

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING AGENDA
For Thursday, October 28th, 2021

Zoom Meeting
<https://bit.ly/3wQVjwy>
or via Phone 1-253-215-8782
Meeting ID: 929 2924 9837
Passcode: 764918

- I. Call to Order** (5:00 p.m. via Zoom)
- II. Roll** (Lacey Derr, Paul Grant, David Larkin, Matthew Leither, Mark Ridgway, Annette Smith, Bob Wostmann, James Becker and Don Etheridge)
- III. Approval of Agenda**

MOTION: TO APPROVE THE AGENDA AS PRESENTED.
- IV. Approval of September 23rd, 2021 Board minutes**
- V. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time).
- VI. Consent Agenda**
 - A. Public Requests for Consent Agenda Changes
 - B. Board Members Requests for Consent Agenda Changes
 - C. Items for Action

- 1. Renaming Archipelago Lot to Peratrovich Plaza
Presentation by the Port Director

RECOMMENDATION: THAT THE ASSEMBLY ADOPT RESOLUTION 2968
RENAMING ARCHIPELAGO LOT 2A TO PERATROVICH PLAZA

MOTION: TO APPROVE THE CONSENT AGENDA AS PRESENTED

VII. Unfinished Business

- 1. Regulation Change: 05 CBJAC 20.080 (Passenger-for-hire fee)
Presentation by the Port Director

Board Questions

Public Comment

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Board Discussion/Action

MOTION: TO PROCEED WITH PUBLIC NOTICE PERIOD AND NOTIFICATION OF PUBLIC HEARING SET FOR DECEMBER 8TH, 2021 TO AMEND 05 CBJAC 20.080: PASSENGER-FOR-HIRE FEE.

VIII. New Business –

1. Lisa Haffner New Lease Application
Presentation by the Port Director

Board Questions

Public Comment

Board Discussion/Action

MOTION: TO APPROVE A NEW 35 YEAR LEASE FOR LISA HAFFNER AND RENTAL RATE OF \$5,545.12 AND FORWARD TO THE ASSEMBLY FOR FINAL APPROVAL.

IX. Items for Information/Discussion

1. Community Development Department (CDD) Areawide Planning Update
Presentation by Allison Eddins

Board Discussion/Public Comment

2. Strategic Retreat Planning
Presentation by Board Member Derr/Port Director

Board Discussion/Public Comment

3. Docks & Harbors Calendar Schedule - 2022
Presentation by the Port Director

Board Discussion/Public Comment

4. UAS Property Acquisition Strategy
Presentation by the Port Director

Board Discussion/Public Comment

X. Committee and Member Reports

1. Operations/Planning Committee Meeting- October 20th, 2021

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2. Finance Sub-Committee Meetings – October 13th & 27th, 2021
2. Member Reports
3. Assembly Lands Committee Liaison Report
4. Auke Bay Neighborhood Association Liaison Report
5. South Douglas/West Juneau 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. Assembly Committee-of-the-Whole, Monday, November 1st
- b. Board Strategic Retreat – Friday, November 5th & Saturday, November 6th
- c. Finance Sub-Committee Meeting – Tuesday, November 9th, 2021
- d. Ops/Planning Committee Meeting – Wednesday, November 10th, 2021
- e. Board Meeting – Thursday, November 18th, 2021

XVI. Adjournment

CBJ DOCKS AND HARBORS BOARD
REGULAR MEETING MINUTES
For Thursday, September 30th, 2021

Zoom Meeting

I. Call to Order: Mr. Etherdige called the Regular Board Meeting to order at 5:00 p.m. via Zoom.

II. Roll Call: The following members were present in the Port Director's conference room or via Zoom. Lacey Derr, Paul Grant, David Larkin, Matthew Leither, Annette Smith, Bob Westmann, and Don Etheridge.

Also in attendance: Carl Uchtyl – Port Director, Erich Schaal – Port Engineer, Matthew Creswell – Harbormaster, and Teena Larson – Administrative Officer.

Absent: Mark Ridgway and James Becker.

III. Approval of Agenda

MOTION By MR. GRANT: TO APPROVE THE AGENDA AS PRESENTED.

Motion passed with no objection.

IV. Approval of August 26th, 2021 Board minutes.

Hearing no objection, the August 26th, 2021 Board minutes were approved as presented.

V. Special Order of Business

Mr. Uchtyl read an Employee of the Quarter award for Kenneth Davis.

VI. Public Participation on Non-Agenda Items.

Mr. Kirby Day, Juneau, AK

Mr. Day commented that the Harbor staff did a great job this summer and he thanked the Board for the reasonable concessions made to the tour operators, reducing fees where the Board could make a difference for some businesses being able to open and get through a very difficult time.

VII. Consent Agenda

- A. Public Requests for Consent Agenda Changes - None
- B. Board Members Requests for Consent Agenda Changes - None
- C. Items for Action

- 1. Authority to create Full Time Equivalent (FTE) – Harbor Security Officer Presentation by the Harbormaster

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RECOMMENDATION: TO AUTHORIZE THE CREATION OF AN ADDITIONAL FTE FOR THE PURPOSE OF AN AFTER NORMAL BUSINESS HOURS HARBOR SECURITY OFFICER.

2. Appropriation – FEMA Port Security Grant
Presentation by the Port Director

RECOMMENDATION: THAT THE ASSEMBBLY APPROVE ORDINANCE 2021-08(b)(am)(F) APPROPRIATING \$24,730 FROM FEMA PORT SECURITY GRANT AS FUNDING FOR FACILITY SECURITY ENHANCEMENT AT THE AUKE BAY LOADING FACILITY.

3. Resolution – In Support of Full Funding for the FY23 ADOT Harbor Facility Grant
Presentation by the Port Director

RECOMMENDATION: THAT CBJ ASSEMBLY APPROVE A RESOLUTION TO URGE FULL FUNDING IN THE AMOUNT OF \$11,492,760 FOR THE STATE OF ALASKA DEPARTMENT OF TRANSPORTATION MUNICIPAL HARBOR FACILITY GRANT PROGRAM IN THE FY 2023 STATE CAPITAL BUDGET.

4. MARAD Correspondence – Self-propelled Hydraulic Boatlift
Presentation by the Port Director

RECOMMENDATION: TO DISPOSE OF THE SEALIFT SELF-PROPELLED HYDRAULIC BOATLIFT TO THE MARITIME ADMINISTRATION (MARAD) CONSISTENT WITH FEDERAL PROCESSES.

MOTION By MS. DERR: TO APPROVE THE CONSENT AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

VIII. Unfinished Business

1. Charter Vessel Rates at Statter Harbor (05 CBJAC 20.080 Passenger-for-hire fee)
Mr. Uchytel said this is on page 38 in the packet. These rates have been through two Finance Sub-committee meetings with discussion raising the passenger for hire rates 10% for calendar year 2022. The 10% increase would generate about \$15,000 of new revenue for next year. The inspected vessel rate would go from \$518 to \$569.80 and the uninspected vessel rate would go from \$156 to \$171.60. The passenger fees would go from \$1.50 to \$1.65. If this proposal goes through tonight he will work with CBJ Law to begin an ordinance change. When the ordinance change is completed he will bring it back to the Board next month and start a 21 day public notice period. The Board will hold a hearing for the proposed changes and then it will go before the Assembly and they will decide to enact the 10% increase. In the memo he labeled this Statter Harbor passenger for hire fee but this fee applies to all of our facilities.

