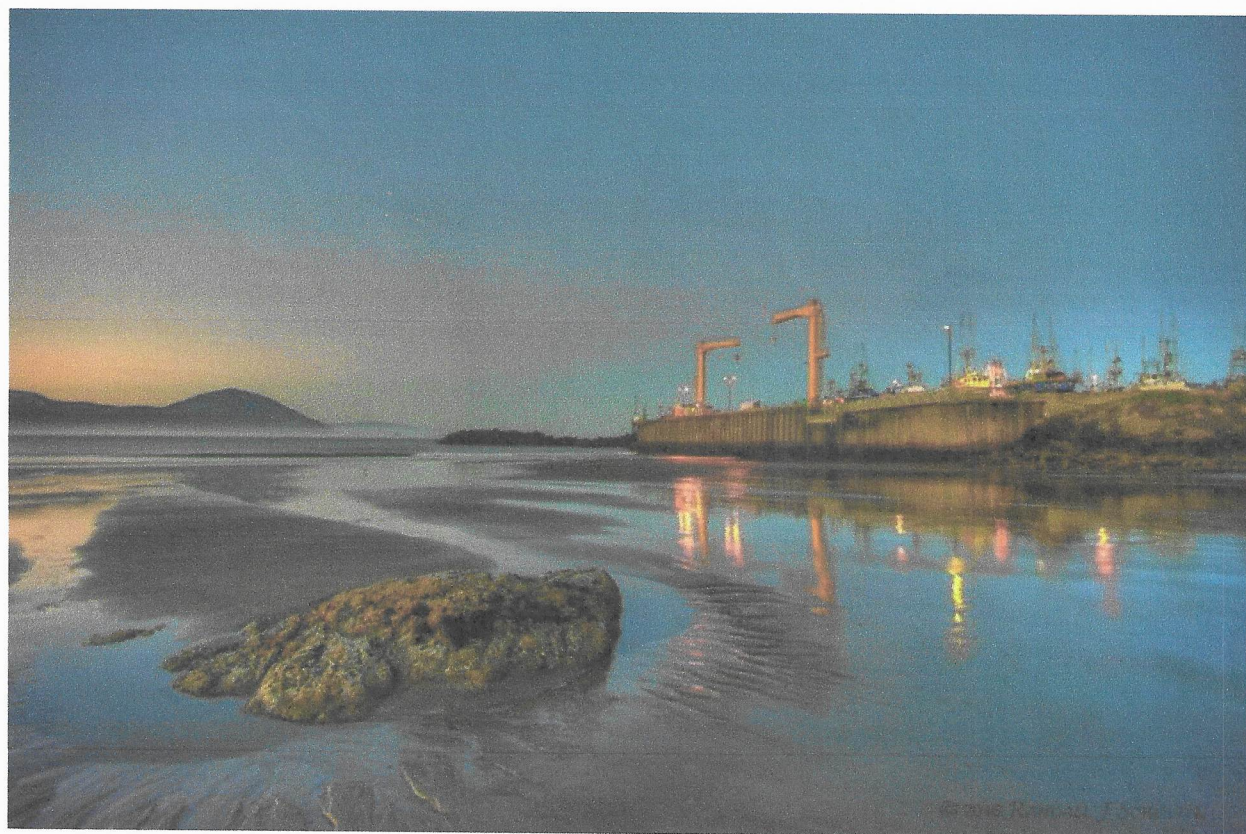


Port of Port Orford, Oregon – Cannery Redevelopment Project



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II. Executive Summary

This project is to construct a new Cannery Building at the Port of Port Orford on Oregon's South Coast. Port Orford is a small and rural community, with 35% of the workforce employed directly by the fishing industry, and 27% of the workforce employed by the tourism industry.

The Existing Cannery Building was built at the turn of the century and rebuilt in the 1940's. In its current state, the building has falling into a state of such disrepair that it is no longer insurable. The facility is currently leased to NorCal Seafoods, which utilizes approximately 8,000 square feet of space. The building is equipped to accommodate a constant flow of fresh seawater.

The new proposed Cannery Building will be approximately 24,000 square feet, with at least 10,000 square feet equipped to accommodate fresh seawater flow. NorCal will occupy 10,000 square feet of the facility. The remaining square footage will house other seafood processors, sea vegetable growers, retail and office space, and ecotourism companies. The Port has received 9 letters of interest from businesses wanting to be sited in the new facility.

The Port of Port Orford is in an open-water dock with no natural protection, and boasts the only dry-dock on the West Coast. The fishing boats are lifted in and out of the water by operated cranes, set on custom-made dollies which are parked in rows on the docks. Our "Dolly Dock" grants access to the water for fishing boats using one of its hoists, which can lift up to 25 tons.

A unique aspect of the Port is that there is no ocean bar to cross, which results in more fishable days per year. Since the Port is situated on the open ocean, moorage in the water is only possible for short periods.

