

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, January 25th, 2018

- I. Call to Order** (5:00 p.m. in the CBJ Room 224)
- II. Roll** (Weston Eiler, Don Etheridge, Bob Janes, David Lowell, Robert Mosher, Mark Ridgway, David Seng, Budd Simpson, and Tom Donek)
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of November 30th, 2017 Board minutes.**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VI. Consent Agenda - None**
- VII. Unfinished Business**

- 1. Public Hearing - Regulation Change 05 CBJAC 40.065 Anchoring Out Requirements
Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO APPROVE NEW REGULATIONS PERTAINING TO ANCHORING ON DOCKS & HARBORS SUBMERGED LANDS AND RECOMMEND THE ASSEMBLY ADOPT SAID LEGISLATION.

- 2. Modification to Urban Design Plan adopted November 30th, 2017
Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO AMEND THE URBAN DESIGN PLAN TO REFLECT THE AREA DESIGNATED USS JUNEAU MAY BE USED FOR OTHER PUBLIC PURPOSES.

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VIII. New Business –

1. Auke Bay Marine Station – Capital Investment Needs
Presentation by the Port Director

Committee Questions

Public Comment

Committee Discussion/Action

MOTION: TO APPROVE CIP FUNDING IN FY18 FOR THE AUKE BAY MARINE STATION.

IX. Items for Information/Discussion

1. Archipelago Development Update
Presentation by the Port Engineer

Committee Discussion/Public Comment

2. Joint Meeting with Assembly
Presentation by the Port Director

Committee Discussion/Public Comment

3. Budget Submission Update
Presentation by the Port Director

Committee Discussion/Public Comment

4. Review of Regulations Pertaining to Leases
Presentation by the Port Director

Committee Discussion/Public Comment

X. Committee and Member Reports

1. Operations/Planning Committee Meeting - Wednesday, December 13th, 2017 & Thursday, January 18th, 2018
2. Member Reports
3. Assembly Lands Committee Liaison Report

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4. Auke Bay Steering Committee Liaison Report

XI. Port Engineer's Report

XII. Harbormaster's Report

XIII. Port Director's Report

XIV. Assembly Liaison Report

XV. Board Administrative Matters

- a. Joint Board/Assembly Meeting – Wednesday, January 31st, 2018 at 5:00 pm
- b. Ops/Planning Committee Meeting – Wednesday, February 14th, 2018 at 5:00pm
- c. Board Meeting – Thursday, February 22nd, 2018 at 5:00 pm

XVI. Adjournment

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REGULAR BOARD MEETING MINUTES
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I. Call to Order

Mr. Donek called the Regular Board Meeting to order at 5:00 pm in the Assembly Chambers.

II. Roll Call

The following members were present: Weston Eiler via telephone, Don Etheridge, David Lowell, Robert Mosher, Mark Ridgway, David Seng, Budd Simpson, and Tom Donek.

Absent: Bob Janes

Also present were the following: Carl Uchtyl – Port Director, and Gary Gillette – Port Engineer,

III. Approval of Agenda

MOTION By MR. SIMPSON: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection.

IV. Minutes from the November 2nd, 2017 Regular Board Minutes.

Hearing no objection, the November 2nd, 2017 Regular Board minutes were approved as presented.

V. Public Participation on Non-Agenda Items – None

VI. Special Order of Business

Mr. Uchtyl read Mr. Gillette’s Municipal Employee of the Year award.

VII. Consent Agenda – None

VIII. Unfinished Business-

1. Urban Design Plan – Marine Park to Taku Dock

Mr. Uchtyl said plans are important and shape what we do in the future. He said after public input he would like the Board to look at the preferred plan and recommend the plan move forward. Title 85 in the CBJ Code is what empowers this Board. He read title 85 to the Board. This gives broad responsibility without limitation for the operation, development and marketing of all municipality owned properties. This planning exercise gives a lot of responsibility to the Board. Mr. Uchtyl read the Docks & Harbors mission statement to the Board; To develop and provide opportunities, services, and facilities to support marine related commerce, industry, fisheries, recreation, and visitors. The limitations on the Boards authority is; The Board may commit the City and Borough of Juneau to long range port development for capital improvement plans or projects only as authorized in advance by the Assembly by ordinance or resolution. This means the Board can approve this plan, but the Assembly still has the final decision. This is a good opportunity to move another planning document forward.

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Mr. Gillette provided a power point presentation showing when the Urban Design planning began and the process. The process began in October of 2016 with the need for additional bus staging to handle the larger cruise ships. In November of 2016, the planning process for this bus staging was brought to the Board and staff was directed to find a planning term contractor. Staff went through the process for the term contractor with the Engineering Department and Corvus Design was selected who then assembled a design team and they are here tonight. The design team consists of Chris Mertl with Corvus Design, Meilani Shivers with RainCoast Data Research, Dick Somerville with PND, and James Bibb with Northwind Architects. In May 2017, staff met with the team to discuss issues, constraints, opportunities, visions, and goals for this particular location on the waterfront and then the team was introduced to the Board. Corvus Design developed site condition maps and research on economic trends which was then brought to the Board. Staff met with transportation providers to discuss the needs for staging. From that meeting, the companies thought 12 to 13 B-Zone bus staging areas were necessary to accommodate the larger cruise ships. In June 2017, a schedule for the planning was presented to the Board. This was a fast paced schedule because we did not want this to go on for years. The only date changed in this schedule was the October 26th date which was moved to the November 3rd date. The final design approval is scheduled for tonight. July 2017 was the first time staff met with the Morris Group who is the Archipelago land owner. We were already in this planning process when they were alerted of this plan. The Archipelago lot is the only vacant lot in the downtown area that could accommodate the bus staging. Staff went to the Assembly a few years ago trying to purchase the entire Archipelago lot but there was opposition partly because the loss of property tax. Because of that, staff has envisioned having retail be privately developed portion of that property but we didn't know who that partner was going to be. When the Morris Group heard about the planning for this area, they wanted to be included. They informed staff they sold the newspaper portion of their company and were focusing on developing their real estate properties all over the country with one of them being the Archipelago property. Staff has had several discussions with the Morris Group and they have several different ways this property could be developed, but they want to do something good for the community and want to work with Docks & Harbors to develop this plan. There were several Board and public meetings on this planning process. From these meetings, the planning team took all the input and came up with four different concepts. At the September Board meeting these concepts were introduced to the Board and each Board member was given a chance to address their concerns and tell what they liked or didn't like in the concepts. From all the comments from the Board, the design team came up with a preferred plan that was introduced on November 3rd. At that meeting there were more comments heard and here tonight is the final preferred plan. Mr. Gillette went through his power point presentation with explanation of the different concepts and the comments heard leading to how the final preferred plan was developed. This is a plan and a place to start. December 4th is an Assembly Committee of the Whole meeting where this preferred plan will be discussed with the Assembly.

5:26 – Mr. Eiler left the meeting

Board Questions -

Mr. Simpson said he recuses himself from participation in this matter.

Mr. Lowell asked if in the planning of the location for the bulkhead if there was consideration to move that further seaward to reduce the cost of the deck over.

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Mr. Gillette said there were some preliminary looks at that. If it makes sense the planning team can move it out. The B-zone buses are the smaller 18 or fewer passengers.

Mr. Seng asked what the process is that exists in the function of CBJ that would impact these plans? Somethings we can predict and somethings we can't predict.

Mr. Gillette said once this gets into more detail, and looking more closely at the ordinances, setbacks, and height limits. This plan is very conceptual at this point. Getting down to the very inch could change some things. Plans can change getting through the process.

Mr. Uchytel said plans do change. Over a year ago, he said he wanted to buy the entire Archipelago lot. What changed is the Morris Group coming forward and seeing the great potential for this area to blend with what Docks & Harbors is doing and they want to develop it. There are two willing partners that want to work together to develop an undeveloped parcel. Moving forward there is a lot of details to work out.

Mr. Seng asked if there are sales tax projections for when the property changes and retail is added?

Mr. Uchytel said he does not have those projections.

5:51 - Mr. Ridgway said Mr. Eiler is trying to rejoin the meeting.

Mr. Eiler rejoined the meeting.

Mr. Ridgway wanted to make sure the public point of view was being considered.

Mr. Gillette said a lot of the new letters from the public is supporting the food carts. Docks & Harbors supports that but the food carts were located under private enterprise. The Morris Group understands the importance of food carts but that part of the plan is up to the Morris Group. There is not enough room for the 15 food carts that was in that lot this last summer. There will be room for some.

Mr. Ridgway said setting aside the food carts, there are a lot of different comments on the design. Wings of Alaska has a safety issue with the 150' float, and in discussing these design issues is the Board establishing a public policy?

Mr. Uchytel said the position of the Board previously was that they did not want private enterprises on Docks & Harbor maintained facilities as a general rule. Mr. Heumann has an ask for the Board for additional use of public property for this area and that was set aside until this planning process was complete. He does not have any expectation the Board will be establishing a policy tonight on commercial activity on Docks & Harbor property. Before the Board is a plan on how to manage this area with an agreement that will compliment the private enterprises on the Archipelago lot and work together.

Mr. Ridgway asked if Mr. Gillette has considered the design issues brought forward from the public?

Mr. Gillette said he believes they are being looked at. If there are items in the plan that the Board does not want in the plan, that item could be removed and still move forward.

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Mr. Uchytel said there were public comments received that were not added to the packet. One was from Sally Smith that was 38 pages on electric vehicles. Last month there were four letters received, one from Recia Wilson and Charlie Harrington opposing development on Docks & Harbors lands. Greg Pilcher and Jeff Fanning requested the Waterfront Vendor Booths remain in their current locations.

Public Comment -

Al Clough, Vice-President/Pilot Wings Airways

He said he is here to discuss the safety concerns with the proposed 150' float in this plan. He said he was before the Board earlier in the year to request the removal of the lightering float that was in this location due to the safety concerns. The Board listened and removed the lightering float. After that float was removed, Wings Airways put over \$200,000 in improvements into their facility and the 2017 was a safe and productive season. The proposed 150' float overlies part of the pre-existing lightering float and will present similar set of approach and departure angle challenges that the lightering float had to our dock. The blind zone that is being established with the new panamax ships would be more onerous and a larger safety hazard than boats going to and from the previous lightering float. Ships are going to get larger and it is going to get tighter. He said float planes do not have brakes. The turbine engines can go backwards but it is not pretty when the wind is going one way and the current is going another and where boats are located on the docks. There are significant safety concerns for our passengers as well as the public that may or may not be operating at that location and unknown schedules. This proposed 150' is a higher safety concern than the last lightering float because it is further shielded. He requests the 150' float be removed from this plan. If in the future the seawalk continues along in front of the hanger, and Wings Airways location moves due to that project, that would be the time a float could be added. Currently, it is unsafe.

Mr. Etheridge asked if the 150' float was left in the plan, but no vessels were allowed to go to it, would that still hinder your operation?

Mr. Clough said it is very tight to maneuver in that location. The best he can tell is this float would go under where the ramp to the old lightering dock was. We are currently turning our aircraft in this location so it will not work in that location.

Bill Heumann, Juneau, AK

He said this plan is progress and he is in favor of it. The proposed retail will bring competition, but that is part of the game. There is a considerable expectation of increase in tourists and Juneau has to meet that demand. This plan is a step in the right direction. He doesn't have any issues with a public/private partnership and would like the scope of that broadened. It should not be just restricted to this area. There are a lot of benefits in general with government working with the private sector.

Dennis Watson, Juneau, AK

He said he has a concern similar to Wings Airways. He read a paragraph from Title 85.10.50 "of this title provides where necessary to expedite waterborne traffic or to eliminate congestion to safeguard persons or property". Title 85.25.10 "All vessels or watercraft within any area now or hereafter set aside for such purposes of all vessels and watercraft shall keep clear and avoid

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impeding their navigation". Mr. Watson said this is the responsibility of the Board and it is a serious concern. Tourism is increasing and that means congestion is increasing.

Drew Green, Juneau, AK, Port Manager for Cruise Line Agencies of Alaska.

He said there is great value in planning, but he has some concerns. He said he has had problems with past plans that were just plans that could be modified or changed and down the road a developer tried to do something but it was not allowed because it was not in the plan and you had to go back through the process to change the plan. He is worried if a plan is approved tonight and everything is not flushed out, it could cause problems. He recommended to isolate the Archipelago project so that part of this project can continue and work on the other issues before the rest of the plan is approved. The operational issues Cruise Line Agencies has is the float. He would like that removed from the plan. In 2019 there will be a need to put the lines to tie up the ships on the old Alaska Steamship bollard number one which has been discussed since the conception of 16B. The other things he would like to work on is the bathrooms and visitor center at the cruise ship terminal. There are some problems there and he would like the opportunity to work with Travel Juneau. He would like to see a covered area. There was a temporary Costco tent this last year, but he would like to see something more decorative and permanent. By design, the larger ships will go to the Alaska Steamship float. When that happens, there will be more people and more people wanting the covered area. He doesn't like to put restrooms on prime waterfront real estate and suggested to put it closer and adjacent to the visitor center. The number one question from visitors is how do you get to the glacier and the second is where is the bathrooms. He said he would also like to discuss at another time the dollar figure to do the deck over. It is a big price tag.

Board Discussion/Action

Mr. Etheridge said he has a concern with the 150' float. He suggests to remove it from the plan until it can be done more safely. Having ship lines go over the float is another safety concern.

Mr. Seng said plans change, if this is approved moving forward, what is the Board being locked into and what is flexible? He believes if the 150' float is left in the plan, it doesn't mean it is going in and could be stopped at any time in the future. The restrooms could move, the vendor area's could move. Is the Board approving a concept or a plan as drawn?

Mr. Donek said it is a concept.

Mr. Uchytel said this is a conceptual plan. It is something to bring forward to the Assembly and show interested people what the waterfront plan is. This plan solidifies generally what Docks & Harbors wants to do. We are trying to capture operational needs.

Mr. Eiler said this plan is different than the Norway Point to Bridge Park plan. There are pieces in this plan that is practically shovel ready and other pieces that are generational vision of what we want this area of the waterfront to look like. He is open to hold this over for more conversation if the Board agrees. He sees this as a two step process, the Archipelago and development there with a partnership and then he cautions to not just put something in a plan just to move forward. This needs to be a living document with various things we want to see on this waterfront. If there is not enough room for the food carts in the Archipelago area, where will they go? If the Visitor Center on the corner is not the best location, where is the best location?

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Mr. Mosher said with the safety concerns with the 150' float brought forward from Wings, the float should be removed from this plan. He doesn't have a problem with a public/private partnership, but this will open it up for others.

Mr. Lowell said the Archipelago plan to date is a solid plan. If this is a concept and plans can change, than he suggested to adopt this plan with the excpetion of the float. It is not associated with the development of the Archipelago lot so it won't stifle that portion of the project moving forward. He recommended moving forward with the plan with the removal of the float.

Mr. Ridgway asked Mr. Uchytel what staff thinks solidifies this plan as written and what is the process to change what is not solidified in this plan?

Mr. Eiler left the meeting at 6:36 pm.

Mr. Uchytel said this plan identifies different things needed on the waterfront and during the public process it was identified that open space was valuable to have an area decked over and have an open area for people to meet. This plan shows we are interested in complimenting private investments and letting private enterprise do what they do best while also meeting the needs of the public part of this plan you wouldn't expect private enterprise to do.

Mr. Ridgway said he would like to know the process if the plan needs to be changed.

Mr. Donek said it will need to go to the Operations Committee and then to the Board. Contracts under \$100,000 can be approved here, over \$100,000 will need to be approved by the Assembly.

Mr. Seng said the Morris Group can do whatever they want on their property without the Board saying anything. This is more of an opportunity for the Board to be able to have a partner and allow the Board, CBJ, and the Assembly all to participate in this plan so it is a win/win for all.

Mr. Donek recommended to remove the 150' float and replace it with an asterick with future water access vicinity of Marine Park. This does two things, it removes the float, but also keeps it on the plan so when the seawalk continues around the corner, that may be the time for the float to be installed.

MOTION By MR. ETHERIDGE: THAT THE DOCKS & HARBORS BOARD ADOPT THE AMENDED URBAN DESIGN PLAN WITH THE 150' FLOAT REMOVED AND ADD ASTERICK WITH FUTURE WATER ACCESS AND RECOMMEND TO THE ASSEMBLY THAT IT APPROPRIATE THE FUNDING NECESSARY TO FACILITATE FUTURE DEVELOPMENT PLANS FROM MARINE PARK TO TAKU DOCK CONSISTENT WITH THE URBAN DESIGN PLAN AND ASK UNANIMOUS CONSENT.

Mr. Simpson asked for a roll call vote.

Don Etheridge – Yes
David Lowell – Yes
Robert Mosher – Yes
Mark Ridgway – No
David Seng – Yes
Tom Donek – Yes

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5 Yes and 1 No – Motion passes.

5 Minute Break 6:48pm

Back in Session 6:55pm

IX. New Business

1. Capital Improvement Projects

Mr. Gillette said on page 49 in the packet is the proposed FY19 Capital Improvements projects staff would like to have funded. Proposed funding sources are also included. He went over the projects on the list and described the need for these projects.

Board Questions -

Mr. Seng asked what is the \$7M intended for on the Archipelago Property?

Mr. Gillette said this would be looking into more of the design for the deck over area. There is some property acquisition. It would go for the design and construction of a portion of this land. FY19 begins July 1st. This is a starting point and how it is exactly spent will come back to the Board.

Mr. Uchytel said this list is a requirement every year for CBJ Engineering. The projects on this list are needs, but they are markers.

Mr. Gillette said this identifies projects that need funding. This is a CIP Plan list projected out six years.

Public Comment - None

Board Discussion/Action

MOTION By MR. SENG: TO APPROVE THE LIST OF FY19 CIP PROJECTS AND ASK STAFF TO MOVE FORWARD IN ACCOMPLISHING THEM AND ASK UNANIMOUS CONSENT.

Motion Passed with no objection.

X. Items for Information/Discussion

1. Annual Report to the Assembly

Mr. Uchytel said in Title 85 there is a requirement to make an annual report to the Assembly. On page 51 in the packet is the FY17 annual review of Docks & Harbors operations and page 52 is our fee schedule that the Assembly requests to see. This is basically communication with the Assembly.

