



# DOCKS AND HARBORS OPERATIONS MEETING AGENDA

December 10, 2025 at 5:00 PM

Port Office Conference Room/Zoom Webinar

<https://juneau.zoom.us/j/89946313413?pwd=hDTt9MUmByTGFEyGGYlaTGDEEjgam0.1>

Webinar ID: 899 4631 3413 Passcode:826541

**A. CALL TO ORDER**

**B. ROLL CALL:** James Becker, Tyler Emerson, Clayton Hamilton, Robert Horchover, Matt Leither, Nick Orr, Mark Ridgway, Annette Smith, and Shem Sooter.

**C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES**

**D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

**E. APPROVAL OF MINUTES**

**1. November 12, 2025**

**F. UNFINISHED BUSINESS**

**2. Property Conveyance of CBJ owned land at Seadrome**

- a. Presentation by Port Director
- b. Board Questions
- c. Public Comment
- d. Board Discussion/Action

**MOTION: TBD**

**3. Marine Exchange of Alaska - Channel Drive Lease & Development Approval**

- a. Presentation by John Hollingsworth (MXAK)
- b. Board Questions
- c. Public Comment
- d. Board Discussion/Action

**MOTION: TO APPROVE MARINE EXCHANGE OF ALASKA REQUEST FOR NEW DEVELOPMENT AT 2601 CHANNEL DRIVE AND TO AMEND THE LEASE TO INCLUDE USE WHICH IS APPROPRIATE FOR THE INTENDED OPERATIONS BY THE MARINE EXCHANGE.**

**4. New 35-year Lease to Petro Marine for ATS 857**

- a. Presentation by Port Director
- b. Board Questions
- c. Public Comment
- d. Board Discussion/Action

**MOTION: TO APPROVE NEW 35-YEAR LEASE WITH PETRO MARINE FOR TIDELAND PROPERTY ATS 857, PENDING APPRAISAL.**

**G. NEW BUSINESS**

**5. FY27 Marine Passenger Fee (MPF) Request**

- a. Presentation by Port Director
- b. Board Questions
- c. Public Comment
- d. Board Discussion/Action

**MOTION: TBD**

**H. ITEMS FOR INFORMATION/DISCUSSION**

**6. Annual Letter to the Assembly**

- a. Presentation by Port Director
- b. Board Discussion/Public Comment

**7. Capital Improvement Project (CIP) List**

- a. Presentation by Port Engineer
- b. Board Discussion/Public Comment

**8. AELP MOA FOR LOAD TAP CHANGER - UPDATE**

- a. Presentation by Port Director
- b. Board Discussion/Public Comment

**9. FY27 CBJ Budgetary Process**

- a. Presentation by Port Director
- b. Board Discussion/Public Comment

**I. STAFF, COMMITTEE, AND MEMBER REPORTS**

**10. Assembly Liaison**

**11. Harbormaster**

**12. Port Engineer**

**13. Port Director**

**J. COMMITTEE ADMINISTRATIVE MATTERS**

**K. ADJOURNMENT**



## DOCKS AND HARBORS OPERATIONS MEETING MINUTES

November 12, 2025 at 5:00 PM

Port Office Conference Room/Zoom Webinar

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**A. CALL TO ORDER – MEETING BEGAN AT 5:04 PM**

**B. ROLL CALL:** Tyler Emerson, Nick Orr, Mark Ridgway, Robert Horchover, Jame Becker (at 5:20pm), Annette Smith, Shem Sooter, and Clayton Hamilton (at approximately 5:45 pm).

Absent: Matt Leither.

**Also in attendance:** Carl Uchtyl-Port Director, Leah Narum-Administrative Officer, John Hollingsworth-Marine Exchange of Alaska, Jordan Boghosian-Marine Exchange of Alaska, Zane Smith-MRV Architects

**C. PORT DIRECTOR REQUESTS FOR AGENDA CHANGES - NONE**

**D. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - NONE**

**E. APPROVAL OF MINUTES**

1. **October 22, 2025** Minutes approved unanimously.

**F. ITEMS FOR ACTION**

2. **Resolution of Support for full funding of the FY27 ADOT Harbor Facility Grant**

**Presentation by Port Director:**

Mr. Uchtyl presented on page 17 of the packet a draft resolution urging full funding of the ADOT Harbor Facility grant in fiscal year 2027 within the State Capital Budget. The resolution if passed by the Board will go to the Assembly for approval. The resolution is drafted annually and is sponsored by the Alaska Association of Harbormasters and Port Administrators (AAHPA). All Alaska city councils or assemblies are encouraged to approve a similar resolution, which says that the Alaska municipal harbor program is a good program and they want the legislature to fully fund the requested \$18,200,000. This allows the AAHPA to lobby with elected officials in support of this program. CBJ Docks and Harbors has been successful in this program over the years. Although we don't have a project this year, it's important for the many harbor communities who have projects, Anchorage, Kake, Kodiak, Petersburg, Wrangell, to request support the program. He said the \$18,200,000 was the biggest application request that he has seen and thought there is no chance of getting any of that money this year into the budget. It's still important for the association to lobby every February and tell elected officials they want funding in the future.

**Board Questions:**

Mr. Ridgway asked whether the majority of the public boat harbors in Alaska were constructed by the State during the 1960s.

Mr. Uchtyl answered most of the harbors were built by the State of Alaska. When the State had money, they built harbors. Both the Aurora and Harris harbor were built by the Army Corps of Engineers.

**Public Comment:** -NONE

**Board Discussion/Action:**

**MR. RIDGEWAY MADE THE MOTION: TO RECOMMEND THAT THE ASSEMBLY ADOPT A RESOLUTION OF THE CITY & BOROUGH OF JUNEAU URGING FULL FUNDING (\$18,186,535) FOR THE STATE OF ALASKA MUNICIPAL HARBOR FACILITY GRANT PROGRAM IN THE FY 2027 STATE CAPITAL BUDGET.** - Motion passed unanimously.

**3. Resolution of Support of Raising the Maximum Eligible Annual Grant Award Amount for ADOT Harbor Facilities Grantees**

**Presentation by Port Director:**

Mr. Uchtyl said that this was a resolution that the AAHPA has been urging for the past 3 years. The ADOT Municipal Harbor grant has a cap of \$5 million per harbor per year. Like his last presentation, Juneau has been the most active harbor system in getting those monies. The program was set up in 2006 to encourage municipalities to take over State harbor facilities. At that time the maximum amount was set at \$5 million dollars. The association is asking for an increase based on inflation to \$7.5 million. The Alaska Association of Harbormasters and Port Administrators is asking that communities approve this resolution that was drafted by the association. . If it is approved, it will be sent to the Assembly for consideration. He said this resolution would help with future projects such as the Statter breakwater project, which is a DOT municipal harbor grant eligible project as it is a floating breakwater. By increasing the funds to \$7.5 million then the legislature is encouraged to allocate the money at a higher amount.

**Board Questions:**

Mr. Ridgway asked if on page 19 of the packet whether it should read, "Now therefore be it resolved the City and Borough of Juneau urges the Governor and the Alaska Legislature to amend AS29.60.800 raising the maximum Harbor facility grant fund award to \$7,500,00 per eligible project."

Mr. Uchtyl agreed that it should say CBJ rather than Alaska Association of Harbormasters.

Mr. Ridgway asked where it says, "Senate Bill 291 established the Municipal Harbor Facility Grant Program" envision that the cap funds and that everybody would become an

enterprise fund,” could Mr. Uchytel tell him whether the Senate bill speaks to communities running enterprise funds versus other types of Harbor funds?

Mr. Uchytel responded that the AAHPA drafted that language in Bill 291 with the idea that primarily the State and Army Corps built harbors through the State in the 60s and 70s. The State managed all these harbors. Around 2000, the harbors needed to be recapitalized, and the State didn't have money to do so. The State encouraged municipalities to take over the maintenance and running of the public harbors. There are still 25 State Harbors that ADOT controls. This resolution was a way for the State to transfer these facilities and give you this opportunity for funding.

**Public Comment:** None

**Board Discussion/Action:** None

**MR. RIDGWAY MADE THE MOTION TO RECOMMEND THE ASSEMBLY ADOPT A RESOLUTION OF THE CITY & BOROUGH OF JUNEAU OF RAISING THE MAXIMUM AVAILABLE ALASKA DEPARTMENT OF TRANSPORTATION HARBOR FACILITY GRANT TO \$7,500,000 FOR ELIGIBLE PROJECTS ON AN ANNUAL BASIS.** - Motion passed unanimously.

## G. ITEMS FOR INFORMATION/DISCUSSION

### 4. Marine Exchange of Alaska – Channel Drive Lease & Development Update

Mr. Uchytel explained that on Channel Drive there is a blue building that was leased by Angoon Trading Company. This property, tidelands area, was transferred from the State to CBJ and Docks and Harbors manages this property. The tenant pays about \$6500 a year. The original lease was with Angoon Trading Company and then about 3 years ago, Angoon transferred or assigned the lease to Marine Exchange of Alaska. Marine Exchange of Alaska has plans to redevelop that property. The interest of the board is within the lease. Paragraph 5 of the lease says that “use of premises, the lessee is authorized to use the lease premises for a warehouse, product distribution facility and barge vessel landing. Should the lessee wish to further develop the lease premises, lessee shall be required to obtain approval of its development plans from the CBJ Docks and Harbor Board, prior to any further development of the lease premises or improvements less, he shall be responsible for obtaining all necessary permits and approvals for lessees’ development of the lease premises.” Mr. Hollingsworth contacted Mr. Uchytel who made sure he understood the terms of the lease. He’s here not to get permission from the Board, but rather to give the Board information for when they do come forward to amend the lease to meet their needs.

**Presentation by John Hollingsworth (MXAK):** Mr. Hollingsworth introduced Jordan Boghosian, the CFO and Zane Smith of MRV Architects. He said they were looking for a new home for their field operations crew, of which they have five people that currently work out of a boat condominium off Industrial Boulevard. He said their current space is inadequate for

their purposes as they don't have any indoor plumbing, so they have an outhouse. He said they purchased the Marine Exchange building on Channel Drive two years ago and have been looking at improving it. They hired PND Engineering to do a structural analysis of it after consulting with them they said it's probably more economically advantageous to tear it down and build a new building instead. He said now they are working with MRV to scope the project and provide plans for a new structure. The work that they do is build Marine Safety sites to build in other parts of Alaska. They have about 150 sites along shoreline of Alaska and they bring back data for Automatic Identification Systems, building out a comprehensive system for distress communications, and helping the Coast Guard and the CBJ improve services on their current sensors throughout town. They have a boat that they have parked down at their existing office down by Harris Harbor. He said in the future they would like to develop this property, since they used to have a dock so they could put a landing craft there

**Board Discussion/Public Comment:**

Mr. Ridgway asked how many employees might be working there.

Mr. Hollingworth answered that currently they have 5 but thought that they would be hiring more people once they obtain additional contracts.

Mr. Ridgway asked if the new structure would have the same footprint as the current building. He asked whether they foresee any subleases or other types of commercial activities and does the Marine Exchange see this as being specifically for the Marine Exchange.

Mr. Hollingsworth responded it would be a 100% Marine Exchange facility for the foreseeable future. He said they don't plan to have any plans to sublease it out and the current plan was to keep the same footprint as the current building. He said, they could go a little bit bigger, but the main attraction was space to store their boat and a place to maintain it when it was out of the water. They would like a pathway to pull through the building and in one of the drawings there is a markup showing a big boat sized door. The idea would be to pull the boat all the way through the building from the dock for winter maintenance, provided that a dock is built there.

Ms. Smith asked Mr. Uchtyl whether we sold this property to Marine Exchange. If we did, why do they need our permission to build there?

Mr. Uchtyl said that she was confusing this with the sale of the Juneau Electronic building. This has always been a lease with the Angoon Training Company, and they assigned the lease to the Marine Exchange.

Mr. Ridgway asked Mr. Uchtyl when Horan and Associates come back to reassess this lease, and within five years do they reevaluate the value of the property?

Mr. Uchtyl said they don't do that as they only evaluate the raw land. They don't evaluate any improvements. Docks and Harbors won't get any more money if they put a new building on it. The City benefits from improvements as the assessor will assess the value for the improvements.

Mr. Ridgway asked how many square feet all three tracks are together.

Mr. Uchytel explained that Track B and C are not part of the Marine Exchange. They only have Track A. Track B and C are leased to Chum Fun, and another is either Trucano or Grant's.

Mr. Ridgway asked if Mr. Hollingsworth could foresee anything they needed from the Board in the future.

Mr. Hollingsworth said they have a proposal from MRV to put together plans for development to move. He said they are looking for is an approval from the Board in a timely manner, when it's time to get the project off the ground.

Mr. Sooter asked for a rough timeline for the construction.

Mr. Hollingsworth said there was some abatement that needed to take place, including some lead paint in a couple of the spaces before demolition can begin. The site prep would take place shortly after that and then they would begin construction by next summer.

Mr. Uchytel reiterated that according to the lease, Marine Exchange as the "lessee wish to further develop the lease premises. they shall be required to obtain approval of its development plans from the Docks and Harbors Board prior to any further development." Whenever the Marine Exchange feels they have a development plan, they can bring it back to the board for approval.

Mr. Hollingsworth asked what would look like for the board. Would they have to have a full set of plans for the Board to approve it before they would it out to contractors for bids? What would the Board require for their approval?

Mr. Orr requested that Mr. Uchytel assist with answering that question.

Mr. Uchytel responded that a concept drawing would be sufficient for staff to say demolish the existing building and put up a 3500 square foot building with a dock.

Mr. Boghosian asked if there would need to be modified language from paragraph five of the original lease to include expanded use of the boat haul out.

Mr. Uchytel said he thought that the lease could just be amended because currently the lease says "it's authorized for warehouse, product distribution, facility and barge vessel landing".

Mr. Sooter asked when the Marine Exchange made the purchase from Angoon Trading, whether the lease was assigned or was a new one drafted. He asked how many years they have on the lease.

Mr. Uchytel said it was initial lease signed in 2016 or 2017 and was a 35-year lease from that initial lease date.

Mr. Ridgway asked Mr. Uchytel if the lease restricts activities to warehouse product storage and a barge. He thought if the Board wanted to expand the use to a manufacturing facility, boat haul out facility to include a boat haul out facility, they would need to document it in an amendment to the lease.

Mr. Uchtyl said that that would make sense.

Mr. Sooter said any amendments would need to go through the City Law Department and they would add them.

## 5. CAPITAL IMPROVEMENT PROJECT (CIP) PROCESS

### Presentation by Port Engineer:

Mr. Sill pointed out that what was in the packet (starts on page 22) was last year's Capital Improvement Project process. Every year the city goes through all departments and all the enterprises submit the projects for the next year. There's also a six-year window, so they look at projects they have funding for in the coming years and projects that are a little more aspirational sit out at the end of the six-year window. On page 23, there is an overview of the legal background behind the idea of the CIP and why the city does it. Page 26 is the breakdown of the different departments and where the money comes from. On page 27 you'll see that Docks and Harbors have a project under the 1% sales tax and these are last year's priorities. On page 56, is Docks and Harbors six-year projects, listed in priority order. Listed are the funding sources and how much each one is. The reason this is relevant is to complete this document. The Board's job at the upcoming retreat is to assist with projects they want to work on in the future and rank them and create a table like the one page 56 and 57.

### Board Discussion/ Public Comment:

Mr. Ridgway asked whether the city differentiates between creating a new project and an old project.

Mr. Sill answered that the city manager recommends capital improvements projects according to the following criteria on page 24. The staff and board make a list and then it goes to the city manager, then to the Assembly. Docks and Harbors recommendations can get tampered with through the process. The recommended projects must support the community and be consistent with other plans for the health and safety of the community. It looks at is it maintenance and repair of existing property. He said he didn't know if the Assembly looks better than a new facility but it's one of their considerations.

Mr. Uchtyl added that you need Congress approval to buy anything new such as, a new building, a new airplane, a new ship. Once something's built, there are approximations that 2% a year is needed to maintain that thing. At the city level, we are not that sophisticated to build a lot of new things, like a second crossing to Douglas. The city does not differentiate between maintaining projects and building new projects.

Mr. Ridgway asked Mr. Sill if Docks and Harbors have a statement saying why we need projects and what type of impact we have on not having it.

Mr. Sill said that many statements exist although they are not in the packet.

Mr. Uchytel said that what he needs from the Board is a CIP prioritization list that's due to Engineering by the 15<sup>th</sup> of December. Docks and Harbors will need to have a clear direction on the Little Rock Dock Dump property. The following projects are on autopilot to be completed: 1) drive down float 2) Statter Breakwater, 3) Statter Harbor office. Zinc anodes, Docks and Harbors applied for funds with ADOT but didn't get the harbor match grant, so that can be pushed out another year. We'd like to see secure storage at the Little Rock Dump and that is something the Board has seen final plans and specs to move the project forward. The question is, should we? The Echo Cove Launch ramp and float that is a grant funded project. Shore power, 16B – that's always been an assembly priority downtown. Downtown piling inspection and sea walk cameras have been awarded with marine passenger fees so those are moving forward this fiscal year. Statter Harbor Phase II curb, gutter and paving are underway. Basically, the Aurora rebuild, that is \$400,000 from a 1% sales tax which was transferred into this current fiscal year. The FY 2026 listed projects are either done or on autopilot. As we move into FY 27, the Board will need to look at the UAS property purchase, Aurora Harbor office, Douglas launch ramp, and Douglas Harbor shower bathrooms. The Douglas Harbor bathrooms could potentially be a Fish and Game grant. The emergency vessel loading floats, that's one board member's priority. As we look at future projects, there's the Statter breakwater construction, Douglas Harbor uplands, zinc anodes for 16B in the future, harbor-wide security gates and Statter Harbor garage and storage. In FY 29, it's aspirational, and includes: Aurora Harbor dredging or tug slip marine service facility at \$30 million.

**Board Discussion/Public Comment:**

Ms. Smith asked, at the last Ops meeting, about some projects led by Mr. Hamilton was wanting. She asked if anyone followed up with him. Any changes will be made at this year's Board retreat on November 15, 2025. Mr Uchytel stated that Mr. Hamilton had not brought any new projects forward with exception of the drive down float at the Seadrome building.

Mr. Uchytel informed the board that this was last year's Board Retreat goals.

(Mr. Hamilton joined at approximately 5:45 p.m.)

**6. Docks & Harbors Board Retreat Planning - November 15th, 8:30am - 4:00pm**

**Presentation by Port Director:** Mr. Uchytel said on page 71, the Board will see last year, 2024 Docks and Harbors Retreat goals. On pages 72-73, the agenda is presented so the Board can think about the Retreat. What Docks and Harbors staff needs is the CIP prioritization list and whether to execute a project or secure storage at the Little Rock Dump. The schedule includes: the Chair having opening remarks, each member will be asked to talk about their motivations and direction and why they are here as Board Members. That will probably take more than 30 minutes. The next section will focus on

clearing the air about certain issues that Docks and Harbors staff and the board have regarding communication and establishing a unified vision about the next 10 years ahead. The Board is a representative of the waterfront community, and we like to see where we're going in the next 10 years from now. It will be important for the board to consider our goals and whether we should be securing more property. For example, the master plan for Statter Harbor was started in 2004. In the afternoon, the Board will be talking about the active projects that they've got going and the funding balance. Part B – looks at a matrix of ideas that Mr. Uchytel has and how we will be evaluating our projects similarly to the CIP projects, such as, support, consistency, health and safety maintenance, repair of existing property, local match for state federal grants, maintenance impact, sustainability elements, economic development, stimulus, anticipated need, recreation funding, and alternatives. He said he would like to measure with staff, expanded moorage capacity, expanded waterfront capacity, economic drivers, reducing maintenance, improving marine services, reducing tourism impact, support commercial fisheries, expand storage for commercial maritime users, reduce costs to patrons, and improve staff efficiency. This is an idea he's had and will need to discuss with Mr. Sooter, that the Board will break out into groups of 3 or 4 to have discussions and to have them back with priorities that the Board could have a vote on projects. Part C – is coming up with a list and developing those strategic priorities. Session 5 is wrap-up and commitments. Mr. Uchytel said he developed the agenda to integrate the concepts for a strategic plan.

**Board Discussion/Public Comment:**

Ms. Smith said she would like to add to the evaluation process how we have denied people's access to water.

Mr. Uchytel asked for clarification as to whether she was speaking of the lightering float.

Ms. Smith said it was the lightering float and the safety rails and that we can't have kids jumping off the docks in the summer. She said people like to fish and we're doing all kinds of things to prevent those types of activities in an area that has been a recreation area for 400 years.

Mr. Ridgway asked if there's a possibility of putting on the agenda items that may come up as there are hundreds of millions of dollars worth of construction on the waterfront near Juneau in the future. He used for example, the Huna Totem construction on the backside of Douglas, and the collaboration with the Coast Guard. Is there room for those topics to go on the agenda?

Mr. Uchytel responded that the list he provided is staff needs. He asked what the Board wants to see on the agenda.

Ms. Smith said the work that is going on with Huna Totem is going to affect the North Douglas launch ramp and wanted to add that future for that area.

Mr. Ridgway said past retreats were helpful with staff input. He said secondly, regarding the CIP list, 80% of it is, we must have the roof repair at Statter Harbor office. He said the discussion helped him to evaluate what is critical to our Docks and Harbors infrastructure and that it is going to cost more money than the maintenance money will cost. He said a good idea is to consider what the cost is of not doing the repairs.

Mr. Uchytel asked Mr. Ridgway if there was some direction for staff to prepare.

Mr. Ridgway responded that evaluating the importance and the criticality of the project is helpful. He's said from the staff's perspective it's helpful to understand what's the risk if the repair is not done. He said he was looking at a list of \$100 million for projects and he'd like a narrative to the projects instead of a list.

Mr. Orr said some of the projects were self-explanatory and others need more descriptions.

Mr. Ridgway said that if he ran into some on the assembly, for example, he wanted to be able to defend his decision to not do anodes in 2027, for example, is it going to make a sheet pile wall fail? He wants to be able to have a discussion and be informed if something is not done.

#### H. STAFF, COMMITTEE, AND MEMBER REPORTS

##### Mr. Creswell's report:

- Aurora Harbor- Last night, a vessel, M/V Fish On, sank. It is a liveaboard vessel, no one was on board, and it was uninsured. The vessel was 36-foot troller on the inside of the main harbor. The vessel rolled over and initially there was no sheen but this morning a sheen was reported. They have been working with the Coast Guard, and they have agreed to open a trust fund which will pay for the raising and removal of all the hydrocarbons from the vessel. The plan is to mov raise and dispose of the vessel under the terms of contract with Trucano. Mr. Creswell is working with the owner to get a signed letter of no objection to disposing of his boat. This will keep us out of the 30-day Impound process.
- Taku Harbor - Mr. Creswell, Mr. Sill, the Port Engineer, will be headed to Taku Harbor to assess Stockade Point float damage. There is a 58-foot seiner tied up to the dock.
- Auke Bay Harbor – the water is currently turned off at the facility and parts are on order. There should be divers in the water by next Wednesday to have the water re-energized and up and running.

##### Mr. Sill's report:

- Aurora Harbor – Western Marine is making great progress on the pile driving. Every float except for the T-float is in place. They have a week or two of drilling on the northernmost float to drill in the last six piling structures will be done then the electricians and plumbers will show up. Mr. Sill the project is running at about slightly

over \$8 million and because they have a matching grant, Docks and Harbors is paying 50 cents on the dollar.

**Mr. Uchytel's report:**

- Law Department – Mr. Uchytel said that the Law Department provided handouts 74-77 in the packet which indicates a guide for Robert's Rules of Order. This procedure of Robert's Rules is provided for the Board if there is a question the Board can refer to them. The Rules explain when things are needed for motion and that there's no such thing as a friendly amendment. The motion can be amended, modified, withdrawn or voted on. The Bylaws are set up for how the board is organized as a body. The next section is on assembly rule procedures. The Law Department is onboarded with an assigned municipal Attorney, Nicole Lynch. At the Board meeting, if more than three of the members are present, it's a meeting. The packet also discusses executive sessions. If a question comes up as a Board, then the Board can go into executive session and reference in the handout. There's information that if there are conflicts, the Board Chair can facilitate that. If more time is needed the Board can ask for a brief at ease. The Board doesn't need to get hung up on parliamentary procedures, a member can state what they want it to be and let the Board Chair figure it out. The Open Meetings Act section talks about what can be discussed in private and not communicating with more than three members at a time during executive session. There are three reasons for executive sessions, and the packet indicates when there may be a conflict of interest. If Board members take the handout, Mr. Uchytel asked that the Board members bring it back or they could leave it at the Port Directors Board meeting office. The handout will also be made available electronically.

Mr. Ridgway commented that he'd like Mr. Uchytel to pass along that this a handy reference and if the Law Department can budget it to make more of them, he'd appreciate it. He asked if the Board retreat was an open meeting.

Mr. Uchytel said it is an open public meeting and the community is invited. He said that writing the minutes is tedious and that the minutes will be generated by AI and the board member can adjust the minutes as they see fit.

Mr. Hamilton said there seems like there should money to print off the packet to do the Volunteer jobs the Board does. He asked if the packet is available online, electronically?

Mr. Uchytel said it would be made available electronically.

Mr. Hamilton added a word of caution about some of the AI summaries that had been presented to the Board. He said the summary is a bare bone to only say the speaker spoke about a topic. He said without the content that it's not helpful at all.

Mr. Uchytel asked Mr. Clayton whether there were any must haves to the retreat minutes.

Mr. Clayton said, no, but that he would have a very concise message that he' hoped to convey to the rest of the board about what the Board is doing going forward.

Mr. Uchytal said that he would like to bring to the attention the fact that there is nothing magic about scheduling the calendar year board meetings for the last Thursday of the month and the second Wednesday in the month at five o'clock. According to the Bylaws the only stipulation is that the annual board meeting should be held on the last Thursday of July. Other than that, the Board can modify the dates and times. Mr. Uchytal said that he wanted to provide some guidance on what days past years during June, July, August, when the Ops meeting and the Board Meeting were held on Thursdays. He said he is open to ideas.

Mr. Sooter asked if that could be discussed at the retreat.

Mr. Uchytal responded that it could be discussed at the retreat.

Ms. Smith said her preference was to say with the Wednesdays for the Ops Meeting and the Thursdays for the Board Meetings.

Mr. Orr said a poll could be done at the retreat.

Mr. Ridgway said in past retreats there was a comparison between the CIP list of board member priorities and staff priorities. He said he felt that that was productive in the past.

Ms. Smith said she remembered the Board's priorities were very different from the staff priorities.

Mr. Uchytal asked if the priorities list from staff was needed ahead of Saturday's retreat.

Mr. Sooter said once we start talking about the CIP list that it will start to take on its own life. He felt that once their ball got rolling it would take off, and the Board will break up into a couple of groups and come up with something to compare. He said that's the beauty of the retreat to deliver that list of priorities.

Mr. Ridgway said once that list is started it's good to also look at staff's list and then begin to prioritize and that's what engendered a good discussion in the past.

**I. COMMITTEE ADMINISTRATIVE MATTERS:**

Mr. Uchytal introduced Ms. Maureen Hall. Ms. Hall is Docks and Harbor's Assembly Liaison. Mr. Sooter and Mr. Uchytal met with Ms. Hall early in the week and talked about the Douglas Harbor needs and she'd asked about what meetings she should attend. We gave a format for board meetings and informed her that our liaisons in the past have only showed up for board meetings. She has been encouraged to attend the ops meetings, because more discussion and

debate happens here and we thought it would give her a better idea of what's going on. He said in the future, he was recommending that she come to a meeting and make her liaison report.

**J. ADJOURNMENT BY MS. SMITH AT 6:22 PM**



# Seadrome Marina Proposal: Docks & Harbors Operations- Planning Committee

December 10, 2025





## Introduction

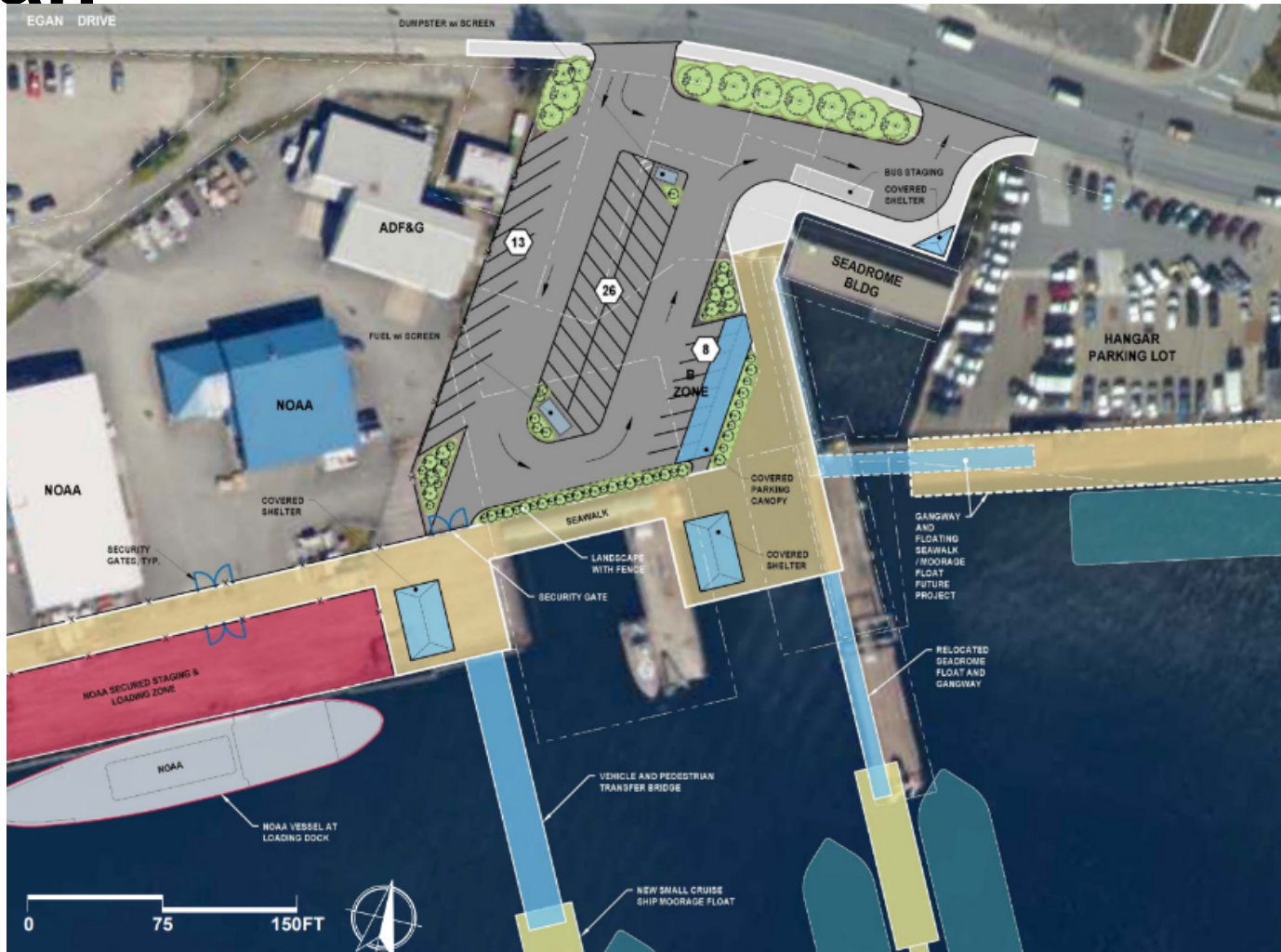
- CBJ Docks & Harbors (D&H) and Goldbelt have an opportunity to create an improved space for a new Seadrome facility.
- Improved property configurations will support multiple small cruise ship companies' operations.
- New property layout will plan for a Seawalk that leads to the Egan Drive crosswalk.
- 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.

# CBJ Juneau Small Cruise Ship Plan



“Development at this site requires public and private cooperation between CBJ and Goldbelt.”

# Timeline of Events

Goldbelt has been in conversation with D&H about this project since at least 2022:

- A. July 20, 2022: (Operations-Planning Committee) – Seadrome Development Plan
- B. November 9, 2022 (Operations-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 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, 2024 (Assembly Meeting) – Authorization for Direct Negotiations under Title 53.09.260(a).



# Timeline of Events (cont.)

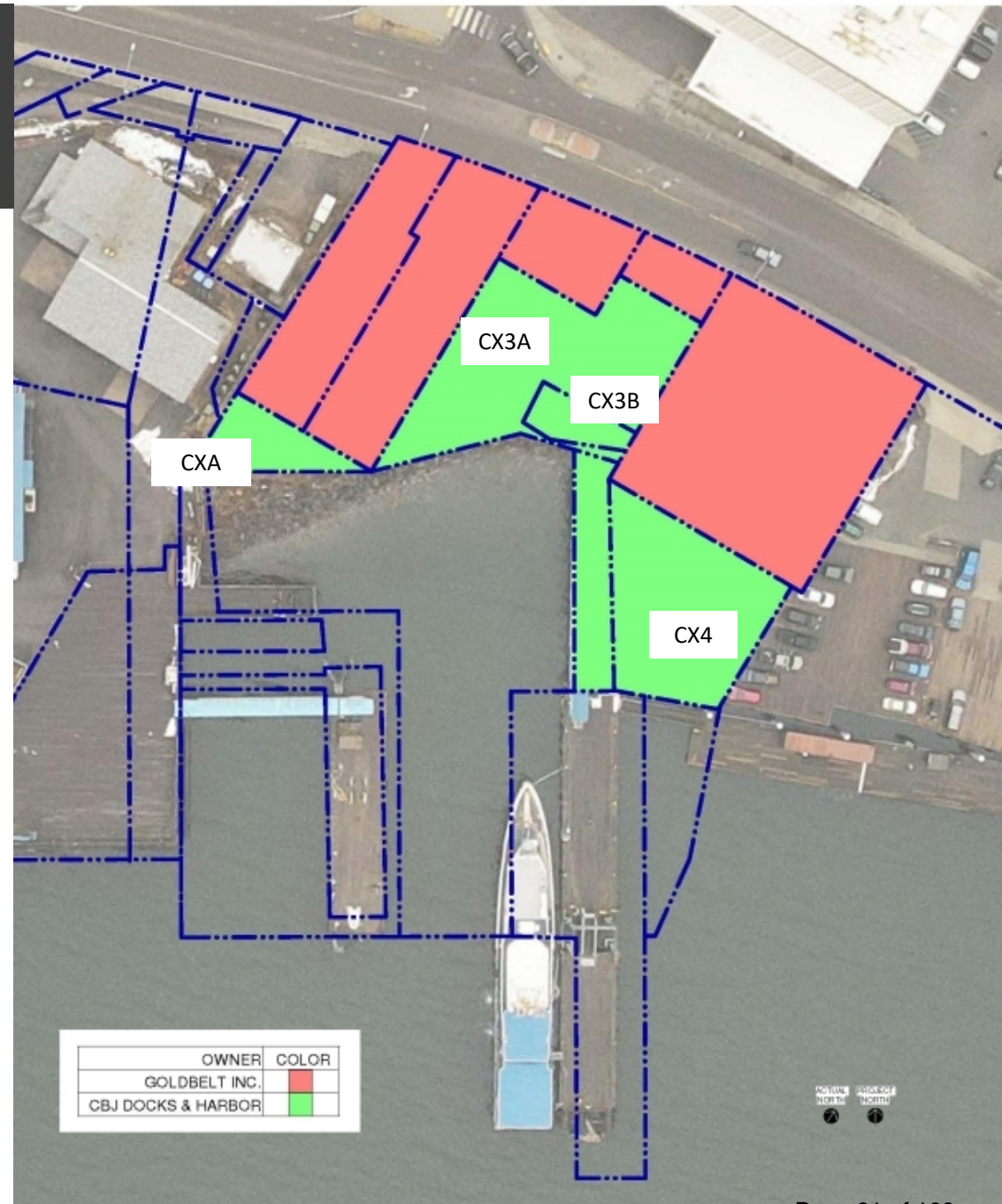
- M. April 17, 2024 (Ops-Planning Meeting) – Reintroduction of Process
- N. April 25, 2024 (Board Meeting) – Reintroduction of Process to the Board
- O. August 21, 2024 (Ops-Planning Meeting) – Q&A with Goldbelt AK VP
- P. September 18, 2024 (Ops-Planning Meeting)
- Q. September 26, 2024 (Board Meeting) – Motion to Enter Direct Negotiations with Goldbelt
- R. December 2, 2024 (LHED Committee) – Motion to Enter Direct Negotiations with Goldbelt
- S. March 19, 2025 (Operations-Planning Meeting) – Horan 2025 Appraisal Introduction
- T. May 21, 2025 (Operations-Planning Meeting) – Ramsey 2025 Appraisal Introduction
- U. May 29, 2025 (Board Meeting) – Seadrome Property Conveyance Proposal with Goldbelt CEO
- V. December 10, 2025 (Operations-Planning Meeting)



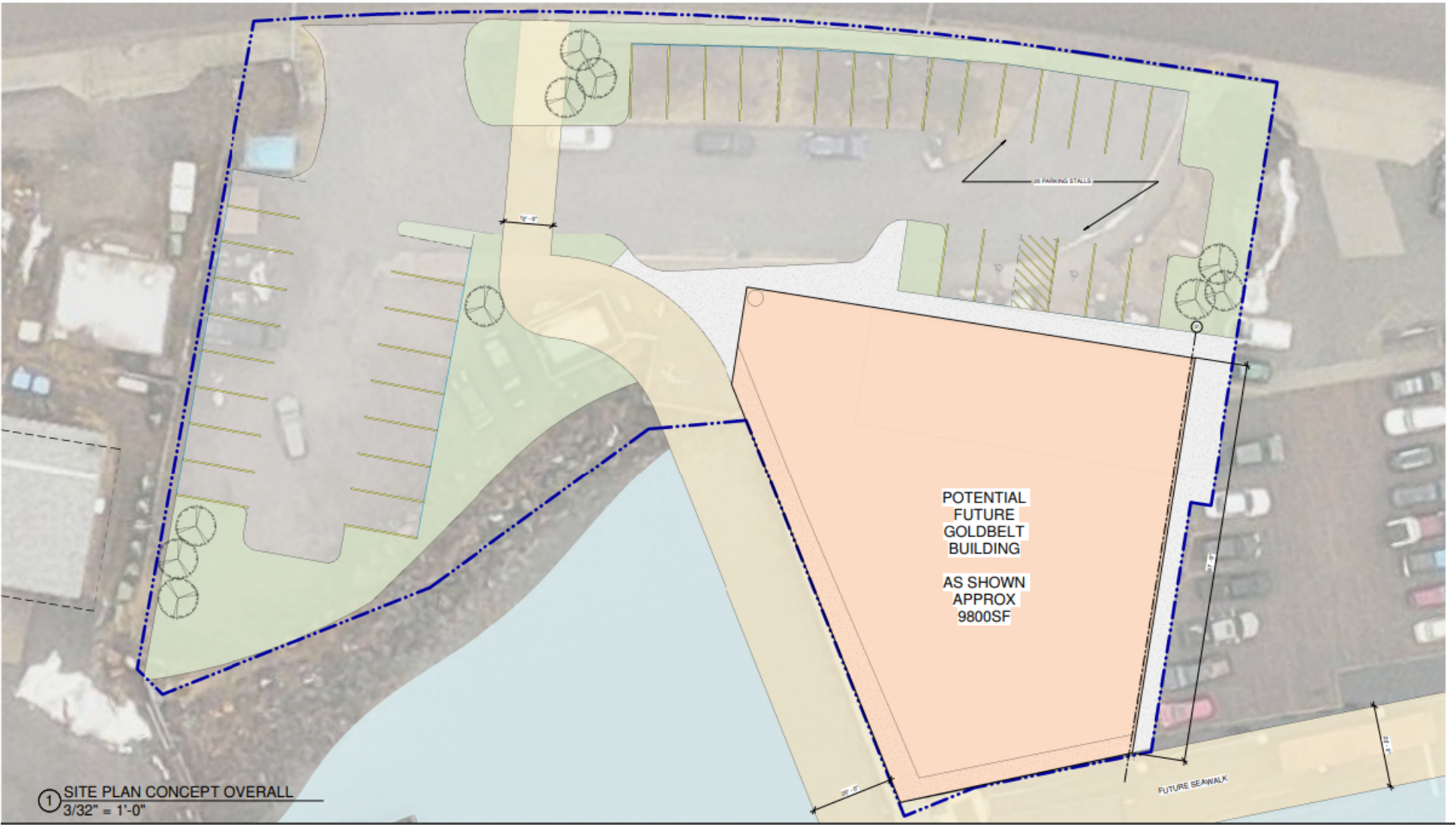
# Property Purchase Proposal

- 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.
- The 2025 Horan & Co. appraisal appraised the CBJ parcels at \$630,903.
- The 2025, secondary Ramsey appraisal (per the CBJ D&H Board) valued the land at \$590,000.
- The purchase of parcels CX3B and CX4 will eliminate the current building tideland lease payments to CBJ.