III. Project Description

Port Orford was formally founded in 1856. It would serve as a receiving port for mercantile and fishing. The Port District was formally set up more than 50 years later in 1911, and the town became a shipping port for local Port Orford Cedar. The port was sold in 1935, but brought back in 1957. Eventually, Port Orford saw a decline in fishing and the shipping of timber ceased.

The port is an open-water dock (no natural protection) and boasts the only dry-dock port of the West Coast. The fishing boats are lifted in and out of the water by operated cranes, set on custom-made dollies and parked in rows on the dock. As a result, it is known as a "dolly dock".

A breakwater was built in 1971 in an attempt to protect the dock from winter storms. Shoaling became a problem shortly after and dredging became necessary. Although no longer a deep harbor, Port Orford is still home to many commercial fisherman and is used as a harbor of refuge by many during severe storms.

The Port is located right on the Oregon coast, just 75 miles north of the California boarder.

Mission Statement:

We are stewards of public trust who;

- Provide ocean access for commerce and recreation.
- Retain current businesses and attract new ones.
- Build our Port's financial strength.
- Increase and diversify our operating revenues.
- Make the highest and best use of our financial tools, people, and property assets.
- Improve our region's special quality of place.
- Create diverse means for regional economic well-being.

The Cannery Project:

The current standing cannery building at the Port of Port Orford was constructed at the turn of the century and rebuilt in the early 1940's. In its present condition it is in a significant state of disrepair and is un-insurable. Engineers have advised the Port District that it is beyond repair. The Port also contains a failing sewage lift pump station incapable of supporting its current load volume, let alone a new facility.

The vision of this project intends to replace the old dilapidated cannery building of approximately 10,000 square feet with a new commercial facility and to revitalize our once

vital waterfront. It is to be a multi-use facility with at least 10,000 sq. ft. of the new building designed to accommodate a constant flow of fresh sea-water. This fresh seawater system has been in operation at the Port for 12 years. One thing that sets this building apart is the fresh running salt water and the experience and knowledge of professionals that operate it. The new facility is expected to include approximately 20,000 square feet of space on or near the existing site. It is expected that the design will have approximately 10,000 square feet of fish and seafood processing. NorCal is intended to act as the "anchor" tenant for the new Cannery facility, and has committed to occupying this space. NorCal is one of the Port's long term commercial seafood buyers, specializes in marketing and distribution of live seafood products such as fish, red sea urchins, and Dungeness crab. Other 'Live' operations have expressed interest in the new building. Proposed are: red sea urchins, organic sea vegetables and aquaculture. It is expected that these commercial seafood processing businesses, with accompanying retail enterprises, and the Port's offices and other rental space will occupy the other 10,000 square feet of the new facility. It is also the intent of this project to include historical, scientific and natural surrounding education and outreach.

The Port holds the key to the natural beauty of Port Orford and provides services for the fishermen which are the main economic driver for the area. The types of jobs that will be created from the new cannery redevelopment project at the port will be living wage jobs crucial for the local community.

The Port of Port Orford is a municipal corporation formed as a port district in Oregon. It is the smallest of three port districts in Curry County. The Port of Port Orford is the hub of a unique near-shore fishery that uses targeted and ecologically friendly techniques for extraction. A major part of the industry is the "live" fishery that caters to specialized regional markets and commands premium prices. While the number of fishers has declined, the value of the landed catch has remained constant. Those who remain in the fishing industry are individually faring better than those who have exited.

The Port of Port Orford is committed to providing ocean access for commerce and recreation, retaining current businesses, promoting the stimulation of new ones, and creating a diverse means of regional economic well-being. The Port has a major custodial role in sponsoring the development and maintenance of the tidewater infrastructure that supports water-dependent and water related businesses. This role is fulfilled with the cooperation of the US Army Corps, Oregon Dept. of Fish & Wildlife, and the State of Oregon. Adventure tourism is a growing Oregon phenomenon. Its devotees include tourists who want to hike, climb, bike, paddle, surf, and dive their way through an entire vacation. With the cannery redevelopment project immersing at the port, many commercial-retail tenants have submitted letters of interest to establish a business to fit these eco-tourism needs. In addition, the Port of Port Orford is responsible for attracting charter boats, sport fisherman and the guided fishing industry from the Coos, Curry, Douglas, Josephine, and Jackson county areas. Sport and guided fishing attracts overnight guests that make a significantly larger contribution in terms of spending and economic impact.

Primary tenants within the new building will include Norcal Foods, the anchor tenant. Norcal will expand its current operations which are currently housed in approximately 8,000 square feet of the existing structure. Norcal will expand to 10,000 square feet, and employing at least four new employees. The Cannery building will be equipped with infrastructure to support fresh seawater for tanks storing live seafood. This is a product with a high value/volume ratio.