Board Discussion - None

Public Comment - None

XI. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, November 15th, 2017

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Mr. Donek reported the Committee discussed;

- The six year Capital Improvement Plan that was discussed here tonight.
- Marine Passenger fees request for 2018
- Floating Breakwater netfloat in the vicinity of Glacier Seafoods
- The Downtown Urban Plan

2. ~~Finance Committee Meeting~~ CANCELLED

3. Member Reports - None

4. Assembly Lands Committee Liaison Report- None

5. Auke Bay Steering Committee Liaison Report- None

XII. Port Engineer's Report

Mr. Gillette's written report is in the packet. He said one item to point out is the contractor for Aurora Harbor Phase II is on location and the project is underway. The Corps permit requires observation of marine mammals in the area and this has been accomplished with our staff. Work has not had to stop because of the marine mammals yet. The requirement is to account for sea lions and humpback whales. They were delayed a little in the beginning, but are getting back on schedule. The floats are complete and were trucked to Seattle. They will be loaded on the barge and coming to Juneau soon.

Mr. Donek asked if this project will be completed on time?

Mr. Gillette said they are good right now and still on schedule.

XIII. Harbormaster's Report - None

XIV. Port Director's Report

Mr. Uchytel reported;

- Statter Harbor phase III will require the Incident Harassment Authorization (IHA) which will delay any work until October 2018. It also means this will need to be completed over two winters. The IHA will cost \$100,000 and staff is hopeful we will get the permit by July. We still intend to get the plans and specs to do the blasting and dredging and have those ready to go in the May/June timeframe. The bid award date will be extended based on if we have the IHA in hand. The work will be required to be finished by March 2019. There is also a bald eagle nesting area that we will need to obtain a permit for.

Mr. Donek asked if there was the Eagle nesting area problem with the Statter Harbor launch ramp project?

Mr. Gillette said no because we were far enough away from the specific Eagle nesting tree. We did have an Eagle nesting tree we needed to get a permit for during the Douglas Harbor project. We ended up not needing the permit because the dates for the project changed and we didn't need to do the observation.

Mr. Donek asked where the Eagle tree is located?

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Mr. Gillette said it is along the road. He said DOT removed an Eagle nesting tree when they were doing their road work.

- Staff put together three separate “what you need to know” cards for the Harbor Users. One is for the use of the launch ramps, one is for securing a slip, and one is general Harbor information. This is an attempt to let people know expectations for Harbor use.
- There were two RFI’s that went out. One was for used waste oil that the Harbor collects – Secon showed interest. The other was for the Auke Bay Marine Station renting opportunities – the State Troopers and Juneau Youth Services showed interest. We should have the keys for this facility by the first of the year.

XV. Assembly Liaison Report –

Rob Edwardson reported that the Assembly voted on the insurance requirements for vessels resolution and the vote passed.

Other items the Assembly worked on was –

- Procurement for six buses – three next year and three for the year after
- Discussed electric buses and the City does have one coming that will be paid for by a grant

XVI. Board Administrative Matters

- a. Ops/Planning Committee Meeting – Tuesday, December 13th, 2017 at 5:00pm
- b. Finance Committee Meeting – Cancelled
- c. Board Meeting – Thursday, December 21st, 2017 at 5:00pm

XVII. Adjournment – The regular Board Meeting adjourned at 7:26 pm.

A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Amendment of Title 05, Chapter 40 SMALL BOAT HARBOR MOORAGE MANAGEMENT REGULATIONS

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

Section 1. Authority. These regulations are proposed for adoption pursuant to CBJ 01.60 and CBJ 85.02.060, and CBJ 85.02.100.

Section 2. Adoption of Regulations. The City and Borough of Juneau Administrative Code is amended by the adoption of regulations in Title 05, Chapter 40 as follows:

05 CBJAC 40.065 - Vessel anchoring requirements. ~~(Reserved).~~

- (a) Purpose. City and Borough tide and submerged lands are managed to allow limited anchoring opportunities while maximizing public use and enjoyment of that property, minimizing interference with navigation, and equitably managing uses.
- (b) Applicability. These regulations apply to all tide and submerged lands owned, leased, or managed by the City and Borough of Juneau. The term vessel in these regulations means all vessels, watercraft, logs, piling, building material, scow, houseboat, structures, and any other article of value. These regulations do not apply to City and Borough of Juneau vessels or vessels owned or operated by authorized agents of the City and Borough of Juneau.
- (c) Anchoring requirements.
 - (1) A person may anchor a vessel for up to 24 hours without a permit. No person may anchor a vessel or raft to an anchored vessel in one location or within two miles of one location for more than 24 hours unless first having received a permit from the Port Director.
 - (2) A vessel anchored out shall use standard anchoring tackle as designed for the vessel and local conditions.
 - (3) A permanent mooring system is prohibited.
 - (4) No person shall anchor, permit their vessel to be anchored, or raft their vessel to an anchored vessel in a manner that unreasonably or unnecessarily (i) constitutes a navigational hazard or (ii) interferes with another vessel.
 - (5) Anchoring is prohibited (i) under or near the Juneau-Douglas bridge, (ii) in or adjacent to the entrance of the boat harbors, (iii) in or adjacent to heavily traveled corridor, and (iv) adjacent to the port.

- (6) A vessel violating any of these regulations is deemed a public nuisance. In addition to other legal authorities, the Port Director may abate, dispose, or impound a vessel as provided by sections 85.25.120 and 85.25.180.
- (d) Permits. The owner, operator, master, or managing agent of a vessel must submit an application for an anchoring permit on a form provided by the Port Director.
- (1) Short Term Permit. The Port Director may issue a short term permit for a vessel anchoring out for 14 or fewer days in one location.
- a. There shall not be a fee, no proof of insurance required, and no proof of an approved marine sanitation system for a short term permit.
 - b. Upon expiration of the short term permit, the vessel shall be moved more than two miles from the permitted short term anchorage location. A vessel subject to a short term permit is prohibited from receiving another short term permit for the same geographical area, as determined by the Port Director, within 13 days of the expiration of the prior permit.
 - c. The Port Director may attach other reasonable terms and conditions as necessary to protect public health, safety, and welfare.
- (2) Long Term Permit. The Port Director may issue a long term permit for a vessel anchoring out for 14 to 90 days. No vessel may receive a long term permit or a combination of permits for anchorage of more than 90 days in any twelve month period.
- a. A \$100.00 non-refundable application fee is required to apply for a long term permit. In addition, the daily fee for anchorage is \$0.25 per foot.
 - b. The vessel owner must demonstrate that they have enough insurance coverage for recovery of the vessel if it should sink, damage CBJ property, or discharge a hazardous material. A performance guaranty (damage deposit) in an amount determined by the Port Director is required if the Port Director finds the condition of the vessel and the contents on or associated with the vessel present a higher risk of loss or damage.
 - c. The vessel owner must show the vessel is equipped with an approved marine sanitation system.
 - d. The Port Director may attach other reasonable terms and conditions as necessary to protect public health, safety, and welfare.

- (3) *Permit Refusal and Revocation.* The Port Director may, in the Port Director's discretion, refuse to issue or revoke a permit and provide a written explanation. Such an explanation may be based on the following non-exclusive list of factors: condition of the vessel; a vessel or the contents on or associate with the vessel are or are likely to become a hazard; when the anchorage would likely interfere with another vessel or a traffic corridor; when there is insufficient space for the vessel; when the anchorage would unreasonably risk public health, safety, or welfare; when anchorage is not in the public's best interest; or the failure to comply with any law related to the anchored vessel or use of Dock and Harbor property or facilities. The Port Director may also revoke a permit upon probable cause that a violation of these regulations occurred. Unless circumstances warrant immediate revocation, the Port Director shall provide reasonable notice of revocation. Upon revocation, the applicant shall be entitled to a pro rata refund of anchorage fees paid in advance, if any, less any other fees or charges the City and Borough of Juneau may have against the vessel, its owner, operator, master, or managing agent.

Section 3. Notice of Proposed Adoption of a Regulation. The notice requirements of CBJ 01.60.200 were followed by the agency. The notice period began on _____, which is not less than 21 days before the date of adoption of these regulations as set forth below.

Adoption by Agency

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

Date: _____

Carl Uchtyl
Port Director

Legal Review

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

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

Date: _____

Robert H. Palmer, III
Assistant Municipal Attorney

Assembly Review

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

Date: _____

Laurie J. Sica, Municipal Clerk

Filing with Clerk

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

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

Date: _____

Laurie J. Sica, Municipal Clerk



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

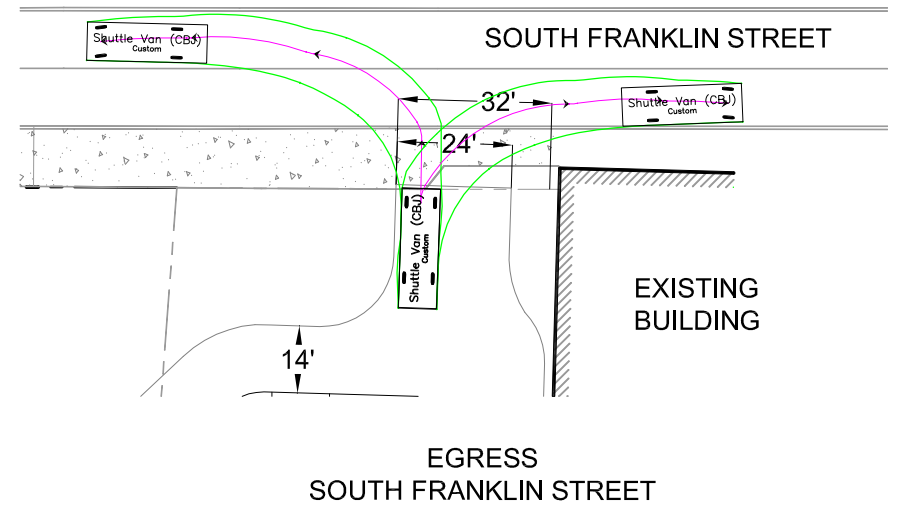
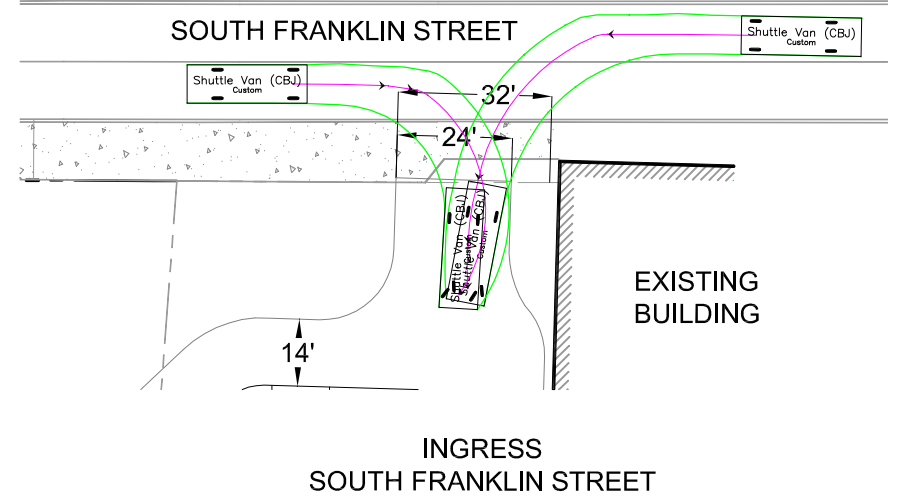
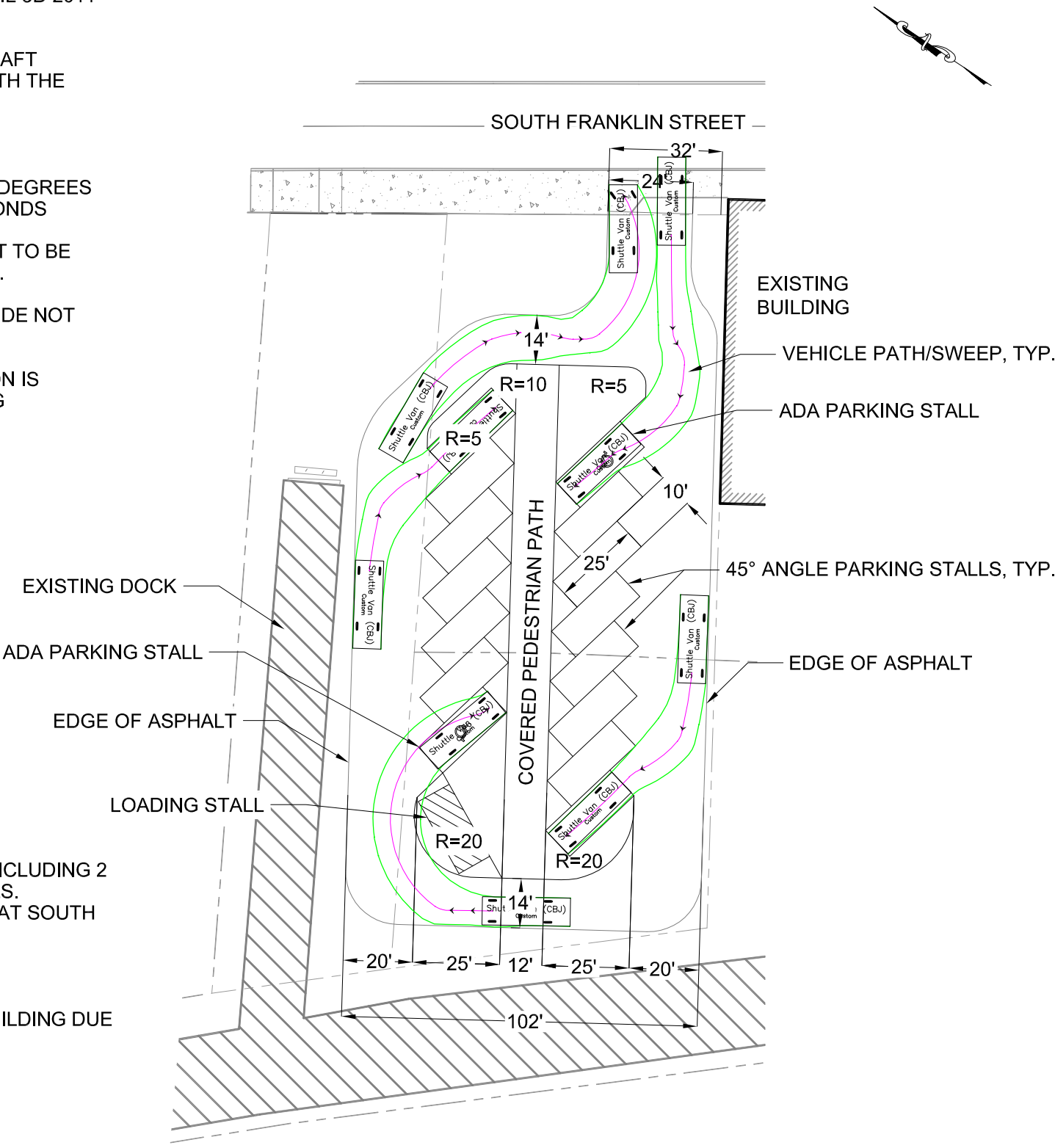
From: Port Director
To: Docks & Harbor Operations-Planning Committee
Date: January 12th, 2018
Re: AUKE BAY MARINE STATION – CIP

1. On January 8th, 2018, the quitclaim deed was recorded which gives Docks & Harbors full and unencumbered access to the 1.9 acre Auke Bay Marine Station site.
2. In November 2017, as part of the CBJ CIP process, Docks & Harbors identified \$350K for the Auke Bay D&H/UAS Cost Sharing Agreement for FY19. This CIP account was to meet a requirement in the CBJ/UAS Acquisition Agreement which reads: “The Parties envision each party will be obligated to pay approximately \$220,000 plus demolition costs in shared subdivision costs”.
3. With the deed in hand, my staff looked at the opportunities and challenges which is currently presented to Docks & Harbors and requests \$200K be made available in FY18 for immediate needs. I am requesting \$200K be moved from the Harbors’ Fund Balance to the FY18 CIP for the following:
 - a. \$50K for building maintenance, alarms and basic repairs.
 - b. \$150K for a 100 foot float extension (200 LF of moorage).
4. This would leave the Harbors’ Fund balance at \$ 1,285,517.

#

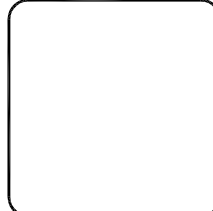
- NOTES:
- 1. AUTO TURN 8 FOR AUTOCAD CIVIL 3D 2011 WAS USED FOR MODELING.
 - 2. DESIGN VEHICLE WAS A STARCRAFT ALLSTAR 25 (25 PASSENGER) WITH THE FOLLOWING DESIGN CRITERIA:
 - A. LENGTH: 25 FEET
 - B. WIDTH: 8 FEET
 - C. WHEEL BASE: 15.8 FEET
 - D. STEERING LOCK ANGLE: 31.5 DEGREES
 - E. LOCK TO LOCK TIME: 6.0 SECONDS
 - 3. ASSUMES EDGE OF PARKING LOT TO BE CURBED FOR VEHICLE CONTROL.
 - 4. VEHICLE BULL RAIL ON SOUTH SIDE NOT SHOWN FOR CLARITY.
 - 5. INGRESS AND EGRESS DIRECTION IS REVERSE TO STANDARD DRIVING PROCEDURES.

- PROS:
- 1. PROVIDES 15 PARKING STALLS. INCLUDING 2 ADA ACCESSIBLE PARKING STALLS.
 - 2. ONE LOADING SPACE AVAILABLE AT SOUTH WEST CORNER OF LOT
- CONS:
- 1. BACKUP HAZARD TO EXISTING BUILDING DUE TO STALL ORIENTATION.



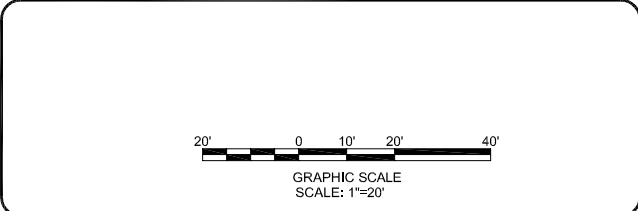
PA:2017\17408JN-CBJ-Pkg_Lyn\A\17408JN-wk.dwg PLOT: January 17, 2018 at 10:28am

DESIGN	JMP	
DRAWN	ECR	
CHECK	JMP	
APPROVED	JMP	
No.	DATE	REVISION



ARCHIPELAGO STAGING VAN
PARKING LOT LAYOUT

CITY & BOROUGH OF JUNEAU, ALASKA



DATE:	JAN. 17, 2018
PDC No.	17408JN
SHEET	18



City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801

Telephone: 586-5240 | Facsimile: 586-5385

DATE: December 20, 2017

TO: Jerry Nankervis, Chair, Assembly Committee of the Whole

FROM: Rorie Watt, PE, City Manager *Rorie Watt*

RE: Archipelago Property Proposed Development

At the December 4 COW, the Assembly received a presentation and information about the proposed development projects on CBJ and Archipelago LLC properties on the downtown waterfront. To assist in the policy and decision making discussion, I offered the following framework to help the Assembly work through the issues. I have additionally included high level details and preliminary "point of departure" recommendations to help give the Assembly a starting point for its decision making process.