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



# Site Plan Proposal



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

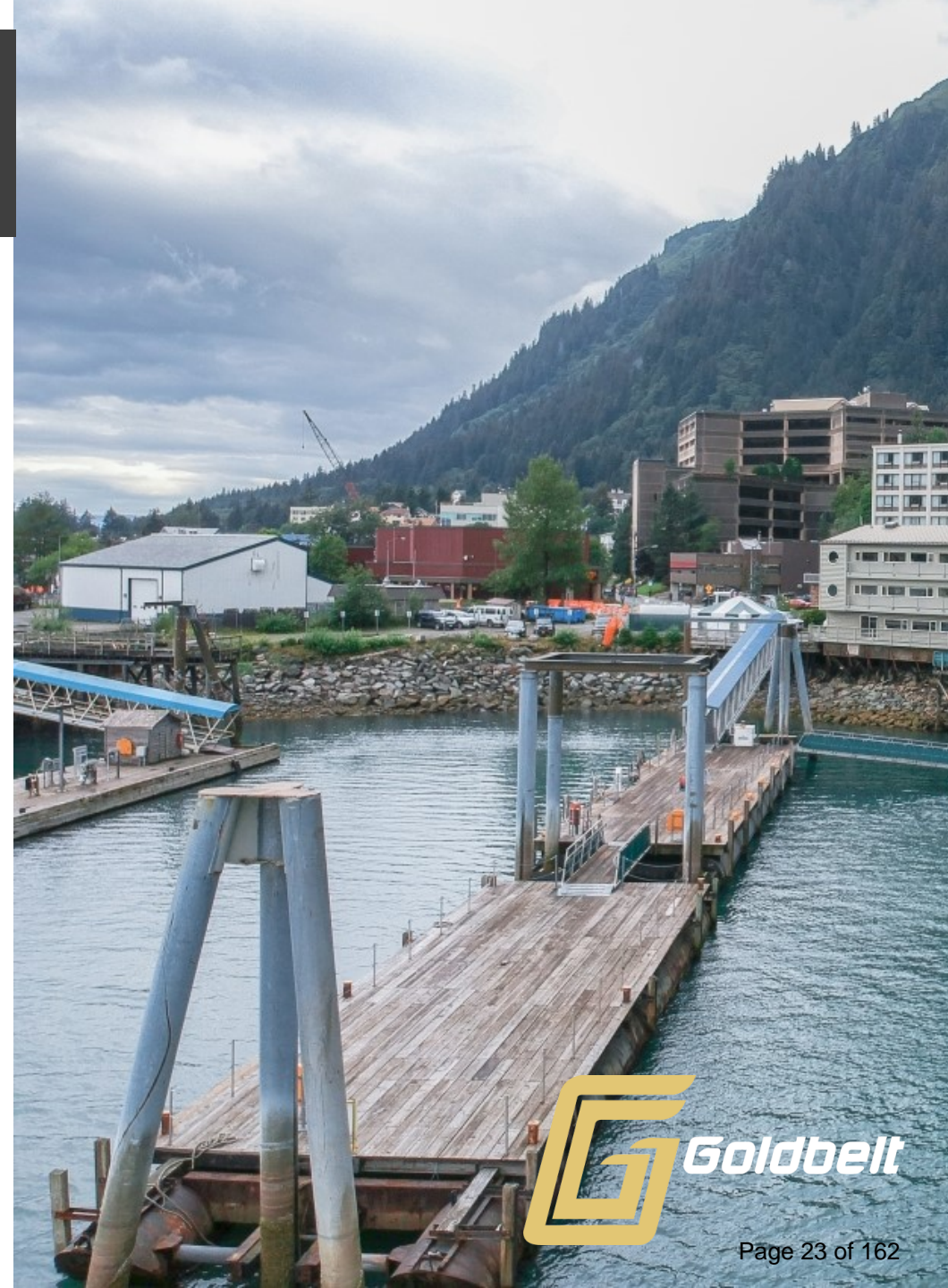
SHEET TITLE:  
**SITE PLAN CONCEPT**  
SHEET NO.  
**A04**  
09.12.2024

CONCEPT PHASE  
**New Seadrome Marina Building**  
GOLDBELT



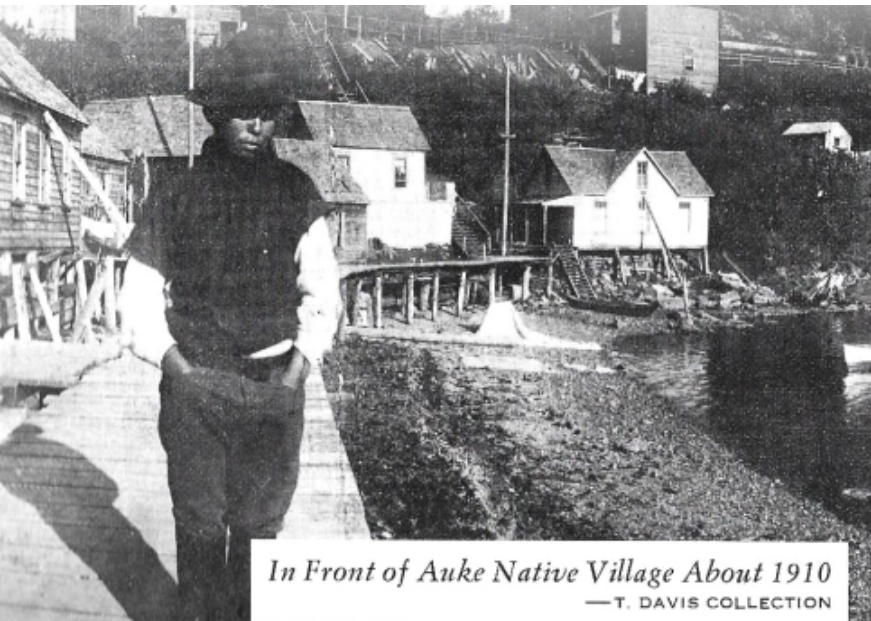
# Improved Site Benefits

- 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.



*In Front of Auke Native Village About 1910*  
—T. DAVIS COLLECTION





# Seadrome Marina Proposal for Docks & Harbors



# ***GUNALCHÉESH***

---

Thank you for joining us today!





# 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

**Date:** December 9<sup>th</sup>, 2025

**Re:** SEADROME PROPERTY APPRAISAL

---

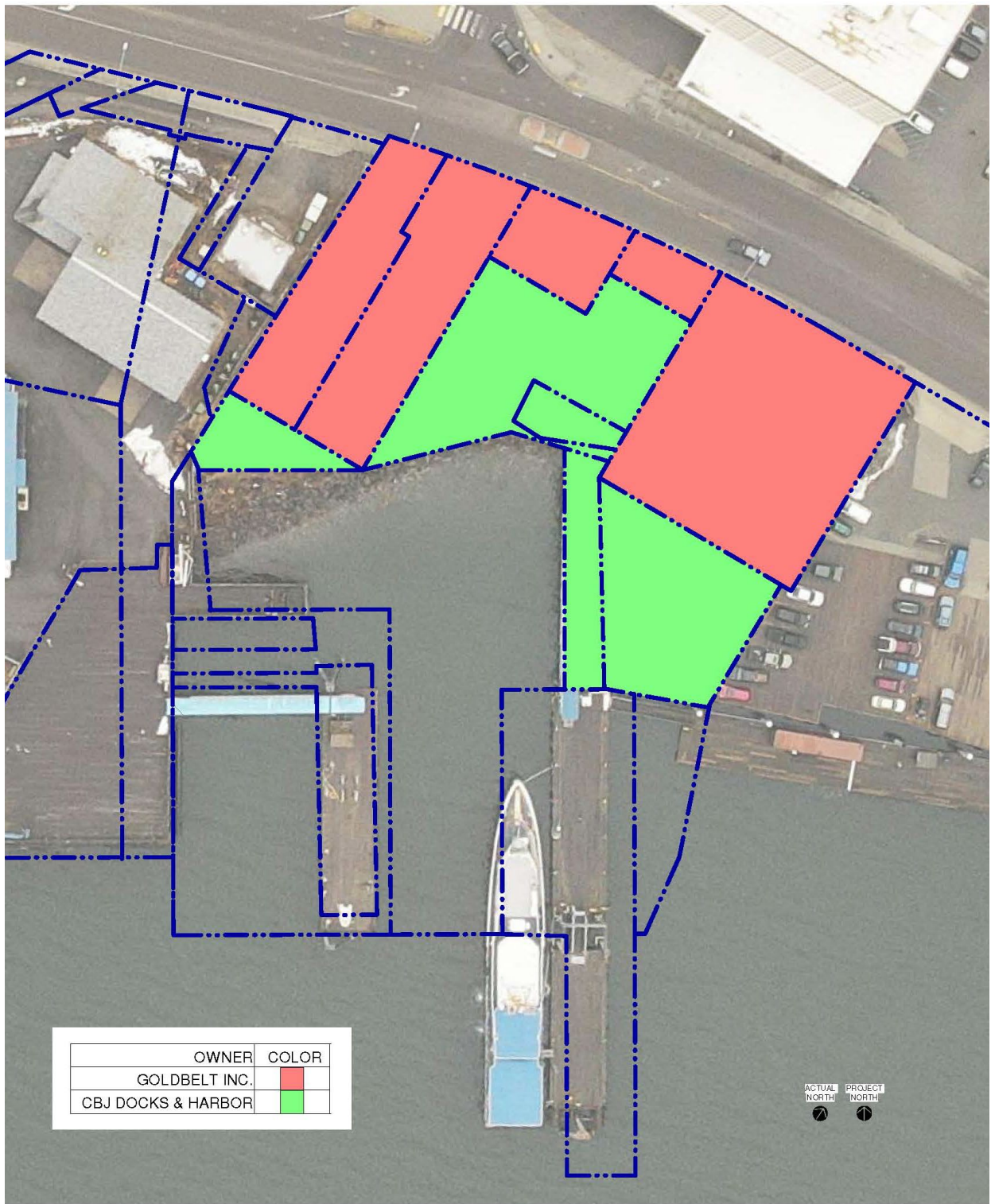
1. Goldbelt, Inc has been contemplating redevelopment of the Seadrome Building and adjacent properties since at least 2022. The project has been complicated due to the uplands site of the Seadrome Building (76 Egan Drive) surrounded by quilt work of small parcels owned by Goldbelt (dba Cultural Preservation, 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)
  - m. March 27, 2025 (Board Meeting) – Board motion for “Goldbelt to submit an offer above fair market value for the consideration of the Board for the purchase and sale of the Seadrome property”.
  - n. May 21, 2025 (Ops-Planning Committee) – Review of May 12<sup>th</sup> Appraisal from Ramsey Appraisal Resource
  - o. May 29, 2025 (Board Meeting) – Motion to Sell property for \$630K failed by a vote of 4 to 4.
  - p. June 26, 2025 (Board Meeting) - Procedural motion to remove the table failed by a vote of 4 to 4.
  - q. September 25, 2025 (Board Meeting) – Update the Board to include the 2022 “land swap” summary
  - r. October 22, 2025 (Ops-Planning Committee) – Updated the Operations-Planning Committee
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. The Board directed Goldbelt to provide an offer above fair market value at the March 27, 2025 Board meeting. Goldbelt provided an appraisal from Ramsey Appraisal Resource for

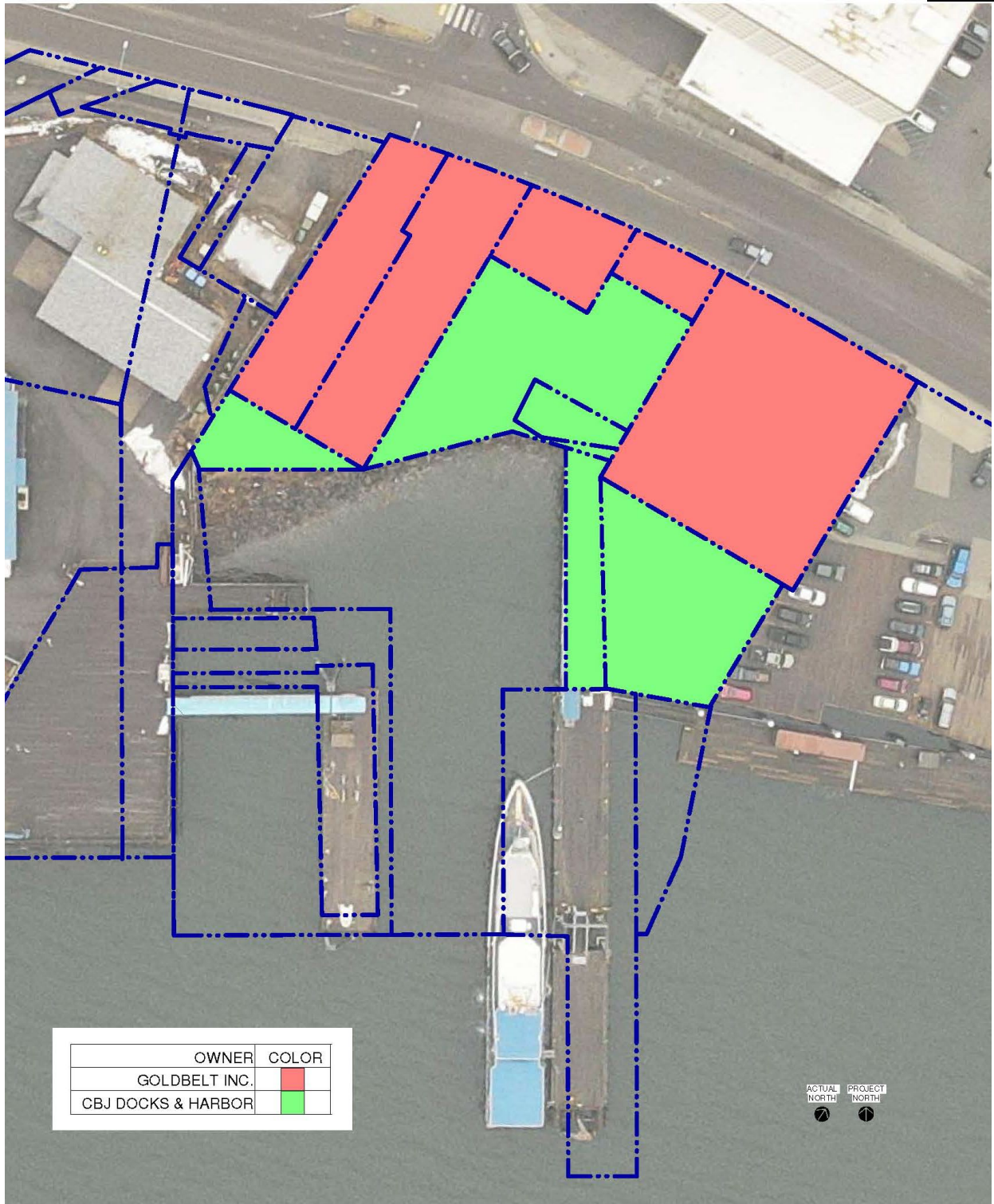
\$590,000. At the May 29, 2025 Board meeting the Goldbelt CEO indicated that Goldbelt is willing to pay fair market value for the property under consideration.

3. If directed by the Docks & Harbors Board, the next step 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 (Horan & Company)  
(4) Appraisal dated May 12, 2025 (Ramsey Appraisal Resource)  
(5) Appraisal dated February 27, 2023 (Horan & Company)







**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 F, Item 2.



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



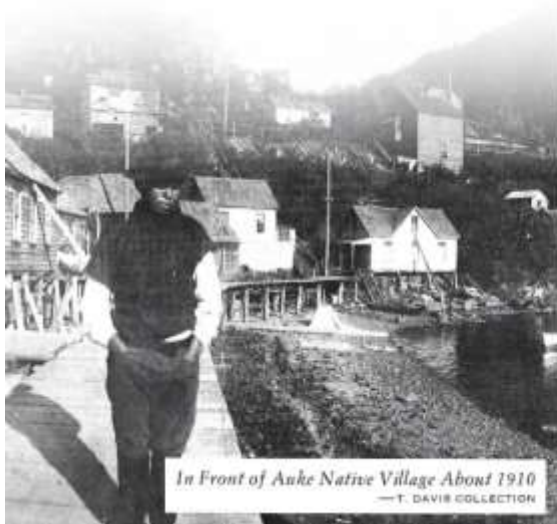
## Improved Site Benefits:

- 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 17<sup>TH</sup> 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 17<sup>th</sup> 2025

Report Date: February 28<sup>th</sup> 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 28<sup>th</sup> 2025

Carl J. Uchytel, PE, Port Director  
Attn: Melody Musick  
City and Borough of Juneau Docks and Harbors  
155 S. Seward Street  
Juneau, Alaska 99801

VIA email: Melody.Musick@juneau.gov

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 17<sup>th</sup> 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 27<sup>th</sup> 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 17<sup>th</sup> 2025 with the prospective purchasers' representative, Elias Hastings.

The last inspection date February 17<sup>th</sup> 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 17<sup>th</sup> 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

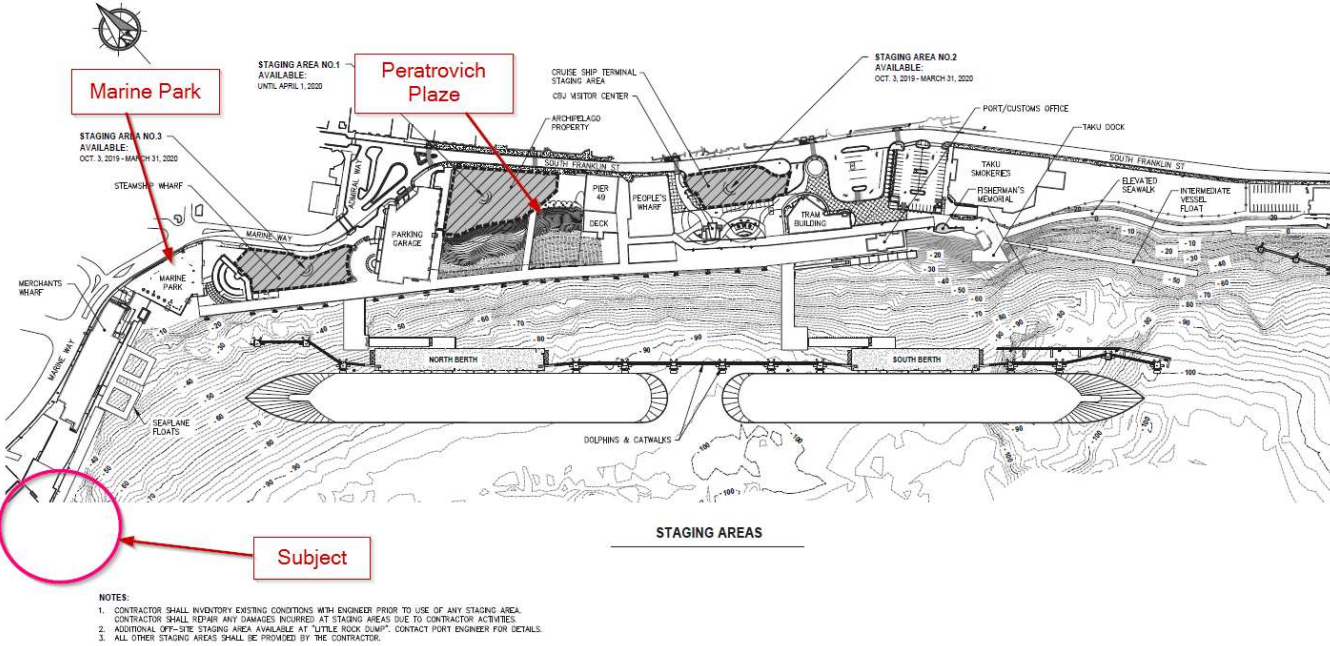
The demand for real property is driven by population, which is in large part driven by employment. The state government is still the largest employer, but is shrinking. Employment overall is on the rise since the high of 2019. Population has been nearly flat since 2018 after a decline from 2015.

### 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.



	<b>REVISIONS</b> REV. DATE DESCRIPTION DWN. CKD. APP.				9560 Glacier Highway Ste 100 Juneau, Alaska 99801 Phone 907-586-2003 Fax 907-586-2005 www.gndginc.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 5<sup>th</sup> 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.

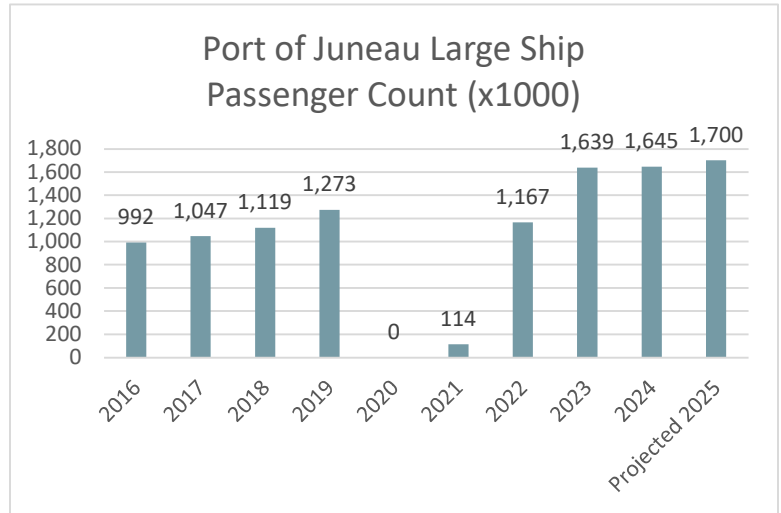
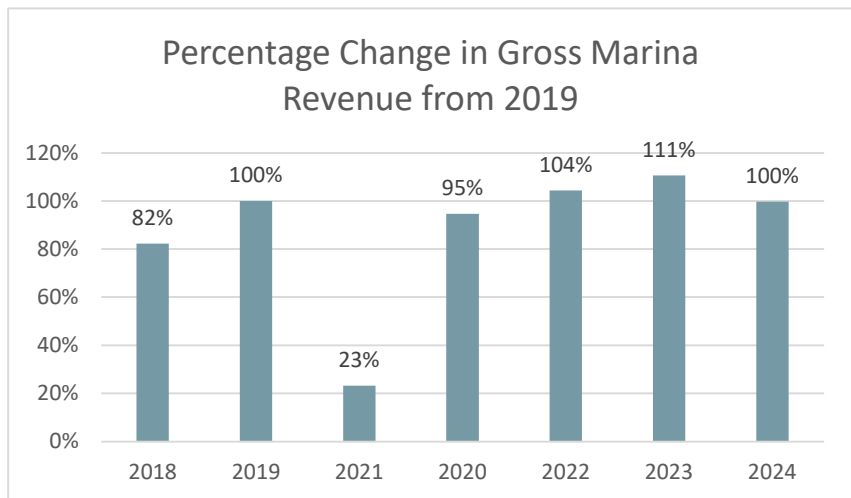


Figure 2.3 Cruise ship passenger count provided by CBJ Docks and Harbor Department, and Cruise Line Agencies of Alaska.

### 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

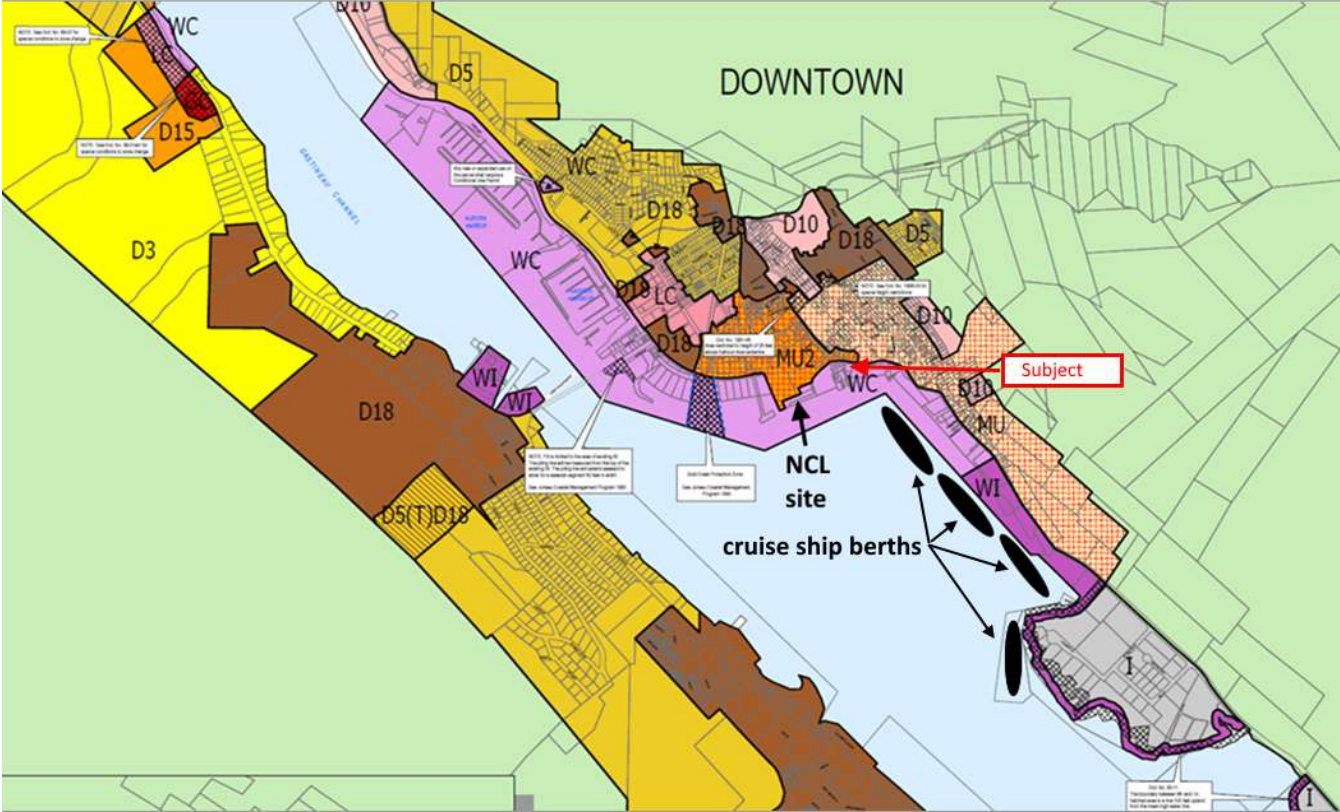


FIGURE 2.5 - Zoning Map. Source: CBJ Downtown Juneau & Douglas Zoning Map as of September 29, 2015 annotated by Horan & Company.

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.

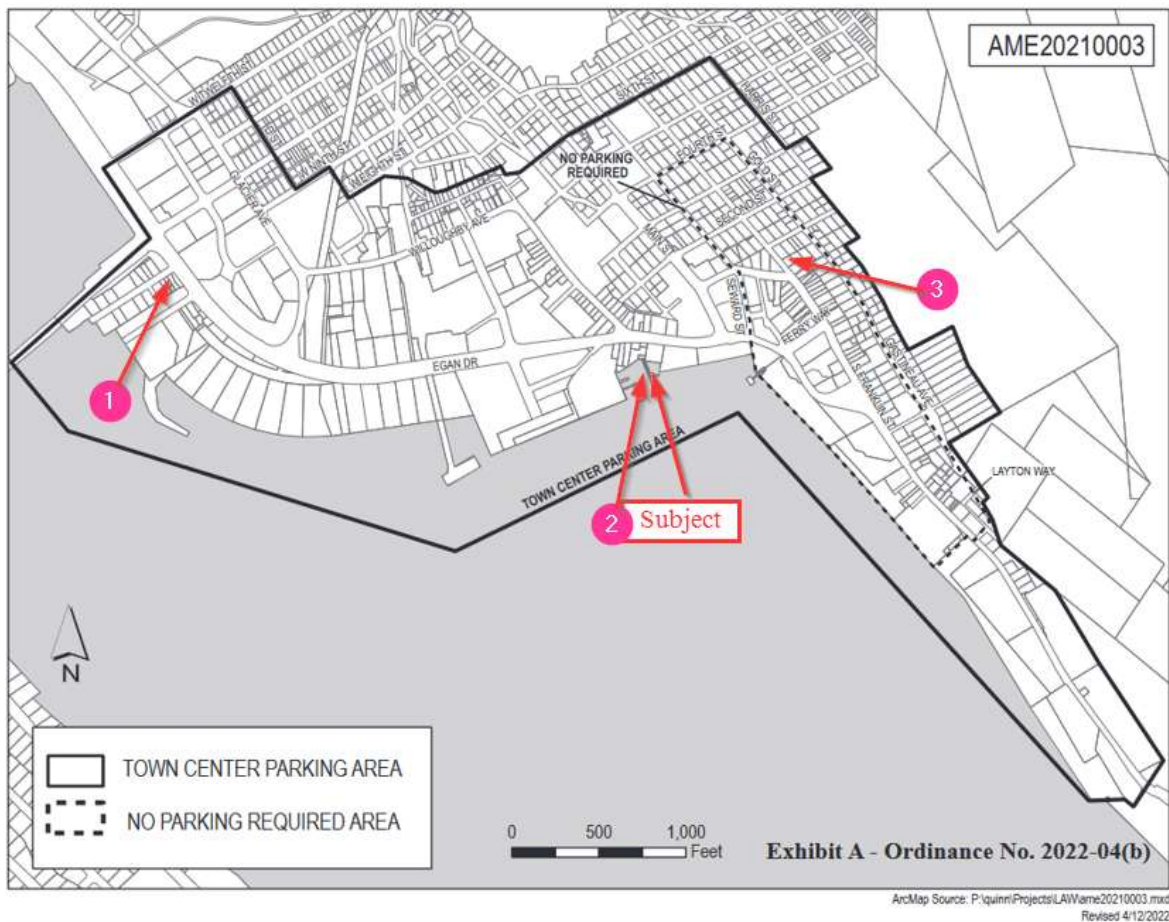
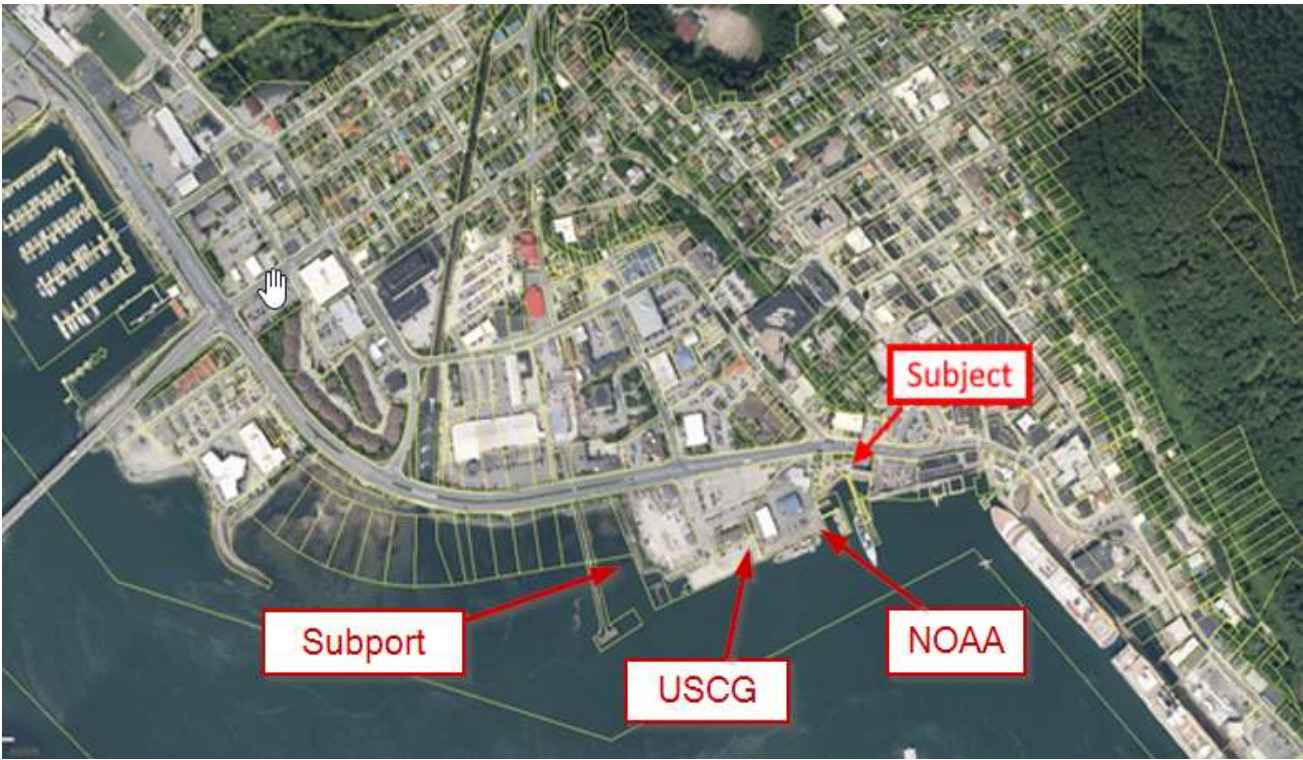


FIGURE 2.6 - PARKING DISTRICT MAP SHOWING THE SUBJECT AND COMPARABLES LOCATIONS.

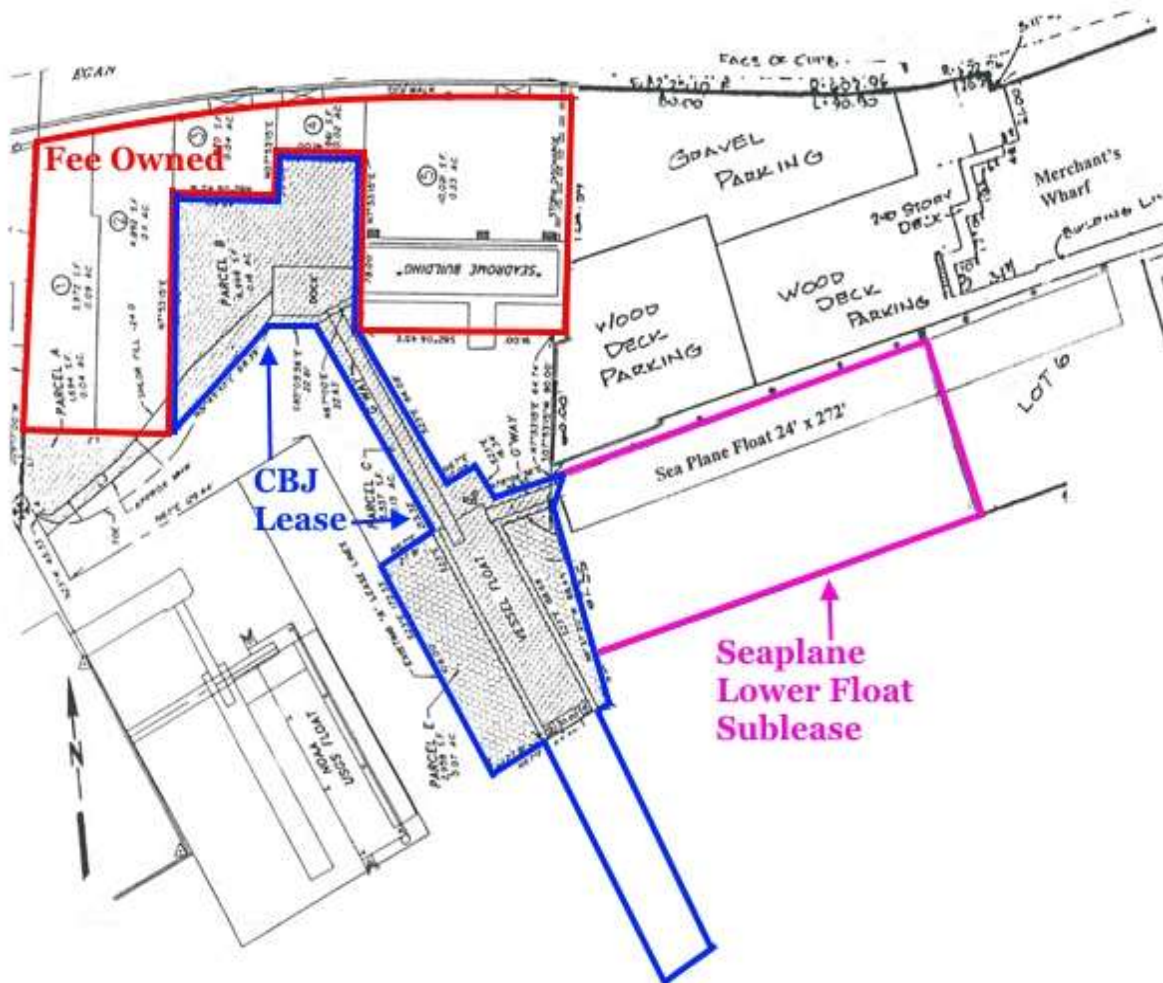


**FIGURE 2.7 - CBJ GIS OVERVIEW MAP OF DOWNTOWN COMMERCIAL AREA AND INNER HARBOR AREA**

### 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.

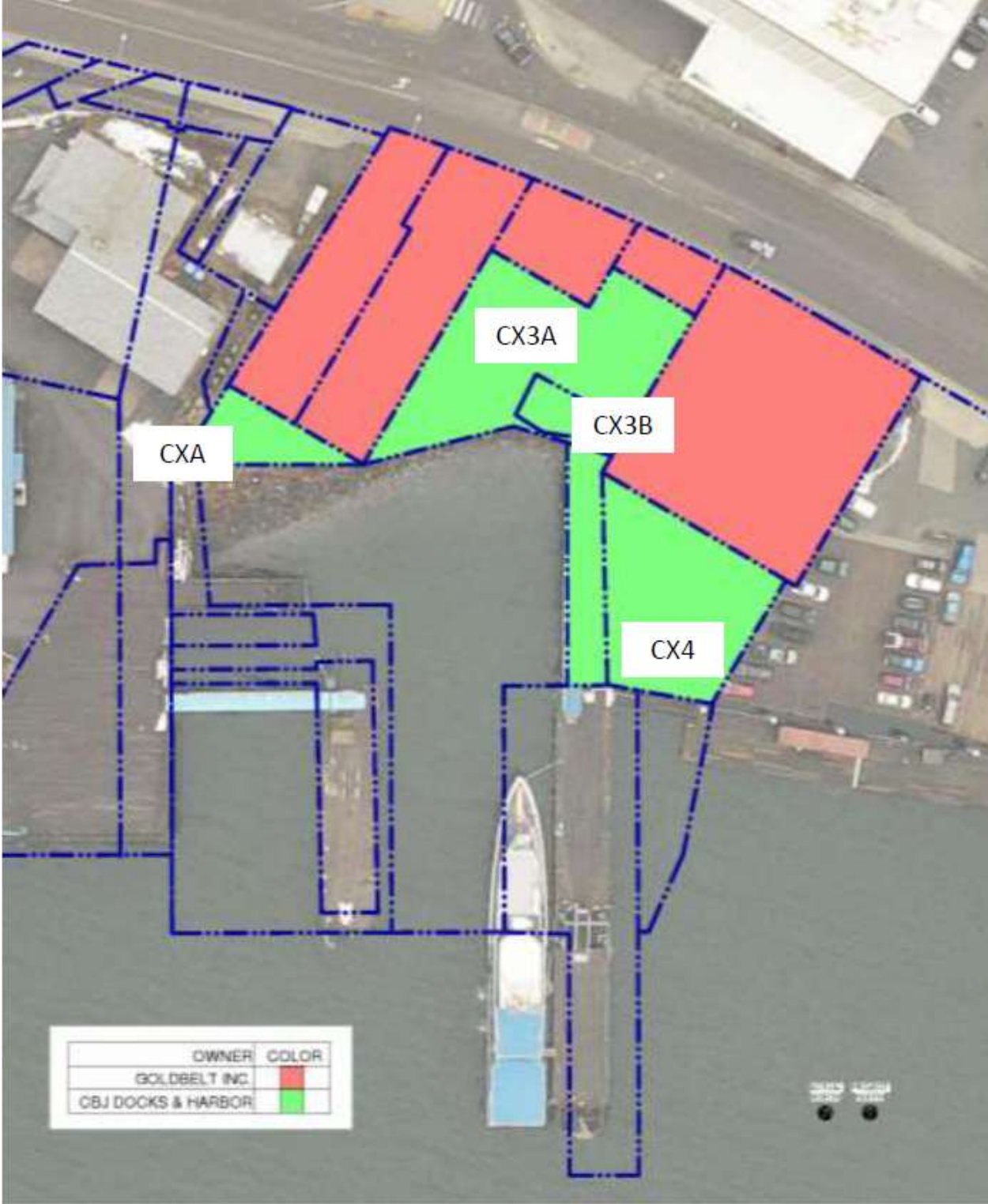


FIGURE 3.2 EXHIBIT SHOWING LANDS TO BE ACQUIRED/APPAISED IN GREEN.

**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.

<b>Table 3.1 -Summary Areas to be Acquired by Upland and Tideland Character</b>			
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 determined<sup>1</sup> 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.