The new facility will also house other live seafood processing companies. The Port has received 9 letters of interest for occupancy. Parties seeking space in the building include red sea urchin processing, fish processing, sea vegetables and aquaculture, ecotourism, and professional office space.

Initial research on reasonable rent rates has been completed by both Port Staff, and staff from the South Coast Development Council.

Southwestern Oregon Food System Collaborative (SWOFSC) is a collaborative group of diverse organizations, individuals and key community members from Coos, Curry and Douglas Counties that are currently working on an evaluation of the Seafood Value Chain on the South Coast of Oregon. The Port of Port Orford Cannery Redevelopment Project has been identified by SWOFSC as a key intervention point that, once complete, will address both identified barriers and opportunities within the seafood value chain. Research by the team has shown that there is a significant lack of access to facilities and adequate infrastructure for the local fisherman, creating an environment of chronic poverty. The local fisherman struggle with the ability to access cold storage, processing facilities, proper distribution systems and access to demand markets. On the flipside of the value chain, local restaurants and consumers struggle with the ability to access locally caught and/or processed and fresh seafood.

The SWOFSC team, in partnership with NeighborWorks Umpqua the application agency is hoping to help in the fundraising efforts for this construction project through a variety of methods

The participation of the potential businesses in this particular process will create a unique opportunity for the Port of Port Orford to identify local and new businesses that have completed the necessary research and developed a viable, sustainable business plan. The successful completion of this program with the SBDC improves the viability and sustainability of new businesses exponentially over a business with no additional assistance or support by providing the necessary tools for success and access to potential funding.

Located in a food desert, the City of Port Orford has a single grocery store located in the community and is more than 10 miles from any additional grocery stores. This creates a space in which the poverty stricken community struggles to access affordable fresh and local food.

The Cannery Redevelopment Project will create additional jobs through both expansion of current businesses as well as new business start-ups that have submitted letters of intent to occupy spaces within the facility.

According to a report from the Infrastructure Finance Authority in 2014, nearly 95% of the Port of Port Orford's revenue is derived from the commercial fishing fleet and the fish buyers located on the dock. As of 2014, the Port along with 4+ port-related businesses directly employ an estimated 97 workers in Oregon. While the unemployment rates around the state of Oregon have continued to decline, Curry County still remains nearly 2.5% higher than the March 2016 current State of Oregon rates at 6.9%.

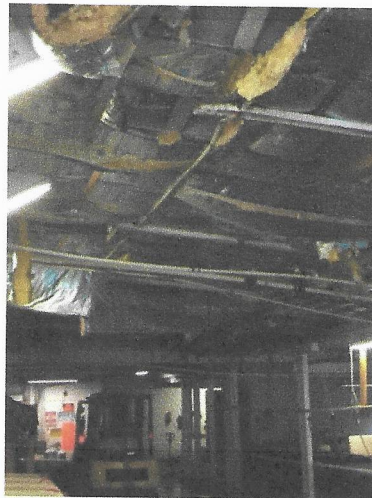
A unique aspect of the Port of Port Orford is the fact that there is no ocean bar to cross. This results in more fishable days per year. Ocean access is gained by use of one of the Port's hoists, which can lift boats weighing up to 25,000 pounds. Since the Port is situated on the open ocean, moorage in the water is only possible for short periods of time during calmer weather. Thus all commercial boats from Port Orford have trailers on which they are kept upon the dock. The Port has two hoists available.

IV. Building Specifications

EXISTING STRUCTURE:

