



DOCKS AND HARBORS BOARD MEETING AGENDA

March 27, 2025 at 5:00 PM

Port Director's Conference Room/Zoom Webinar

<https://juneau.zoom.us/j/82488379728> or (253)215-8782 Meeting ID: 824 8837 9728 Passcode 544173

A. CALL TO ORDER

B. ROLL CALL: James Becker, Tyler Emerson, Clayton Hamilton, Debbie Hart, Matthew Leither, Nick Orr, Annette Smith, Shem Sooter and Don Etheridge.

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS (not to exceed five minutes per person, or twenty minutes total time)

E. APPROVAL OF MINUTES

1. February 27, 2025

F. CONSENT AGENDA

- A. Public Requests for Consent Agenda Changes
- B. Board Members Requests for Consent Agenda Changes
- C. Items for Action

2. Moorage Waiver Request - M/V COLUMBIA
Presentation by Harbormaster

RECOMMENDATION: TO WAIVE DOCKAGE FEES FOR AN UPCOMING VISIT BY M/V COLUMBIA IN ACCORDANCE WITH 05 CBJAC 15.030.

3. Proposed Dock Fee Regulation Changes
Presentation by Harbormaster

RECOMMENDATION: TO APPROVE DOCK FEE REGULATION CHANGES AS PRESENTED.

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED.

G. UNFINISHED BUSINESS

4. Goldbelt Request to Secure Seadrome Property from the City & Borough of Juneau
Presentation by Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO RECOMMEND ENTERING INTO A PURCHASE AND SALE AGREEMENT WITH GOLDBELT TO TRANSFER SEADROME PROPERTY TO GOLDBELT AT FAIR MARKET VALUE.

H. NEW BUSINESS

5. Aurora Harbor Phase IV - Bid Award
Presentation by Port Engineer

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO APPROVE THE AURORA HARBOR PHASE IV BID AWARD TO WESTERN MARINE CONSTRUCTION INC. FOR \$7,589,700.00

I. ITEMS FOR INFORMATION/DISCUSSION

- [6.](#) Aurora Harbor Boat Shelter (G22/23) - Patron Offer to Construct
Presetation by Harbormaster

Board Discussion/Public Comment

J. STAFF, COMMITTEE AND MEMBER REPORTS

K. PORT ENGINEER'S REPORT

L. HARBORMASTER'S REPORT

M. PORT DIRECTOR'S REPORT

N. ASSEMBLY LIAISON REPORT

O. BOARD ADMINISTRATIVE MATTERS

Next Operations-Planning Committee meeting April 16, 2025

Next Board meeting April 24, 2025

P. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.gov.



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A. CALL TO ORDER

B. ROLL CALL: James Becker, Tyler Emerson, Clayton Hamilton, Debbie Hart, Matthew Leither, Nick Orr, Annette Smith, Shem Sooter & Don Etheridge

C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES

MOTION BY MR. SOOTER TO APPROVE AGENDA AS PRESENTED

Motion approved unanimously.

D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS- none.

E. APPROVAL OF MINUTES

1. January 30th, 2025

Approved unanimously.

F. CONSENT AGENDA

- A. Public Requests for Consent Agenda Changes
- B. Board Members Requests for Consent Agenda Changes
- C. Items for Action

2. New Goldbelt Tram Lease
Presentation by Port Director

RECOMMENDATION: TO COMMENCE A PROCESS TO INITIATE A NEW 35 YEAR LEASE FOR THE GOLDBELT TRAM LEASE.

3. Administrative Financial Transfers
Presentation by Port Director

RECOMMENDATION: TO APPROVE TRANSFERING FUNDS TO APPROPRIATE CAPITAL IMPROVEMENT PROJECTS (CIP): AURORA HARBOR IMPROVEMENT, STATTER HARBOR WAVE ATTENUATOR AND TAKU HARBOR IMPROVEMENT AS PRESENTED.

MOTION BY MR. SOOTER TO APPROVE THE CONSENT AGENDA AS PRESENTED.

Motion approved unanimously.

G. NEW BUSINESS

4. Potential Commercial Tour out of Aurora Harbor
Presentation by Port Director

Mr. Uchytal said that at last week’s Operations and Planning Committee Meeting the topic of Commercial Tour out of Aurora Harbor was discussed and there was no motion made with the directive to bring the discussion to the full Board. The company “Dangerous Waters” is requesting a permit for their jet ski tours: up to 4 daily excursions, 10 passengers for tours plus 2 guides out of Aurora Harbor. In the past Dangerous Waters has operated out of Aurora Harbor as a turn for their excursions since 2018. Docks and Harbors has supported Dangerous Water as a turn port without issue. Mr. Creswell has helped with management of Dangerous Waters operations out of Aurora Harbor. Mr. Creswell was

approached by the owner with the request to operate tours out of Aurora Harbor. Mr. Uchtyl said that if the permit was approved it would be treated as a bare boat charter, approximately \$200 per vessel plus \$2/person on a tour. Assuming 33% occupancy over 150 days, Harbor Department could expect to receive approximately \$5,600 per year for the permit. Mr. Uchtyl said we are bringing this to the attention of the Board because the company is already advertising, and it is a courtesy to them to give them a reply as soon as possible as they have approached Harbormaster about a month ago. Mr. Uchtyl said that per the memo on page 45 of the agenda packet, this could be permitted but as this is the first large scale tourism operation in a Downtown Harbor, there is concern about precedence-setting at a time when mass tourism is impacting the community in a way where additional activity will not foster positive feedback from the community. Statter Harbor is set up to accommodate tourism with daily charter operators and is better suited to commercial operations. Mr. Uchtyl said that he recommends not to approval large scale commercial operations detailed in page 45 of the agenda packet. Mr. Uchtyl said that after reviewing the perinate regulations he does not believe it aligns with the purpose of the Downtown Harbor facilities.

Board Questions

Mr. Orr asked what the Tourism Manager said about this permit request in light of Title 85 changes.

Mr. Uchtyl said that this request could be sent to the Tourism Manager, but Ms. Pierce does not have the authority to issue a Commercial Use Permit. Mr. Uchtyl said that it would be a time-consuming process if passed to the Tourism Manager, City Manager, and Assembly. Mr. Uchtyl said that it would be unfair to the applicant to extend the permit request by multiple months with Tourism Managers deliberations.

Mr. Orr said that he does not think it would be fair to the Board if the permit is approved, and the Tourism Manager does not approve the permit.

Ms. Smith said she is concerned about where to put the commercial operation as Statter Harbor is already crowded with growing whale watching, fishing fleet and private boaters. Ms. Smith said that North Douglas boat ramp and Douglas do not have the infrastructure to support the operation. Ms. Smith said she agrees with the Harbormaster that we do not want them in Docks or Harbors where people live. Ms. Smith asked the Board where is there a location that the commercial operation could operate.

Mr. Uchtyl said that Docks and Harbors is not under obligation to find a place for excursion operators. There are privately-owned facilities along Gastineau Channel that could also be used. The question tonight is whether to permit this type of tourism out of Aurora harbor. Docks and Harbors are not obliged to accept every applicant for every excursion.

Ms. Hart said that she has been keeping up with public feedback that has been submitted regarding this approval of the Commercial Use Permit which has been largely against the approval of the permit. Ms. Hart asked if Mr. Uchtyl could speak to the public comments that have been received.

Mr. Uchtyl said that he has received public comments in support and against the permitting of the commercial operation but does not have a tally of the numbers in support or against.

Mr. Sooter asked Mr. Uchtyl to confirm that the commercial operation of jet ski tours would be treated like bare boat charters. Mr. Sooter asked whether that would still afford us the opportunity to levy a fee per passenger.

Mr. Creswell said that these boats would be permitted as an uninspected passenger vessel under the Passenger for Hire Permit that would be the actual permit that is listed, although it's kind of different from other operators because it falls under two lanes – bare boat but the permit itself would be the uninspected Passenger for Hire Permit. Mr. Creswell said that previously under the incidental use of the Harbors with the way they have been operating we operated them under Commercial Use Permit which

was a blanket permit for one cost but still with the cost per head, but that is more designed for incidental use whereas this is continuous use.

Public Comment-

Mr. Etheridge said that public comment will be limited to two minutes given the number of people.

Mr. Uchytel said that for people attending the meeting via zoom can participate by raising their hand to be placed in the que.

Mr. Moll, Owner of Dangerous Waters

Mr. Moll thanked the Board for going through this civic exercise and those who came to show support for his operation. Mr. Moll said the solution he has tried to provide the Board is the best solution for safety and utilizing dock at Norway point that is underutilized. Mr. Moll said he is recommending the use of Norway Point and that he has talked to the Commadore of Juneau Yacht Club and the youth sailing program. Mr. Moll said that his operations will not impact the youth sailing program and would be on he inside of the float that has a depth of 2-3 ft. where other operators would not be able to utilize the space. Mr. Moll said he can generate income for Docks and Harbors that is not otherwise being generated and that a denial of permit is denial of income for our community which we should not be doing. Mr. Moll said this shutdown would be for political reasons and he has talked to other commercial operators and concludes that excluding Dangerous Waters would be wrong.

Kermit Wilson, Aurora Harbor Float House Resident

Mr. Wilson said that he lives in a Float house very close to where Dangerous Waters comes in when using Aurora Harbor as a turn port and they have been very respectful. Mr. Wilson said that he stands in support of Dangerous Water operating a commercial operation out of the Downtown Harbors. Mr. Wilson said that this would be an asset to the Juneau community.

Scott Jensen, Local 40-year businessman

Mr. Jensen said that he knows Mr. Moll and has been wondering why Dangerous Waters has not been doing tours locally. Mr. Jensen estimated that revenue just in sales tax and wages, is quite considerable it could easily be \$400,000 in sales tax alone. Mr. Jensen said that the additional revenue could be used for infrastructure projects within the Harbors. Mr. Jensen says he wants to support this as a benefit not a detriment and there is no reasonable reason to deny permit.

Elwin Blackwell, Valley Resident

Mr. Blackwell is here to support the petition to allow the permit. Mr. Blackwell said he is a lifelong Juneau resident who understands political issues associated with tourism but said that the reality is that Juneau sold out to tourism a long time ago. Mr. Blackwell says that this would be a worthwhile endeavor and to slam the door at the outset is unwise. Mr. Blackwell says the income could relieve some of the burden that is laid on him and his children as property owners and other users of the services in town.

Midgi Moore, Owner Juneau Walking Tour and Taste Alaska

Ms. Moore says that she lives in Valley and operators downtown, she said she was President of the Downtown Business Association. Ms. Moore said she thinks this is exciting and super-cool and fun and provides exciting new experiences for visitors.

Dave Phillips, Retired Carpet Cleaner, 50-year resident

Mr. Phillips said that Dangerous Waters has been in business for 8 or 9 years. Mr. Phillips said he's got longevity and planning and while there are hiccups, he is in favor.

Dale Reed, Fritz Cove Road, Juneau

Mr. Reed said that he thinks this is a world-class operation, and he is in favor.

Darrin Crapo, Mendenhall Valley and part-time resident in Aurora Harbor

Mr. Crapo said that he echoes everybody who has been in favor of this and that he thinks this is the right political message. Mr. Crapo says that this enhances what Juneau has to offer and is opportunity for the community.

Nathan Perry, Thane Road

Mr. Perry says he had a frightening experience on June 24th, 2024. Mr. Perry said he was boating in a careful manner near Admiralty Island and 10 Jet skis swarmed his boat resulting in him having to dodge to avoid collision.

Mr. Moll said that the jet skis were part of Dangerous Waters and said that he sent an apology.

Mr. Perry thanked him for the note of apology that was sent to him. Mr. Perry said that he had to dodge the jet skis and would be concerned about the safety of boaters in Aurora Harbor and in Gastineau Channel if the Commercial Use Permit was approved. Mr. Perry said that his recommendation to the Board would be to limit the scale of the commercial operation.

Eric Morrison, Franklin St., Juneau

Mr. Morrison said that there is a high volume of ship passengers, excursions are increasingly expensive, and the result is that many people are stuck downtown. Mr. Morrison said that this commercial operation is a good opportunity for people to experience Juneau and it would thin out the downtown crowds.

Marie Johnson, Downtown, Juneau

Ms. Johnson said that she works at the Goldbelt Tram. Ms. Johnson said that this commercial operation would be profitable for Juneau.

Steve Soenksen, Commodore of the Juneau Yacht Club

Mr. Soenksen said that the material presented claims Yacht Club is in favor of the commercial operation and that this has not been discussed formally at the Yacht Club. Many members have only heard about proposal today. The tour operator has not approached the Yacht Club about use of facilities, and the Yacht Club is unlikely to approve use of restrooms as it would interfere with their business model. Mr. Soenksen said that another concern is the Youth Sailing program, and the Yacht Club is not on record as taking a position on this activity.

Carl Broderson, Juneau Youth Sailing

Mr. Broderson said that he represents Juneau Youth Sailing and supports new businesses in town. Mr. Broderson notes that nobody on the Yacht Club Board has had an opportunity to review the plan. Mr. Broderson said that many members found out about it about half hour ago and would be interested to see what the schedule would be. Mr. Broderson said that there would be kids in the water near fast-moving vehicles which needs additional review and consideration.

Brian Lackey, Owner of Juneau Powersports

Mr. Lackey said that he was Board member of Hoonah and Dangerous Waters has never had any issues with the Hoonah Harbor. Mr. Lackey said that Dangerous Waters never caused any problems in Hoonah.

Board Discussion/Action

Ms. Smith said that she would not like to see Dangerous Waters permitted out of one of the Harbors where people are living. Ms. Smith said she would like to permit them to operate out of another of Docks and Harbors facilities and would be willing to put a one-season trial on the permit.

Mr. Hamilton asked if the discussion could be tabled to allow for more time to consider alternative options.

Mr. Etheridge said that tabling the discussion would not be fair to the tour operators.

Mr. Orr said that it seems that permitting the operation would potentially move some of the crowdedness from Statter Harbor to what appears to be an under-utilized space although Docks and Harbors would want them to have their own bathrooms and the price of permit seems low for a commercial enterprise.

Mr. Leither said this seems like a Title 85 question and he supports the decision that Harbor Staff have made. Mr. Leither said that he does not think this operation fits the Downtown Harbor, this is a huge political issue and is not a good decision for Aurora Harbor.

Mr. Etheridge said that the decision before the Board tonight is whether to allow the commercial operation to be permitted out of Aurora Harbor.

Ms. Hart said that she appreciates the public participation on this agenda item. Ms. Hart said that Aurora Harbor is not set up for this level of commercial operations and that a full plan has not been presented to all the stake holders involved. Ms. Hart said that this decision is precedent setting and that the current infrastructure at the Harbor does not support large scale commercial operations. Ms. Hart said that she recommends that the operators seek out a location that has the existing infrastructure to support their business plan. Ms. Hart said that the operator has not provided the Board with a clear picture of the operators' business plan and therefore does not support the issuance of a Commercial Use Permit in Aurora Harbor.

Mr. Hamilton said he wants to make a motion to table as he would like to have the opinions of all the neighbors and does not know whether it is the Boards prerogative to make this decision.

Mr. Becker said he belongs to Yacht Club and would like to hear what the Yacht Club has to say about commercial operations out of Norway Point. Mr. Becker said it is premature for him to vote on this at this time.

Mr. Leither said that his concern is that if the Board choses to table this item that it would still have to be voted on later and that since the commercial operation is involved with tourism that it should be considered by the Tourism Manager.

Mr. Hamilton said that he would like to make the best decision regarding this issue and would like more time to consider.

Mr. Uchtyl said that the City Attorney and the Deputy City Attorney are available to answer any questions.

MOTION BY MR. HAMILTON TO TABLE THE DISCUSSION ON WHETHER TO CONCUR [OR NOT CONCUR] WITH THE PORT DIRECTOR'S POSITION THAT MUTIPLE DAILY EXCURSION TOURS IS INCONSISENT WITH VISION FOR OUR DOWNTOWN HARBOR FACILITIES.

Mr. Leither objected to tabling the discussion.

Those in favor: Mr. Becker, Mr. Emerson, Mr. Hamilton, Ms. Smith.

Those opposed: Ms. Hart, Mr. Leither, Mr. Orr, Mr. Sooter, Mr. Etheridge.

Motion fails 4-5.

Mr. Etheridge said that we will continue deliberations on this topic.

Mr. Emerson asked if Norway Point is considered part of the Aurora Harbor Basin.

Mr. Etheridge said that Norway Point is not considered part of Aurora Harbor Basin.

Mr. Emerson said that he is in support of the Port Director and staff opinion. Mr. Emerson is concerned about the lack of infrastructure at Aurora Harbor.

Mr. Leither said the motion in agenda refers to the Downtown Harbor facilities and asked whether Norway Point is included in Downtown Harbor facilities.

Mr. Uchytel said that the motion was drafted to allow the Board to deliberate, and the question is still: What do we want to open up for large-scale tourism in the Downtown Harbors and what does the Board want that to look like in the future? The City and Borough of Juneau owns the land upon which the Yacht Club sits.

Mr. Leither asked if Norway Point fits in the recommendation of the Port Director to not allow the operation of large-scale commercial activities in the Downtown Harbors?

Mr. Uchytel said that Norway Point is part of the public facilities that comprises the Downtown Harbors.

