\$71,240			\$83,810
Z	Totals					\$961,790			\$1,131,460

* Landside improvements for the future South Shore Guest Docks and the North Shore Hotel Guest Docks are included in the DBAW Improvements Estimate of Probable Construction Costs.

Based on plan entitled "05093es" dated 04/20/07. Takeoffs prepared 04/20/07.

Note: The above items, amounts, quantities, and related information are based on CA's judgment at this level of document preparation and is offered only as reference data. CA has no control over construction quantities, costs and related factors affecting costs, and advises the client that significant variation may occur between this estimate of probable construction costs and actual construction prices.