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Board Questions

Mr. Grant said he would hate to set up a situation that someone picking up someone downtown would say this does not apply because it is labeled Statter Harbor passenger for hire fees. He said the name should be accurate.

Mr. Uchtyl said it is accurate in the passenger-for-hire regulation change. This was driven due to needing to set the rates for the new floats at Statter Harbor.

Mr. Grant said if the memo is just for the Board it is fine but he would hate to have this misleading.

Mr. Etheridge said when it goes out to public it will not have the Statter Harbor.

Ms. Smith asked if this is only for 2022? She said she thought the Board is also planning to have the same increases for 2023 and 2024.

Mr. Uchtyl said this would apply for 2022.

Public Comment

Dennis Watson, Juneau, AK

Mr. Watson said this was a good start. He would recommend to have a continuous adjustment up or down along with the cost of living.

Board Discussion/Action

Mr. Wostmann said the sub-committee did recognize that the ultimate rate increase for the new facilities would probably be higher than what is represented by the 10% but we did not feel we had supported documentation along with the uncertainty for next season. The Committee believed this is a reasonable first step in adjusting the rates. The Committee anticipates that it is likely to increase for future seasons, but we are waiting for the rate study before we move forward after this year. We do anticipate that the CPI adjustment also be applied to this rate once our policy is finalized on how rates will be adjusted in the future.

MOTION By MR. WOSTMANN: TO RECOMMEND A 10% INCREASE PER VESSEL FEE AND 10% INCREASE PER PASSENGER FEE, SET UNDER 05 CBJAC 20.080, TO BE EFFECTIVE FOR CALENDAR YEAR 2022 AND ASK UNANIMOUS CONSENT.

Ms. Smith clarified that 2022 means that will be the rate for 2022 and beyond.

Mr. Etheridge said that will be the new rate until we change it again.

Motion passed with no objection.

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IX. New Business

1. Bid Award – Taku Seawalk Releveling Project

Mr. Schaal said the bid results are on page 39 in the packet. This project is to address settlement issues between Taku Smokeries and the Fishermen’s Memorial. This will require pulling up some of the timber decking, adding more material, pouring a short concrete curb, and re-installing as much of the salvaged timber as possible. This will provide a safer relevelled seawalk to walk on. Staff has been concerned about what the bids will be due to what the timber prices had been doing. We worked with the designer to get the best Engineer’s Estimate. There were two submitted bids with the apparent low bidder being Island Contractors with \$107,100. There was a newer entity to the Juneau market, H. W. Scott, and they bid \$306,227. During the bid process they realized there was some calculation errors. The Engineer’s Estimate was \$119,000 and in the CIP account currently there is \$209,000. Staff would like to receive approval from the Board to move ahead to bring it in front of the Assembly where they will award the project. This project will begin this winter with a substantial completion date of December 31st and final completion on January 31st.

Board Questions

Mr. Etheridge asked where the funds are coming from?

Mr. Schaal said these funds are coming from cruise head tax. This is a CIP account that CBJ Engineering has been doing seawalk work with.

Mr. Grant asked if there was anything in the higher bid that would have been a good thing to be included? It is concerning why they were so far apart?

Mr. Schaal said the timber price is what set them apart in the two bids. It was calculated incorrectly.

Mr. Grant asked when the Engineers Estimate was prepared?

Mr. Schaal said he recalls the estimate was prepared in April. Typically a contractor will send out the list of supplies to their supplier and they will provide a bid and the contractor will send it out again just before the bid is due to make sure they have the most current price. With the estimate coming in close to the Engineer’s Estimate, staff does not have a concern with the timber prices in the low bidders bid. The document on page 40 is a legal document and they are required to adhere to their prices.

Ms. Smith asked if we have worked with these businesses in the past and has Island Contractors done marine construction projects?

Mr. Schaal said we have worked with Island Contractors on several projects and we are satisfied with their work. H.W. Scott is a new entity to us.

Public Comment - None

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Board Discussion/Action

MOTION By MS. DERR: TO RECOMMEND A BID AWARD TO ISLAND CONTRACTORS, INC. IN THE AMOUNT OF \$107,100 FOR PROJECT DH22-007 – TAKU SEAWALK RELEVELING AND ASK UNANIMOUS CONSENT.

Motion passed with no objection

X. Items for Information/Discussion

1. Proposed American Rescue Plan Act (ARPA) Funding to Docks Enterprise
Mr. Uchytel said ARPA is a federal plan that is giving money to the state for lost revenue and the state is passing that on to the municipality. The Assembly is considering giving Docks & Harbors \$8.4M for revenue lost as well as for completing future projects. The breakdown of the \$8.4M is on page 42;

- \$1M Docks Enterprise for lost revenue due to no large cruise ships
- \$1M Seawalk handrails
- \$3M Statter Harbor Phase IIIC
- \$3.4M Seawalk type work

Board Discussion

Mr. Leither said his concern is that we are trying to raise funds through the harbors. We are looking at raising rates for the little guys and we have this fund of money that is not just for the tourism industry and they are giving \$1M to the Docks funds for lost revenue. Harbors lost \$150,000 last year and we are only seeing a tenth of the cruise ship passenger from 2019 so that would be close to \$300,000 that Harbors did not see any part of. He said he has a problem with that when we are looking at raising rates but we do not have a conversation about this pot of money going to Docks instead of the Harbors when both sides lost money. He asked when is this coming to the Assembly for discussion or approval, and is it possible to see the State wording in the ARPA report and what the money was intended for?

Mr. Uchytel said it is probably possible he will just need to find it.

Mr. Grant asked what Mr. Leither's specific item on the list he was referring to.

Mr. Leither said as he looks at the list, it is not a transfer to Docks & Harbors but a transfer to Docks, the \$1M for the Seawalk handrails is for the cruise ship passenger, Statter Harbor phase IIIC – that does serve the whole harbor but it is primarily designed for the cruise ship passengers, the Seawalk downtown is for cruise ship passengers. If this is a fair breakdown, with Docks receiving \$1M for lost revenue, Harbors should also received \$300,000 for lost revenue and he is frustrated he does not see that in the City's proposal.

Mr. Grant asked Mr. Leither for a specific suggestion?

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Mr. Leither said his frustration is that this should go in the general fund as it does for the Docks to cover fixed expenditures and to cover other appreciable revenue from Docks & Harbors. If this went in the general fund it could fund things the Harbor patrons are looking at not just our Docks patrons. His understanding is there is no control with where this money is going. He brings this up because he does not think this is right. He was hoping the City would ask the Board about this and if the Assembly has not thought to ask the Board he feels it is reasonable for this to be brought up to them.

Mr. Grant said this is a discussion we should have with the Assembly.

Ms. Alicia Hughes-Skandijis said this particular breakdown is on the docket to be discussed. This raised a good point and can be communicated at the Assembly Finance Meeting. She said she can communicate our concerns at the next Assembly Finance Meeting as Liaison and now would be a good time to interact with the Assembly.

Mr. Etheridge said the \$1M for the safety handrail, this is more for locals than tourists. Local people have fallen off the Seawalk and had to be rescued. The main push for this item is for safety. He said he appreciates our Liaison taking this back to the Assembly Finance meeting on our behalf.