---

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

<b>Table 4.1 – Summary of Sales Used to Estimate the Value of the Subject Uplands</b>						
<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 17<sup>th</sup> 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**

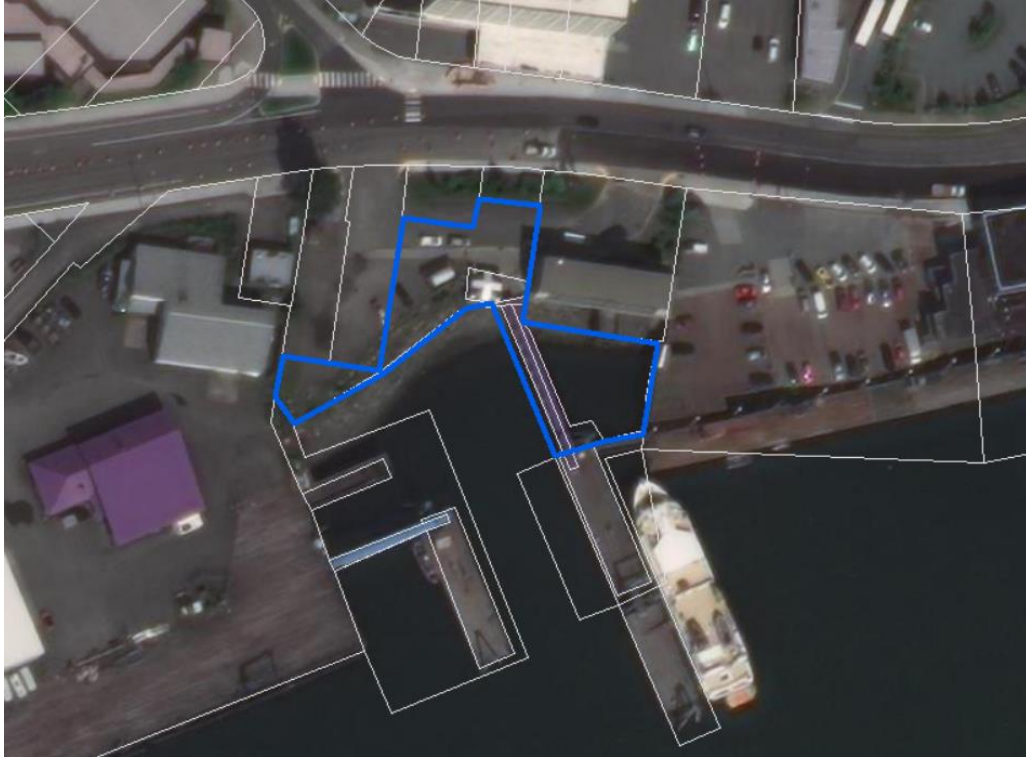
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# ADDENDA

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**APPRAISAL REPORT  
REAL ESTATE APPRAISAL**

**Of  
Sea Drome Marina**



76 Egan Drive,  
Juneau, Alaska  
99801

**As of**  
April 30, 2025

**Prepared For**  
Mr. Elias Hastings  
Goldbelt Incorporated  
3025 Clinton Drive  
Juneau, AK, 99801

**Prepared by**  
RAMSEY APPRAISAL RESOURCE  
Roger Ramsey, AK-APRG570

**File Name:**  
25-016

RAMSEY APPRAISAL RESOURCE

---

(907) 723-2936

10615 Horizon Drive  
Juneau,  
AK, 99801

rogerramsey@mac.com

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May 12, 2025

Mr. Elias Hastings  
Goldbelt Incorporated  
3025 Clinton Drive  
Juneau, AK 99801

Re: Appraisal Report, Real Estate Appraisal  
Sea Drome Marina  
76 Egan Drive, Juneau,  
Alaska, 99801

File Name: 25-016

Dear Mr. Hastings:

At your request, I have prepared an appraisal for the above referenced property, which may be briefly described as follows:

The subject property is 14,955 SF of property that includes uplands, tidelands, and submerged lands. Some of the subject area is leased by Goldbelt Inc. Through the years Goldbelt has built and maintained marine and upland improvements on the subject property. These improvements are not included in this valuation and the subject property will be appraised with the hypothetical condition that it is vacant. While the subject is currently encumbered by a lease, this appraisal assumes that the current lease in place has no effect on the value of the subject property.

Please reference page 10 of this report for important information regarding the scope of research and analysis for this appraisal, including property identification, inspection, highest and best use analysis, and valuation methodology.

I certify that I have no present or contemplated future interest in the property beyond this estimate of value. The appraiser has not performed any services regarding the subject within the three-year period immediately preceding acceptance of this assignment.

Your attention is directed to the Limiting Conditions and Assumptions section of this report (page 7). Acceptance of this report constitutes an agreement with these conditions and assumptions. In particular, I note the following:

Hypothetical Conditions:

- It is a hypothetical condition that the land is vacant and available for development to its highest and best use.
- it is a hypothetical condition that the land is not encumbered by any leases.

Extraordinary Assumptions:

- It is an extraordinary assumption that the land areas are as estimated and described in this appraisal

Based on the appraisal described in the accompanying report, subject to the Limiting Conditions and Assumptions, Extraordinary Assumptions and Hypothetical Conditions (if any), I have made the following value conclusion(s):

**Current As Is Market Value:**

The “As Is” market value of the Fee Simple estate of the property, as of April 30, 2025, is

**Five Hundred Ninety Thousand Dollars (\$590,000)**

The market exposure time preceding April 30, 2025 would have been 6 months and the estimated marketing period as of April 30, 2025 is 6 months.

Respectfully submitted,  
Ramsey Appraisal Resource



Roger Ramsey  
AK-APRG570

**MARKET VALUE APPRAISAL OF  
SEADROME BUILDING AND MARINA.  
GOLDBELT AND CBJ LAND EXCHANGE  
76 EGAN DRIVE, JUNEAU, ALASKA**



**Subject tideland looking west from Merchants Wharf, November 17, 2022**

**PREPARED FOR:** Carl Uchtyl, PE, Port Director  
City and Borough of Juneau Docks and Harbors  
155 S. Seward Street  
Juneau, Alaska 99801

**PREPARED BY:** Charles Horan, MAI  
Horan & Company, LLC  
403 Lincoln Street, Suite 210  
Sitka, Alaska 99835

**EFFECTIVE DATE:** February 21, 2023

**REPORT DATE:** February 27, 2023

**OUR FILE No.:** 22-044

# 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 NUMBER: (907)747-6666 FAX NUMBER: (907)747-7417 commercial@horanappraisals.com

February 27, 2023

Carl Uchytel, P.E., Port Director  
City and Borough of Juneau Docks and Harbors  
155 S. Seward Street  
Juneau, Alaska 99801

Via email: teena.larson@juneau.org

Re: Market Value Appraisal of Seadrome Building and Marina. Goldbelt and CBJ Land Exchange 76 Egan Drive, Juneau, Alaska. Our File # 22-044.

Dear Mr. Uchytel,

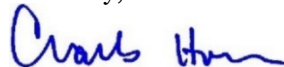
We have worked with your staff and Steven Sahlender, VP of the Alaska Group with Goldbelt and his staff to develop an equal value exchange of lands around Goldbelt's Seadrome Marina. Assisted by site information provided by RESPEC surveyors, the Port Engineer and I have worked to develop an equal value exchange configuration which preserves the highest and best use functionality of the land to both parties with marine and street front access. After analyzing the market and making several iterations of exchange configurations I have determined the following value conclusions of the exchange as of the effective date, February 21<sup>st</sup> 2023.

Goldbelt conveys to CBJ	SF Area	Unit value	Land Value
Upland Parts of Lots 1 & 2	6,252	\$65	\$406,380
Tideland Part of Lot 2	70	\$26	\$1,820
<b>Total Goldbelt Land</b>	<b>6,322</b>		<b>\$408,200</b>
CBJ conveys to Goldbelt	SF Area	Unit value	Land Value
Upland behind Lots 3 & 4	3,400	\$65	\$221,000
Tidelands west of Lot 5	550	\$26	\$14,300
Tidelands south of Lot 5	6,650	\$26	\$172,900
<b>Total CBJ lands</b>	<b>10,600</b>		<b>\$408,200</b>

Your attention is invited to the attached report which explains this analysis in more detail and includes the most pertinent data considered in estimating the market value. This appraisal is intended to comply with the rules and regulations as set forth by the Uniform Standards of Professional Appraisal Practice (USPAP) and the City and Borough of Juneau's appraisal instructions.

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

Sincerely,



Charles E. Horan, MAI  
Horan & Company, LLC

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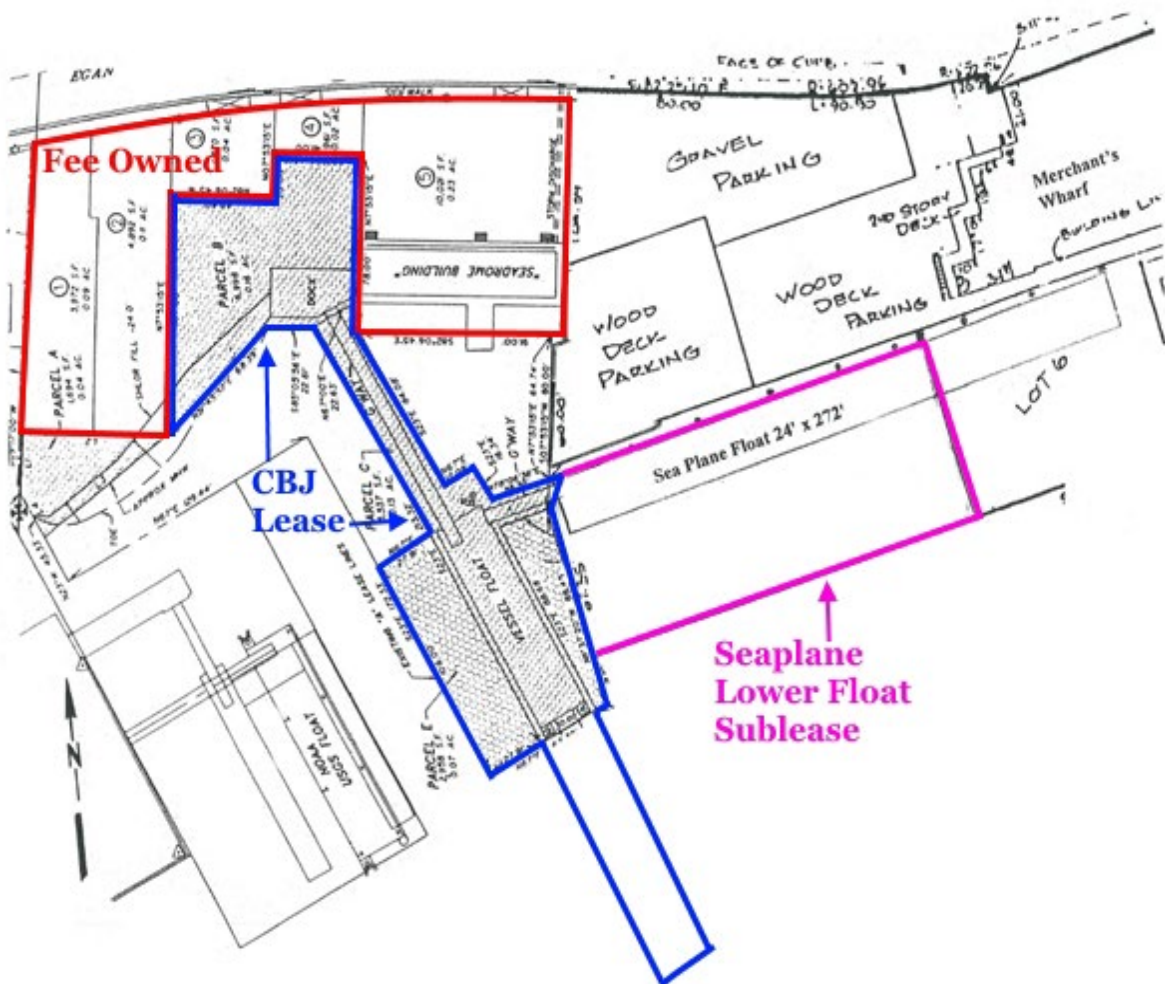
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# 1 INTRODUCTION

## 1.1 BACKGROUND AND SUMMARY OF CONCLUSIONS

Goldbelt Corporation is the controlling entity of Cultural Preservation, Inc. which owns and leases property at 76 Egan Drive, Juneau, Alaska Seadrome Building and Marina. They have fee ownership of lots 1 through 5, Block 76 Tidelands Addition Subdivision to ATS 3 Plat 340, JRD. These are level at grade “uplands, 21,801 SF of commercial the 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 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 Cultural Preservation Inc. is over 56,000 SF, as generally outlined in Figure 1.1



**FIGURE 1.1 - Showing extent of lands under control of owner Goldbelt/Cultural Preservation, Inc.**

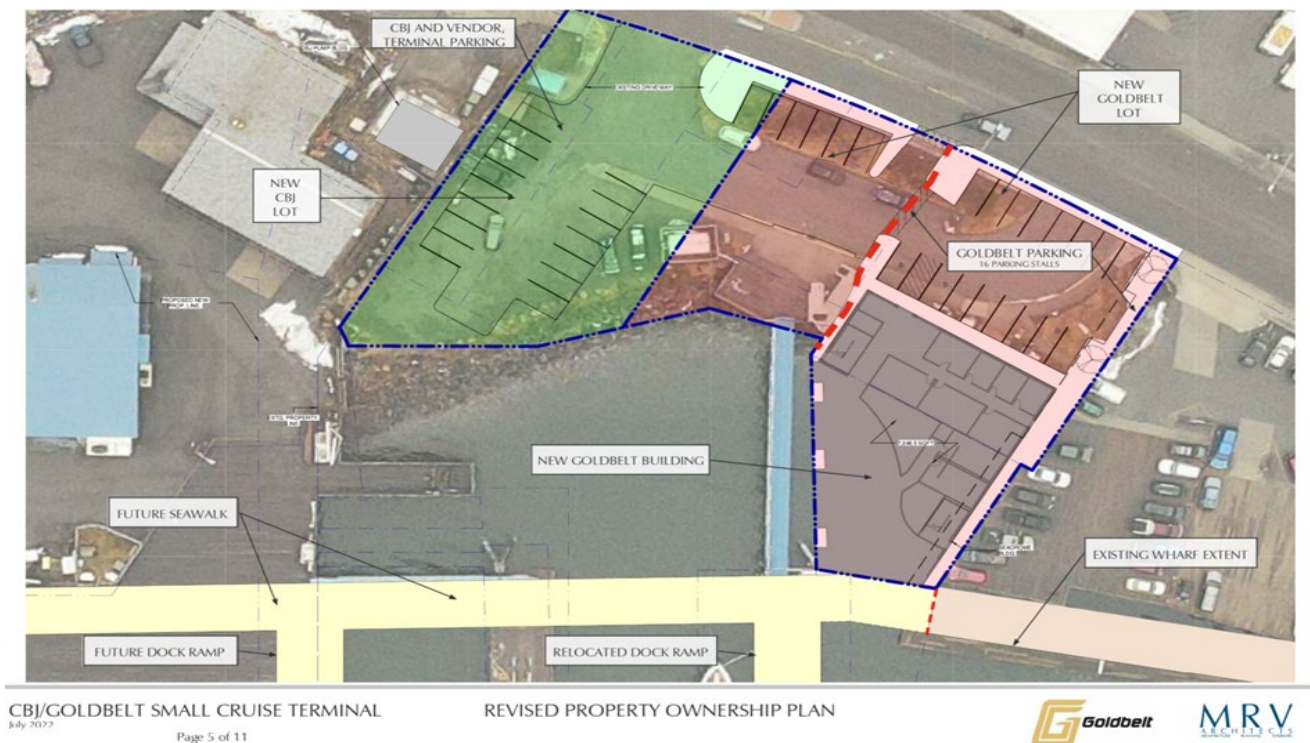
## Synopsis of Land Leases and Agreements

About 19,916 SF of land blue-lined “CBJ Lease” in Fig. 1.1 are leased from the City and Borough of Juneau based on a 35-year lease that began June 1, 1996 which has one additional 35-year option to renew. The annual rent is adjusted to market every five years based on 9% of the estimated market value. It was last reviewed in June 2018 confirming the current rent of \$56,327.58.

The tidelands seaward of Merchants Wharf are leased from the Merchants Wharf based on the 2018 agreement. They also have an agreement for the use of the float on those tidelands with another entity. These agreements have been ongoing for many years. This area is accessed by the CBJ lease.

The site is improved with a small three-story office building paved parking landscaping and other site amenities.

There is a use agreement between Goldbelt and Petro Marine Services for the installation of a diesel fuel system for the purpose of fueling marine vessels. The tanks are above ground inside temporary concrete barriers with fuel lines running down the ramp to the docks. This March of 2015 agreement was amended in June of 2016 allowing a 10 year term expiring in 2025 with automatic one year options to extend.

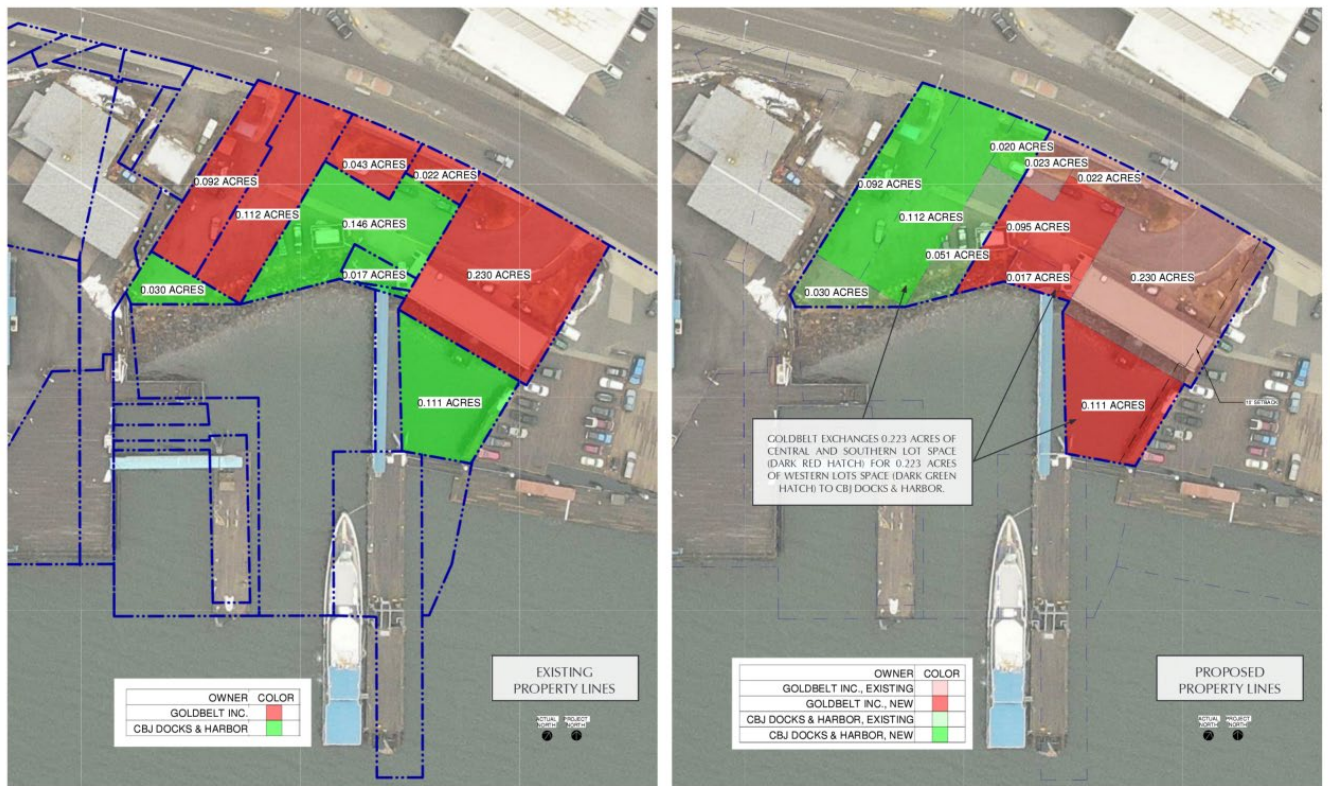


**FIGURE 1.2 - Goldbelt’s initial envisioned expansion July 2022**

## The Proposed Exchange

Goldbelt wishes to expand its upland improvements with a small cruise ship terminal building developed over tidelands seaward of this existing building as noted in Figure 1.2 above. This concept is intended to allow a tie in to the future Seawalk concept. Goldbelt desires to acquire additional land for this purpose and proposes to trade its uplands for the value of these tidelands.

To initiate the process Goldbelt suggested an exchange configuration that looked something like what is presented in Figure 1.3 below. The idea was to develop an exchange configuration that would be close to equal value. The suggested configuration below puts more valuable level uplands owned by Goldbelt on the CBJ side of the exchange balance requiring several iterations of modifications to develop an even value exchange.



CBJ/GOLDBELT SMALL CRUISE TERMINAL  
July 2022

Page 4 of 11

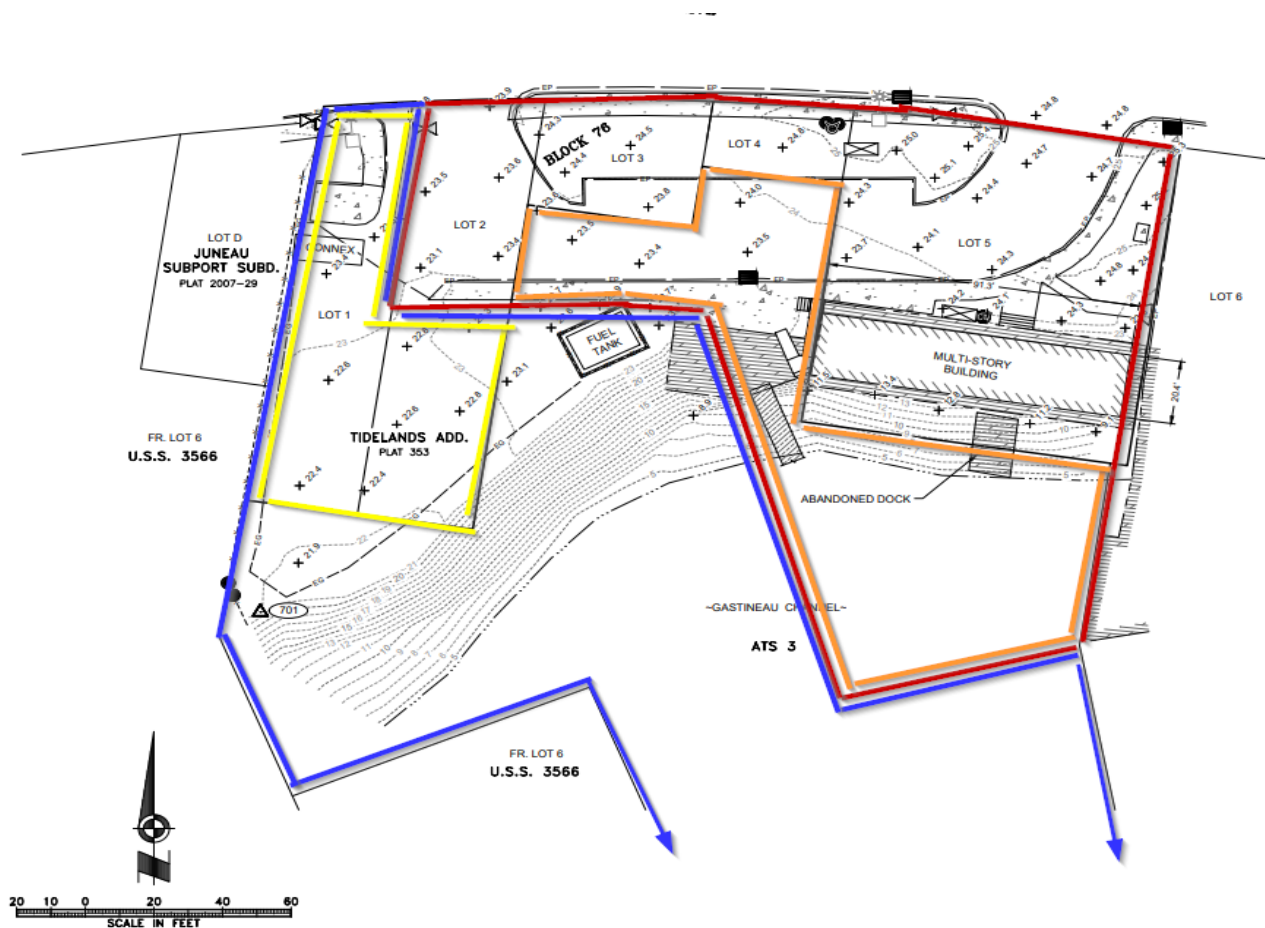
PROPOSED PROPERTY REALLOCATION



**FIGURE 1.3 - initial exchange suggestion which put too much valuable land from Goldbelt to CBJ on the exchange balance.**

As the process developed Goldbelt obtained detailed survey information about the land. The appraiser performed an analysis of the valuation contribution of land characteristics. It was concluded that the highest and best use of the land was similar for both of the property ownerships. It was determined that the sloping and tidal lands had a SF unit value of 40% of the upland unit value. This developed a ratio that for every 1 SF of upland traded, 2.5 SF of tidelands would be required or the reciprocal for every SF of tideland traded 0.40 SF of upland would be required. This ratio and analysis are supported in the valuation section of this report.

After several iterations of possible exchange configurations, the following was concluded to give equal utility to each parties pursuit of highest and best used development of the land.



**FIGURE 1.4 - Concluded exchange configuration showing CBJ receiving Goldbelt land outlined in yellow and Goldbelt receiving CBJ land outlined in orange. This makes the final ownership configuration reflected in CBJ outline in blue which extends into the harbor and covers the existing CBJ Goldbelt lease areas for which the city enjoys market rent. The final configured Goldbelt parcel is outlined in red.**

## Conclusion Traded Land Values

Goldbelt conveys to CBJ	SF Area	Unit Value	Land Value
Upland Parts of Lots 1 & 2	6,252	\$65	\$406,380
Tideland Part of Lot 2	<u>70</u>	\$26	<u>\$1,820</u>
Total Goldbelt Land	6,322		<b>\$408,200</b>
CBJ conveys to Goldbelt	SF Area	Unit Value	Land Value
Upland behind Lots 3 & 4	3,400	\$65	\$221,000
Tidelands west of Lot 5	550	\$26	\$14,300
Tidelands south of Lot 5	<u>6,650</u>	\$26	<u>\$172,900</u>
Total CBJ lands	10,600		<b>\$408,200</b>

### 1.2 INTENDED USERS AND INTENDED USE

The purpose of this appraisal is to estimate the square foot market value of those lands under consideration for exchange and to assist the exchanging parties in developing a near equal exchange of the identified lands based on their values as expressed by these market unit values. For these purposes certain reasonable hypothetical conditions are made part of this assignment such as that the lots are subdivided and marketable and unimproved ready for development to their highest and best use. Also, certain assumptions are made that there is no legal encumbrances by titled interest, lease or agreements would offset the values as calculated.

**The Intended use** of this appraisal as to assist the parties in an equal value exchange. The **Intended users** are the City and Borough of Juneau Harbor Board, Docks and Harbor management and subsequent decision makers involved in the exchange. The appraisal is not intended for any other users or any other use.

Please see the addenda for the summary of assumptions and conditions, certification of appraisal, definitions and other important information relative to the appraisal analysis.

### 1.3 INSPECTION & EFFECTIVE DATE

Charles Horan, MAI inspected and photographed the property on November 17<sup>th</sup> 2023. The property was also viewed on February 21, 2023. This latter date February 21<sup>st</sup> 2023 is the effective date of the appraisal.

### 1.4 SCOPE OF WORK

This appraisal analysis is for land only as though the site is hypothetically vacant and available for highest and best use development. The character of the land is based on a site survey performed by RESPEC. The character the land was differentiated as uplands, generally the land at the top of the slope of the filled areas at near road grade, and tidelands, which in this case include sloping lands and tidal flooded or submerged lands below.

The land is appraised as if vacant and available for development to its highest and best use. It is an extraordinary assumption that the easements, leases and agreements which are described

in this report do not inhibit the value attributed to the various exchange parcels. It is assumed the current land lease between the CBJ and Goldbelt will be revised to accommodate the new lot lines. No complete legal description or current title status report to the land has been provided to the appraiser. It is understood that the land will be surveyed into a legal site prior to conveyance.

The land value as hypothetically vacant will be estimated on the contributory square foot value of each of the exchange components of the land as uplands and tidelands.

The most direct way to estimate market value of the land is the sales comparison approach. Sales prices or annual rents have been analyzed as the primary indicators of value in the subject's competitive market. The market unit of comparison for this property is price per square foot. In some instances, leases were capitalized to indicate the fee value. A land capitalization rate of 8%<sup>1</sup> is used unless a contract rent is being converted and states otherwise. The income approach and depreciated cost approach were considered, but not applicable in the subject instance. The appraisal conforms to the Uniform Standards of Professional Appraisal Practice (USPAP).

A thorough search of the market has been made for comparable transactions including interviews with realtors, consultations with the southeast and statewide Multiple Listing Services, a review of the assessor's files on sales transactions, lenders, government agencies and others who regularly participate in the real estate market. To the extent possible, we have interviewed buyers, sellers or other knowledgeable parties to the transactions as more fully described in our market data sheets contained in the addenda.

Our office maintains market data information on sales, transfers and on a geographic location basis for those rural properties not connected to a road system and those connected. Within each of these areas, the data is further segmented into commercial and residential properties. Within these divisions of separation are divisions for zoning and whether the properties are waterfront or upland parcels. Horan & Company, LLC maintains and continually updates this library of sale transactions throughout Alaska by region and has done so for over 30 years.

## 1.5 ASSUMPTIONS AND LIMITING CONDITIONS

This appraisal is made based on the following **hypothetical conditions (HCs)** and **extraordinary assumptions (EAs)**.

**HC1** It is a hypothetical condition of this appraisal that the land as appraised is a legal subdivided marketable sites in fee simple title allowing the highest and best use of each ownership.

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<sup>1</sup> See adenda for Alaska Tidelands Valuation And Rent Market

**HC 2** The value is for land only. The value disregards site improvements which are present.

**EA1** It is an extraordinary assumption that the lot size and portions are as outlined in this report. It's understood that the final square footage may vary somewhat which could be adjusted by the client or by an amended appraisal.

**EA2** It is an extraordinary assumption that easements, leases and agreements which are known and outlined in this report do not inhibit the value attributed to the various exchange parties. It is assumed current land lease between the CBJ and Goldbelt will be revised to accommodate the new lot lines.

This appraisal and valuation contained herein are also expressly subject to the scope of work and 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 valuation is 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 appraiser's 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 (unless otherwise specifically stated) 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, the appraiser has 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. The appraiser 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 the appraiser is not an expert in the field of environmental hazards, this appraisal report must not be considered as an environmental assessment of the property. The appraiser obtained the information, estimates, and opinions furnished by other parties and expressed in this appraisal report from reliable public and/or private sources believes it 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 appraiser.

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.
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 appraiser 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.

## 1.6 DEFINITIONS

### Market Value

The most probable price that a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- Buyer and seller are typically motivated;
- Both parties are well informed or well advised, and acting in what they consider their best interests;
- A reasonable time is allowed for exposure in the open market;
- Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- The price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

*The Dictionary of Real Estate Appraisal, 5th Edition, Appraisal Institute, Page 123*

The estimated market exposure time is 18 to 24 months.

### Extraordinary Assumption

An assumption, directly related to a specific assignment, as of the effective date of the assignment results, which, if found to be false, could alter the appraiser's opinions or conclusions.

Comment: 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. (USPAP, 2016-2017 ed.)

*Dictionary of Real Estate Appraisal, Sixth Edition, Page 83-84.*

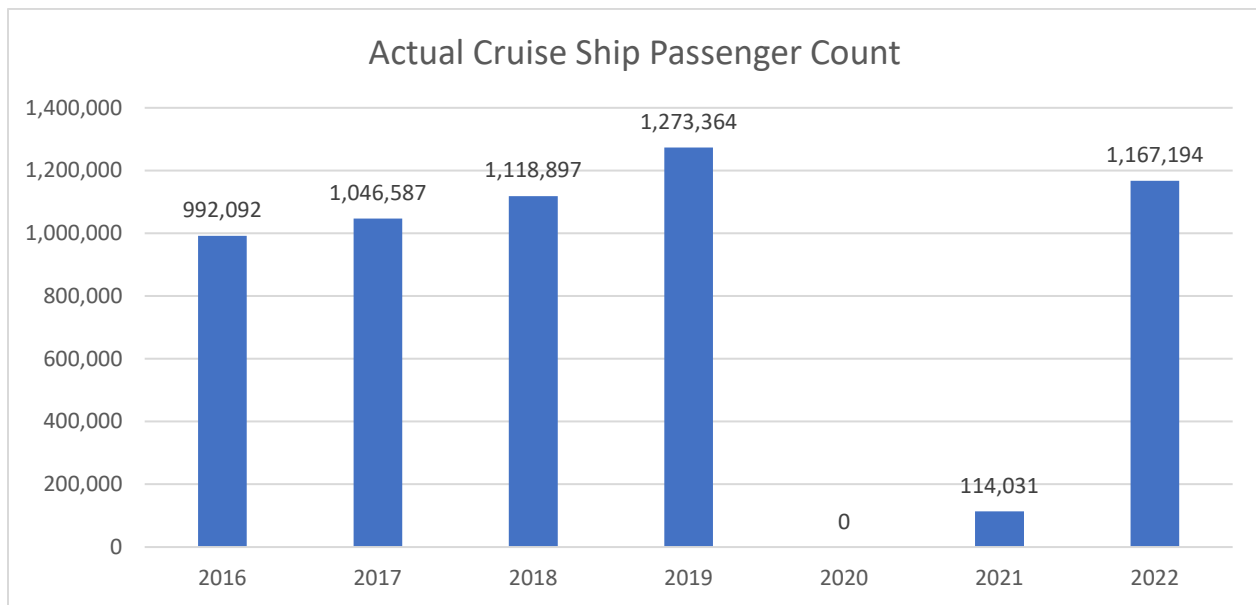
### Hypothetical Condition

1. A condition that is presumed to be true when it is known to be false. (SVP)
2. 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 use of an extraordinary assumption or a hypothetical condition if found to be otherwise could impact appraisers' analysis and conclusions.

**2.1 JUNEAU AREA ANALYSIS**

Please see the addenda for the expanded Juneau Area Analysis. The population and employment in Juneau have been declining over the last few years but it appears that the decline is diminishing. The population is aging. There is a housing shortage with prices rising due to supply and demand issues as well as inflationary pressure for materials. There have been no large-scale multifamily housing projects developed for the last several years. It appears that feasibility for new rental housing may be difficult. With the increase in values for condominiums and other forms of home ownership, there may be some more potential in the future for this type of feasible housing. It’s beyond the scope of this report to make this determination at this time.



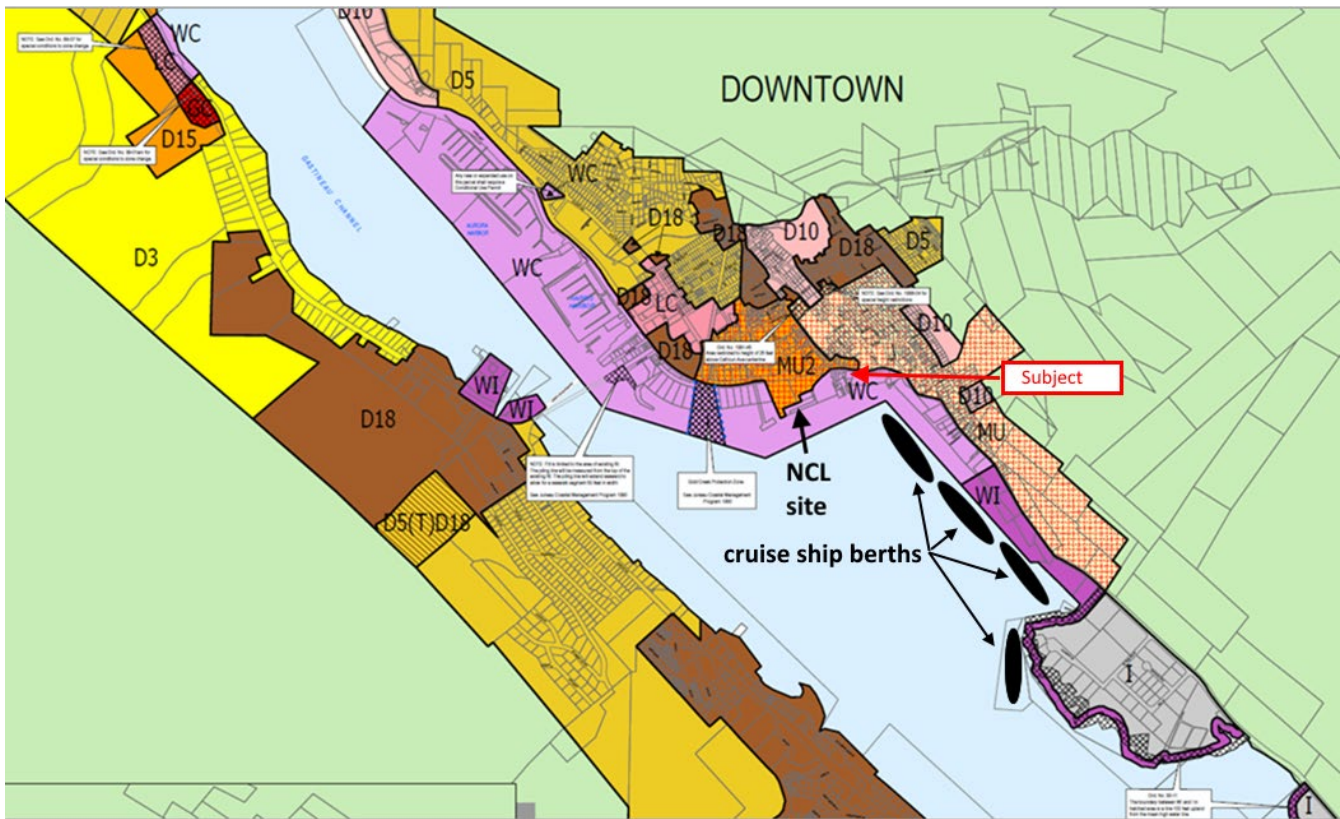
**Figure 2.1 - Actual cruise ship passenger count provided by CBJ Docks and Harbor Department, the Tide Line November 2022 newsletter.**

Tourism has recovered significantly for the independent traveler and more recently, just this year for the cruise ship passenger. Actual passenger count for 2022 is 92% of the previous high in 2019. It appears it will improve next year. Tourism-related sales are also rebounding as seen in gross tax receipts but not near the levels previously seen in 2019. The independent travel market appears to be stronger based on bed tax receipts which in 2022 may have outpaced the 2019 season. Education, government, fishing, and other industries that have lagged in the last several years appears to be recovering if not to prior levels. State Government continues to shrink but may be leveling off.

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

## 2.2 NEIGHBORHOOD ANALYSIS

The subject property is located on the Juneau Harbor waterfront beyond the dense traffic generated by cruise ships. However, it provides a nearby deep-water marina for large yachts, small tourism vessels and sea planes. 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.