Mr. Sooter said that when this item was presented at the Operations and Planning Committee Meeting last week, he was against permitting the operation. Mr. Sooter said that after consideration he does not believe Harris or Aurora Harbor are viable locations but would be interested in pursuing Norway Point as a location of operation.

MOTION BY MR. SOOTER TO DENY THE COMMERCIAL USE PERMIT FOR OPERATIONS OUT OF AURORA AND HARRIS HARBOR AS PRESENTED AND TO OPEN DISCUSSION FOR THE USE OF NORWAY POINT AS A LOCATION OF OPERATIONS.

Mr. Leither asked if the motion involves the discussion of the use of Norway Point today or to table the conversation to a future Board Meeting?

Mr. Sooter said that the discussion for operations out of Norway Point would occur at this meeting.

Ms. Smith said that she likes the part about denying Aurora and Harris Harbors for commercial use but would like to not restrict further conversation about Norway Point to allow for the consideration of other locations.

Mr. Leither said he does not disagree, but if opening discussion about Norway Point, he does not know what further discussion could be had regarding Norway Point without all stake holders present.

Mr. Orr asked if the Tourism Manager has been approached with this permit request?

Mr. Uchytel said that the Tourism Manager is aware of the permit request. If the Board tables something it would be at least a month before taking it up again so the urgency about deciding now is fairer to the applicant.

Mr. Sooter said that if we could just talk about Norway Point tonight, we could present questions to people who are already here tonight.

Mr. Hamilton said he feels as though this is turning into a different item of discussion and would like to get through the meeting.

Mr. Leither said that the City Manager, Tourism Manager, and Assembly may have conflicting opinions on the outcome and that the Board should defer to their leadership.

Mr. Orr said that the urgency of the operator is not our problem and regardless of decision, let's come to decision so they can go to the next level.

Mr. Leither said that he is in agreement with Mr. Orr. Mr. Leither said that regardless of the decision made by the Board, the Board should make a decision at this meeting to allow to this permit request to proceed via proper channels. Mr. Leither said that he believes that Board can make a decision tonight with the information provided.

Mr. Hamilton said that he agrees with Mr. Orr.

Ms. Musick said that she would like to issue a point of order that we have yet to receive an application for either Commercial Use or Passenger for Hire permit.

MOTION BY MR. SOOTER TO DENY THE COMMERCIAL USE PERMIT FOR OPERATIONS OUT OF AURORA AND HARRIS HARBOR AS PRESENTED AND TO APPROVE THE USE OF NORWAY POINT.

Mr. Leither objected.

Those in favor: Mr. Orr, Mr. Becker, Mr. Sooter, Mr. Etheridge.

Those opposed: Mr. Leither, Ms. Smith, Mr. Hamilton, Mr. Emerson, Ms. Hart.

The motion fails 4-5.

MOTION BY MR. LEITHER TO CONCUR WITH THE PORT DIRECTOR'S POSITION THAT MUTIPLE DAILY EXCURSION TOURS IS INCONSISTENT WITH VISION FOR OUR DOWNTOWN HARBOR FACILITIES INCLUDING NORWAY POINT.

Mr. Sooter objected.

Those in favor: Mr. Leither, Ms. Hart, Mr. Emerson, Mr. Becker, Mr. Etheridge

Those opposed: Ms. Smith, Mr. Orr, Mr. Hamilton, Mr. Sooter.

The Motion passes 5-4.

H. ITEMS FOR INFORMATION/DISCUSSION

5. Waterfront Vendor Application - Late Submission

Presentation by Port Director: Mr. Uchytel referenced page 50 of the agenda packet. Mr. Uchytel received a late application from a vendor who has requesting a Waterfront Vendor Booth Permit. Mr. Uchytel said that the process is to notify Docks and Harbors with the intent to review the Waterfront Vendor Booth Permit and that the vendor failed to meet the end of year deadline. Mr. Uchytel said that they would be the 11th vendor booth and despite being late they could be accommodated and pay the \$35,000 fee. The Board does not need to act; however, he would like to have this application publicly notice to provide transparency.

Board Discussion/Public Comment

The application was approved.

I. STAFF, COMMITTEE AND MEMBER REPORTS - none

J. PORT ENGINEER'S REPORT

Mr. Sill reported:

- The Wayside Park- Dredging is closed out, contractor has been paid and process of transferring funds back to the Taku Harbor.
- Aurora Harbor Phase IV – Docks and Harbors are pre bidding that project with several interested prime contractors who are asking questions. We are currently on our 3rd Addendum and will issue 4th Addendum next week. We have our Federal and State permits and are working on getting the building permit and that is not expected to be a large hurdle.
- Taku Harbor- Docks and Harbors expect bid-ready documents for replacement of the old boarding floats. The completion of those documents as well as permits within the week.
- Statter Phase 3D (paving, curb, gutter, landscaping)- Waiting on our 95% drawing from consultant but that project is moving along nicely.

- DIPAC property transfer from ADNR- Docks and Harbors has completed the transfer from the State but now we must recognize their building is sitting across property lines and have hired a surveyor to consult on those parcels. We expect 1-2 months to sort out a process that began in 2003.
- Roof at Statter Harbor- An engineer and architect under contract to design the roof replacement and address rot on the subdeck.

K. HARBORMASTER'S REPORT

Mr. Creswell reported:

- Seasonal employees are arriving on a rolling basis.
- One vessel is up for Auction, a sailboat on Douglas. Several items up for auction.
- Full time hiring for open Harbor Operations Supervisor position.
- Two seasonal admins yet to hire.
- Admin staff Ms. Thrower and Ms. Musick hosted an Alaskan Association of Harbormasters Conference this week at the library, attendance of 23 people with amazing feedback regarding conference and presenters.
- Tanner crab season opening went off without a hitch.
- Mr. Sill will order materials to rebuild the float that caught fire on Douglas.

L. PORT DIRECTOR'S REPORT

Mr. Uchytel reported:

- Hosted the Alaska Association of Harbormasters Port Administrator's Fly-in.
- Two local projects on Harbor Facility grants: the \$1.3M for Aurora drive-down float, \$500,000 of zinc anodes for Statter Harbor. \$7.1M is the ask for all four Alaskan projects.
- Army Corps of Engineers have asked Docks and Harbors to execute the geotechnical contracting on their behalf and we are waiting for specifications and will work with the Contracting Division to get that advertised.
- Part of the Statter Breakwater concept that we would like to explore, to see whether there are elements that can help academia and research.
- Rollout of American Society of Civil Engineers state report card regarding infrastructure was conducted on February 26th.
- Planning to be in D.C in March for meetings including US Fish & Wildlife, Coast Guard and MARAD.
- Huna Totem presented to Lands, Housing and Economic Development Committee to talk about the proposed new cruise ship dock. Deputy Mayor Smith will address this later in the meeting.
- We are meeting with DOWL engineering regarding survey and brainstorming to construct secure storage for commercial fishermen at the Little Rock Dump.
- The Board can anticipate the PIDP Grant to be fully funded.
- The Board can anticipate the \$319K yard trailer to be constructed mid-June.

M. ASSEMBLY LIAISON REPORT

Deputy Mayor Greg Smith reported:

- The Assembly voted to introduce the tidelands lease but will be taking up possible amendments on March 17th and if there are no changes it will come to the full Assembly on April 7th.
- Statter Harbor Improvements Phase III CIP introduced.
- Approved bid award for the trailer.
- Approved Aurora Harbor CIP grant from DOT for Phase IV efforts.

N. BOARD ADMINISTRATIVE MATTERS

- a. Next Operations-Planning Committee meeting March 19th, 2025
- b. Next regular Board meeting March 27th, 2025

O. ADJOURNMENT meeting adjourned at 5:34

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Port of Juneau

City & Borough of Juneau • Docks & Harbors
155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: *Carl Uchytel*
Carl Uchytel, P.E.
Port Director

To: Docks & Harbors Board

Via: Docks & Harbors Operations-Planning Committee

Date: March 19, 2025

Re: DOCKAGE SPECIAL REQUEST – M/V COLUMBIA

1. There are plans for AMHS to bring the M/V COLUMBIA to Juneau Harbor on April 8th for an open house demonstrating to the Legislature the condition/needs of this vessel and other Alaska ferries. Under [05 CBJAC 15.030 – Dockage Charges](#), the Board may waive moorage fees as set forth under:
 - (i) *Dockage specials. The Docks and Harbors Board may after public hearing establish special and promotional rates of a temporary nature in order to encourage use of facilities, to respond to unusual economic circumstances, or to promote revenue development.*
2. It is Docks & Harbors intention to continue to foster relationships with the Alaska Department of Transportation & Public Facilities and the Legislature. In this instance, the goodwill provided by not charging outweighs revenue which would be received. I recommend the Docks & Harbors Board waive the dockage fees for the upcoming M/V COLUMBIA visit to a downtown CBJ owned dock.

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A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

ADOPTION OF REGULATION AMENDMENTS

Title 05 Chapter 15 – Fees and Charges

PURSUANT TO AUTHORITY GRANTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, THE DOCKS AND HARBORS BOARD PROPOSES TO ADOPT THE FOLLOWING AMENDMENT TO REGULATIONS:

Section 1. Authority. These regulations are adopted pursuant to CBJC 01.60, 85.02.060, and 85.02.100.

Section 2. Amendment of Section. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 15, Fees and Charges, to read:

Adopt an amended section 05.15.030, to read:

05 CBJAC 15.030 Dockage charges.

- (a) Definition. The charge assessed to vessels for berthing at the Alaska Steamship Wharf, the Cruise Ship Terminal, the Intermediate Vessel Float (IVF), the Port Field Office Float (PFO), and the Inside of the Cruise Ship Terminal (ICT).
- (b) Basis for computing charges. Dockage charges are assessed upon length-over-all (LOA) of the vessel or per lower berth.

Length-over-all is defined as the linear distance, in feet, from the forward most part at the stem to the aftermost part of the stern of the vessel, measured parallel to the base line of the vessel.

Length-over-all of the vessel, as published in "Lloyd's Register of Shipping", will be used and, when not published, the Port reserves the right to measure the vessel or obtain the length-over-all from the vessel's register.

Lower berth is defined as the standard double occupancy per cabin.

- (e) From April ~~May~~ 1 to October 31 ~~September 30~~, dockage for all vessels, except those vessels paying dockage fees set out in 05 CBJAC 15.030(f), (g), and (h), will be assessed for each 24-hour period or portion thereof as follows:
 - (1) ~~\$3.66~~ ~~\$3.53~~ per foot for vessels less than 65 feet in length overall;
 - (2) ~~\$6.11~~ ~~\$5.89~~ per foot for vessels with a length overall from 65 feet up to 200 feet; ~~and~~
 - (3) ~~\$7.32~~ ~~\$3.53~~ per foot or \$7.00 per lower berth, whichever results in the greater total charge for vessels greater than or equal to 200 feet in length overall, using the Intermediate Vessel Float (IVF), the Port Field Office Float (PFO), and the Inside of the Cruise Ship Terminal (ICT) docks, or the Statter Harbor Breakwater; and

(4) \$7.00 per lower berth for vessels greater than or equal to 200 feet in length overall at the Alaska Steamship Wharf and the Cruise Ship Terminal docks. Vessels lightering will be assessed according to 05 CBJAC 15.060.

(f) From May 1 to September 30, fishing vessels will be assessed dockage at ~~\$1.84~~ \$1.77 per foot of length overall for each 24-hour period or portion thereof, except there will be no charge to vessels staging to offload at Taku Dock, provided the duration of staging is less than four hours.

(g) From ~~November~~ October 1 to March 31 ~~April~~ 30, dockage will be assessed as set out in 05 CBJAC 20.030 and ~~05 CBJAC 20.040~~.

(j) CPI adjustment. For each calendar year after ~~2025~~ 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 through October 31 ~~November 1~~). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Repeal and reserve section 05 CBJAC 15.040 Port maintenance fee.

Adopt and amended section 05 CBJAC 15.060, to read:

05 CBJAC 15.060 Vessel lightering fee.

(e) *Vessel lightering fee assessment:*

| Unit | Charge |
|---|---|
| Each 24-hour period or portion thereof. | \$2,003.09 <u>\$7.00 per lower berth</u> |

~~(1) For each calendar year after 2022, the fee assessment will be equal to the previous year's fee, adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the seasonal cruise vessel year, unless the Docks and Harbors Board takes action to keep the fee the same as the previous year.~~

(f) *CPI adjustment.* For each calendar year after ~~2025~~ 2022, the fee assessed in this section will be equal to the previous fiscal year's fee, adjusted by the Consumer Price Index - Urban Alaska (CPI) as reported by the Alaska Department of Labor & Workforce Development for the calendar year preceding the start of the seasonal cruise vessel year (April 1 through October 31 ~~November 1~~). The Docks and Harbors Board may, by motion, take action to keep the fee the same as the previous year, or increase the fee in an amount less than the CPI adjustment.

Section 5. Effective Date of Regulation. It is the intent of the Assembly that these regulations shall become effective on January 1, 2026.

Section 6. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJC 01.60.200 were followed by the agency. The notice period began on March ____, 2025, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

After considering all relevant matter presented to it, the agency hereby adopts these regulations as set forth above. The agency will next seek Assembly review and approval.

Date: _____

Carl Uchytel, P.E.
Port Director

Legal Review

These regulations have been reviewed and approved in accordance with the following standards set forth in CBJC 01.60.250:

- (1) Consistency with federal and state law and with the charter, code, and other municipal regulations;
- (2) Existence of code authority and the correctness of the required citation of code authority; and
- (3) Clarity, simplicity of expression, and absence of possibility of misapplication.

Date: _____

 Emily Wright
 Assistant Municipal Attorney

Assembly Review

These regulations were presented to the Assembly at its meeting of _____. They were adopted by the Assembly.

Date: _____

 Elizabeth J. McEwen
 Municipal Clerk

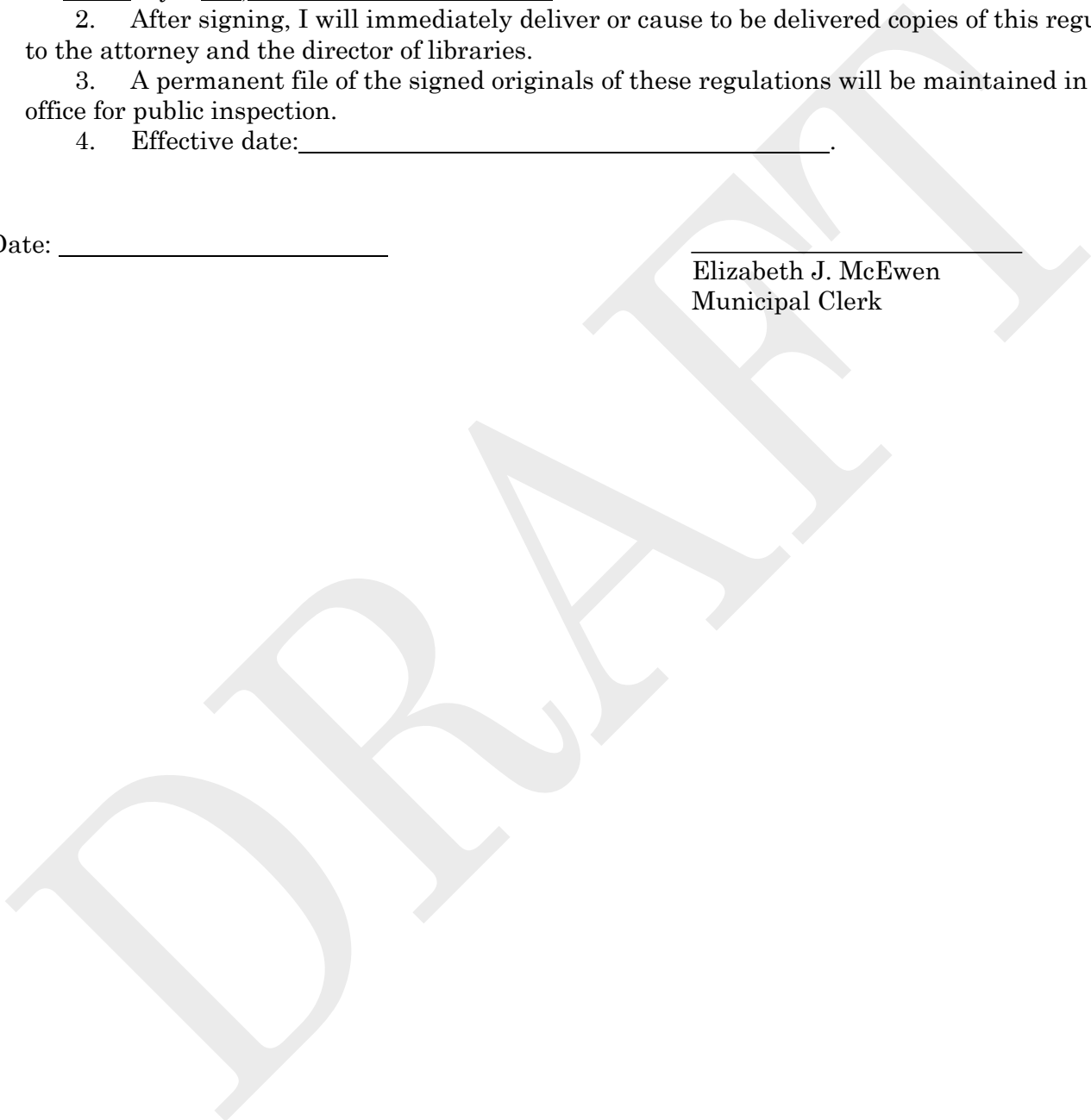
Filing with Clerk

I certify, as the clerk of the City and Borough of Juneau, that the following statements are true:

- 1. These regulations were accepted for filing by the office of the clerk at ____ a.m./p.m. on the ____ day of ____, _____.
- 2. After signing, I will immediately deliver or cause to be delivered copies of this regulation to the attorney and the director of libraries.
- 3. A permanent file of the signed originals of these regulations will be maintained in this office for public inspection.
- 4. Effective date: _____.