Mr. Uchytel said if we are not given the \$1M for the Docks Enterprise, we would have to pull from our fund balance. For the Harbors, we have reduced revenue but we have not lost money. When the City Manager was receiving the money from the State, the State was looking for areas that had lost revenue from lack of tourism. The City Manager did not have to choose these projects but did so by showing good faith to the cruise industry because the bulk of the money coming through the state is from lack of revenue because of the cruise ships.

Mr. Leither asked how much is in the Docks Fund Balance?

Mr. Uchytel said it would decrease \$1M to \$1.5M with the shortfall in revenue but with this money it will go back to \$2.5M. The Seawalk handrails and Statter Harbor phase IIC are projects that previous Board members have supported and we have requested passenger money for. The Seawalk project was inherited from CBJ Engineering for Docks & Harbors to execute.

Mr. Grant asked if there is any benefit for some kind of a formal declaration from this Board on our concerns about this? He said it is a little vague when Ms. Hughes-Skandijis said she would take it back to the Assembly Finance Committee because what are we asking the Assembly to do with this? He suggested maybe a resolution asking them to re-examine this allocation or put the money into the general fund so the Board has the option to allocate it.

Ms. Hughes-Skandijis said if the majority of the Board feels having something more formal from the Board to say we would like the City Manager and the Assembly to re-

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examine the project list would be appropriate. It would be a clearer way of communicating what the Board wants, but without something more formal she will bring this topic to the Assembly Finance Committee.

Mr. Wostmann said he would support the Board going back to the Assembly Finance Committee to suggest that the Docks & Harbors Board is in the best position to determine how the money can best be allocated. He does not have an immediate issue with the proposed allocations but he would also support going to the Assembly Finance Committee and at a minimum discuss if the \$1M going in the Docks fund could go in a general fund for the Board's own discretion as well as in the discussion on how the remaining funds are allocated.

Mr. Etheridge asked Ms. Hughes-Skandijs what is the timeline for this to go to the Assembly Finance Committee?

Ms. Hughes Skandijs said the next Assembly Finance meeting will not be until after the Assembly reorganization. She said there would be time to draw up a resolution if that is what the Board wanted to do. She is unsure if a resolution or drafting a letter to go to the City Manager and the Assembly is the better way to proceed. She said her opinion is that she does not think it would get Assembly approval for full discussion over the entire \$8.4M.

Mr. Leither asked what the reorganization means and when that would take place?

Mr. Etheridge said it will be the new Assembly being seated after the election. They will be seated on October 25th. That would give the Board time to come up with a resolution for the October 20th Operations Committee meeting.

Mr. Grant asked if the Operations Committee has the authority to adopt resolutions?

Mr. Etheridge said yes, or we could do a Special Board meeting ahead of the Operations meeting.

Ms. Hughes-Skandijs said the next Assembly Finance Meeting will be November 3rd.

Mr. Uchytel asked if the Board wants to draft a resolution prior to the next Operations Meeting? We have a nine person Board and he is unsure what the resolution would say. He commented that he does not want to come across that Docks & Harbors is ungrateful with the generous offer that the Assembly has before us now. There is also the ask from the Board for consideration for the UAS property. The City Manager has indicated, with concurrence of the new Deputy Mayor, that he would recommend the November 1st Committee-of-the-Whole meeting to have discussion on the UAS property, the dockage fee, and the dock electrification which will be a lot of asks for Docks & Harbors. With all Docks & Harbors is requesting, he is unsure how to say the Docks & Harbors Board would like to re-rack the proposed windhall for the ARPA money.

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Mr. Etheridge said he agrees.

Mr. Grant recommended to Mr. Leither to work on a resolution for the Board to discuss at our next meeting.

Mr. Leither said he will work on a resolution and asked to have it on our next Operations meeting.

Public Comment

Mr. Dennis Watson, Juneau, AK

Mr. Watson said he concurs with the Port Director and the Board Chair. The ask submitted already was an appropriate one and following up with the City Manager or the Assembly Finance Committee would be okay, but he would not suggest doing anything beyond that at this point.

2. Renaming Archipelago Lot – Peratrovich Plaza

Mr. Uchtyl said on page 43 of the packet is a memo that was discussed at the Operations meeting last week. This was well received at that meeting. He said he was directed to outreach to appropriate parties. Since then he has spoken with Elizabeth Peratrovich's son (Roy), Elizabeth Peratrovich's granddaughter (Betsy), Crystal Worl (mural artist) and Jay Zeller (Sealaska Heritage Institute) that were all in support of the proposed name. If the Board gives direction to move forward he will work on a resolution with the Law department and bring it back to a future Board meeting.

Board Discussion

Mr. Grant said he received an email suggesting a different name that he did not see in the packet.

Mr. Uchtyl said that was the only comment he received which he forwarded to all the Board members.

Public Comment – None

Mr. Etheridge asked if there was any objection to moving forward with the resolution?

Hearing no objection, Mr. Uchtyl was told to move forward.

3. Harbor Rate Study - RFP

Mr. Uchtyl said he was directed to draft an RFP for a future rate study. He received comments at the last Operations Committee meeting and on page 52 and 53 is where he addressed the comments from a Board member. The Board member has reviewed the changes and approved the changes. He also added on page 53 that the Docks & Harbors Board will expect monthly briefings from the successful proposer. If this is approved tonight he will post it tomorrow. There will be a pre-proposal meeting on October 19th.

Board Discussion

Mr. Wostmann said his concerns were addressed in the change.

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Public Comment - None

Mr. Etheridge said the Board is good with the language in the RFP.

4. Board Retreat Planning & Board Meeting Calendar

Mr. Uchytel said on page 70 in the packet is the Board calendar. He was directed to look at a time for the Board Retreat for Friday night November 5th from 5pm to 8pm or 9pm and Saturday November 6th from 10am to 2pm. He reserved the Assembly Chambers but the challenge with the chambers is that room has a higher technology video system where we can not conduct a simple teleconference anymore at that location. He is working with MIS to see if something could be modified to have a simple teleconference in the chambers.

Board Discussion

Mr. Leither asked for the time on Friday.

Mr. Uchytel said from 5pm to 8pm or 9pm.

Public Comment –

Mr. Kirby Day, Juneau, AK

Mr. Day asked pending the situation with COVID, is it the Boards intention to let public in person or only virtual.

Mr. Uchytel said if it is in the Assembly Chambers he would have the Board members at four tables and we could allow seven members of the public and anyone else who wanted to participate could call into the teleconference line. If the Assembly Chambers will not work, he will contact Bartlett to see if we can use their Board room. The items the Board wants on the retreat agenda would be, prioritization of the CIP list, list for the Assembly to consider for the 1% sales tax, what is it the Board members would like to do to be more active in the community, what is the ask for staff and what is the ask from staff to be more efficient moving forward. Ms Derr has volunteered to work on an agenda for the retreat.

Ms. Derr said she will have a draft agenda for the Operations Committee to review and move forward to the Board next month.

Mr. Grant said he met with Mr. Wostmann to discuss By-Law changes. Mr. Wostmann will put together a draft of the changes but there were a couple of policy related questions that were not technical issues with the meeting structures and we thought it would be appropriate for the Board to review the By-Law suggestions at our retreat.

5. End of Season Meeting – Juneau Tourism Companies

Mr. Uchytel said in the packet on page 71 is our agenda for the end of season meeting being held tomorrow. Staff holds a meeting twice a year for beginning of season and end

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of season providing information with companies involved in the tourism industry. This is a public meeting where Docks & Harbors staff communicates with tourism businesses.