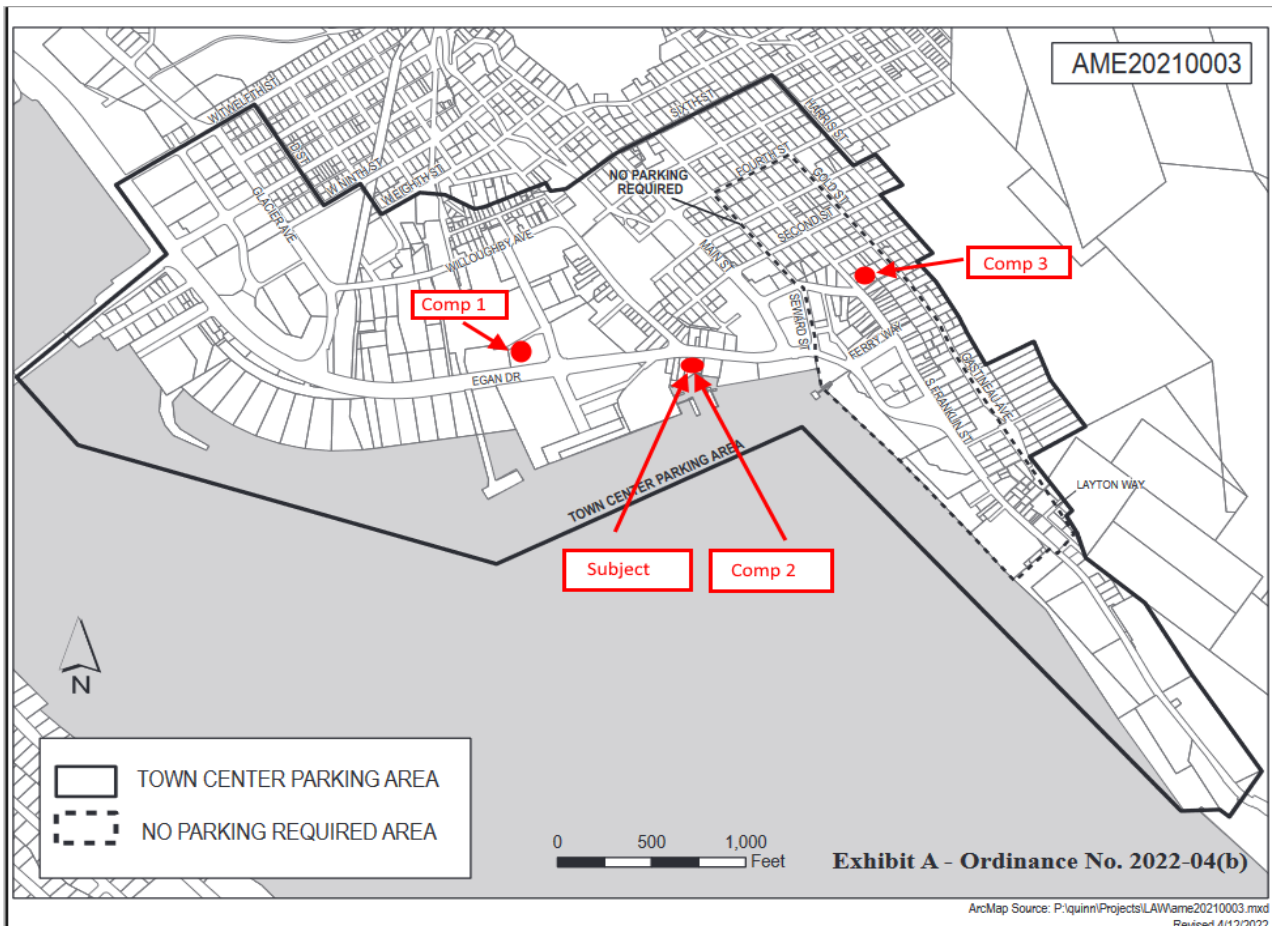
**FIGURE 2.2 - Zoning Map. Source: CBJ Downtown Juneau & Douglas Zoning Map as of September 29, 2015 annotated by Horan & Company.**

### Zoning

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.

## Parking Districts

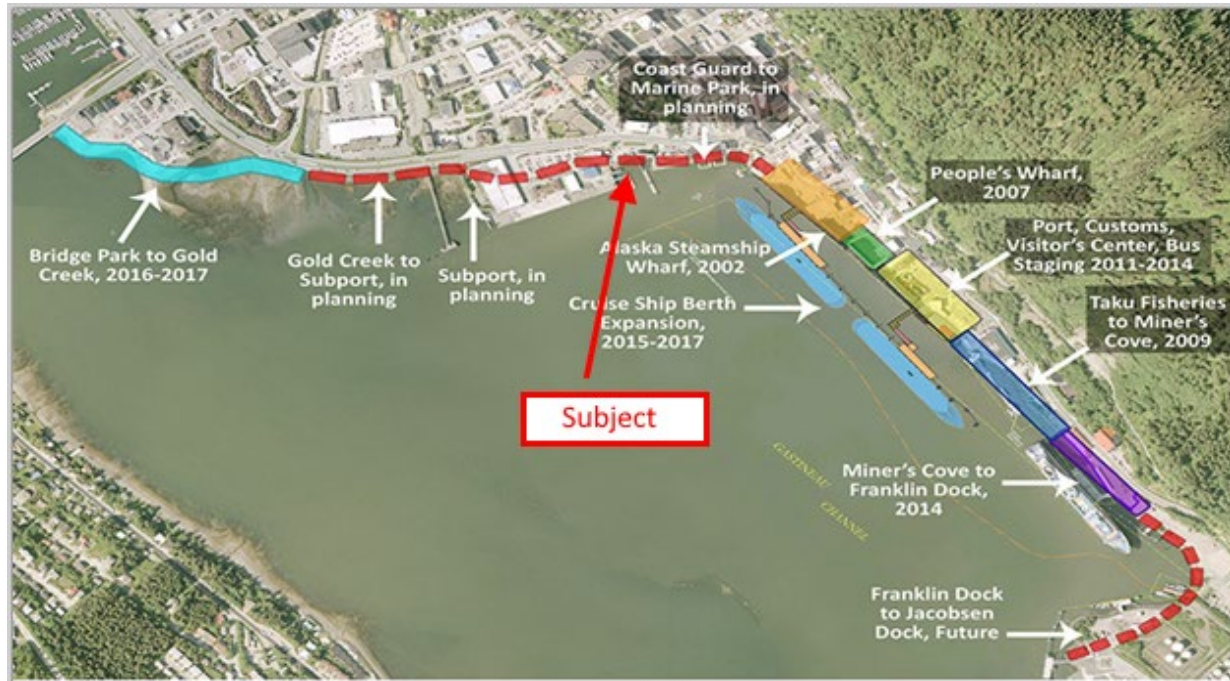
The parking ordinance changed in March of 2022. The subject was in the former Parking District PD2, which allowed owners or property developers a reduction in the parking requirements up to 30%. The new No Parking Required Area establishes an area where properties can be developed with no requirement 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 ranging 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 2.3 - Parking District Map showing the subject and Comps.**

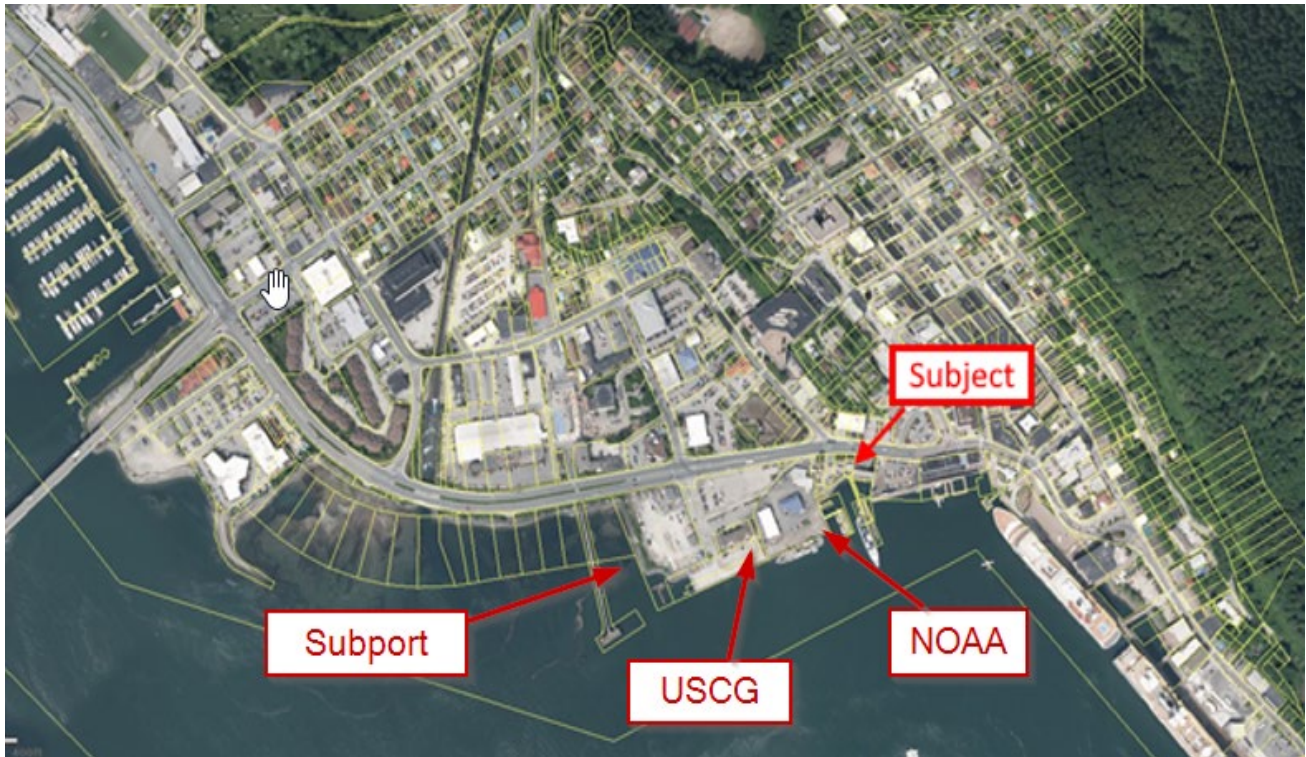
## Juneau Harbor Waterfront

The Long Range Waterfront Master Plan established in 2004, which became part of the Juneau comprehensive plan, calls for a sea walk to pass through these parcels connecting the broader neighborhood by an elevated walkway from the cruise ship docks on South Franklin Street to the 8<sup>th</sup> Street office complex. This project has steadily progressed in phases. The most recent Seawalk phase was completed from the 8<sup>th</sup> Street office complex to Gold Creek, just west of the subject.



**FIGURE 2.4 - Seawalk timeline concept from CBJ website.**

The subject has historically been used for small cruise ships. It is well situated to comply with the waterfront development concept for small to midsize ship harbor and marina use. The CBJ cruise ship docks are just east of the subject beyond the Merchants Wharf which is used for floatplane tourism and the subject marina which employs part of the Merchants Wharf tidelands frontage. Just West of the subject is a small NOAA dock and the US Coast Guard dock beyond. Apparently Juneau has been notified they will possibly be home porting an ice breaker which may involve redevelopment of this government property to the west. Further west is the NCL purchase of 2.9 acres of land on which they envision the development of Juneau Harbors 5<sup>th</sup> large cruise ship dock. The Juneau Waterfront Plan and its overarching Comprehensive Plan have been modified to allow this to happen in the Subport area. All these waterfront dock properties are in high demand at this time due to the growing number of cruise ship visitation to the port of Juneau. This activity demonstrates that the demand for the subject property is very good.



**Figure 2.5 - CBJ GIS overview map of downtown commercial area and inner harbor area**

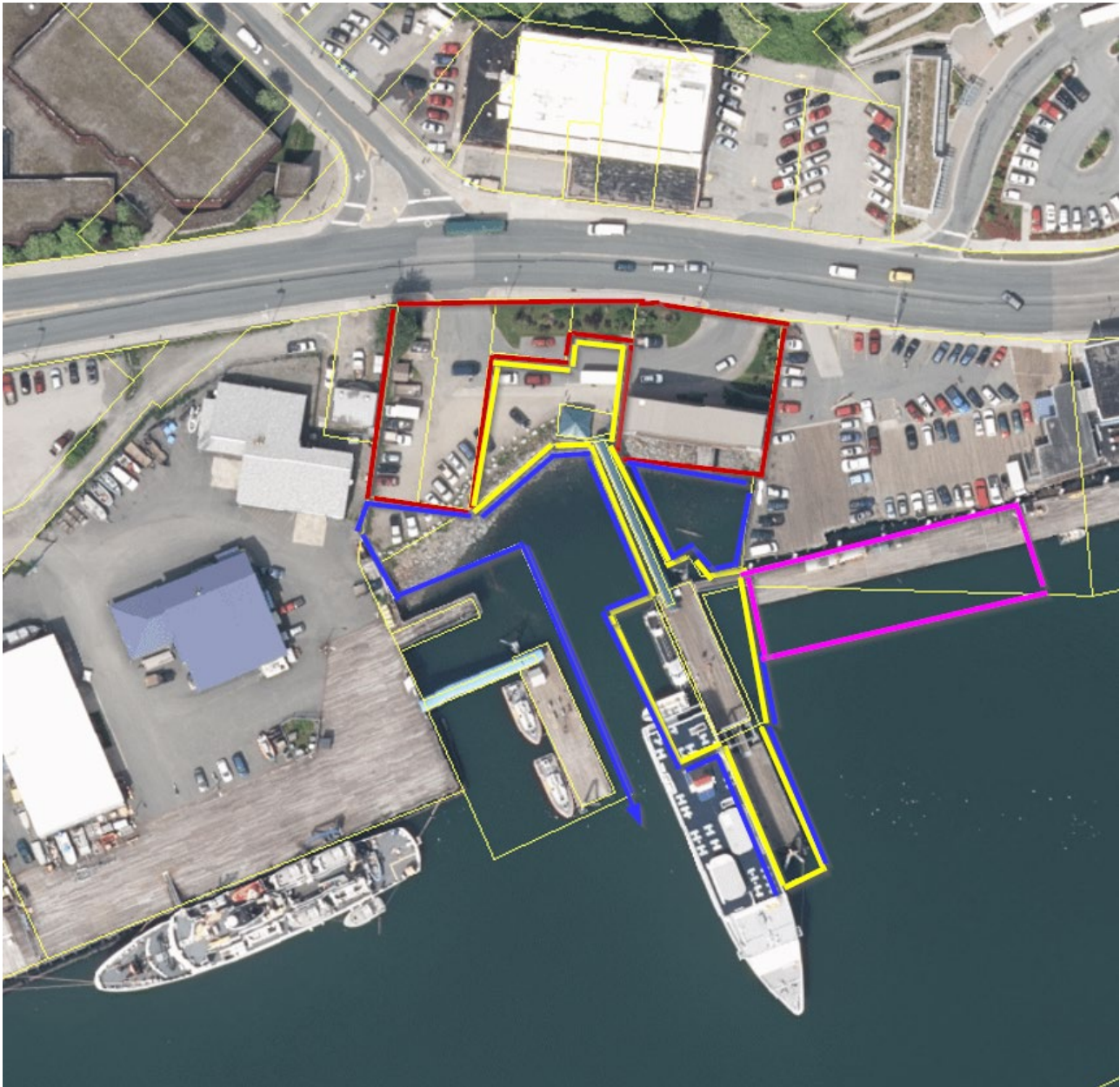
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### 3 PROPERTY DESCRIPTION

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#### 3.1 SITE DESCRIPTION

The purpose of the appraisal is to estimate the typical SF land value for the for the properties owned by the proponents of the exchange which we will call CBJ lands and Goldbelt lands. The present configuration and context of these parcels are as indicated in



**Figure 3.1 - The red lines embrace those lands currently owned by Goldbelt. The blue and yellow embrace those lands owned by the CBJ. The yellow is leased from CBJ to Goldbelt.**

### Character of larger land area

The lands are considered as equally situated economic units. In other words, the CBJ is not penalized for not having frontage on Egan Drive nor is Goldbelt penalized for not having access to the waterfront without a land lease from the CBJ. Overall the land has about 250 feet of frontage on Egan Drive. The upland area at grade extends 70 feet to 150 feet south toward the sloping tidelands. The tidelands influence extends another 300 feet or more into the deep water of Juneau Harbor.

The land influenced by the exchange areas is roughly outlined in Figure 3.1. This consists of about 48,000 SF of the CBJ lands of which 6000 SF more or less is classified as uplands (about 12%). Goldbelt has about 20,000<sup>2</sup> square feet of land of which is roughly 16,700 square feet classified as uplands (84%).

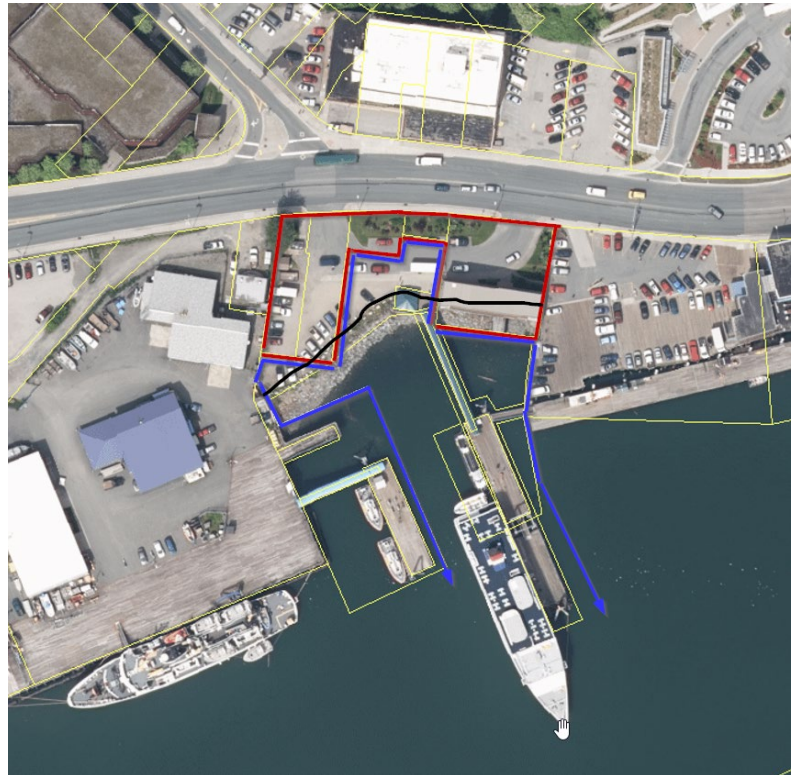
The fill soil is level at road grade and assumed to be competent for most economic highest and best uses based on the neighborhood and historic development on the site. The sloping tidelands appear to be adequate as well as they currently support a pile driven marine float and ramp structure capable of mooring small to midsize vessels.

### Utilities

All utilities available in the City and Borough of Juneau are available to the site, including water, sewer, telephone, cable television, electric power, etc.

### Access and Off-Site Improvements

Road access is along Egan Drive, a paved, undivided, four-lane highway with concrete curbs, gutters, and storm drainage. No on-street parking is available adjacent to or near the subject.



**Figure 3.2 rough outline of land ownership, Goldbelt in red CBJ in blue. This also notes rough approximation of top of fill line.**

<sup>2</sup> Goldbelt has title to about 21,801 SF in Lots 1 through 5 Block 76 of the Juneau Townsite Addition. In about 2017 1,823 SF were conveyed as a perpetual easement to the State of Alaska DOT leaving a net effective land area of just under 20,000 SF.

This is a heavily trafficked road. The site has water access through tidelands to the deep water of Gastineau Channel to the south.

### **Assessed Valuation and Taxes**

The subject is carried as two parcels by the assessor with the following Parcel IDs;  
1C070K760010, Legal Description Tidelands Addition Block 76 Lots 1, 2, & 3, and  
1C070K760020, Legal Description Tidelands Addition Block 76 Lots 4 & 5.  
The total value for both parcels owned in fee is \$2,138,565 for the 2022 assessment.

The leasehold interest in the tidelands, owned by CBJ Docks & Harbor, parcel number 1C070K760021, ATS 3 FR, is \$954,030 for 2022.

This includes the improvement value of the floats and other marine improvements. The total value for all three parcels is \$3,092,595. The taxes for all three would be \$32,658 based on a current mill rate of 10.56.

### **Easements and Other Restrictions**

There are no known easements or platted site restrictions that would influence the typical square foot value for the purpose of our analysis. We have already addressed the existence of the land lease and other agreements which do not impact our square foot value analysis.

### **3.2 IDENTIFIED EXCHANGE LANDS**

The exchange lands have been analyzed for their site characteristics as filled or tidelands as previously defined. The CBJ Port Engineer, in consultation with the appraiser, has defined an approximate equal value exchange. The character of these lands are also informed by the topographical survey performed by RESPEC surveyors. The following figure identifies those lands..

This analysis notes that Goldbelt would convey approximately 6,322 SF of land and that the CBJ would convey approximately 10,600 SF land. The breakout is summarized in the following table.



**Figure 3.3 Drawing by Matthew D. Sill, P.E. Port Engineer, Port of Juneau which summarizes the size and shapes of lands that will create an approximate equal exchange.**

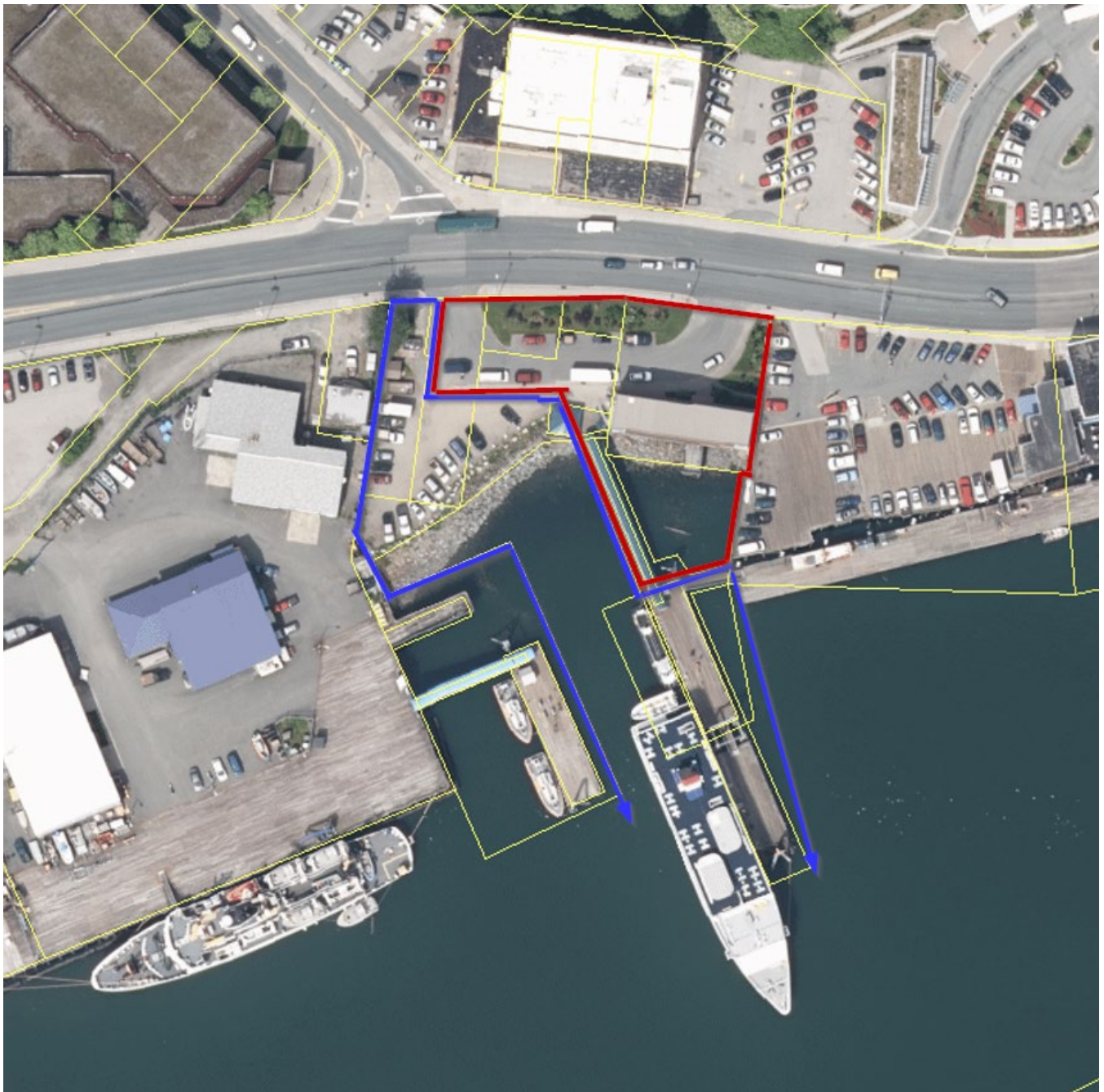
**Goldbelt Conveys to CBJ**

Upland Parts of Lots 1 & 2	6252 SF
Tideland Part of Lot 2	<u>70 SF</u>
Total Goldbelt land	6322 SF

**CBJ conveys to Goldbelt**

Upland behind Lots 3 & 4	3400 SF
Tidelands west of Lot 5	550 SF
Tidelands south of Lot 5	<u>6650 SF</u>
Total CBJ lands	10600 SF

The newly configured sites would approximate the shapes shown in Figure 3.4 below.



**Figure 3.4 showing newly configured land ownerships. Note CBJ lease to Goldbelt is not indicated.**

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## 4 VALUATION

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### 4.1 HIGHEST AND BEST USE

Highest and best use is defined as "the reasonably probable and legal use of vacant land or an improved property that is physically possible, appropriately supported, financially feasible, and that results in the highest value. The four criteria the highest and best use must meet are legal permissibility, physical possibility, financial feasibility, and maximum productivity. Alternatively, the probable use of land or improved property specific with respect to the user and timing of the use—that is adequately supported and results in the highest present value.

*The Dictionary of Real Estate Appraisal, 5th Edition, Appraisal Institute, page 93*

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, and the office building on the rear part of Lot 5.

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 determined<sup>3</sup> that the tidelands value is a 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.

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<sup>3</sup> See addenda for the Tideland Value Ratio study. The subjects are rated as well functioning tidelands at 40%.

<b>Table 4.1 – Summary of Sales Used to Estimate the Value of the Subject Uplands</b>						
Comp #	Address	Date	Indicated Price	SF Size	Price /SF	Comment
1-1494	360 Egan DR	07/2020	*\$1,173,520	29,338	\$40.00	Level land at grade
2-5011	98 Egan DR	06/2018	*\$625,862	19,916	\$31.43	Mixed Tide & upland
	Upland		*\$360,047	6,998	\$51.45	Upland
	Tideland		*\$265,815	12,918	\$20.58	Tideland
3A-11509	127 S Franklin St.	12/2021	\$1,350,000	16,204	\$83.31	5,000SF near Rd Grade
3B-12181	139 S Franklin St.	04/2022	\$171,000	3,217	\$53.16	At Rd Grade
3	S Franklin St.	04/2022	\$1,521,000	19,421	\$78.32	Mixed Topo

\*Capitalized Land Rent



**Comp1** is across the street a block away from the subject. It is a renewal of a long-term ground rent that was negotiated in mid-2020. The market has improved somewhat since then. This comp will be analyzed as a capitalized rent.



**Comp 2** is also in capitalized land lease of the Goldbelt Tidelands lease from 2018. The market has improved since that time. This comp has the components of uplands and tidelands as does the subject reflecting a 40% ratio of tidelands unit value to uplands.



**Comp 3 A&B** represents two separate purchasers of adjacent properties that are interrelated by easement access and other issues. The first purchase in December of 2021 was for the bulk of the property that has excellent frontage on S Franklin St and benches behind to steep lands accessible off Gastineau Ave. The purchaser felt this transaction was related and should be considered part of the subsequent purchase of a small City Park/land remnant in April of 2022. The price for this latter purchase reflects the high-value frontage on S Franklin Street but also significant discounts for easement encumbrances for AEL&P utilities and access easements which favor the first purchased land. This is a good reflection of high-value core commercial real estate in downtown Juneau. It is superior to the subject in its location and current development potential for tourism retail.

### Quantitative Adjustments

Quantitative Adjustments are made for the rental **Comps 1 and 2** whereby these annual rents are capitalized to indicate market value which is then expressed as a price per SF. The rents are capitalized at the contract rate if applicable or a market rate of 8%. This market rate estimate of 8% is supported by our study in the addenda, Land Lease Rent Percentage Rate Market.

**Comp 2** has elements of filled uplands and tidelands as does the subject. This capitalized rent is further broken out based on an allocation that the tidelands at 40% of the unit value of uplands. This ratio is supported by market analysis contained in the Addenda, Tideland Value Ratios. 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 two adjoining sites in downtown Juneau on S Franklin St. They were considered one site by the buyer. The smaller site (Comp 3B), purchased four months later, was a City Park that the City preferred to sell to the adjacent property owner (Comp 3A) since the City site (Comp 3B) was encumbered by an access easement that favored the previously purchase site (Comp 3A). They are analyzed as one transaction for the purpose of estimating the contributory unit value of the upland.

## Qualitative Analysis

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

The upland sales 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** have changed over the last five years. Prior to the pandemic in early 2020, the market had been relatively stable. The pandemic introduced considerable market uncertainty into 2021. As time went forward, it appeared that travel and some of the other pandemic restrictions may be loosening up even though the COVID virus remained a persistent threat. 2022 begin to see a recovery in the overall economic conditions with increases in sales, employment, and gross earnings in certain market segments which had suffered. There were inflationary pressures that began to be exhibited in 2022. The transactions prior to 2022 are considered inferior by +1 for Comps 1 and 2.

**Conditions of sale** is rated similar between the subject as appraised prior to adjustments for contract risk conditions which will be discussed after concluding the value as though unaffected by those conditions. Each of the comparables was 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.

**Location** considers site prominence as exposure to pedestrian or vehicular traffic and ease of access. Comps 1 and 2 are on Egan Drive and rated similar for location. Comp 3 is located on South Franklin street by Front Street in a high-traffic pedestrian area. The purchase was motivated by this traffic and the retail sales it could subsequently generate. It is rated superior by - 1.

**Development potential** is somewhat related to location but reflects the heightened demand for the subject for the possibility of developing a very large cruise ship dock off-site. Although this possibility was not a certainty at the effective date of the appraisal, it was considered probable at some time and was seen in the market as a stimulating motivation for a higher price. In regard to perceived development potential Comps 1 is inferior +1 as it does not have any potential for waterfront development. Comp 2 is similarly on the water, it is part of the

subject. Comp 3 is inferior +1 in its development potential due to only 42% (~8,217 SF of 19,421 SF) of the site near street grade and immediately developable. This site does have more immediate near-term possibility for developing retail income as related to the size of the site.

**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.

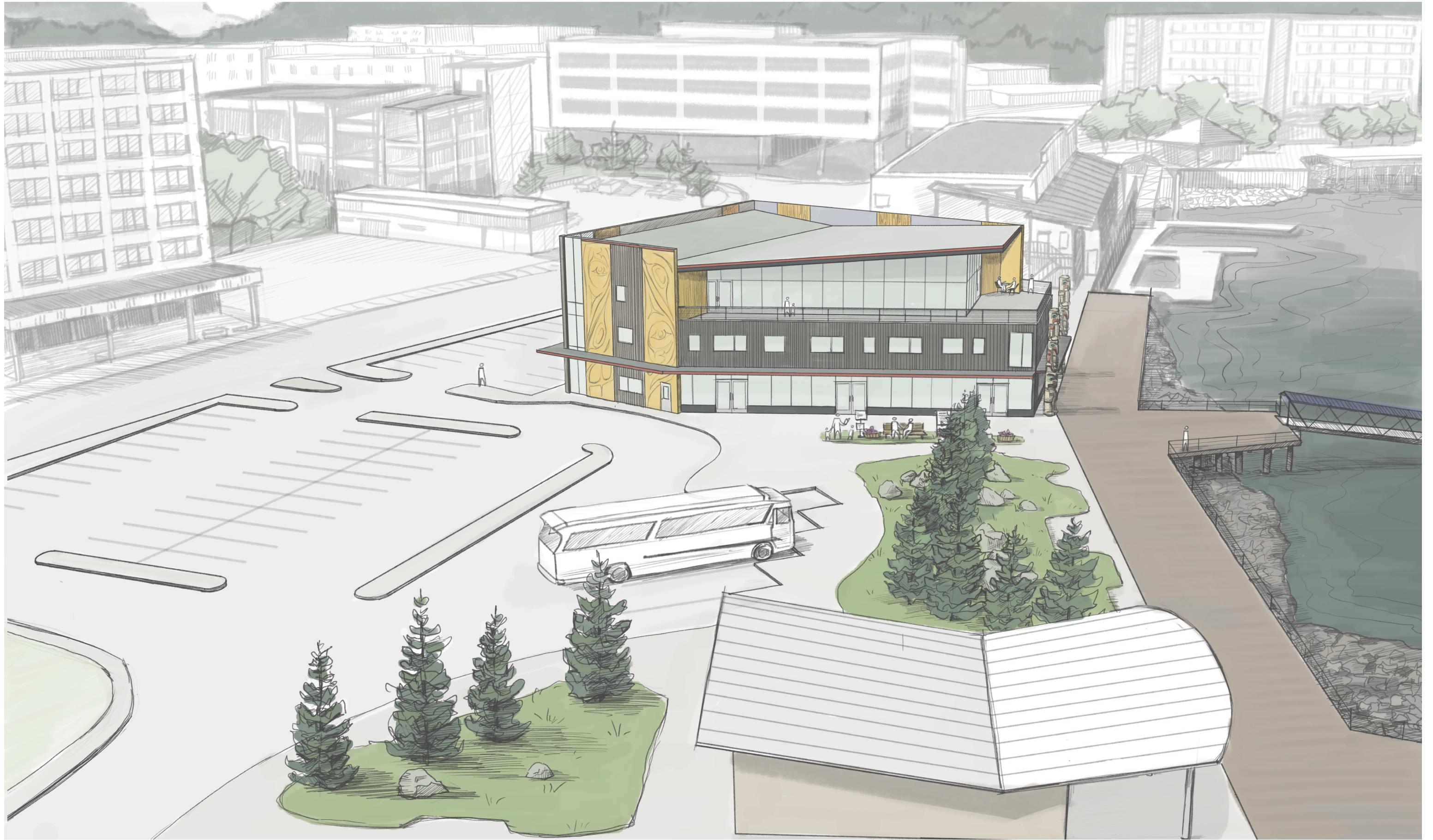
### **Summary and Relative Ranking**

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

Characteristic	Subject	Comp 1 - #1494 360 Egan Dr	Comp 2 #5011 98 Egan Dr	Comp 3 #11509 & 12181 S. Franklin St.			
Annual Rent	N/A	Confidential	\$56,325	NA			
Indicated Value	N/A	\$1,173,520	See Discussion	\$1,521,000			
Size (SF)	40,000 SF 20,000 SF	29,338 SF	6,998 SF (19,916 SF) tot	19,421 SF			
Indicated SF Value of Upland	Solve	\$40.05/SF	\$51.45/SF	78.32/SF			
Market Condition (Time)	8/2022	7/2020	+1	6/2018	+1	4/2022	0
Condition of Sale	Typical	Similar	0	Similar	0	Similar	0
Property Rights	Fee	Similar	0	Similar	0	Similar	0
Location	Good Prominence	Similar	0	Similar	0	Superior	-1
Development Potential	Good, Comm. Marine	Inferior	+1	Similar	0	Inferior	+1
Parking District	Town Center	Similar	0	Similar	0	Superior	-1
Net Rating		Inferior	+2	Inferior	+1	Superior	-1
The Subject Value Is:		More Than \$40.00/SF		More Than \$51.45/SF		Less Than \$78.32/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 fairly well between \$40.00/SF and nearly \$78.32/SF; the midpoint of this range is \$59.16/SF. Less weight is given to the lower end of the range. Less comparable indicators, Comp 2 is the subject capitalized rental value that has not changed for many years. It is a low indicator of value. The market range is closer to \$51.45/SF and \$78.32/SF. The central point of this range is \$64.89/SF. This higher end of the range is a more recent reflection of the market and is given the most weight. The indicated value of the upland is \$65.00/SF. The contributory value of the sloping and tidelands are 40% of this amount or \$26.00/ SF.



OVERALL LONG RANGE SMALL CRUISE CONCEPT RENDERING

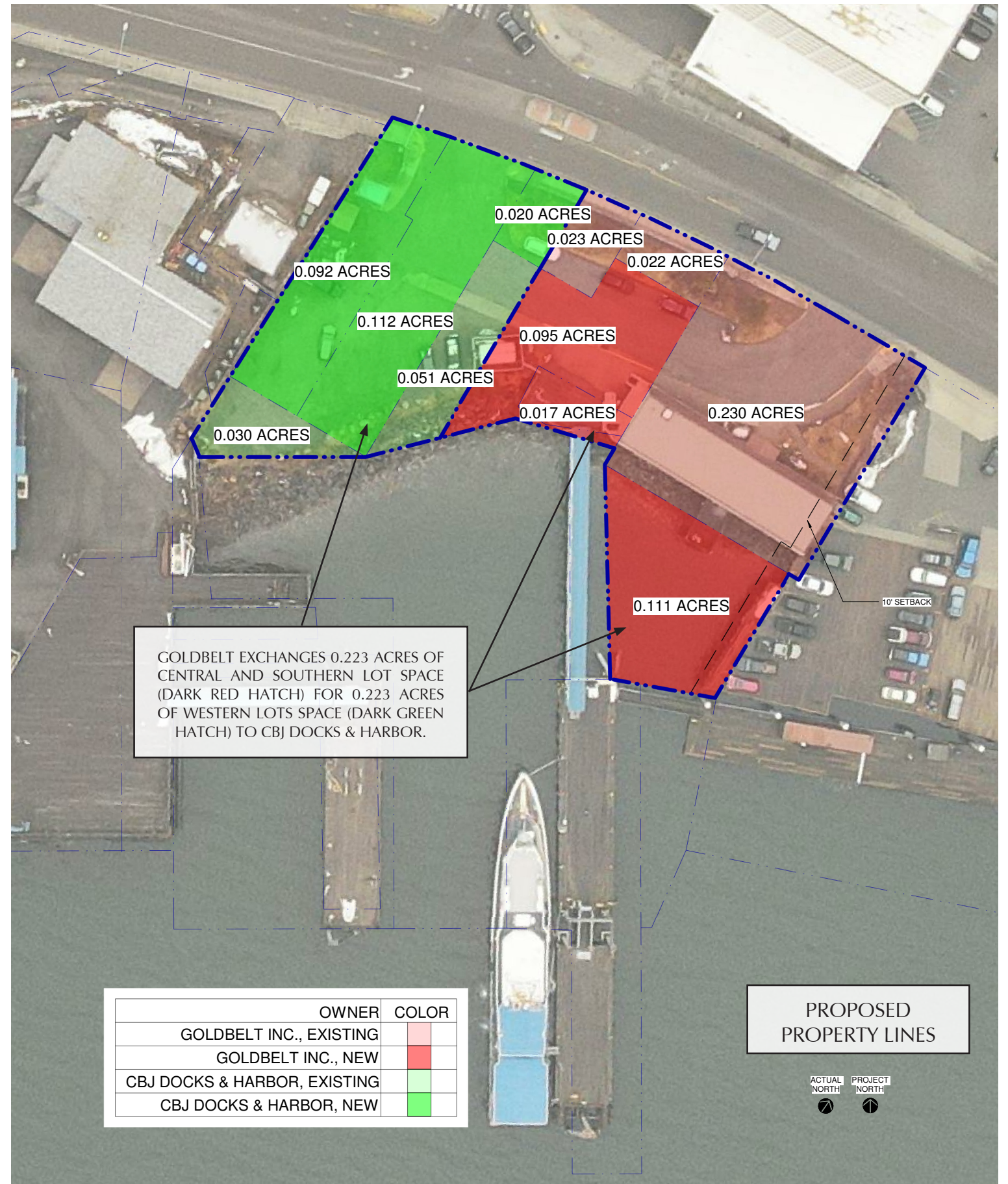
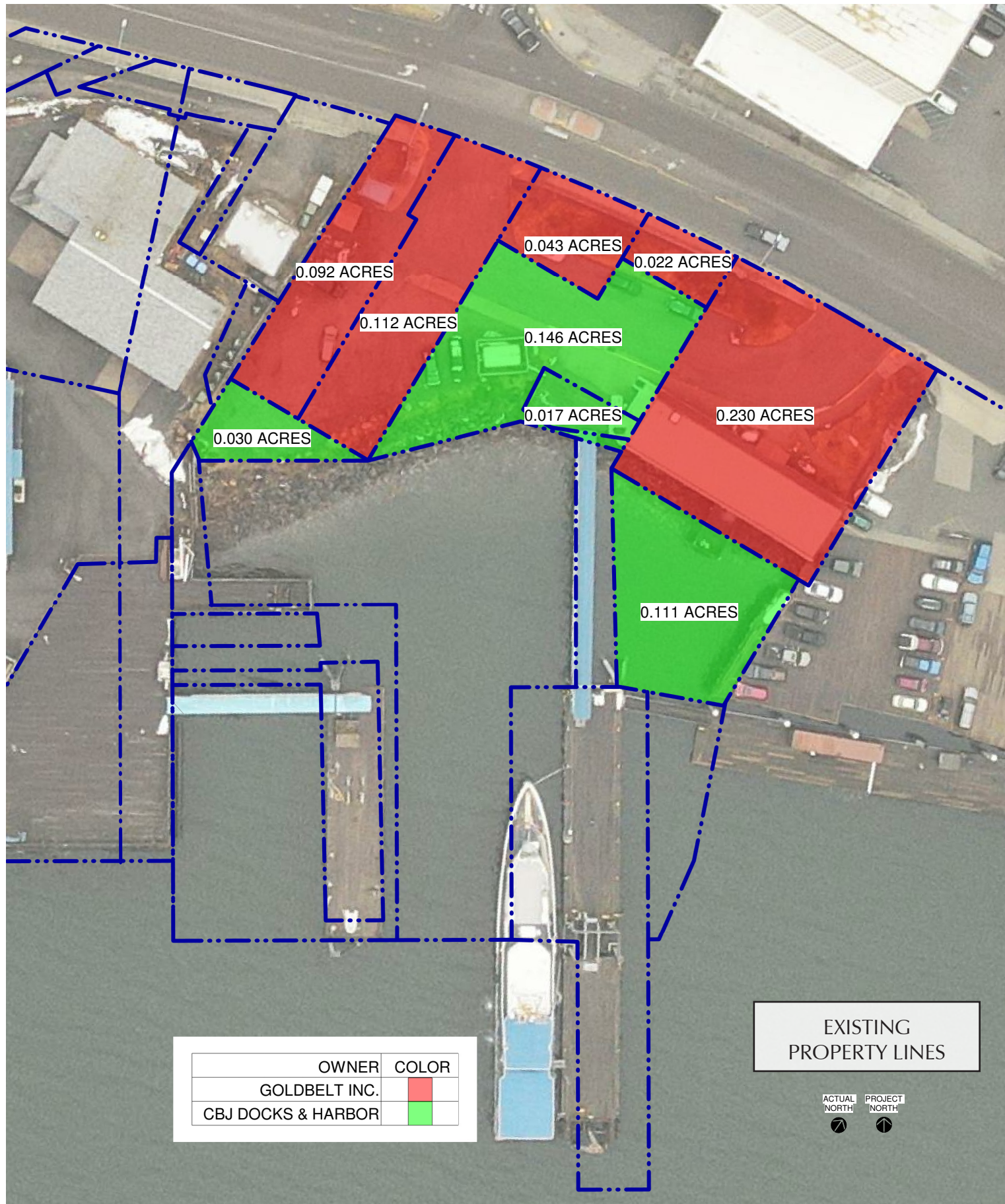
- CBJ Docks and Harbors and Goldbelt have the opportunity to create a new Small Cruise Ship Terminal, as recommended in the PND analysis of 2021.
- The first step is an even land exchange between Goldbelt and the CBJ to create more useful and unified property for both parties.
- Improved property configurations support a workable terminal now with existing dock and upland staging, while supporting future expansion for a second CBJ dock, seawalk, and expanded parking.
- Goldbelt will rebuild the Seadrome building on an expanded site, establishing an iconic Alaskan Native facility on the waterfront to support visitors better.