Date: _____

 Elizabeth J. McEwen
 Municipal Clerk



05 CBJAC 15.030 Dockage charges.

Added “Alaska” before Steamship Wharf so the full name is in regulation.

Added “per lower berth” as a basis for computing charges and added a definition of “lower berth”.

Modified the dates of the cruise ship season in (e) to align with our current season schedule.

Included subsection (g) to the exceptions from the enumerated fees listed in (e).

Adjusted the fees to 2025 CPI.

Split fees for vessels greater than or equal to 200 feet by dock.

For the non-cruise ship docks (IVF, PFO, ICT) increased the fee to align with the other fees increased in 2023 and adjusted to 2025 CPI and added option of charging fee at \$7.00 per lower berth if that resulted in a greater total charge so Docks and Harbors would not lose money, because there is much variation in the capacity of vessels ≥ 200 feet in length overall that use these docks.

Added \$7.00 per lower berth fee for vessels ≥ 200 feet in length overall that use the Alaska Steamship Wharf and the Cruise Ship Terminal docks where the large cruise ships dock.

Added reference to vessel lightering section in 05 CBJAC 15.060.

In (f), adjusted the fishing vessel dockage fee according to 2025 CPI.

In (g), removed reference to 05 CBJAC 20.040 since that section was previously repealed.

In (j), changed calendar year fees were adjusted to 2025, and changed the end date of the seasonal cruise vessel year from November 1 to October 31 to align with the dates in (e).

05 CBJAC 15.040 Port maintenance fee.

Repealed because the increased fees encompass port maintenance. No need for the additional fee.

05 CBJAC 15.060 Vessel lightering fee.

Amended the vessel lightering fee to \$7.00 per lower berth to align with changes in 05 CBJAC 15.030(e).

In (e), removed subsection (1) since there is no subsection (2). The paragraph can stand alone without a number.

In (f), adjusted date of CPI adjustment and end of seasonal cruise vessel year.



Port of Juneau

City & Borough of Juneau • Docks & Harbors
155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

Carnival Spirit Port Call 09/07/2024 at AS Dock

Total Number of Passengers: 2,140

D&H Revenue: \$6,921.64

Projected Revenue Under New Reg Structure: \$14,868.00

Ovation of the Seas Port Call at AS Dock

Total Number of Passengers: 4,372

D&H Revenue: \$14,103.43

Projected Revenue Under New Reg Structure: \$29,260.00

Docks and Harbors Revenue Documents the Port Maintenance Fee and Wharfage Fee.



Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: *Carl Uchytel*
Port Director

To: Docks & Harbor Board

Via: Docks & Harbor Operations-Planning Committee

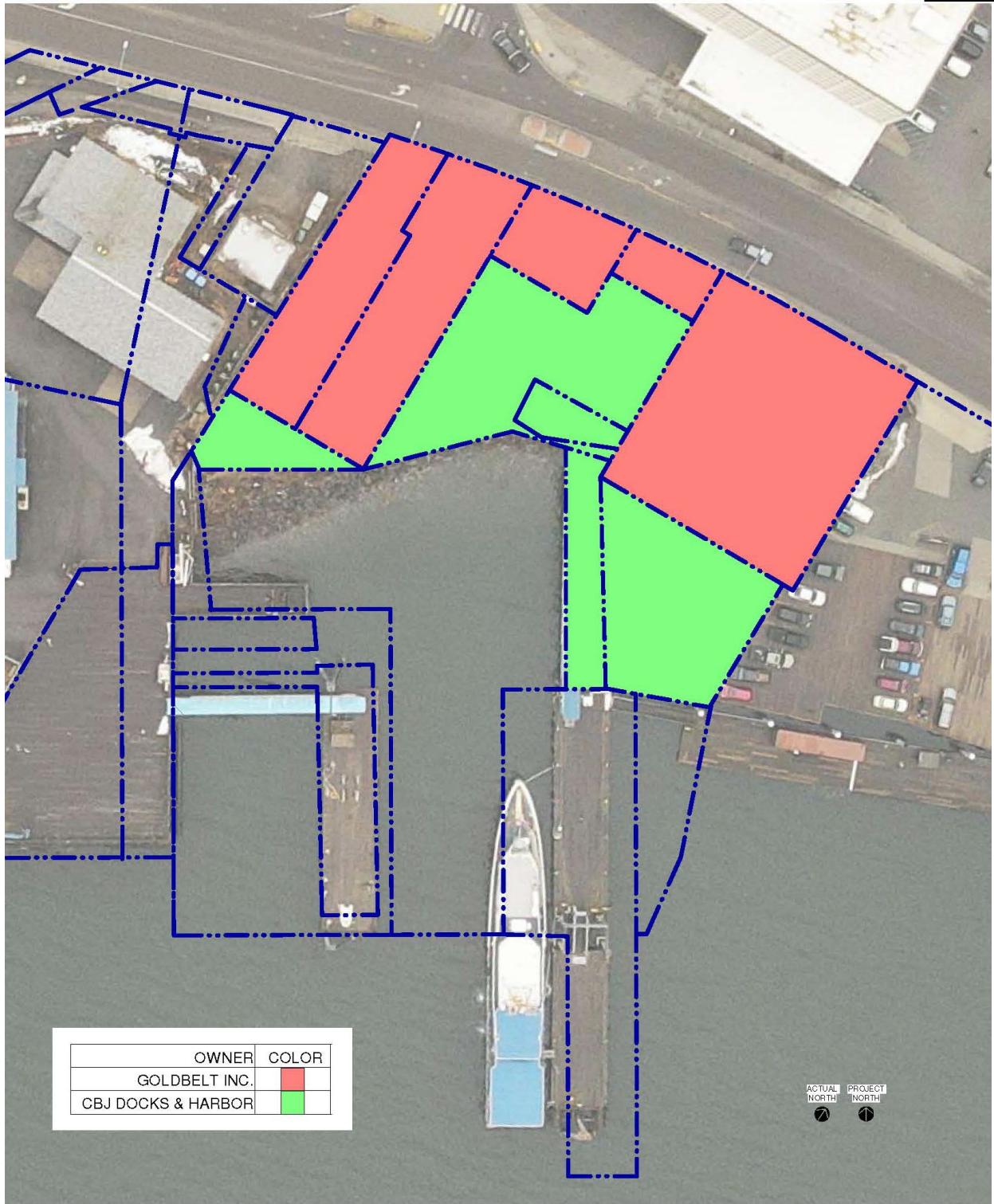
Date: March 19th, 2025

Re: SEADROME PROPERTY APPRAISAL

1. Goldbelt, Inc has been contemplating redevelopment of the Seadrome Building and adjacent properties since at least 2022. The project has been complicated due to the uplands site of the Seadrome Building (76 Egan Drive) surrounded by quilt work of small parcels owned by Goldbelt (dba Cultural Preservation, Inc.) and by CBJ (managed by Docks & Harbors). Goldbelt's plans appear to be solidified to where business negotiations with Docks & Harbors are appropriate. The following Docks & Harbors' meetings have had discussions pertaining to the Goldbelt's Seadrome property development:
 - a. July 20, 2022 (Operations-Planning Committee) – Seadrome Development Plan
 - b. November 9, 2022 (Ops-Planning Committee) – Authority for Negotiated Land Sale
 - c. November 17, 2022 (Board Meeting) – Authority for Negotiated Land Sale
 - d. December 19, 2022 (Assembly LHED Committee) - Authority for Negotiated Land Sale
 - e. March 22, 2023 (Ops-Planning Committee) – Seadrome Property Exchange
 - f. April 25, 2024 (Board Meeting) - Seadrome Property Swap/Sale
 - g. August 21, 2024 (Ops-Planning Committee) – Seadrome Building Land Needs
 - h. August 25, 2024 (Board Meeting) – Initiate appraisal & establish process
 - i. September 18, 2024 (Ops-Meeting) – Seadrome Property Development Property Request
 - j. September 26, 2024 (Board Meeting) – Direct Negotiations for Negotiated Land Sale
 - k. December 2, 2024 (Assembly LHED Committee) - Direct Negotiations for Negotiated Land Sale
 - l. January 6, 2025 (Assembly Meeting) authorization for Direct Negotiations under Title 53.09.260(a)
2. The direction provided from the September 2024 Board meeting was to consider sale of the Docks & Harbors managed and CBJ owned property around the Seadrome Building. Our term contract appraiser, Horan & Company, completed its appraisal determining the fair market value of the property requested by Goldbelt to be \$630,903.
3. With direction from the Docks & Harbors Board, next steps would be to request CBJ Law draft a Purchase & Sales agreement to convey the nearly 15,000 sq feet of CBJ owned property to Goldbelt.

#

Encl: (1) Seadrome Property map
(2) Conceptual Rendering Proposal for new Goldbelt Seadrome Building
(3) Appraisal dated February 28, 2025





**Seadrome Marina Proposal for
Docks & Harbors – Goldbelt,
Inc**

Introduction:

- CBJ Docks & Harbors (D&H) and Goldbelt have an opportunity to create better space for a new Seadrome facility.
- The first step is a property purchase agreement between Goldbelt and CBJ D&H to create a more useful and unified property, not infringed upon by setback codes.
- Improved property configurations will support multiple small cruise ship companies' operations.
- New property layout will plan for a Seawalk that leads to the Egan Drive crosswalk.
- Goldbelt will rebuild the Seadrome building on the expanded site, establishing an iconic Alaskan Native facility on the waterfront to better support visitors.



Actions:

1. Goldbelt and D&H enter direct negotiations, ultimately resulting in a property purchase agreement to optimize land for an expanded Goldbelt-owned property.
2. Goldbelt demolishes the existing building and builds an improved facility on the newly consolidated parcels.
 - Meets Waterfront Design guidelines, Lands Management Plan, Support Revitalization Plan, and Small Cruise Ship Master Plan.
 - The facility will host mixed-use spaces that are complimentary to the waterfront.



Property Purchase Proposal



| CBJ DH To Goldbelt | Exchange Parcel | SF Area | Unit Value | Total Value |
|--------------------|-----------------------|---------|------------|-------------|
| Parcel B | CX3A Upland | 4,900 | \$65 | \$318,500 |
| Parcel B | CX3B Sloping/Tideland | 2,098 | \$26 | \$54,548 |
| Part Parcel C+Cone | CX4 Sloping/Tideland | 6,650 | \$26 | \$172,900 |
| Parcel A | CXA Upland | 1,307 | \$65 | \$84,955 |
| Total to CBJ D&H | | | | \$630,903 |

- Goldbelt is requesting that the Docks & Harbors Planning Commission enter direct negotiations for the sale of these parcels to move this process to the next steps.
- This expanded footprint would allow Goldbelt the opportunity and authority to build a facility to the size that is profitable.
- In this option, Goldbelt would purchase the CBJ owned parcels for \$630,903*.

*Pending an updated appraisal.

Site Plan Proposal

Section G, Item 4.



① SITE PLAN CONCEPT OVERALL
3/32" = 1'-0"

SHEET TITLE:
SITE PLAN CONCEPT
SHEET NO.:
A04
09.12.2024

CONCEPT PHASE
New Seadrome Marina Building
GOLDBELT



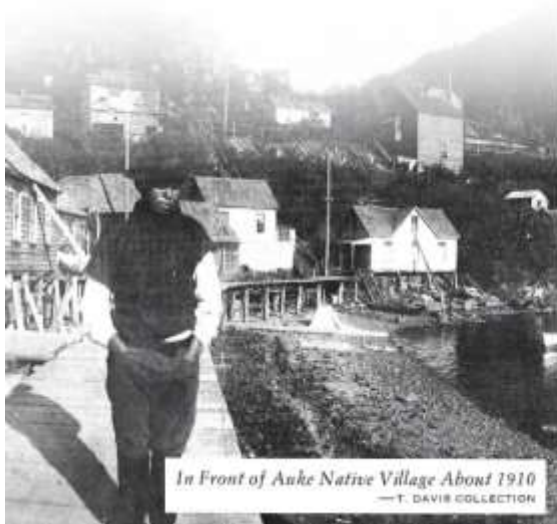
Improved Site Benefits:

- Efficiency of space for the new Goldbelt building footprint.
- Meets CBJ's various Plans and Guidelines
- Future improvements can be added efficiently – Seawalk construction and upland expansion will funnel visitors to the Egan Drive crosswalk



Cultural and City Planning Benefits:

- The new Seadrome building will be a cultural centerpiece, featuring prominent Alaska Native art.
 - This space will serve to educate visitors on aspects of local native history
 - Arriving ships will be able to view the building and accompanying local art in a way that will provide pride for the native community and Juneau residents
- The improved facility will provide an ideal arrival point to Juneau, with links to the Seawalk, the Áak'w Kwáan District, the SLAM, expanded Centennial Hall, hotels, and shopping centers.
- The new building will also feature an attractive mix of offices, a restaurant, and other amenities.





**Seadrome Marina Proposal for
Docks & Harbors – Goldbelt,
Inc**

**MARKET VALUE
OF 14,944 SF PORTION OF ATS 3
GOLDBELT LAND PURCHASE
SEADROME MARINA
76 EGAN DRIVE
JUNEAU, ALASKA**



LOOKING EAST ALONG UPLANDS TOWARDS GANGWAY AND TIDELANDS PROPOSED TO BE PURCHASED BY GOLDBELT FOR POSSIBLE EXPANSION OF THE SEADROME MARINA. PHOTOS TAKEN FEBRUARY 17TH 2025.

Prepared For: Carl J. Uchtyl, PE, Port Director
City and Borough of Juneau Docks and Harbors
155 S. Seward Street
Juneau, Alaska 99801

Prepared By: Charles E. Horan, MAI
Horan & Company, LLC
403 Lincoln Street, Suite 210
Sitka, Alaska 99835

Effective Date: February 17th 2025

Report Date: February 28th 2025

File Number: 25-014

HORAN & COMPANY

REAL ESTATE APPRAISERS/CONSULTANTS

CHARLES E. HORAN, MAI/JOSHUA C. HORAN/ SLATER M. FERGUSON

403 LINCOLN STREET, SUITE 210, SITKA, ALASKA 99835

Phone: (907) 747-6666 Charles@akhoran.com

February 28th 2025

Carl J. Uchytel, PE, Port Director

Attn: Melody Musick

VIA email: Melody.Musick@juneau.gov

City and Borough of Juneau Docks and Harbors

155 S. Seward Street

Juneau, Alaska 99801

RE: Market Value of 14944 SF portion of ATS 3 Goldbelt land Purchase Seadrome Marina
76 Egan Drive, Juneau, Alaska; File 25-014

Dear Mr. Uchytel,

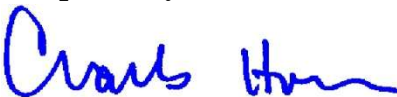
At your request, I estimated the Market Value of the 14,955 SF of land being negotiated for sale to Goldbelt Inc. This land is comprised of upland and tidal/submerged land areas adjacent to the land owned by Goldbelt. Goldbelt currently leases some of the land being appraised. They constructed upland and marine improvements and subleased some of these lands. The appraisal assumes that the lease terms have no effect on the fee simple land as valued. It is a hypothetical condition of the appraisal that the land is not improved with the lessee's constructed improvements. Based on my analysis, the current fee simple value of the land is estimated as of February 17th 2025 as follows:

\$630,903

Your attention is invited to the remainder of this report which sets forth the Assumptions and Limiting Conditions, Certification of Appraisal, and the most pertinent data considered in estimating the market value of the subject property.

If you have any questions or comments, please feel free to contact me at your convenience.

Respectfully Submitted,



Charles E. Horan, MAI

Horan & Company, LLC

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Adenda

- Certification
- Subject Photos
- Tideland to Upland Ratio Study
- Comparable Sales
- Qualifications of Charles E. Horan, MAI

1 INTRODUCTION

1.1 IDENTIFICATION OF PROPERTY



FIGURE 1.1 – SUBJECT LAND OUTLINED IN GREEN

The subject of this report is land owned by the City and Borough of Juneau (CBJ) authorised for negotiated sale to Goldbelt Inc. for possible expansion of its marina facility. The land is identified in Figure 1.1 as parcels CX3A Upland, CX3B Sloping/Tideland, CX4 submerged land, CXA Upland totaling 14,955 SF.

1.2 PURPOSE OF THE APPRAISAL

The purpose of the appraisal is to provide an estimate of market value for the identified property. It is an implied condition of the assignment that the current long-term lease of the land held by Goldbelt (dba Cultural Preservation Inc) from CBJ has no effect on the value. Also, the improvements constructed and owned by Goldbelt on the land are not considered in the valuation. On behalf of a proposal from Goldbelt, Docks and Harbors desires to negotiate the sale of that certain property which is a portion of ATS FR 3 as demarcated in it Figure 1.1. The intended use of the appraisal is for these negotiations. The intended users are the CBJ Docks and Harbors decision makers and Goldbelt Inc. This appraisal is not intended for any other use or any other users.