Board Discussion

Mr. Wostmann asked if the general public would be able to participate.

Mr. Uchtyl said yes.

Public Comment - None

XI. Committee and Member Reports

1. Operations/Planning Committee Meeting- Wednesday, September 22nd, 2021

Mr. Etheridge said everything covered at the Operations meeting was covered tonight.

Mr. Uchtyl said two items not on tonight agenda that was on the Operations agenda was the brief on the downtown CIP projects and a proposed use agreement for the Auke Bay Marine Station. Staff has received a use agreement application for renting rooms in the butler building since the meeting last week. This rental space will bring about \$18,000 annually.

2. Finance Sub-Committee Meetings –

September 8th - Mr. Wostmann said the Committee discussed the Statter Harbor rates on the new floats and began a discussion on setting a policy on how rates will be reviewed and addressed in the future.

September 29th – Mr. Wostmann said the Committee continued the discussion on the rate policy and there was a draft to review. There were a couple of changes suggested and it will come up for review and public comment at our next meeting. We also looked at a summary of all the rates for our facilities. It grouped all of the rates into one of four categories, current, more than five years old, more than ten years old, and older than fifteen years. There was a discussion on how the report could be used to prioritize rates that need to be reviewed. That discussion will be continued at our next meeting. We also reviewed the RFP for the rate study.

3. Member Reports – None

4. Assembly Lands, Housing & Economic Development Committee Liaison Report

Ms. Derr said the food court purchase on South Franklin, Mr. McCasland is in the process of purchasing the Gastineau Avenue Apartment and the recommendation was to move forward with approving the purchase of that food court area as well. He is looking to do some development as well as housing. The housing is part of the contingent deal. If the purchase of the apartments does not go through, than likely the sale of the food court will not go through. The food court area is considered Parks & Rec land. The Parks & Rec liaison said there has been several requests to purchase land but they are more interested in land swaps than land sales. The other item of interest is Travel Juneau

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has put together a Board of directors and looking to form a Board. They have put a request into the Assembly for an Assembly Liaison and they want to create some By-Laws.

5. Auke Bay Neighborhood Association Liaison Report

Mr. Wostmann said nothing new to report.

6. South Douglas/West Juneau Liaison Report

Ms. Smith said she has nothing to report.

XII. Port Engineer's Report – Mr. Schaals report is in the packet.

Mr. Schaal said with the construction of the Statter Harbor Launch Ramp there came some controversy over trees. Staff has been measuring the trees growth in September for the past five years. He showed the graph on the tree growth that indicated the trees are not growing exceedingly fast.

Mr. Grant asked why we care about the growth of trees and why are we spending staff time to measure these trees?

Mr. Schaal said when we received the conditional use permit for the launch ramp project, the Auke Bay Condo Association hired a lawyer and almost killed the project. The Auke Bay Condo's contention was there was not enough landscaping at this facility so we added more landscaping, including these trees, in the design. Once the construction started the business owners across the street were very concerned with the loss of view to the water. They started a public outcry with posting signs on their building to remove the trees and they were holding signs during our ribbon cutting ceremony to cut the trees down. In responding to their worries, staff moved some of the trees that were directly across the street from those businesses and put them along Bay Creek. Staff promised to maintain a record of how the trees are growing to address their concern that in 20 years the trees will obscure their view. This is five years of data on how the trees are growing to meet our commitment to address the concerns of the business across the street. As to the staff time, it takes two people two hours and a little bit of data entry once a year. This is pretty minor for a yearly input.

Mr. Schaal said the Harris Harbor Zinc Anodes update is that they are completely installed and tested.

XIII. Harbormaster's Report

Mr. Creswell reported;

- There are a couple of "5 knots no wake signs" ordered for the speed zones for the area north of the bridge. They will be installed in the next week or two.
- Staff has completed writing the Security position that was passed tonight.
- Army divers provided Docks & Harbors with 53 hours of inwater dive support. They cleaned all the potable water lines in Harris Harbor, the hook up of the Harris Harbor sewer pump out, installation of the troughrod in the breakwater at Statter Harbor, and inspected recent chain repairs.

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- Staff will go down to Taku Harbor to do the needed repairs soon.
- Staff had about eight loads of gravel delivered to Douglas Harbor to fill the pot holes.
- We are starting to shut the Port down for the winter.
- We now have year around working pump outs in all four harbors. Staff is preparing letters to patrons and start inspecting installed toilets on boats as in our regulation.
- Winter hot berth starting to fill up.
- Staff started the process for impounding vehicles with our own procedure.
- End of season meeting tomorrow
- Renting office space at the ABMS
- Getting ready for winter

Mr. Grant asked if the work group going to Taku Harbor is going to fix the slip issue?

Mr. Creswell said they will take shingles down there to install on the slippery area.

XIV. Port Director's Report

Mr. Uchytel said we had a vessel impounded that was 73' long. It sold on public surplus for \$1,000. This was a win for us so we did not have to dispose of it.

XV. Assembly Liaison Report

Ms. Hughes Skandijis said she was going to talk about the ARPA funding breakdown but that was already discussed earlier.

XVI. Board Administrative Matters

- a. Finance Sub-Committee Meeting – Wednesday, October 13th & October 27th, 2021(changed to the correct date)
- b. Ops/Planning Committee Meeting – Wednesday, October 20th, 2021
- c. Board Meeting – Thursday, October 28th, 2021
- d. Board Strategic Retreat – Friday, November 5th & Saturday, November 6th, 2021

XVII. Adjournment - The meeting adjourned at 6:32 pm.

Presented by: The Manager
Presented:
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2968

A Resolution Naming City and Borough of Juneau Property Legally Described as Archipelago Lot 2A “Peratrovich Plaza” in Honor of Elizabeth Peratrovich

WHEREAS, Elizabeth Peratrovich – whose Tlingit name is *K̄aaxgal.aat*, a member of the *Lukaāx.ádi* clan of the Raven moiety – was born on July 4, 1911, in Petersburg, Alaska, during a time of extensive segregation in the territory; and

WHEREAS, Elizabeth Peratrovich lived in various small Southeast Alaska communities during her childhood, eventually settling in Juneau in 1941; and

WHEREAS, Elizabeth Peratrovich was a civil rights activist and Grand President of the Alaska Native Sisterhood; and

WHEREAS, Elizabeth Peratrovich was instrumental in the passage of the historic Anti-Discrimination Act of 1945 (Territory of Alaska H.B. 14 (1945)); and

WHEREAS, in 1988, the Alaska State Legislature established February 16 of each year as Elizabeth Peratrovich Day; and

WHEREAS, on July 12, 2021, the CBJ Assembly approved Resolution 2961 authorizing the installation of a Elizabeth Peratrovich mural on the Marine Parking Garage; and

WHEREAS, the 60’ x 28’ mural was designed and painted by Juneau artist Crystal Rose Demientieff Worl, Deg Hit’an Athabascan from Fairbanks on her mother’s side and of the sockeye Clan of the Raven moiety and a child of a Thunderbird from the Chilkat region in Southeast Alaska; and

WHEREAS, the Docks & Harbors Board, in recognition of the newly installed mural and as a means to provide a wayfinding landmark, recommends naming the adjacent property legally described as Archipelago Lot 2A to *Peratrovich Plaza*, as an appropriate tribute to Elizabeth Peratrovich for the newly constructed infrastructure between the Marine Parking Garage and Pier 49; and

WHEREAS, naming the property as Peratrovich Plaza supports the Comprehensive Plan's objective to preserve and protect the unique culture of Juneau's Native People and promote responsible heritage tourism that accurately represents Juneau's unique history.