Questions:

1. Should the CBJ make a property deal with Archipelago LLC, consisting of purchasing and selling property, moving lot lines?

The conceptual property deal makes sense as it would allow Docks & Harbors and Archipelago to both more efficiently meet their goals. The exact details matter (values, costs to the CBJ and uses proposed by CBJ), but a rationalizing of property lines appears favorable for municipal and private interests.

2. Should the Assembly support the addition of B-Zone parking/staging on the waterfront?

Yes. The expansion of the municipal docks allows for berthing of larger ships with more passengers, and those ships need more shore side services. Allocating more land on the waterfront to parking or vehicle staging can be limiting, but assuming that the Assembly agrees with the need, this location is favorable for supporting both CBJ berths (Cruise Ship Terminal and Steamship Wharf).

3. Should the Assembly support the development of undesignated, decked over open space?

Yes. Space on the waterfront is always at a premium. Historically, the CBJ has responded reactively to cruise ship passenger visitation growth. There are strong reasons to pursue more space to allow safe and efficient management of the Port of Juneau's shore-side facilities to accommodate industry estimated growth. In this case, the open space deck is proposed for a variety of reasons including:

- a. *Cost efficiency (prior to or contemporaneous with upland development of the Archipelago property). The deck can be built more efficiently, less expensively if bundled with a larger project.*
- b. *Demonstrated and growing need for open space. Cruise ship visitation provides a tremendous need for services during peak activity periods, and infrastructure needs are driven by daily ship schedules.*
- c. *Future needs. The deck would provide a foundation for future needs, including restrooms, visitor information, and park features (like the USS Juneau Memorial concept).*
- d. *Public support. Infrastructure provided solely for the benefit of the cruise ship industry may not be approved by the Juneau public because it can imbalance the use and enjoyment of the waterfront. Bundling passenger vehicle staging infrastructure with additional open space balances waterfront development and allows for community use.*

4. What type of funding should be used?

This question has not been analyzed. An analysis of use should be performed to determine the appropriate level of local funds and/or marine passenger fees. As the waterfront planning is being promoted partially to encourage year round use, a discussion of non-MPF fund sources is necessary. Provision of CBJ land assets that were not procured with MPFs may be considered as similar to local funding.

A concrete allocation proposal (including cost estimates) is needed before the Assembly can work on this decision. I have no recommendation at this time.

5. Assuming that the Assembly desires to pursue a project, what is the best procurement/contracting method to achieve that goal?

Typical municipal improvements are achieved in accordance with CBJ code by sequentially negotiating land deals, pursuing detailed design packages, followed by a low bid procurement. The public purpose of traditionally procured improvements is to allow for competitive pursuit of the work by professional service and construction contractors.

Recent amendment to the CBJ Charter and/or amendment to CBJ code may open up other procurement opportunities that meet additional public policy goals including:

- a. *More rapid construction.*
- b. *Less costly improvements*
- c. *Encouragement of private sector investment.*

CBJ has not yet developed authorizing legislation for this type of procurement. The Assembly could choose to develop project specific or more generally applicable authorizing legislation.

6. What policy stance should the CBJ take with regard to commercial use of the waterfront?

Docks & Harbors currently has leases or use permits on the downtown waterfront including the Goldbelt Tram, the Taku Fisheries dock, and several submerged and filled tidelands. D&H also manages the private tour vendor permitting system. There are several different case scenarios including:

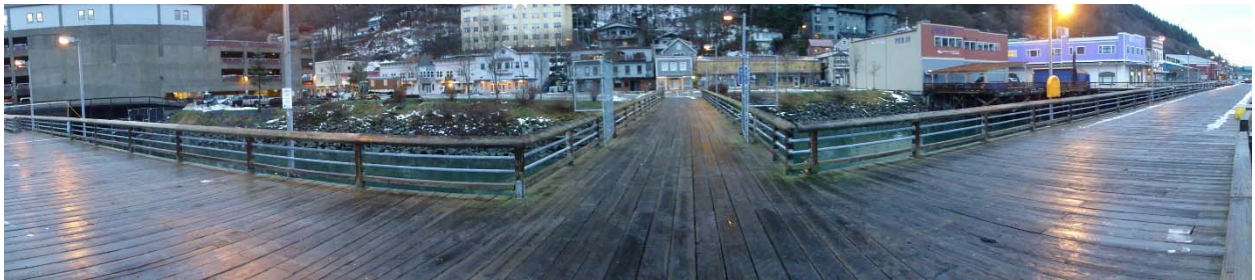
- a. ***ROW adjacent to private building*** – CBJ has amended code last year to allow right of way use by adjacent building owners.
- b. ***Developed or undeveloped tideland adjacent to or near upland owner*** – Upland owners have asked whether they have any preferential leasing priority for tidelands near their buildings.
- c. ***Lease to non-upland owner*** – CBJ does not currently lease waterfront space to portable businesses (food carts, eg).

Closely related, this past summer, CBJ did allow two food carts (permitted to operate in the right-of-way) to move across the street into Marine Park as an experiment. It was generally seen as successful, if non-competitive, experiment.

If the Assembly is to move forward on a development as proposed on 12/4, other decisions/actions include:

- A. **Assembly Motion to Negotiate for land purchase/sale .**
- B. **Proposed Funding Package (staff to prepare draft).**
- C. **Alternative Procurement Decision** – The Assembly can decide whether to consider alternative procurement specifically for this project, or a generally code change.
- D. **Public Comment** – As this topic is likely to be scheduled for a COW (which does not normally receive public comment), the Assembly should decide how to receive public comments.
- E. **Commercial Use Policy Timing** – Consideration of commercial use of the waterfront can occur before, during or after consideration of the improvements considered. The Assembly could consider at a COW Agenda, or perhaps initiate the discussion at the annual joint meeting with the Docks & Harbors Board.

**SQUARE FOOT VALUE CONSULTATION
TO ASSIST IN EXCHANGE CONFIGURATION
ARCHIPELAGO SITE
356 SOUTH FRANKLIN STREET
JUNEAU, ALASKA**



PREPARED FOR: Carl J. Uchytel, PE, Port Director
City and Borough of Juneau Docks and Harbors
155 South Seward Street
Juneau, Alaska 99801

PREPARED BY: Charles E. Horan, MAI
HORAN & COMPANY, LLC
403 Lincoln Street, Suite 210
Sitka, Alaska 99835

EFFECTIVE DATE: December 4, 2017

REPORT DATE: January 11, 2018

OUR FILE #: 17-142

HORAN & COMPANY

REAL ESTATE APPRAISERS/CONSULTANTS

CHARLES E. HORAN, MAI / WILLIAM G. FERGUSON,
JOSHUA C. HORAN, AND SLATER FERGUSON

403 LINCOLN STREET, SUITE 210, SITKA, ALASKA 99835

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

January 11, 2018

Carl J. Uchytel, PE, Port Director
City and Borough of Juneau Docks and Harbors
155 South Seward Street
Juneau, Alaska 99801

Sent via email to: carl_uchytel@juneau.org

Re: Square Foot Value Consultation to Assist in Exchange Configuration, Archipelago
Site, 356 South Franklin Street, Juneau, Alaska,
Our File #17-142

Dear Mr. Uchytel:

At your request, I completed an appraisal analysis of the average square foot value of the uplands and seaward tidelands for the above referenced site which comprises a hypothetical larger area, disregarding improvements, title encumbrances, size and ownership. The subject area encompasses Lots 1 and 2 owned by Archipelago Properties, LLC, controlled by Morris Communications (Morris), and Lot 3 and a portion of Lot 4, currently owned by CBJ Docks and Harbors (CBJ), all within the Archipelago Subdivision plat 2013-22.

The CBJ and Morris wish to negotiate a reconfiguration of these lands for their mutual benefit and possible redevelopment. No formal land trade agreement is in place, but the parties wish to initiate the process for a possible planned development. For the purpose of this planning, the parties wish to have the property lines ignored. The final reconfiguration will be determined at the end of the process and is not yet known.

The described uplands and tidelands components evaluated have different physical or locational characteristics relative to South Franklin Street and the Seawalk as further detailed in this report. Based on our study of market trends in the area and considering the purpose and intended use of this valuation we have concluded that the hypothetical fee simple value as of December 4, 2017 is as follows

Uplands \$275/SF

Tidelands \$ 55/SF.

As outlined in the attached appraisal analysis, these values are based on a blend of market influences from the differing characteristics of the site. These values, as variously applied during the negotiations, may or may not represent the market value of the existing configuration or future configuration. If the hypothetical condition or extraordinary assumptions as outlined in this report and summarized in Section 1.7 are changed, this could impact the estimate of market value.

The attached report includes the Assumptions and Limiting Conditions, Certification of Appraisal, Definitions, and the most pertinent data considered and analyses used in arriving at a final conclusion.

Thank you for this opportunity to be of service. If you have any questions or comments, please feel free to contact me.

Respectfully Submitted,



Charles E. Horan, MAI AA41
HORAN & COMPANY, LLC

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CERTIFICATION OF APPRAISAL

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

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment was not contingent upon developing or reporting predetermined results.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice.
- The use of this report is subject to the requirements of the Appraisal Institute relating to the review by its duly authorized representatives.
- I have made a personal inspection of the property that is the subject of this report.
- No one provided significant aid in the development process.
- I have not performed any services regarding the subject property, as an appraiser or in any other capacity, within the three year period immediately preceding acceptance of this assignment.
- As of the date of this report, Charles Horan has completed the continuing education program for Designated Members of the Appraisal Institute.



Charles Horan, MAI

APRG 41

December 4, 2017

Inspection and Effective Date of Appraisal

January 11, 2018

Date of Report

1 INTRODUCTION

1.1 PROPERTY IDENTIFICATION

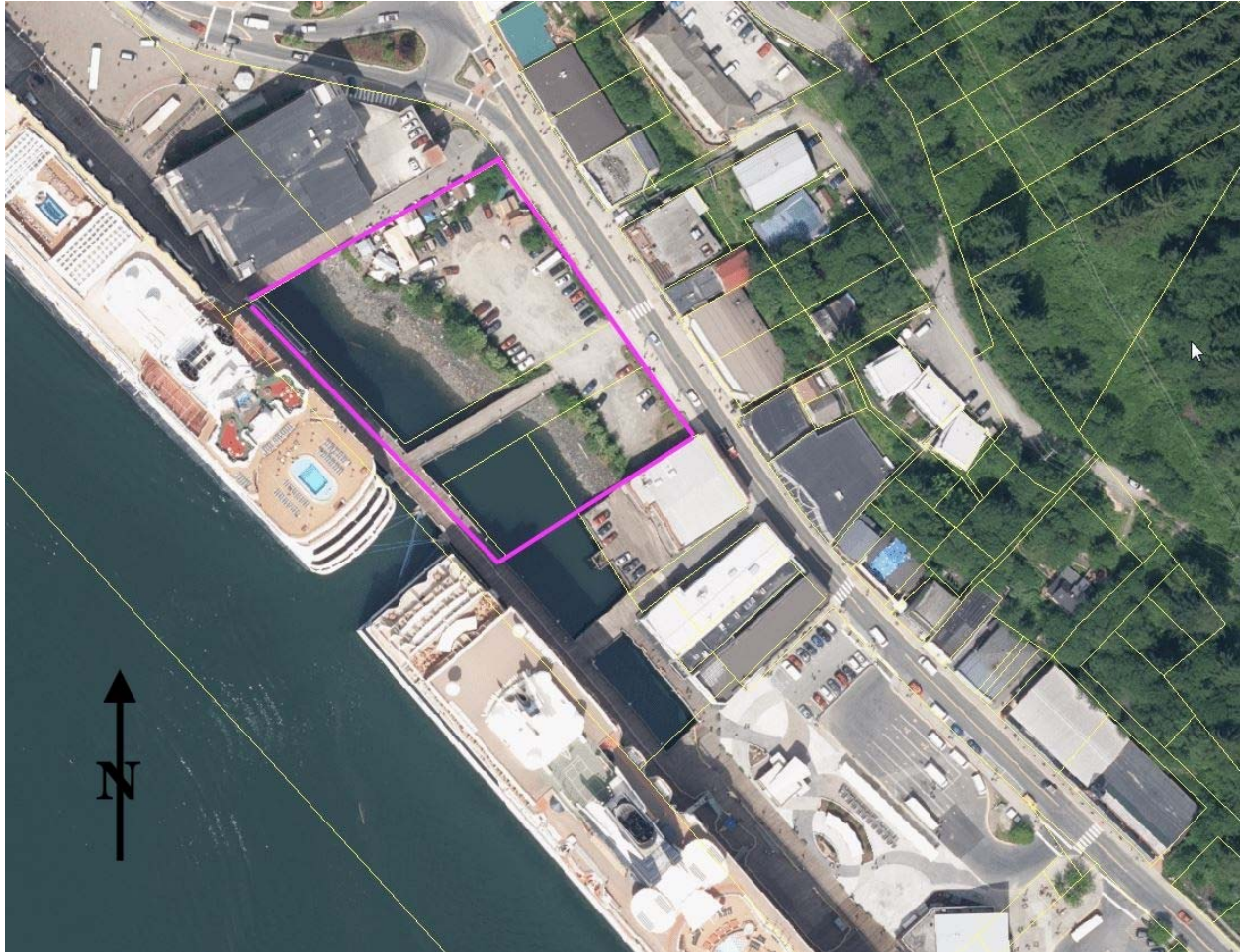


FIGURE 1.1 - LOCATION OF SUBJECT SITE BETWEEN SOUTH FRANKLIN STREET AND THE SEAWALK. NOTE THIS PHOTO OVERLAY IS OUT DATED (2013) AS THE CRUISE SHIP DOCKS HAVE BEEN EXTENDED SEAWARD.

Location

The appraisal involves a large undeveloped area between 356 South Franklin St and 388 South Franklin St, in downtown Juneau, Alaska; between the CBJ parking structure-Library to the north and the Pacific Pier Building (Pier 49 Building) to the south. These lands are in the heart of the Juneau cruise ship pedestrian retail corridor. This block of land extends from South Franklin Street southwest to the Seawalk. See Figure 1.1

Identifying Legal Description

The subject as appraised addresses lands within a hypothetical larger area disregarding improvements, title encumbrances and size. The subject area encompasses Lots 1 and 2 owned by Archipelago Properties, LLC, controlled by Morris Communications (Morris), and Lot 3 and a portion of Lot 4 currently owned by CBJ Docks and Harbors (CBJ), all within the Archipelago Subdivision plat 2013-22.

1.2 BACKGROUND

The two parties owning these adjacent lands; CBJ owning Lot 3 and a portion of Lot 4, and Morris owning Lots 1 and 2 wish to negotiate a reconfiguration of these lands for their mutual benefit and possible redevelopment. No formal land trade agreement is in place, but the parties wish to initiate the process for a possible planned development. For the purpose of this planning the parties wish to have the property lines ignored. The final reconfiguration will be determined at the end of the process and is not yet known. Conceptually it may look something like Figure 1.2 below, but could also change significantly.

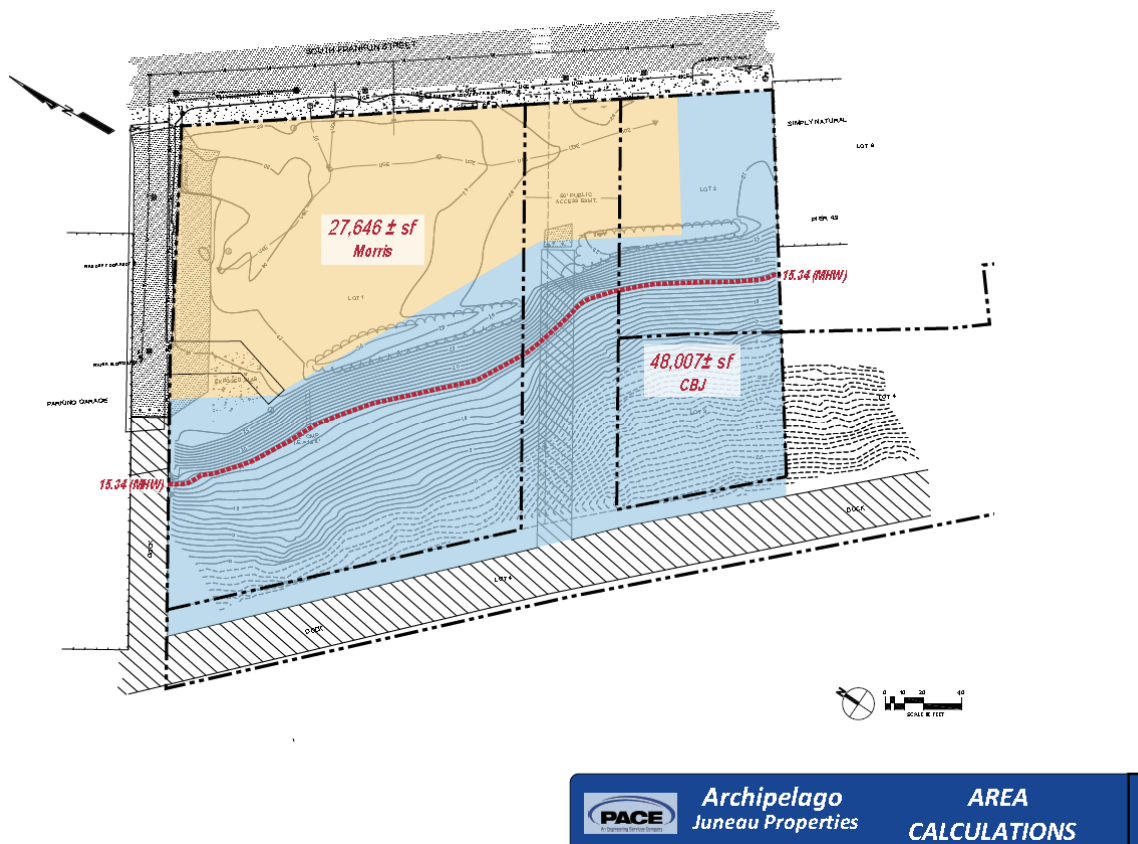


FIGURE 1.2 - CONCEPT EXCHANGE MAP SHOWING LOT LINES, TOPOGRAPHY, AND MEAN HIGH WATER (MHW) LINE SEPARATING UPLANDS AND TIDELANDS.

