

# ST. PETERSBURG MARINA RE-DEVELOPMENT CONCEPT

ST. PETE  
MARINA, LLC



moffatt & nichol

Kimley»Horn



2021.03.24



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# vision:

## Land and Water... ... beneath a golden sun.

St. Petersburg celebrates these elemental offerings of nature at every turn along its miles of coastline.

In a city that exists more on water than on land, this inter-connectivity of land to water is the focus of St. Pete Marina LLC's re-development of Demen's Landing and the city's marinas to either side.

Demen's Landing is the perfect nexus of these Natural formations having to support both a city park and a city marina that caters to land-lubbers and seafarers alike.

Our re-development solution is simple: enhance the existing park and marina by activating the shorelines that connect these unique features, improve the stability of the Sea Walls, and add greenery to the edge of the water, while improving vehicular access from both land and sea.

The goal is to improve and beautify the Landing's docks, shoreline and architecture to attract more guests to the area and allow them more opportunity to enjoy and utilize this maritime pearl along the coastline activities of the...

... Sunshine City!

**ST. PETE**  
**MARINA, LLC**

**VISION**  
**ST. PETERSBURG MARINA**  
ST. PETERSBURG, FLORIDA



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**0.0.1**





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**THEME BOARD - ARCHITECTURAL CHARACTER**  
ST. PETERSBURG MARINA  
ST. PETERSBURG, FLORIDA

NO SCALE

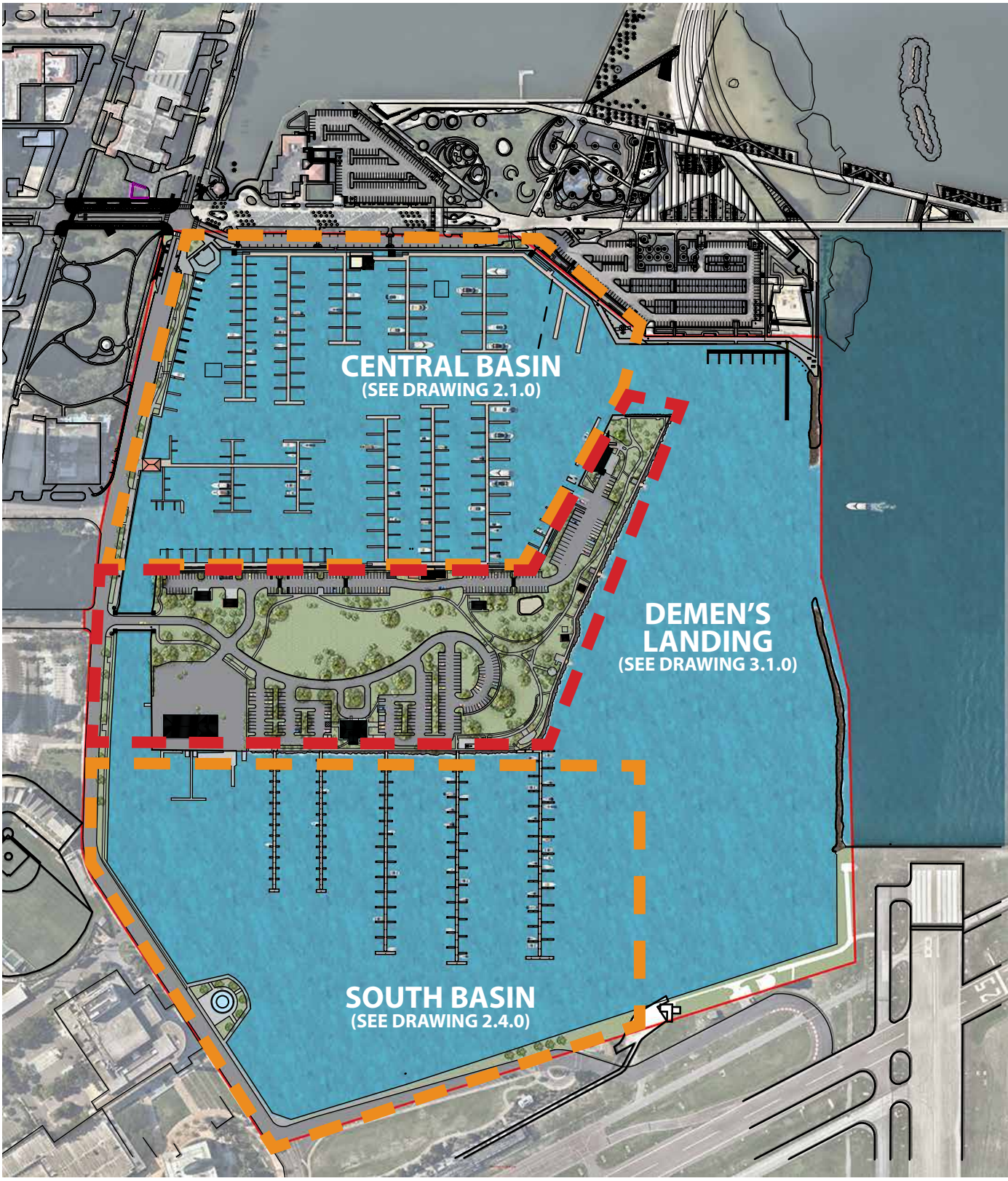


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ILLUSTRATIVE MASTER PLAN CONCEPT - EXISTING AERIAL

ILLUSTRATIVE MASTER PLAN CONCEPT - OVERALL SITE

→ LAND ACCESS  
→ WATER ACCESS

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MASTER PLAN CONCEPT - OVERALL SITE - WITH EXISTING AERIAL  
ST. PETERSBURG MARINA  
ST. PETERSBURG, FLORIDA



SCALE: 1" = 400'-0"



2021.03.24

1.0.0



## CENTRAL BASIN

### PROJECT OVERVIEW:

The City of St Petersburg's Municipal Marina as it stands today was constructed in the 1960s and 1970s. The marina structures have reached the end of their service life and this desirable City waterfront is under appreciated by the community. With our goal of activating the shorelines throughout Demen's Landing and the Central and South Basin, as well as bringing new life to the marina itself, St. Pete Marina, LLC is excited to offer this Re-Development Concept Proposal to the City of St. Petersburg and to join with them as a development partner in enhancing the marinas and park that sit at the front door of the city. We have studied the challenges and the opportunities that are present with this project area and offer this proposal to the city as a place of beginning toward the final development of these unique venues.

This conceptual packet is the result of preliminary study of our key consultants and St. Pete Marina, LLC's own expertise with public / private developments both on land and on water, as well as the conversations we have had with various city and community representatives that helped shape the direction of this proposal. Within this proposal, we have attempted to identify the many aspects needing attention, but acknowledge that several of these issues will need detailed study in the next phase should St. Pete Marina, LLC be selected to partner with the city in developing these areas. Below, and on the following pages, we have summarized the work we anticipate for the project:

The Central Basin abuts the newly re-developed St Pete Pier which has been a resounding success after opening earlier this year. The Central Basin's aging infrastructure will be rebuilt to compliment the new Pier and welcome boaters to St. Petersburg's active downtown atmosphere. The existing fixed docks in the Central Basin will be demolished and replaced with new state-of-the-art floating docks to better enhance boater experience.

The existing marina basin is separated into three distinct sections – the West, North, and Central Docks. Our concept will consolidate the West Docks and North Docks to provide one centralized North Docks community with multiple access points along the new Pier approach. An overwater comfort station will serve as a support facility for transient and long-term marina tenants since upland space is limited.

The Central Docks, located along the north Side of Demens Landing, will be extended to provide additional dockage along Demens landing. The uplands adjacent to the Central Docks will be redeveloped to provide open, waterfront access to the St Pete community with connectively through Demens Landing Park.

The existing West Day Docks near Frescos will be expanded to include additional, larger yachts. A new set of Day Docks are proposed along Demens landing adjacent to the boat ramp to support transient visitors accessing Demens Landing. The Demens Day Docks will be installed where the existing pumpout station is located. The pumpout will be relocated to the fuel dock to combine fueling and pumpout operations.

The floating docks will be a combination of concrete and aluminum framed floats and have a minimum service life of 30 years. The concrete floats will have a concrete broomed finished and the aluminum floats will be decked with treated timber decking. The floating docks will be supported by a guide pile anchor system will piles designed to accommodate storm surge and sea level rise.

The marina's existing North Docks are exposed to swells from easterly winds that cause agitation in the basin. A concrete floating wave attenuator is proposed to attenuate the wave activity in the basin.

The docks will include full-service utilities (shore power, potable water, fire water, and Wi-Fi). Additional amenities such as fuel and sewage pump-out will be available at the existing fuel dock. The docks will be equipped with life safety equipment including fire extinguishers, life rings, and ladders. Access to the marina will be via secured entry gates located on fixed platforms with articulating aluminum gangways. A minimum of one ADA compliant gangway will be provided at each dock area.

## SOUTH BASIN

The existing South Docks located in the Marina's South Basin will be rehabilitated.