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. The property legally described as Archipelago Lot 2A is hereby named "Peratrovich Plaza."

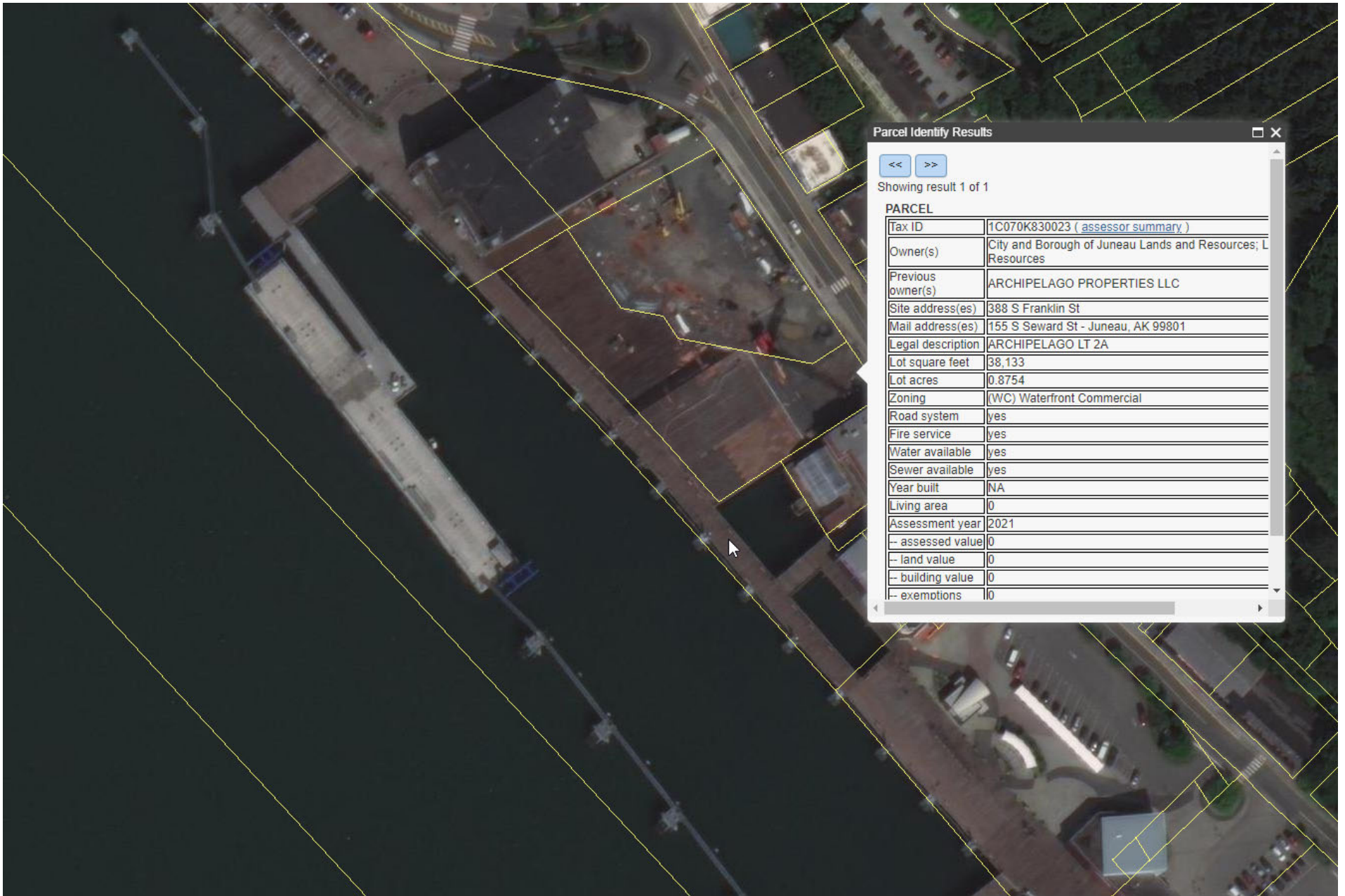
Section 2. Effective Date. This resolution shall be effective immediately after its adoption.

Adopted this __ day of November, 2021.

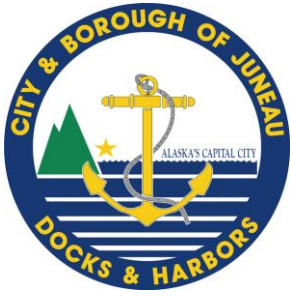
Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



PARCEL	
Tax ID	1C070K830023 (assessor summary)
Owner(s)	City and Borough of Juneau Lands and Resources; L Resources
Previous owner(s)	ARCHIPELAGO PROPERTIES LLC
Site address(es)	388 S Franklin St
Mail address(es)	155 S Seward St - Juneau, AK 99801
Legal description	ARCHIPELAGO LT 2A
Lot square feet	38,133
Lot acres	0.8754
Zoning	(WC) Waterfront Commercial
Road system	yes
Fire service	yes
Water available	yes
Sewer available	yes
Year built	NA
Living area	0
Assessment year	2021
- assessed value	0
- land value	0
- building value	0
- exemptions	0



Port of Juneau

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

From: Port Director
To: Docks & Harbors Board
Via: Docks & Harbors Operations-Planning Committee
Date: September 17th, 2021
Re: Renaming New Infrastructure: Peratrovich Plaza

1. In December 2020, the DWI (Downtown Waterfront Improvement) project was completed. This \$12.5M project expanded the Seawalk and added bus staging area in a property lot recognized in the Assessor's Data base as Archipelago Lot 2. The term Archipelago is often used by Docks & Harbors staff to describe this general area. Docks & Harbors staff has contemplated other appropriate names which would provide wayfinding opportunities to this area along the waterfront, but none were generally descriptive to the new development.

3. Crystal Worl, with partnership with CBJ, created and recently installed a 60 foot by 25 foot mural of Elizabeth Peratrovich along the face of the south-facing wall of the City and Borough of Juneau's Downtown Public Library and Marine Parking Garage. This mural is now a promulgate feature in the area which Docks & Harbors manages.

4. The Docks & Harbors Board has previously made recommendations to the Assembly regarding facilities names. It seems appropriate to consider renaming this portion of the Seawalk and the bus staging area: Peratrovich Plaza or something similiar. Docks & Harbors staff has not yet consulted with the designer of the mural nor the Peratrovich family. An interesting historic side note, is that the consulting engineering firm for the development is PND Engineers. The "P" stands for Roy Peratrovich, Jr who is the son of Elizabeth.

#

Encl: (1) Photo of Mural on Marine Parking Garage
(2) Biography of Elizabeth Peratrovich



A Mural in Downtown Juneau to Commemorate Elizabeth Peratrovitch

‘Elizabeth Peratrovich—whose Tlingit name is *Kaaxgal.aat*, a member of the Lukaax.ádi clan of the Raven moiety—was born on July 4, 1911 in Petersburg, Alaska during a time of extensive segregation in the territory. She was lovingly raised by adoptive parents, living in various small Southeast Alaska communities throughout her childhood. With a passion for teaching, Peratrovich attended college in Bellingham, Washington where she also became reacquainted with her husband, Roy Peratrovich, who was a student at the same school. The couple married and moved to Klawock, Alaska where their role in local politics and Elizabeth’s knack for leadership drove her heavy involvement with the Alaska Native Sisterhood, one of the oldest civil rights groups in the world, leading to her eventual appointment as the organization’s Grand President.