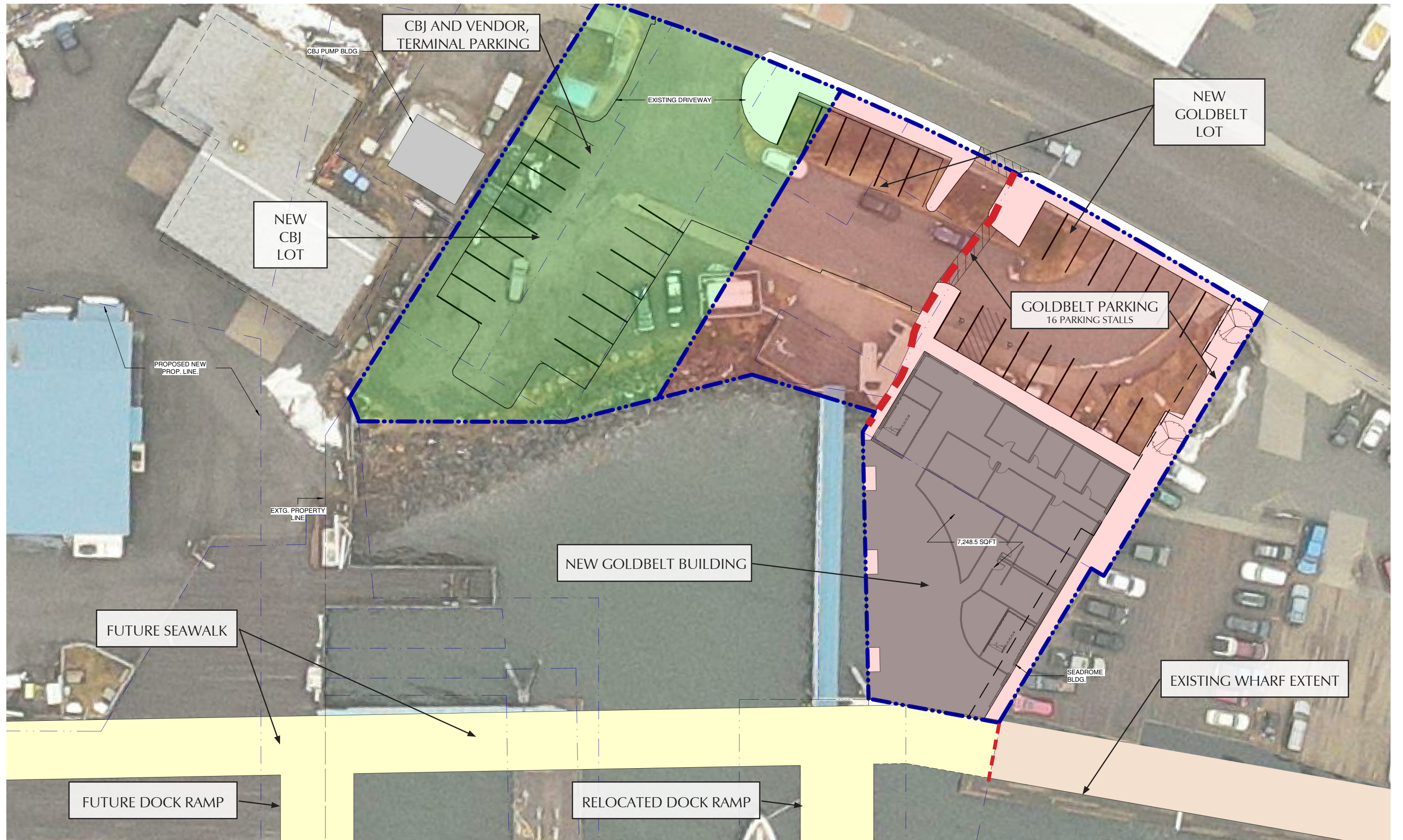


## ACTIONS:

1. An equal property exchange is made to optimize CBJ and Goldbelt lots, and the consolidated properties are replatted.
2. The existing Goldbelt Dock is transferred to CBJ Ownership, and reconstructed further seaward to align with the future Seawalk location.
3. Goldbelt demolishes the existing Seadrome Building and builds an improved facility closer to the water on the new consolidated Goldbelt property.
4. The existing uplands are modified into expanded parking and staging for the Small Cruise Ship dock, with a portion dedicated to Goldbelt building parking.







The Site works for Current Needs – Dock and Uplands can provide parking and bus staging needed for the small cruise ship dock and Goldbelt operations from existing property.

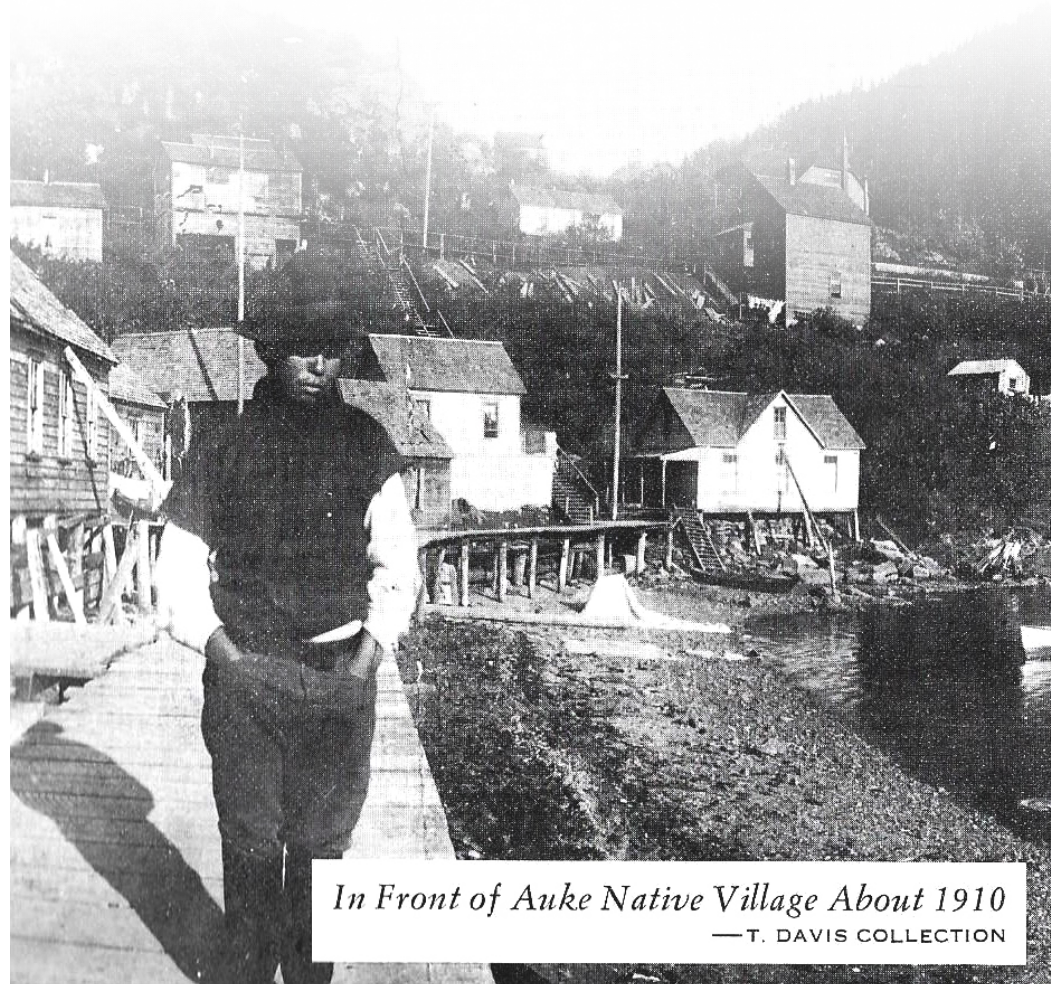
Future Improvements Can Be Added Efficiently – Seawalk construction and upland fill expansion work well to meet Master Plan recommendations

- Future Upland Expansion will provide more parking, improved bus staging, and significant recreational landscaped areas adjoining the Seawalk.
- A second CBJ Small Cruise Ship Dock is supported by the expanded bus staging and parking.



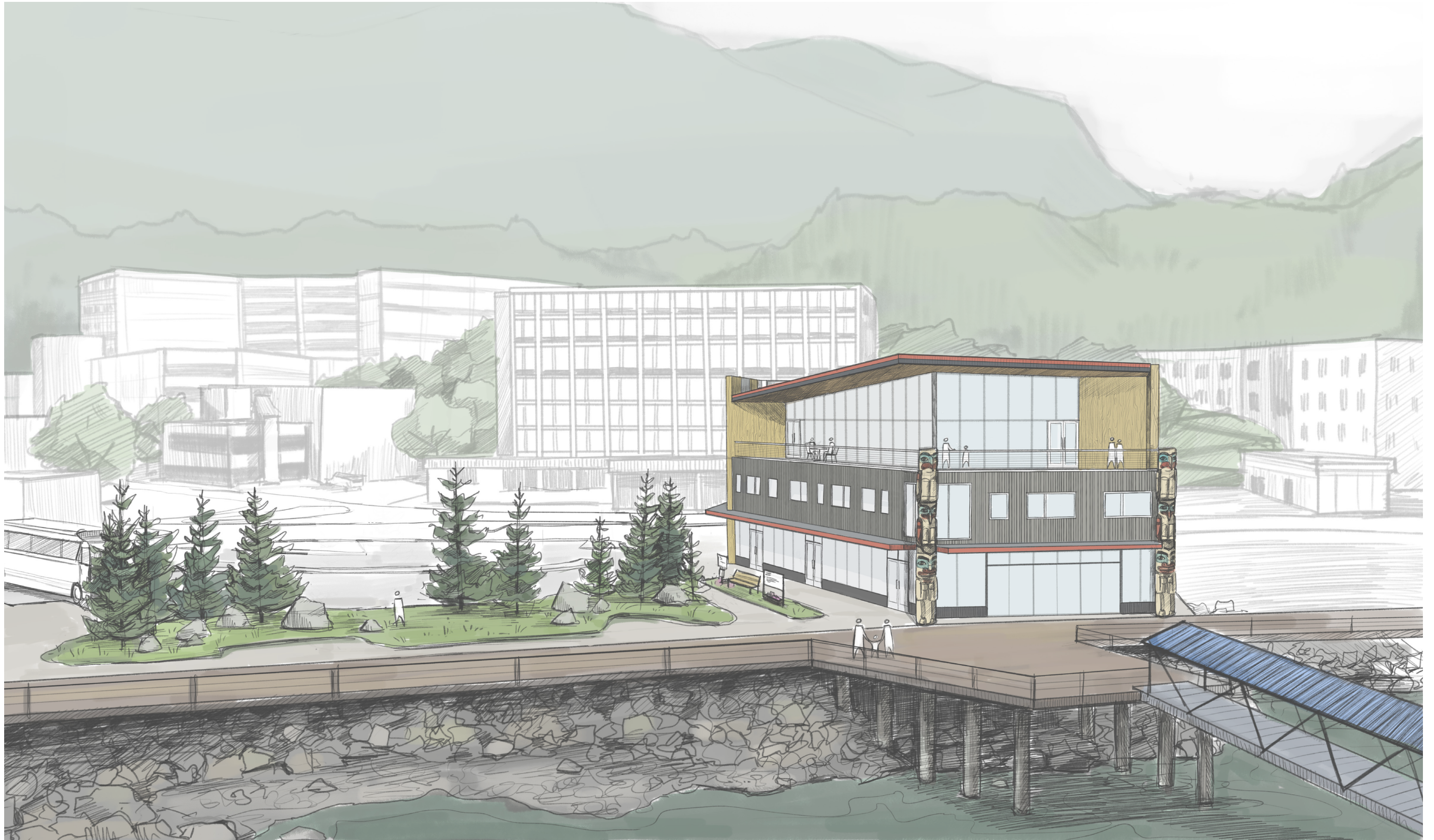


- Goldbelt and our partnering Alaska Native entities represent the First People of this land, and care deeply about this land.
- The new Goldbelt Building will be a cultural centerpiece, with prominent Alaska Native art celebrated on all sides of the building, providing a unique avenue to display local culture, educate our visitors, and help build a strong and vibrant community.
- The new Building will provide the first Alaska Native art visible on approach by ship, creating a beautiful arrival point to Juneau, while providing cultural identity and pride for Goldbelt shareholders and residents.



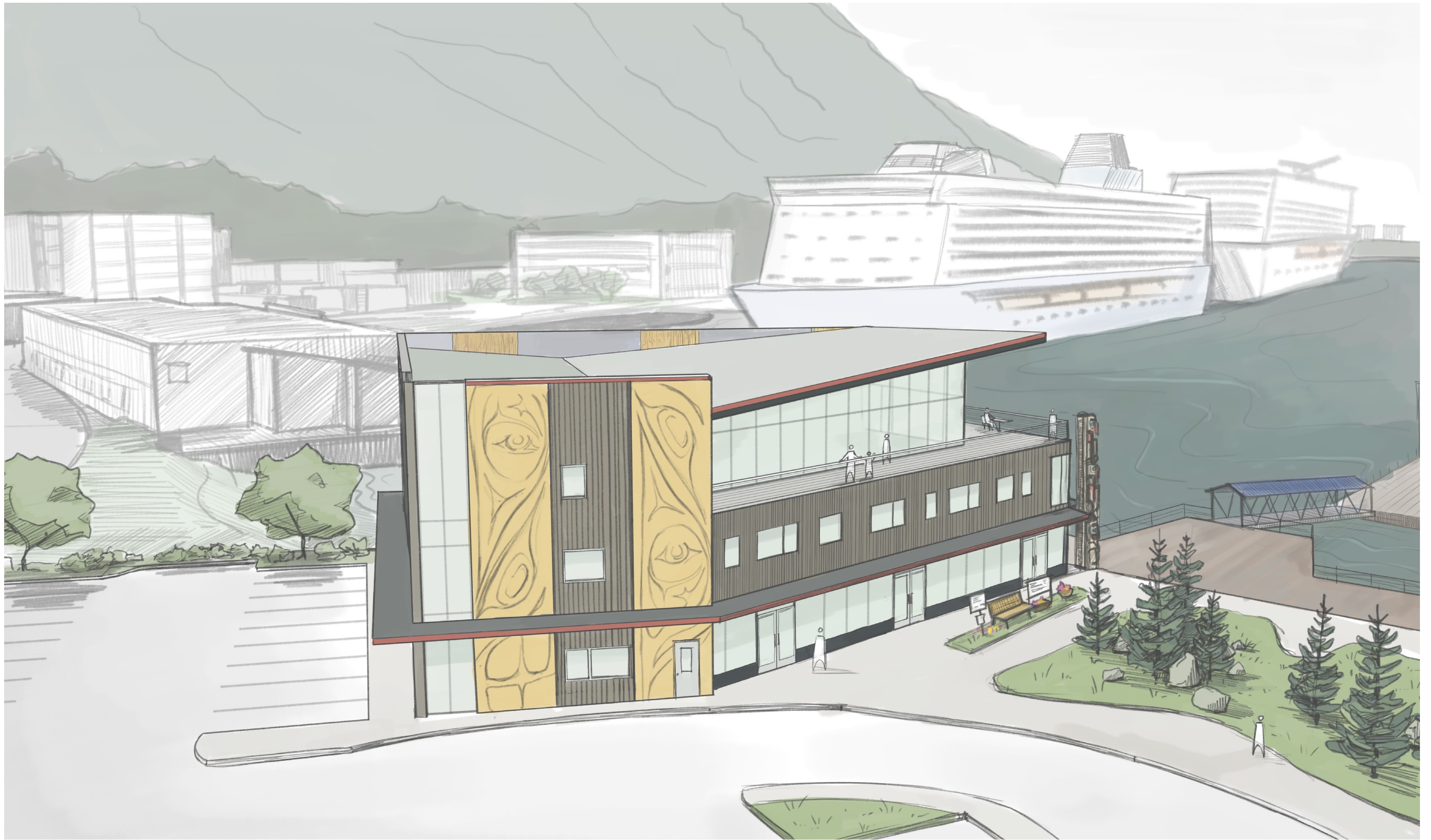
*In Front of Auke Native Village About 1910*  
—T. DAVIS COLLECTION





- The improved Small Cruise Ship Terminal will provide an ideal arrival point for the City and Borough of Juneau, with links to the Seawalk, the Áak'w Kwáan District, the SLAM, expanded Centennial Hall, hotels, and shopping.
- The new Goldbelt Building will provide improved services for visitors and community on the first floor, with an attractive mix of offices and amenities, such as a restaurant, on the upper levels.
- Visitors to a small cruise ship terminal owned and operated by Goldbelt will receive an education and an experience worthy of a world-class destination.
- Future upland improvements will reduce the traffic impact on the downtown core, with quick access from Egan Drive, and a link via Heat Street to accommodate traffic leaving downtown.





## Conclusion Exchange Values

Based on the foregoing the exchange lands are valued as follows.

Goldbelt conveys to CBJ	SF area	Unit value	Land Value
Upland Parts of Lots 1 & 2	6,252	\$65	\$406,380
Tideland Part of Lot 2	<u>70</u>	\$26	<u>\$1,820</u>
Total Goldbelt Land	6,322		<b>\$408,200</b>
CBJ conveys to Goldbelt	SF area	Unit value	Land Value
Upland behind Lots 3 & 4	3,400	\$65	\$221,000
Tidelands west of Lot 5	550	\$26	\$14,300
Tidelands south of Lot 5	<u>6,650</u>	\$26	<u>\$172,900</u>
Total CBJ lands	10,600		<b>\$408,200</b>

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# ADDENDA

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December 10, 2025

Dear City and Borough of Juneau Docks and Harbors Board,

Thank you for the opportunity to brief you on our plan to improve the leased property at 2601 Channel Drive. In accordance with the existing lease, I request approval from the Docks and Harbors Board to develop this property, in which we will raze the existing structure and replace it with a building occupying a similar footprint. Future plans include the construction of a new boat ramp and floating dock for our company-owned landing craft operations. Additionally, we request an amendment to the existing lease to allow the premises to be used for a warehouse, fabrication facility, and for vessel landing\mooring\haul out.

A draft concept is provided for your review. We have retained the services of MRV Architects to fully develop the plans which we will use to seek bids for construction.

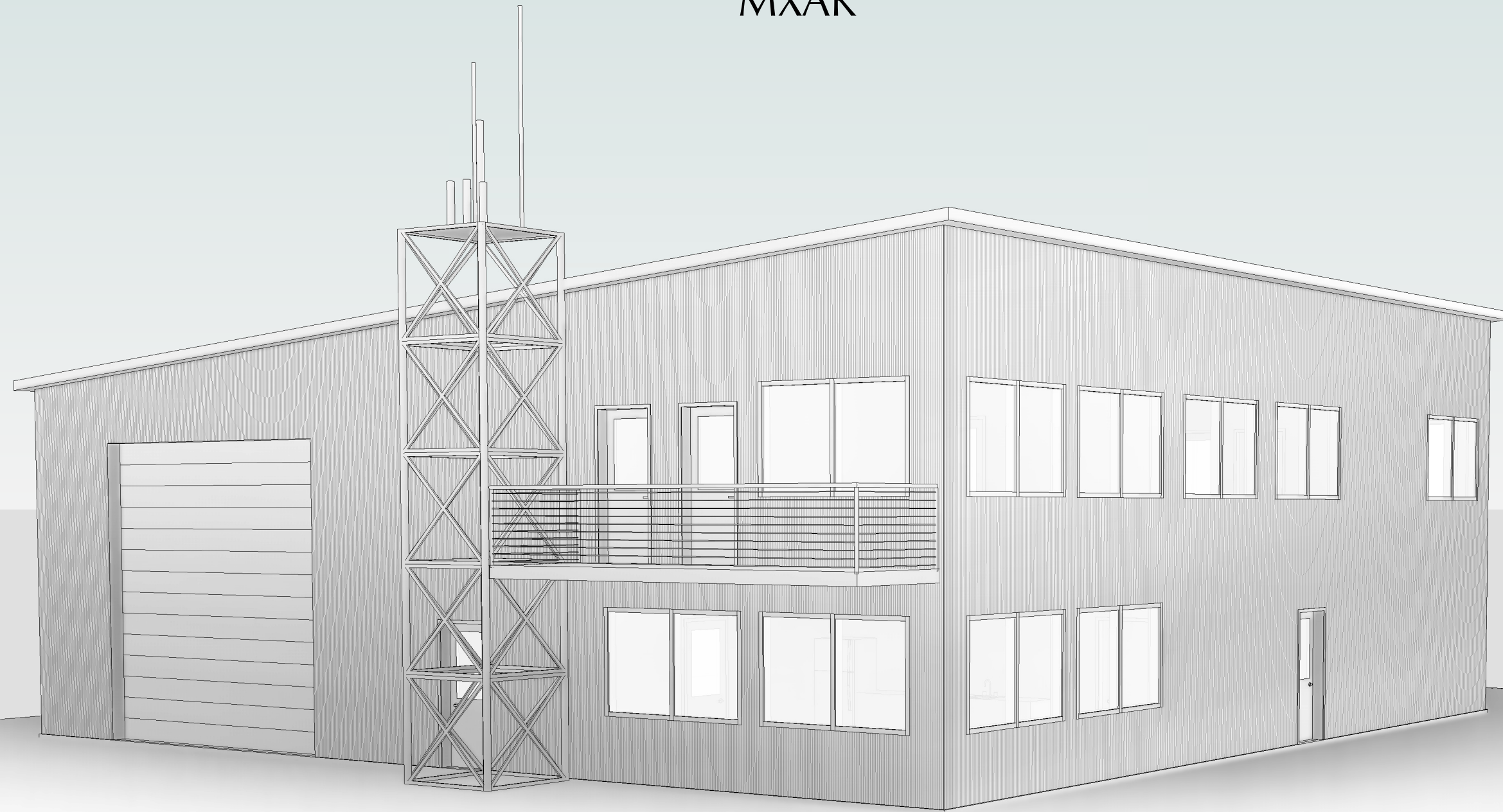
Sincerely,



John Hollingsworth  
Chief Operating Officer

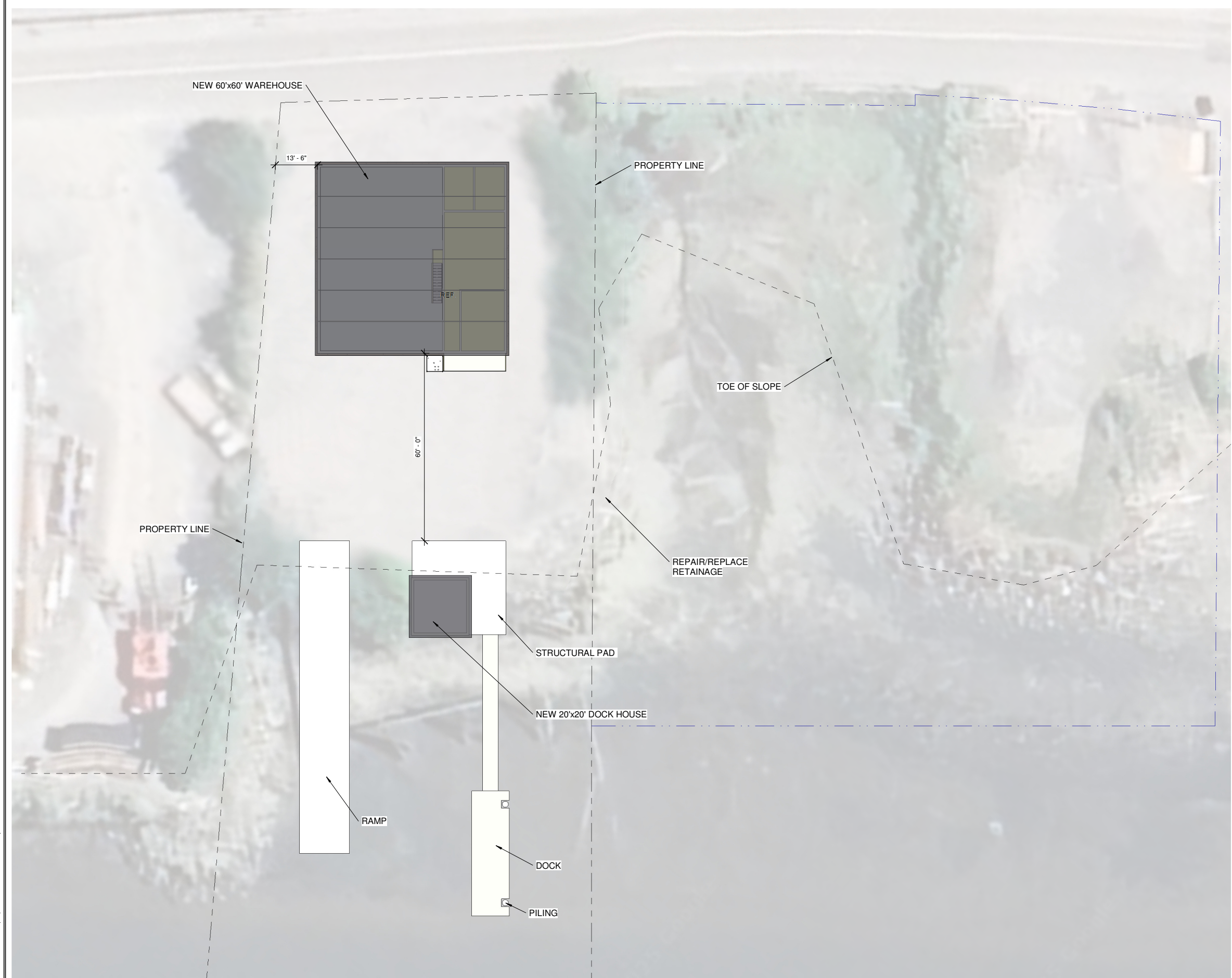
# MXAK MARINE SHOP FACILITY

For  
MXAK



CONCEPT 12/9/2025

12/9/2025 11:20:33 AM \\mr\2023\data\projects\2024\1212 MXAK Shop Renovation\Revit\MXAK SHOP.rvt



1 SITE PLAN  
1/16" = 1'-0"

GENERAL NOTES



MRV ARCHITECTS  
1420 GLACIER AVE. #101  
JUNEAU, AK 99801  
907-586-1371  
FAX 907-463-5544  
mr@mvarchitects.com

MRV #2412

CONCEPT DEVELOPMENT  
**MXAK MARINE SHOP  
FACILITY**  
MXAK

No.	Description	Date

SHEET TITLE:  
SITE PLAN

DATE: 12/09/2025

DRAWN: MRV

CHECKED: PV

SHEET NO.

**A100**



NOTE: 11"x 17" PRINT IS HALF SIZE



**MRV**  
ARCHITECTS  
ARCHITECTURE · PLANNING · INTERIORS

MRV ARCHITECTS  
1420 GLACIER AVE. #101  
JUNEAU, AK 99801  
907-586-1371  
FAX 907-463-5544  
mrv@mrvarchitects.com

MRV #2412

CONCEPT DEVELOPMENT  
**MXAK MARINE SHOP  
FACILITY**  
MXAK

No.	Description	Date

SHEET TITLE:  
**FLOOR 1 PLAN**

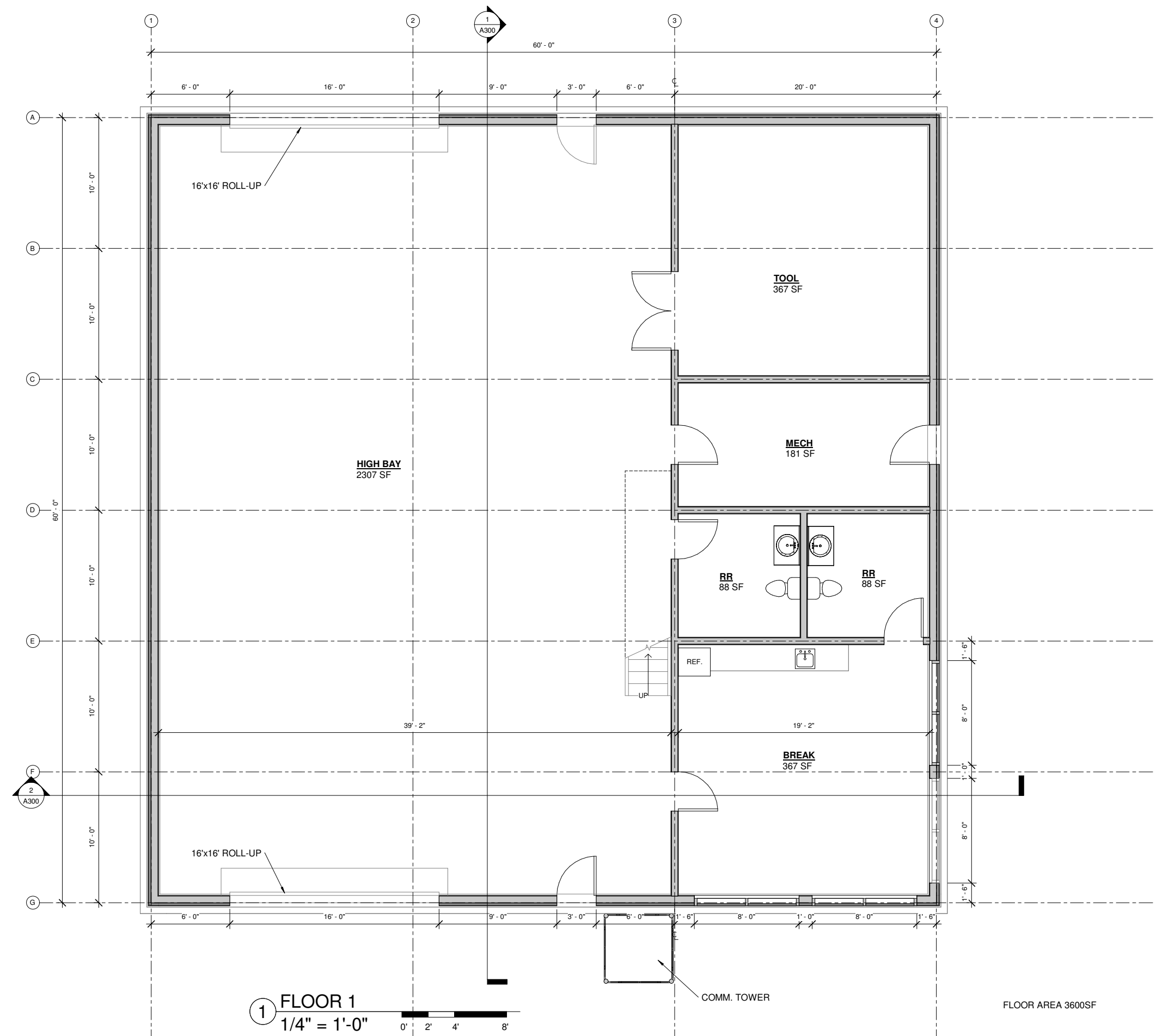
DATE: 12/09/2025

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CHECKED: PV

SHEET NO.

**A201**  
Page 112 of 162



**1 FLOOR 1**  
1/4" = 1'-0"  
0' 2' 4' 8'

FLOOR AREA 3600SF

NOTE: 11"x 17" PRINT IS HALF SIZE



**MRV**  
ARCHITECTS  
ARCHITECTURE · PLANNING · INTERIORS

MRV ARCHITECTS  
1420 GLACIER AVE. #101  
JUNEAU, AK 99801  
907-586-1371  
FAX 907-463-5544  
mrv@mrvarchitects.com

MIRV #2412

CONCEPT DEVELOPMENT  
**MXAK MARINE SHOP  
FACILITY**  
MXAK

No.	Description	Date

SHEET TITLE:  
**FLOOR 2 PLAN**

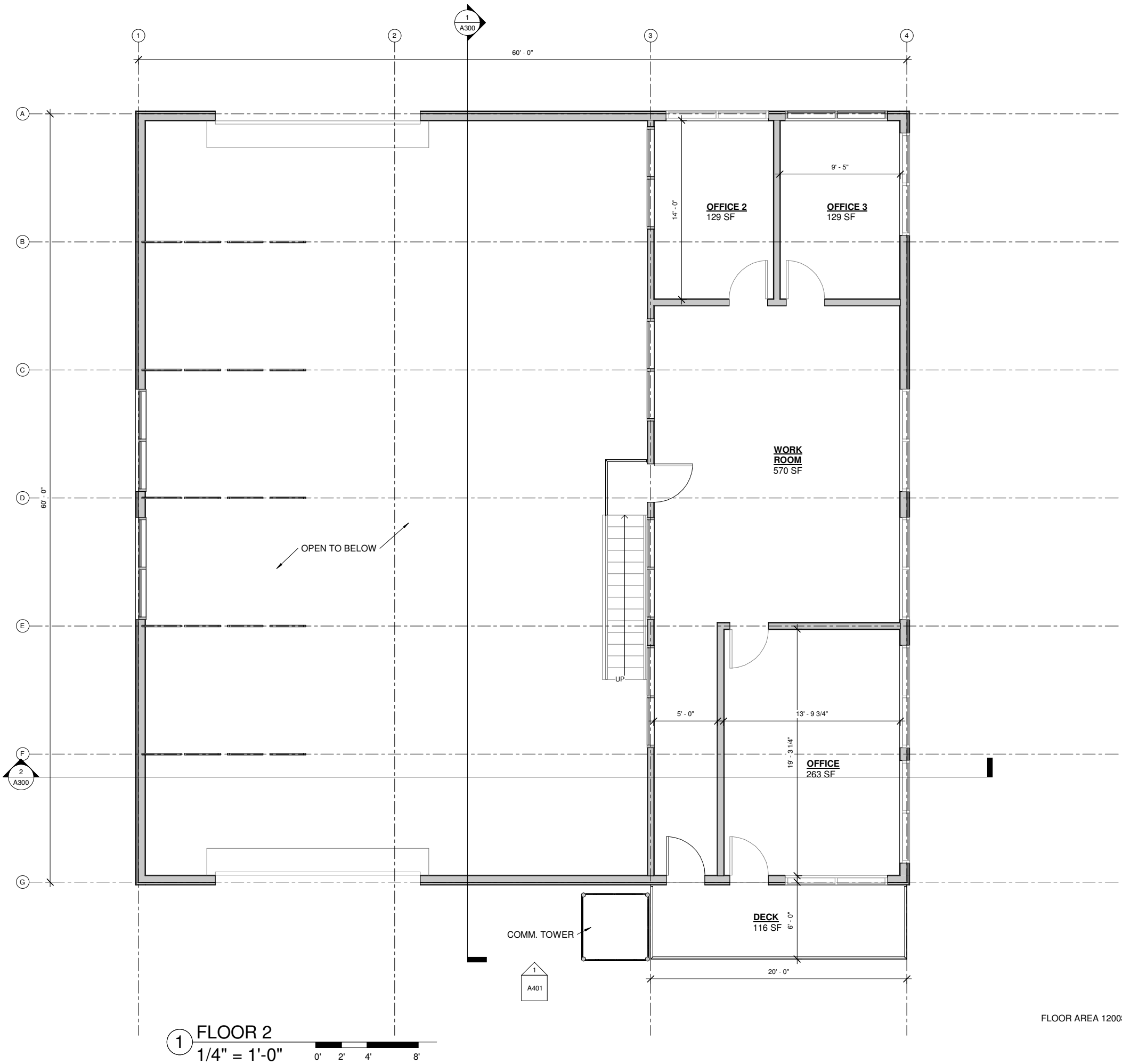
DATE: 12/09/2025

DRAWN: Author

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SHEET NO.

**A202**  
Page 113 of 162



**1 FLOOR 2**  
1/4" = 1'-0"  
0' 2' 4' 8'

FLOOR AREA 1200SF

NOTE: 11"x 17" PRINT IS HALF SIZE

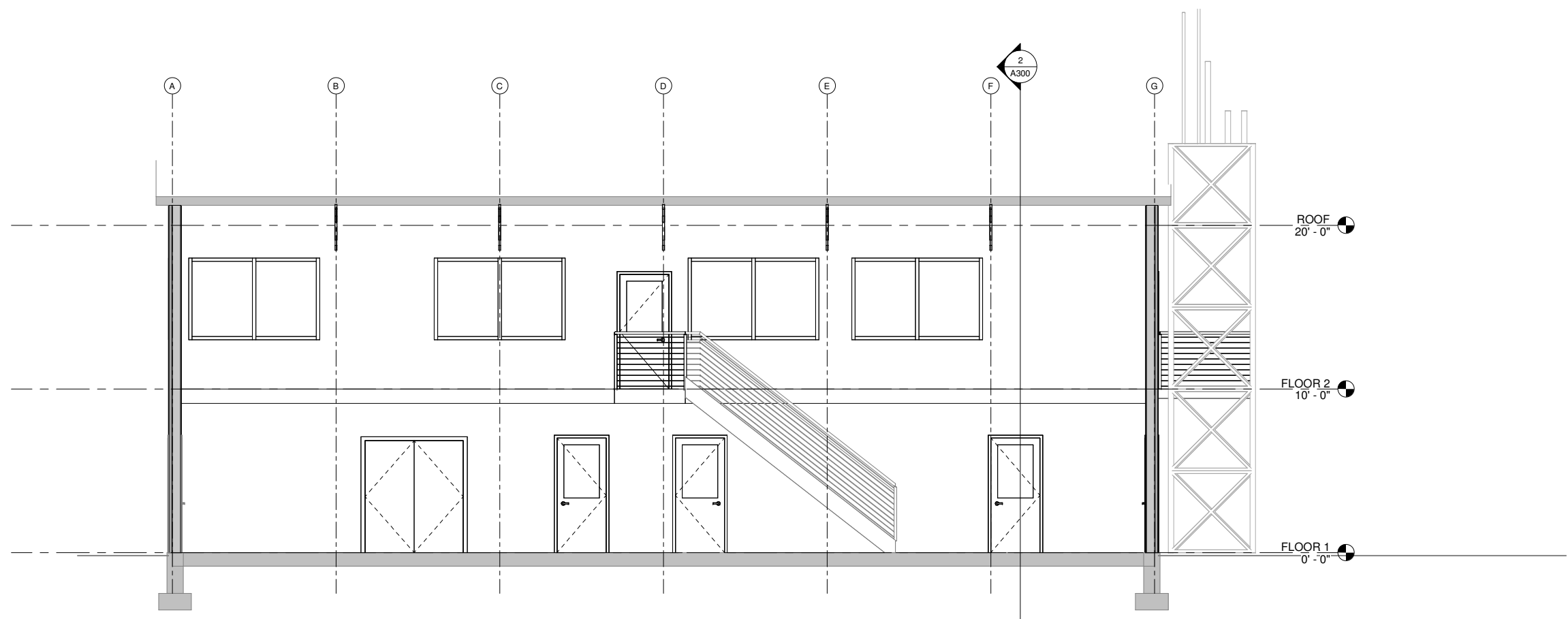


**MRV**  
ARCHITECTS  
ARCHITECTURE · PLANNING · INTERIORS

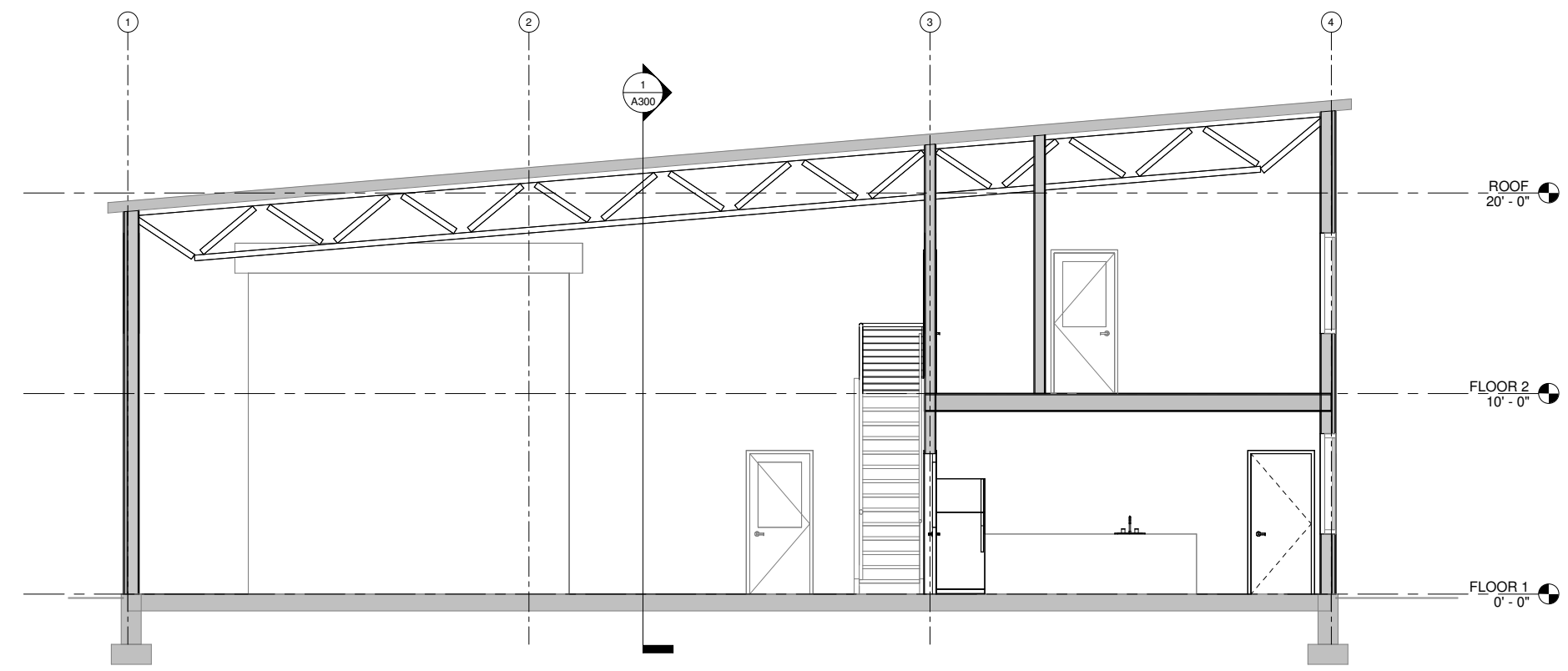
MRV ARCHITECTS  
1420 GLACIER AVE. #101  
JUNEAU, AK 99801  
907-586-1371  
FAX 907-463-5544  
mrv@mrvarchitects.com

MRV #2412

CONCEPT DEVELOPMENT  
**MXAK MARINE SHOP  
FACILITY**  
MXAK



**1 SECTION 1**  
1/4" = 1'-0"  
0' 2' 4' 8'



**2 SECTION 2**  
1/4" = 1'-0"  
0' 2' 4' 8'

No.	Description	Date

SHEET TITLE:  
**BUILDING  
SECTIONS**

DATE: 12/09/2025

DRAWN: MRV

CHECKED: PV

SHEET NO.