Marina rehabilitation to include structural repairs and utility upgrades to Docks 1 through 4. No upgrades are proposed for Dock 5 which was installed less than 15 years ago.

Structural upgrades based on recent marina inspection report are anticipated to include approximately 18 finger pier deck slab replacements for Docks 1 and 2 and full replacement of Docks 3 and 4 finger piers with new fixed, timber finger piers. Existing finger piers extend less than half the slip length. New finger piers will extend to 2/3 length of slip.

Utility upgrades will include new electrical service to Docks 3 and 4 as well as upgrades to the existing potable water, fire water, and communications systems for these docks. Dock boxes, trash receptacles, and cleats will be replaced where needed. Docks 1 and 2 will undergo minor maintenance repairs to remain in full, working order.

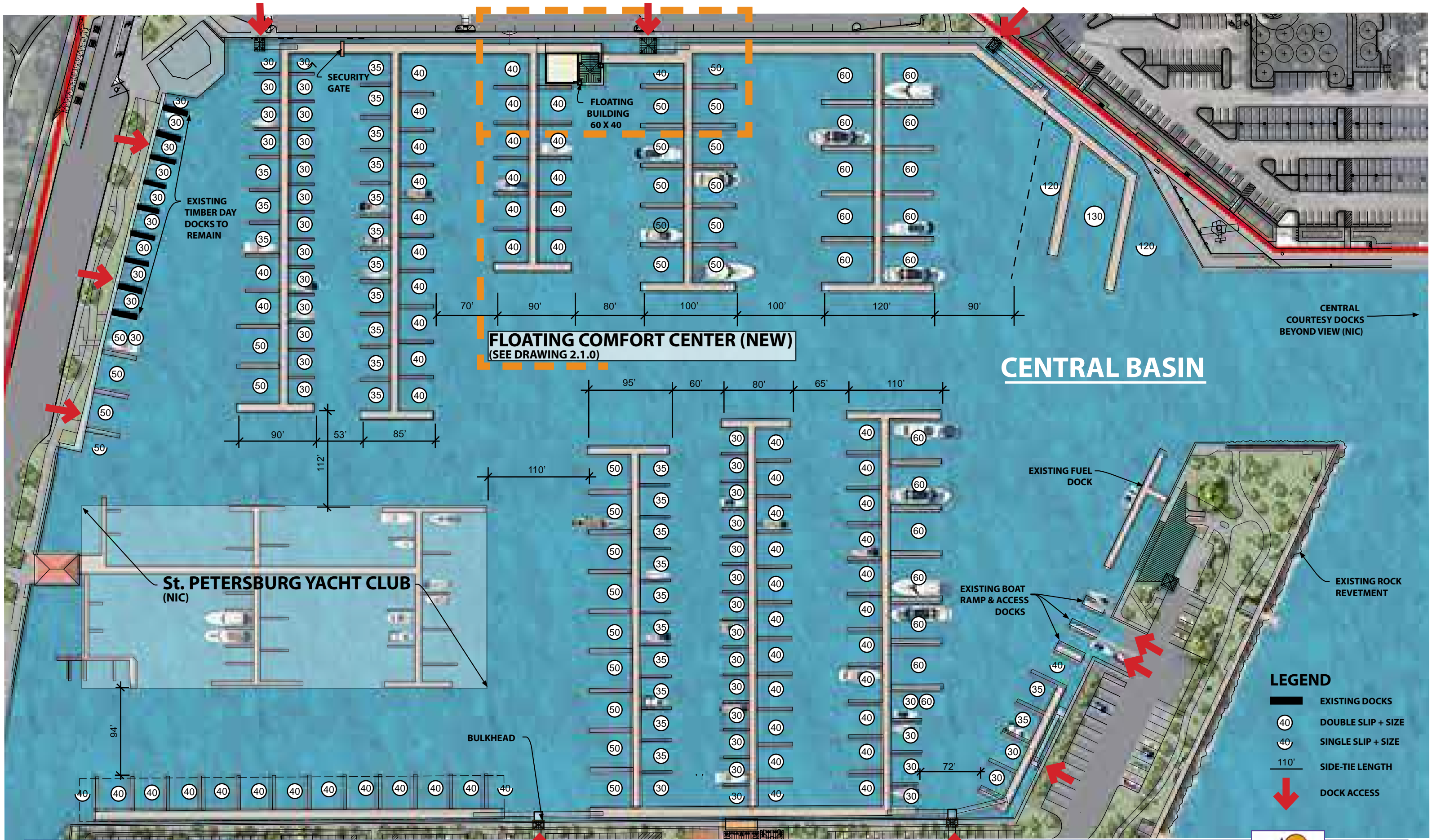
## BULKHEADS

Bulkhead/Seawall work will be jointly designed by the City and St. Pete Marina, LLC and is planned to be fully funded by the City.

A combination of sheet pile bulkheads and concrete retaining walls make up the perimeter of the Central Basin. Approximately 3200 linear feet of bulkhead along the Central Docks, North Docks, and Fuel Dock will be replaced with a new steel sheet pile bulkhead with reinforced concrete cap and fascia. The fascia will extend below water and the exposed sheet piling will be coated for corrosion protection. The new bulkhead elevation will be +6.0' NAVD to accommodate sea level rise over the duration of the structures' service life. Bulkhead/cap repairs will be completed for an additional 730 linear feet of existing bulkhead at the marina's Central Basin.

Concrete demolished from the Central Basin docks will be repurposed as riprap for a 600 foot revetment along the South Side of Demens landing. The riprap will support the existing bulkhead from the water side. Existing mangroves will be preserved.





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**CENTRAL BASIN - MASTER PLAN CONCEPT**  
ST. PETERSBURG MARINA  
ST. PETERSBURG, FLORIDA