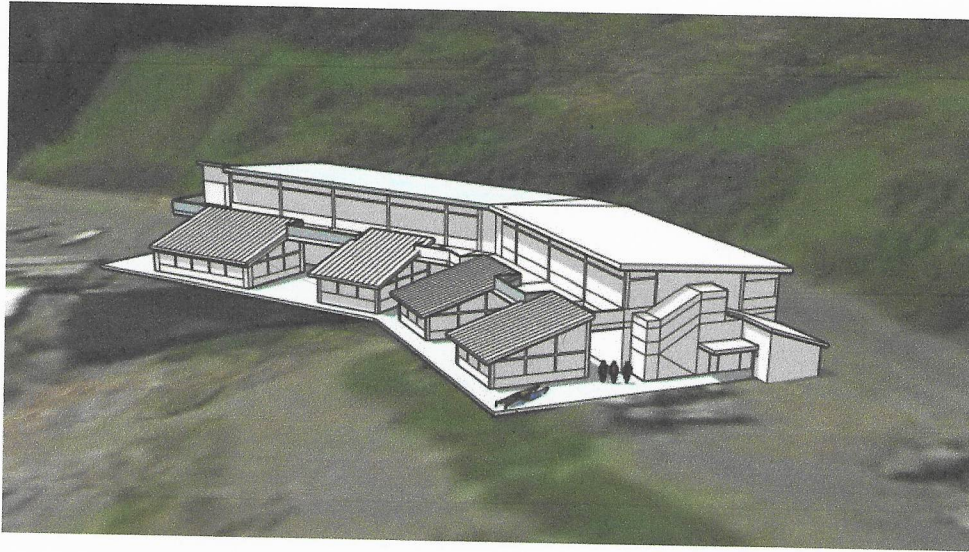


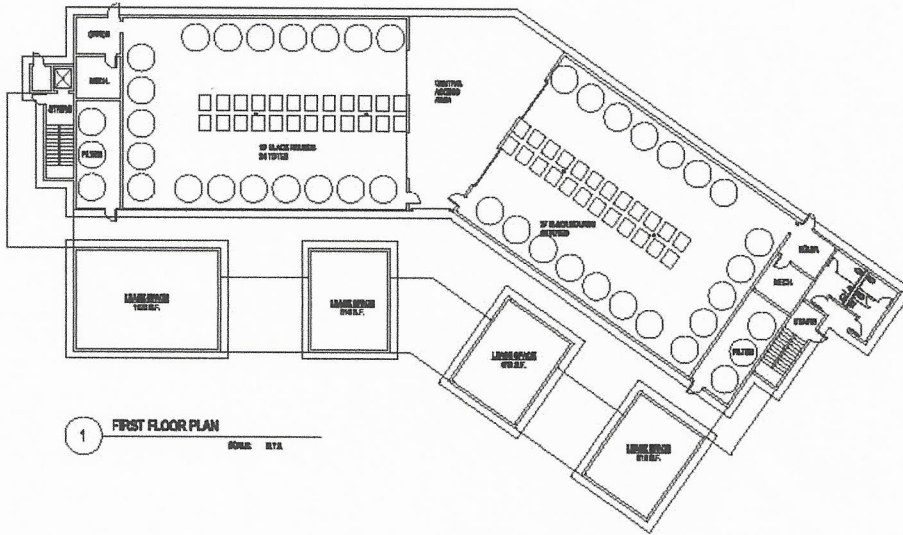
Existing Structure Exterior



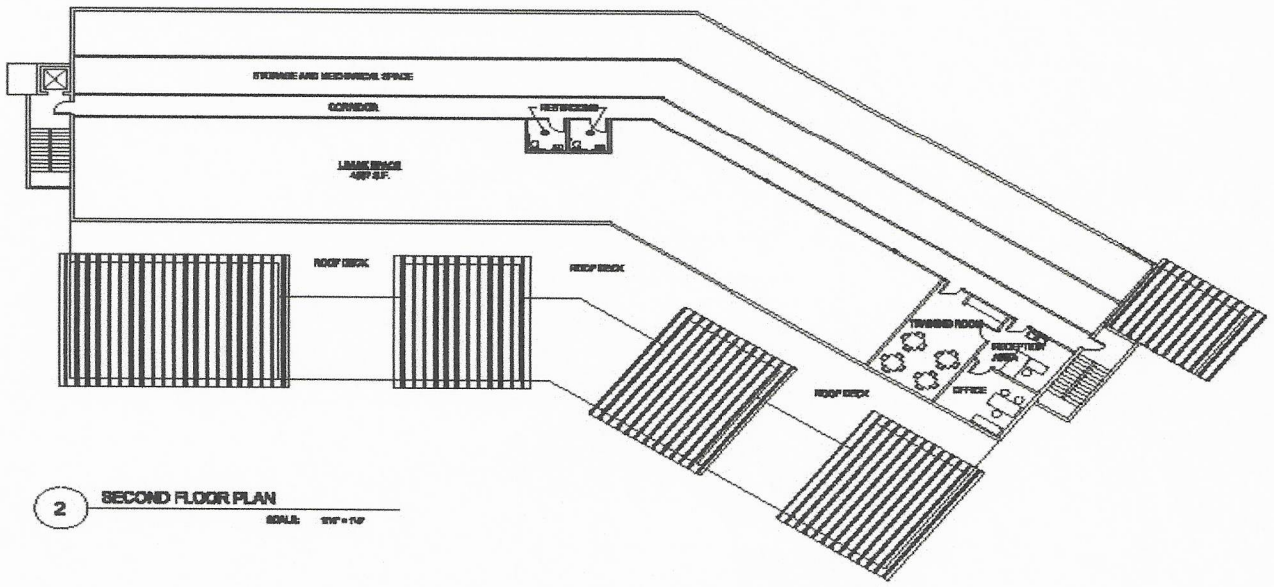
Existing Structure Interior Ceiling

New Cannery Building





1 FIRST FLOOR PLAN
SCALE: 1/4" = 1'-0"



2 SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"



Marketing Plan

As mentioned previously, the Port has an existing tenant, NorCal Seafoods, which occupies the entire existing Cannery Building. NorCal specializes in live seafood processing and distribution. The Port would like to retain this tenant, and needs an improved facility in order to do so. Live seafood and seafood processing, and other industries requiring the flow of fresh seawater is an emerging niche market that is booming in Port Orford. The Port has received letters of interest for occupancy from nine separate entities. In a small coastal town, this facility could be a catalyst for economic growth and prosperity, increasing dollars generated and retained in Port Orford.