In order to proceed with the negotiations the parties desire to get a preliminary unit value of the various land characteristics based on certain specific assumptions

1.3 PURPOSE OF APPRAISAL

The purpose of the appraisal is to estimate the market value per square foot of two hypothetical parcels of land located in the subject property. The parcels to be appraised are an upland parcel and a tideland parcel. The parcels are to be appraised as undeveloped land without building improvements or current easement constraints.

The parties acknowledge that these values, as variously applied during the negotiations, may or may not represent the market value of the existing configuration or future configuration. If the hypothetical condition or extraordinary assumptions are changed, this could impact the estimate of market value.

1.4 INTENDED USERS AND INTENDED USE

The client is the City and Borough of Juneau. The intended users are the City and Borough of Juneau and the owner, Archipelago Properties, LLC (Morris).

The intended use of the appraisal, that is the square foot values, is as a basis for calculating a potential land exchange, purchase or sale of portions of the subject properties. Archipelago Properties, LLC (Morris) and the City and Borough of Juneau reserve the right to agree or disagree with the appraiser's opinions of value. Only if there is agreement between the intended users as to the value estimates will be they be used as the basis for an exchange, sale or purchase of the lands.

1.5 SCOPE OF THE APPRAISAL

The character of the property is estimated by the appraiser with the assistance of CBJ-GIS maps, documents, aerial photography, surveys, maps and other exhibits made available to the appraiser. The appraiser also made a walk-through inspection of the subject December 4, 2017 and has observed it from time to time as a neighborhood feature during routine appraisal work in the area over the last 30 years. The site allocation estimates are approximations only and should be verified if need be.

Primary reliance has been made on a price per SF basis based on a variety of market transactions. These include land sales, capitalized land leases and adjustments to improved properties to indicate the land value contribution of particular sales.

The appraisal concludes SF values by certain areas of site value characteristics and location within the larger land area. The value of the entire property has not been estimated.

In order to identify transactions of competitive properties, the appraiser obtained comparable information through interviews with knowledgeable participants in the real estate market such as existing land owners, the city, lenders, brokers, state recorder's office, and others who are familiar with the Juneau real estate market. After finding transfers of property that might be comparable, we attempted to contact the buyer, seller, or other parties knowledgeable of the transaction to determine the details of sale and physical characteristics of the site.

1.6 EFFECTIVE DATE OF APPRAISAL

The property was inspected December 4, 2017 by Charles Horan, MAI Appraiser, with Allen Grinalds of Morris Communications on December 4, 2017, the effective date of the appraisal.

1.7 ASSUMPTIONS AND LIMITING CONDITIONS

Given the intended use and users of the appraisal, our analysis and the concluded SF values are subject to certain hypothetical conditions (HC) and extraordinary assumptions (EA) as follows.

Hypothetical Condition (HC)

HC 1. The property rights appraised are the fee simple interest. The existing easements are ignored.

HC 2. The parcels are to be appraised as two parcels of undeveloped land, one being upland in character and one being tideland in character.

Extraordinary Assumptions

EA 1. The parcels are economic units that are not impaired by size or shape.

EA 2. The upland parcel has frontage on the 300 Block of South Franklin Street near road grade.

EA 3. The upland parcel has suitable soil conditions so that extraordinary piling costs are not necessary to support typical buildings found in the 300/400 Blocks of South Franklin Street.

EA 4. The sloping tideland and submerged parcel may require a piling foundation for development at a cost not to exceed \$150 per square foot.

EA 5. All utility services are available to the parcels.

EA 6. The tideland parcel has frontage on the Seawalk.

This appraisal report and valuation contained herein are also expressly subject to the additional following assumptions and/or conditions:

1. It is assumed the data, maps and descriptive data furnished by the client or his 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 appraiser's observations and reporting of the subject improvements are for the appraisal process and valuation purposes only and should not be considered as a warranty of any component of the property.
5. This appraisal report may or may not 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 has 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.

6. 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 that the appraiser 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 appraiser.
7. The Client is the party or parties who engage an appraiser (by employment contract) 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.
8. 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.
9. If this valuation conclusion is subject to satisfactory completion, repairs, or alterations, it is assumed that the improvements will be completed competently and without signification deviation.
10. 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.
11. 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.

12. 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.

1.8 TERMINOLOGY

Market Value

The definition of Market Value to be used in the appraisal is as follows: "The price in (terms of) money that the property could be sold for on the open market under fair conditions between an owner willing to sell and a buyer willing to buy, with a reasonable time allowed to find a purchaser. State v. 7.026 Acres, Sup. St. Op. No.601, 466 P2d 364, 365; (1970)." The opinion further reads, in part: "The highest and most profitable use for which the property is adaptable is to be considered, to the extent that the prospect of demand for such use affects the market value while the property is privately held. Fair Market value is normally based on the parcel's fee simple value"

The Dictionary of Real Estate Appraisal, 5th Edition, Appraisal Institute, Page 78

Hypothetical Condition

That which is contrary to what exists but is supposed for the purpose of analysis. Hypothetical conditions assume conditions contrary to known facts 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, 2010-2011 ed.) The Dictionary of Real Estate Appraisal, 5th Edition, Appraisal Institute, Page 97

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.

(USPAP, 2010-2011 ed.) The Dictionary of Real Estate Appraisal, 5th Edition, Appraisal Institute, Pages 73

2 MARKET AND AREA ANALYSIS

2.1 JUNEAU AREA ANALYSIS

Overall Market

The demand for real property is driven by population, which is in large part driven by employment.

The Juneau economy is primarily driven by the government. 38% of all jobs and 46% of all wages in Juneau are Federal, State or Tribal Government, based on the Juneau Economic Development Council (JEDC) 2017 report on the 2016 numbers. This shows a decline from prior years, when 40% of all jobs and

50% of wages were in the combined government sector. The private sector has been growing, but remains flat from 2015 to 2016. Despite continued cuts in state employment, Juneau's economy shows resilience due to diversifying elements such as

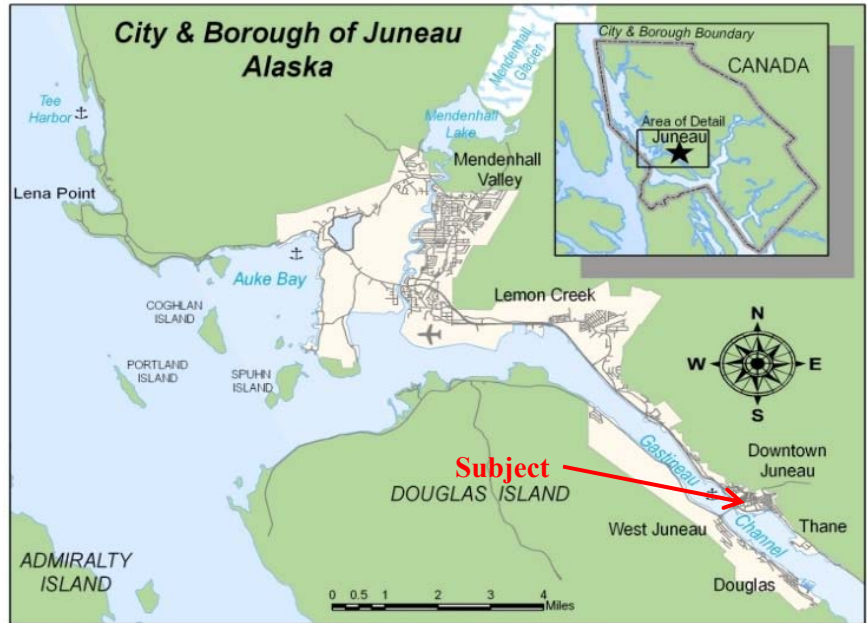


FIGURE 2.1 – JUNEAU LOCATION MAP

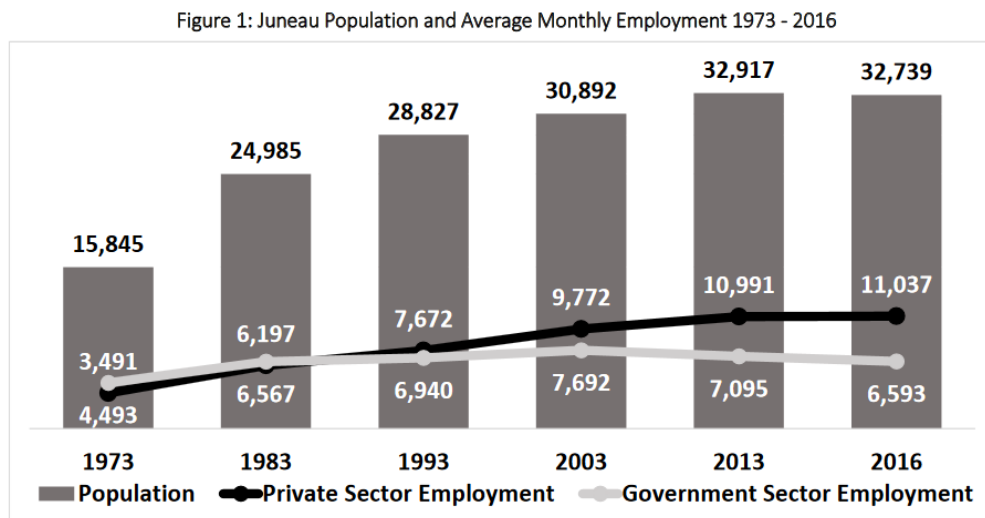


FIGURE 2.2 - POPULATION AND AVERAGE MONTHLY EMPLOYMENT FOR JUNEAU, PUBLISHED BY THE JUNEAU ECONOMIC DEVELOPMENT COUNCIL, SEPTEMBER 2017 REPORT PAGE 4.

tourism, mining (Greens Creek and Kensington), and regional and local health care. The seafood industry had an off year but this is relatively cyclical.

The Juneau and Southeast Alaska Economic Indicators September 2017, released by the Juneau Economic Development Council (JEDC-2017), indicates that from 2016 “Juneau’s average monthly employment declined by 300, from 17,930 in 2015 to 17,630.” This was mostly due to 239 government job losses. Despite these losses, earnings in Juneau went up 0.2% over the same time as a result of increased annual government wages. Between 2013 and 2015 there was a rise in self employment by sole proprietors (2572 to 2773). There is no data available for the more recent years. The unemployment rate in Juneau has fallen from about 5% to 4.5% from 2013 to 2017. Juneau’s per capita income grew about 5% between 2013 and 2015, but appears to be leveling. Juneau is still on average about 12% higher than the state average. These indicators seem to suggest a leveling of the economy.

According to the Alaska Department of Labor estimates included in JEDC’s report, Juneau’s **population** declined for the first time in 10 years, dropping almost 400 from 2015 to 2016, which indicated 32,739. Juneau’s annual growth rate over the past 10 years has been 0.1% compared to southeast regional growth of 0.3% and the overall state growth of 0.8% annually compounded.

2.2 JUNEAU CRUISE SHIP PASSENGER TRENDS

Juneau’s downtown waterfront has developed over the past several decades in response to the increasing cruise ship tourism to the area. The volume has increased over time from a low in 2010 of 878,000 passengers, topping 1,036,000 for the 2017 season as indicated by Figure 2.4, Cruise Ship Passenger Visitation Numbers.

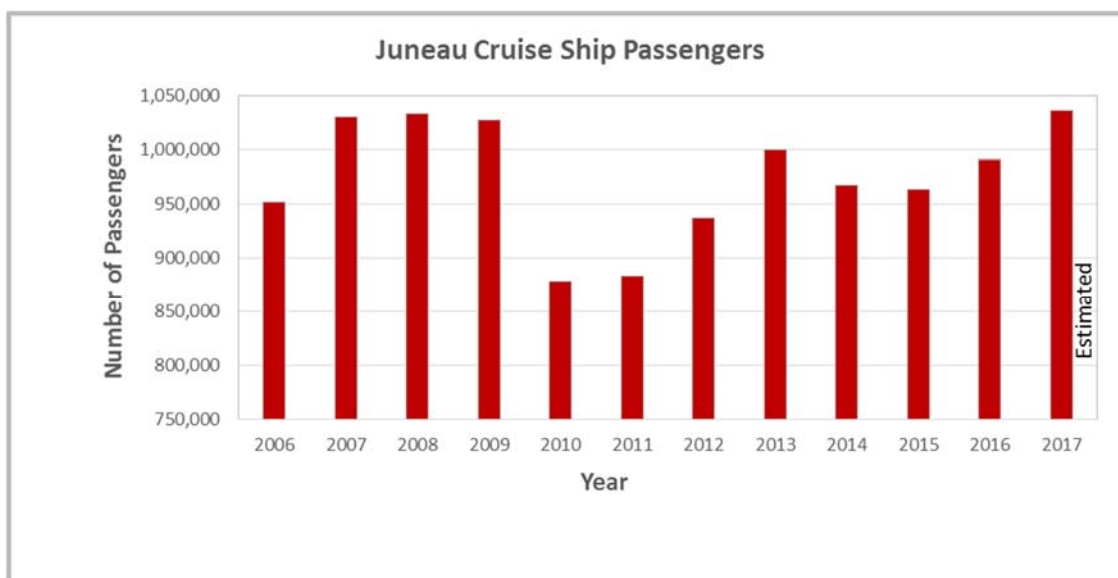


FIGURE 2.3 – JUNEAU CRUISE SHIP PASSENGER VISITATION 2006 THROUGH 2017.

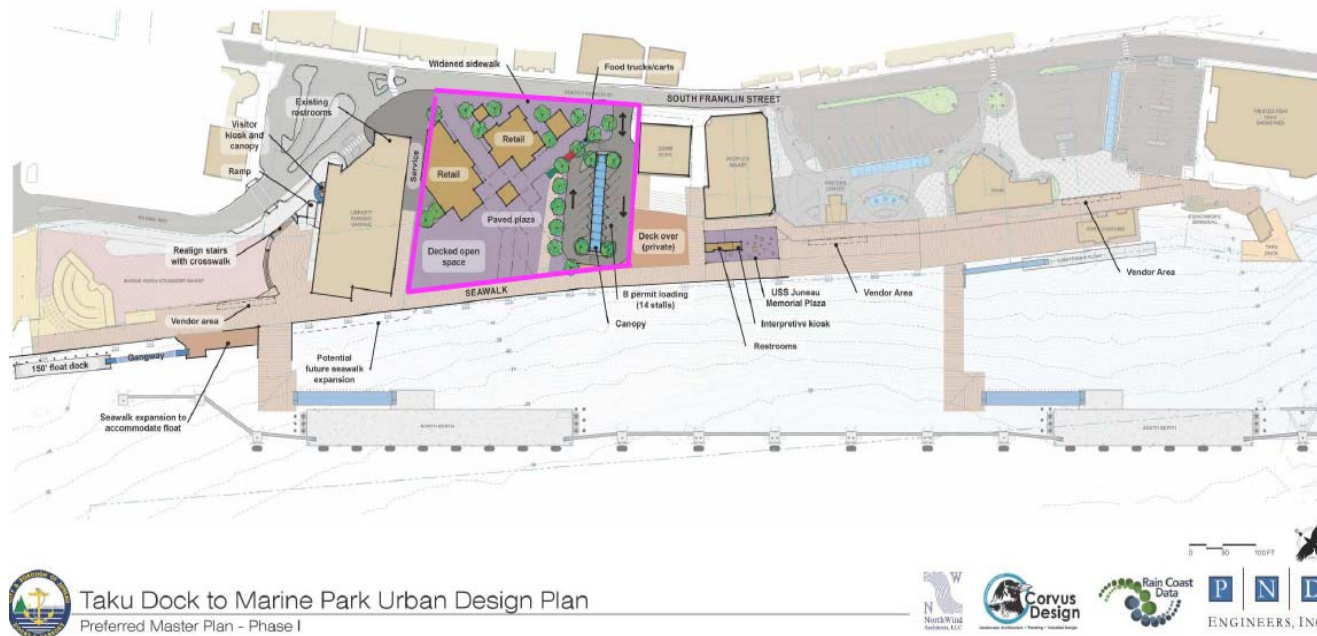


FIGURE 2.4 - A CONCEPTUAL SITE PLAN FROM A COMMUNITY PRESENTATION SHOWING EXISTING NEIGHBORHOOD FEATURES, THE POSITION OF TWO NEW CRUISE SHIP DOCKS, WHERE PASSENGERS ENTER THE SEAWALK, AND THE SOUTH FRANKLIN STREET TOURIST RETAIL AREA.

This growth has been accommodated by the expansion of cruise ship berths along Juneau Harbor to accommodate larger Panamax class vessels. The new south berth opened for the 2016 season just south of the subject and the new north berth opened for the 2017 season just north of the subject as indicated in Figure 2.4.

2.3 SOUTH FRANKLIN RETAIL

The retail core area is along South Franklin Street, with primary retail activity closer to the city docks where more passengers are concentrated in the drop off and pickup areas.

Overall retail spending in the area has increased to coincide with the increased visitation from cruise ships. According to the Juneau Economic Development Council's last published indicators in 2017 the Gross Business Sales by Tourist-Related Businesses have steadily grown since 2010. See Figure 2.5 which reflects selective business sales that would most impact retail in the immediate area.



FIGURE 2.5 – JUNEAU TOURIST SPENDING 2007-2016. SOURCE: JUNEAU SALES TAX OFFICE. COMPILED BY: HORAN & CO

The demand for shore-side retail locations in this area is highest in the 300 and 400 block of South Franklin and tends to trail off to the north in the 200 block of South Franklin Street. Demand for retail space appears to stop at the Taku Smokery Building in the 500 block.

Rents had trended upwards in the early parts of 2000, peaking out when the ship traffic stalled after 2009. They have gradually increased and are stabilizing for most properties. It appears that small jewelry shops have a higher SF rent than larger general tourist oriented retail shops. There have been very few property sales, but this rental trend suggests that sale value indicators of the last several years would be relatively stable.

A current updated rent survey of the prime competitive area to the subject between the 200 block and 500 block of South Franklin (See Fig. 2.6) indicate rent contracts for the 2018 season have been negotiated between \$6.50/SF and nearly \$11.00/SF. The best located newer buildings with small space rented to jewelry shops have achieved the highest rents. The lesser quality buildings with larger spaces or with obsolete features are at the lower end. North of the Red Dog Saloon toward the end of the 200 block of South Franklin Street, rents are in the \$3.00/SF to \$5.00/SF range for first floor retail.