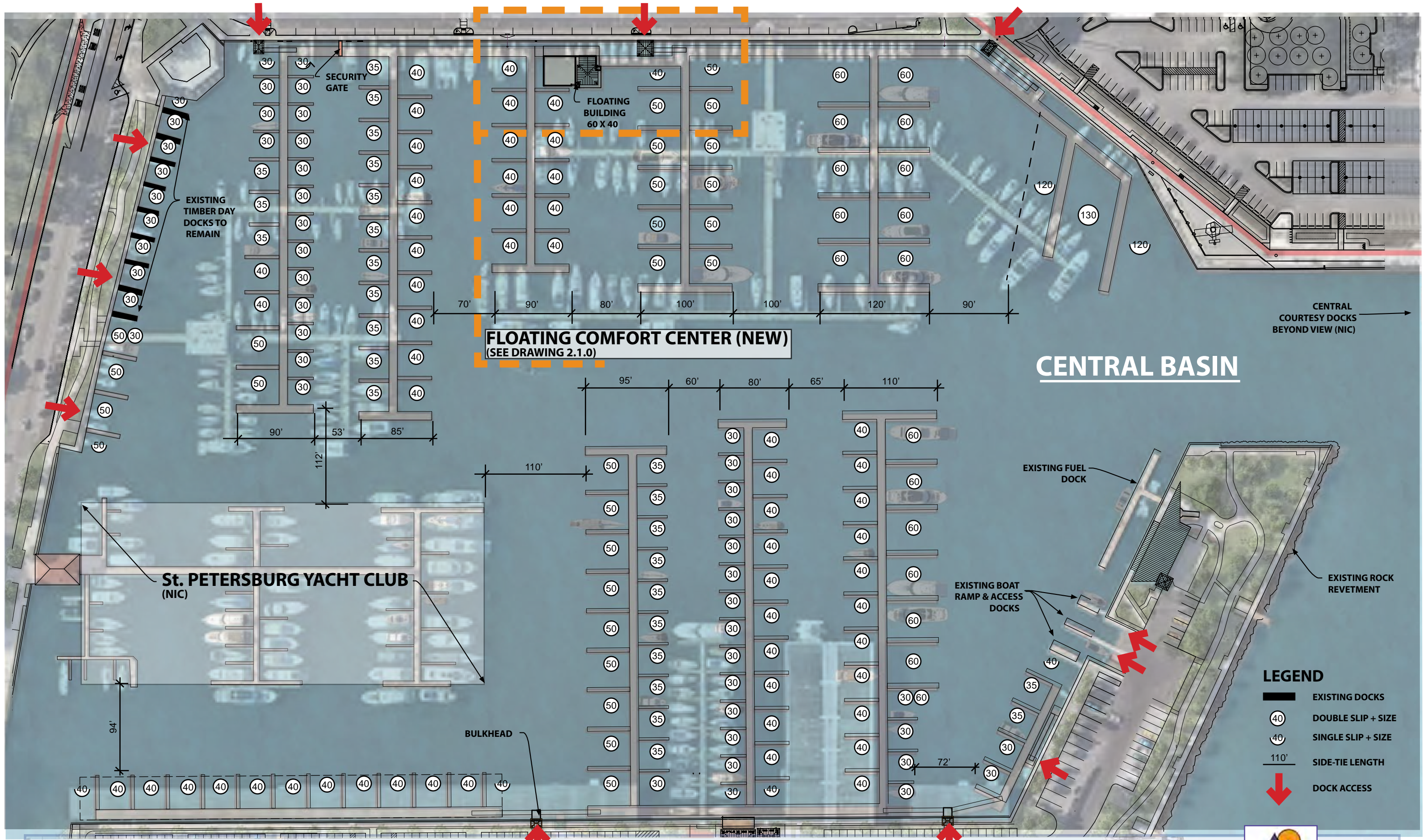
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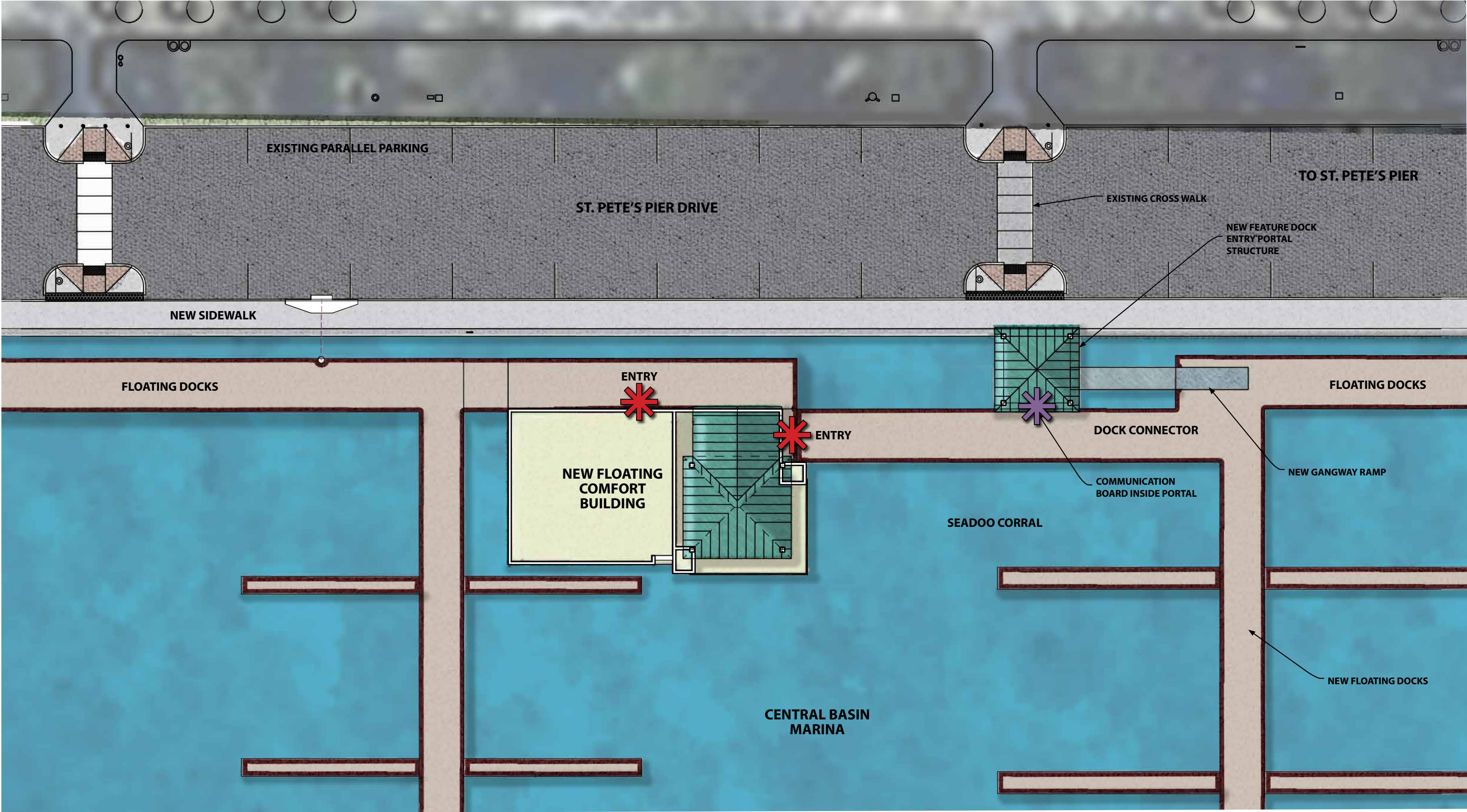
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MARINA, LLC

**CENTRAL BASIN - NEW FLOATING COMFORT BUILDING PERSPECTIVE**  
ST. PETERSBURG MARINA  
ST. PETERSBURG, FLORIDA

NO SCALE



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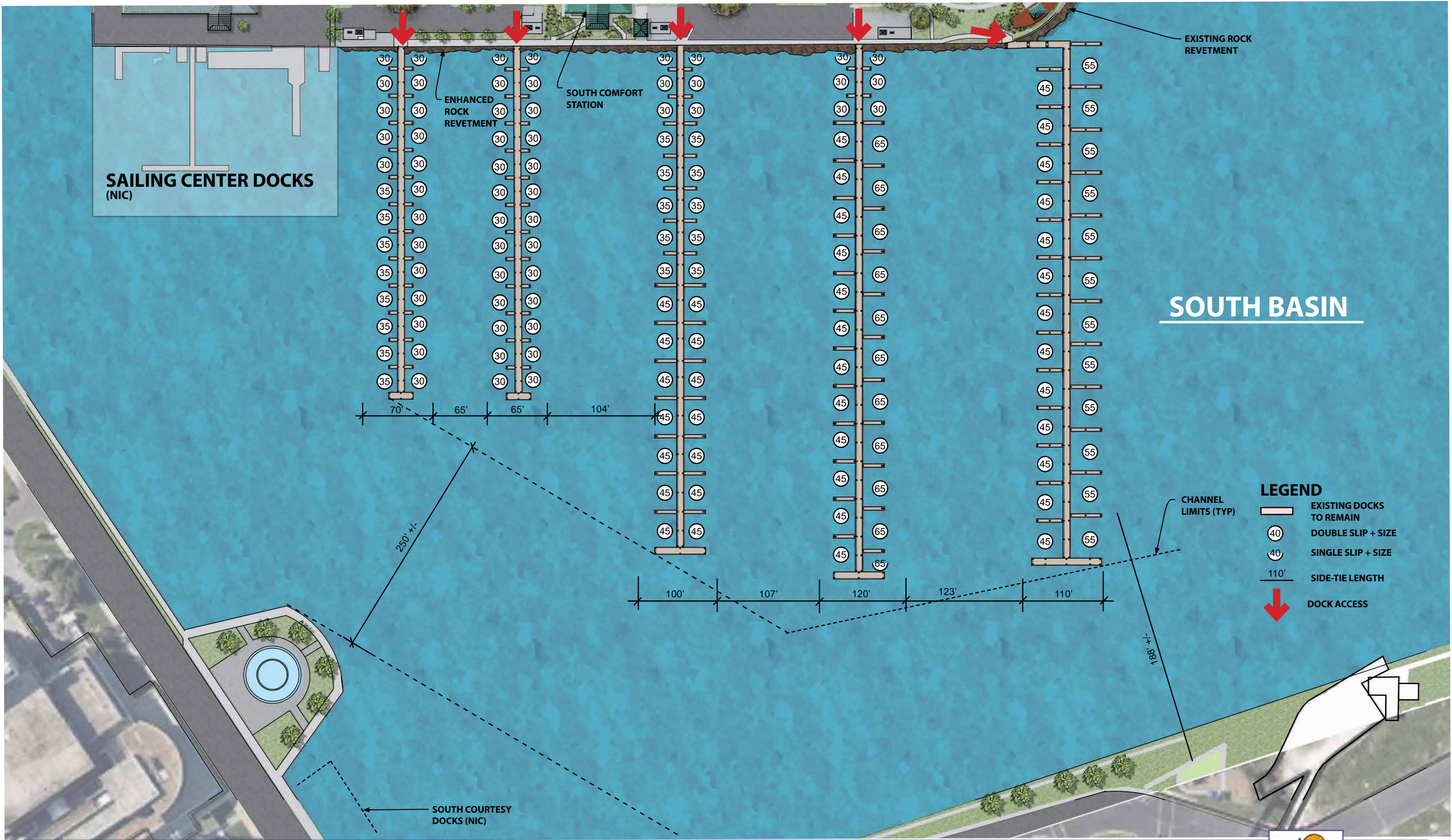
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EXISTING SLIP MIX

Total		Slip Size
Count	%	
42	6.4%	22
8	1.2%	24
41	6.3%	27
172	26.2%	28
18	2.7%	32
118	18.0%	34
12	1.8%	37
120	18.3%	44
20	3.0%	46
41	6.3%	55
21	3.2%	65
18	2.7%	Commercial
4	0.6%	Odd Slips
21	3.2%	Side Tie
656	100.0%	Total