Business expansions and start-ups expressing interest in occupying the Port Cannery Building include:

- Norcal Seafoods
- Other live fish processing businesses
- Eco tourism related businesses
- Aquaculture/Sea Vegetable growers
- Office/professional businesses

The Port of port Orford is primarily a commercial fishing port, deriving 95% of its revenue from the commercial fishing fleet and fish buyers located on the dock. The Port operates a high dock with a 25-ton and a 15-ton crane to accommodate direct ocean launches for commercial and recreational boats. The economy of the town of Port Orford relies heavily on the fishing industry. Approximately 35% of the work force is directly employed by the fishing industry. A 2014 report from the Infrastructure Finance Authority indicates that in 2013, the dollar value of fish and shellfish landings in Port Orford was \$5,230,252. Direct employment related to the port through commercial fishing and other businesses employs 141 individuals, and it is anticipated that this number will increase substantially as a result of this project.

The Port of Port Orford is located within Curry County. Curry County had a population of 22,300 people in 2013, up from 21,510 in 2008. Unemployment rates are declining slowly

after a significant increase during the most recent economic recession, but are still more than 2% higher than the average in the State of Oregon.

Businesses focused on processing and distributing seafood products will expand local markets, providing fresh and local foods to local restaurants and consumers. With accompanying retail space, these producers will be able to locally promote their products, while also distributing the products throughout existing distribution chains.

Sports, Fishing, Diving and Kayaking

The Port has improved parking facilities to include boat and trailer parking spaces and additional automobile parking.

Many ocean sport fishermen favor Port Orford as there is no dangerous bar to cross, and good fishing just a few minutes from the dock. The Orford and Blanco reefs offer excellent bottom fishing in an uncrowned area.

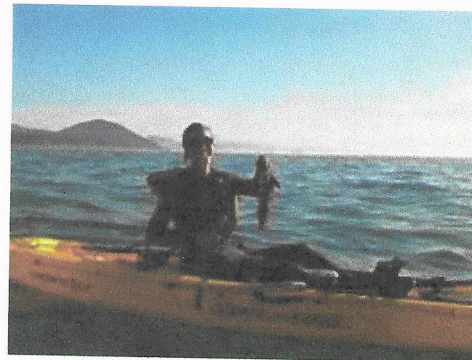
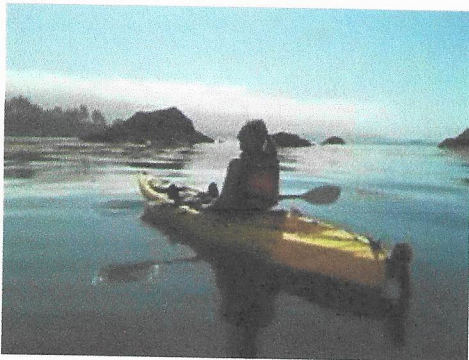
Port Orford is rapidly becoming the dive-site of choice for many Oregon divers. Long noted for its spectacular under-sea beauty, ease of access, diveable shipwrecks, and exceptional visibility, in addition to the close proximity to Nellies and Tichenor's Coves. Dive classes have been conducted by places such as Eugene, Roseburg, and the Medford-Grants Pass area. The Port has restrooms & shower facilities to further accommodate divers. There are outside showers available to clean gear, and inside showers for public use.

Kayaking is becoming more and more popular at the Port with the large and beautiful headland protected by Oregon State Parks, full of secret coves, a cultural site, and kelp beds. Kayakers can paddle through Arch Rock, have access to and enjoy views of Redfish Rocks Marine Reserve and Humbug Mountain to the south. Kayakers can fish for Ling Cod, Kelp Greenling, Black Rockfish, and other species of rockfish. Often times, colonies of Cormorants, Black Oyster Catchers, and common Murre's are visible, and it is not uncommon to see Gray Whales and Orcas.

The Port is always trying to improve accessibility for all the different users of the Port facilities.

Adventure Tourism

Adventure tourism is a growing Oregon phenomenon. Its devotees include tourists who want to hike, climb, bike, paddle, surf, and dive their way through an entire vacation. With the thought of a new cannery redevelopment project immersing at the port, many commercial-retail tenants have submitted letters of interest to establish a business to fit these eco-tourism needs. In addition, the Port of Port Orford is responsible for attracting charter boats, sport fisherman and the guided fishing industry from the Coos, Curry, Douglas, Josephine, and Jackson county areas. Sport and guided fishing attracts overnight guests that make a significantly larger contribution in terms of spending and economic impact.