Seeking better access to lawmakers who could help effect change, the Peratrovichs moved in 1941 with their three children to the Alaskan capital of Juneau, where they were met with blatant discrimination. When attempting to buy a home in their new city, they were denied when the sellers saw they were of Alaska Native descent. Instances like these were unfortunately common for Alaska’s Indigenous peoples and further motivated Peratrovich to take action in the name of systemic change.

Elizabeth and Roy worked with others to draft Alaska’s first anti-discrimination bill, which was introduced in 1941 and failed to pass. On February 5, 1945 following years of perseverance, a second anti-discrimination bill was brought before the Alaska Senate, and Peratrovich took to the floor to deliver an impassioned call for equal treatment for Indigenous peoples. She was met with thunderous applause throughout the gallery, and her moving testimony is widely credited as a decisive factor in the passage of the historic Anti-Discrimination Act of 1945.’ - Google



8.2.7. (138) P.527



MEMORANDUM

DATE: July 2, 2021
TO: Mayor Weldon and CBJ Assembly
FROM: Katie Koester, Engineering & Public Works Director
SUBJECT: Resolution 2961: Marie Parking Garage Mural Proposals

Sealaska Heritage Institute (SHI) has submitted a proposal to install a 65ft wide x 28ft tall Mural of Elizabeth Peratrovich on the south side of the CBJ Marine Parking Garage and a smaller 9ft square abstract piece on the entrance of the garage. Resolution 2961 approves the murals and authorizes the City Manager to enter into a Memorandum of Agreement with SHI for installation and maintenance of the murals. Details of the agreement include:

- SHI will facilitate the creation of the art (Artist: Christina Worl), production and installation of mural with the help of donated artist time and a Rasmuson individual artist grant.
- SHI will provide insurance and be responsible for all public safety during installation.
- SHI will provide any needed repair of the mural for the first 10 years or remove the mural if repairs are cost prohibitive.
- At 10 years, CBJ will have the option to enter a new agreement with SHI, remove the mural or take responsibility of future repair and maintenance.
- CBJ will own the art.
- Installation could start as early as July (weather dependent).
- CBJ will prep the surface for installation, including power wash the exterior of the building and priming the surface.
- A CBJ Engineering department project manager will monitor the project.

Images of the proposed murals and locations follow.

Elizabeth Peratrovich Mural:



Small Abstract Test Mural:



A REGULATION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Adoption of Amendment to Title 05, Chapter 20, Section 080 Small Boat Harbor Fees and Charges

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

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

Section 2. Adoption of Regulations. The City and Borough of Juneau Administrative Code is amended at 05 CBJAC 20.080.

05 CBJAC 20.080 Passenger-for-hire fee, is amended to read:

05 CBJAC 20.080 Passenger-for-hire fee.

- (a) *Definition.* The fee assessed to a person conducting ~~passenger-for-hire~~ **commercial charter vessel activities** at **all facilities managed by the Docks & Harbors Department** ~~Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp.~~
- (b) *Relationship to other fees.* This fee applies in addition to other fees set out in 05 CBJAC 020, except as follows:
- (1) A person paying moorage fees for reservations moorage at Statter Harbor as set out in 05 CBJAC 25.040 shall not be required to pay this fee;
 - (2) A person paying freight use fees as set out in 05 CBJAC 20.070 shall not be required to pay this fee if the passengers are loaded at a launch ramp;
 - (3) A person conducting passenger-for-hire activities at the Douglas Boat Harbor Launch Ramps, North Douglas Launch Ramp, Amalga Harbor Launch Ramp, ~~Tee Harbor Launch Ramp~~, and Echo Cove Launch Ramp are assessed fees as set out 05 CBJAC 01 in lieu of this fee; and
 - ~~(4) A person conducting passenger-for-hire activities at the Intermediate Vessel Float or the Marine Park Lightering Float are assessed moorage fees as set out in 05 CBJAC 15 in lieu of this fee.~~
- (c) *Requirements.* The owner of a vessel must apply to and obtain a permit from the Harbormaster in order to conduct passenger-for-hire activities at **all facilities managed by the Docks & Harbors Department** ~~Douglas Boat Harbor, North Douglas Boat Launch, Amalga Harbor Boat Launch, Echo Cove Boat Launch, Tee Harbor Launch Ramp, Harris Harbor, Harris Harbor Launch Ramp, Aurora Boat Harbor, Statter Boat Harbor, or Statter Boat Harbor Launch Ramp.~~ Applications are available at any of the Docks and Harbor Department Offices **or online**. The Harbormaster is authorized to issue permits with reasonable conditions concerning insurance, operations, and the payment of fees.

- (d) *Inspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is regulated under Subchapter T and S of 40 CFR 33 as follows:
- (1) ~~Calendar year 2015 permit: \$300 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger for hire activity. Calendar year 2016 permit: \$400 per vessel plus \$1.50 per passenger each calendar day that one or more facilities is used for passenger for hire activity. Calendar year 2017~~ **2022** permit: \$500 **\$569.80** per vessel plus \$1.50 **\$1.65** per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.
 - (2) Each calendar year after ~~2017~~ **2022**, a fee equal to the previous year's fee adjusted by the ~~Anchorage~~ Consumer Price Index – **Urban Alaska** (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, ~~rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger~~, unless the docks and harbors board takes action to keep the fee the same as the previous year.
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.
- (e) *Uninspected vessel fees.* The Harbormaster shall assess permit fees to the owner of a vessel engaged in passenger-for-hire activities that is not regulated under Subchapter T and S of 40 CFR 33 (OUPV – operator of uninspected passenger vessels) as follows:
- (1) ~~Calendar year 2015 permit: \$50 per vessel plus \$1.00 per passenger each calendar day that one or more facilities is used for passenger for hire activity. Calendar year 2016 permit: \$100 per vessel plus \$1.25 per passenger each calendar day that one or more facilities is used for passenger for hire activity. Calendar year 2017~~ **2022** permit: \$150 **\$171.60** per vessel plus \$1.50 **\$1.65** per passenger each calendar day that one or more facilities is used for passenger-for-hire activity.
 - (2) Each calendar year after ~~2017~~ **2022**, a fee equal to the previous year's fee adjusted by the ~~Anchorage~~ Consumer Price Index – **Urban Alaska** (CPI) as reported by the Alaska Department of Labor for the calendar year preceding the start of the moorage year, ~~rounded to the nearest \$1.00 for the vessel permit and nearest \$0.10 per passenger~~, unless the docks and harbors board takes action to keep the fee the same as the previous year.
 - (3) No charge for non-profit use when approved by the Harbormaster on a case-by-case basis.

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 October XX, 2021, 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) Its 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 following each section; and
- (3) Its clarity, simplicity of expression, and absence of possibility of misapplication.