PROPOSED SLIP MIX

Total		Slip Size
Count	%	
0	0.0%	20
186	30.1%	30
93	15.1%	35
115	18.6%	40
79	12.8%	45
49	7.9%	50
24	3.9%	55
33	5.3%	60
21	3.4%	65
0	0.0%	70
0	0.0%	80
1	0.2%	100
3	0.5%	>100
13	2.1%	Side tie
617	100.0%	Total



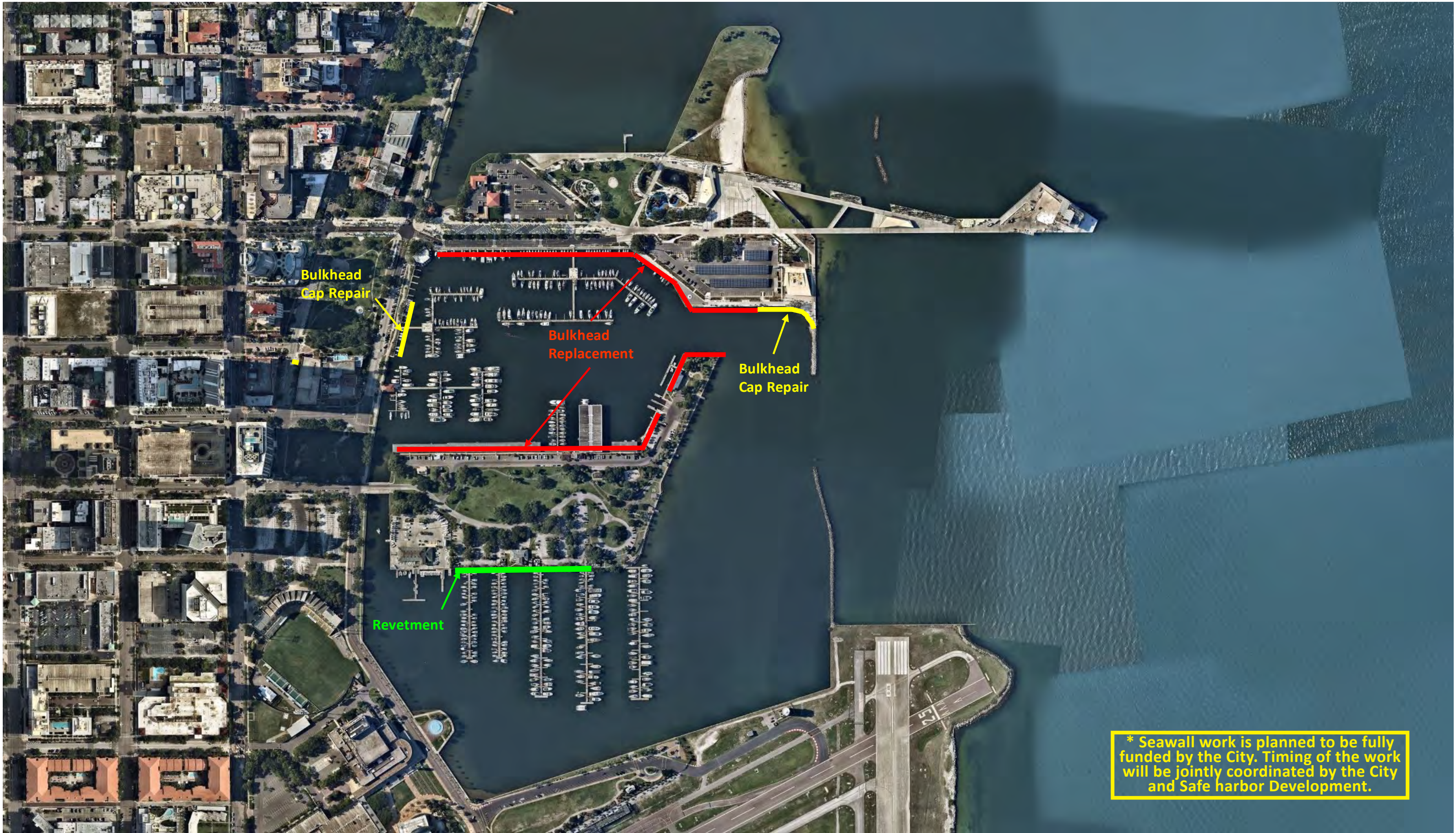
NO SCALE



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2.5.1





\* Seawall work is planned to be fully funded by the City. Timing of the work will be jointly coordinated by the City and Safe harbor Development.





# BUILDINGS

Per the direction of the city, several buildings have been identified as part of our re-development efforts. These are the current Ship’s Store, the South Comfort Building, the two comfort centers on the north edge of Demen’s Landing as well as the two floating “dock” comfort stations on the west and north docks of the Central basin. All other structures on Demen’s Landing have been determined as not part of our scope of re-development.

In our preliminary study of these structures within the context of the overall development, we are suggesting the following re-development efforts:

A new **Bridge Entry** (drawing 3.2.0) enhancement would provide a new image identifier for the overall property and serve as a welcome / calling card to invite guests into the newly re-developed Demen’s Landing area.

The **Ship’s Store** (drawing 3.4.0) will be re-modeled on the exterior to fit the new architectural aesthetic. The existing retail and administration offices will remain as is, to facilitate the fuel docks and tourists.

The exterior of the **South Comfort Building** (drawing 3.5.0) will be refinished, but will remain programmatically the same internally, with the exception that the exterior spaces will be re-configured to provide more opportunity for the boaters’ use.

One of the **Comfort Stations** at the northwest corner of Demen’s Landing will be demolished, while the other, more centralized **Comfort Station** (drawing 3.3.0) along north edge of the island will be refinished with a new hip roof. This will allow us to create an improved use experience for the boaters, improve the amenities and create a more aesthetically pleasing experience of the structure from both the water and the land side. By bowing out the parking as shown, guests will have a better and greener connection to the water’s edge.

Install a **new Floating Comfort Station** (drawing 2.2.0) to serve the North Docks. The comfort station consolidates two comfort stations into one that allows a better function and aesthetic. Since upland area along the Pier Approach is limited, the building will be installed over water.

We are suggesting a **new Marina Entrance** (drawing 2.3.0) at various locations to improve the aesthetic of the dock entry and provide a covered security area for boaters’ use.

In general, new building components will be constructed out of concrete, steel and material that will withstand the salty and wet environment of St. Petersburg, while creating the new escape aesthetic that will enhance the overall experience of the project.

# PARK

We have prepared a conceptual layout for the rehabilitation of Demens Landing Park to tie the park elements into the marina. The park area is to maintain the existing mature trees and not lose any net green space area, while also increasing the amount of parking on the island. Key elements of the park enhancement are to re-imagine the bridge as a property identifier, and create more greenspace at the north edge of the island by bowing the parking area around the Comfort Center at the north edge of the island, All of these improvements are meant to enhance the guest usage of the island, generally improve the aesthetic experience, while improving the parking on the island, a critical connector for guests and boaters alike.

# WORK NOT IN CONTRACT (N.I.C.)

St. Pete Marina, LLC and our design team have spent a great amount of time studying the site and we have identified several opportunities that could enhance the overall property, but these fall outside of our present budget. We feel these opportunities are worthy of showing the city and have indicated these design elements as “WORK NOT IN CONTRACT” throughout this set of drawings. We have indicated them in yellow text with a dashed outline for your convenience.

To realize these design suggestions, we would require support from several city departments and funding from other sources beyond St. Pete Marina, LLC. Our goal is to become a partner with the city to re-develop and improve the amenities of St. Petersburg and to that end we have offered these design suggestions.