In a neighborhood such as the subject, rents drive the demand for land. If building construction costs are the same at any location, but rents change due to location, higher values can be paid for the land at locations achieving the higher rents. Our recent rent

survey indicates rents in the 300 to 400 South Franklin Street blocks across from the subject achieve the highest rents.

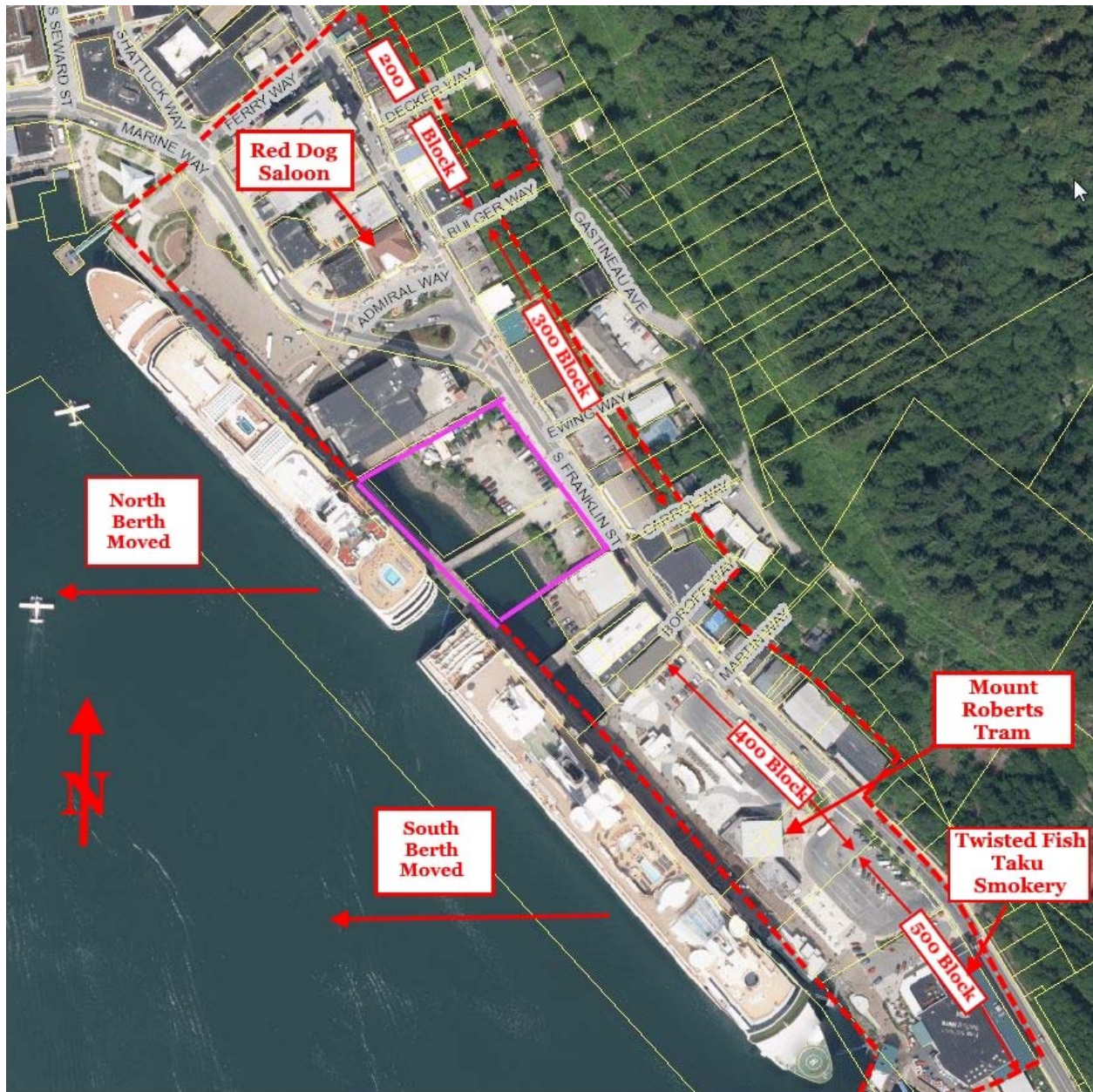


FIGURE 2.6 - SOUTH FRANKLIN STREET NEIGHBORHOOD SHOWING THE 200 BLOCK TO THE 500 BLOCK LIMITS OF PROPERTY INVENTORY.

The immediate neighborhood is pretty much built out with no vacant developable sites except for the subject 75,000 SF site. We have inventoried over three dozen properties in the immediate area as noted in Fig. 2.6, from the 200 to 500 block of South Franklin Street. This represents about 240,000 SF of privately owned land. A significant portion of that is steep hillside above South Franklin Street. These properties are developed

with nearly 320,000 SF of gross building areas of which about 123,000 SF represent first floor retail building area. The 31-building sampling shows that the first floor retail building space size ranges from 1,000 SF to just over 9,000 SF. The median first floor retail gross building area (GBA) size is about 3,500 SF and typically comprises several rental spaces. The small retail spaces along South Franklin Street produce the highest SF rents. It's interesting to note that the typical depth of the retail spaces in these prime locations is about 50 feet from the street. Vacancies are difficult to determine as most of these properties are vacated for seven months or so of the off-season. Some of the properties in our inventory are known to have vacancies. This is due to poor building condition, layout or excessive asking rent. With typical market rent rates the vacancy is expected to be very low. Some building managers said several recently rented retail spaces had backed up rent offers. It appears the 2018 season will be stronger than the 2017 season, which was a little better than the 2016 season. At competitive rents in a well-managed building, vacancy rate in this prime sub-market should be less than 5%.

2.4 LAND VALUE INDICATORS

The competitive neighborhood is built out with the exception of the subject lots. There has been no significant land sales for new construction in the area since 2006. Land values have gone up significantly in the early 2000s.

425 South Franklin 2004 Land Sale

For instance 425 South Franklin Street (#5193) sold as a vacant lot in 2001 for one million dollars. A partnership by an indicated a price of \$1,200,000 for the same site in 2004. This was an 8,420 SF lot indicating \$142/SF. In addition to the value paid for the land, an additional \$500,000 was spent in site work digging into and shoring up the steep hillside.



265 South Franklin 2005 Land Sale

265 South Franklin Street (#3900) sold in 2005 for \$960,000 for a 15,500 SF steep hillside site which had about 3,200 SF of immediately developable area. Applying a price to the development area indicated about \$300/SF. This property was developed with two retail spaces on the first floor and two large apartments above.



307 South Franklin 2006 Land Sale

307 South Franklin, (#4761), a multi-story split level concrete structure, sold in 2006 for \$1,500,000. This indicates about \$333/SF for this 4,500 SF lot. Some value in this transaction may be attributed to the building.



Rents continued to rise for several more years after these sales into 2009. However, the commercial property market stagnated since that time with a downturn in tourism which caused a reduction in retail sales and a series of renegotiating rents through 2012 or so. The rent market has since stabilized. The expected rent levels at the time of these last two sales, in 2005 and 2006, are similar to what they would be in the current market.

The most recent sales transactions occurred in 2011 to 2013 are from the Archipelago Properties, LLC (Morris) to the City and Borough of Juneau involving portions of the subject site or adjacent to it. These were negotiated sales that appear to reflect market prices. Also since that time there have been several land leases in the area which, when capitalized, indicate uplands and tidelands values in the immediate vicinity. Some of these indicators were on South Franklin Street, and some were in the tidelands closer to the Seawalk. They confirm the market trend that the highest prices are paid for lands likely to achieve the highest rents if developed for retail no more than 100 feet from South Franklin Street. Land beyond this distance or with development challenges over the water indicate values significantly less per SF

Parking Districts



17-142 – 356 South Franklin, Archipelago Site, Juneau AK

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.

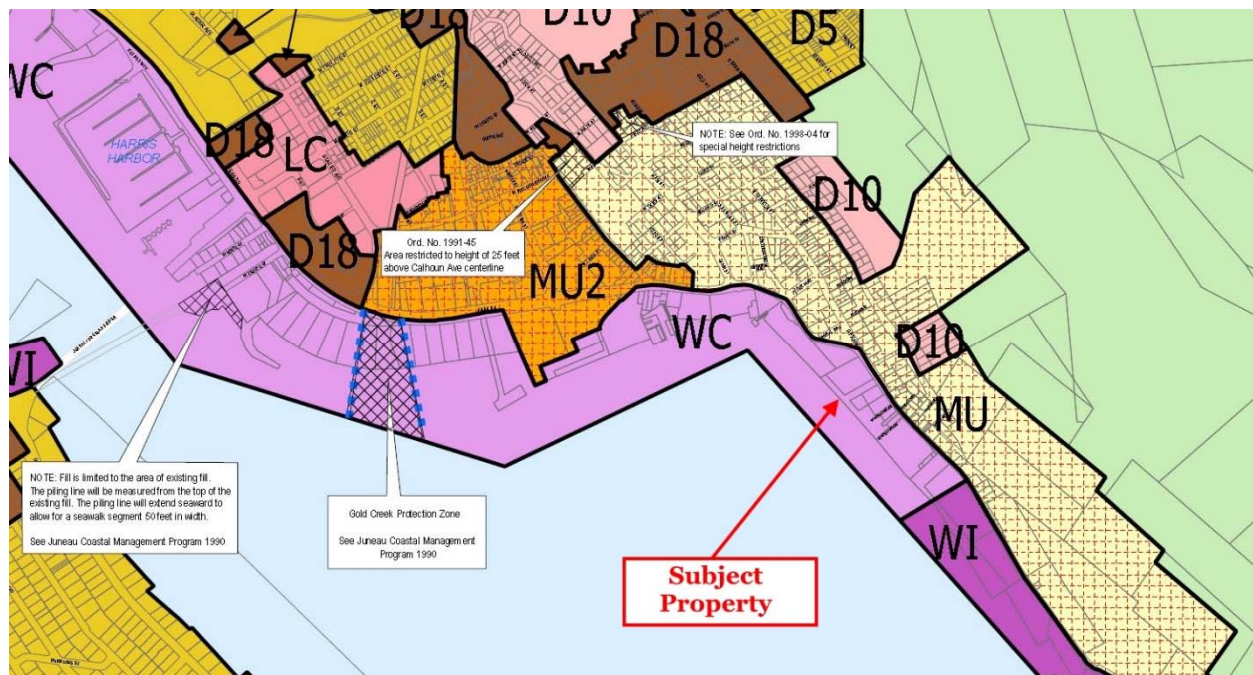


FIGURE 2.8 - ZONING MAP

FEMA Requirements

Legal constraints on this site include a FEMA prohibition on non-waterfront dependent uses below the 15.4' high tide mark, not precluding the construction of a dock.

3 SITE DESCRIPTION

3.1 DESCRIPTION OF SITE

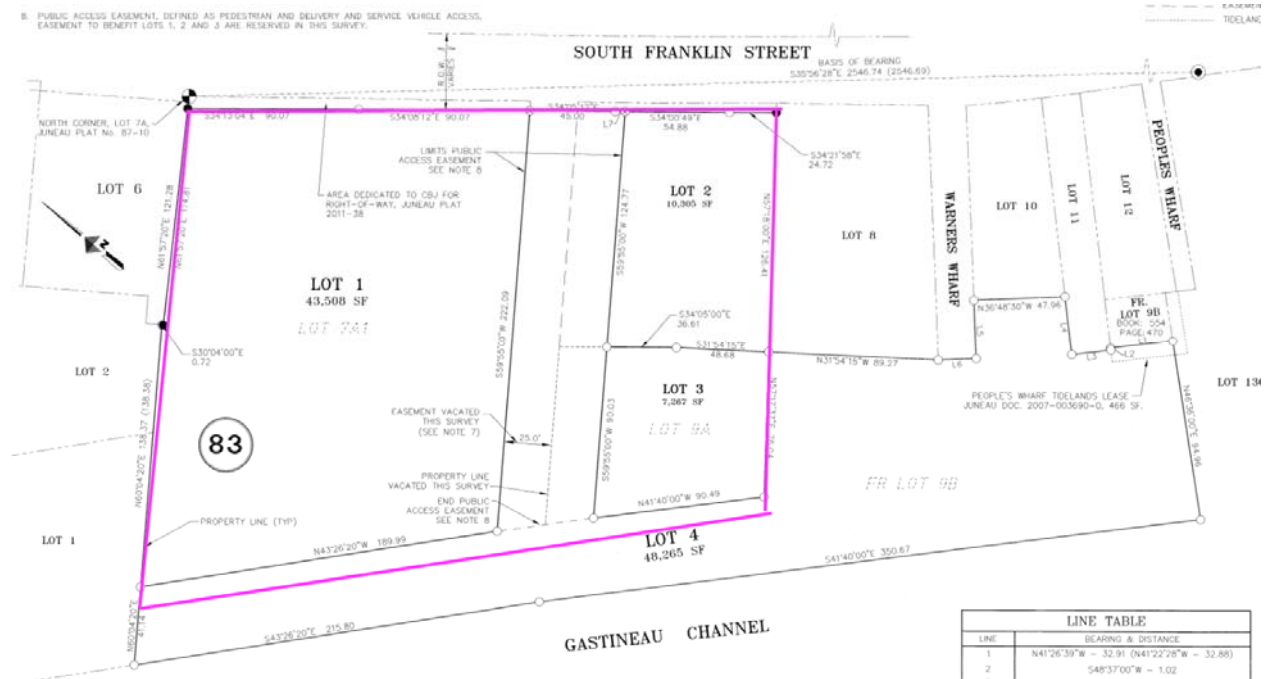


FIGURE 3.1 - EXCERPT FROM ARCHIPELAGO SUBDIVISION PLAT 2013-22, JRD SHOWING SUBJECT LANDS AS CURRENTLY SUBDIVIDED. NOTE ONLY A PORTION OF LOT 4 IS INCLUDED IN OUR ANALYSIS.

The subject includes Lot 3 and a portion of Lot 4 currently owned by CBJ Docks and Harbors (CBJ), and Lots 1 and 2 currently owned by Archipelago Properties, LLC (Morris) all within the Archipelago Subdivision plat 2013-22.

As currently configured and subdivided, the city's portion of Lot 4, which extends from South Franklin Street SW to the Seawalk, is encumbered by a public access easement defined as a pedestrian and delivery and service vehicle access easement to benefit Lots 1, 2, and 3 (Plat note 8). The unit value developed for the purpose of this appraisal is made under the hypothetical condition that this easement does not exist.

Additional plat notes include but are not limited to the following:

5. PARTS OF THIS SUBDIVISION ARE LOCATED IN A VELOCITY FLOOD ZONE, ACCORDING TO THE ADOPTED FLOOD INSURANCE RATE MAPS OF THE CITY & BOROUGH OF JUNEAU (FLOOD PANEL #020009 725 B, DATED FEBRUARY 4, 1981). SPECIAL REGULATIONS MAY APPLY.
6. ACCORDING TO THE ADOPTED CITY & BOROUGH OF JUNEAU LANDSLIDE AND AVALANCHE MAPS, ADOPTED DATE 1987, THIS SUBDIVISION IS LOCATED IN A MODERATE LANDSLIDE/ MASS WASTING ZONE. SPECIAL REGULATIONS MAY APPLY.

As hypothetically appraised the larger site is allocated for its uplands and sloping and tidal lands as generally indicated in Figure 3.2.



FIGURE 3.2 - HYPOTHETICAL OUTLINE OF THE SITE, NOT TO SCALE, OVER AERIAL PHOTO SHOWING UPLANDS AND TIDELANDS FEATURES. SOURCE PHOTO TAKEN 2006.

The hypothetical composite site has a total of 309.86 feet along South Franklin Street according to Plat 2013-22. The appraiser roughly estimates the northern boundary extends about 260 feet from South Franklin Street to the existing Seawalk and the southern boundary about 208 feet based on the CBJ GIS map measuring tool. The site

appears to be slightly wider along the Seawalk, about 332 feet more or less. The appraisal instruction suggests about 75,650 SF total site area and various indicators from the CBJ GIS maps suggest between 72,000 SF and just over 74,000 SF. For the purpose of our analysis we will assume about 0.90 acres of filled upland or 39,204 SF, and 0.80 acres of tidelands or about 34,848 SF. This indicates a total site area of 1.70 acres or 74,052 SF. All these areas and distances of course are subject to verification.

The appraisal disregards any site improvements and assumes soil is competent for a feasible highest and best use development.

Access and Utilities

The site has public street access along South Franklin Street which is paved, with concrete curbs and gutters. There's a wide sidewalk along this street frontage. There is pedestrian and service vehicle access along the Seawalk on the seaward side of the subject. As appraised, the subject neighborhood has private and public utilities including water sewer, power, communications and fuel delivery.

3.2 ASSESSED VALUATION AND TAXES

The CBJ assessor currently values Lots 1, 2 and 3 as outlined on the following table.

TABLE 3.1 - 2017 CBJ ASSESSOR'S ALLOCATION OF VALUES FOR PLAT 2013-22, LOTS 1, 2 AND 3						
Owner	Parcel Account #	Plat 2013 -22	Land Description	SF Area	Value /SF	Assessed Value
Morris Comm.	1C070K830036	Lot 1	Filled	20,013.68	\$ 255.00	\$ 5,103,488
			Unfilled	13,487.48	\$ 27.50	\$ 1,719,654
			Submerged	10,006.84	\$ 32.00	\$ 320,219
			Subtotal	43,508.00		\$ 7,143,361
Morris Comm.	1C070K830037	Lot 2	Filled	5,153.00	\$ 300.00	\$ 1,545,900
			Unfilled	3,864.00	\$ 150.00	\$ 579,600
			Submerged	1,237.00	\$ 37.50	\$ 46,388
			Subtotal	10,254.00		\$ 2,171,888
CBJ	1C070K830038	Lot 3	Submerged	7,267.00	\$ 37.50	\$ 272,513
CBJ		Lot 4	Not allocated			
Totals without Lot 4				61,029		\$ 9,587,761

4 VALUATION

4.1 HIGHEST AND BEST USE

The 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 including “uses which are directly related to or dependent upon a marine environment.” The commercial waterfront uses in the immediate area include waterfront related tourism uses such as float plane docks, marinas and access to nearby adjacent retail, restaurants and tour facilities that cater to the seasonal cruise ship tourism.