Date: _____

Robert H. Palmer III
Municipal Attorney

Assembly Review

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

Date: _____

Elizabeth J. Ewen, Clerk

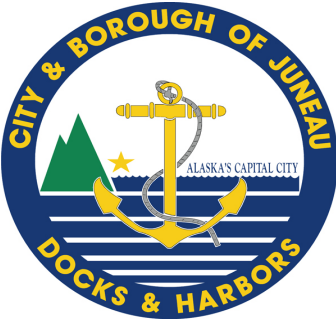
Filing with Clerk

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

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

Date: _____

Elizabeth J. Ewen, Clerk



Port of Juneau

From: Carl Uchytel
To: Docks & Harbors Board
Date: October 25th, 2021
Re: Lisa Haffner New Lease Application

Staff received an application on April 1st, 2021 for a new 35 year lease for ATS 615A from the lessee Lisa Haffner who has preferential rights for a new lease. The current lease expired on June 30th, 2021. This lease was a 55 year State of Alaska lease signed in 1966 and transferred to the City on February 8th, 2021. It contains 3.18 acres and is located in Tee Harbor.

An appraisal has been received from Horan and Company with a recommended rent of \$5,545.12 annually. The original lease rent established in 1966 was \$1,100 annually.

I recommend the Board approve this lease application and rent recommendation from Horan and Company.

Please call me at 586-0294 if you have questions.

#

**RETROSPECTIVE MARKET RENT APPRAISAL
OF ATS 615A, PART OF DONOHUE'S MARINA
(3.18 AC) LOCATED IN SOUTH TEE HARBOR SUBDIVISION
17880 CHILKAT ROAD,
JUNEAU, ALASKA**



AERIAL VIEW OF SUBJECT, OUTLINED, LOOKING AN EASTERLY DIRECTION ACROSS TEE HARBOR. PHOTO TAKEN FEBRUARY 20, 2016.

PREPARED FOR: Carl Uchytel, P.E., Port Director
Attention; Teena Larson
City and Borough of Juneau Docks and Harbors
155 S. Seward Street
Juneau, Alaska 99801

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

EFFECTIVE DATE: July 1, 2021

REPORT DATE: Oct 12, 2021

OUR FILE NO.: 21-026

HORAN & COMPANY

REAL ESTATE APPRAISERS/CONSULTANTS

CHARLES E. HORAN MAI, JOSHUA C. HORAN, AND SLATER FERGUSON

403 LINCOLN STREET, SUITE 210, SITKA, ALASKA 99835

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

October 12, 2021

Carl Uchytel, P.E., Port Director

Attn: Teena Larson

City and Borough of Juneau Docks and Harbors

155 S. Seward Street

Juneau, Alaska 99801

VIA Email teena.larson@juneau.org

Re: Retrospective Market Rent Appraisal of ATS 615A, 3.18 AC, Part of Donohue's Marina, Plat 2001-42, Located in Tee Harbor at 17880 Chilkat Road, Juneau, Alaska, Our File 21-026.

Dear Mr. Uchytel,

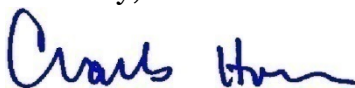
We contacted the lessee, inspected the property and estimated the market rent of the leased tidelands. The rent is estimated for a new lease beginning, as of the effective date of July 1, 2021. The rent is estimated under the hypothetical condition that the tidelands are unimproved since the improvements are owned by the lessee. Based on this analysis, the estimated annual market rent, as of the effective date, is as follows:

ATS 615A
138,628 SF @ \$0.04/SF = \$5,545.12/year

Your attention is invited to the remainder of this report which sets forth the Assumptions and Limiting Conditions and Certification of Appraisal in the addenda, and the most pertinent data considered in estimating the market rent of the subject property. This appraisal report is intended to comply with the rules and regulations as set forth by the Uniform Standards of Professional Appraisal Practice (USPAP) and the City and Borough of Juneau's Appraisal instructions.

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

Sincerely,



Charles E. Horan, MAI

Horan & Company, LLC

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Addenda

Assumptions & Limiting Conditions

Certifications

Terminology

Subject Photographs

Subject & Comparables Map

Comparable Write-Ups

Qualifications

1 INTRODUCTION

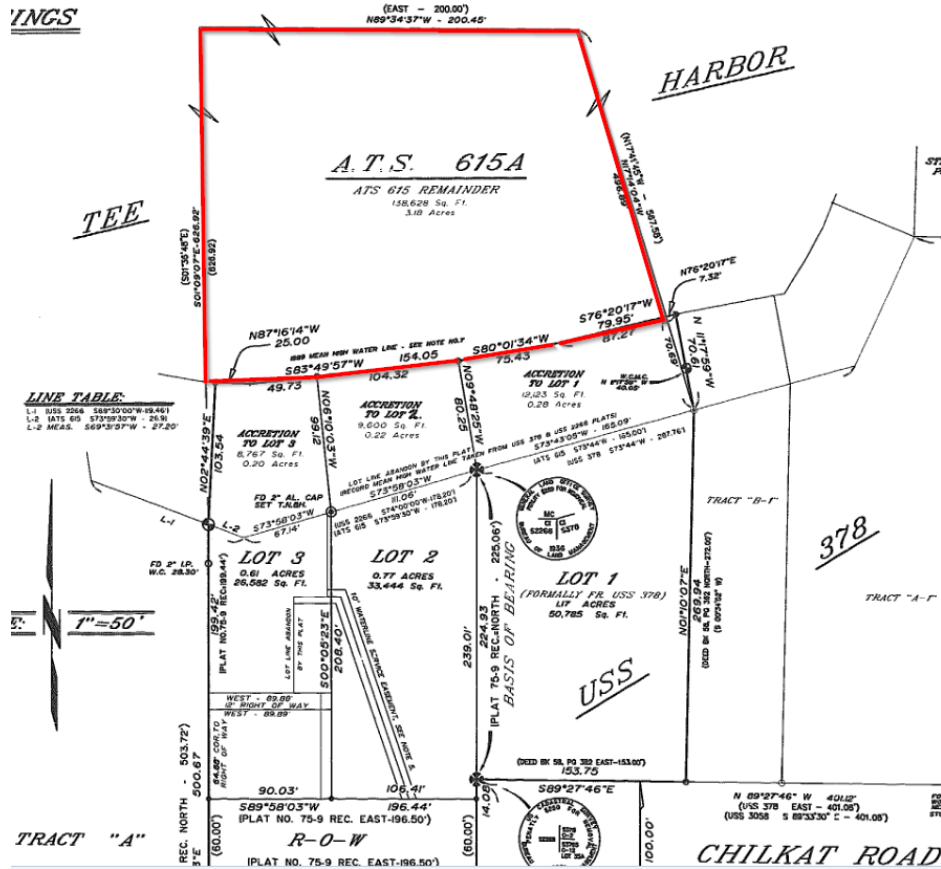


FIGURE 1.1 – Excerpt from Plat 2001-42 which depicts the subject after the Quiet Title Action and accretion to the adjacent upland lots. Subject is outlined in Red.

The subject is part of the Donohue’s Marina in Tee Harbor located at 17880 Chilkat Road, Juneau, Alaska (ATS 615A). The subject tidelands were originally leased from the State of Alaska (ADL 29281) for a 55 year term starting in 1966. The State of Alaska assigned and granted to the City and Borough of Juneau the management authority to the subject tidelands in 2001. That same year, a Quiet Title action for accreted lands in favor of the adjacent upland property owners reduced the subject size from 3.877 AC to 3.18 AC. This lease expired effective July 1, 2021.