# DEMEN'S LANDING - MASTER PLAN CONCEPT - AERIAL UNDERLAY

ST. PETERSBURG MARINA  
ST. PETERSBURG, FLORIDA



**COMFORT CENTER NORTH (REMODEL)**  
(SEE DRAWING 3.3.0)

**BRIDGE PORTAL**  
(SEE DRAWING 3.2.0)

**COMFORT CENTER SOUTH (REMODEL)**  
(SEE DRAWING 3.5.0)

NEW DRIVE AND  
PARKING, BY CITY

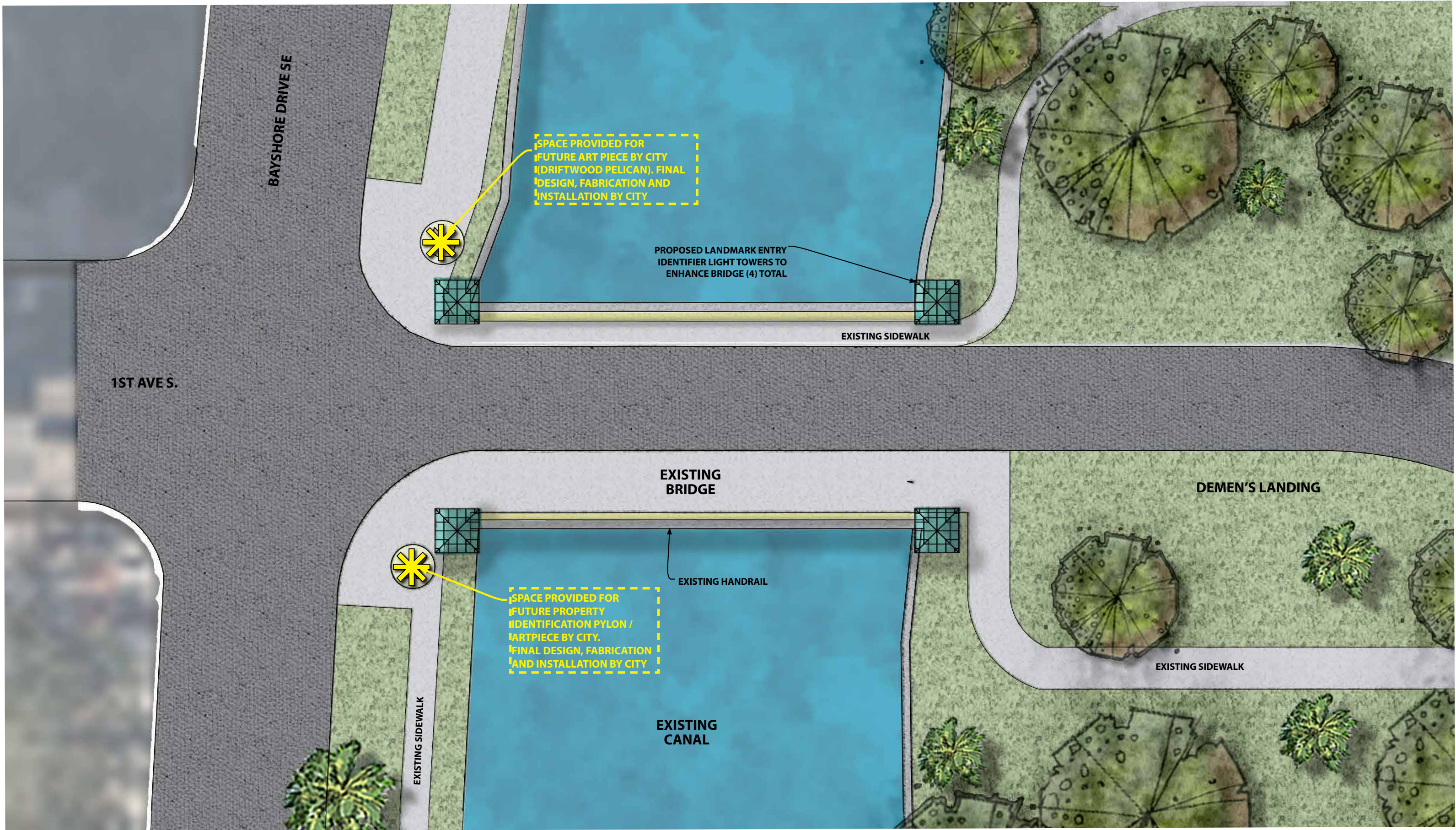
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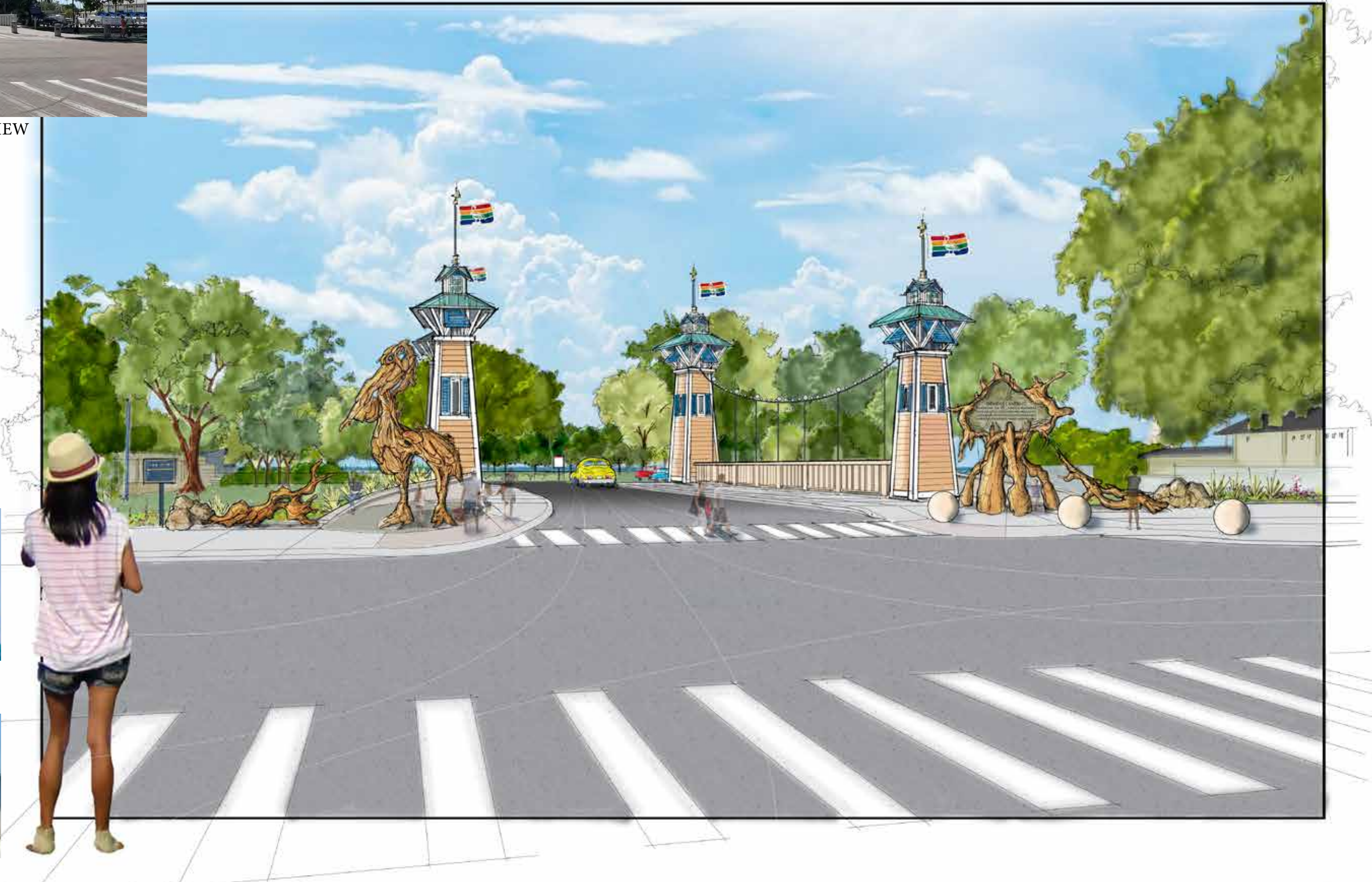