This site, which by definition of the assignment, is considered as a whole has access to the high pedestrian traffic volume along South Franklin Street and access from the Seawalk on the water side. The highest rents achieved along South Franklin Street are across the street from the subject. It is in the prime block. These rents range from \$6.00/SF for the larger poorer quality spaces to over \$10.00/SF for the smallest good quality jewelry store spaces. This rent range is found in building spaces which extend approximately 50 feet or so distance from South Franklin Street. The lower end of this rent range may be achieved for buildings of up to 100 feet depth off South Franklin Street at the most. Based on typical space, size influence of rents and the average depth of buildings developed over the last 15 years we conclude that the prime South Franklin Street rental influence extends to a depth of 100 feet into the site.

Site development along the Seawalk side has been for less intense uses including lower volume retail building, restaurant, outdoor restaurant seating, tour attractions, and open air and food cart vendors. These are all types of feasible allowable uses which could occur on the site. Uses developed over the tidal and submerged land areas would need to incorporate the development of a deck to support those uses.

It's beyond the scope of this appraisal to define the optimum blend of uses for the entire site. The size of the site is outside the market norm. Typical site sizes would be 5,000 to 10,000 SF. This study disregards the influence of size.

The highest and best use for those lands influenced by South Franklin Street would be for retail tourist oriented elements on the first floor with the possibility of second floor

support for storage or employee housing. Those lands more closely associated with the Seawalk would be for lesser intense retail with appropriate open areas or other tourism oriented venues.

4.2 LAND VALUE SQUARE FOOT INDICATORS

As indicated earlier, the most recent sales transactions involve portions of the subject site or areas adjacent to it and capitalized land leases. The square foot value indicators are summarized in the Table 4.1 below and identified in Figure 4.1. Details of these indicators are summarized in the addenda of this appraisal.

Table 4.1 displays the adjusted sales or lease value indicators on a price per SF basis. The lease rents have been capitalized (capped at) into an indicator of value by dividing the annual rent by the stated contract percentage lease rate as is the case with Comps 1 (9%) and 7 (10%), or market lease rate (8%) as is the case with Comps 5 and 6. This results in the adjusted SF value. Comp 3 was a sale of a strip of property that had uplands (3A) and tidelands (3B) characteristics which was allocated as indicated in the table.

TABLE 4.1 - SUMMARY MARKET SF VALUE CALCULATION							
Comp No./ ID N0.	Address	Sales Date	Transaction Type	Price	SF Size	Adjustment	Adjusted SF Value
1 - 7341	490 S. Franklin	3/2015	Lease	\$270,000	10,000	Capped at 9%	\$300
2 - 7238	356 S. Franklin	12/2011	Sale Price	\$498,300	1,650	None	\$302
3 - 7740	356 S. Franklin	8/2013	Sale Price	\$910,352	5,287	See Below	\$172
3A			Upland	\$760,500	2,535	Allocated Upland	\$300
3B			Tideland	\$149,852	2,752	Allocated Tideland	\$54
4 - 7889	386 S. Franklin	9/2013	Sale Price	\$298,035	7,267	None	\$41
5 - 7062	406 S. Franklin	5/2013	Lease	\$26,082	7,245	Capped at 8%	\$45
6 - 5012	422 S. Franklin	7/2016	Lease	\$15,638	1,955	Capped at 8%	\$100
7 - 7659	432 S. Franklin	7/2012	Lease	\$5,950	476	Capped at 10%	\$125



FIGURE 4.1 - SF VALUE INDICATORS COMP LOCATION MAP

This sales map confirms there are several areas with different value characteristics which influence the nominal SF values between \$41.00/SF and \$300/SF. Based on our extensive analysis of sales of development sites, Comps 1 through 7, typical retail building depth characteristics and the value indicators along the Seawalk, we have developed several value indication areas based on this market evidence as applied to the character of the subject site for tidelands and uplands.

Our study of the subject indicates the following value influence areas with a generalized percentage of the site contributed to each area. These SF allocations are generalized and not based on precise mapping but help to guide our judgement of the nominal SF value for the uplands and the tidelands.

TABLE 4.2 - APPROXIMATE SITE ALLOCATION BY VALUE CHARACTERISTIC AREAS				
Area ID	Land character-location	% of Site	Acres	SF Area
Area A	Uplands on S. Franklin	39%	0.67	29,185.20
Area B	Uplands off S. Franklin	14%	0.23	10,018.80
Area C	Sloping South Franklin	3%	0.05	2,178.00
Area D	Sloping middle lands	6%	0.10	4,356.00
Area E	Tidelands off Seawalk	38%	<u>0.65</u>	<u>28,314.00</u>
	Totals	100%	1.7	74,052.00

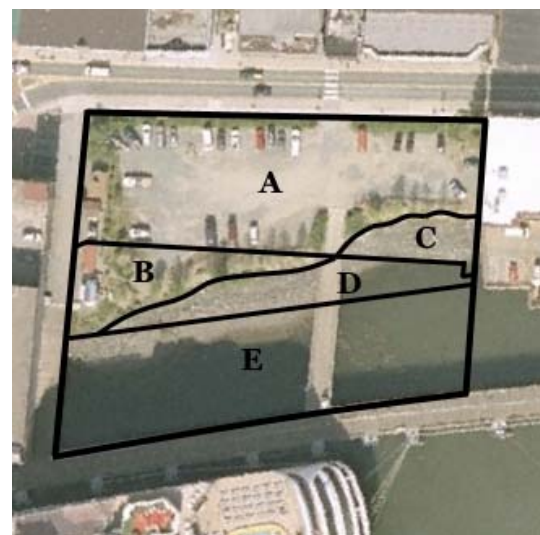


FIGURE 4.2 – NOT TO SCALE.

Following the discussion of the contributory value of the various areas, the weighted value of the uplands and the tidelands will be calculated and divided by the area to give the average indicated value of the upland and tideland area. The appraiser will then conclude the contributory SF values.

One of the market strategies to develop on the tidelands is to build a decking platform. Over the last decade the cost of these have ranged from about \$100/SF to about \$200/SF depending on the design capacity and construction materials used. As stipulated we will use \$150/SF to adjust for decking as an aid to guide our judgment in selecting nominal SF values for these various value influence areas.

Area A is the prime South Franklin Street land. Comp 1 is at the tram site, ground zero of pedestrian tourism traffic. This site is approximately 50 feet deep, and reflective of the prime Franklin Street frontage valued at \$300/SF. Comps 2 and 3A are uplands with access directly on South Franklin Street, with a site depth of 100 feet or less. These indicators suggest the primary influence off South Franklin Street, the first 100 feet of depth of uplands has a nominal value of \$300/SF. Area A is given a value of \$300/SF. The small **Area C** is within this 100 feet of influence but unfilled tidelands are given a value of \$150/SF, considering the cost of decking this area at \$150/SF, putting it on par with uplands (\$300/SF - \$150/SF for deck equals \$150/SF for tideland).

The remaining uplands, **Area B**, is beyond the first 100 feet area of influence and is discounted based on the lower expected rents and discounted values reflected for secondary locations. The prime rents within the 300 block which extend in buildings about 50 feet to 100 feet deep, are in the \$6.00/SF to \$10.00/SF Range. Rents then drop to \$3.00/SF to \$5.00/SF at the north end of the 200 block of South Franklin Street. This suggests a 50% discount which appears to be higher than what would be warranted in this instance since the subject has the potential to be influenced by the Seawalk or design characteristics to funnel traffic from South Franklin Street into this area. A 33% discount would be reasonable suggesting a value of the remaining filled lands, Area B, at \$200/SF (\$300/SF - 33%).

The bulk of the remaining lands are in the **Area E** and are influenced by their location on the Seawalk. The best indicators for this area would be Comps 3B, 4 and 5. They range between \$41/SF to \$54/SF. The middle of this range at \$45.00/SF is given most weight for the nominal influence of the Area E.

The remaining **Area D** is a small sliver of sloping lands between these outer submerged lands (E) and the more valuable uplands and the South Franklin Street-influenced lands. Discounting Area B which was \$200/SF by the decking cost of \$150, suggests \$50.00/SF for these adjacent lands. It can be seen by the indicators of Comps 6 and 7 that these in between tidelands have a greater value. This small sliver of land would have increasing influence by South Franklin Street the further it moves south. Comps 6

and 7 indicate closer tidelands values of \$100/SF to \$125/SF. The suggested range of value for the sliver of land is between \$50 and \$100/SF. It contributes an estimated \$75/SF.

The breakdown characteristics of the subject site have aided the appraiser's judgment in considering the overall SF value for the uplands and the tidelands. This weighting is summarized in the following table.

TABLE 4.3 - WEIGHTED SF VALUES UPLANDS AND TIDELANDS				
Area ID	Land Character-Location	Square Feet	SF Value	Weighted Value
Area A	Uplands on S. Franklin	29,185.20	\$300	\$8,755,560
Area B	Uplands off S. Franklin	10,018.80	\$200	\$2,003,760
	Total up land indicators	39,204.00	\$274.44	\$10,759,320
Area C	Sloping South Franklin	2,178.00	\$150	\$326,700
Area D	Sloping middle lands	4,356.00	\$ 75	\$326,700
Area E	Tidelands off Seawalk	28,314.00	\$ 45	\$1,274,130
	Total tide land indicators	34,848.00	\$ 55.31	\$1,927,530

Conclusion

Based on the foregoing discussion and analysis, the concluded nominal SF values based on the hypothetical conditions and extraordinary assumptions outlined for the purpose of the initial phase of exchange planning, effective December 4, 2017, are as follows:

Uplands \$275/SF

Tidelands \$55/SF

ADDENDA

SUBJECT PHOTOGRAPHS



PHOTO 1 – PANORAMA VIEW OF SUBJECT LOOKING SOUTHWEST AS IT FACES SOUTH FRANKLIN STREET. (120417_3106)



PHOTO 2 – SOUTH FRANKLIN STREET SCENE LOOKING SOUTHEAST. SUBJECT PHOTO RIGHT. (120417_3100).

SUBJECT PHOTOGRAPHS



PHOTO 3 – LOOKING SOUTH ACROSS THE NORTHERN FILLED UPLAND PORTION OF THE SUBJECT FROM CITY SERVICE ALLEY ADJACENT TO THE LIBRARY PARKING LOT. (120417_3099).



PHOTO 4 – LOOKING EAST FROM CITY SERVICE ALLEY ADJACENT TO LIBRARY PARKING LOT (PHOTO LEFT) ACROSS SUBJECT TIDELANDS ONTO FILLED LANDS. NOTE SLOPING RIP RAP WHERE TIDELANDS MEET VEGETATED UPLANDS. (120417_3096).

SUBJECT PHOTOGRAPHS



PHOTO 5 –LOOKING NORTH ACROSS NORTHERN TIDELANDS AND UPLANDS ADJACENT TO LIBRARY PARKING LOT. (120417_3086)



PHOTO 6 – LOOKING SOUTHEAST ACROSS THE TIDELANDS ADJACENT TO SEAWALK PHOTO RIGHT. NOTE PIER PHOTO CENTER IS DISREGARDED FOR THE PURPOSE OF THIS APPRAISAL. (120417_3097).

SUBJECT PHOTOGRAPHS

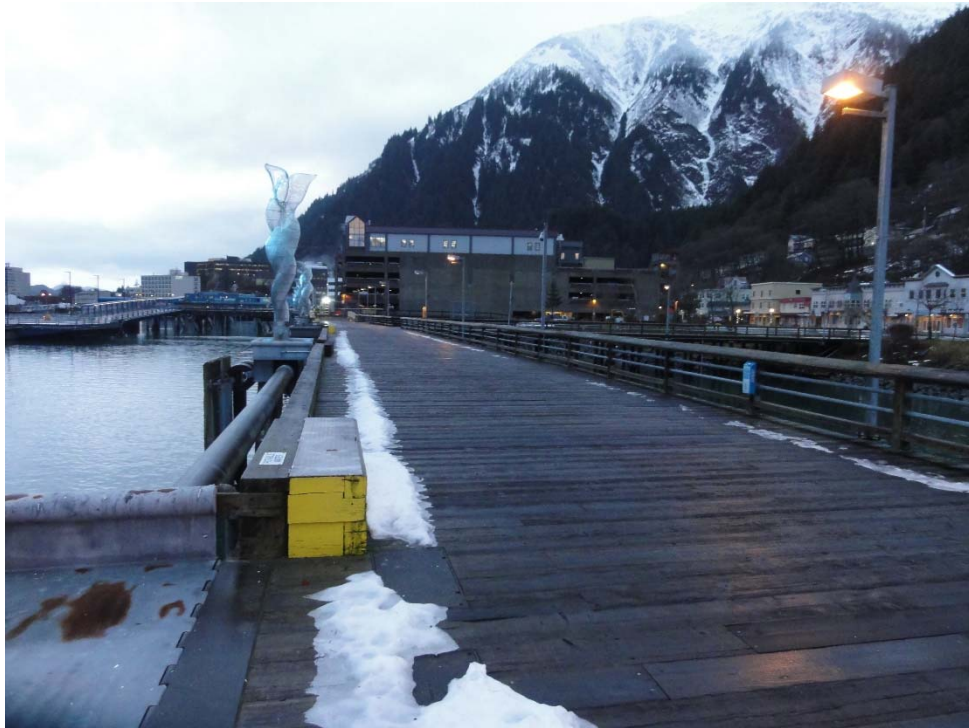


PHOTO 7 – VIEW OF SEAWALK LOOKING IN A NORTHWESTERLY DIRECTION ADJACENT TO SUBJECT WHICH IS PHOTO RIGHT OF SEAWALK. NOTE RECENTLY COMPLETED CRUISE SHIP DOCK OFFLOADING RAMP PHOTO LEFT OF SEAWALK, WHICH EXITS PASSENGERS JUST NORTH OF LIBRARY PARKING STRUCTURE PHOTO CENTER BACKGROUND. (120417_3080)



PHOTO 8 – LOOKING IN A NORTHWESTERLY DIRECTION AT SUBJECT TIDELANDS PHOTO RIGHT OF SEAWALK. NOTE PIER PHOTO CENTER IS DISREGARDED FOR THE PURPOSE OF THIS APPRAISAL. (120417_3078)

SUBJECT PHOTOGRAPHS



PHOTO 9 – LOOKING SOUTHEAST FROM PIER TO SOUTHERN PART OF SUBJECT. UPLANDS PHOTO LEFT AND SLOPING TIDELANDS PHOTO RIGHT. (120417_3092)

HORAN & COMPANY, LLC**LAND COMPARABLE NUMBER 1**

Community: 17 CBJ - Town - CBD - Retail
Address: 490 490 South Franklin **City:** Juneau **State:** **Zip:**
Location: 490 South Franklin Street, Mt. Roberts Tram
Legal: Leased Site. Portions Lots 13, 16 & 17, Block 83, ATS 3, Plat 355 & a portion of Lot 1, Plat 89-9; Parcel Number: 1C100K830011

Instrument: Land **Serial:** 1995-004154-0
Trans.Type: Land Lease **Annual Rent:** \$270,000
Rights: Lease Fee, Air Rights **Trans. Date:** March 2, 2015
Terms: Typical Juneau lease; 5 year renewal **Grantor:** City and Borough of Juneau
Grantee: Goldbelt

Size (SF): 10,000 **Utilities:** Water, Sewer, Electric, Telephone
Frontage: ±175' on Gastineau Channel **Access:** Road, paved
Zone: WI **Improvements:** Tramway
Land Class: Waterfront, Tidelands, Commercial
Topography: Level
Vegetation: None
Soil: Typical, See Comments

Present Use: Tramway
Intended Use: Tramway
Highest and Best Use: Valued as Commercial retail per lease

Comments

This form shows fee land & rent only. Estimated values set by Harbor Board. 10,000 SF Fee land for base tram site. In addition the air rights, 21,815 SF is rented for \$2,000/ year.

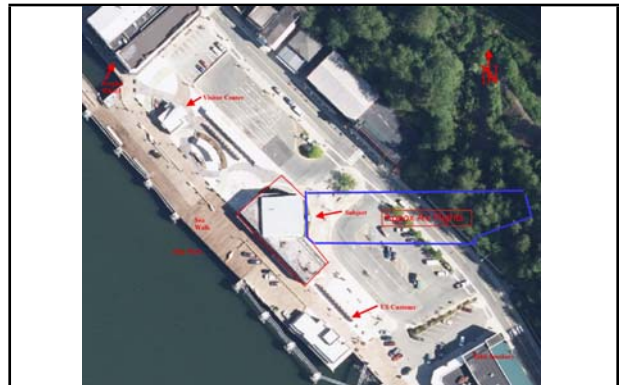
Analysis:

land rent-value as follows set by Harbor Board:
 Fee land rent \$270,000/year/ 10,000 SF = \$27/SF/yr. cap @9% = \$300/SF Value
 Air Rights rent \$2,000/year. \$2,000/9% land cap rate referred to in lease amendment \$22,222.22 = \$1.02/SF value (21,815SF)

Marketing Info: Revised rent effective 3/2/15 (30 days after effective date of CBJ Ordinance 2015-06) based on negotiations. Rent is retroactive to July 1, 2013 to June 30, 2020. from 2012 -2014. Going forward lease formula 9% of land value. \$2,000/yr air rights. To be reappraised in 5 years. Port memo noted the revised lease effective 7/1/2006, with the removal of royalties as \$104,000 annually, or as capitalized; \$1,300,000 for the site; \$130/SF at 8%. Original lease recorded 6/30/1995, rent 10% based on \$30/SF plus

Confirmed with: Teena, lease docs Teena, Ports
 Confirmed date: 3/31/2017 8/21/2011
 Confirmed by: C.Horan T.Riley

Revision Date: 1/2/2018
 Record Number: 7341



HORAN & COMPANY, LLC**LAND COMPARABLE NUMBER 2****Community:** 17 CBJ - Town - CBD - Retail**Address:** 356 South Franklin St**Location:** 356 South Franklin St.**Legal:** Ptn Lot 7A1, Plat 2011-38;**Recording District:** Juneau**City:** Juneau**State:****Zip:****Instrument:** SWD - **Serial:** 2011-007713-0**Trans.Type:** Sale**Rights:** Fee Simple**Terms:** Assume Cash**Sale Price:** \$498,300**Trans. Date:** December 16, 2011**Grantor:** Archipelago Properties LLC**Grantee:** City and Borough of Juneau**Size (SF):** 1,650**Frontage:** 309.86**Zone:** WC**Utilities:** All**Access:** Road, paved, See Comments**Improvements:** None**Land Class:** Vacant, Commercial, Waterfront**Topography:** Level**Vegetation:** None**Soil:** Typical**Present Use:** Parking**Intended Use:** Sidewalk**Highest and Best Use:** Sidewalk**Comments**

This was an acquisition of a 5 foot strip of land along the South Franklin street frontage to widen the sidewalk. The size of this parcel varied somewhat based on whether it considered a small area encumbered by an existing easement. In the end the sales price was calculated on 1651 SF which is used for our analysis.