**A300**

NOTE: 11"x 17" PRINT IS HALF SIZE



MRV ARCHITECTS  
 1420 GLACIER AVE. #101  
 JUNEAU, AK 99801  
 907-586-1371  
 FAX 907-463-5544  
 mrv@mrvarchitects.com

MRV # 2412

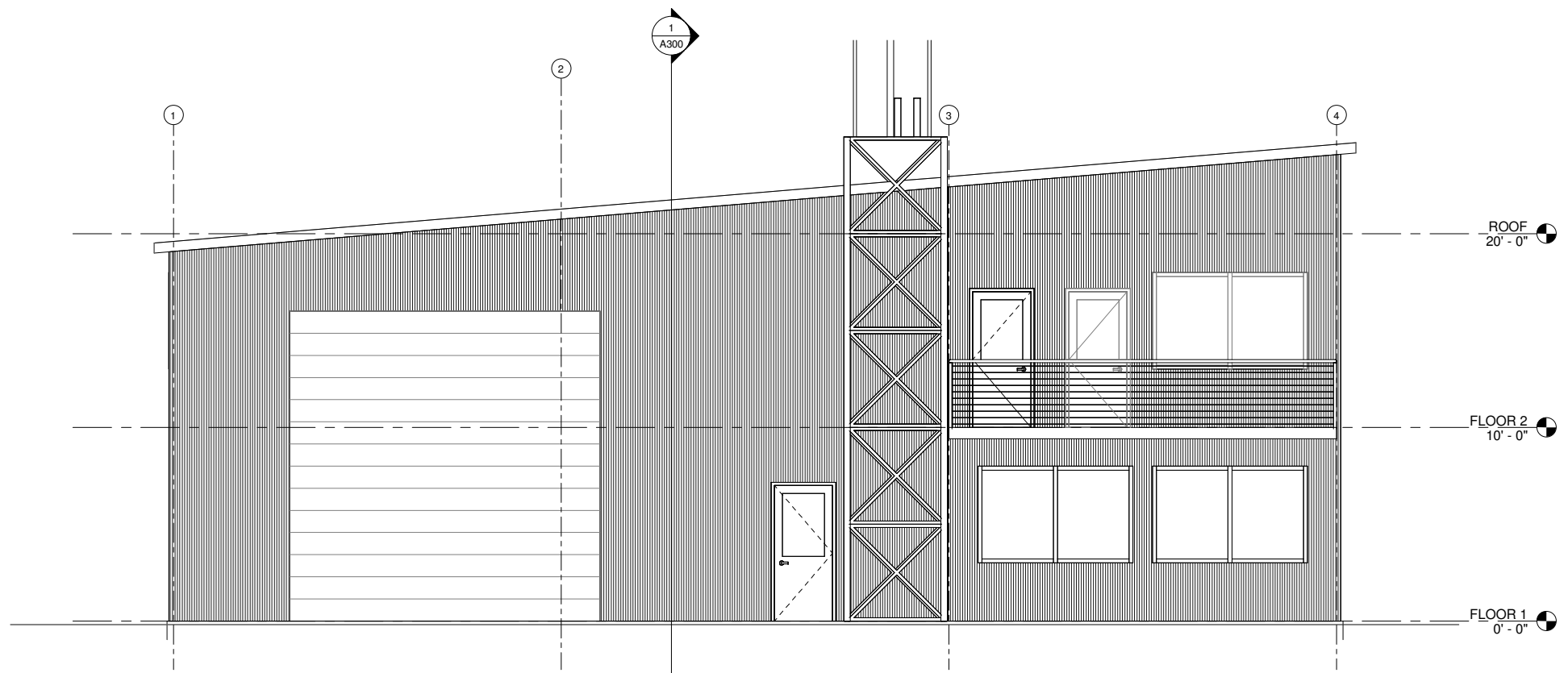
CONCEPT DEVELOPMENT  
**MXAK MARINE SHOP  
 FACILITY**  
 MXAK

No.	Description	Date

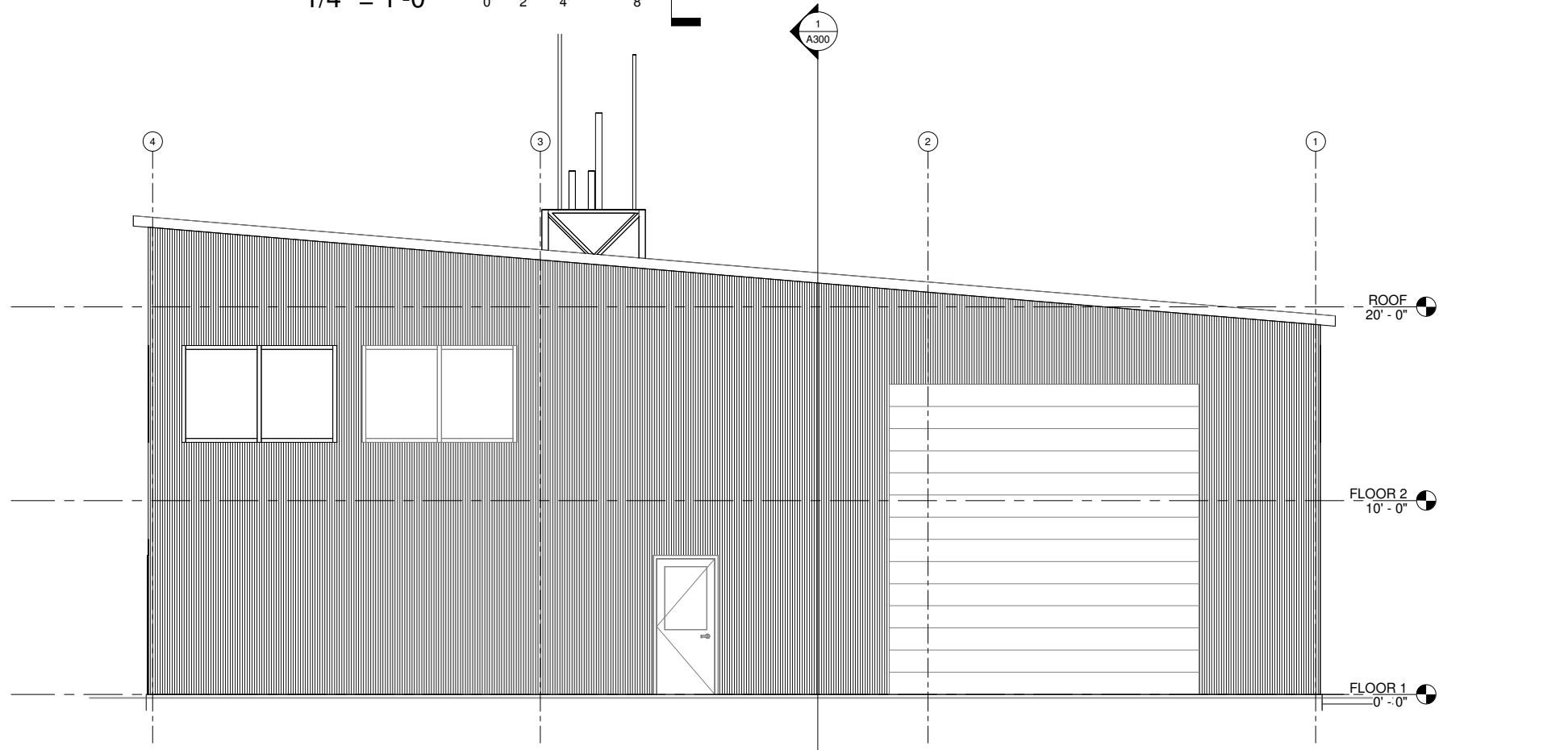
SHEET TITLE:  
**BUILDING  
 ELEVATIONS**

DATE: 12/09/2025  
 DRAWN: MRV  
 CHECKED: PV

SHEET NO.  
**A401**  
 Page 115 of 162



**1 SOUTH ELEVATION**  
 1/4" = 1'-0" 0' 2' 4' 8'



**2 NORTH ELEVATION**  
 1/4" = 1'-0" 0' 2' 4' 8'

NOTE: 11"x 17" PRINT IS HALF SIZE



MRV ARCHITECTS  
 1420 GLACIER AVE. #101  
 JUNEAU, AK 99801  
 907-586-1371  
 FAX 907-463-5544  
 mrv@mrvarchitects.com

MRV #2412

CONCEPT DEVELOPMENT  
**MXAK MARINE SHOP  
 FACILITY**  
 MXAK

No.	Description	Date

SHEET TITLE:  
**BUILDING  
 ELEVATIONS**

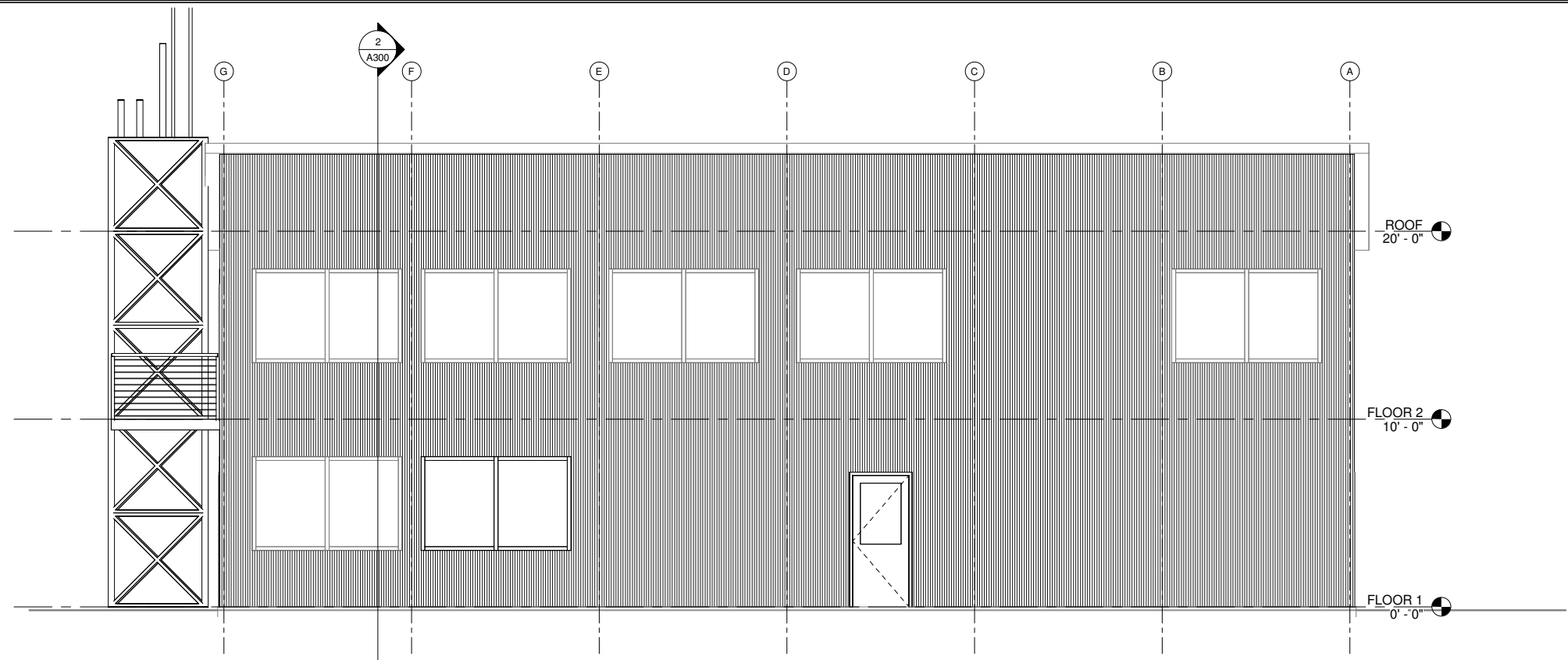
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DRAWN: MRV

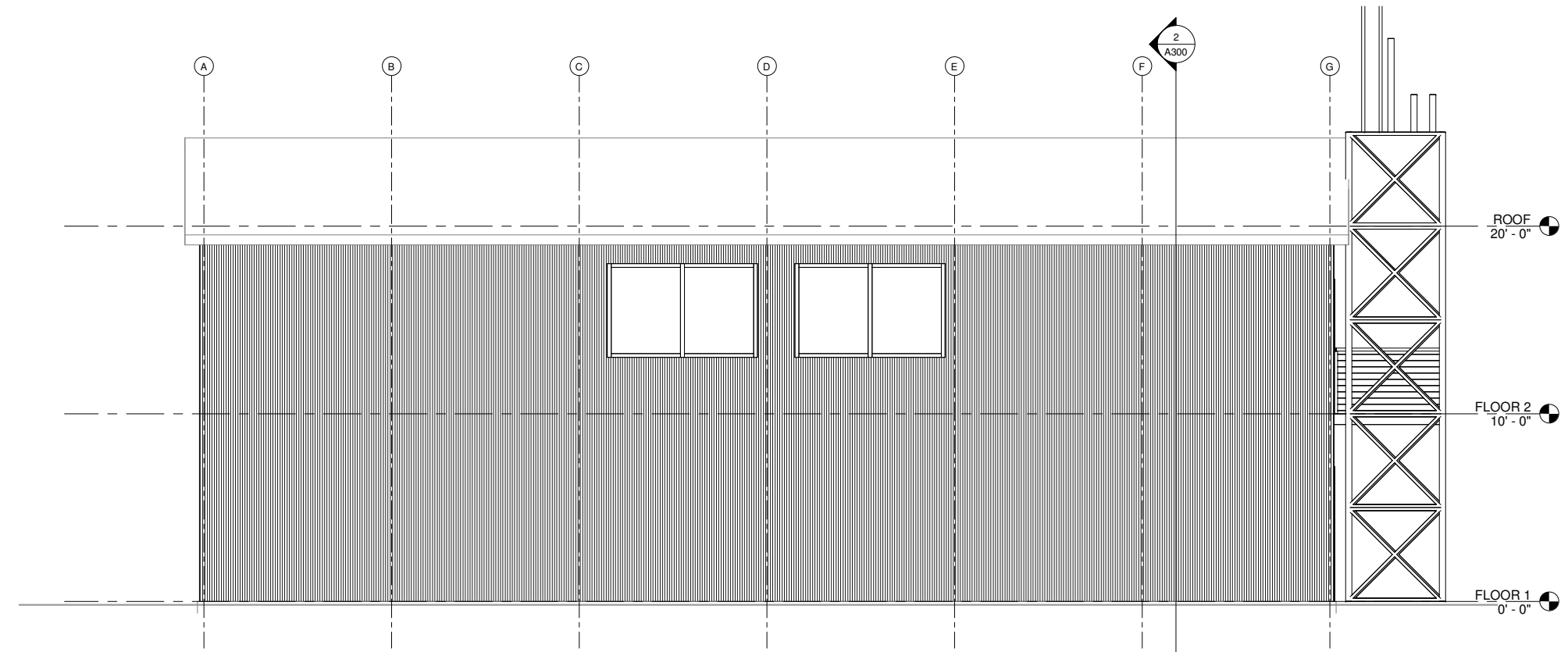
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SHEET NO.

**A402**  
 Page 116 of 162



1 EAST ELEVATION  
 1/4" = 1'-0"  
 0' 2' 4' 8'



2 WEST ELEVATION  
 1/4" = 1'-0"  
 0' 2' 4' 8'

NOTE: 11"x 17" PRINT IS HALF SIZE

Recorder return to: City and Borough of Juneau  
Attn: Carl Uchytel, Port Director  
155 Heritage Way  
Juneau, AK 99801

## PETRO 49, INC. TIDELANDS LEASE AGREEMENT FOR ATS 857

**PART 1. PARTIES.** This lease is between the City and Borough of Juneau, Alaska, a municipal corporation in the State of Alaska, hereafter “City,” and Petro 49, Inc. dba Petro Marine Services, a corporation organized under the laws of the State of Alaska, hereafter, “Lessee.”

---

**PART II. LEASE ADMINISTRATION.** All communications about this lease shall be directed as follows, and any reliance on communication with a person other than that listed below is at the party’s own risk.

**City:**

Attn: Carl Uchytel  
Port Director  
City and Borough of Juneau  
155 Heritage Way  
Juneau, AK 99801  
Phone: (907) 586-0282  
Email: Carl.Uchytel@juneau.gov

**Lessees:**

Attn: Jason Werner  
C.F.O.  
Petro 49, Inc.  
1813 e. 1<sup>ST</sup> Ave.  
Anchorage, AK 99501  
Phone: (907) 562-5000  
Email: jasonw@petro49.com

**PART III. LEASE DESCRIPTION.** This lease agreement is identified as: [company] Lease Agreement for .... The following appendices are attached hereto and are considered to be part of this lease agreement as well as anything incorporated by reference or attached to those appendices.

- Appendix A: Property Description & Additional Lease Provisions
- Appendix B: Lease Provisions Required by CBJ Chapter 53.20
- Appendix C: Standard Provisions

If in conflict, the order of precedence shall be this document, Appendix A, B, and then C.

---

**PART IV. LEASE EXECUTION.** City and Lessee agree and sign below. This contract is not effective until signed by the City.

City: \_\_\_\_\_  
Date: \_\_\_\_\_  
By: \_\_\_\_\_  
Carl Uchytel, Port Director

Lessee, Petro Marine Services:  
Date: \_\_\_\_\_  
By: \_\_\_\_\_  
Jason Werner, C.F.O.

**CITY ACKNOWLEDGEMENT**

STATE OF ALASKA )  
 ) ss:  
FIRST JUDICAL DISTRICT )

This is to certify that on the \_\_\_\_ day of \_\_\_\_\_, 2025, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Carl Uchytıl to me known to be the Port Director of the City and Borough of Juneau, Alaska, a municipal corporation which executed the above foregoing instrument, who on oath stated that he was duly authorized to executive said instrument on behalf of said corporation; who acknowledged to that that he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in the certificate first above written.

\_\_\_\_\_  
Notary Public in and for the State of Alaska  
My Commission Expires: \_\_\_\_\_

**LESSEE ACKNOWLEDGEMENT**

STATE OF ALASKA )  
 ) ss:  
FIRST JUDICAL DISTRICT )

This is to certify that on the \_\_\_\_ day of \_\_\_\_\_, 2025, before the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared Jason Werner to me known to be the identical individuals described in and who executed the foregoing instrument for and on behalf of Petro Marine Services, as Lessee, which executed the above and foregoing instrument; who on oath stated that they were duly authorized to execute said instrument; who acknowledged to me that they signed the same freely and voluntarily for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in the certificate first above written.

\_\_\_\_\_  
Notary Public in and for the State of Alaska  
My Commission Expires: \_\_\_\_\_

Risk Management Review: \_\_\_\_\_ [Name], Risk Manager

Approved as to Form: \_\_\_\_\_ Nicole Lynch, Law Department

**APPENDIX A:  
PROPERTY DESCRIPTION & ADDITIONAL LEASE PROVISIONS**

**1. DESCRIPTION OF PROPERTY**

The property subject to this lease is generally referred to as “the Leased Premises” or “the Property.” The Leased Premises are described as follows:

Alaska Tidelands Survey No. 857: Beginning at Corner No.1, identical with Cor. No. 31, Alaska Tidelands Survey No. 201. Thence, from Cor. No. 1, by metes and bounds, S. 80° 29’ W., 310.61 ft., to Cor. No. 2; N. 75° 52’ E., 309.60 ft., to Cor. No. 3; S. 14° 08’ E., 25.00 ft., to Cor. No. 1, the point of beginning, containing in all 0.088 acres, more or less. Latitude 58° 17’ 26” N., Longitude 134° 23’ 37” W., at Corner No. 1.

The Leased Premises are depicted in Exhibit A, attached to and made a part of this lease by this reference.

**2. AUTHORITY**

This lease is entered into pursuant to the authority of City Code: CBJ 85.02.060(a)(5) and CBJ Chapter 53.20; and CBJ Ordinance No. 2025-xx presented to the Assembly on January 12, 2026. Should the Assembly fail to pass Ordinance No. 2025-xx or Ordinance No. 2025-xx fails to take effect, this lease is void. [alternate: ...enacted by the Assembly on [date] and effective on [date].]

**3. TERM AND RENEWAL OPTION**

The effective date of this lease shall be the date this lease is signed by the City. This lease revokes all prior leases on this parcel. The term of the lease is 35 years, commencing on the effective date of the lease, unless sooner terminated. The parties, upon mutual agreement and by ordinance, may execute one additional lease for a maximum term of 35 years. Lessee shall exercise this option, if at all, by written notice given to City during the first six months of the last year of the underlying lease term.

**4. LEASE PAYMENTS AND ADJUSTMENTS**

(a) Lessee shall pay City an annual lease payment for the Lease Premises. Except as provided in this section, the annual lease payments shall be made by Lessee to City at the start of each year of the term, with the first payment due on [date].

(b) The annual lease payment for the first five-year period of the lease term shall be [value] Dollars (\$00,000.00) per year, plus sales tax.

(c) Beginning with the first year after the initial five-year period of the term, the Port Director will re-evaluate and adjust the annual lease payment for the Leased Premises for the next five-year period of this lease, and then every five years thereafter, pursuant to Appendix B, Section 3(2) of this lease, CBJ 53.20.190(2), CBJ 85.02.060(a)(5), and the Docks and Harbors lease administration regulations, 05 CBJAC Chapter 50. The new annual lease payment amount shall be paid retroactively to the beginning of that lease payment adjustment period.

(d) Lessee shall pay all appraisal costs associated with re-evaluating and making adjustments to the annual lease payment.

**5. AUTHORIZED USE OF PREMISES**

Lessee is authorized to use the Lease Premises for Waterfront Commercial operations. Lessee shall be responsible for obtaining all necessary permits and approvals for Lessee’s development of the Leased

Premises. Lessee is required to obtain approval of its construction plans from the City Docks and Harbors Board prior to the start of any construction.

## 6. INSURANCE

Lessee shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the Lessee's operation and use of the leased premises. The cost of such insurance shall be borne by the Lessee.

Lessee understands that CBJ carries no fire or other casualty insurance on the Leased Premises or improvements located thereon belonging to Lessee, and that it is Lessee's obligation to obtain adequate insurance for protection of Lessee's personal property located on the Leased Premises.

### MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability:** Covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location or the general aggregate limit shall be twice the required occurrence limit.
2. **Workers' Compensation** insurance as required by the State of Alaska, with Statutory Limits, and Employer's Liability Insurance with limits of no less than **\$1,000,000** per accident for bodily injury or disease.
3. **Property insurance** against all risks of loss to any tenant improvements or betterments, at full replacement cost with no coinsurance penalty provision.

If the Lessee maintains broader coverage and/or higher limits than the minimums shown above, the Entity requires and shall be entitled to the broader coverage and/or the higher limits maintained by the Lessee. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Entity.

### Other Insurance Provisions

The insurance policies are to contain, or be endorsed to contain, the following provisions:

1. **Additional Insured Status:** The Entity, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of the Lessee including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to the Lessee's insurance.
2. **Primary Coverage:** For any claims related to this contract, the **Lessee's insurance coverage shall be primary and non-contributory** and at least as broad as ISO CG 20 01 04 13 as respects the Entity, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the Entity, its officers, officials, employees, or volunteers shall be excess of the Lessee's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.
3. **Waiver of Subrogation** Lessee hereby grants to Entity a waiver of any right to subrogation which any insurer of said Lessee may acquire against the Entity by virtue of the payment of any

loss under such insurance. Lessee agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the Entity has received a waiver of subrogation endorsement from the insurer.

### **Umbrella or Excess Policy**

The Lessee may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. This form of insurance will be acceptable provided that all of the Primary and Umbrella or Excess Policies shall provide all of the insurance coverages herein required, including, but not limited to, primary and non-contributory, additional insured, Self-Insured Retentions, indemnity, and defense requirements. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until the Contractor's primary and excess liability policies are exhausted.

### **Legal Liability Coverage**

The property insurance is to be endorsed to include Legal Liability Coverage with a limit equal to the replacement cost of the leased property.

### **Notice of Cancellation**

Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the Entity.

### **Self-Insured Retentions**

Self-insured retentions must be declared to and approved by the Entity. The Entity may require the Lessee to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or Entity. Any and all deductibles and SIRs shall be the sole responsibility of Lessee who procured such insurance and shall not apply to the Indemnified Additional Insured Parties. Entity may deduct from any amounts otherwise due Lessee to fund the SIR/deductible. Policies shall NOT contain any self-insured retention (SIR) provision that limits the satisfaction of the SIR to the Named. The policy must also provide that Defense costs, including the Allocated Loss Adjustment Expenses, will satisfy the SIR or deductible. Entity reserves the right to obtain a copy of any policies and endorsements for verification.

### **Verification of Coverage**

Lessee shall furnish the Entity with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause **and a copy of the Declarations and Endorsements Pages of the CGL and any Excess policies listing all policy endorsements**. All certificates and endorsements and copies of the Declarations & Endorsements pages are to be received and approved by the Entity before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive the Lessee's obligation to provide them. The Entity reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time. Entity reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

### **Special Risks or Circumstances**

Entity reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

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**APPENDIX B: LEASE PROVISIONS REQUIRED BY  
CBJ CHAPTER 53.20 and CBJ CHAPTER 50**

**1. RESPONSIBILITY TO PROPERLY LOCATE ON LEASED PREMISES.**

As required by CBJ 53.20.160, it shall be the responsibility of Lessee to properly locate Lessee's improvements on the Lease Premises and failure to so locate shall render Lessee's liable as provided by law.

**2. APPROVAL OF OTHER AUTHORITIES.**

As required by CBJ 53.20.180, the issuance by City of leases, including this lease, under the provisions of CBJ Title 53 does not relieve Lessees of responsibility for obtaining licenses, permits, or approvals as may be required by City or by duly authorized state or federal agencies.

**3. TERMS AND CONDITIONS OF LEASES REQUIRED BY CBJ 53.20.190.**

As required by CBJ 53.20.190, the following terms and conditions govern all leases and are incorporated into this lease unless modified by the Assembly by ordinance or resolution for this specific lease. Modifications of the provisions of Appendix B applicable to this specific lease, if any, must specifically modify such provisions and be supported by the relevant ordinance or resolution to be effective.

(1) **Lease Utilization.** The Leased Premises shall be utilized only for purposes within the scope of the application and the terms of the lease, and in conformity with the provisions of City code, and applicable state and federal laws and regulations. Utilization or development of the Leased Premises for other than the allowed uses shall constitute a violation of the lease and subject the lease to cancellation at any time.

(2) **Adjustment of Rental.** Lessee agrees to a review and adjustment of the annual rental payment by the Port Director not less often than every fifth year of the lease term beginning with the rental due after completion of each review period. Any changes or adjustments shall be based primarily upon the values of comparable land in the same or similar areas;

**Adjustment Dispute Resolution.** Should the Lessee disagree with the lease rent adjustment proposed by the Port Director, the Lessee shall pay for an appraisal and have the appraisal undertaken in accordance with the requirements set out in 05 CBJAC 50.050. In the event the Docks and Harbors Board disagrees with an appraisal, and the Board can not reach an agreement with the lessee on the lease rent adjustment, the Board shall pay for an additional appraisal and have the appraisal undertaken in accordance with the requirements set out in 05 CBJAC 50.050. The Board shall establish the lease rent adjustment based on this additional appraisal. In the event the Lessee disagrees with the lease rent adjustment, the lessee may appeal to the Assembly. The decision of the Assembly shall be final.

(3) **Subleasing.** Lessee may sublease Leased Premises, or any part thereof leased to Lessee hereunder; provided, that the proposed sub-lessee shall first apply to City for a permit therefore; and further provided, that the improvements on the Leased Premises are the substantial reason for the sublease. Leases not having improvements thereon shall not be sublet. Subleases shall be in writing and be subject to the terms and conditions of the original lease; all terms, conditions, and covenants of the underlying lease that may be made to apply to the sublease are hereby incorporated into the sublease. The Parties agree that any subleases in effect at the date of signing of this agreement may continue. The Lessee must provide a copy of any subleases in effect to the Lessor prior to the execution of this agreement.

(4) **Assignment.** Lessee may assign its rights and obligations under this lease; provided that the proposed assignment shall be approved by City prior to any assignment. The assignee shall be subject to all of the provisions of the lease. All terms, conditions, and covenants of the underlying lease that may be made applicable to the assignment are hereby incorporated into the assignment.

(5) **Modification.** The lease may be modified only by an agreement in writing signed by all parties in interest or their successor in interest.

(6) **Cancellation and Forfeiture.**

- (a) The lease, if in good standing, may be cancelled in whole or in part, at any time, upon mutual written agreement by Lessee and City.
- (b) City may cancel the lease if it is used for any unlawful purpose.
- (c) If Lessee shall default in the performance or observance of any of the lease terms, covenants or stipulations thereto and the Lessee does not cure or is in not in the process of curing the default, or of the regulations now or hereafter in force, or service of written notice by City without remedy by Lessee of the conditions warranting default, City may subject Lessee to appropriate legal action including, but not limited to, forfeiture of the lease. No improvements may be removed by Lessee or other person during any time Lessee is in default.
- (d) Failure to make substantial use of the land, consistent with the proposed use, within one year shall in the discretion of City with approval of the Assembly constitute grounds for default.

(7) **Notice or Demand.** Any notice or demand, which under the terms of a lease or under any statute must be given or made by the parties thereto, shall be in writing, and be given or made by registered or certified mail, addressed to the other party at the address of record. However, either party may designate in writing such new or other address to which the notice or demand shall thereafter be so given, made or mailed. A notice given hereunder shall be deemed delivered when deposited in a United States general or branch post office enclosed in a registered or certified mail prepaid wrapper or envelope addressed as hereinbefore provided.

(8) **Rights of Mortgage or Lienholder.** In the event of cancellation or forfeiture of a lease for cause, the holder of a properly recorded mortgage, conditional assignment or collateral assignment will have the option to acquire the lease for the unexpired term thereof, subject to the same terms and conditions as in the original lease. Lessee shall further be entitled to use the improvements as collateral for its financing purposes as determined in its sole discretion in the form of a deed of trust or as required by its Lender.

(9) **Entry and Reentry.** In the event that the lease should be terminated as hereinbefore provided, or by summary proceedings or otherwise, or in the event that the demised lands, or any part thereof, should be abandoned by Lessee during the term, City or its agents, servants, or representative, may, immediately or any time thereafter, reenter and resume possession of lands or such thereof, and remove all personals and property there from either by summary proceedings or by a suitable action or proceeding at law without being liable for any damages therefor. No reentry by City shall be deemed an acceptance of a surrender of the lease.

(10) **Lease.** In the event that the lease should be terminated as herein provided, or by summary proceedings, or otherwise, City may offer the land for lease or other appropriate disposal pursuant to the provisions of City code.

(11) **Forfeiture of Rental.** In the event that the lease should be terminated because of any breach by Lessee, as herein provided, the annual rental payment last made by Lessee shall be forfeited and retained by City as partial or total damages for the breach.

(12) **Written Waiver.** The receipt of rent by City with knowledge of any breach of the lease by Lessee or of any default on the part of Lessee in observance or performance of any of the conditions or covenants of the lease, shall not be deemed a waiver of any provision of the Lease. No failure on the part of the City to enforce any covenant or provision therein contained, nor any waiver of any right thereunder by City unless in writing, shall discharge or invalidate such covenants or provisions or affect the right of City to enforce the same in the event of any subsequent breach or default. The receipt, by City, of any rent or any other sum of money after the termination, in any manner, of the term demised, or after the giving by City of any notice thereunder to effect such termination, shall not reinstate, continue, or extend the resultant term therein demised, or destroy, or in any manner impair the efficacy of any such notice or termination as may have been given thereunder by City to Lessee prior to the receipt of any such sum of money or other consideration, unless so agreed to in writing and signed by City.

(13) **Expiration of Lease.** Unless the lease is renewed or sooner terminated as provided herein, Lessee shall peaceably and quietly leave, surrender and yield up to the City all of the leased land on the last day of the term of the lease.

(14) **Renewal Preference.** Any renewal preference granted Lessee is a privilege and is neither a right nor bargained for consideration. The lease renewal procedure and renewal preference shall be provided by ordinance in effect on the date the application for renewal is received by the designated official.

(15) **Removal or Reversion of Improvement upon Termination of Lease.** Improvements owned by Lessee shall within one hundred twenty (120) calendar days after the termination of the lease be removed by Lessee; provided, such removal will not cause substantial injury or damage to the lands or improvements demised; and further provided, that City may extend the time for removing such improvements in cases where hardship is proven. Improvements owned by Lessee may, , be sold to the succeeding Lessee. All periods of time granted Lessee to remove improvements are subject to Lessee's paying the City pro rata lease rentals for the period.

(a) If any improvements and/or chattels not owned by City and having an appraised value in excess of five thousand dollars, as determined by the assessor, are not removed within the time allowed, such improvements and/or chattels shall, upon due notice to the lessee, be sold at public sale under the direction of the manager. The proceeds of the sale shall inure to the lessee preceding if the lessee placed such improvements and/or chattels on the lands, after deducting for the City and Borough rents due and owning and expenses incurred in making such sale. Such rights to proceeds of the sale shall expire one year from the date of such sale. If no bids acceptable to the Port Director are received, title to such improvements and/or chattels shall vest in City.

(b) If any improvements and/or chattels having an appraised value of five thousand dollars or less, as determined by the assessor, are not removed within the time

allowed such improvements and/or chattels shall revert to, and absolute title shall vest in, City.

(16) **Rental for Improvements or Chattels not Removed.** Any improvements and/or chattels belonging to Lessee or placed on the lease during Lessee's tenure with or without his permission and remaining upon the premises after the termination date of the lease shall entitle City to charge Lessee a reasonable rent therefor until such improvement or chattel is removed by the Lessee

(17) **Compliance with Regulations Code.** Lessee shall comply with all regulations, rules, and the code of the city and borough of Juneau, and with all state and federal regulations, rules and laws as the code or any such rules, regulations or laws may affect the activity upon or associated with the leased land.

(18) **Condition of Premises.** Lessee shall keep the premises of the lease in neat, clean, sanitary and safe condition and shall take all reasonable precautions to prevent and take all necessary action to suppress destruction or uncontrolled grass, brush or other fire on the leased lands. Lessee shall not undertake any activity that causes or increases the sloughing off or loss of surface materials of the leased land.

(19) **Inspection.** Lessee shall allow an authorized representative of the City to enter the lease land for inspection at any reasonable time provided that the City provides at least 48 hours notice to the Lessee.

(20) **Use of Material.** Lessee of the surface rights shall not sell or remove for use elsewhere any timber, stone, gravel, peat moss, topsoil, or any other materials valuable for building or commercial purposes; provided, however, that material required for the development of the leasehold may be used if its use is first approved by the City.

(21) **Rights-of-Way.** City expressly reserves the right to grant easements or rights-of-way across leased land if it is determined in the best interest of the City to do so provided that the easements or rights-of-ways do not interfere with the Lessee's use of the premises. If the City grants an easement or right-of-way across the leased land that does interfere with Lessee's use, Lessee shall be entitled to damages for crops destroyed or damaged. Damages shall be limited to crops only, and loss shall be determined by fair market value. Annual rentals may be adjusted to compensate Lessee for loss of use.

(22) **Warranty.** The City does not warrant by its classification or leasing of land that the land is ideally suited for the use authorized under the classification or lease and no guaranty is given or implied that it shall be profitable to employ land to said use.

(23) **Lease Rental Credit.** When authorized in writing by City prior to the commencement of any work, Lessee may be granted credit against current or future rent; provided the work accomplished on or off the leased area results in increased valuation of the leased or other city and borough-owned lands. The authorization may stipulate type of work, standards of construction and the maximum allowable credit for the specific project. Title to improvements or chattels credited against rent under this section shall vest immediately and be in the City and shall not be removed by Lessee upon termination of the lease.

## APPENDIX C: STANDARD PROVISIONS

- (1) **Holding Over.** If Lessee holds over beyond the expiration of the term of this lease and the term has not been extended or renewed in writing, such holding over will be a tenancy from month-to-month only.
- (2) **Interest on Late Payments.** Should any installment of rent or other charges provided for under the terms of this lease not be paid when due, the same shall bear interest at the rate established by ordinance for late payments or at the rate of 10.5 percent per annum if no rate has been set by ordinance.
- (3) **Taxes, Assessments, and Liens.** During the term of this lease, Lessee shall pay, in addition to the rents, all taxes, assessments, rates, charges, and utility bills for the Leased Premises and Lessee shall promptly pay or otherwise cause to be discharged, any claim resulting or likely to result in a lien, against the Leased Premises or the improvements placed thereon.
- (4) **Easements.** Lessee shall place no building or structure over any portion of the Leased Premises where the same has been set aside or reserved for easements.
- (5) **Encumbrance of Parcel.** Lessee shall not encumber or cloud City's title to the Leased Premises or enter into any lease, easement, or other obligation of City's title without the prior written consent of the City; and any such act or omission, without the prior written consent of City, shall be void against City and may be considered a breach of this lease.
- (6) **Valid Existing Rights.** This lease is entered into and made subject to all existing rights, including easements, rights-of-way, reservations, or other interests in land in existence, on the date of execution of this lease.
- (7) **State Discrimination Laws.** Lessee agrees, in using and operating the Leased Premises, to comply with applicable sections of Alaska law prohibiting discrimination, particularly Title 18 of the Alaska Statutes, Chapter 80, Article 4 (Discriminatory Practices Prohibited). In the event of Lessee's failure to comply with any of the above non-discrimination covenants, City shall have the right to terminate the lease.
- (8) **Unsafe Use.** Lessee shall not do anything in or upon the Leased Premises, nor bring or keep anything therein, which will unreasonably increase or tend to increase the risk of fire or cause a safety hazard to persons or obstruct or interfere with the rights of any other tenant(s) or in any way injure or annoy them or which violates or causes violation of any applicable health, fire, environmental or other regulation by any level of government.
- (9) **Hold Harmless.** Lessee agrees to defend, indemnify, and save City, its employees, volunteers, consultants, and insurers, with respect to any action, claim, or lawsuit arising out of the use and occupancy of the Leased Premises by Lessee except for any claim arising out of gross negligence or intentional misconduct by the City and Borough regarding the Leased Premises. This agreement to defend, indemnify, and hold harmless is without limitation as to the amount of fees, and without limitation as to any damages resulting from settlement, judgment, or verdict, and includes the award of any attorneys' fees even if in excess of Alaska Civil Rule 82. The obligations of Lessee arise immediately upon notice to the City of any action, claim, or lawsuit. City Hall notifies Lessee in a timely manner if the need for indemnification, but such notice is not a condition precedent to Lessee's obligations and may be waived where Lessee has actual notice. This agreement applies and is in full force and effect whenever and wherever any action, claim, or lawsuit is initiated, filed, or otherwise brought against the City.