Recently Port Orford has been privileged in being the anchor for the new Wild Rivers Coast Scenic Bikeway. Bike Oregon says, *“the 60-mile ride is anchored in the quaint fishing hamlet of Port Orford, the oldest town on the Oregon coast. Here you can count on a great cup of coffee, and you’ll find quiet, locally owned hotels and eclectic art galleries. A 17-mile stretch of the Bikeway travels through the Rogue River-Siskiyou National Forest and along the Elk River, a nationally designated Wild and Scenic River, past pools teeming with native salmon and trout and a beautiful old-growth forest in the Grassy Knob Wilderness”*. A visit to the Elk River Fish Hatchery along the way is a welcome stop. The Port of Port Orford would like to see an inclusion with the new cannery redevelopment project and the coastal bike routes.

Within the Port District during the past two years we have seen the addition of the Cape Blanco Country Music Festival and the Pacific Gales golf course project. The music festival alone brings upwards of 20,000 people to Port Orford. We see this as another opportunity to share our small fishing port and develop the eco-tourism opportunities emerging in our area.

Operational Plan

The Port has an experienced staff and commission leading the project. The Port also has sought assistance from economic development entities to assist in planning, grant writing, and project development. The Port is actively engaged with CCD Business Development Corporation, the economic development district for the region; Neighborworks Umpqua, who has assisted with regional food network planning and development; and the South Coast Development Council, who has provided market research information related to market rents for rental space.

The Port will hire an intern to assist with project management during the capital campaign and construction process.

The Port has nearly completed a planning project that was funded through the Oregon Infrastructure Finance Authority and the Wild Rivers Coast Alliance, which developed a project scope, specs, and budget. The Port staff and commission worked closely with an architect to determine the needs of the Port and businesses looking to locate in the new facility.

Draft Timeline

4/5/2016 - Meeting with Wild Rivers Coast Alliance

4/12/2016 - Begin exploring obtaining a 501c3 status designation, NMTCs

4/14/2016 - Meeting with Ford Family Foundation

4/19/2016 - Finalized plan presented to the Board of Commissioners by Chris Gedrose of Crow Clay

5/18/2016 (tentative) - Food systems one stop meeting - opportunity to meet foundation representatives to discuss the project

6/7/2016 - Second one-stop meeting in Salem with funding agencies

6/14/2016 - finalize financing plan

6/21/2016 - hire intern

6/14/2016 - 6/14/2017 - Submit funding applications to identified agencies

7/1/2016 - 8/15/2-16 - Public outreach and education

8/1/2017 - All financing secured

8/15/2017 - Bid period/permitting

10/15/2017 - Execute contracts

10/15/2017 - 12/31/2017 - Final Design for building

1/1/2017 - Demolition

3/1/2017 - Site work, including pump station

6/1/2017 - 3/1/2018 - Construction

V. Management and Organization

Port Commission

Brett Webb – President

Brett is a long time resident of Port Orford with 20+ years of commercial fishing experience. He is also a City of Port Orford Councilman. His extensive experience in the marine industry is has catapulted him to such positions as a member of the Southern Oregon Ocean Resource Coalition, the Oregon Dept. of Fish & Wildlife permit review board, and the Oregon Dept. of Fish & Wildlife fish advisory board.

Sam Scaffo – Vice President

Gary Anderson – Secretary

Gary is the past Port Manager of Port Orford and also a retired commercial fisherman with over 28 years of experience. He is a graduate from Long Beach State University with a degree in political science. Gary has served for over 29 years on various boards such as the local school district board, the Curry General Hospital Board and our local port commission. Gary is also a member of the Red Fish Rocks Community Team.

Tom Calvanese – Commissioner

Tom Calvanese moved to Port Orford in 2010 to research movement of fishes at Redfish Rocks in collaboration with local commercial fishermen. He holds a Bachelor of Science degree in Marine Biology from San Francisco State University, and is now earning a Master of Science degree in Fisheries Science from Oregon State University. He also worked as a commercial diver/fisherman in the red sea urchin fishery in Oregon. Tom was elected Port Commissioner in 2012, and served as Vice President from 2014-2015. Tom has focused on ensuring the safety and working depth of our harbor are maintained, and on restoring our working waterfront through the Cannery redevelopment project. He works for Oregon State University as Station Manager at the OSU Port Orford Field Station.

David Bassett – Commissioner

David is a graduate from Oregon State with a Bachelor's degree in aeronautical engineering. He worked at Edwards AFB Flight Test Center and after 2 years went back to OSU to receive his Master's degree in structural engineering. He was the building safety director for the City of Medford for 23 years and also spent 11 years as the building safety director for Josephine County in Oregon. David has spent the last 2 years working as the State of Oregon building codes division inspector. David has been a Port Commissioner for 3 years, and served as President from 2014-2015.