1.3 PROPERTY INSPECTION & EFFECTIVE DATE

The appraiser discussed the project with the land manager Steven Sahlender, VP Alaska Group, Goldbelt by phone February 27th 2025. The appraiser has reviewed the property on numerous occasions in relation to prior appraisals and other work in the area. Joshua Horan inspected and photographed the property February 17th 2025 with the prospective purchasers' representative, Elias Hastings.

The last inspection date February 17th 2025 is the effective date of appraisal.

1.4 PROPERTY HISTORY AND OWNERSHIP

The property is owned by the City and Borough of Juneau. It had been leased for many years, mostly recently a 35 year land lease was entered into between the CBJ and Cultural Preservation Inc a wholly owned subsidiary of Goldbelt Inc, in June of 1996. The 35 year lease would expire in 2031 with one remaining 35 year option to renew at similar terms. This lease encompasses about 19,916 SF of which the subject is part. Part of the subject is also outside this lease area. The lease is subject to five year rental adjustments, most recently effective June of 2023. The rental adjustment is based on the current market value of the land at a contract rate of 9% per year. That adjustment indicated the uplands value at \$65/ SF and the tidelands and sloping lands at \$26/SF.

Goldbelt has operated a small three story wood frame office building and small ship and sightseeing tour Marina. This Marina has been operated in conjunction with adjacent tidelands from Merchants Wharf. Goldbelt intends to develop the property into a small cruise ship terminal on the tidelands with the construction of a multi story commercial building on the adjacent submerged lands and uplands that would accommodate the terminal use, retail, perhaps offices, restaurants and other possible uses to be defined in the future. Goldbelt's current plan is to secure the real estate rights before completing final feasibility and design plans.

1.5 SCOPE OF WORK

The titled interests are assumed fee simple. No title report was provided to the appraiser. The appraiser understands the property is currently under lease which expires in 2031 and has an additional 35-year option to extend. It is an assumption of this appraisal that the lease would have no effect on the value as fee simple unencumbered interest.

The character of the property has been determined through various drawings provided by several departments of the City and Borough of Juneau and the property owner/lessee. The appraiser has made walk through inspections of the property from time to time during the years 2012 – 2023. Most recently Joshua Horan, Real Estate Appraiser inspected the property February 17th 2025.

There are a variety of marine improvements on the property constructed by Goldbelt such as piling, docks, gangways, piers, floats, etc. There are site improvements including pavement and sidewalks that extend to the lease lands from adjacent fee owned Goldbelt land. There is a Petro Services agreement for fuel tank and dispensing lines to the dock on the subject leased land. These improvements were constructed by and are owned by the lessee or its sub-lessee. The land is valued as though it is vacant for development. It is a hypothetical condition of this appraisal that the leased land is unimproved.

The direct sales comparison approach will be used to develop the land value as if it is cleared and available for highest and best use development. The competing market neighborhood area is nearly 90% built out and vacant land sales are not readily available. Comparable transactions were identified through interviews with knowledgeable participants in the real estate markets such as appraisers, other lessors and lessees, discussions with municipal property assessment personnel and others who are familiar with the real estate market in Southeast Alaska. We identified similarly-used properties in the communities throughout Southeast Alaska. Transaction information was collected from reliable sources, such as the state archives, the Multiple Listing Service, the CBJ Assessor's Office, and our database which has over 30 years of historic observations of waterfront and tidelands transactions.

From our extensive inventory of property sales and land leases in the market area. We will select the most indicative values based on capitalized land leases and land sales to develop a square foot value of the upland and tideland characteristics of the property.

1.6 ASSUMPTIONS AND LIMITING CONDITIONS

This appraisal is made subject to the following **hypothetical conditions (HC)** and **extraordinary assumptions (EA)** in addition to the more general assumptions and limiting conditions. The use of hypothetical conditions and extraordinary assumptions may alter assignment results.

HC-1 It is a hypothetical condition of this appraisal that the land is unimproved and that is vacant and available for development to the highest and best use.

HC-2 It is a hypothetical condition of this appraisal that land is not subject to the current CBJ land lease or any other leases or encumbrances to the fee title to the land.

EA-1 It is an extraordinary assumption that the land areas are as estimated and described in this appraisal relative to its size and upland and tideland characteristics.

This appraisal is also expressly subject to the following assumptions and/or conditions:

1. It is assumed the data, maps, and descriptive data furnished by the client or its representative are accurate and correct. Photos, sketches, maps, and drawings in this appraisal report are for visualizing the property only and are not to be relied upon for any other use. They may not be to scale.

2. The valuations are based on information and data from sources believed reliable, correct, and accurately reported. No responsibility is assumed for false data provided by others.
3. No responsibility is assumed for building permits, zone changes, engineering, or any other services or duty connected with legally utilizing the subject property. No responsibility is assumed for matters legal in character or nature. No opinion is rendered as to title, which is assumed to be good and marketable. All existing liens, encumbrances, and assessments have been disregarded unless otherwise noted, and the property is appraised as though free and clear, having responsible ownership and competent management. It is assumed that the title to the property is marketable. No investigation to this fact has been made by the appraiser.
4. The property described herein has been examined exclusively for the purpose of identification and description of the real property. The objective of our data collection is to develop an opinion of the Highest and Best Use of the subject property and make meaningful comparisons in the valuation of the property. The appraisers' observations and reporting of the subject land or improvements are for the appraisal process and valuation purposes only and should not be considered as a warranty of any component of the property. This appraisal assumes that the subject is structurally sound and all components are in working condition.
5. This appraisal report may note any significant adverse conditions (such as needed repairs, depreciation, the presence of hazardous wastes, toxic substances, etc.) discovered during the data collection process in performing the appraisal. Unless otherwise stated in this appraisal report, we have no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the property (such as, but not limited to, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, adverse environmental conditions, etc.) that would make the property less valuable, and have assumed that there are no such conditions and make no guarantees or warranties, express or implied. We will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental hazards, this appraisal report must not be considered as an environmental assessment of the property. We obtained the information, estimates, and opinions furnished by other parties and expressed in this appraisal report from reliable public and/or private sources that we believe to be true and correct. It is assumed that no conditions existed that were undiscoverable through normal diligent investigation which would affect the use and value of the property. No engineering report was made by or provided to the appraisers.
6. The client is the party or parties who engage an appraiser in a specific assignment. A party receiving a copy of this report from the client does not, as a consequence, become a party to the appraiser-client relationship. Any person who receives a copy of this appraisal report as a consequence of disclosure requirements that apply to an appraiser's client does not become an intended user of this report unless the client specifically identified them at the time of the assignment. The appraiser's written

consent and approval must be obtained before this appraisal report can be conveyed by anyone to the public through advertising, public relations, news, sales, and other media.

7. The appraisal report may not be properly understood without access to the entire report. The appraisal is to be considered in its entirety, the use of only a portion thereof will render the appraisal invalid.
8. Any distribution of the valuation in the report between land, improvements, and personal property applies only under the existing program of utilization. The separate valuations for land, building, and chattel must not be used in conjunction with any other appraisal and is invalid if so used.
9. One (or more) of the signatories of this appraisal report is a member or associate member of the Appraisal Institute. The bylaws and regulations of the Institute require each member and candidate to control the use and distribution of each appraisal report signed by such member or candidate. Therefore, except as hereinafter provided, the party for whom this appraisal report was prepared may distribute copies of this appraisal report in its entirety to such third parties as selected by the party for whom this appraisal report was prepared; however, selected portions of this appraisal report shall not be given to third parties without the prior written consent of the signatories of this appraisal report. Further, neither all nor any part of this appraisal report shall be disseminated to the general public by the use of advertising media, public relations media, news media, sales media, or other media for public communication without the prior written consent of signatories of this appraisal report.
10. The appraisers shall not be required to give testimony or appear in court by reason of this appraisal with reference to the property described herein unless prior arrangements have been made.

1.7 TERMINOLOGY

Market Value The most widely accepted components of market value are incorporated in the following definition:

The most probable price that the specified property interest should sell for in a competitive market after a reasonable exposure time, as of a specified date, in cash, or in terms equivalent to cash, under all conditions requisite to a fair sale, with the buyer and seller each acting prudently, knowledgeably, for self-interest, and assuming that neither is under duress.

The Dictionary of Real Estate Appraisal, 6th Edition, Appraisal Institute, Pg. 141-143.

The estimate of exposure time is 18 months due to the special purpose nature of the property.

Extraordinary Assumption

An assumption, directly related to a specific assignment, which, if found to be false, could alter the appraiser's opinions or conclusions. Extraordinary assumptions presume as fact otherwise uncertain information about physical, legal, or economic characteristics of the subject property; or about conditions external to the property such as market conditions or trends; or about the integrity of data used in an analysis.

Hypothetical Condition

A condition, directly related to a specific assignment, which is contrary to what is known by the appraiser to exist on the effective date of the assignment results, but is used for the purpose of analysis. Comment: Hypothetical conditions are contrary to known facts about physical, legal, or economic characteristics of the subject property, such as market conditions or trends; or about the integrity of data used in an analysis. (USPAP, 2016-2017 ed.)

The Dictionary of Real Estate Appraisal, 6th Edition, Appraisal Institute, Page 113

If it is found that the extraordinary assumption or hypothetical condition is different than stated this may impact the estimated value.

Definition of Market Rent

The most probable rent that a property should bring in a competitive and open market reflecting all conditions and restrictions of a specified lease agreement. including the rental adjustment and revaluation, permitted uses, use restrictions, expense obligations, term, concessions, renewal and purchase options, and tenant improvements.

The Dictionary of Real Estate Appraisal, 6th Edition, Appraisal Institute, Page 140

2 MARKET ANALYSIS

2.1 JUNEAU AREA ANALYSIS

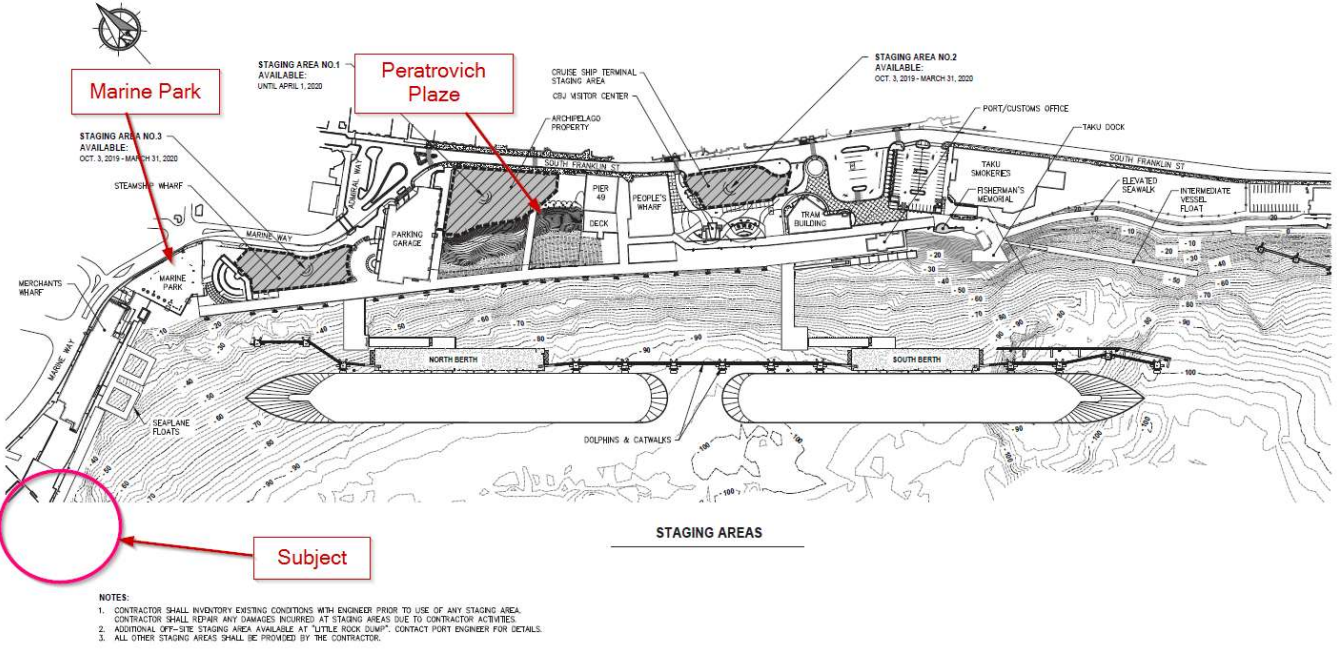
The demand for real property is driven by population, which is in large part driven by employment. The state government is still the largest employer, but is shrinking. Employment overall is on the rise since the high of 2019. Population has been nearly flat since 2018 after a decline from 2015.

2.2 SUBJECT MARKET AREA



FIGURE 2.1- SHOWING SUBJECT LOCATION AND MAJOR DOCKS IN THE JUNEAU HARBOR.

Juneau’s downtown waterfront has developed over the past several decades in response to the increasing cruise ship tourism to the area. Among the various developments to accommodate this increased growth, the City and Borough Juneau Docks and Harbors (CBJ-DH) reconfigured its land with the adjacent Archipelago Group for shared development and improvement of the waterfront area as reflected in the Figure 2.2; Downtown Waterfront Improvement Phase I. Among other things, it provides for a bus drop off facility. It was completed in May of 2021. Yet to be completed Phase II calls for a shelter and restroom building. The area is referred to as the Peratrovich Plaza. The Marine Park is being rebuilt as part of the Parks and Recreation initiative. As of early 2025 no additional development has occurred on the site. It has been suggested that this site may be put on the market. There has been talk about the city acquiring an interior part of the site for a museum funded with tourism tax funds. Currently there’s no imminent development prospects, but this site would be suited for additional retail restaurant tourism related activities.



| | | | | | | |
|--|---|--|--|--|---|--|
| | REVISIONS REV. DATE DESCRIPTION DWN. CKD. APP. | | | | 9500 Glacier Highway Ste 100 Juneau, Alaska 99801 Phone 907-586-2003 Fax 907-586-2005 www.gndgengineers.com | DOWNTOWN WATERFRONT IMPROVEMENTS PHASE I CBJ CONTRACT NO. DH19-014 SHEET TITLE: STAGING AREAS G1.11 PROJECT NO. 187045 C.A.N. NO. AF02750 |
| | DESIGN: OPS CHECKED: CRS SCALE: SCALE IN FEET DRAWN: PLO APPROVED: ZRS 0 100 200 FT. DATE: 5/23/2019 | | | | | |

FIGURE 2.2 – PHASE I WATERFRONT REDEVELOPMENT SHOWING STAGING AREAS. NOTE – SUBJECT JUST WEST OF MERCHANTS WHARF.

Tourism has recovered significantly for the independent traveler and more recently in 2023 for the cruise ship passenger. Actual passenger counts for 2022 is 92% of the previous high in 2019. Cruise ship passenger visitation to the port has approached 1.7 million annually in 2023 and appears to have leveled out. Figure 2.3. This is a reflection of the community’s capacity to intake cruise ship passenger tourism. Local plans point to a possibility of the 5th cruise ship dock, Auke Landing, in development planning by Huna Totem Corporation at the old sub port

site just to the east, see Figure 2.1 showing NCL purchase. As envisioned, this would provide additional retail and commercial oriented towards tourism and local destination-oriented commerce opportunities.

Education, government, fishing, and other industries that have lagged in the last several years appear to be recovering if not returned to prior levels. State Government continues to shrink but may be leveling off.

Overall, the market improved significantly in 2022. It is expected that prices would be stable or moderately increasing in some parts of the commercial real estate sector.

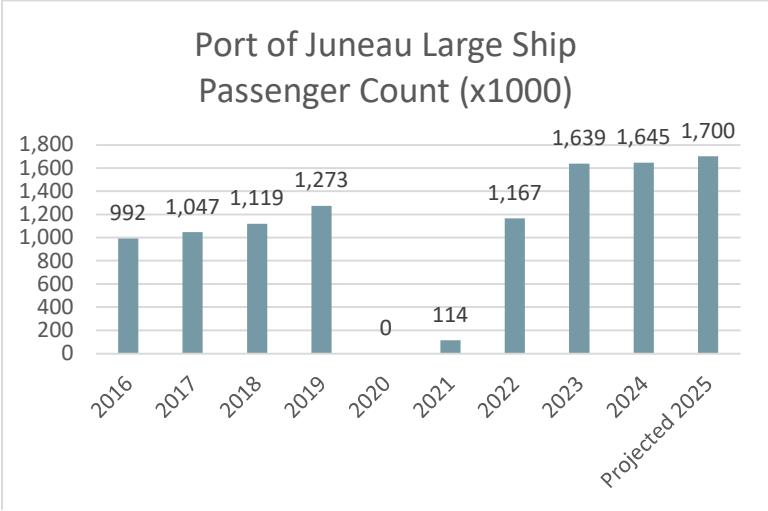
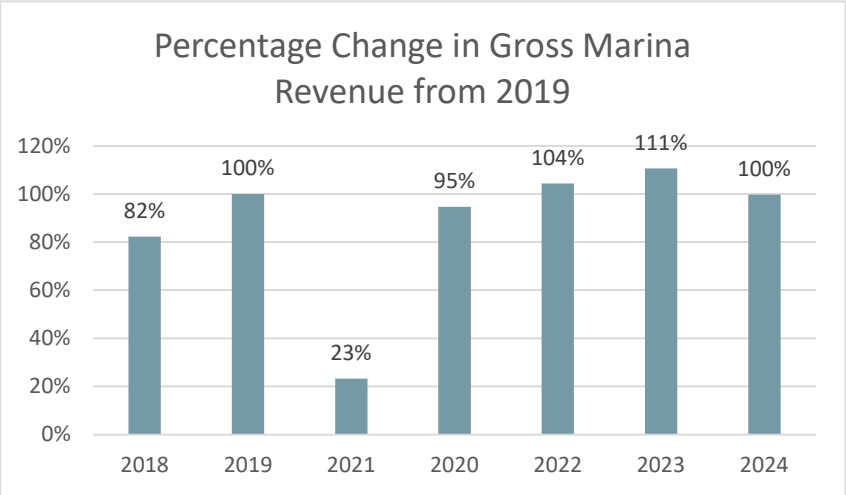


Figure 2.3 Cruise ship passenger count provided by CBJ Docks and Harbor Department, and Cruise Line Agencies of Alaska.