(10) **Successors.** This lease shall be binding on the successors, administrators, executors, heirs, and assigns of Lessee and City.

(11) **Choice of Law; Venue.** This lease shall be governed by the law of the State of Alaska. Venue shall be in the State of Alaska, First Judicial District at Juneau.

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# Port of Juneau

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

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

**To:** Alexandra Pierce  
Tourism Manager

**Via:** (1) Docks & Harbors Operations-Planning  
(2) Docks & Harbors Board

**Date:** December 29<sup>th</sup>, 2025

**Re:** FY 2027 Marine Passenger Fee (MPF) Request

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1. Attached for your consideration is a list of FY27 Marine Passenger Fee requests from Docks & Harbors. This list was discussed by the Docks & Harbors Operations-Planning Committee at its December 10<sup>th</sup> meeting and approved at its December 18, 2025 regular board meeting.

2. Docks & Harbors is very appreciative of the financial support received through this process. Please know that the MPF generously provided to the Docks Enterprise provides approximately one-third of all revenue collected. MPF remains an important revenue source to the financial health of this Enterprise.

3. Please contact me should you have questions at 586-0282.

#

Encl: (1) FY27 Docks & Harbors Marine Passenger Fee Request

Copy: City Manager  
Parks & Recreation  
Finance Department

# CBJ Docks and Harbors Board FY2027 Marine Passenger Fee Request

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## Area Wide Port Operations

**Descriptions:** CBJ's cruise ship docks and associated infrastructure are run as an enterprise fund established by local ordinance. All expenses and revenues associated with operating and maintaining CBJ's cruise ship docks and associated infrastructure are accounted within this fund. The CBJ Assembly has placed these assets under the responsibility of the Docks and Harbors Board. CBJ Ordinance Title 85 requires the Board to be self-supporting, generating revenues sufficient to meet the operating costs of the Docks Enterprise. The Board has established a number of fees to generate revenues from users of the assets. The Board has calibrated these fees to assure the overall revenue generated by the enterprise equals the overall cost of running the enterprise.

Many of the uplands assets are used by entities which it is not possible, feasible, or acceptable to charge fees. As a result, users paying fees are subsidizing users that do not pay fees. The services provided to these users are area wide in nature benefiting the general public and cruise ship passengers of private docks. As part of this fee request, the Board identified services that are area wide in nature.

**Board identified the following services:**

1. Year round maintenance and monitoring of Marine Park.
2. Maintenance and operation of public parking at the Columbia Lot and seasonal public parking at the Steamship Wharf Plaza and the Visitor's Center Lot.
3. Maintenance and operation of unrestricted pedestrian access along the waterfront at the public docks.
4. Year round maintenance and monitoring of Peratrovich Plaza.
5. Costs associated with landscape maintenance services throughout the Downtown Waterfront.
6. Providing area wide port security. Of note are new Coast Guard requirements to validate credentials of passengers and crew returning to the cruise ships. New security structures have provided greater efficiencies but the resultant is greater staff responsibilities to meet the Facility Security Plan. [Note an additional \$300K MPF request for "Port of Call" access control is included in this year's request.]
7. Billing and collecting CBJ area wide fees for all docks.
8. Maintenance & repairs of Visitor's Kiosk.

The Board reviewed its FY22 budget and apportioned expenses associated with these services. Based on its review, it estimates that about 20% of the annual docks budget is attributable to area wide services.

**Marine Passenger Fee Funds Requested (FY27):** \$275,000

**Benefits:** This approach is supported by the cruise ship industry since it is more equitable than raising dockage fees, although Docks & Harbors is considering fee increases. This approach meets the intent of the marine passenger fee since the services benefit all cruise ship passengers, not just the passengers at the public docks. This approach allows the Docks and Harbors Board to direct part of the dock lease revenues to the much needed rebuild effort of the small boat harbors reducing the need for fee increases at the harbors.

**Maintenance and Operation Responsibility:** CBJ is responsible for all ongoing maintenance and operating expenses and will use local Docks enterprise funds for these expenses.

**Project Contact:** Melody Musick, Admin Officer or Carl Uchtyl, CBJ Port Director 586-0292.

**CBJ Docks and Harbors Board**  
**FY2027 Marine Passenger Fee Request**

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**Port-Customs and Visitor Center Buildings Maintenance Support**

**Project Descriptions:** The Port-Customs and Visitor Center buildings are located on the downtown Juneau waterfront, an area that serves in excess of one and a half million cruise ship passengers each year. Docks and Harbors, an enterprise operation, is responsible for costs associated with operating the Port-Customs and Visitor Center Buildings. Expenses include all utilities (water, sewage, electrical, alarm monitoring) and facility support (parking lot, plaza, snow removal, janitorial and general maintenance). The two buildings comprise approximately 4450 square feet in area. Maintenance costs are estimated at \$2.66 per square foot per month equaling \$142,000.

**Marine Passenger Fee Funds Requested (FY27):** \$142,000

**Project Review:** The Port-Customs Building was completed in May 2011 with the Visitor Center completion in June 2012. The project which included the buildings, infill dock construction, covered shelters, landscaping and plaza cost approximately \$9M and was funded with Marine Passenger Fees. The Port-Customs Building is occupied by the US Customs and Border Protection (CBP) and Docks and Harbors staff. CBP claims to be exempt from any costs associated with their operations within a port. The Visitor Center Building is occupied by the Travel Juneau, a non-profit organization for the purpose of supporting cruise passenger inquiries. The Travel Juneau budget does not support maintenance of the building. This leaves the Docks enterprise funds fully exposed to the costs of maintaining and servicing these buildings.

**Benefits:** By establishing a Port-Customs and Visitor Center Buildings maintenance fund Docks & Harbors can effectively manage and maintain the properties entrusted under their responsibilities. Passenger fees have been granted for this purpose since FY2013.

**Maintenance and Operation Responsibility:** CBJ Docks and Harbors is responsible for all ongoing maintenance and operating expenses of these two buildings and associated upland support facilities.

**Project Contact:** Matthew Sill, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**CBJ Docks and Harbors Board  
FY2027 Marine Passenger Fee Request**

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**Safety Rail along Dock Face**

**Project Descriptions:** The project would be located along the downtown Juneau waterfront, an area that services over one and a half million cruise ship passengers each year. The project consists of constructing a new guardrail along the face of the existing dock.

**Marine Passenger Fee Funds Requested (FY27):** \$2M

**Project Review:** This project would construct a new pedestrian guardrail along the existing dock face from Marine Park to the South Berth approach dock. The existing dock face only features an eighteen inch bullrail at the edge. For pedestrian safety a forty two inch high guard rail would be constructed. The proposed guardrail would be designed in the same character as other guardrails along the Seawalk.

**Project Time-Line:** This project would begin as soon as funding is allocated. The first step would be to design the guardrail and prepare construction bid documents. Upon award of a contract to the lowest qualified bidder construction would begin.

**Maintenance and Operation Responsibility:** CBJ is responsible for all ongoing maintenance and operating expenses. Maintenance and operations expenses for the guardrail would be minimal.

**Project Contact:** Matthew Sill, CBJ Port Engineer or Carl Uchytel, CBJ Port Director 586-0292.

**CBJ Docks and Harbors Board  
FY2027 Marine Passenger Fee Request**

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**Dock Electrification**

**Descriptions:** Docks & Harbors has been pursuing funding for cruise ship dock electrification for many years. Efforts for RAISE, PIDP, EPA DERA and EPA Clean Ports grants have not realized success. The latter two were not approved in CY2024, which requested \$56.5M. Docks & Harbors and AELP have signed a MOA in 2024 outlining design responsibilities and funding commitments.

**Marine Passenger Fee Funds Requested (FY27):** \$30M.

In the FY24 EPA DERA grant application, the total project estimate to electrify both the AS & CT Docks is \$53M. Of which, approximately \$13M currently in a CIP. The project can be scaled to separate the construction into providing power to only one berth, as funding allows.

**Benefits:** This project seeks to reduce carbon emissions/greenhouse gases and has been a priority since the completion of the 16B project in 2017.

**Maintenance and Operation Responsibility:** Docks & Harbors has been working in concert with AELP to develop planning and design efforts to move forward in an efficient manner. Most likely, Docks & Harbors will be responsible for maintenance and operations of the constructed system via future Marine Passenger Fees.

**Project Contact:** Carl Uchytel, CBJ Port Director 586-0292.

**CBJ Docks and Harbors Board**  
**FY2027 Marine Passenger Fee Request**

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**Additional Personnel for “Port of Call” Access Control**

**Description:**

After two years of cruise ship inactivity due to the pandemic, CY23 rebounded with 1.65M arriving passengers which was a record number. The CY24 was equally busy season for the AS/CT Docks and at the PFO lightering dock. The 2020 Coast Guard requirements described below is a non-funded federal mandate that must met to remain compliant with our approved Federal Security Plan. Docks & Harbors has provided briefings to determining the financial resources necessary to meet this requirement.

On December 18<sup>th</sup>, 2020 Coast Guard Sector Juneau released a Marine Safety Information Bulletin clarifying the regulatory requirements for Maritime Transportation Security Act (MSTA) regulated facilities which receive large foreign passenger vessels (i.e. cruise ships). The Consolidated Cruise Ship Security final rule, published on March 19<sup>th</sup>, 2018 defined the differences between a “cruise ship terminal” and a “port of call”. The final rule also prompted a conversation between USCG Sector Juneau and SEAK industry stakeholders, including the Port of Juneau. Previously, SEAK industry stakeholders (including the Port of Juneau) interpreted Title 33, Code of Federal Regulations (CFR), Section 105.255(d)(4) as a list of documents which could serve as personal identification irrespective of criteria in 33 CFR 101.515. As such, facility security personnel (including the Port of Juneau) were allowing individuals with only a vessel boarding pass or room key to gain access to the secure area adjacent to the cruise vessel.

The resultant clarification in the MSIB is that, effective April 1<sup>st</sup>, 2021, facility security personnel must use a two-prong approach to ensure proper identification and valid purpose:

1. Check the personal identification meeting the criteria in 33 CFR 101.515; and,
2. Confirm the purpose for access by examining at least one document listed in 33 CFR 105.255(d)(4).

Although this may seem like a minor additional task to validate an ID with a boarding pass, we believe the impact will greatly impede the flow of passengers returning to their vessel. The above mentioned two-prong requirement will be similar to what one experiences at an airport TSA checkpoint. The extra time required to ensure each boarding pass matches the government issued ID has the potential to create delays when excess of 1000 passengers/hour attempt to embark their vessels during the waning time in Juneau. Additionally, passengers who do not have government issued ID will need to be escorted by port facility security to the vessel security officer which will only exasperate those waiting in the queuing line.

**Marine Passenger Fee Funds Requested (FY27):** \$300,000 (17 Part Time Limited Harbor Technicians)

**Benefits:** By funding an additional 17 PTL Harbor Technicians positions, Docks & Harbors will recruit seasonal employees who will augment the standing Docks security force enabling greater redundancy for properly checking credential in accordance with Coast Guard guidance.

**Maintenance and Operation Responsibility:** CBJ Docks & Harbors, as the facility manager for the AS and CT Docks, has uplands security requirements required under MSTA regulations.

**Project Contact:** Matt Creswell, CBJ Harbormaster or Carl Uchtyl, CBJ Port Director 586-0292.

## CBJ Docks and Harbors Board FY2027 Marine Passenger Fee Request

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### Lone Sailor Statue

**Description:** Alaska Pioneers (Igloo 6) are actively fundraising to erect a [Lone Sailor Statue](#) in Juneau. The sailor is a 7' 4" bronze statue and there are currently 19 Lone Sailor Statues in existence around the world. The [US Navy Memorial](#), which oversees the program, requires the sponsor to fundraise \$350,000 and provide a suitable location for display.

The authorization of a Lone Sailor Statue along the waterfront for installation and maintenance was approved under CBJ Resolution 3096. The City Manager is authorized to enter a MOA with the Pioneers of Alaska to erect the statue along the Juneau waterfront.



**Marine Passenger Fee Funds Requested (FY27):** \$100K (Donation to Pioneers of Alaska – Igloo 6)

**Benefits:** This is a non-profit civic organization's efforts to bring art and vitality to Juneau. There is a connection to the USS JUNEAU and the Lone Sailor mission. The Lone Sailor is an iconic symbol of the Navy Memorial's mission to *Honor, Recognize, and Celebrate* the men and women of the Sea Services, past, present, and future; and to Inform the public about their service.

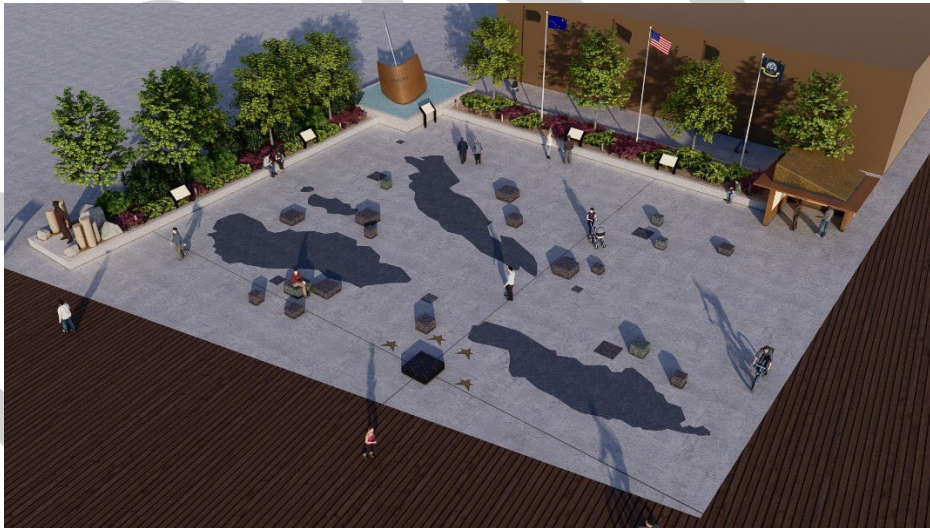
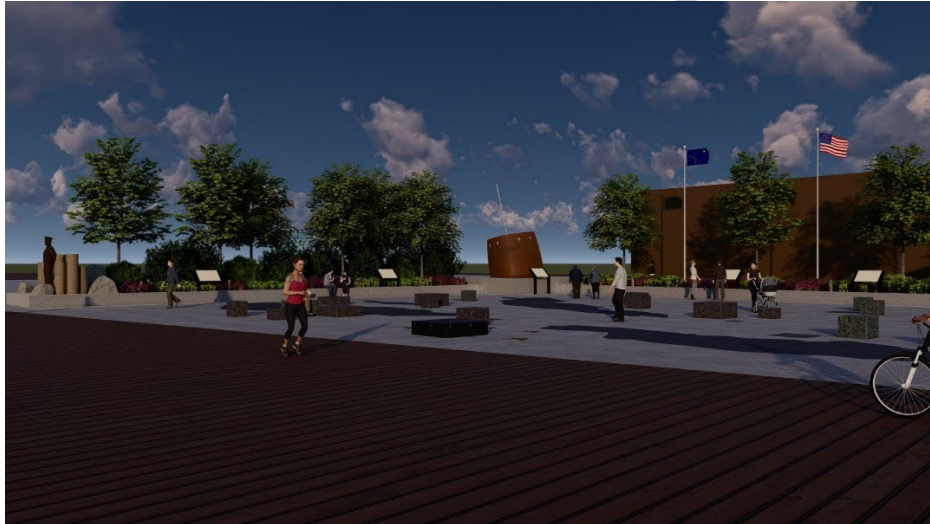
**Maintenance and Operation Responsibility:** Under the terms of a proposed MOA with the Pioneers of Alaska, Docks & Harbors would be responsible for maintaining this statute.

**Project Contact:** Carl Uchytel, CBJ Port Director 586-0292.

# CBJ Docks and Harbors Board FY2027 Marine Passenger Fee Request

## USS JUNEAU MEMORIAL - EXPANSION

**Description:** In the [Marine Park to Taku Dock Urban Design Plan in 2018](#) an option was explored to create a larger and more significant USS JUNEAU memorial along the Seawalk. The USS JUNEAU memorial is currently revered at its location; however, it lacks interpretive information on the Battle of Guadalcanal and the five Sullivan brothers. A well designed memorial could enhance the visitor experience and honor a local namesake.



**Marine Passenger Fee Funds Requested (FY27):** \$6M

**Benefits:** This project could expand the useable width of the Seawalk, provide an historical educational display and honor those in the sea going services.

**Maintenance and Operation Responsibility:** CBJ is responsible for all ongoing maintenance and operating expenses of CBJ owned facilities and will use local Docks enterprise funds or future Marine Passengers Fees for these expenses.

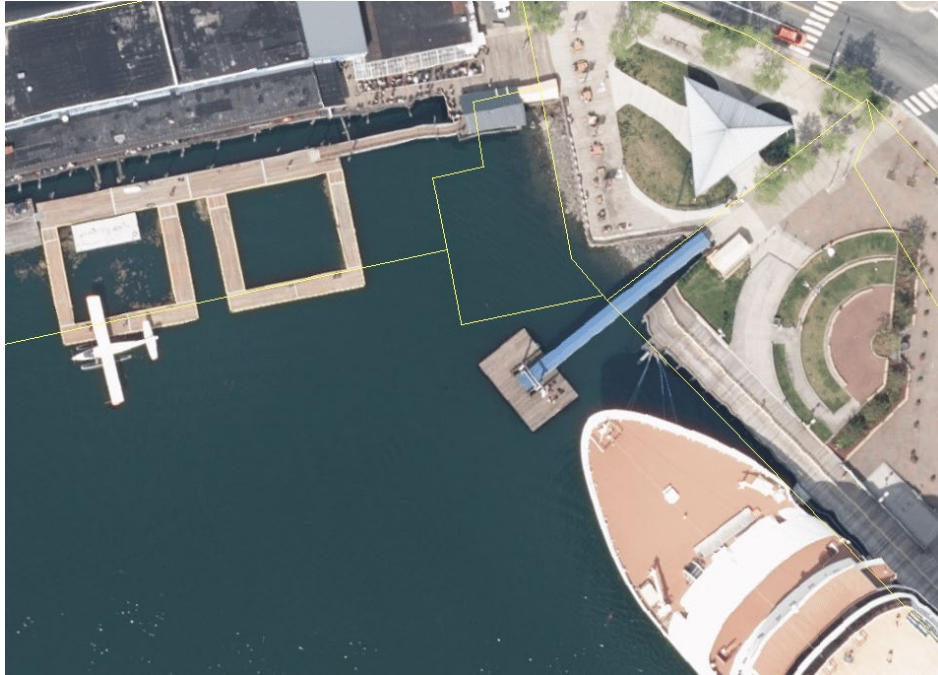
**Project Contact:** Carl Uchytel, CBJ Port Director 586-0292.

**CBJ Docks and Harbors Board  
FY2027 Marine Passenger Fee Request**

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**Reestablishment of Emergency Vessel Loading Float**

**Description:** With the construction of the new downtown cruise ship docks, the former lightering float became a risk to the float planes and was removed.



**Marine Passenger Fee Funds Requested (FY27):** \$1M

**Benefits:** This project, at a yet to be determined location, would contribute to providing a secondary emergency vessel mooring location to offload cruise ship passenger in the result of a mishap.

**Maintenance and Operation Responsibility:** Docks & Harbors would be responsible for all ongoing maintenance and operating expenses for this CBJ owned facility and will use local Docks enterprise funds or future Marine Passengers Fees for expenses.

**Project Contact:** Carl Uchtyl, CBJ Port Director 586-0292.

**CBJ Docks and Harbors Board  
FY2027 Marine Passenger Fee Request**

**Relocation of Port Director's Office to New Aurora Harbor Facility**

**Description:** The Port Director's Office (aka Port Office) is located in leased space in the Seadrome Building, which is owned by Goldbelt, Inc. Goldbelt has indicated a desire to raze the existing Seadrome Building and replace it with tourist-centric operations. The Port Office lease is on a month-to-month basis and there is no guarantee that the new Goldbelt building will have suitable and affordable accommodations for Docks & Harbors. There are 5 FTE assigned to the Port Office. Concurrent with the exit from the Seadrome Building would be the replacement of the Aurora Harbor Office, which is a 1960's garage retrofit.



Approximate location/footprint of proposed new joint Aurora Harbor Office & Port Office Building



Generic rendering of future joint Aurora Harbor Office & Port Office Building.

**Marine Passenger Fee Funds Requested (FY27): \$1M**

**Benefits:** There would be significant savings in combining the needs of the Port Office with recapitalizing the Aurora Harbor Office. The estimated ROM (rough order magnitude) of a new building would be \$4M

**Maintenance and Operation Responsibility:** Docks & Harbors would be responsible for all ongoing maintenance and operating expenses for this CBJ owned facility. Future cost to maintain the new facility would be by Harbors Enterprise, Docks Enterprise and future passenger fees

**Project Contact:** Carl Uchtyl, CBJ Port Director 586-0292.

**CBJ Docks and Harbors Board  
FY2027 Marine Passenger Fee Request**

**Waterfront Covered Shelter with Restrooms**

**Description:** Docks & Harbors completed the [Marine Park to Taku Dock Urban Design Plan](#) in 2018 as a guiding document in development of the downtown waterfront. In July 2019, CBJ awarded a contract to Trucano Construction for \$12,367,699 for Downtown Waterfront Improvements Phase I which included constructing a retaining wall and small bus parking lot, installation of timber decking to create more waterfront open space and placing mechanical systems (water, sewer, electrical conduits & lift station) to support a follow on phase for a covered shelter with restrooms. The City Manager directed a pause to Phase II until certain alternatives were sorted out. It appears that pursuing a contract to provide a covered shelter with restrooms is appropriate at this time.



**Downtown Waterfront Improvements  
Concept Plan**

REV: 07/11/2018

**Marine Passenger Fee Funds Requested (FY27): \$3.5M**

**Benefits:** This request would provide additional restrooms along the waterfront as well as a covered waiting area for visitors to enjoy. The design of the covered shelter & bathrooms is complete to 65% following the completion of the “deck over project” also known as Downtown Waterfront Improvement (Phase I) in 2021.

**Maintenance and Operation Responsibility:** CBJ is responsible for all ongoing maintenance and operating expenses of CBJ owned facilities and will use local Docks Enterprise funds or future Marine Passengers Fees for these expenses.

**Project Contact:** Carl Uchtyl, CBJ Port Director 586-0292.



# Port of Juneau

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

**From:** Port Director  
**To:** Assembly  
**Thru:** (1) Docks & Harbor Board  
 (2) City Manager  
**Date:** December 11<sup>th</sup>, 2025  
**Re:** FY2025 Review - Docks & Harbors Operations

1. In accordance with 85.02.045, *Docks and Harbors Board shall, no later than November 30<sup>th</sup> each year, provide the assembly with a written review of docks and harbors department operations during the preceding fiscal year. The review shall include fee schedules, revenues by source, operating expenditures, customers served, and any recommended amendments to the Downtown Waterfront Development Plan.* The Docks & Harbors Board reviewed this letter at its December 10<sup>th</sup> Operations-Planning meeting.
2. The FY25 end-of-year financial report shows each enterprise operating with positive cash flow.

End of FY25	Harbor Enterprise	Docks Enterprise
Revenue	\$6,221,400	\$4,115,000
Expenditure	\$3,966,500	\$2,649,900
Debt Service	\$740,500	none
FY25 Net	\$1,514,400	\$1,465,100
CIP Transfer	\$2,400,000	\$3,000,000
Fund Balance	\$4,002,000	\$2,236,400

Graphic representation of historic Port Enterprise and Harbor Enterprise budgetary information is provided in enclosure (1). As a reference point, Docks & Harbors manages nearly \$400M in capital assets throughout its infrastructure portfolio.

3. The CY25 cruise ship season was a record year with 1,688,738 passengers arriving to Juneau. This was a 0.6% increase over the prior year.

### Cruise ship passenger counts

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Large Ships	940,447	944,239	965,731	992,092	1,046,587	1,118,897	1,273,741	0	114,114	1,167,194	1,638,902	1,677,935	1,688,738
Small Ships	5,459	10,216	11,426	8,727	8,658	9,729	10,112	36	7,263	8,549	7,960	9,905	12,104
Total	945,906	954,455	977,157	1,000,819	1,055,245	1,128,626	1,283,857	36	121,377	1,175,743	1,646,862	1,687,830	1,700,842

## Statter Harbor Passenger For Hire Counts

	2022	2023	2024	2025
Number of Charter Passengers	160,527	229,025	232,981	264,134
Revenue Generated	\$331,980.08	\$480,354.11	\$562,084.93	\$614,274.00

4. The fee schedule, as required under 85.02.045 for FY25, is attached as enclosure (2). Docks & Harbors proposed, and the Assembly approved a 9% increase to all fees on November 6<sup>th</sup>, 2023. These fees were effective January 2024, except for small boat harbor moorage which will be phased-in: 3% (2024), 3% (2025) and 2.8% for calendar year 2026.
  
5. Docks & Harbors has been engaged in several capital improvement projects in FY25.
  - a. Aurora Phase IV. The final phase of Aurora Harbor was awarded to Western Marine Construction in April 2025 for \$7.6M with a substantial completion date of April 1, 2026. The funding for this is from the 2022 1% Sales Tax Initiative (\$5M), Harbor Fund Balance (\$1.5M) and the FY25 ADOT Harbor Facility Grant funding (\$5M).
  - b. Statter Harbor Phase IIID. This project will close out the Phase III project by providing curb, gutter, paving, lighting, sidewalks and landscaping for the Statter Harbor bus parking lot. This project was awarded to Dawson Construction for \$2.5M in May 2025. The project will be complete in May 2026 with the installation of lighting and landscaping. Statter Phase III, envisioned to support the charter vessel industry, was broken down into four elements: (1) dredging/blasting (\$4M); (2) float installation (\$4.2M); (3) bathroom construction (\$1.5M); and (4) uplands bus parking (\$2.5). Statter Harbor Phase III total construction costs were \$12.2M which were funded through passenger fees and Docks Enterprise funds.
  - c. Taku Harbor Improvements. This project awarded to Trucano Construction in June for \$930K will replace the aging approach dock with an elevated walkway in connecting the transient float to the shore with access to the ADNR Tiger Olson cabin. This project has local funding from the 2022 1% sales tax initiative with 75% funded by Dingell-Johnson Sport Fish grant, managed by ADFG. The work is expected to be complete by mid-April 2026.
  - d. Docks & Harbors continues to work closely with AELP to advance Assembly goals to electrify the CBJ owned cruise ship docks. AELP is under contract with an electrical engineering consultant (H3 Solutions – Pasadena, CA) for design efforts for the project. Funding for design is under a MOA between AELP and CBJ.
  
6. In November 2024, Docks & Harbors was notified that we are the recipient of the FY24 MARAD (US Maritime Administration) Port Infrastructure Development Program (PIDP) grant for \$11.2M to construct an Aurora Harbor drive down float, similar to the one at the Auke Bay Loading Facility (ABLF). Local match was not required for this grant application; however, the Docks & Harbors Board committed \$2.8M to supplement our submission. Docks & Harbor applied for an ADOT Harbor Facility Grant and were notified in July 2025 that we will be receiving \$1.4M from the State. The project design is underway, and we anticipate a construction contract award in the fall of 2026.
  
7. Docks & Harbors is actively working with the US Army Corps of Engineers – Alaska District as part of the feasibility cost analysis to replace the existing Statter Harbor breakwater. This multi-year effort will extend to 2028 with CBJ Docks & Harbors, as the local sponsor, financially responsible for half of the planning efforts, anticipated to be \$2.4M. At the request of the US Army Corps, Docks & Harbors will be contracting for up to \$1.5M in geotechnical work in support of the investigative process. US Army Corps is the lead agency in the recapitalization of the Statter Breakwater.

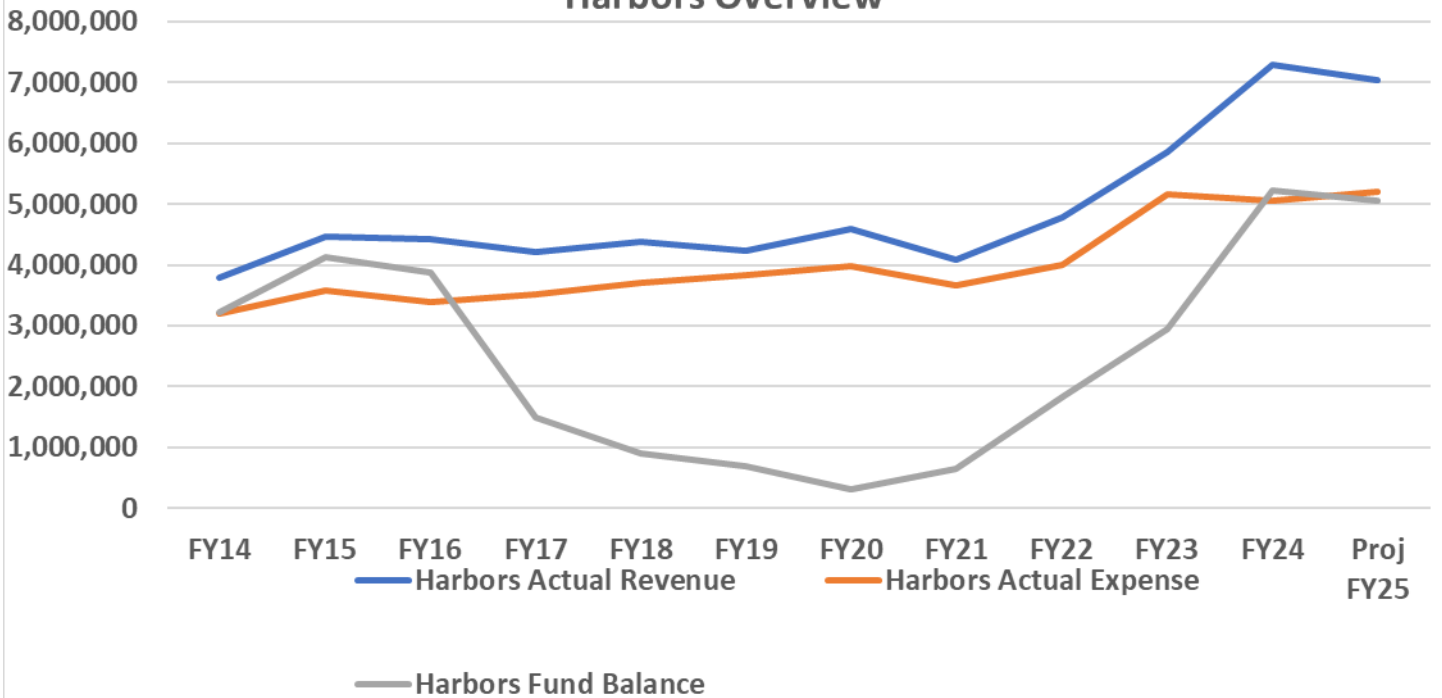
8. Docks & Harbors has commenced, with direction from the Manager, several actions pertaining to property acquisition, sales and leases along the downtown waterfront. These actions include requests for State of Alaska tide and submerged lands for the Huna-Totem Dock; a lease with Franklin Dock Enterprise for the National Guard tidelands as part of the Seawalk easement negotiations; and, with Goldbelt Inc to invest in property development at the Seadrome Dock.
9. In June 2023, CBJ completed negotiations with UAS/UA Lands Director to secure the leased waterfront property from UAS between Harris and Aurora Harbors, commonly referred as Juneau Fisheries Terminal. The lease rent for the 2.8-acre property is \$100,000 annually, which is \$130K below fair market value. In consideration for the lower lease rent, Docks & Harbors has created a student internship with UAS as well as other mutually beneficial opportunities. The lease extension expires in June 2027.

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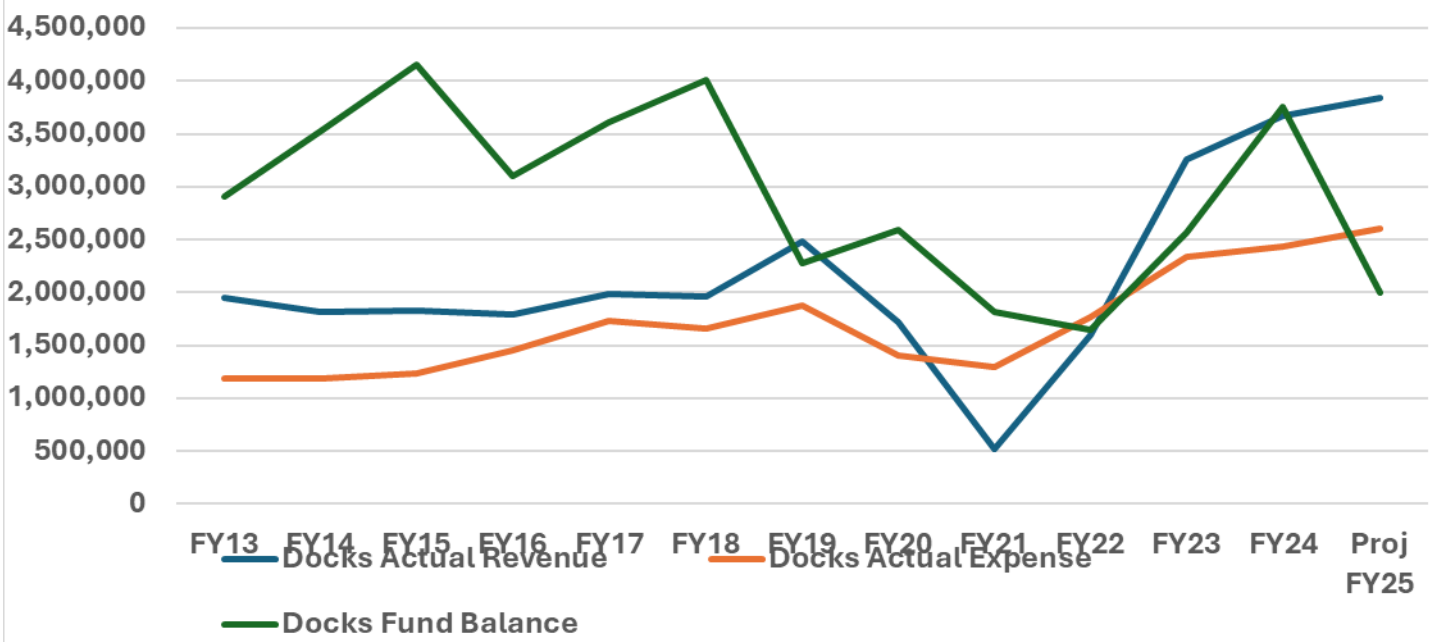
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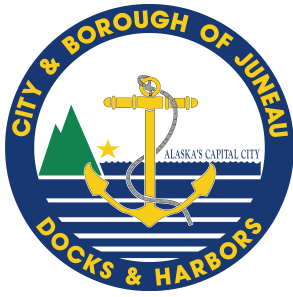
- (1) Budgetary Graphs (Docks Enterprise & Harbors Enterprise)
- (2) FY2025 & FY2026 Fee Schedule

### Harbors Overview



### Docks Overview





DOCKS & HARBORS  
 155 Heritage Way  
 Juneau, AK 99801  
 (907) 586-5255 tel

www.juneau.org/harbors

## FY26 Moorage Rates

<b>DOUGLAS, HARRIS AND AURORA HARBORS</b>		
	Effective thru June 30th, 2025	Effective July 1st, 2025
Daily	73¢ per foot	75¢ per foot
Calendar Month	\$5.36 per foot	\$5.48 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30)	5% discount on 6-month advance payment	5% discount on 6-month advance payment
Annual (July 1 – June 30)	10% discount on 12-month advanced payment	10% discount on 12-month advance payment
<b>Intermediate Vessel Float and Port Field Office Float</b>		
Daily (Oct 1 – Apr. 30)	73¢ per foot	75¢ per foot
Monthly (Oct 1 – Apr. 30)	\$5.36 per foot	\$5.48 per foot

<b>STATTER HARBOR</b>		
	Effective Thru June 30, 2025	Effective July 1, 2025
Daily	73¢ per foot	75¢ per foot
Calendar Month	\$8.92 per foot	\$9.11 per foot
Bi-Annual (July 1 – Dec 31) & (Jan 1 – June 30)	5% discount on 6-month advance payment	5% discount on 6-month advance payment
Annual (July 1 – June 30)	10% discount on 12-month advanced payment	10% discount on 12-month advance payment

<b>INTERMEDIATE VESSEL FLOAT (IVF)/STATTER HARBOR BREAKWATER RESERVATIONS</b>		
	Effective thru March 31, 2025	Effective April 1, 2025
Reservations (May 1 – Sept 30)	Fishing Vessels \$1.80	\$1.84 per foot per day
	Other Vessels <65' \$3.58	\$3.66 per foot per day
	Other Vessels ≥ 65' \$5.98	\$6.11 per foot per day
	Other Vessels ≥200' \$3.58	\$3.66 per foot per day

### Skiff Rates

	Jan 1, 2025 to Dec 31, 2025	Jan 1, 2026 to Dec 31, 2026
Adjusted Per Calendar Year	\$376.37	\$384.65

### Residence Surcharge

	Effective Thru June 30 <sup>th</sup> , 2025	Effective July 1 <sup>st</sup> , 2025
Per Month	\$86.56 + \$28.86/person above four persons	\$88.46 + \$29.49/person above four persons

- A 5% City & Borough of Juneau sales tax may apply to all fees
  - Rates subject to be adjusted by CPI annually.

## Launch Ramp Rates

Effective July 1, 2025 (updated with 2.2% CPI)

Recreational – Calendar Year (includes Kayaks) Matching registrations are required to obtain two additional permits. Please see 05 CBJAC 20.060 – Recreational Boat Launch Fees.	\$115.40  \$5 per additional permit
Recreational – Day	\$19.22
Commercial – Calendar Year	\$320.54 per trailer
Commercial – Day	\$38.47
Freight Use – Commercial	Up to 1 hour \$69.53 Over 1 hour \$34.77 for each additional hour

## Parking Rates

Douglas, Harris, & Aurora Harbors	Free w/ permit (permits available at Aurora Harbor office, current vehicle registration required)
Statter Harbor – Summer (May through September)	\$1 per hour/\$5 per 24 hours
Statter Harbor – Winter (October through April)	Free w/permit (permits available at Statter Harbor office, current vehicle registration required)
Downtown Taku Lot - Summer	\$2 per hour/3 hour limit

## Shorepower

Connection Type	Effective Thru June 30 <sup>th</sup> 2025 Daily	Effective July 1, 2025 Daily
20 amp (120V, 1 phase)	\$7.52	\$7.69
30 amp (120V, 1 phase)	\$11.46	\$11.71
50 amp (208V, 1 phase)	\$31.36	\$32.05
100 amp (208V, 3 phase)	\$107.89	\$110.26
100 amp (480V, 3 phase)	\$248.40	\$253.86

Connection Type	Summer Liveaboard Monthly Effective July 1, 2025	Summer Non- Liveaboard Monthly Effective July 1, 2025
20 and 30 amp	\$116.44	\$69.24
50 amp	\$253.86	\$138.47
100 amp/208 volt	\$538.51	\$323.11
100 amp/480 volt	\$1269.35	\$753.91

Connection Type	Winter Liveaboard Effective July 1, 2025	Winter Non- Liveaboard Effective July 1, 2025
20 amp	\$153.86	\$92.32
30 amp	\$207.34	\$123.09
50 amp	\$384.65	\$230.79
100 amp/208 volt	\$923.16	\$538.51
100 amp/480 volt	\$2154.05	\$1246.27

## Services Provided

Power, Potable water (Year round downtown and Statter A&B Floats) Restrooms (Aurora Harbor, Harris Harbor & Statter Harbor) Showers (Harris Harbor & Statter Harbor) Free Sewage pump-out (Aurora, Douglas, Harris, and Statter) Sewage pump-out cart available at Aurora Harbor & Douglas Harbor

**Harris Harbor Grid (Fee: \$1.29 per foot per day effective July 1, 2025)**

*Please make Grid reservation at Aurora Harbor Office*

<b>Estimated CIP Schedule</b>	
<b>December 15, 2025</b>	CIP Project Nomination Submissions Due to Engineering
January 2026	Present FY27 Resolution to Assembly PWFC as Informational item at last PWFC of the month
February 2026	Planning Commission reviews the CIP
March 2026	PWFC review and discussion, forward to the Assembly Finance Committee / Assembly for review / action
April 2026	Finance Committee, SRRC and Assembly act on CIP as part of budget process
<b>June 15, 2026</b>	Assembly must Adopt the CIP
July 1, 2026	FY27 Budget is effective

**DEPARTMENT CAPITAL IMPROVEMENT PLAN 6 YEAR PRIORITIES**

Department: \_\_\_\_\_  
 Compiled by: \_\_\_\_\_

Date: \_\_\_\_\_  
 Phone number: \_\_\_\_\_

*Note: Round the estimated project cost to the nearest thousand*

Priority	Project	FY27	FY28	FY29	FY30	FY31	FY32
EXAMPLE #1	Aurora Harbor Rebuild Phase III	\$1,500,000					
1	Aurora Harbor Office - Replacement - HARBORS ENTERPRISE	\$4,000,000					
2	Aurora Harbor - Bathrooms - HARBORS ENTERPRISE	\$500,000					
3	Statter Harbor - Zinc Anodes - HARBORS ENTERPRISE	\$500,000					
4	North Douglas Boat Ramp Expansion - HARBORS ENTERPRISE	\$250,000	\$10,000,000	\$15,000,000			
5	Downtown Bathrooms - Peratrovich - DOCKS ENTERPRISE	\$3,000,000					
6	Shore Power 16B - DOCKS ENTERPRISE	\$13,000,000	\$13,000,000	\$13,000,000			
7	Lone Sailor Statue - Base Installation - DOCKS ENTERPRISE	\$20,000					
8	UAS Property Purchase		\$8,000,000				
9	Douglas Harbor Showers/Bathrooms		\$500,000				
10	Douglas Harbor Uplands		\$5,000,000				
11	Douglas Harbor Launch Ramp Extension/Lighting		\$200,000				
12	Harbor-wide Security Gates		\$50,000	\$100,000	\$100,000	\$100,000	
13	Deck Over People's Wharf/USS JUNEAU		\$7,000,000				
14	Marine Services Facilities			\$10,000,000	\$10,000,000	\$10,000,000	
15	Direct Fish Sales Facility - Harris Harbor			\$300,000			
16	Echo Cove - Launch Ramp Float			\$200,000			
17	Downtown Safety Railing			\$2,000,000			
18	Emergency Vessel Loading Float			\$3,000,000			
19	Amalga Harbor Improvements				\$1,000,000		
20	Small Cruise Ship Infrastructure						
21	Statter Harbor Breakwater - Construction					\$20,000,000	
22	Recapitalization - Downtown Timber Docks					\$30,000,000	
23	Zinc Anodes - Downtown						\$10,000,000
24	Auke Bay Walk - Statter Harbor to Auke Bay Marine Station						\$12,000,000
25	Seawalk - Harris to Aurora Harbors						\$10,000,000
26	Aurora Harbor Dredging - Tug Slip						\$500,000
27	Statter Phase IV (Horseshoe Floats)						\$4,000,000
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Totals:		\$21,270,000	\$43,750,000	\$43,600,000	\$11,100,000	\$60,100,000	\$36,500,000

**FY 27 CAPITAL IMPROVEMENT PLAN DEPARTMENT PRIORITY PROJECT LIST**

FY27 Priorities on this tab should match the FY27 Column on 6-year Priority Projects tab.