The Staff

Steve P Courtier – Port Manager

Steve is retired from the U.S. Coast Guard after 22 years. Steve is a consistent and successful senior manager with 20 years of experience in connecting, inspiring and supporting the creative development of personnel with a record of top performance in maintaining policies, procedures, projects, schedules, strong organizational skills, attention to detail and being on time, every time. He has a highly successful interaction with all people and is welcoming and helpful in all interpersonal interactions with a high level of poise and discretion. Steve is a trainer and motivator of both new and experienced teams. He is versatile with a successful track record working well independently and as part of a team.

Katie Dougherty – Business Operations Assistant

Katie is an administration professional with over 15 years of experience providing support to senior management. Her expertise lies in; construction and project management, (public and private), disadvantaged and minority compliance/coordination/participation for public works projects, along with private and public grant funding and administration. She has superior knowledge in the implementation of business systems, along with software administration. Katie came to the Port with a strong ability to develop business and interpersonal relationships through solution orientation, innovation and people development.

CSI DIVISION REPORT

	COST	
SITWORK	\$	941,291
CANNERY BUILDING	\$	3,664,537
ICE HOUSE (new enclosure and relocate existing equipment)	\$	24,638
FREEZERS		Not Included
<hr/>		
SUB TOTAL	\$	4,630,466
Margins & Adjustments		
ADJUSTMENT FOR LOCATION	\$	- (not included)
GENERAL CONDITIONS (10%)	\$	463,047
LEED SILVER (3%)	\$	-
BONDS AND INSURANCE (5%)	\$	-
OVERHEAD AND PROFIT (10%)	\$	254,676
OFFSITE WORK AND/OR FEES	\$	534,819
LAND USE PERMITTING	\$	-
CIVIL DESIGN FEES	\$	-
ARCHITECTURAL DESIGN FEES	\$	188,258 20%
PERMIT AND PLANCHECK FEES	\$	485,701 8%
DESIGN CONTINGENCY	\$	191,061 3%
ESCALATION	\$	674,803 10%
	<u>\$</u>	<u>- (not included)</u>
 TOTAL	 \$	 7,422,831

Description	Quantity	Unit	Unit Cost	Total	Cost/S.F.	Comments
Sitework	63,000	GSF				
Demolition						
Hazmat Removal	0	SF	\$ -	\$ -		Not Known
Structure Demo	10,000	SF	\$ 3.00	\$ 30,000		
Paving removal	5,111	SY	\$ 5.80	\$ 29,644		
Earthwork						
Clear/Grub/Rough Grade	57,000	SF	\$ 1.00	\$ 57,000		
Overexcavate	5,300	C.Y.	\$ 1.51	\$ 8,003		
Recompact	5,300	C.Y.	\$ 3.34	\$ 17,702		
Site Fill	8,888	C.Y.	\$ 3.34	\$ 29,686		
Haul	8,888	C.Y.	\$ 4.88	\$ 43,373		
Backfill	2,000	C.Y.	\$ 3.34	\$ 6,680		
rip rap	400	Ton	\$ 33.50	\$ 13,400		
Erosion and sediment control	300	L.F.	\$ 3.50	\$ 1,050		
Grade/Base Building Pad	25,924	SF	\$ 1.82	\$ 47,182		
Utilities						
Storm Water System						
Manholes	4	EA	\$ 5,000.00	\$ 20,000		
36" Pipe	165	LF	\$ 188.00	\$ 31,020		
42" Pipe	60	LF	\$ 280.00	\$ 16,800		
Headwall	1	EA	\$ 5,000.00	\$ 5,000		
Catchbasins	2	EA	\$ 1,000.00	\$ 2,000		
12" Pipe	75	LF	\$ 75.00	\$ 5,625		
Waste Water System	1	LS	\$ 100,000.00	\$ 100,000		
Water System	1	LS	\$ 70,000.00	\$ 70,000		
Salt Water System	1	L.S.	\$ 80,000.00	\$ 80,000		
Fire Hydrants	2	EA	\$ 2,009.00	\$ 4,018		
Site Lighting/Electrical	1	LS	\$ 70,000.00	\$ 70,000		
Paving						
AC Paving (Light)	263	TON	\$ 120.00	\$ 31,547		Parking
AC Base	1,183	SY	\$ 9.20	\$ 10,884		
AC Paving (Heavy)	683	TON	\$ 120.00	\$ 82,000		Roadway
AC Base	3,075	SY	\$ 11.90	\$ 36,593		
AC Swale	600	LF	\$ 5.00	\$ 3,000		
Concrete Paving	200	LF	\$ 23.25	\$ 4,650		Apron/Entries
Striping	30	STALL	\$ 12.00	\$ 360		
Handrails, Fences, Gates						
Handrails	150	LF	\$ 66.50	\$ 9,975		
Perimeter security fence	0	LF	\$ 38.00	\$ -		Not Included
Gate Operators/Traffic Control	0	EA	\$ 10,000.00	\$ -		Not Included
Landscape/Irrigation						
Site Signage	8	EA	\$ 150.00	\$ 1,200		
Street Trees	15	EA	\$ 1,200.00	\$ 18,000		
Landscape/Irrigation	12,000	SF	\$ 3.00	\$ 36,000		
Curb/Gutter/Sidewalk	350	LF	\$ 54.00	\$ 18,900		
Total Sitework				\$ 941,291	\$ 14.94	PER GSF OF SITE