Seadrome Marina

The subject property is located on the Juneau Harbor waterfront beyond the dense traffic generated by cruise ships. It provides a nearby deep-water marina for large yachts, small tourism vessels and sea planes. It is the most heavily used small cruise ship dock in the Juneau harbor area. The subject has the advantage of convenience for most tour operators that would work out of this property. While use of the subject is limited by the water-oriented zoning, its close proximity to the tourism traffic is ideal.

Based on confidential gross revenue, the percentage of change using 2019 as a base is displayed in the following Figure 3.4. It shows a leveling over the last several years. The Marina is in a great location, the downtown Juneau harbor. Past analysis has shown that 150 to 200 small ships stop in Juneau each year. The subject garners about 50% of the market. Marinas of this type are augmented by onshore businesses and are generally owner occupied. This indicates that the demand for the subject would be stable over the past several years.



2.3 ZONING

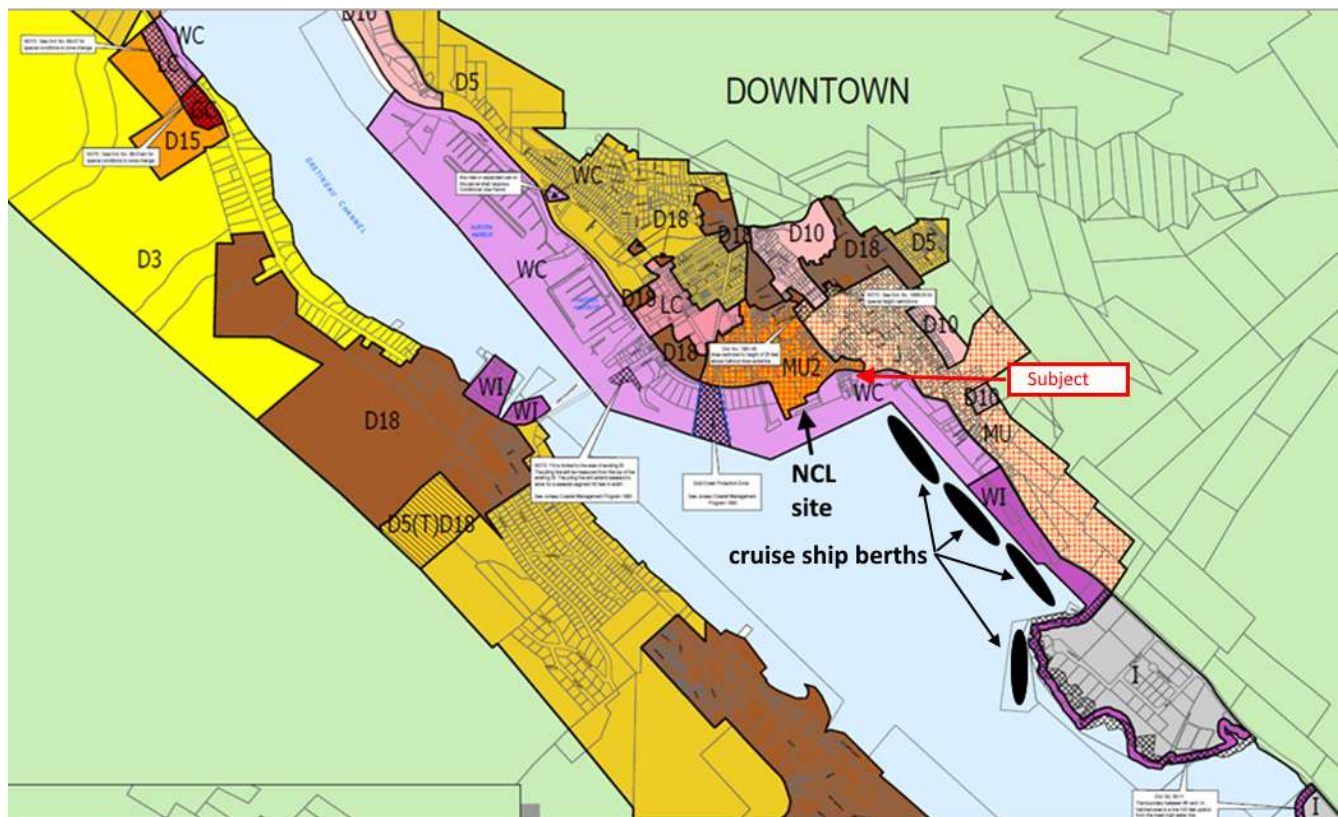


FIGURE 2.5 - Zoning Map. Source: CBJ Downtown Juneau & Douglas Zoning Map as of September 29, 2015 annotated by Horan & Company.

The property is zoned Waterfront Commercial (WC). The WC, Waterfront Commercial District, is intended to provide both land and water space for uses which are directly related to or dependent upon a marine environment. Such activities include private boating, commercial freight and passenger traffic, commercial fishing, floatplane operations, and retail services directly linked to a maritime clientele. Other uses may be permitted if water-dependent or water-oriented.

2.4 PARKING DISTRICTS

The parking ordinance changed in March of 2022. The subject was in the former Parking District PD2, which allowed owners or property developers a reduction in the parking requirements of up to 30%. The new “No Parking Required” Area establishes an area where properties can be developed with no requirement for parking which in many cases enhances their development potential. The subject is in the Town Center Parking Area which addresses many issues that had to be dealt with on an individual basis and caused some confusion and development constraints within the area. For instance, it establishes the distance that off-site parking can be provided for development on a certain site. There is still a fee in lieu of opportunity to satisfy parking requirements. There is a mechanism for joint use parking where the requirement can be satisfied with parking provided at different times of day for instance evening theater users can get credit for the same space with daytime office users. The parking space requirements were reduced 50% to 100% of the standard requirement depending on the use. Still many uses require parking to make them feasible to achieve the best economic rent for offices, some residential and some retail for instance.

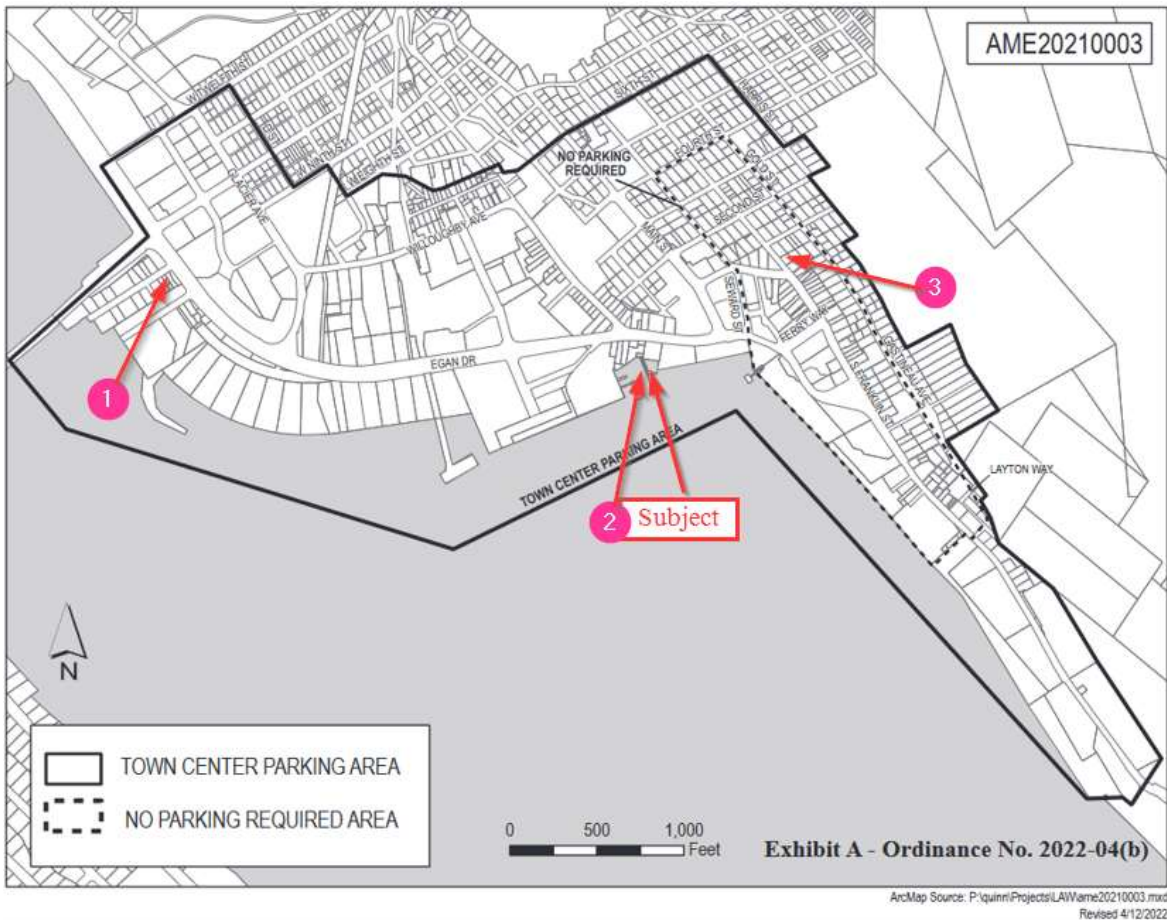


FIGURE 2.6 - PARKING DISTRICT MAP SHOWING THE SUBJECT AND COMPARABLES LOCATIONS.

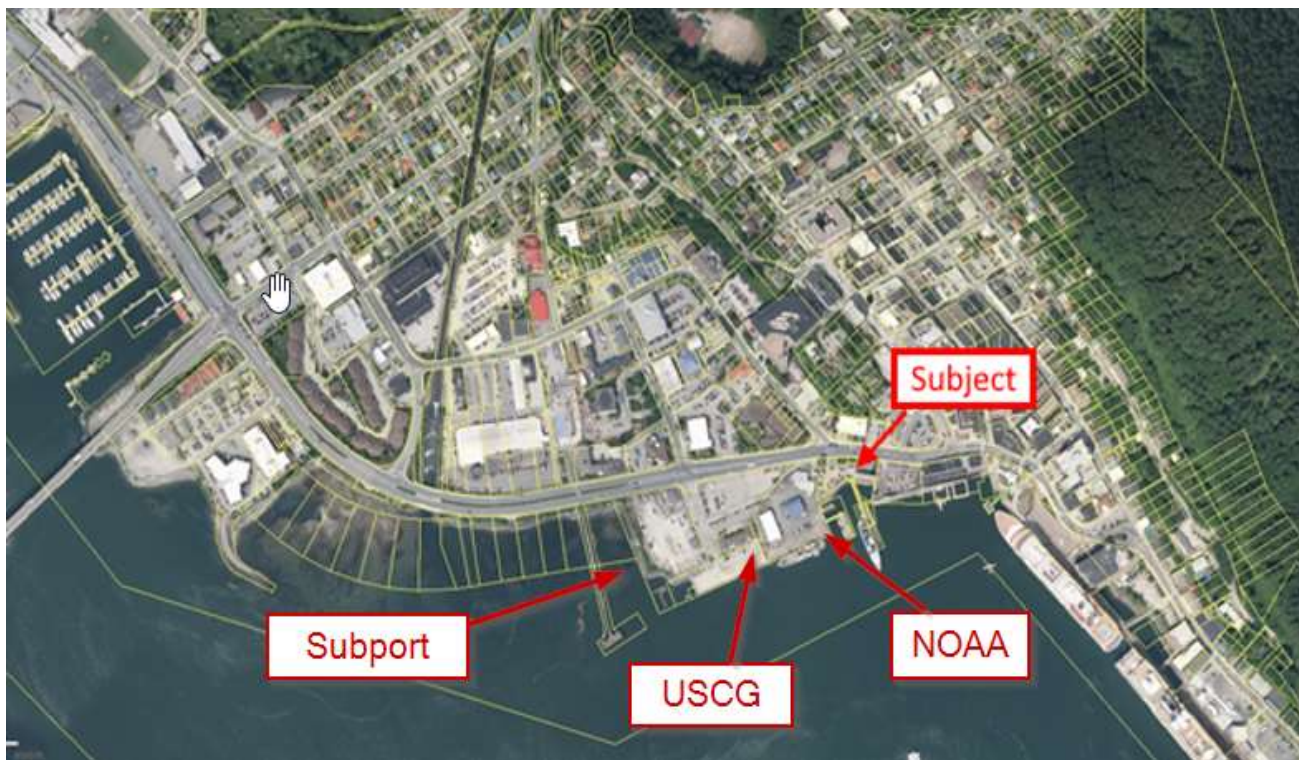


FIGURE 2.7 - CBJ GIS OVERVIEW MAP OF DOWNTOWN COMMERCIAL AREA AND INNER HARBOR AREA

3 PROPERTY DESCRIPTION

3.1 SITE DESCRIPTION

Goldbelt Corporation is the controlling entity of Cultural Preservation, Inc. which owns and leases property at 76 Egan Drive, Juneau, Alaska known as the Seadrome Building and Marina. They have fee ownership of lots 1 through 5, Block 76 Tideland Addition Subdivision to ATS 3 Plat 340, JRD. These are level commercial at grade “uplands” of about 21,801 SF of land fronting Egan Drive used for parking and the small three-story wood frame office building on Lot 5. There is an additional 19,919 SF of filled and unfilled tidelands, the subject of this appraisal, leased from the City and Borough of Juneau for a marina outlined in blue in the figure below. There are also approximately 14,400 SF of submerged lands leased from Merchants Wharf which extends the marina use. The entire tract controlled by the property owner and lessee, is over 56,000 SF, as generally outlined in Figure 3.1.

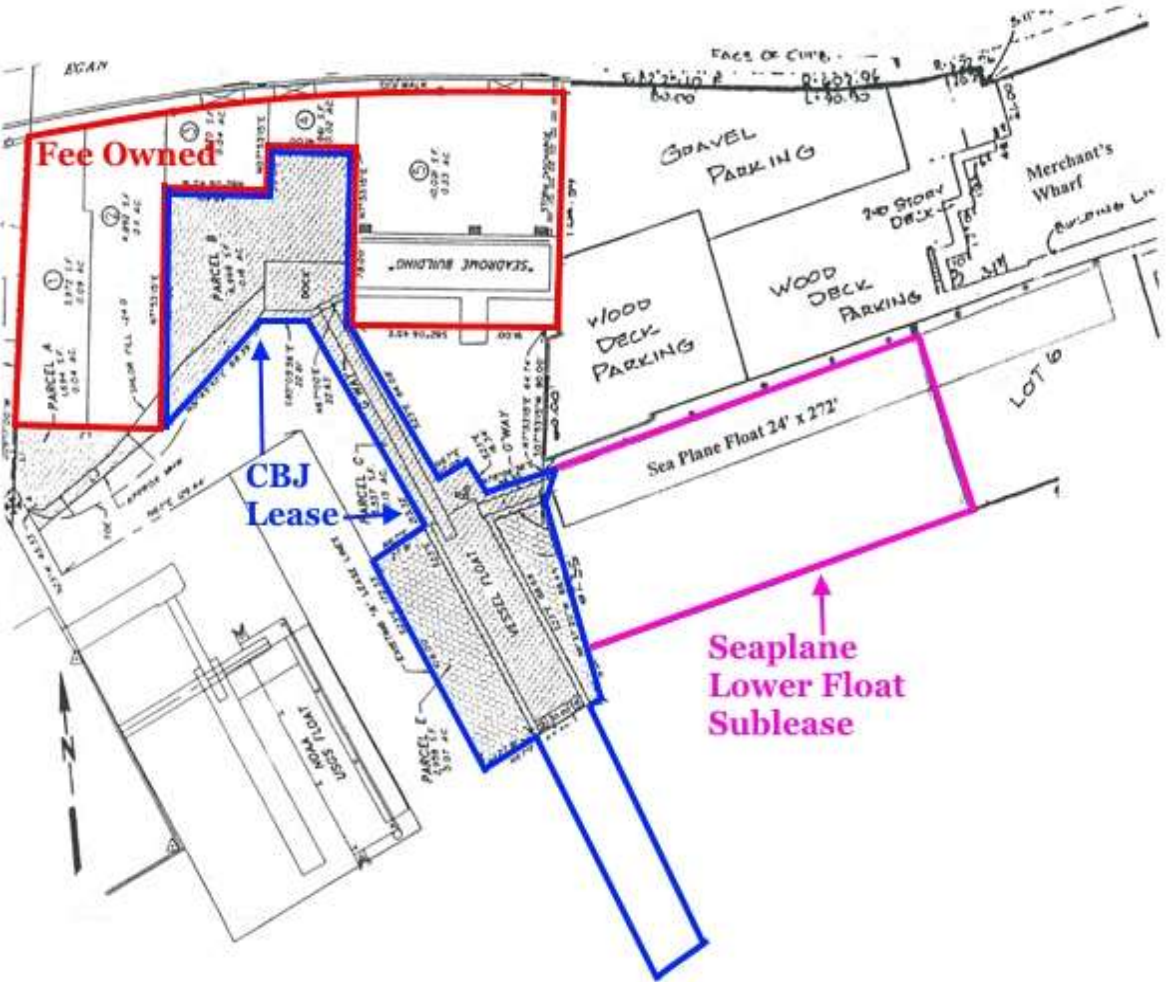


FIGURE 3.1 - SHOWING EXTENT OF LANDS UNDER CONTROL OF OWNER GOLDBELT-CULTURAL PRESERVATION, INC. THE SUBJECT LEASED LANDS OUTLINED IN BLUE

The Subject Property

By contrast to the lands owned and controlled through leases by Goldbelt, as shown above, the proposed acquisition parcels are identified in Figure 3.2 below in green.