EXISTING BRIDGE VIEW



**ST. PETE**  
**MARINA, LLC**

**DEMEN'S LANDING - BRIDGE AS ENTRY PORTAL (WITH EXISTING HANDRAIL)**

ST. PETERSBURG MARINA  
ST. PETERSBURG, FLORIDA

NO SCALE



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**3.2.1**



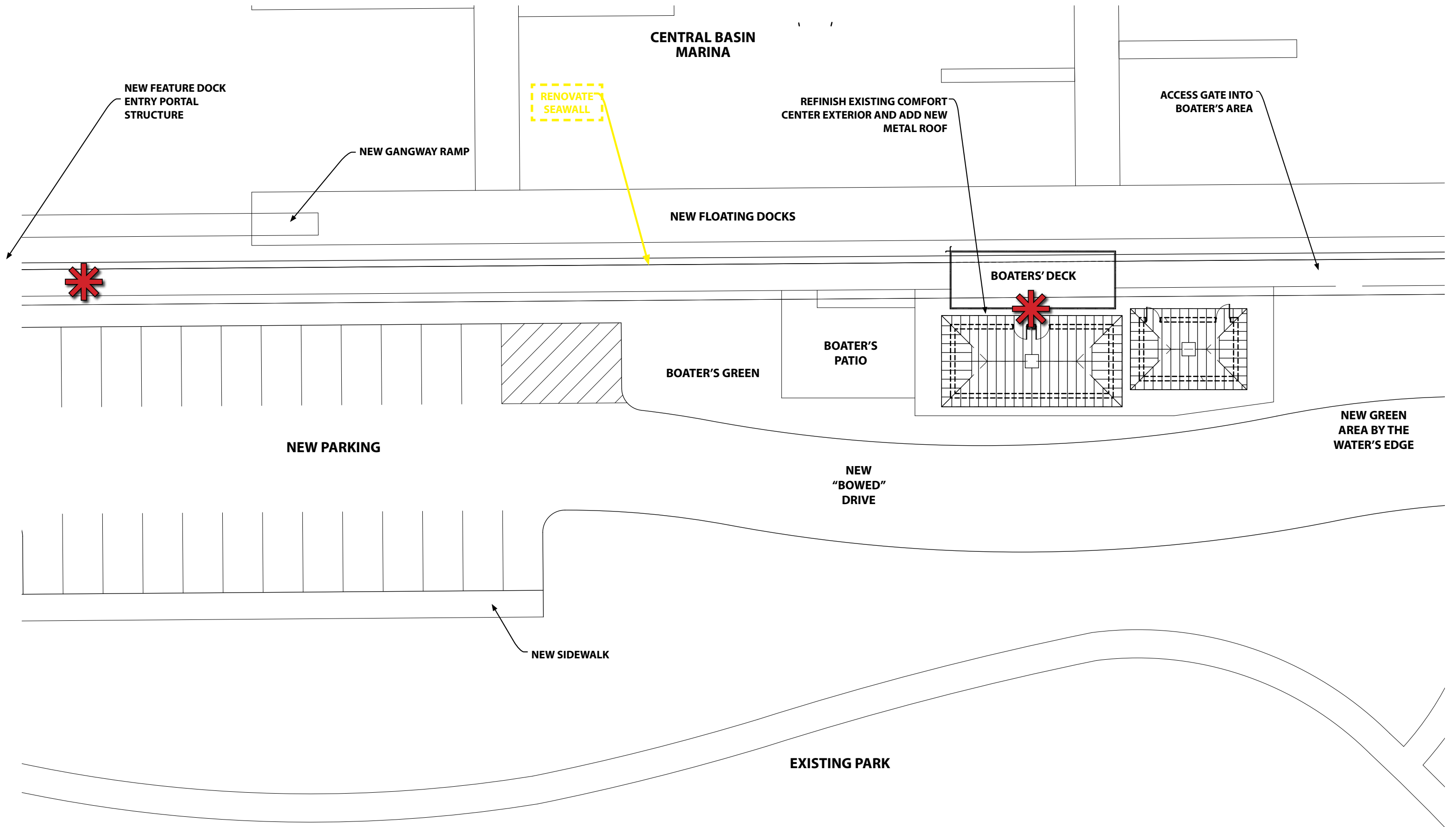






ILLUSTRATION SHOWS DESIGN INTENT OF RENOVATED BUILDINGS AND DOCK CONFIGURATION. REFER TO SITE PLAN FOR ARRANGEMENT OF PARKING AND GREEN SPACE.

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**DEMEN'S LANDING - EXISTING COMFORT BUILDING PERSPECTIVE**  
ST. PETERSBURG MARINA  
ST. PETERSBURG, FLORIDA

NO SCALE



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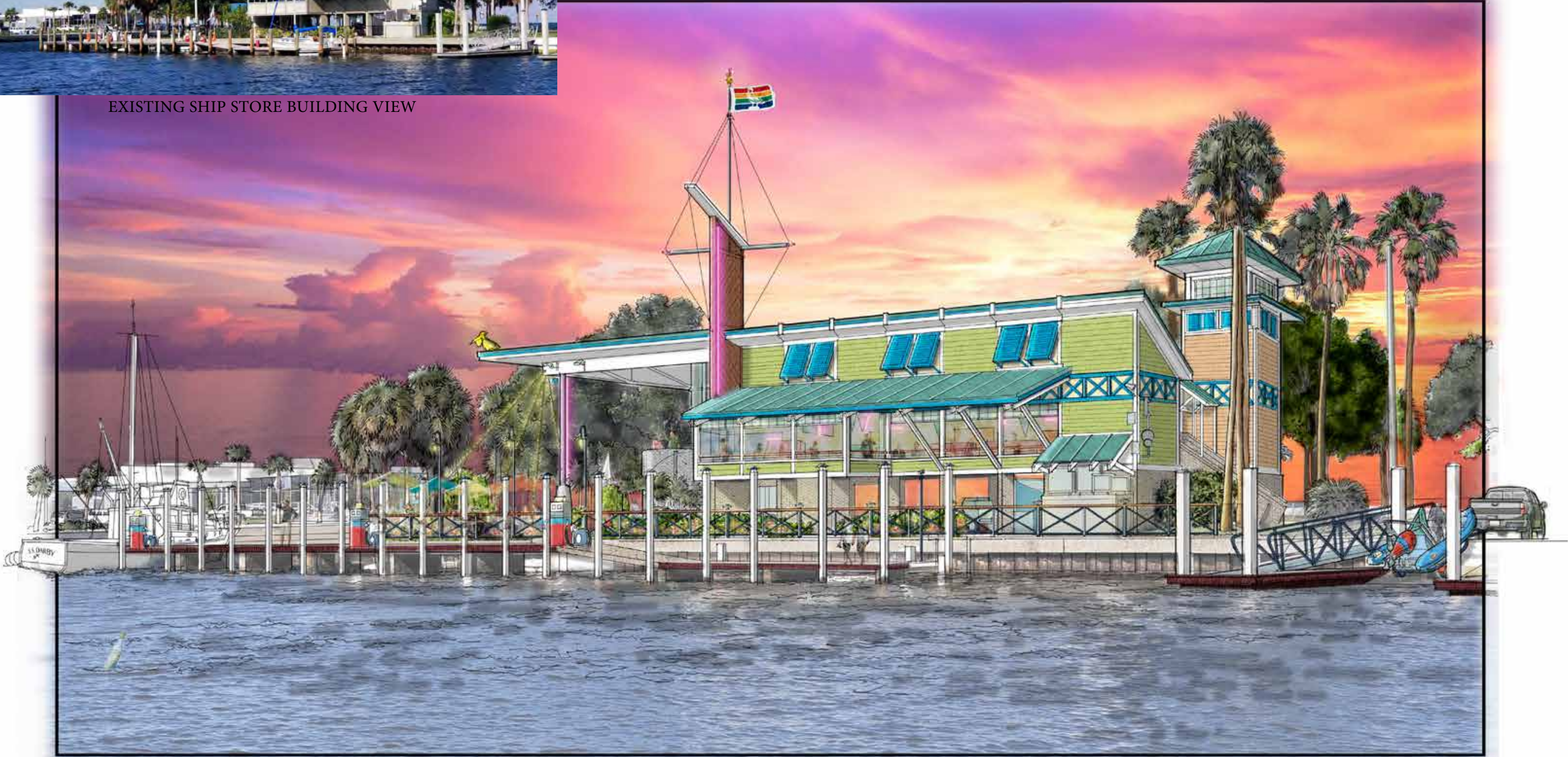
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**3.3.1**





EXISTING SHIP STORE BUILDING VIEW



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**MARINA, LLC**

**DEMEN'S LANDING - SHIP STORE (PROPOSED REMODEL)**  
ST. PETERSBURG MARINA  
ST. PETERSBURG, FLORIDA

NO SCALE



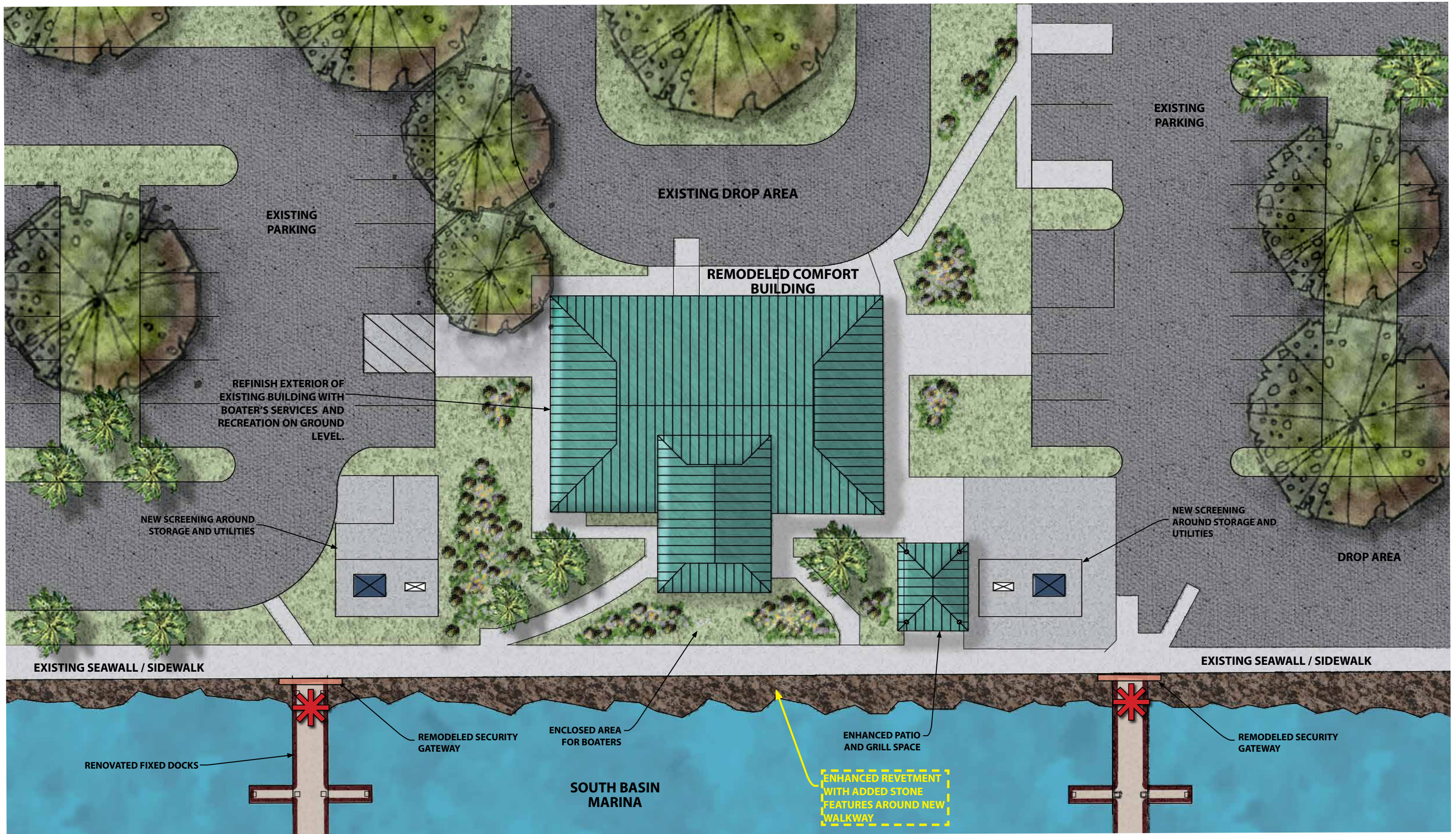
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**3.4.0**