Description	Quantity	Unit	Unit Cost	Total	Cost/S.F.	Comments
Base floorplate including between lease spaces	18,890	SF				
Upper Deck Area	2540	SF				
Port Offices	841	SF				
Bathrooms	481	SF				
Stairs	432	SF				
Roof Area	17093	SF				
Upper Floor Hallway	1086	SF				
First Floor Deck Area (including bent space)	6189	SF				
Fish Processing Space	9,639	SF				
Upper Floor Lease Space (total gross)	9,103	SF				
Main Floor Lease Space (total gross)	2,932	SF				
	30,703					
A10 Foundations/SOG						
sheet piling	7100	SF	\$ 34.50	\$ 244,950.00		
footings	1300	LF	\$ 42.25	\$ 54,925.00		
retaining wall	120	CY	\$ 550.00	\$ 66,000.00		
concrete slab	704	CY	\$ 330.00	\$ 232,320.00		
B10 Superstructure						
concrete block 1	8990	SF	\$ 13.00	\$ 116,870.00		
2nd flr mtl dk sla	11576	SF	\$ 13.15	\$ 152,224.40		
Ext. wall framing	13892	SF	\$ 10.00	\$ 138,920.00		
roof framing	17093	SF	\$ 10.00	\$ 170,930.00		
upper deck fram	2540	SF	\$ 20.00	\$ 50,800.00		
B20 Exterior Skin						
window system	6000	SF	\$ 50.00	\$ 300,000.00		
door system	14	EA	\$ 5,250.00	\$ 73,500.00		
	11	EA	\$ 1,725.00	\$ 18,975.00		
siding and water proofing	13892	SF	\$ 35.00	\$ 486,220.00		
upper deck finish	2540	SF	\$ 30.00	\$ 76,200.00		
B30 Roofing	171	SQ	\$ 1,800.00	\$ 307,674.00		
C10 Interior Construction	1927	SF	\$ 25.30	\$ 48,753.10		
C20 Stairs	432	SF	\$ 150.00	\$ 64,800.00		
C30 Interior Finishes	1927	SF	\$ 14.80	\$ 13,532.80		
epoxy painting	17,153	SF	\$ 1.01	\$ 17,324.53		
D10 Conveying	1	EA	\$ 87,120.00	\$ 87,120.00		holeless hydraulic elevator
D20 Plumbing	24,514	SF	\$ 8.83	\$ 203,054.68		
D30 HVAC	21,674	SF	\$ 10.00	\$ 240,820.00		
D40 Fire Protection	24,514	SF	\$ 2.63	\$ 64,471.82		
D50 Electrical	20,496	SF	\$ 14.75	\$ 361,581.50		
E20 Furnishings	841	SF	\$ 0.50	\$ 420.50		
F10 Special Construction (bath)	481	SF	\$ 150.00	\$ 72,150.00		
Total Cannery Building	25,924			\$ 3,664,537	\$ 141.36	

Ice House Relocation						
Ice House	225					
Foundations/SOG	SF	\$	10.00	\$	2,250.00	
Building Shell	SF	\$	70.00	\$	15,750.00	
Mechanical	SF	\$	7.00	\$	1,575.00	
Plumbing	SF	\$	6.00	\$	1,350.00	
Fire	SF	\$	2.50	\$	562.50	
Electrical	SF	\$	7.00	\$	1,575.00	
Lighting	SF	\$	7.00	\$	1,575.00	
Total Ice House		\$	109.50	\$	24,638	\$ 109.50

A10	FOUNDATIONS	\$598,195	23.07
B10	SUPERSTRUCTURE	\$629,744	24.29
B20	EXTERIOR SKIN	\$954,895	36.83
B30	ROOFING	\$307,674	11.87
C10	INTERIOR CONSTRUCTION	\$48,753	1.88
C20	STAIRS	\$64,800	2.50
C30	INTERIOR FINISHES	\$30,857	1.19
D10	CONVEYING	\$87,120	3.36
D20	PLUMBING	\$203,055	7.83
D30	HVAC	\$240,820	9.29
D40	FIRE PROTECTION	\$64,472	2.49
D50	ELECTRICAL	\$361,582	13.95
E20	FURNISHINGS	\$421	0.02
F10	SPECIAL CONSTRUCTION	\$72,150	2.78
TOTAL COST		\$3,664,537	\$ 141.36