FIGURE 3.2 EXHIBIT SHOWING LANDS TO BE ACQUIRED/APPRaised IN GREEN.

Subject Site Size and Characteristics

The proposed acquisition includes uplands which are filled, leveled at road grade. The balance of the land is sloping or submerged tidelands totaling 15,016 SF. The total lease area is 19,916 SF. These site characteristics have different market value attributes. They are summarized by site attributes in the following table.

| Label | Upland | Sloping or Submerged Tideland | Total |
|--------|-----------------|-------------------------------|-----------------|
| CX3A | 4,900 SF | | 4,900 SF |
| CX3B | | 2,098 SF | 2,098 SF |
| CX4 | | <u>6,650 SF</u> | 6,650 SF |
| CXA | <u>1,307 SF</u> | | <u>1,307 SF</u> |
| Totals | 6,207 SF | 8,748 SF | 14,955 SF |

Site Improvements -Not Included in Valuation

The subject leased land is improved as a marina with piling, gangways, piers, floats, etc. There are site improvements including pavement and sidewalks that extended from the adjacent fee owned uplands. There is the Petro Services short term agreement for fuel tank and dispensing lines to the dock on the subject leased land. These improvements were constructed by and are owned by the lessee or its sub-lessee. The land is valued as though it is vacant and unimproved.

Access and Off-Site Improvements

Road access is along Egan Drive, a paved, divided, four-lane highway with concrete curbs, gutters, and storm drainage. No on-street parking is available adjacent to or near the subject. This is a heavily trafficked road. The site has water access through tidelands to the deep water of Gastineau Channel to the south. There is pedestrian access through the upland lot from the sidewalk. The subject has excellent deep-water access from Juneau’s harbor for boats or floatplanes.

Utilities

City sewer, water and private utilities including power, trash collection, phone, cable and fuel are available to the subject through the adjacent Lots.

Easements and Restrictions

There are no known easements or platted site restrictions that would influence the typical square foot value for the purpose of our analysis.

3.2 ASSESSED VALUATION

The leasehold lands appraised herein, owned by CBJ Docks & Harbor, parcel number 1C070K760021, ATS 3 FR, is \$906,327 for 2024. This includes the improvement value of the floats and other marine improvements. This does not include the fee owned adjacent lands.

4 VALUATION

4.1 HIGHEST AND BEST USE

The reasonably probable use of property that results in the highest value. The four criteria that the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity.

The Dictionary of Real Estate Appraisal, 6th Edition, Appraisal Institute, Page 109

The highest and best use for the subject lands would be those allowable uses in the Waterfront Commercial (WC) zone, which include “uses which are directly related to or dependent upon a marine environment.” The commercial waterfront uses to the east include retail sales and other activities oriented towards cruise ship tourism.

Historically, this waterfront site had been developed for docking boats for the owner’s tourism operation. Since that time, the owner dropped that business and operates as a marina for other small tour operators, yacht moorage, etc. The subject upland area supports the logistics of loading and unloading passengers.

The subject location has proven attractive for its deep-water access close to the cruise ship docks which generate high traffic. The subject is in the Town Center Parking Area district which allows flexible parking requirements. Its demand would be superior to nearby commercial uses without these advantages.

The maximally profitable use is for a marine oriented waterfront development similar to the existing use. The highest and best use of the uplands is to support the marina, small ship terminal use, parking and loading areas.

4.2 LAND VALUATION

In this section, the typical SF market value will be estimated. The direct sales comparison approach is utilized in the subject instance. Commercial land sales and capitalized land rents in the immediate area were considered for estimating the square foot value of the subject. For valuation purposes, the two site components; level land at road grade (upland) and sloping/tidelands (tideland) are considered for their contributory value of the overall site. The following transactions were found to be most helpful in our analysis. We will estimate the market value of the uplands. We have determined¹ that the tidelands value is at 40% of the unit value of the uplands. We have then adjusted the concluded value of the uplands by this ratio (40%) to determine the contributory value of the tidelands.

¹ See addenda for the Tideland Value Ratio study. The subjects are rated as well functioning tidelands at 40%.

| Table 4.1 – Summary of Sales Used to Estimate the Value of the Subject Uplands | | | | | | |
|---|-------------------|-------------|------------------------|----------------|------------------|----------------|
| <i>Comp #</i> | <i>Address</i> | <i>Date</i> | <i>Indicated Price</i> | <i>SF Size</i> | <i>Price /SF</i> | <i>Comment</i> |
| 1-12239 | 1000 Harbor Way | 10/2023 | \$118,510 | 4,814 | \$24.62 | Total Sale |
| | | | \$37,050 | 741 | \$50.00 | Upland |
| | | | \$81,460 | 4073 | \$20.00 | Tideland |
| 2-5011 | 76 Egan DR | 06/2023 | *\$710000 | 19,916 | \$35.60 | Total Value |
| | | | *\$318,500 | 4900 | \$65.00 | Upland |
| | | | *\$390500 | 5,016 | \$26.00 | Tideland |
| 3- 12423 | 109 S Franklin St | 6/2023 | \$2,660,000 | 11,048 | \$240.77 | Upland |

*Capitalized Land Rent at contract rate of 9%.

Quantitative Adjustments

Quantitative Adjustments are made for the rental **Comp 2** which is the recently adjusted market rent on the subject property for the tideland lease area. This market rent was adjusted to \$63,900 which is 9% of the estimated land value which working backwards had been calculated at \$65/SF for the uplands and \$26/SF for tidelands. It is noted that the estimated value of the tidelands is 40% of the unit value of the uplands. These unit values will be used as the adjusted unit values in our analysis.

Comp 2 was a negotiated sale where the filled uplands and tidelands were separately estimated to contribute \$50/SF and \$20/SF respectively. It is noted that the unit value of the tidelands is 40% of the unit value of the uplands. This is also the case with the subject.

Our analysis will develop a unit value of the uplands. The remaining portion of the subject lands will be added at a ratio of 40% of the upland unit value.

Comp 3 is the purchase of a building of \$1,160,000. The building was torn down and retaining walls were constructed for another \$1,500,000. This sale is adjusted to \$2,660,000 for what would be characterized as uplands. About 75% of the site is usable at road grade.

Qualitative Analysis

The remaining elements of comparison, change in market conditions, conditions of sale, location, and development potential parking district are made in a qualitative manner since discrete adjustments discerned from the market to make quantitative adjustments are not reliably available.

The overall value will be based on our analysis of the upland comparable (comp) unit value. The sloping and submerged tidelands will be added at a unit value of 40% of the concluded upland value. The upland values are considered on a qualitative basis relative to their being superior, inferior or similar to the subject due to these differences. The indicated price per SF is qualitatively ranked in the following discussion. If a comparable attribute is superior to the

subject, a minus rating of -1, -2, or -3 is made, depending on its severity. Conversely, if a comparable attribute is inferior to the subject, a plus rating is made to weigh this with other attributes towards the subject with a +1, +2, or +3, depending on the severity. The gradation of weighting 1 to 3 is used since all qualitative attributes are not, in the appraiser's opinion, equally weighted within the market.

The **market conditions** are similar among all the transactions which all occurred in 2023. The market has not changed since this time.

Conditions of sale is rated similar between the subject as appraised. Each of the transactions were based on rational market criteria of competitive sales or supported by appraisal or other economically driven market-related factors considered by the grantors, grantees or the lessors and lessees. Therefore, the transactions are all rated similar for property rights.

Property rights are considered similar among the transactions as there were no significant inhibitions to use of these properties for their highest and best use.

Location considers site prominence as exposure to pedestrian or vehicular traffic and ease of access. Comps 1 is away from the town core and considered inferior +1. Comp 2 is at the subject location and similar. Comp 3 is embedded in the town core which is experiencing increasing pedestrian cruise ship passenger flow as compared to the subject. It is superior -2.

Development potential is somewhat related to location but reflects the heightened demand as compared to the subject. In regards to perceived development potential, Comp 1 is inferior +1 as it does not have any potential for waterfront development. Comp 2 is similarly on the water as it is part of the subject. Comp 3 has some unusable land but also has a great potential demand due to its flexibility for tourism development. On balance it is rated similar to the subject.

Parking is a critical issue in downtown Juneau. The subject and Comps 1 and 2 are located in the Downtown Center Parking Area which has significantly reduced parking requirements from the other areas of town. These are all rated similar in this regard. Comp 3 on the other hand is in an area that has no parking requirements making the land more valuable, all things being equal, since it does not require part of its site to be dedicated to parking. It is rated superior -1.

Summary and Relative Ranking

The rankings discussed above relative to the upland SF values compared to the subject are summarized in the following Table 4.2 for the subject uplands.

| Table 4.2 – Qualitative Rating Grid Upland SF Values | | | | | | | |
|--|--------------------|---------------------------------|----|-------------------------------|---|--|----|
| Characteristics | Subject | Comp 1 #12239 1000 Harbor | | Comp 2 #5011 76 Egan Dr | | Comp 3 #12423 109 S. Franklin St. | |
| Indicated Upland Value | | \$37,050 | | \$318,500 | | \$2,660,000 | |
| Size (SF) Tot 19,916 SF | 6,207 SF UL | 741 SF | | 4,900 SF | | 11,048 SF | |
| Indicated SF Value of Upland | Solve | \$50.00/SF | | \$65.00/SF | | \$240.77/SF | |
| Market Condition (Time) | 2/2025 | 10/2023 | 0 | 6/2023 | 0 | 6/2023 | 0 |
| Condition of Sale | Typical | Similar | 0 | Similar | 0 | Similar | 0 |
| Property Rights | Fee | Similar | 0 | Similar | 0 | Similar | 0 |
| Location | Good Prominence | Inferior | +1 | Similar | 0 | Superior | -2 |
| Development Potential | Good, Comm. Marine | Similar | 0 | Similar | 0 | Similar | 0 |
| Parking District | Town Center | Similar | 0 | Similar | 0 | Superior | -1 |
| Net Rating | | Inferior | +1 | Similar | 0 | Superior | -3 |
| The Subject Value Is: | | More Than \$50.00/SF | | Similar to \$65.00/SF | | Much Less Than \$240.77/SF | |

If a comparison is **Superior**, a Minus rating of -1, -2, or -3 is given depending on severity.
 If a comparison is **Inferior**, a Plus rating of +1, +2, or +3 is given depending on severity.

The data brackets the subject with a broad range between \$50/SF and \$240/SF. The higher end of the range is based on costs which may be higher than what is expected for a feasible highest and best use. This is the least comparable to the subject, setting the upper limit. Comp 1 at \$50/ SF is closer but inferior in value. The recent lease rent adjustment reflected by

Comp 2 is given most weight. The indicated value of the upland is \$65.00/SF. The contributory value of the tideland and sloping lands are 40% of this amount or \$26.00/SF.

Conclusion of Land Value

Based on the foregoing conclusions, the estimated land value as of the effective date February 17th 2025 is summarized in the table below.

| Summary Land Value Calculation | | | |
|--------------------------------|----------------|------------|------------------|
| Site Characteristics | Area | Unit Value | Value |
| Uplands | 6,207 SF | \$65.00/SF | \$403,455 |
| Tide & Sloping | <u>8,748SF</u> | \$26.00/SF | <u>\$227,448</u> |
| Total | 14,955SF | \$42.19/SF | \$630,903 |

The indicated value of the land proposed for acquisition is \$630,903

ADDENDA

CERTIFICATION OF APPRAISAL

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment is not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice.
- The use of this report is subject to the requirements of the Appraisal Institute relating to the review by its duly authorized representatives.
- I made a personal inspection of the property on several occasions over the past few years period Joshua ran photographed the property February 17th 2025.
- No one provided significant real property appraisal assistance to the person signing this certification.
- I made an appraisal of the property in February of 2023 for possible land exchange and made several subsequent value iterations for different exchange configurations. I appraised some of this land for a rent adjustment effective June 1st 2023. I have performed no other services, as an appraiser or in any other capacity, regarding the property that is the subject of this report within the three-year period immediately preceding acceptance of this assignment.
- As of the date of this report, I have completed the continuing education program for Designated Members of the Appraisal Institute.



Charles Horan, MAI

Effective Date: February 17th 2025

Report Date: February 28th 2025



PHOTO 1 – Looking north toward Tidelands CX4 which includes the blue covered gangway and is between the three-story building and the green ramp.

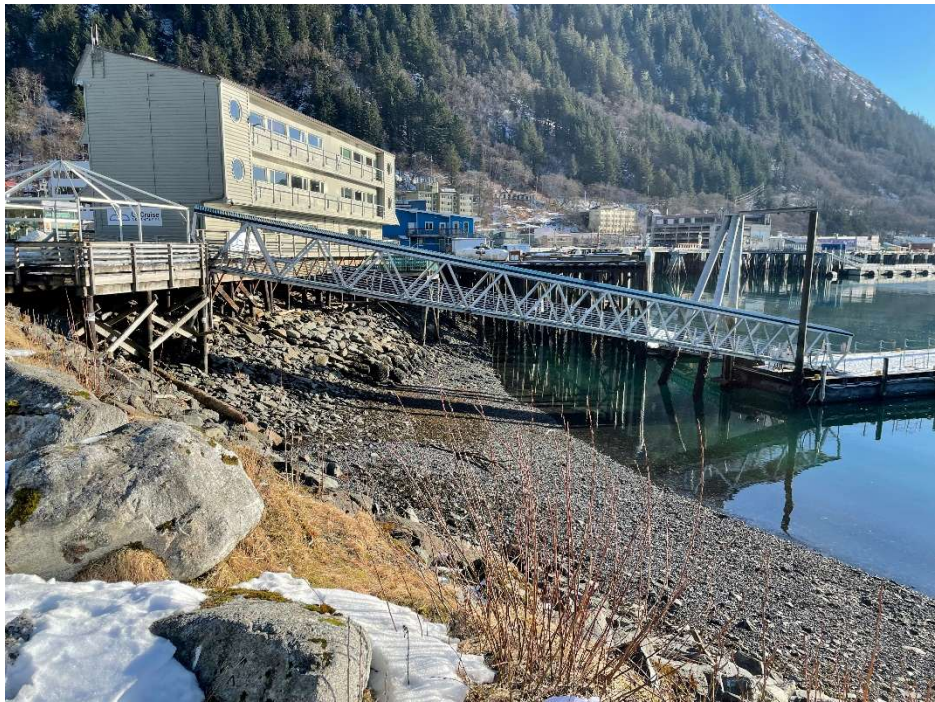


PHOTO 2 – Looking east towards CX4. Note CX3B as photo left under small deck.



PHOTO 3 – View looking southwest across CX4.



PHOTO 4 -View of subject uplands from parcel CXA across some of Goldbelt's land and CX3A beyond.



PHOTO 5 – Looking South from Goldbelt uplands across CX3A beyond.



PHOTO 6 – Looking North from Goldbelt upland with CX3A photo left.

TIDELAND VALUE RATIOS

Estimating market value or market rents for tidelands has always been a challenge in the State of Alaska. In terms of the overall real estate market, transactions for tidelands alone are very infrequent. Once Alaska became a state in 1959 it acquired ownership of most navigable water tidelands. There are a few patented tideland sites and municipalities had some patented tidelands which could be leased or sold. The Constitution of the State of Alaska prohibits the sale of its tidelands parcels. The state and most municipal governments view tidelands as a critical component for public access to the waterways and economic development. As a result, they are generally leased to ensure continual productive use and public access.

When tidelands do sell, they are usually associated with waterfront uplands forming a functional property unit between the water and public roadways. This would be the case; for instance, where there is a dock or barge landing facility requiring tidelands for marine improvements and an uplands staging area. Sometimes these facilities sell where the uplands are owned in fee simple interest and the tidelands are leased. In these instances, the contributory value of the tidelands can be estimated as the residual of the allocated value of the uplands portion of the sales price. There are frequently more market transactions to indicate the value of the uplands than tidelands. It has then become a common practice to value tidelands as a percentage of the unit value of their adjoining uplands.