Analysis:

$$\$498,300 / 1651 \text{ SF} = \$300 / \text{SF}$$

Marketing Info: This parcel along with two others is sold to the City Borough of Juneau were negotiated over a period of one to two years. Both buyer and seller felt these were market transactions. The price was allocated at \$41/ SF. They have no direct access to sell Franklin street. These totally submerged lands were considered somewhat isolated by the Sellers and would have been more difficult to market to others. The se seller felt the purchase was a good fit for the CBJ which would need land for public areas with its planned

Confirmed with: Bud Simpson
 Confirmed date: 4/25/2014
 Confirmed by: C.Horan

Revision Date: 1/11/2018

Record Number: 7238



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use plat.

1

HORAN & COMPANY, LLC**LAND COMPARABLE NUMBER 3**

Community: 17 CBJ - Town - CBD - Retail
Address: 356 South Franklin St
Location: ROW expansion from S Franklin to Sea walk
Legal: Purchased existing Easement and additional 25' strip of fee land;

Recording District: Juneau**City:** Juneau**State:****Zip:****Instrument:** SWD - **Serial:** 2013-005909-0**Trans.Type:** Sale**Rights:** Fee Simple, Easement**Terms:** Assume Cash**Sale Price:** \$910,352**Trans. Date:** August 20, 2013**Grantor:** Archipelago Properties LLC**Grantee:** City and Borough of Juneau**Size (SF):** 5,287**Frontage:** 309.86**Zone:** WC**Utilities:** All**Access:** Road, paved, See Comments**Improvements:** None**Land Class:** Vacant, Commercial, Waterfront**Topography:** Level, Submerged**Vegetation:** None**Soil:** Typical**Present Use:** Walk way & undeveloped strip of vacant land**Intended Use:** access from South Franklin street to the cruise ship dock which it plans to expand.**Highest and Best Use:** Commercial- Retail**Comments**

This purchase consisted of the about 10,913 SF of which approximately 5496.2 SF was encumbered by a 25 foot access easement held by the purchaser, CBJ, and a fee simple 5416.8 SF adjacent 25 foot strip which would then give the purchaser the fee simple 50 foot wide parcel it intends to use for access from South Franklin street to the cruise ship dock which it plans to expand. The closing documents allocated all the value to the fee 25 foot wide fee simple strip.

Analysis:

Although the entire transaction was approximately 10,913 SF. The parties agreed the easement area approximately 5496.2 SF contributed no value. The unencumbered 5416.8 SF was allocated as follows

\$300/ SF for 2535 SF = \$760,500

\$52/SF for 2881.8 SF ~ \$149,853

Marketing Info: This parcel along with two others is sold to the City Borough of Juneau were negotiated over a period of one to two years. Both buyer and seller felt these were market transactions. The price was allocated at \$300/SF for the filled up lands and \$52/SF for the tidelands from the city perspective with no value attributed to the existing 25 foot access easement.

According to Bud Simpson representative of the seller he felt the encumbered 25' access easement had some value to the transaction

Confirmed with: Bud Simpson, Seller

Confirmed date: 4/25/2014

Confirmed by: C.Horan

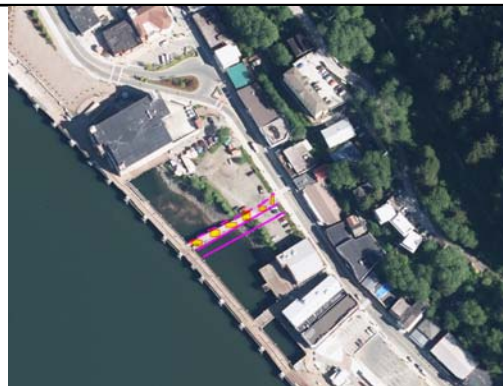
Revision Date: 1/2/2018

Record Number: 7740



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use plat.

1

HORAN & COMPANY, LLC**LAND COMPARABLE NUMBER 4**

Community: 17 CBJ - Town - CBD - Retail
Address: 386 386 South Franklin St
Location: Adjacent to 386 S Franklin on the Sea walk
Legal: Lot 3, Archipelago Subdivision, a subdivision of Lot 7A1, Lot 9A, and fraction of Lot 9B, Block 83, Juneau Tideland Addition, ATS No. 3, Plat 2013-22;

Recording District: Juneau
City: Juneau
State:
Zip:

Instrument: SWD - **Serial:** 2013-006640-0

Trans.Type: Sale

Rights: Fee Simple, Easement

Terms: Assume Cash

Sale Price: \$298,035

Trans. Date: September 25, 2013

Grantor: Archipelago Properties LLC

Grantee: City and Borough of Juneau

Size (SF): 7,267

Frontage:

Zone: WC

Utilities: All

Access: Road, paved

Improvements: None

Land Class: Vacant, Commercial, Waterfront

Topography: Submerged

Vegetation: None

Soil: Typical

Present Use: undeveloped

Intended Use: Public Memorial nad pedestrian way

Highest and Best Use: Commercial- Retail

Comments

These are completely submerged lands having access from adjacent boardwalk public right of way adjacent to crew ship dock. There's no frontage on vehicular right-of-way South Franklin Street. Site development would require piling in dock development.

Analysis:

\$298,035/7,267 SF= \$41.01/SF

Marketing Info: This parcel along with two others is sold to the City Borough of Juneau were negotiated over a period of one to two years. Both buyer and seller felt these were market transactions. The price was allocated at \$41/ SF. They have no direct access to S. Franklin Street. These totally submerged lands were considered somewhat isolated by the Sellers and would have been more difficult to market to others. The se seller felt the purchase was a good fit for the CBJ which would need land for public areas with its planned

Confirmed with:

Confirmed date:

Confirmed by:

Bud Simpson

4/25/2014

C.Horan

Revision Date: 11/8/2017

Record Number: 7889



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use plat.

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HORAN & COMPANY, LLC**LAND COMPARABLE NUMBER 5****Community:** 17 CBJ - Town - CBD - Retail**Recording District:** Juneau**Address:** 406 South Franklin St**City:** Juneau**State:** AK**Zip:** 99901**Location:** Seaward of 406 South Franklin Street, Alaska Pacific Pier Building**Legal:** Seaward of Lot 8, Block 83, Tideland's addition to the Juneau Townsite

Noted as ATS 3, Lot 9B, Block 83 (14-105); Parcel Number: 1C070K830041

Instrument: Lease **Serial:****Trans.Type:** Land Lease**Annual Rent:** \$26,082**Rights:** Lease Fee**Trans. Date:** May 1, 2013**Terms:** Original Lease Date 5/1/03 with first adjustment due 5/1/14 and every 3 years thereafter. 35 years term of lease.**Grantor:** CBJ**Grantee:** Alaska Pacific LLC (Tripp/Timberwolf)**Size (SF):** 7,245**Utilities:** All**Frontage:** 95.3 Water Front**Access:** See Comments**Zone:** WC**Improvements:** Dock**Land Class:** Waterfront, Tideland's, Commercial**Topography:** Submerged, Sloping, Gradual sloping/beach**Vegetation:** None**Soil:** Buildable**Present Use:** Retail**Intended Use:** Retail**Highest and Best Use:** Retail**Comments**

Ongoing dock lease. Access is adjacent Werner's Wharf, area not built on as of November 2016, in PD2 Parking District..

Analysis:

Annual rent estimated based on 8% of \$45.00/SF.

Marketing Info: 35 year lease. Rent based on Market fixed for 10 years at \$7,180/ year then adjusts every three years to market effective starting 5/1/2013 rent Changed to \$26,082/per year based on appraisal of estimated land \$45/SF and market lease % rate of 8%. .

Confirmed with: Teena Scoville CBJ Port Teena Scoville, CBJ Port

Confirmed date: 10/01/2016

9/29/2011

Confirmed by: C.Horan

S. Aday

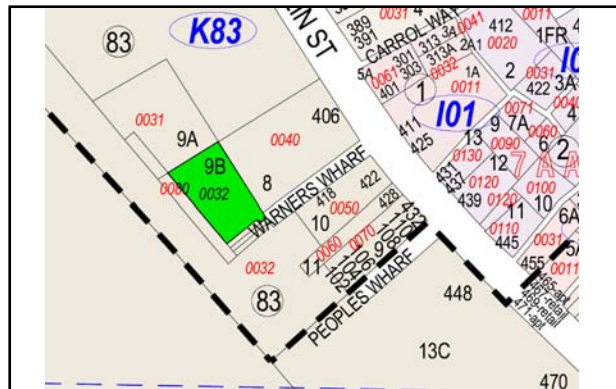
Revision Date: 1/2/2018

Record Number: 7062



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HORAN & COMPANY, LLC**LAND COMPARABLE NUMBER 6****Community:** 17 CBJ - Town - CBD - Retail**Recording District:** Juneau**Address:** 422 South Franklin St**City:** Juneau**State:** AK**Zip:** 99801**Location:** Seawaerd of 422 South Franklin Street**Legal:** Portion of Lot 9, Block 83 Tidelands Addition, Juneau Townsite; Our File #12-034; Parcel Number: 1C-070-K830-050**Instrument:** Land **Serial:****Trans.Type:** Land Lease**Rights:** Lease**Terms:** May 2006 Start date, adjustment every 5 years, 35 years total**Annual Rent:** \$15,637.6**Trans. Date:** July 1, 2016**Grantor:** City and Borough of Juneau**Grantee:** JNY, LLC,- Diamonds Int. (partners-Roland &**Size (SF):** 1,954.7**Frontage:** 47' wide**Zone:** WC**Utilities:** Water, Telephone, Sewer, Electric**Access:** Road, paved**Improvements:** None**Land Class:** Tidelands, Waterfront, Commercial**Topography:** Tidelands**Vegetation:** None**Soil:** Gravel**Present Use:** Vacant**Intended Use:** Extend adjacent commercial improvements.**Highest and Best Use:** Develop retail structure.**Comments**

Legal constraints on this site is a FEMA prohibition on non-waterfront dependent uses below the 15.4' high tide mark, not precluding the construction of a dock.

Analysis:

$\$15,637.60/1954.7 = \$8.00/\text{SF}$. Cap Rate @ 8% = \$100/SF Value.

Marketing Info: Based on wold appraisal (see filse 11-051)

Tidelands valued by Wold appraisal, effective date of October 2005, at \$125/SF. Wold further concluded if sidewalk access was hypothetically developed, value would be \$225/SF.

CBJ tidelands lease effective 5/1/06 of 1,954.7 SF @ \$19,547/yr;

Fee simple value capitalized at 8% lease rate indicates \$125/SF.

Effective 11/7/2011, \$15,500/ year (12-034) value capitalized at 8% indicates \$99.12/SF. Rent adjusted (file16-142) Based on \$8/SF

Confirmed with: Teena Scovill, CBJ

Teena Scovill, CBJ

Confirmed date: 3/31/2017

5/1/2014

Confirmed by: C.Horan

C.Horan

Revision Date: 1/2/2018

Record Number: 5012



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Record Number: 7659

HORAN & COMPANY, LLC**LAND COMPARABLE NUMBER 7****Community:** 17 CBJ - Town - CBD - Retail**Recording District:** Juneau**Address:** 432 South Franklin St**City:** Juneau**State:** AK**Zip:** 99801**Location:** People's Wharf**Legal:** Portion of Lot 9B & Lot 13B, Block 83, ATS No.3 (See (13-049); Parcel Number: 1C070K830071**Instrument:** Land **Serial:****Trans.Type:** Land Lease**Rights:** Fee Simple, Lease Fee, Permit/License**Terms:****Annual Rent:** \$5,950**Trans. Date:** July 1, 2012**Grantor:** CBJ**Grantee:** Bill Heumann**Size (SF):** 476**Frontage:****Zone:** WC**Utilities:** All**Access:** Road, paved**Improvements:** transitional - see notes**Land Class:** Commercial, Waterfront**Topography:** Level**Vegetation:** None**Soil:****Present Use:** retail/apartments**Intended Use:** retail/apartments**Highest and Best Use:****Comments****Analysis:**

\$5,950 Cap at 10%=\$59,500

\$59,500/476=\$125/SF

Marketing Info: Previous rent was \$4,760? Appraised (13-049) for annual lease renewal effective June 1, 2013 with market value estimate at \$59,500 or \$125/SF. Contract annual rent is 10% or \$5,950.

These sloping tideland were estimated at 40% of the value of filled uplands.

Confirmed with: Teena Scovill

CBJ

Confirmed date: 5/1/2014

9/20/2006

Confirmed by: C.Horan

CH & TR

Revision Date: 12/3/2017

Record Number: 7659



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041012_1400



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QUALIFICATIONS OF CHARLES E. HORAN, MAI

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

Employment History:

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

Lectures and Educational Presentations:

2007, "Conservation Easements" Presentation - Alaska Association of Assessing Officers, Fairbanks, AK
1998, "Easement Valuation Seminar," Alaska Chapter Appraisal Institute, Anchorage, AK
1998, "Easement Valuation Seminar," Seal Trust, Juneau, Alaska
1997, "Sitka Housing Market," Sitka Chamber of Commerce
1997, developed and taught commercial real estate investment seminar for Shee Atika, Inc.
1994, developed and taught seminar "Introduction to Real Estate Appraising," UAS, Sitka Campus
1985, Speaker at Sitka Chamber of Commerce, "What is an Appraisal? How to Read the Appraisal"
1984, Southeast Alaska Realtor's Mini Convention, Juneau, Alaska
Day 1: Introduction of Appraising, Cost and Market Data Approaches
Day 2: Income Approach, Types of Appraisals, AIREA Accredited Course
1983, "The State of Southeast Alaska's Real Estate Market"
1982, "What is an Appraisal?"

Types of Property Appraised:

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

Industrial - Warehouse, mini-warehouse, hangars, docks barge loading facilities, industrial acreage, industrial sites, bulk plant sites, and fish processing facility. Appraised tank farms, bulk terminal sites, and a variety of waterfront port sites.

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

Special Projects - Special consultation for Federal land exchanges. Developed Land Evaluation Module (LEM) to describe and evaluate 290,000 acres of remote lands. Renovation feasibilities, residential lot absorption studies, commercial, and office building absorption studies. Contract review appraiser for private individuals, municipalities, and lenders. Restaurant feasibility studies, Housing demand studies and overall market projections. Estimated impact of nuisances on property values. Historic appreciation / market change studies. Historic barren material royalty valuations, subsurface mineral and timber valuation in conjunction with resource experts. Mass appraisal valuations for Municipality of Skagway, City of Craig, Ketchikan Gateway Borough and other Alaska communities. Developed electronic/digital

assessment record system for municipalities. Developed extensive state-wide market data record system which identified sales in all geographic areas.

Expert Witness Experience and Testimony:

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

Partial List of Clients:

Federal Agencies

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

Municipalities

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

Lending Institutions

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

Other Organizations

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

ANCSA Corporations

Cape Fox, Inc.
 Doyon Corporation
 Eyak Corporation
 Goldbelt
 Haida Corporation
 Huna Totem
 Kake Tribal Corporation
 Klawock-Heenya Corp.
 Klukwan, Inc.
 Kootznoowoo, Inc.
 Sealaska Corporation
 Shaan Seet, Inc.
 Shee Atika Corporation
 TDX Corporation
 The Tatitlek Corporation
 Yak-Tat Kwan
State of Alaska Agencies
 Alaska State Building
 Authority (formerly ASHA)
 Attorney General
 Dept. of Fish & Game
 Dept. of Natural Service,
 Div. of Lands
 Dept. of Public Safety
 DOT&PF
 Mental Health Land Trust
 Superior Court
 University of Alaska

Companies

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

Education

Valuation of Conservation Easements, Fairfield, CA, Sept 2016 Business Practices and Ethics, Seattle, WA, Jan 2016 7-Hour National USPAP Update Course, Seattle, WA, Jan 2016 Online Small Hotel/Motel Valuation, Chicago, IL June 2015 Advanced Spreadsheet Modeling for Valuation Applications, Rockville, MD April 2015 7-Hour National USPAP Update Course, Seattle, WA January 2015 7-Hour National USPAP Update Course, Mount Vernon, WA, April 2013 Fall Real Estate Conference 2012, Seattle, Wa November, 2012 Appraising the Appraisal: Appraisal Review-General, Rockville, MD, May 2012 Information Security Awareness for Appraisal Professionals Webinar, December, 2012 Fall Real Estate Conference 2011 Seattle, WA October, 2011 Appraisal Curriculum Overview (2-day General) Milwaukee, WI, August 2011 Uniform Appraisal Standards for Federal Land Acquisitions (UASFLA), Rockville, MD, Oct 2010 Business Practices and Ethics, Seattle, WA, Apr 2010 Fall Real Estate Conference, Seattle, WA, Dec 2009 7-hour National USPAP Update Course, Seattle, WA, May 2009 Fall Real Estate Conference, Seattle, WA, Nov 2008 Attacking and Defending an Appraisal in Litigation, Kent, WA, Sep 2008 Sustainable Mixed-Use N.I.M., Seattle, WA, Feb 2008 Appraising 2-4 Unit Properties, Bellevue, WA, Sep 2007 Business Practices and Ethics, Seattle, WA, Jun 2007 7-hour National USPAP Update Course, Seattle, WA, Jun 2007 Residential Market Analysis and Highest and Best Use, Seattle, WA, Apr 2007 Basic Appraisal Procedures, Seattle, WA, Feb 2007 USPAP Update Course, Anchorage, AK, Feb 2005 Rates & Ratios: Making Sense of GIMs, OARs, and DCF, Anchorage, AK, Feb 2005 Best Practices for Residential Appraisal Report Writing, Juneau, AK, Apr 2005 Scope of Work - Expanding Your Range of Services, Anchorage, AK May 2003 Litigation Appraising - Specialized Topics and Applications, Dublin, CA, Oct 2002 UASFLA: Practical Applications for Fee Appraisers, Jim Eaton, Washington, D.C., May 2002	USPAP, Part A, Burr Ridge, IL, Jun 2001 Partial Interest Valuation - Undivided, Anchorage, AK, May 2001 Partial Interest Valuation - Divided, Anchorage, AK, May 2001 Easement Valuation, San Diego, CA, Dec 1997 USPAP, Seattle, WA, Apr 1997 The Appraiser as Expert Witness, Anchorage, AK, May 1995 Appraisal Practices for Litigation, Anchorage, AK, May 1995 Forestry Appraisal Practices, Atterbury Consultants, Beaverton, OR, Apr 1995 Advanced Sales Comparison & Cost Approaches, Univ. of Colorado, Boulder, CO, Jun 1993 Computer Assisted Investment Analysis, University of Maryland, MD, Jul 1991 USPAP, Anchorage, AK, Apr 1991 General State Certification Review Seminar, Anchorage, AK, Apr 1991 State Certification Review Seminar, Dean Potter, Anchorage, AK, Apr 1991 Highest and Best Use and Market Analysis, Baltimore, MA, Mar 1991 Financial Institution Reform, Recovery & Enforcement Act of 1989, Doreen Fair Westfall, Appraisal Analyst, OTS, Juneau, AK, Jul 1990 Real Estate Appraisal Reform, Gregory Hoefer, MAI, OTS, Juneau, AK, Jul 1990 Standards of Professional Practice, Anchorage, AK, Oct 1987 Federal Home Loan Bank Board Memorandum R41C Seminar, Catherine Gearhearth, MAI, FHLBB District Appraiser, Juneau, AK, Mar 1987 Market Analysis, Boulder, CO, Jun 1986 Federal Home Loan Bank Board Regulation 41b, Instructor Bob Foreman, MAI, Seattle, WA, Sep 1985 Litigation Valuation, Chapel Hill, North CA, Aug 1984 Standards of Professional Practices, Bloomington, IN, Jan 1982 Course 2B, Valuation Analysis & Report Writing, Stanford, CA, Aug 1980 Course 6, Introduction to Real Estate Investment Analysis, Aug 1980 Course 1B, Capitalization Techniques, San Francisco, CA, Aug 1976 Course 2A, Case Studies in Real Estate Valuation, Aug 1976 Course 1A, Real Estate Principles and Valuation, San Francisco, CA, Aug 1974
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Rev 04/2017