EXISTING BUILDING VIEW



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**DEMEN'S LANDINGS - SOUTH COMFORT PROPOSED REMODEL**  
ST. PETERSBURG MARINA  
ST. PETERSBURG, FLORIDA

NO SCALE



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**3.5.1**

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## STORMWATER

It is anticipated that the proposed improvements will result in a slight increase in impervious area. The existing Demen's Landing does not currently have a stormwater permit through the city or Water Management District. The City's redevelopment ordinance will require that treatment and attenuation will be needed for any disturbed areas. This includes even existing impervious areas. The City will consider the treatment of an equivalent area that is currently un-treated prior to discharge if needed.

Any required stormwater treatment to comply with the City's stormwater ordinance shall be treated on site and drainage outfalls will be combined to minimize the amount of penetrations into the walls. The seasonal high-water elevation is anticipated to be close to the existing surface, therefore dry ponds/swales are not anticipated to be acceptable options for stormwater management. An alternate may be an underground filtration box that will treat the runoff in-line prior to discharging.

Consideration to existing drainage patterns will be necessary with the upgrade of the existing seawalls. The proposed seawall minimum elevation is proposed at elevation 6, which is significantly higher than the existing seawalls. The proposed design shall take this into account and ensure there is no trapped water as a result of the raised seawalls. Drainage system will need to be installed in these areas.

## PARKING

Parking for the Marina is broken into four (4) different areas. Parking on the St. Pete Pier, along Marina Drive, Bayshore Drive, and Demen's Landing. The approach to parking is as follows:

St. Pete Pier Parking Lots – there are currently 15 dedicated spaces along the southern parking lot of the St. Pete Pier for the Marina users. These spaces will remain and no additional spaces will be available for the Marina. These spaces will be used for transient boaters.

Marina Drive – There are no dedicated spaces for the Marina along Marina drive, however, there are two loading areas that currently have a 30-min time limit which can be adjusted to 15-min limits if desired to allow for more turnover.

Demen's Landing – The proposed seawall will be installed in front of the existing seawall which will create additional land all along the north edge of Demen's Landing. This in combination with realigning the drive will allow perpendicular parking in place of the existing parallel spaces. While this realignment will encroach into the existing park to the south, new greenspace along the seawall will be created and available for the public to use. With the fence being removed, there will be a waterfront greenspace for the public. Any reconfiguration in parking will consider existing trees and ensure to stay out of critical rootzones. It is understood that the City prefers not to utilize compact parking spaces.

## UTILITIES

It is assumed that the existing water and sewer infrastructure is adequately sized for the new proposed Marina layout. The proposed improvements will preserve as much existing infrastructure as possible. Prior to design of the improvements, the city will be consulted to evaluate the condition of the existing water and sewer in order to determine if any upgrades to the existing system has been planned by the City. Based on GIS data and asbuilt information provided by the City, there is an existing sewer main ranging from 8" to 14" running east-west through the center of the site and a line running parallel to the existing seawall along the drive aisle. There appears to be a 6" cast iron watermain and 2" watermain along the existing seawall. It is anticipated that this portion of waterline will be upgraded with the proposed seawall. The sewer line replacement will be limited to the portion of pipe that runs parallel to the seawall unless the proposed improvements can accommodate the existing pipe and the pipe is found to be in acceptable condition.

The new proposed docks will include infrastructure to comply with fire code, including circulation and minimum water demands. Any new utilities will be designed to city standards include watermain material of DIP poly-wrapped and stainless steal fittings.

## SUSTAINABILITY

The City of St. Petersburg has made a strong commitment to resiliency and sustainability. All city facilities/infrastructure must use sustainable and resilient, early-integrated design approaches. Consideration of sea level rise will be required for proposed new improvements including, but not limited to: seawall height, building finished floors, electrical equipment, utilities.

It is understood that all City infrastructure projects above \$2 million are to be either LEED Gold or Envision Certified, however, an alternative certification would be acceptable with approval from Mayor or designee. Due to the nature of this Marina project, the City has agreed that the best certification to pursue for this project is "Clean Marine" Certification. This certification is focused on preventing and/or reducing water pollution, the design, operation practices, and education of boaters is considered. This is a third-party review which will be up for renewal every five-years.