Uplands to Tidelands Unit to Value Ratio

Over time we have isolated the value of tidelands that have sold, leased, or otherwise been valued based on transactions whereby an allocation is made between uplands and tidelands components. The following Table summarizes 11 observations of the ratio (%) of the tidelands' square foot values to the square foot value of the uplands. This allocation is based on the sales of similar uplands, allocations by the buyers, sellers, or appraisal analysis. In some instances, such as observations 9 and 11, there is a range of value based on differing views by the participating parties or a range of comparable sales in that area compared to the value of the known component.

The tidelands to uplands unit value ratios range from 12% to 40% in these observations. In other instances, the range can even be wider from 5% to more than 50%. The driving factors in this ratio are how effectively the tidelands are used as compared to the value of the uplands. For instance, if the tidelands serve as a good, compact dock site and the adjacent uplands are filled, have a contained shore line and efficiently complement the use of the tidelands, the ratio would be lower than if the uplands were unfilled, low-value raw land needing to be developed. This latter situation would impact the ratio due to the relatively lower value of the uplands as compared to the utility of the tidelands. Conversely, if the tidelands are oversized and extend an excessive distance from the

shore, diminishing their utility due to shallow runout or other site limitations, may mean a lower unit value and subsequently a lower tidelands to uplands ratio. This is due to the parcel being larger than would otherwise be necessary as compared to a more efficient, smaller site which would have a higher ratio of unit value.

| TABLE 6.1 - RANGE OF TIDELAND UNIT VALUE RATIO (%) OF UPLAND UNIT VALUE | | | | | |
|--|----------------------------------|------|------------|----------|-------------|
| No. | Location | Date | Size in SF | SF Value | Ratio |
| | | | Upland | Upland | Tideland as |
| | | | Tideland | Tideland | % of Upland |
| 1 | 4100 Tongass Ave., Ketchikan | 2003 | 26,915 | \$16.03 | |
| | | | 14,275 | \$1.94 | 12% |
| 2 | 1000/1010 Stedman, Ketchikan | 2005 | 76,597 | \$16.00 | |
| | | | 102,133 | \$4.99 | 31% |
| 3 | 1007 Water St., Ketchikan | 2001 | 61,000 | \$17.25 | |
| | | | 40,594 | \$4.19 | 24% |
| 4 | Mile 4 Mitkof Hwy, Petersburg | 2010 | 170,772 | \$2.50 | |
| | | | 346,720 | \$0.57 | 23% |
| 5 | 4513 HPR, Sitka | 2005 | 179,507 | \$10.72 | |
| | | | 42,035 | \$2.74 | 26% |
| 6 | 111 JT Brown St., Craig | 2009 | 62,340 | \$8.00 | |
| | | | 50,890 | \$2.00 | 25% |
| 7 | 76 Egan Drive, Juneau | 2013 | 8,692 | \$51.50 | |
| | | | 12,918 | \$20.55 | 40% |
| 8 | 108 Egan Drive, Juneau | 1995 | NA | \$55.00 | |
| | | | NA | \$16.00 | 29% |
| 9A | Alaska Glacier Seafood's, Juneau | 2000 | NA | \$22.00 | |
| | Range of Comp Unit Values | | NA | \$3.04 | 14% |
| 9B | Alaska Glacier Seafood's, Juneau | 2000 | NA | \$8.00 | |
| | Range of Comp Unit Values | | NA | \$3.04 | 38% |
| 10 | Jacobson Dock, Juneau | 2013 | 100,000 | \$20.05 | |
| | | | 379,694 | \$5.00 | 25% |
| 11A | 2691 Channel Dr., Juneau | 2003 | 51,231 | \$9.00 | |
| | Range of Comp Unit Values | | 51,401 | \$1.08 | 12% |
| 11B | 2691 Channel Dr., Juneau | 2003 | 51,231 | \$5.31 | |
| | Range of Comp Unit Values | | 51,401 | \$1.58 | 30% |
| 12 | Ward Cove, Ketchikan | 2019 | 360,000 | \$1.50 | |
| | SF contract Rent Values | | 528,000 | \$0.60 | 40% |

If no comparable tideland sales are available, we estimate the value of the complementary uplands and apply a ratio to the upland unit value from 10% to 40% as found in the market to indicate the value of the tidelands under appraisal.

HORAN & COMPANY, LLC

LAND COMPARABLE

Section G, Item 4.

Community: 15 CBJ - Town - Gold Creek

Recording District: Juneau

Address: 1000 Harbor Way

City: Juneau

State: AK

Zip: 99801

Location: 1000 Harbor Way, Near bridge to Douglas at Harris Harbor

Legal: ATS 3, Parts of Lot 3, Tidelands Block 51, Plat 347, ; Parcel Number: 1C060K510041

Instrument: SWD - **Serial:** 2023-003410-0
Trans.Type: Sale
Rights: Fee Simple
Terms: Cash

Sale: \$118,510
Trans. Date: October 27, 2023
Grantor: CBJ Docks & Harbors
Grantee: 1000 Harbor Way LLC aka Hansen Gress

Size (SF): 4,814
Frontage:
Zone: WC

Utilities: All
Access: Road, paved
Improvements: Shop, Office, Retail
Land Class: Commercial, Tidelands, Waterfront

Topography: Level, Sloping, Submerged
Vegetation: None
Soil: Sloping, Tidelands

Present Use: Commercial building and parking
Intended Use: Extinguish encroachments over fee and leased lands
Highest and Best Use:

Comments

Sloping Tidelands from road to submerged harbor.

Analysis:

\$118,510/4,814 SF = \$24.62/SF

Allocation:

Filled uplands \$37,050/ 741 SF = \$50 /SF

Tidelands \$81,460 /4,073 SF= \$20/SF

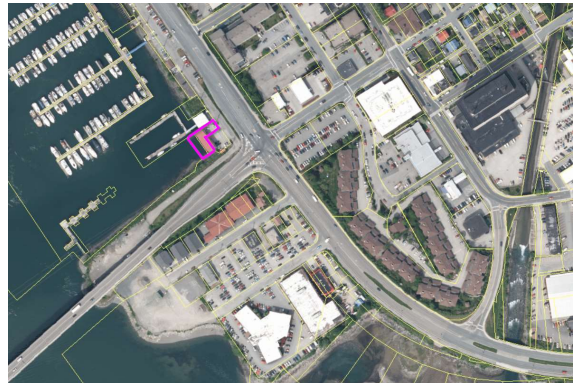
Marketing Info: This is a purchase of leased land under a building and other lands to extinguish encroachment issues. Negotiated Market sale based on appraisal of fee simple value of leased lands and an additional strip of City tidelands (File 23-003). Seller pay for survey and all closing costs.

Confirmed with: Teena Larson, CBJ Carl Uchytel, Port
Confirmed date: 2/3/2024 3/15/3023
Confirmed by: C.Horan C.Horan

Revision Date: 12/14/2021
Record Number: 12239



C 111720 (226)



HORAN & COMPANY, LLC

LAND COMPARABLE

Section G, Item 4.

Community: 16 CBJ - Town - CBD - Commercial

Recording District: Juneau

Address: 76 76 Egan Drive

City:

State:

Zip:

Location: 98 Egan Drive, Seadrome Marina - Goldbelt Float

Legal: Parcel B, C, E, F, and F Exhibit C, Block 76 (see 12-053 & 15-127 & 18-054, 23-051); Parcel Number: 1C070K760021

Instrument: Lease
Serial:
Trans.Type: Land Rent
Rights: Lease
Terms: Began in May of 1998 for 35 years

Annual Rent: \$63,900
Trans. Date: June 1, 2023
Grantor: City and Borough of Juneau
Grantee: Goldbelt (or Cultural Preservation, Inc.)

Size (SF): 19,916
Frontage: Water Front
Zone: WC

Utilities: All
Access: Road, paved, Boat
Improvements: None as leased
Land Class: Tidelands, Commercial

Topography: Submerged, Level
Vegetation: None
Soil: Tidelands

Present Use: Vacant
Intended Use: Dock for vessels and other marine and tourist-related activities
Highest and Best Use: Marina

Comments

2015 Amendment- . Effective day of amendment June 1, 2013. The rented area was reduced to 19,916 (dropped Parcel A 694 SF from original lease) and dropped lease percentage rate from 10% to 9%.

Analysis:

\$63,900 Rent/ 9%= \$710,000/ 19,916 SF = \$35.60/SF overall

Value allocation Upland and Tideland

Upland \$ 318,500/4,900 SF= \$65/SF =100%

Tideland \$390,500/15,016 SF=\$26.01/SF = 40%

Marketing Info: Rent Adjusted effective 6/1/2023 based on land appraisal of \$710,000 at contract rent of 9% = \$63,900. note filled land areas was adjusted to 4,900 SF, Tideland to 15,016 SF (23-051) Rent adjustment 56327.58 effective 6/1/2018, based on area change but no change in value

Confirmed with: Teena, CBJ
Confirmed date: 11/13/2023
Confirmed by: C.Horan
Revision Date: 8/8/2022
Record Number: 5011
File Notes/Jim Canary
11/14/2006
K.Williams



Untitled.wmf

072507_1156

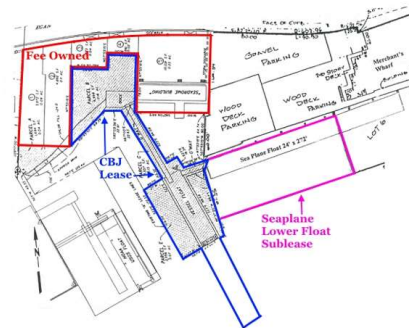


FIGURE 3.1- SITE LAYOUT

HORAN & COMPANY, LLC

LAND COMPARABLE

Section G, Item 4.

Community: 17 CBJ - Town - CBD - Retail

Recording District: Juneau

Address: 109-117 South Franklin St

City: Juneau

State: AK

Zip: 99801

Location: 117 S. Franklin, Old Elks Lodge - Next to Baranof Hotel

Legal: Lot 7, 8 and SW 1/2 of 6, Block 13, Juneau Townsite; Parcel Number: 1C070A130030

Instrument: WD - **Serial:** 2023-001875-0
Trans.Type: Sale
Rights: Assumed Fee Simple
Terms: DOT \$870,000 for land purchase June 2024, then DOT \$2,483,288 Dec. 2024 assume to cover

Sale: \$2,660,000
Trans. Date: June 27, 2023
Grantor: Emert, Erik dba Fishbone Rentals LLC
Grantee: Franklin Foods David McCasland

Size (SF): 11,048
Frontage:
Zone: CBD

Utilities: All
Access: Road, paved
Improvements: 15,991 SF Building, built in 1908 torn down.
Land Class: Non-WTFT, Commercial

Topography: As developed appriaser esstimates ~75%, 8,286 SF level
Vegetation: Cleared
Soil: Buildable

Present Use: Restaurant, retail, building with obsolescence
Intended Use: Demo building and construct a retaining walls use for outdoor tourism related food & beverage. Future mixed use commercial.
Highest and Best Use: Future mixed use commercial

Comments

Price includes amount paid for the property plus demo and retaining wall and site improvements.

Analysis:

Building costs \$1,160,000 / 11048 SF = \$105.00
Demo & Site prep ~~\$1,500,000~~ / 11048 SF = \$135.77
Total Site Costs \$2,660,000 / 11048 SF = \$240.77
Effective level site ~ 75%; \$2,660,000 / 8,286/SF = \$321.02

Marketing Info: Property listed on MLS # 23488 on market, sold for asking price of \$1,160,000 in 27 days. Buyer owned adjacent land and had demo & site cost estimates before purchase. it appears the buyer anticipated costs of \$1,500,000 to demo the building and construct a retaining walls.

Confirmed with: MLS Dave Mc Casland
Confirmed date: 4/29/2024 message 4/29/2024
Confirmed by: C.Horan
Revision Date: 4/29/2024
Record Number: 12423



IMG_0223
finished Photo 6-6-2024

QUALIFICATIONS OF CHARLES E. HORAN, MAI

| | |
|-----------------------------------|--|
| Professional Designation | MAI, Member Appraisal Institute, No. 6534 |
| State Certification | State of Alaska General Appraiser Certification, No. APRG41 |
| Bachelor of Science Degree | University of San Francisco, B.S., Business Administration, 1973 |

Employment History:

| | |
|--------------|---|
| 1/20 – now | Partner, HORAN & COMPANY, LLC |
| 8/04 – 12/19 | Owner, HORAN & COMPANY, LLC |
| 3/87 – 7/04 | Partner, HORAN, CORAK AND COMPANY |
| 1980 – 2/87 | Partner, The PD Appraisal Group, managing partner since November 1984 (formerly POMTIER, DUVERNAY & HORAN) |
| 1976 – 80 | Partner/Appraiser, POMTIER, DUVERNAY & COMPANY, INC., Juneau and Sitka, Alaska |
| 1975 – 76 | Real Estate Appraiser, H. Pomtier & Associates, Ketchikan, AK |
| 1973 – 75 | Jr. Appraiser, Ketchikan Gateway Borough, Ketchikan, AK |

Lectures and Educational Presentations:

2017 “Municipal Assessment Record System” MARS Presentation on automated data collection and analysis for mass appraisals. Presented to Alaska Association of Assessing Officers, Anchorage.

2017 “Keeping it Simple – Local Market Value New Modeling” Presented to AAAO, Anchorage

2011, “Real Estate Market in Southeast Alaska” Presentations to Ketchikan, Juneau and Sitka Chambers of Commerce and Municipality of Skagway

2011, “Demystifying the Appraisal Process” Presentation to USFWS Market Analysis and UASFLA, Anchorage

2007, AConservation Easements@ Presentation - Alaska Association of Assessing Officers, Fairbanks, AK

1998, AEasement Valuation Seminar,@ Alaska Chapter Appraisal Institute, Anchorage, AK

1998, AEasement Valuation Seminar,@ Seal Trust, Juneau, Alaska

1997, ASitka Housing Market,@ Sitka Chamber of Commerce

1997, developed and taught commercial real estate investment seminar for Shee Atika, Inc.

1994, developed and taught seminar "Introduction to Real Estate Appraising," UAS, Sitka Campus

1985, Speaker at Sitka Chamber of Commerce, "What is an Appraisal? How to Read the Appraisal"

1984, Southeast Alaska Realtor's Mini Convention, Juneau, Alaska

Day 1: Introduction of Appraising, Cost and Market Data Approaches

Day 2: Income Approach, Types of Appraisals, AIREA Accredited Course

1983, "The State of Southeast Alaska's Real Estate Market"

1982, "What is an Appraisal?"

Partial List of Types of Property Appraised:

Commercial - Retail shops, enclosed mall, shopping centers, medical buildings, restaurants, service stations, office buildings, auto body shops, schools, remote retail stores, liquor stores, supermarkets, funeral home, mobile home parks, camper courts. Appraised various businesses with real estate for value as a going concern with or without fixtures such as hotels, motels, bowling alleys, marinas, restaurants, lounges.

Industrial - Warehouse, mini-warehouse, hangars, cruise ship docks, marinas, barge loading facilities, industrial acreage, industrial sites, bulk fuel plants, fish processing facilities, a variety of waterfront port sites and industrial lands.

Special Land - Partial Interest and Leasehold Valuation - Remote acreage, tidelands with estimates of annual market rent. Large acreage land exchanges for federal, state, municipal governments and Alaska Native Corporations; retail lot valuations and absorption studies of large subdivisions; gravel and rock royalty value estimates; conservation easements; title limitations, permit fee evaluations. Appraised various properties under lease to determine leasehold and leased fee interests. Various easements and complex partial interests, subsurface interest, patented mining claims.

Special Projects - Special consultation for Federal land exchanges. Developed Land Evaluation Module (LEM) to describe and evaluate 290,000 acres of remote lands. Renovation feasibilities, residential lot absorption studies, commercial, and office building absorption studies. Contract review appraiser for private individuals, municipalities, and lenders. Restaurant feasibility studies, Housing demand studies and overall market projections. Estimated impact of

nuisances on property values. Historic appreciation / market change studies. Historic barren material royalty valuations, subsurface mineral and timberland valuation in conjunction with resource experts.

Mass appraisal valuations: Municipality of Skagway, City of Craig, Ketchikan Gateway Borough and other Alaska communities. Developed electronic/digital assessment record system for municipalities. Developed extensive state-wide market data record system which identified sales in all geographic areas. Administered over 100 assessment rules, developed possessory interest values. Experience with ANSCA-developed land classification for real property tax exemption. Reviewed depletion asset for assessment of mine valuations. Studies on cruise ship visitation impact on assessed values.

Expert Witness Experience and Testimony:

- 2016 Expert Witness – D’s Investment Group, LLC vs Erwin Enterprises, et al 1JU-15-971CI, settled
- 2012 Expert Witness – Dukowitz vs Chamberlain and First American Title Insurance Co. 1JU-12-778CI, settled
- 2011 Expert Witness – Wise and Wise vs City and Borough of Juneau. 1JU-10-584CI, settled
- 2009 Expert at mediation - Talbot=s Inc vs State of Alaska, et al. IKE-07-168CI
- 2008 Albright vs Albright, IKE-07-265CI, settled
- 2006 State of Alaska vs Homestead Alaska, et al, 1JU-06-572, settled
- 2006 State of Alaska vs Heaton, et al, 1JU-06-570CI, settled
- 2006 State of Alaska vs Jean Gain Estate, 1JU-06-571, settled
- 2004 Assessment Appeal, Board of Equalization, Franklin Dock vs City and Borough of Juneau
- 2000 Alaska Pulp Corporation vs National Surety - Deposition
- U.S. Senate, Natural Resources Committee
- U.S. House of Representatives, Resource Committee
- Superior Court, State of Alaska, Trial Court and Bankruptcy Courts
- Board of Equalization Hearings testified on behalf of these municipalities: Ketchikan Gateway Borough, City of Skagway, City of Pelican, City and Borough of Haines, Alaska
- Witness at binding arbitration hearings, appointed Master for property partitionment by superior state court, selected expert as final appraiser in multiparty suits with settlements of real estate land value issues

Real Property Assessment Experience

Developed Municipal Assessment Records System (MARS), a computer assisted mass appraisal (CAMA) solution to automate assessment recordkeeping in compliance with state statutes including infield recording device option. Presently in use in Craig, Petersburg, Wrangell, Haines, Sitka, Yakutat, Bristol Bay, Dillingham and Nome.