Department: \_\_\_\_\_ Date: \_\_\_\_\_  
 Compiled by: \_\_\_\_\_ Phone: \_\_\_\_\_

Note: Unscheduled/unfunded large projects should be included on this page.

TOTAL FY27 Request from FY27 CIP Dept Priority Projects Tab \$ 21,270,000  
 TOTAL FY27 Request from 6-Yr Priority Projects Tab \$ 21,270,000

PRIORITY	PROJECT NAME (this should match your project name on Tab #1)	PROJECT COST (Round to nearest thousand)	PROJECT DESCRIPTION	Funding Source (Leave as unknown unless specifically allocated by Voter Approved Special 1% or Unscheduled)	Funding Sources Notes:	Sustainability Element of Project	PROJECT AREA - DT, LC, Valley, Douglas, ND, Out the road, Areawide
EXAMPLE #1	Aurora Harbor Rebuild Phase III	\$1,500,000	Funding to continue rehabilitation of the Aurora Harbor - these funds will be used to match ADOT harbor funds to replace the floats at the west end of Aurora Harbor.	Unscheduled		Project calls for replacing existing infrastructure.	Downtown
1	Aurora Harbor Office - Replacement	\$4,000,000	Funding to raze and replace the existng 1960's former garage which will serve the current Aurora Harbor staff along with the Port Office.	Enterprise Funds		Exisitng office building is beyond its useful life	Downtown
2	Aurora Harbor - Bathrooms	\$500,000	Project will add bathrooms to Aurora Harbor patrons who currently do not have access to indoor bathrooms & showers	Other (add notes)	Potential ADFG grant funding	Provides new amenities to for the Aurora patrons	Downtown
3	Statter Harbor - Zinc Anodes	\$500,000	Project will add cathodic protection to existing piling by installing zinc anodes	Enterprise Funds	Potential ADOT Harbor Grant	Extends the useful life of piling by 30%	Out the Road
4	North Douglas Boat Ramp Expansion	\$250,000	Project would create large launch ramp facilities similar to Stattdter Harbor	Enterprise Funds	Potential ADOT/ADFG Grants	Provide expanded capacity at existing facility	North Douglas
5	Downtown Bathrooms - Peratrovich	\$3,000,000	Project would create new seasonal restrooms/waiting area along the Downtown waterfront	Other (add notes)	Marine Passenger Fees	Amenity for visiting tourists	Downtown
6	Shore Power 16B	\$13,000,000	Funding would add to the existng CIP requiring \$60M to provide shore power to the two CBJ owned cruise ship docks	Other (add notes)	Marine Passenger Fees	Green project to reduce emissions.	Downtown
7	Lone Sailor Statue - Base Installation	\$20,000	Funds would be used to design and construct a base necessary to erect the Lone Sailor Statue in Petrovich.	Enterprise Funds		Project has low maintenance needs	Downtown
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Total \$21,270,000



# Port of Juneau

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

**Date:** December 10, 2025

**Re:** AMENDMENT TO AELP MOA–LTC xFMR

1. In 2022, AELP was provided with \$2.26M of passenger fees needed to replace the existing transformer which serves the South Franklin Street Dock. Docks & Harbors was directed to manage the process and entered a MOA with AELP in November 2022. Per the MOA:

**Source & History of Funding**

CBJ funding for this program was authorized by CBJ Ordinance No. 2022-06(b) adopted by the CBJ Assembly on June 13, 2022. This specific project was included in Resolution 2975(b) adopted by CBJ Assembly on June 13, 2022, and was included as part of Dock Electrification under FY 2023 State Marine Passenger Fee Priorities. AELP requested Marine Passenger Fee support for this project in a proposal submitted to CBJ on December 31, 2021.

2. AELP has requested an amendment to the 2022 MOA for “several inflationary pressures that were not understood at the time the original MOA was executed”. The requested amendment proposes to revise the amount of the approved grant funds to \$2,634,144.55 plus the yet undetermined net cost of disposal. The original MOA allows for changes to be made:

**Changes**

AELP and CBJ, without invalidating this MOA, may agree to changes to the scope of work, term, or grant amount. All such changes shall be limited to specific terms authorized by written agreement signed by AELP and CBJ, and the remaining terms of this MOA will remain in full force and effect.

3. Unless otherwise directed, my intentions are to work with the City Manager’s Office and Tourism Director to address these proposed costs through existing appropriations or future passenger fees.

#

Encl: (1) AELP/CBJ Memorandum of Agreement dated November 2022  
(2) AELP proposed Amendment dated December 12, 2025

Copy: Tourism Director

# MEMORANDUM OF AGREEMENT



This is a Memorandum of Agreement (“MOA”) between the City & Borough of Juneau (“CBJ”) a municipal corporation of the State of Alaska, and Alaska Electric Light & Power Company (“AELP”) an Alaska corporation (Entity No. 41141D) licensed to do business in the State of Alaska. CBJ will provide AELP with two million, two hundred sixty thousand dollars (\$2,260,000) in grant funding to support the replacement of the existing transformer at AELP’s South Franklin Street substation with one that includes an integrated Load Tap Changer (“LTC”), hereafter the “Project.” The grant award covers the period November 1, 2022, through September 30, 2026.

## Source & History of Funding

CBJ funding for this program was authorized by CBJ Ordinance No. 2022-06(b) adopted by the CBJ Assembly on June 13, 2022. This specific project was included in Resolution 2975(b) adopted by CBJ Assembly on June 13, 2022, and was included as part of Dock Electrification under FY 2023 State Marine Passenger Fee Priorities. AELP requested Marine Passenger Fee support for this project in a proposal submitted to CBJ on December 31, 2021.

## Scope of the Project

CBJ will provide AELP with one-time grant funds in the amount of \$2,260,000 to perform the work and achieve the objectives stated below.

In executing the Project, the existing transformer will be replaced with a new transformer with an integrated LTC, which will allow for voltage adjustment at the transformer itself, leaving the remainder of the system in a typically steady state. The new LTC transformer will have a different footprint than the existing transformer, and installation will require performance of the following tasks and some or all of the modifications to the substation enumerated here:

- Disconnection of all high and low voltage connections to the existing transformer
- Removal of a quantity of transformer oil to reduce weight and make the transformer safe to move
- Removal of the existing transformer from the site, which will require a crane and semi-truck
- Disposal of used insulating oil and transformer
- Modification to existing transformer foundation
- Modification to transformer oil containment
- Transformer testing
- Rerouting of conduits for low-voltage wiring
- Installing and terminating low-voltage wiring

- Modifications to high-voltage bus and connections between the transformer and the circuit switcher and breakers
- Connections to the ground grid
- Updating of site-specific plans and documentation

In the event that the dimensions of the new transformer require relocation of the existing circuit switcher, the following additional work will be required:

- Disconnection and disassembly of the circuit switcher
- Removal of steel supporting structures from the foundation
- Relocation of foundation
- Relocation of low-voltage conduits
- Reinstallation of circuit switcher and steel support structure
- Installation of high-voltage bus between circuit switcher and transformer
- Installing and terminating low-voltage wiring
- Connections to the ground grid
- Relocation of 69kV transmission pole
- Relocation of fence
- Re-termination of 69kV lines

### **Grantor/Grantee Communications & Contacts**

The following addresses will be used for all written communications:

City & Borough of Juneau  
 Carl Uchityl, P.E., Port Director  
 Docks & Harbors Department  
 76 Egan Drive  
 Juneau, Alaska 99801  
 907-586-0924  
[carl.uchityl@juneau.org](mailto:carl.uchityl@juneau.org)

Alaska Electric Light & Power, Inc.  
 Bryan Farrell, VP, Power Generation  
 5601 Tonsgard Court  
 Juneau, Alaska 99801  
 907-780-2222  
[bryan.farrell@aelp.com](mailto:bryan.farrell@aelp.com)

### **Grant Award Fund Distribution**

AELP will submit progress reports and invoices to CBJ as it incurs costs associated with the Project. Progress reports will include information related to Project milestones such as the status of design, procurement, schedule, and construction. CBJ will reimburse AELP within thirty (30) days of receipt of each detailed invoice.

The primary cost component of the project is the LTC transformer. AELP currently understands that procurement of the LTC transformer will require progress payments as follows: thirty *per cent* (30%) due upon order acceptance, 30% due upon completion of shop drawings, 30% due upon completion of factory acceptance testing, and ten *per cent* (10%) due upon shipment. The currently anticipated lead time is approximately thirty-six (36) months from order acceptance.

AELP will submit all invoices for expenses incurred during each fiscal year (which begins July 1 and ends June 30) no later than July 15 following the end of any given fiscal year to ensure timely payment and accounting.

AELP agrees to refund all CBJ advanced grant funds not utilized for the Project, as identified in the scope section of this MOA, within 90 days after the end of the grant period, September 30, 2026.

### **Fund Activities**

CBJ assumes no liability for activities funded with this grant to AELP.

### **Grant Fund Management & Controls**

CBJ is contributing these funds for a community purpose project. It is important to CBJ that adequate controls exist to safeguard these funds. In providing these controls, AELP agrees to maintain accounting and management systems that provide reasonable safeguards and reporting reliability.

### **Activity Reports**

Within 90 days after the end of the grant period on September 30, 2026, AELP will provide CBJ with the following reports:

- A final accounting of the disbursement or obligation funded with the CBJ grant; and
- A final report on the success of the Project.

### **Changes**

AELP and CBJ, without invalidating this MOA, may agree to changes to the scope of work, term, or grant amount. All such changes shall be limited to specific terms authorized by written agreement signed by AELP and CBJ, and the remaining terms of this MOA will remain in full force and effect.

### **Compliance with Laws & Regulations**

AELP shall, at AELP's sole cost and expense, comply with all applicable requirements of federal, state, and local laws, ordinances, and regulations now in force, including safety, environmental, immigration, and security enactments, or which may be subsequently enacted. AELP warrants that it has obtained and is in full compliance with all required licenses, permits, and registrations regulating the conduct of business within the State of Alaska and CBJ, and shall maintain such compliance during the effective term of this MOA.

### **Conflict of Interest**

AELP represents that it has not solicited or received any prohibited action, favor, or benefit from any employee or officer of CBJ and warrants that it will not do so as a condition of this MOA. If AELP is offered any prohibited action, favor, or benefit from any employee or officer of CBJ, AELP shall without delay inform the CBJ Municipal Attorney and CBJ's representative for this MOA.

### **Equal Employment Opportunity**

As a condition of receiving funds under this MOA, AELP will not discriminate against any employee or applicant for employment because of race, religion, color, national origin, age, disability, sex, sexual orientation, gender identity, gender expression, and marital status, changes in marital status, pregnancy or parenthood. AELP shall include these provisions in any agreement relating to the work performed under this MOA with contractors or subcontractors.

### **Indemnification**

AELP agrees to defend, indemnify, and hold harmless CBJ, its employees, volunteers, consultants, and insurers, with respect to any action, claim, or lawsuit arising out of or related to AELP's performance or activities pursuant to this MOA, without limitation as to the amount of fees, and without limitation as to any damages, cost or expense resulting from settlement, judgment, or verdict, and includes the award of any attorneys' fees even if in excess of Alaska Civil Rule 82. This indemnification agreement applies to the fullest extent permitted by law and is in full force and effect whenever and wherever any action, claim, or lawsuit is initiated, filed, or otherwise brought against CBJ relating to AELP's performance or activities pursuant to this MOA. The obligations of AELP arise immediately upon actual or constructive notice of any action, claim, or lawsuit. CBJ shall notify AELP in a timely manner of the need for indemnification, but such notice is not a condition precedent to AELP's obligations and is waived where AELP has actual notice.

### **Prohibition on Lobbying**

No part of any funds paid under this grant shall be used for the purpose of any lobbying activities before the Alaska State Legislature or the City & Borough of Juneau Assembly.

### **Public Records**

AELP acknowledges and understands that CBJ is subject to CBJ Code 01.70.010 (Public Records) and to the Alaska Public Records Act (AS 40.25.120) and that all documents received, owned, or controlled by CBJ in relation to this MOA must be made available for the public to inspect upon request, unless an exception applies. It is AELP's sole responsibility to clearly identify any documents AELP believes are exempt from disclosure under the Public Records Act by clearly marking such documents "Confidential." Should CBJ receive a request for records under CBJ Code or the Alaska Public Records Act applicable to any document marked "Confidential" by AELP, CBJ will notify AELP as soon as practicable prior to making any disclosure. AELP acknowledges it has five (5) calendar days after receipt of notice to notify CBJ of its objection to any disclosure, and to file any action in the Superior Court for the State of Alaska at Juneau as AELP deems necessary in order to protect its interests. Should AELP fail to notify CBJ of its objection or to file suit, AELP shall hold CBJ harmless for any damages incurred by AELP as a result of CBJ disclosing any of AELP's documents in CBJ's possession. Additionally, AELP may not promise confidentiality to any third party on behalf of CBJ, without first obtaining express written approval by CBJ.

### **Insurance**

**Commercial General Liability Insurance.** AELP must maintain Commercial General Liability Insurance in an amount it deems reasonably sufficient to cover any suit that may be brought against AELP. This amount must be at least one million dollars (\$1,000,000) per occurrence, and three million dollars (\$3,000,000) aggregate. **CBJ shall be named additional insured for this policy for liabilities related to AELP's performance or activities pursuant to this MOA. \*\*Policy Endorsement Required\*\***

**Comprehensive Automobile Liability Insurance.** The coverage shall include all owned, hired, and non-owned vehicles to a one million dollar (\$1,000,000) combined single limit coverage. **CBJ shall be named additional insured for this policy for liabilities related to AELP's performance or activities pursuant to this MOA.**

**Workers Compensation Insurance.** If required by Alaska Statute (see Alaska Statute 23.30), AELP must maintain Workers Compensation Insurance to protect AELP from any claims or damages for any bodily or personal injury or death which may arise from services performed under

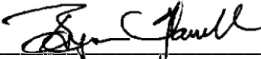
this contract. This requirement applies to AELP, AELP's subcontractors and assignees, and anyone directly or indirectly employed to perform work under this contract. AELP must notify the City as well as the State Division of Workers Compensation immediately when changes in AELP's business operation affect AELP's insurance status. Statutory limits apply to Workers Compensation Insurance. The policy must include employer's liability coverage of one million dollars (\$1,000,000) per injury and illness, and one million dollars (\$1,000,000) aggregate. AELP also agrees to provide evidence of Longshore and Harbor Worker's Insurance and Jones Act coverage if applicable to the work required. **If AELP is exempt from Alaska statutory Requirements, AELP will provide written confirmation of this status in order for CBJ to waive this requirement. The policy shall be endorsed to waive subrogation rights against the CBJ. \*\*Policy Endorsement Required\*\***

### Safety


AELP will comply with applicable federal, state and local laws and regulations and will retain responsibility for its own compliance and that of its contractors or other designated third party agents, with all applicable federal, state, and local laws and regulations, including without limitation applicable occupational health and safety laws. AELP shall be solely liable for, and shall independently undertake to defend any and all unfair labor practice charges, grievances, judicial action, or other employee or union claims, as well as general liability and personal liability, related in any way to AELP's performance pursuant to this grant. AELP agrees to comply with all federal, state, and local procedures and restrictions related to COVID mitigation. AELP acknowledges that these procedures and restrictions may change after the effective date of this MOA, and agrees to comply with the procedures following any such changes.

### Term of Grant

The effective date of this agreement shall be the date it is signed by CBJ. This grant is limited to the funding amounts and term stated herein and does not constitute a promise or guarantee of any future grant funding by CBJ.

  
\_\_\_\_\_  
Bryan Farrell, Vice President Power Generation  
AELP

November 2, 2022  
Date

  
\_\_\_\_\_  
Carl Uchytel, P.E., Port Director  
City & Borough of Juneau

November 3rd, 2022  
Date



### MOA Amendment

In November of 2022, the City and Borough of Juneau (“CBJ”) and Alaska Electric Light and Power Company (“AELP”) entered into an agreement for CBJ to provide AELP with \$2,260,000 in grant funding to support the replacement of the existing transformer at AELP’s South Franklin Street substation. This amendment to that original MOA revises the amount of the approved grant funds to \$2,634,144.55 plus the yet undetermined net cost of disposal.

The project has experienced several inflationary pressures that were not understood at the time the original MOA was executed. Those are summarized as follows and as presented in the table below:

January 2022 to August 2024: Manufacturing took 32 months. That period saw rapid increases in material costs which were, in compliance with the purchase agreement, passed on to AELP. That increase totaled \$148,275, which pushed total transformer procurement costs before overheads to \$2,196,495, or \$71,265 over budget. This increased overheads by \$7,348.21.

January 2025 to Date: In 2022, AELP budgeted \$90,383.32 for transformer installation, including \$1,889.01 in overheads. Since 2022, labor costs have increased significantly. Additionally, the 2022 estimate substantially understated the amount of site prep, rewiring, testing, and cleanup work that would be required. Actual installation costs are \$385,914.66, including \$10,072.37 in overheads.

January 2026: The 2022 estimate did not quantify net disposal cost, which is the net expense for disposal after valuable materials are salvaged. AELP expects net disposal costs to be a relatively modest expense.

	<b>Budget</b>	<b>Actual</b>	<b>Difference</b>
Transformer	\$ 2,125,200.00	\$ 2,196,465.00	\$ 71,265.00
Transformer Overheads	\$ 44,416.68	\$ 51,764.89	\$ 7,348.21
<b>Transformer Total</b>	<b>\$ 2,169,616.68</b>	<b>\$ 2,248,229.89</b>	<b>\$ 78,613.21</b>
Installation	\$ 88,494.31	\$ 375,842.29	\$ 287,347.98
Installation Overheads	\$ 1,889.01	\$ 10,072.37	\$ 8,183.36
<b>Installation Total</b>	<b>\$ 90,383.32</b>	<b>\$ 385,914.66</b>	<b>\$ 295,531.34</b>
Disposal	\$ -	TBD	
Disposal Overheads	\$ -	TBD	
<b>Disposal Total</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Project Total to Date</b>	<b>\$ 2,260,000.00</b>	<b>\$ 2,634,144.55</b>	<b>\$ 374,144.55</b>



With this amendment, CBJ approves an increase of the grant authorized in the MOA to \$2,634,144.55, plus net disposal fees once they are known.

A handwritten signature in black ink, appearing to read 'Brandon Cullum', is written over a horizontal line.

Brandon Cullum, Chief Financial Officer  
AELP

12/3/25

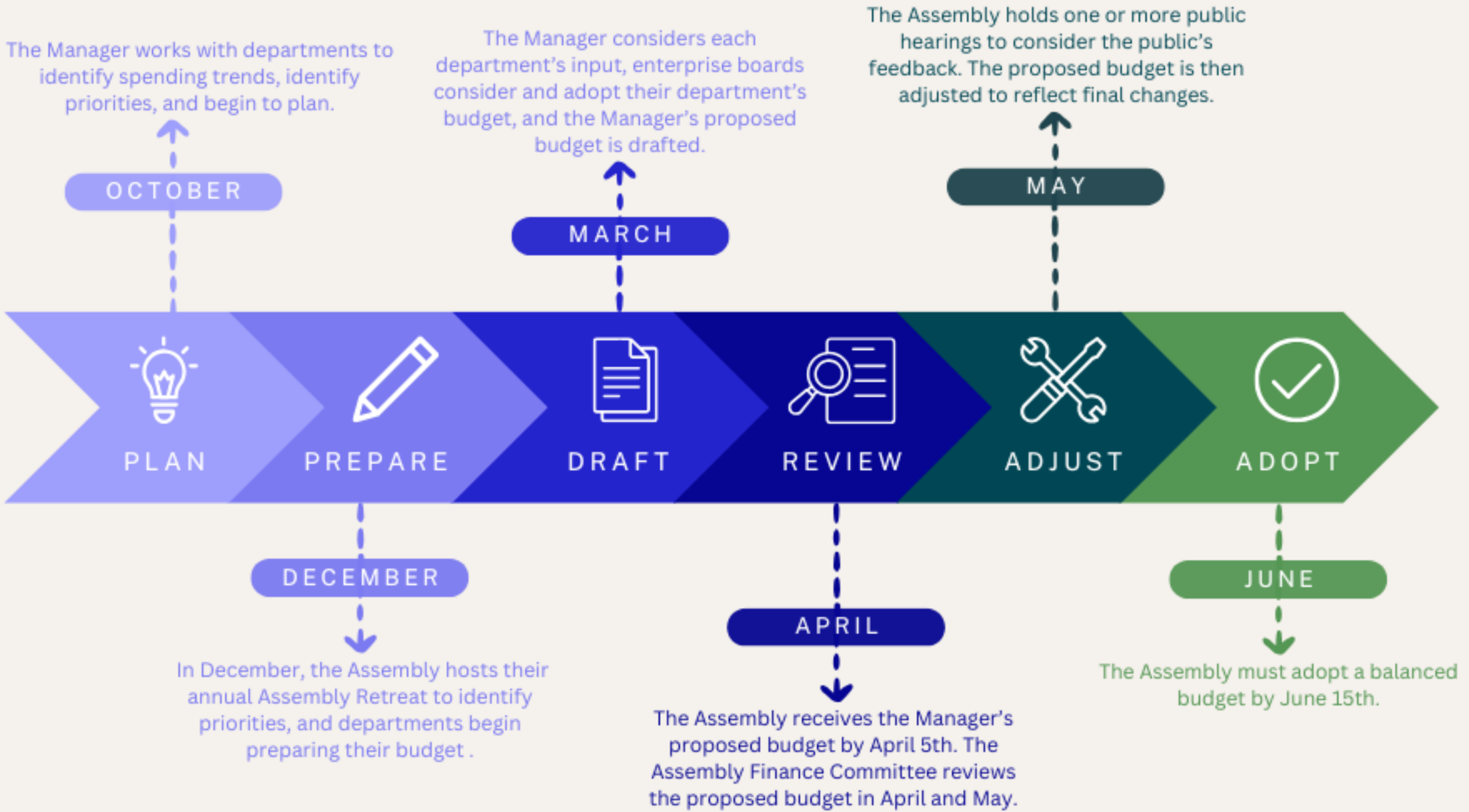
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\_\_\_\_\_  
Carl Uchtyl, P.E., Port Director  
City and Borough of Juneau

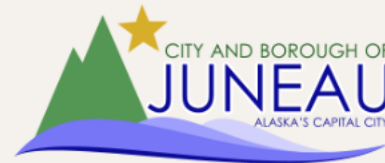
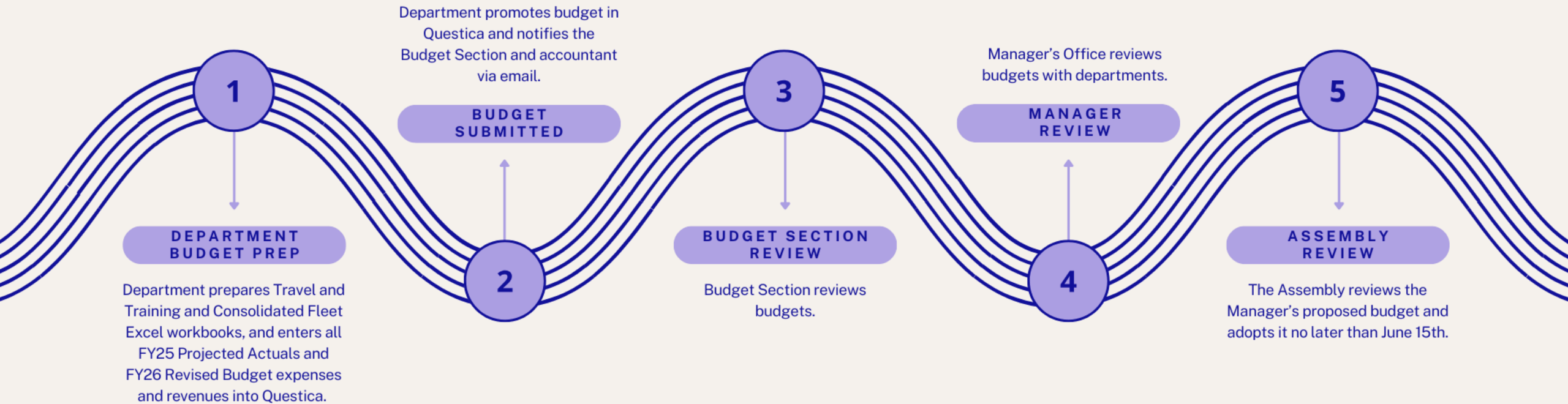
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CITY MANAGER

CBJ ASSEMBLY



# FY26 DEPARTMENT BUDGET PREPARATION





## CITY AND BOROUGH OF JUNEAU FY2027 BUDGET CALENDAR

DUE DATE	DESCRIPTION	STAFF WORKING GROUP
August 1, 2025	Cost allocation process begins.	Budget Section, Departments
October 1, 2025	Rate determination process begins.	Budget Section, Risk, Facilities Maintenance, Fleet, P&R, Lands
October 15, 2025	Debt service cost estimates, proprietary fund interest allocation, and arboretum endowment draw due to Finance.	Treasurer, Budget Section, Controller, Finance Director
October 31, 2025	Final rates due to Finance for inclusion in budget directives.	Budget Section, Risk, Facilities Maintenance, Fleet, P&R, Lands
October 31, 2025	Distribution of Fleet Schedules to departments.	Budget Section
November 30, 2025	Finance provides CIP funding memo to Engineering.	Finance Director, Budget Manager, Engineering
December 1, 2025	Manager solicits for passenger fee project requests.	Manager's Office, Finance Director, Budget Section
December 6, 2025	Assembly holds retreat to determine budget direction.	Manager's Office, Finance Director
December 8, 2025	Distribution of Budget Guide to departments.	Budget Section
December 11, 2025	Finance performs budget training with departments.	Finance Director, Budget Manager, Departments
January 1, 2026	Manager drafts passenger fee recommendations.	Manager's Office, Finance Director, Budget Manager
January 5, 2026	All department budget requests due to Finance.	All Departments
January 15, 2026	Passenger fee recommendations open for public comment.	Manager's Office, Finance Director, Budget Manager
January 8, 2026	Airport Board approves budget, submits final budget to Finance.	Airport
January 8, 2026	Eaglecrest Board approves budget, submits final budget to Finance.	Eaglecrest
January 29, 2026	Docks & Harbors Board approves budget, submits final budget to Finance.	D&H
February 2, 2026 - February 13, 2026	Departments review budgets with Manager's Office.	Manager's Office, Departments, Budget Section, Controller's Office, Finance Director
February 15, 2026	Passenger fee recommendations public comment period ends.	Manager's Office, Finance Director, Budget Manager
February 23, 2026	Finance creates Major Revenue Forecast.	Budget Section, Revenue Officer, Treasurer, Controller, Finance Director
February 27, 2026	Manager's final passenger fee recommendations posted to CBJ website.	Manager's Office, Finance Director, Budget Manager
March 2, 2026	BRH and JSD submit preliminary budgets to Finance.	School District, Hospital
March 2, 2026	Year 1 CIP funding schedule due to Finance.	Engineering
March 4, 2026	2026 property assessments presented to Assembly Finance Committee.	Assessor, Budget Manager, Finance Director
March 10, 2026	Final budget decisions from Manager's Office.	Manager's Office, Finance Director, Budget Section
March 13, 2026	JSD and BRH submit final budgets to Finance.	School District, Hospital
March 20, 2026	Final CBJ proposed budget book to printer.	Budget Section
March 31, 2026	JSD formal budget request to City Manager.	School District
April 1, 2026	Special Assembly Meeting - introduction of CBJ and JSD operating budgets, mill levy rate, and CIP resolution.	Manager's Office, Finance Director, Budget Section
April 8, 2026	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
April 9, 2026	Local newspaper publication of budget summary, CIP summary, and notice of public hearing due.	Clerk's Office, Budget Section



## CITY AND BOROUGH OF JUNEAU FY2027 BUDGET CALENDAR

DUE DATE	DESCRIPTION	STAFF WORKING GROUP
April 15, 2026	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
April 22, 2026	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
April 29, 2026	Special Assembly Meeting - public hearings on the CBJ and JSD operating budgets, mill levy rate, and CIP resolution. Establish local funding for school district operations.	Manager's Office, Finance Director, Budget Section, Clerk's Office
April 29, 2026	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
May 6, 2026	Assembly Finance Committee - JSD operating budget for action; budget review.	Manager's Office, Finance Director, Budget Section
May 13, 2026	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
May 18, 2026	Regular Assembly Meeting - adoption of JSD operating budget ordinance.	Manager's Office, Finance Director, Budget Section, Clerk's Office
May 20, 2026	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section
May 27, 2026	Assembly Finance Committee - budget review.	Manager's Office, Finance Director, Budget Section, Clerk's Office
June 3, 2026	Assembly Finance Committee - regular business.	Manager's Office, Finance Director, Budget Manager
June 8, 2026	Regular Assembly Meeting - adoption of CBJ operating budget, mill levy rate, and CIP resolution.	Manager's Office, Finance Director, Budget Section, Clerk's Office
June 26, 2026	Publication of Notice to Taxpayers due.	Budget Section
July 17, 2026	Final CBJ adopted budget book due.	Budget Section

Angie Flick • Finance Director • 907-586-5215 ext. 4057 • [angie.flick@juneau.gov](mailto:angie.flick@juneau.gov)

Adrien Wendel • Budget Manager • 907-586-5215 ext. 4058 • [adrien.wendel@juneau.gov](mailto:adrien.wendel@juneau.gov)

Stevie Gawryluk • Budget Analyst • 907-586-5215 ext. 4070 • [stevie.gawryluk@juneau.gov](mailto:stevie.gawryluk@juneau.gov)

## OVERVIEW

	FY25 Actuals	FY26		Projected Budget	FY27 Proposed Budget
		Adopted Budget	Amended Budget		
<b>EXPENDITURES</b>					
Personnel Services	\$ 1,424,900	1,736,100	1,789,400	4,700	2,223,300
Commodities and Services	1,225,000	1,294,100	1,294,100	684,100	698,500
Capital Outlay	-	45,000	45,000	-	-
Support to:					
Marine Passenger Fee	-	-	-	-	-
Capital Projects	3,000,000	500,000	500,000	-	-
<b>Total Expenditures</b>	<b>5,649,900</b>	<b>3,575,200</b>	<b>3,628,500</b>	<b>688,800</b>	<b>2,921,800</b>
<b>FUNDING SOURCES</b>					
Interdepartmental Charges	40,200	40,200	40,200	-	-
Charges for Services	2,997,700	4,300,000	4,300,000	-	-
Licenses, Permits, and Fees	-	-	-	-	-
Investment and Interest Income/(Loss)	360,100	93,600	93,600	-	-
Support from:					
Marine Passenger Fees	717,000	762,000	762,000	717,000	-
Port Development Fees	-	-	-	-	-
State Marine Passenger Fees	-	-	-	-	-
Capital Projects	-	-	-	-	-
<b>Total Funding Sources</b>	<b>4,115,000</b>	<b>5,195,800</b>	<b>5,195,800</b>	<b>717,000</b>	<b>-</b>
<b>FUND BALANCE</b>					
Beginning of Period	3,771,300	2,236,400	2,236,400	2,236,400	2,264,600
Increase (Decrease) in Fund Balance	(1,534,900)	1,620,600	1,567,300	28,200	(2,921,800)
<b>End of Period Fund Balance</b>	<b>\$ 2,236,400</b>	<b>3,857,000</b>	<b>3,803,700</b>	<b>2,264,600</b>	<b>(657,200)</b>
<b>STAFFING</b>	<b>19.75</b>	<b>19.73</b>	<b>19.73</b>	<b>19.73</b>	<b>19.73</b>

## Docks & Harbors - Harbors

### OVERVIEW

	FY25	FY26		FY27
	Actuals	Adopted Budget	Amended Budget	Proposed Budget
<b>EXPENDITURES</b>				
Personnel Services	\$ 1,982,700	2,248,500	2,335,000	2,226,800
Commodities and Services	6,908,500	2,574,100	2,574,100	655,700
Capital Outlay	-	-	-	-
Debt Service	740,500	699,100	699,100	-
Support to:				
Capital Projects	2,400,000	3,700,000	3,700,000	-
<b>Total Expenditures</b>	<b>12,031,700</b>	<b>9,221,700</b>	<b>9,308,200</b>	<b>2,882,500</b>
<b>FUNDING SOURCES</b>				
Charges for Services	4,311,300	4,825,000	4,825,000	-
Licenses, Permits, and Fees	498,400	420,000	420,000	-
Rentals and Leases	854,900	1,384,900	1,384,900	-
State Shared Revenue	537,600	450,000	450,000	-
Federal Revenue	-	-	-	-
Fines and Forfeitures	19,200	12,000	12,000	-
Land Sales	-	-	-	-
Investment and Interest Income/(Loss)	5,868,600	249,900	249,900	-
<b>Total Funding Sources</b>	<b>12,090,000</b>	<b>7,341,800</b>	<b>7,341,800</b>	<b>-</b>
<b>FUND BALANCE</b>				
<b>Debt Reserve</b>				
Beginning Reserve Balance	455,900	455,900	455,900	455,900
Increase (Decrease) in Reserve	-	-	-	-
<b>End of Period Reserve</b>	<b>\$ 455,900</b>	<b>455,900</b>	<b>455,900</b>	<b>455,900</b>
<b>Available Fund Balance</b>				
Beginning of Period	3,943,700	4,002,000	4,002,000	3,326,500
Increase (Decrease) in Fund Balance	58,300	(1,879,900)	(1,966,400)	(2,882,500)
<b>End of Period Available</b>	<b>\$ 4,002,000</b>	<b>2,122,100</b>	<b>2,035,600</b>	<b>444,000</b>
<b>STAFFING</b>	<b>17.95</b>	<b>17.95</b>	<b>17.95</b>	<b>17.95</b>

# FY24 Actuals

## HARBORS

### COMPARATIVES

	FY24 Actuals	FY25		FY26	FY26
		Amended Budget	Projected Actuals	Approved Budget	Adopted Budget
<b>EXPENDITURES</b>					
Personnel Services	\$ 2,017,500	2,252,400	2,076,900	2,288,700	2,248,500
Commodities and Services	2,343,300	2,428,400	2,437,600	2,476,000	2,574,100
Debt Service	688,000	5,642,400	5,642,400	699,100	699,100
Support to:					
Capital Projects	-	2,400,000	2,400,000	-	3,700,000
<b>Total Expenditures</b>	<b>5,048,800</b>	<b>12,723,200</b>	<b>12,556,900</b>	<b>5,463,800</b>	<b>9,221,700</b>
<b>FUNDING SOURCES</b>					
Charges for Services	4,289,400	4,325,000	4,575,200	4,375,000	4,825,000
Licenses, Permits, and Fees	411,200	412,000	412,000	424,300	420,000
Rentals and Leases	1,102,000	950,000	1,306,600	950,000	1,384,900
State Shared Revenue	464,300	350,000	451,800	350,000	450,000
Fines and Forfeitures	6,200	10,000	12,200	10,000	12,000
Land Sales	118,500	-	-	-	-
Investment and Interest Income/(Loss)	900,900	295,400	285,700	306,300	249,900
Bond Proceeds	-	4,948,000	4,948,000	-	-
<b>Total Funding Sources</b>	<b>7,292,500</b>	<b>11,290,400</b>	<b>11,991,500</b>	<b>6,415,600</b>	<b>7,341,800</b>
<b>FUND BALANCE</b>					
<b>Debt Reserve</b>					
Beginning Reserve Balance	795,400	866,300	866,300	866,300	866,300
Increase (Decrease) in Reserve	70,900	-	-	-	-
<b>End of Period Reserve</b>	<b>\$ 866,300</b>	<b>866,300</b>	<b>866,300</b>	<b>866,300</b>	<b>866,300</b>
<b>Available Fund Balance</b>					
Beginning of Period	3,058,800	5,231,600	5,231,600	4,666,200	4,666,200
Increase (Decrease) in Fund Balance	2,172,800	(1,432,800)	(565,400)	951,800	(1,879,900)
<b>End of Period Available</b>	<b>\$ 5,231,600</b>	<b>3,798,800</b>	<b>4,666,200</b>	<b>5,618,000</b>	<b>2,786,300</b>
<b>STAFFING</b>	<b>17.95</b>	<b>17.95</b>	<b>17.95</b>	<b>17.95</b>	<b>17.95</b>

## DOCKS

### COMPARATIVES

	FY24 Actuals	FY25		FY26	FY26
		Amended Budget	Projected Actuals	Approved Budget	Adopted Budget
<b>EXPENDITURES</b>					
Personnel Services	\$ 1,358,500	1,607,500	1,367,500	1,633,100	1,736,100
Commodities and Services	1,074,600	1,238,400	1,234,600	1,256,100	1,294,100
Capital Outlay	-	-	-	-	45,000
Support to:					
Capital Projects	-	3,000,000	3,000,000	-	500,000
<b>Total Expenditures</b>	<b>2,433,100</b>	<b>5,845,900</b>	<b>5,602,100</b>	<b>2,889,200</b>	<b>3,575,200</b>
<b>FUNDING SOURCES</b>					
Interdepartmental Charges	40,200	40,200	40,200	40,200	40,200
Charges for Services	2,777,000	2,625,000	2,980,000	2,625,000	4,300,000
Investment and Interest Income/(Loss)	136,100	62,300	107,600	64,600	93,600
Support from:					
Marine Passenger Fees	717,000	717,000	717,000	717,000	762,000
<b>Total Funding Sources</b>	<b>3,670,300</b>	<b>3,444,500</b>	<b>3,844,800</b>	<b>3,446,800</b>	<b>5,195,800</b>
<b>FUND BALANCE</b>					
Beginning of Period	2,524,600	3,761,800	3,761,800	2,004,500	2,004,500
Increase (Decrease) in Fund Balance	1,237,200	(2,401,400)	(1,757,300)	557,600	1,620,600
<b>End of Period Fund Balance</b>	<b>\$ 3,761,800</b>	<b>1,360,400</b>	<b>2,004,500</b>	<b>2,562,100</b>	<b>3,625,100</b>
<b>STAFFING</b>	<b>19.75</b>	<b>19.75</b>	<b>19.75</b>	<b>19.75</b>	<b>19.73</b>