EXISTING PUBLIC ACCESSIBLE GREENSPACE

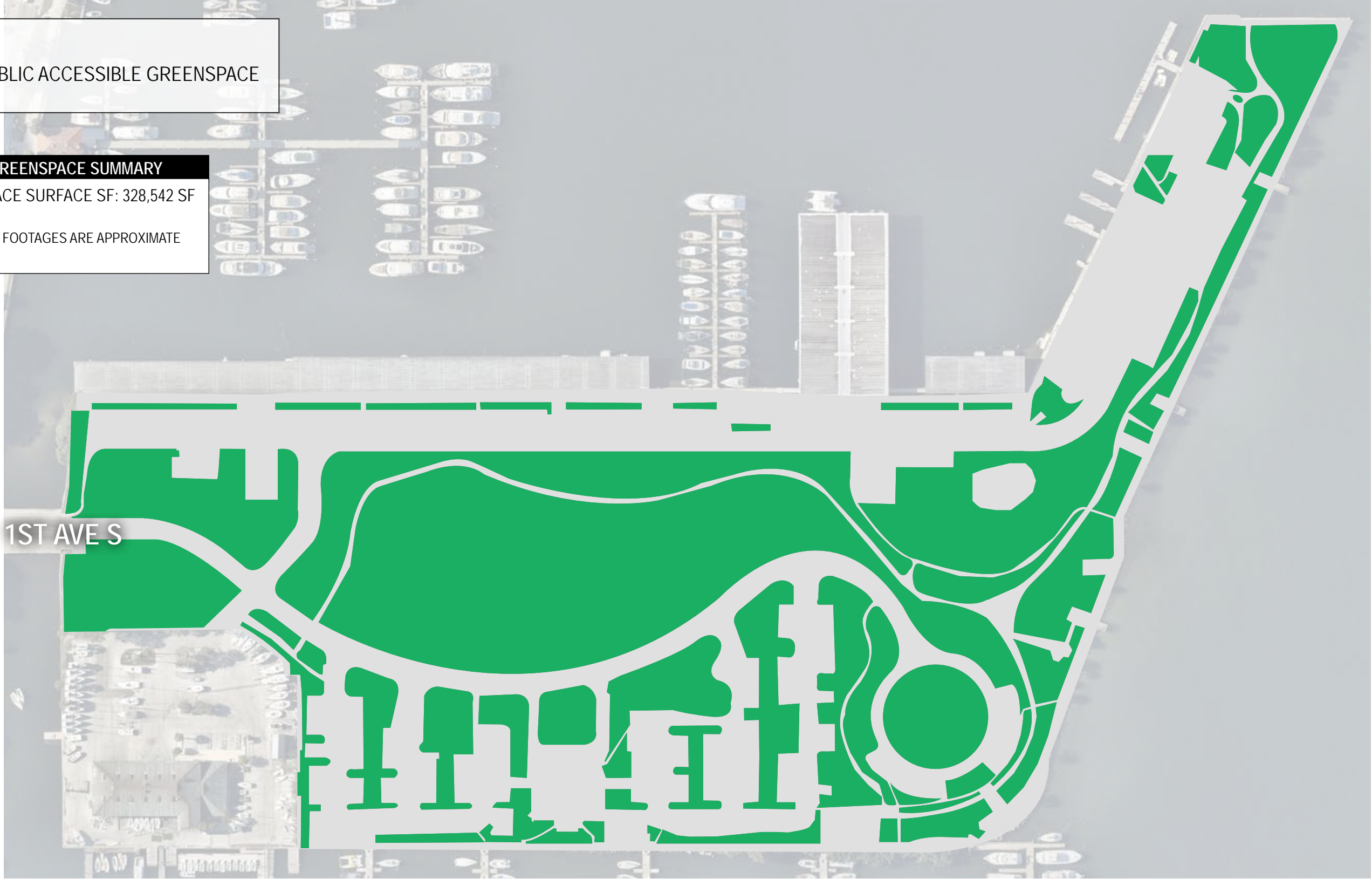
KEY

PUBLIC ACCESSIBLE GREENSPACE

EXISTING GREENSPACE SUMMARY

GREENSPACE SURFACE SF: 328,542 SF

\*\*\*ALL SQUARE FOOTAGES ARE APPROXIMATE



NO SCALE





PROPOSED PUBLIC ACCESSIBLE GREENSPACE

KEY

GREEN SPACE

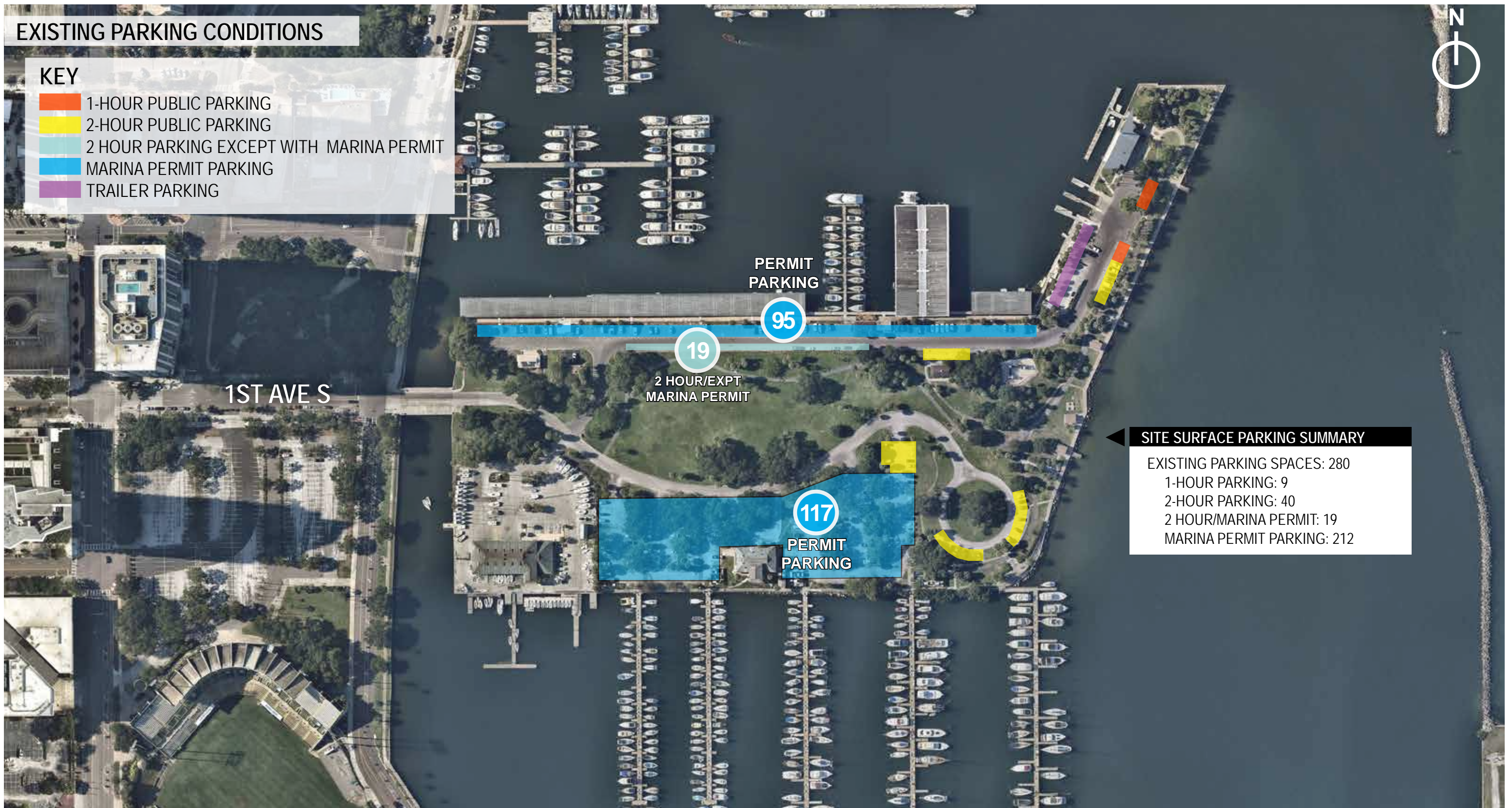
PROPOSED GREENSPACE SUMMARY

GREENSPACE SURFACE SF: 357,635 SF

\*\*\*ALL SQUARE FOOTAGES ARE APPROXIMATE







EXISTING PARKING CONDITIONS

- KEY**
- 1-HOUR PUBLIC PARKING
  - 2-HOUR PUBLIC PARKING
  - 2 HOUR PARKING EXCEPT WITH MARINA PERMIT
  - MARINA PERMIT PARKING
  - TRAILER PARKING

**SITE SURFACE PARKING SUMMARY**

EXISTING PARKING SPACES: 280  
1-HOUR PARKING: 9  
2-HOUR PARKING: 40  
2 HOUR/MARINA PERMIT: 19  
MARINA PERMIT PARKING: 212











PROPOSED UTILITIES

UTILITIES (WATER, SEWER, ELECTRIC)  
To be replaced with new marina



NO SCALE



CSI Div	Work Item	Description	Total Amount	Percent of Total	Notes
02		<b>MARINA - CENTRAL BASIN</b>			
	2.05	DEMO	4,795,881	15.99%	
	2.1	SLIPS	13,239,888	44.13%	
	2.15	FUEL DOCK UTILITY UPGRADES	102,489	0.34%	
	2.2	FLOATING BUILDINGS	1,129,854	3.73%	
		<b>02 MARINA - CENTRAL BASIN</b>	<b>19,258,122</b>	<b>64.19%</b>	
04		<b>MARINA - SOUTH BASIN</b>			
	4.1	SLIP STRUCTURAL REPAIRS	1,362,848	4.54%	
	4.2	UTILITIES AND DOCK APPURTENANCE	2,444,591	8.15%	Full utility replacement for Piers 3 and 4. No sewage pumpout at south basin so no marina related sewer work is included. Minor maintenance repairs to 1 and 2.
		<b>04 MARINA - SOUTH BASIN</b>	<b>4,407,439</b>	<b>14.69%</b>	
05		<b>BUILDINGS</b>			
	5.10	EXISTING SHIPS STORE	767,714	2.56%	
	5.15	CENTRAL BASIN COMFORT BUILDING	577,323	1.91%	
	5.20	SOUTH BASIN COMFORT BUILDING	1,122,360	3.74%	
		<b>05 BUILDINGS</b>	<b>2,267,397</b>	<b>7.56%</b>	
06		<b>UPLANDS, CIVIL</b>			
	6.12	PAVING	384,370	1.28%	
	6.14	STORMWATER/UTILITY	880,738	2.94%	
	6.15	HARDSCAPES/SIDEWALKS	376,740	1.25%	
	6.18	SITE/SECURITY LIGHTING	76,874	0.26%	
	6.20	LANDSCAPING	384,370	1.28%	
	6.25	SIGNAGE	76,874	0.26%	
	6.30	ENTRY FEATURE BRIDGE	123,958	0.41%	
	6.35	SECURITY GATES, CAMERAS, AND MINOR FENCING	304,997	1.01%	
		<b>06 UPLANDS, CIVIL</b>	<b>2,377,967</b>	<b>7.93%</b>	
90		<b>PRECONSTRUCTION</b>			
	90.09	SURVEYING	51,248	0.17%	Bathymetric and Benthic Surveys required for permitting only. Other surveys would be performed and paid for by City.
	90.01	GEOTECHNICAL	102,489	0.34%	
	90.05	PERMITTING	102,489	0.34%	
		<b>90 PRECONSTRUCTION</b>	<b>256,246</b>	<b>0.85%</b>	
92		<b>DESIGN &amp; ENGINEERING</b>			
	92.1	PRECONSTRUCTION COSTS	74,721	0.25%	
	92.15	DEVELOPMENT COSTS	1,358,186	4.53%	
		<b>92 DESIGN &amp; ENGINEERING</b>	<b>1,432,907</b>	<b>4.78%</b>	
<b>TOTAL:</b>			<b>\$30,000,000</b>		