Contract assessment experience; either with present partnership or former partnerships has experience being the contract assessor with Craig, Skagway, Petersburg, Wrangell, Haines, Pelican. Performed the 2012 annex assessment for the Ketchikan Gateway Borough.

Board of Equalization Experience; has been involved with over 100 boards of equalization throughout a 40-year career.

Special Projects and Knowledge; Familiar with Alaska Native Claims Settlement Act (ANCSA). Has assessed and appraised surface and subsurface ANCSA estates. Familiar with requirements regarding developed and undeveloped classification of ANCSA lands for taxable and exemption status with regard to mining development, logging infrastructure and other forms of development. Expert at possessory interest status and value calculation including complex property such as railroads, mines, utility systems, cruise ship docks, marinas, bulk fuel plants, contaminated properties, etc. Member of Alaska Association of Assessing Officers; has participated as a presenter at annual meetings and keeps informed with current assessment issues and is exposed to evolving complexities of the assessment field experience of other Alaska assessment departments.

Partial List of Clients:

Federal Agencies

Bureau of Indian Affairs
Bureau of Land Mngmnt.
Coast Guard
Dept. Of Agriculture
Dept. Of Interior
Dept. Of Transportation
Federal Deposit Ins. Corp
Federal Highway Admin.
Fish & Wildlife Service
Forest Service
General Service Agency
National Park Service
USDA Rural Develop.
Veterans Administration

Lending Institutions

Alaska Growth Capital
Alaska Pacific Bank
Alaska Ind. Dev. Auth.
ALPS FCU
First Bank
First National Bank AK
Key Bank
Met Life Capital Corp.
National Bank of AK
Northrim, AK
Rainier National Bank
SeaFirst Bank
True North Credit Union
Wells Fargo
Wells Fargo RETECHS

ANCSA Corporations

Cape Fox, Inc.
Doyon Corporation
Eyak Corporation
Goldbelt
Haida Corporation
Huna Totem
Kake Tribal Corporation
Klawock-Heenya Corp.
Klukwan, Inc.
Kootznoowoo, Inc.
Sealaska Corporation
Shaan Seet, Inc.
Shee Atika Corporation
TDX Corporation
The Tatitlek Corporation
Yak-Tat Kwan

Companies

Allen Marine
AK Electric Light & Power
AK Lumber & Pulp Co.
AK Power & Telephone
Allen Marine
Arrowhead Transfer
AT&T Alascom
Coeur Alaska, Kensington Mine
Delta Western
Gulf Oil of Canada
Hames Corporation
HDR Alaska, Inc.
Holland America
Home Depot
Kennecott Greens Creek
Kennedy & Associates
Madsen Construction, Inc.
Service Transfer
Standard Oil of CA
Tongass Trading Co.
Union Oil
Ward Cove Packing
White Pass & Yukon RR
Yutana Barge Lines

Municipalities

City & Borough of Haines
City & Borough of Juneau
City & Borough of Sitka
City of Akutan
City of Coffman Cove
City of Craig
City of Hoonah
City of Ketchikan
City of Klawock
City of Pelican
City of Petersburg
City of Thorne Bay
City of Wrangell
Ketchikan Gateway Borg.
Municipality of Skagway

Other Organizations

BIHA
Central Council for Tlingit
& Haida Indian Tribes
of Alaska (CCTHITA)
Diocese of Juneau
Elks Lodge
Hoonah Indian Assoc.
LDS Church
Moose Lodge
SE AK Land Trust (SEAL)
SEARHC
Sitka Tribe of Alaska
The Nature Conservancy
The Conservation Fund
Wilderness Land Trust
Great Land Trust

State of Alaska Agencies

Alaska State Building
Authority (formerly
ASHA)
Attorney General
Dept. of Fish & Game
Dept. of Nat. Resources,
Div. of Lands
Dept. of Public Safety
DOT&PF
Mental Health Land Trust
Superior Court
University of Alaska

Education

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| <p>Comparative Analysis, May 2021</p> <p>The Cost Approach: Unnecessary or Vital to a Healthy Practice, April 2021</p> <p>Eminent Domain and Condemnation, June 2021</p> <p>Cool Tools: New Technology for Real Estate Appraisers, June 2021</p> <p>Fundamentals of Separating Real Property, Personal Property, and Intangible Business Assets February 14-15, 2019, Boise, ID</p> <p>Uniform Appraisal Standards for Federal Land Acquisitions (UASFLA), Rockville, MD Sept 2017, Oct 2010, May 2002</p> <p>Valuation of Conservation Easements, Fairfield, CA, Sept 2016</p> <p>Business Practices and Ethics, Seattle, WA, April 2022, Jan 2016</p> <p>7-Hour National USPAP Update Course, Bellingham, WA, Jan 2023, June 2021, Jan 2020, Jan 2019, Jan 2016, Jan 2015, Apr 2013, May 2009, Jun 2007, Feb 2005</p> <p>Online Small Hotel/Motel Valuation, Chicago, IL June 2015</p> <p>Advanced Spreadsheet Modeling for Valuation Applications, Rockville, MD April 2015</p> <p>Appraising the Appraisal: Appraisal Review-General, Rockville, MD, May 2012</p> <p>Information Security Awareness for Appraisal Professionals Webinar, December, 2012</p> <p>Appraisal Curriculum Overview (2-day General) Milwaukee, WI, August 2011</p> <p>Business Practices and Ethics, Seattle, WA, Apr 2010</p> <p>Fall Real Estate Conference, Seattle, WA, Nov 2012, Oct 2011, Dec 2009, Nov 2008</p> <p>Attacking and Defending an Appraisal in Litigation, Kent, WA, Sep 2008</p> <p>Sustainable Mixed-Use N.I.M., Seattle, WA, Feb 2008</p> <p>Appraising 2-4 Unit Properties, Bellevue, WA, Sep 2007</p> <p>Business Practices and Ethics, Seattle, WA, Jun 2007</p> <p>Residential Market Analysis and Highest and Best Use, Seattle, WA, Apr 2007</p> <p>Basic Appraisal Procedures, Seattle, WA, Feb 2007</p> <p>Rates & Ratios: Making Sense of GIMs, OARs, and DCF, Anchorage, AK, Feb 2005</p> <p>Best Practices for Residential Appraisal Report Writing, Juneau, AK, Apr 2005</p> <p>Scope of Work - Expanding Your Range of Services, Anchorage, AK May 2003</p> <p>Litigation Appraising - Specialized Topics and Applications, Dublin, CA, Oct 2002</p> <p>USPAP, Part A, Burr Ridge, IL, Jun 2001</p> <p>Partial Interest Valuation - Undivided, Anchorage, AK, May 2001</p> | <p>Partial Interest Valuation - Divided, Anchorage, AK, May 2001</p> <p>Easement Valuation, San Diego, CA, Dec 1997</p> <p>USPAP, Seattle, WA, Apr 1997</p> <p>The Appraiser as Expert Witness, Anchorage, AK, Oct 2022, May 1995</p> <p>Appraisal Practices for Litigation, Anchorage, AK, May 1995</p> <p>Forestry Appraisal Practices, Atterbury Consultants, Beaverton, OR, Apr 1995</p> <p>Advanced Sales Comparison & Cost Approaches, Univ. of Colorado, Boulder, CO, Jun 1993</p> <p>Computer Assisted Investment Analysis, University of Maryland, MD, Jul 1991</p> <p>USPAP, Anchorage, AK, Apr 1991</p> <p>General State Certification Review Seminar, Anchorage, AK, Apr 1991</p> <p>State Certification Review Seminar, Dean Potter, Anchorage, AK, Apr 1991</p> <p>Highest and Best Use and Market Analysis, Baltimore, MA, Mar 1991</p> <p>Financial Institution Reform, Recovery & Enforcement Act of 1989, Doreen Fair Westfall, Appraisal Analyst, OTS, Juneau, AK, Jul 1990</p> <p>Real Estate Appraisal Reform, Gregory Hoefler, MAI, OTS, Juneau, AK, Jul 1990</p> <p>Standards of Professional Practice, Anchorage, AK, Oct 1987</p> <p>Federal Home Loan Bank Board Memorandum R41C Seminar, Catherine Gearhearth, MAI, FHLBB District Appraiser, Juneau, AK, Mar 1987</p> <p>Market Analysis, Boulder, CO, Jun 1986</p> <p>Federal Home Loan Bank Board Regulation 41b, Inst. Bob Foreman, MAI, Seattle, WA, Sep 1985</p> <p>Litigation Valuation, Chapel Hill, North CA, Aug 1984</p> <p>Standards of Professional Practices, Bloomington, IN, Jan 1982</p> <p>Course 2B, Valuation Analysis & Report Writing, Stanford, CA, Aug 1980</p> <p>Course 6, Introduction to Real Estate Investment Analysis, Aug 1980</p> <p>Course 1B, Capitalization Techniques, San Francisco, CA, Aug 1976</p> <p>Course 2A, Case Studies in Real Estate Valuation, Aug 1976</p> <p>Course 1A, Real Estate Principles and Valuation, San Francisco, CA, Aug 1974</p> <p>Getting It Right From The Start: A Workout Plan for Your Scope of Work, Virtual Classroom, Alaska Chapter, March 2022</p> <p>Appraiser as an Expert Witness: Preparation and Testimony, Rockville, MD Oct 2022</p> |
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Rev 10/2022

MEMORANDUM

CITY/BOROUGH OF JUNEAU

155 HERITAGE WAY, JUNEAU, ALASKA 99801

EMAILED MEMORANDUM

TO: Renee Loree
CBJ Purchasing Officer

Date: March 26, 2025

FROM: *Carl Uchytel*
Carl Uchytel
Port Director

SUBJ: POSTING NOTICE OF BIDS
Aurora Harbor Rebuild, Phase IV
Contract No. DH25-022

This memo is to post a notice of the results of the bid opening on March 25, 2025, for the subject project. 2 bids were received. The responsive bidders and their total bids are as follows:

| BIDDERS | BASE BID | ALTERNATE NO. 1 | TOTAL BID |
|---|--------------------|------------------|--------------------|
| <i>Western Marine Construction, Inc</i> | <i>\$7,485,100</i> | <i>\$104,600</i> | <i>\$7,589,700</i> |
| Trucano Construction Company | \$8,645,000 | \$136,380 | \$8,781,380 |
| <i>Engineer/Architects Estimate</i> | <i>\$9,253,250</i> | <i>\$229,000</i> | <i>\$9,482,250</i> |

The apparent low bidder is **Western Marine Construction, Inc.** This Posting Notice of Bids serves to inform bidders that the CBJ intends to award the Base Bid and the Additive Alternate in the amount of \$7,589,700. Recommendation to award the Base Bid and the Additive Alternates in the amount of - \$7,589,700 will be forwarded to the CBJ Assembly for approval at the Regular/Special Assembly Meeting on April 7, 2025.

This notice begins the protest period per Purchasing Code 53.50.062. Protests will be executed in accordance with CBJ Ordinance 53.50.062 "Protests", and 53.50.080 "Administration of Protest." The CBJ Purchasing Code is available online at: <http://www.juneau.org/law> or from the CBJ Purchasing Division at (907) 586-5258.

The apparent low bidder has until **4:30 p.m. on April 2, 2025**, to submit the Subcontractor Report, Section 00360 to the Engineering Department Contracts Office. The Subcontractor Report must be submitted even if there are no subcontractors planned for the job.

c. Bidders
Matthew Sill





Port of Juneau

155 Heritage Way • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

From: *Carl Uchytel*
Carl Uchytel Port Director

To: Boat Shelter Applicants

Date: February 19th, 2025

Re: APPLICATION PROCESS– AURORA HARBOR NEW BOAT SHELTER

Application for Aurora Harbor Boat Shelter space AG22/23:

Any application requesting permission to construct a boat shelter in Aurora Harbor (AG22/23) shall be filed with the Port Director not later than March 20th, 2025 on this form. Only forms completed in full and will be accepted for filing.

Docks & Harbors will select the successful applicant based on the highest sealed offer provided on this form, subject to the following requirements:

- a. Minimum bid \$500.
- b. Successful applicant must construct the boat shelter by January 2026.
- c. On February 1st, 2026 the square foot fee and moorage length charge will be applied, regardless if the construction is completed.
- d. Boat Shelter may not exceed the maximum length of the longest boat shelter on Float G.
- e. Boat Shelter may not shed onto adjacent boat shelters.
- f. Boat Shelter applicant must retain ownership of at least ½ of the Boat Shelter through January 2031.
- g. Upon Boat Shelter selection, applicant shall be subject to the square foot fee covered under 05 CBJ AC 20.170 - Private boathouse surcharge.
- h. Upon Boat Shelter construction, owner shall be subject to harbor fees and property taxes payable to the CBJ Assessor.
- i. Boat Shelter applicant must secure all applicable building permits through CBJ Community Development Department.
- j. Any changes/disputes/modifications to these guidelines shall be adjudicated through the Board.

The successful applicant shall, within 30 days of notification, submit the following:

- 1. A sketch, with dimensions, of proposed boat shelter;
- 2. Proposed building construction material; and,
- 3. The dates construction is estimated to commence and be completed;

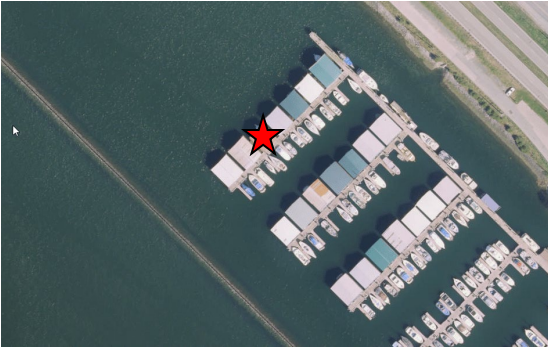
I acknowledge the above requirements and offer a bid of
\$ 1,225.00 [minimum bid \$500]

Name: Daniel Holt

Address: POB 211293

City, State: Auke Bay, AK 99821

Email: drdanielholt@gci.net



★ Depicts location of Aurora Boat Shelter G22/23
Photo does not show recently constructed H-Float

This RFI is to determine if there are individuals who desire an opportunity to construct and maintain a boat shelter in Aurora Harbor. Regulations pertaining to Boat Shelters can be found [05 CBJAC 40.015](#) or below: [05 CBJAC 40.015 Boat shelters.](#)

- (a) Definition and approval required. Boat shelter means a structure that houses vessels. Except for a boat shelter moored on the north sides of Float E, Float F, and Float G in Aurora Harbor, no person may bring a boat shelter into the small boat harbors without the approval of the Docks and Harbors Board.
- (b) Access by Harbormaster. The owner of a boat shelter shall provide the Harbormaster and the Fire Department with a means to access the boat shelter in the event of an emergency. The cost of installing and maintaining the access system shall be borne by the shelter owner.
- (c) Storage of flammable liquids. The owner of a boat shelter shall ensure that all flammable liquids are stored in approved containers. An owner shall store no more than two six-gallon containers of flammable liquids per vessel in a boat shelter. This restriction does not apply to fuel stored in or upon a vessel.
- (d) Maintenance. Each boat shelter owner shall maintain the shelter in a condition that does not present a danger to surrounding vessels, other boat shelters, or other harbor users.
- (e) Modification. Other than basic maintenance, a boat shelter owner shall obtain approval of the Harbormaster prior to undertaking any modification or reconstruction of a boat shelter. In addition, the owner shall obtain the approval of the Docks and Harbors Board prior to undertaking any modification or reconstruction that changes the dimensions of the boat shelter.
- (f) Boat shelter sales. Reserved moorage status within a boat shelter may transfer between the seller and buyer of a boat shelter. In order to transfer the reserved moorage status within a boat shelter, the owner of a boat shelter shall inform the Port Director of the owner's desire to sell a shelter before offering the shelter for sale to the general public. The Docks and Harbors Board has the first right of refusal to purchase the shelter at fair market value. If the Board does not exercise its first right of refusal within 30 days after notice, the owner may offer the shelter for sale to the general public. If the owner sells the shelter without informing the Port Director and allowing the Docks and Harbors Board its first right of refusal, the reserved moorage within the shelter will not transfer to the buyer. This subsection does not allow an inappropriately sized vessel to be assigned reserved moorage space within a boat shelter.
- (g) Applicability of regulations. All requirements of 05 CBJAC 40 apply to the owner of a boat shelter and the vessels within a boat shelter except for the following: (1) 05 CBJAC 40.020(d), (e), and (i); and (2) 05 CBJAC 40.035(a)(5), (6), and (7).

#