DOCKSEXP	Bi	ennial Budget	FY19 & FY20				
		FY17	FY18 Amd	FY18 5mos	FY18 Proj	FY19	FY20
531520101	Dock Operations	Actuals	Budget	Actuals	Actuals	Requested	Requested
Account	Description	-----	-----	-----	-----	-----	-----
	Administration						
5110-0000	Salaries	488,044	511,100	225,324	507,100	517,400	532,000
5111-0000	Overtime	13,602	10,000	10,109	15,000	15,000	15,000
5116-0000	Accrued leave	34,942		28,131			
5120-0000	Benefits	299,360	300,900	134,204	301,100	304,300	308,600
5130-0000	Workers compensation	15,696	15,700	15,700	15,700	13,700	13,700
5140-0000	Engineering workforce	8					
	Total Personnel	851,652	837,700	413,468	838,900	850,400	869,300
	Commodities & Services						
5200-0000	Business travel	421	5,000	445	1,200	3,000	3,000
5201-0000	Mileage	798	500	181	500	500	500
5202-0000	Travel and training	7,699	6,500	7,143	8,000	8,000	8,000
5205-0000	Contractual training	1,048			2,000	2,000	2,000
5347-0000	Maintenance - software	1,945				7,000	7,000
5390-0000	Contractual services	53,165	40,000	11,700	40,000	55,000	55,000
5394-0000	Interdepartmental	225,196	225,200	167,500	225,200	193,200	193,200
5350-0000	Landscape division charges	45,000	45,000	18,750	45,000	45,000	45,000
5397-0000	Bank card fees	1,352	1,600	303	1,600	1,600	1,600
5322-0000	Advertising	3,051	3,500	661	3,500	3,500	3,500
5320-0000	Printing	8,244	5,500	939	5,500	5,500	5,500
5370-0000	Spec & Prop	70,773	73,700	73,700	73,700	109,250	109,250
5375-0000	General Liab, Auto & EE Pract Ins	3,900	3,900	3,900	3,900	4,000	4,000
5340-0000	Repairs	34,667	50,000	6,422	50,000	50,000	50,000
5344-0000	Maintenance - buildings		2,000		2,000	2,000	2,000
5345-0000	Building maint division charges	11,977	7,500	1,572	7,500	18,700	18,700
5363-0000	Equipment maint - non-fleet	757	1,000	1,000	1,000	1,000	1,000
5330-0000	Rents	57,888	64,000	32,980	71,750	72,000	72,000
5360-0000	Equipment rentals	1,421	3,500	671	1,500	3,000	3,000
5362-0000	Fleet replacement reserve	9,000	9,000	9,000	9,000	10,000	10,000
5310-0000	Telephone	423	1,500		1,500	1,500	1,500

5332-0000	Electricity	28,152	22,000	11,522	30,000	35,000	35,000
5334-0000	Refuse disposal	16,119	20,000	9,626	20,000	20,000	20,000
5335-0000	Water service	67,274	70,000	61,474	125,000	140,000	140,000
5336-0000	Wastewater service	2,136	10,000	862	3,000	3,000	3,000
5380-0000	Dues and subscriptions	2,933	3,200	581	3,000	3,000	3,000
5481-0000	Postage and parcel post	972	800	165	500	800	800
5480-0000	Office supplies	1,810	2,000	881	2,000	2,000	2,000
5488-0000	Uniforms and safety equipment	7,801	6,500	789	6,500	7,800	7,800
5490-0000	Materials and commodities	25,491	25,000	11,130	25,000	25,000	25,000
5492-0000	Gasoline and oil		200		200	200	200
5491-0000	Safety programs and equipment	3,517	1,000	780	1,000	3,500	3,500
5496-0000	Minor equipment	11,719	7,500	1,418	7,500	7,500	7,500
5497-0000	Minor furniture and fixtures	9,240	3,000	125	3,000	3,000	3,000
5498-0000	Minor Software	218	1,500		500	1,500	1,500
	Total Commodities & Services	716,107	721,600	435,220	781,550	848,050	848,050
	Reimbursable Expenses						
7001-0000	Reimbursable Expense - Internal	-11,004	-11,000	-11,000	-11,000	-11,000	-11,000
	Total Expenditures	1,564,683	1,558,300	842,121	1,609,450	1,687,450	1,706,350

Account	Description	FY17 Actuals	FY18 Amd Budget	FY18 5mos Actuals	FY18 Proj Actuals	FY19 Requested	FY20 Requested
531520201	CIP Engineers-Dock Administration						
5110-0000	Salaries	11,636	272,900	6,523	272,934	277,048	281,866
5116-0000	Accrued leave	27,013		10,911			
5120-0000	Benefits	15,869	120,200	7,796	120,186	121,420	122,829
5141-0000	All other workforce		-333,100		-333,100	-338,500	-344,700
		54,518	60,000	25,230	60,020	59,968	59,995

DOCKSREV	Bi	ennial Budget	FY19 & FY20				
		FY17	FY18 Amd	FY18 5mos	FY18 Proj	FY19	FY20
531010101	Docks Non-operational	Actuals	Budget	Actuals	Actuals	Requested	Requested
Account	Description	-----	-----	-----	-----	-----	-----
4800-0000	Interest income in Lawson	-14,084	-75,900		-17,000	-21,600	-21,600
	Investment&Intrst Income Total	-14,084	-75,900		-17,000	-21,600	-21,600
	Grand Total	-14,084	-75,900		-17,000	-21,600	-21,600

DOCKSREV	Bi	ennial Budget	FY19 & FY20				
		FY17	FY18 Amd	FY18 5mos	FY18 Proj	FY19	FY20
531520101	Dock Operations	Actuals	Budget	Actuals	Actuals	Requested	Requested
Account	Description	-----	-----	-----	-----	-----	-----
4300-0000	User fees	-171,604	-150,000	-109,293	-171,000	-175,000	-175,000
4300-0034	Cruiseship Dock Fees	-601,553	-490,000	-408,166	-600,000	-605,000	-605,000
4300-0035	Maintenance Port Fees	-551,248	-475,000	-392,142	-550,000	-550,000	-550,000
	Charges for Services Total	-1,324,405	-1,115,000	-909,601	-1,321,000	-1,330,000	-1,330,000
4410-0000	Permit revenues	-346,041	-400,000	-482	-356,000	-400,000	-400,000
	Licenses, Permits, Fees Total	-346,041	-400,000	-482	-356,000	-400,000	-400,000
4950-0225	Marine passenger fee	-287,604	-287,600	-287,600	-287,600	-287,600	-287,600
	Trnfrs from Other Funds Total	-287,604	-287,600	-287,600	-287,600	-287,600	-287,600
	Grand Total	-1,958,050	-1,802,600	-1,197,683	-1,964,600	-2,017,600	-2,017,600

HRBEXP	Bi	ennial Budget	FY19 & FY20				
		FY17	FY18 Amd	FY18 5mos	FY18 Proj	FY19	FY20
530510101	Harbor Operations	Actuals	Budget	Actuals	Actuals	Requested	Requested
Account	Description	-----	-----	-----	-----	-----	-----
	Administration						
5110-0000	Salaries	891,492	1,058,600	380,756	1,034,500	1,057,200	1,088,200
5111-0000	Overtime	35,751	25,000	17,431	35,000	35,000	35,000
5116-0000	Accrued leave	136,277		36,605			
5120-0000	Benefits	523,743	597,500	211,950	593,300	622,600	631,900
5130-0000	Workers compensation	15,696	15,700	15,700	15,700	13,700	13,700
5140-0000	Engineering workforce	299					
	Stand by-Weekend Diff-Call out					75,000	75,000
	Total Personnel	1,603,258	1,696,800	662,442	1,678,500	1,803,500	1,843,800
	Commodities & Services						
5200-0000	Business travel	1,334	3,500		1,500	3,500	3,500
5201-0000	Mileage	294	600	149	300	600	600
5202-0000	Travel and training	10,325	7,000	5,716	7,000	7,000	7,000
5205-0000	Contractual training	1,226	1,000	79	1,000	1,000	1,000
5342-0000	Maintenance contracts		500		500	500	500
5347-0000	Maintenance - software	1,576	2,000		2,000	7,000	7,000
5390-0000	Contractual services	225,300	200,000	167,936	325,000	225,000	225,000
5394-0000	Interdepartmental	225,200	225,200	282,900	225,200	193,200	193,200
5350-0000	Landscape division charges			18,000	36,000	36,000	36,000
5397-0000	Bank card fees	64,912	65,000	32,800	65,000	65,000	65,000
5322-0000	Advertising	2,930	3,500	661	3,000	3,500	3,500
5320-0000	Printing	9,356	3,000	6,206	9,000	10,000	10,000
5370-0000	Spec & Prop	70,666	73,600	73,600	73,600	109,350	109,350
5375-0000	General Liab, Auto & EE Pract Ins	3,996	4,000	4,000	4,000	4,000	4,000
5494-0000	Loss contingency		2,500				
5340-0000	Repairs	80,580	100,000	22,329	100,000	120,000	120,000
5341-0000	Electronic repairs	85	600				
5344-0000	Maintenance - buildings					5,000	5,000
5345-0000	Building maint division charges	16,345	8,000	5,563	15,000	32,600	32,600
5363-0000	Equipment maint - non-fleet	50,904	20,000	27,167	45,000	50,000	50,000

5330-0000	Rents	12,183	10,000	12,457	10,000	12,000	12,000
5360-0000	Equipment rentals	818	5,500	3,323	5,500	5,500	5,500
5362-0000	Fleet replacement reserve	18,000	18,000	18,000	18,000	20,000	20,000
5310-0000	Telephone	21,775	20,000	9,959	22,000	22,000	22,000
5332-0000	Electricity	113,063	90,000	39,363	90,000	115,000	115,000
5333-0000	Fuel oil & propane	12,053	15,000	14,443	29,000	35,000	35,000
5334-0000	Refuse disposal	155,791	190,000	66,172	190,000	175,000	175,000
5335-0000	Water service	19,594	30,000	18,756	30,000	30,000	30,000
5336-0000	Wastewater service	4,938	6,500	3,030	6,500	6,500	6,500
5380-0000	Dues and subscriptions	3,610	4,000	535	4,000	4,000	4,000
5481-0000	Postage and parcel post	6,146	6,500	2,618	6,500	6,500	6,500
5389-0000	Fleet gasoline	13,034	20,000	5,287	15,000	20,000	20,000
5480-0000	Office supplies	4,380	7,000	888	4,000	5,000	5,000
5488-0000	Uniforms and safety equipment	9,960	10,000	1,357	10,000	10,000	10,000
5490-0000	Materials and commodities	46,867	70,000	12,792	50,000	70,000	70,000
5492-0000	Gasoline and oil		1,700				
5493-0000	Chemicals	422	2,000				
5491-0000	Safety programs and equipment	2,186	7,000	3,280	7,000	7,000	7,000
5496-0000	Minor equipment	18,886	7,000	7,066	8,000	7,000	7,000
5497-0000	Minor furniture and fixtures	13,306	7,000	375	7,000	7,000	7,000
5498-0000	Minor Software	218	1,500	1	1,500	1,500	1,500
Total Commodities & Services		1,242,259	1,248,700	866,808	1,427,100	1,432,250	1,432,250

HRBRSREV	Bi	ennial Budget	FY19 & FY20				
		FY17	FY18 Amd	FY18 5mos	FY18 Proj	FY19	FY20
Account	Description	Actuals	Budget	Actuals	Actuals	Requested	Requested
530510101	Harbor Operations						
4013-0000	State shared revenues	-312,519	-364,000	-389,022	-389,022	-400,000	-365,000
	State Revenue Total	-312,519	-364,000	-389,022	-389,022	-400,000	-365,000
4300-0000	User fees	-2,998,760	-2,950,000	-1,757,435	-2,938,000	-3,000,000	-3,000,000
	Charges for Services Total	-2,998,760	-2,950,000	-1,757,435	-2,938,000	-3,000,000	-3,000,000
4450-0001	Minor Violations	-27,286	-20,000	-10,470	-20,000	-20,000	-20,000
	Fines and Forfeitures Total	-27,286	-20,000	-10,470	-20,000	-20,000	-20,000
4570-0000	Land lease revenue	-853,904	-850,000	-562,187	-875,000	-875,000	-875,000
	Rentals & Leases Rev Total	-853,904	-850,000	-562,187	-875,000	-875,000	-875,000
4720-0000	Bad debts	55,019	100,000		75,000	75,000	75,000
	Other Revenues Total	55,019	100,000				
4800-0000	Interest income in Lawson	-2,302		-604	-27,400	-34,900	-34,900
4800-0402	AR interest and fines	-5,905		-1,753			
	Investment&Intrst Income Total	-8,207		-2,357			
4870-0000	Proceeds from disposal of assets	-378					
	Gain/Loss-Sales of AssetsTotal	-378					
	Grand Total	-4,146,035	-4,084,000	-2,721,471	-4,174,422	-4,254,900	-4,219,900

**Dock
Staffing Detail**

**FY17 Amended = FY17
Adopted except for
changes approved
through HR**

**Update these columns Update these columns
Round all numbers to the nearest \$100.**

	FY17 Amended		FY18 Projected Actual		FY19 Proposed		FY20 Proposed	
	No.	Salary & Benefits	No.	Salary & Benefits	No.	Salary & Benefits	No.	Salary & Benefits
CLASS TITLE:	Pos.	Budget	Pos.	Budget	Pos.	Budget	Pos.	Budget
Port Director	0.50	\$ 62,000	0.50	\$ 70,100	0.50	\$ 70,400	0.50	\$ 73,800
Harbormaster	0.50	46,600	0.50	48,000	0.50	49,600	0.50	51,200
Administrative Officer	0.50	32,800	0.50	33,600	0.50	34,100	0.50	35,400
Engineer/Architect I, II	3.05	281,600	3.05	282,300	3.05	286,400	3.05	291,500
Administrative Assistant I	0.71	28,400	0.71	27,100	0.71	28,000	0.71	28,800
Operations Maintenance Supervisor								
Senior Harbor Officer	0.50	32,800	0.50	31,100	0.50	32,100	0.50	33,400
Harbor Officer	2.75	155,200	2.75	156,200	2.75	158,400	2.75	163,100
Harbor Technician	3.50	115,800	3.50	133,100	3.50	135,600	3.50	136,600
Overtime	-	10,000	-	15,000	-	15,000	-	15,000
Benefits	-	425,400	-	421,800	-	425,700	-	431,400
Salaries Charge to Capital Projects	-	(332,300)	-	(333,100)	-	(338,500)	-	(344,700)
Totals	12.01	\$ 858,300	12.01	\$ 885,200	12.01	\$ 896,800	12.01	\$ 915,500

**Harbors
Staffing Detail**

**FY17 Amended = FY17
Adopted except for
changes approved
through HR**

**Update these columns Update these columns
Round all numbers to the nearest \$100.**

CLASS TITLE:

	FY17 Amended		FY18 Projected Actuals		FY19 Proposed		FY20 Proposed	
	No. Pos.	Salary & Benefits Budget	No. Pos.	Salary & Benefits Budget	No. Pos.	Salary & Benefits Budget	No. Pos.	Salary & Benefits Budget
Port Director	0.50	\$ 62,000	0.50	\$ 70,100	0.50	\$ 70,400	0.50	\$ 73,800
Harbormaster	0.50	46,600	0.50	48,000	0.50	49,600	0.50	51,200
Admin Officer	0.50	32,800	0.50	33,600	0.50	34,100	0.50	35,400
Administrative Assistant I, II, III	5.13	229,700	5.13	226,300	5.13	232,500	5.13	237,100
Sr. Harbor Officer	0.50	32,800	0.50	31,100	0.50	32,100	0.50	33,400
(Harbor Operations Manager	2.00	148,700	2.00	140,000	2.00	144,600	2.00	148,000
Harbor Officer	6.75	420,700	6.75	427,000	6.75	433,800	6.75	448,400
Harbor Technicians	1.00	38,400	1.00	37,000	1.00	38,200	1.00	38,500
Engineer/Architect I, II	0.20	21,400	0.20	21,500	0.20	22,000	0.20	22,400
Overtime	-	25,000	-	35,000	-	35,000	-	35,000
Stand By & Weekend Diff						75,000		75,000
Benefits	-	589,900	-	593,300	-	622,600	-	632,000
Total	17.08	\$ 1,648,000	17.08	\$ 1,662,900	17.08	\$ 1,789,900	17.08	\$ 1,830,200