The owners of Donohue’s Marina are entering into a new lease with a CBJ to continue its use as part of the marina. This appraisal estimates the market rent for the new lease of the property under similar terms with a retrospective appraisal date of July 1, 2021. Our inspection was April 12, 2021, several months prior to the effective date. This appraisal is made under the extraordinary assumption that the subject was in a similar condition on the effective date as it was on the inspection date.

The most recent rent paid under the old lease which was adjusted effective July 1, 2015, was \$5,545 or \$0.04/SF. The subject is currently improved with piling and a float

owned by the lessee. The market rent estimated in this appraisal reflects the subject in its unimproved condition prior to the original 55 year lease.

The new lease has not been made yet but the assumed lease term will be 35 years. The other terms are expected to be similar to the original expired lease and are summarized as follows.

Synopsis of Lease

<i>Legal Description/ Leased Premises:</i>	ATS 615A
<i>Parcel:</i>	8B3601030180
<i>Lessor:</i>	City and Borough of Juneau, as land manager.
<i>Lessee:</i>	Elizabeth A. Haffner
<i>Term of Lease:</i>	35 years
<i>Annual lease payment:</i>	Market Rent to be negotiated based on appraisal.
<i>Lease Dates:</i>	Began July 1, 2021, expires June 30, 2056.
<i>Rental Adjustment Period:</i>	Every fifth-year anniversary based on market rent.
<i>Use:</i>	Marina
<i>Property Rights Included:</i>	Normal rights conveyed by lease.
<i>Property Rights Excluded:</i>	No mineral or timber rights are conveyed by lease.
<i>Easements:</i>	None noted on Plat.
<i>Other Terms of Lease:</i>	Typical full net lease indemnifying lessee.
<i>Reversion of Improvements:</i>	Improvements and chattels are able to be retained by the lessee or its successor if all obligations of the lease have been fulfilled, and the lease extended. Improvements must be removed within sixty days if the lease is terminated.
<i>Easements:</i>	None noted on Plat.
<i>Improvements Included:</i>	None. All improvements to be provided by the lessee.

1.1 PURPOSE OF APPRAISAL, INTENDED USERS AND INTENDED USE

The purpose of this appraisal is to determine the annual market rent of the subject. The market rent estimate for the property is fee simple interest less mineral rights in its **pre-development condition**.

Intended use: This valuation is to be used to set market rent for a tidelands lease as administered by the City and Borough of Juneau.

Intended users: The City and Borough of Juneau and Elizabeth A. Haffner, as Lessee.

1.2 PARTIES TO THE TRANSACTION

Client and Ostensible Owner

City and Borough of Juneau (CBJ) is the client and ostensible owner. The State of Alaska retains subsurface minerals rights with a reverter clause if CBJ is dissolved, and condition of title is that the CBJ cannot sell the tidelands, but may lease them; management is administered by the CBJ.

Lessee

Elizabeth A. Haffner

1.3 LESSEE CONTACT, INSPECTION & EFFECTIVE DATE

We contacted the lessee's business via the phone number noted in the lease and set up the appointment for inspection with Ms. Haffner.

Charles Horan inspected the property on April 12, 2021, with Ms. Haffner. The effective date of this appraisal is July 1, 2021, the effective date of the new lease.

1.4 APPRAISAL METHODOLOGY

The most direct way to estimate market rent is by the Rent Comparison Approach. In this approach, the annual rent of similar properties is considered on a price per square foot basis.

We identify comparable information through interviews with knowledgeable participants in the real estate markets such as local appraisers, other lessors and lessees, discussions with municipal property assessment personnel and others who are familiar with the real estate market in Southeast Alaska. Information was also collected from the Port of Juneau for comparable land leases. A search was performed of similarly used properties in the communities throughout Juneau, Alaska.

Our office maintains market data information on sales, transfers and a geographic location basis for those rural properties not connected to a road system, and those connected. Within each of these areas, the data is further segmented into commercial and residential properties. Within these divisions of separation are divisions for zoning and whether the properties are waterfront or upland parcels. Horan & Company, LLC

maintains and continually updates this library of sale transactions throughout Alaska by region and has done so for over 30 years.

1.1 ALASKA TIDELANDS VALUATION AND RENT MARKET

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

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

Conclusion Tideland Value Ratios and Land Percentage Rent

Over time we have studied the relationship between upland and tidelands unit values observing that there are typical ratios indicating tidelands unit values of 5% to 50% or more of the adjacent upland values depending on the effective utilization of the tidelands. Also, we have studied a percentage rent range that tideland owners are achieving as a percentage of the estimated tideland values. Commercial property generally rents as a percentage of the market value. These percentage rents have ranged from 6% to 12% over the last 20 years. In the last 10 years or so these rates have narrowed to a range of 7% to 10% and are predominately 8%. For most private commercial leases these rates have not changed in the past several years and are best described as stable. A market rate of 8% is well supported.

2 AREA ANALYSIS

2.1 JUNEAU AREA ANALYSIS

Demand for real estate is generally driven by population, and the population is sustained by employment. The Juneau economy is primarily driven by the government. 38% of all jobs and 45% of all wages in Juneau are related to Municipal, State, Federal or Tribal Government.

According to the Alaska Department of Labor and Workforce Development, estimates, included in the Juneau Economic Development Council's (JEDC's) 2020 report on the 2019 data, for the first time in eight years Juneau experienced a small net gain in the government sector.



FIGURE 2.1 – Juneau Location Map

While State and Federal Government decreased, local and Tribal Government increased for a 0.2% net increase in Government employment. Juneau's State Government sector is still the largest contributor, making up 24% of all wages. The three top contributors to Juneau's economy are Government, travel, and hospitality, combined making for nearly half (48%) of all earnings.

JEDC's 2020 report states that Juneau 2020 unemployment rate through September 2020 was 7.6%, up 3.2 percentage points from 2019. This is mainly the result of the COVID-19 pandemic. While it is a noted increase, the rate is still below the unemployment rate for the rest of the Region, State, and Nation.

Juneau's per capita income through 2018 (the most current available data) indicates the relative well-being of the community. With inflation-adjusted dollars, Juneau's per capita income is 115% of the State Average and 125% of the National Average. See Figure 2.2

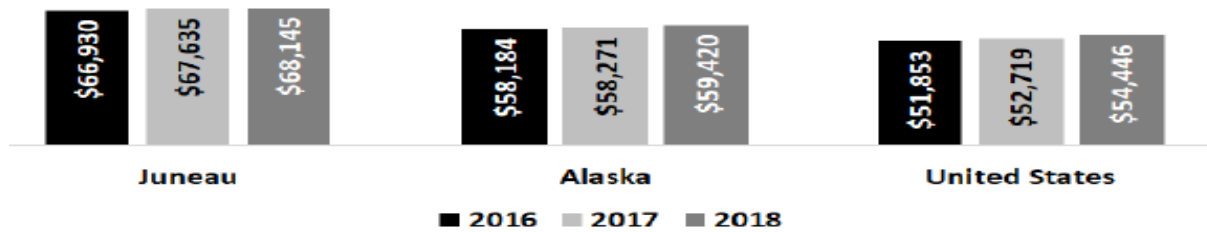


Figure 2.2 – Juneau’s per Capita Income Compares to State and National Data.
Source: JEDC’s 2020 Annual Report.

Juneau’s population has declined the past five years dropping over 1,100 from 2015 to 2019, which indicated 31,986.

The out-migration has continued to surpass the natural increase.

Nevertheless, Juneau has the youngest median age of all Southeast communities (38.5 years) See Figure 2.3 and Figure 2.4

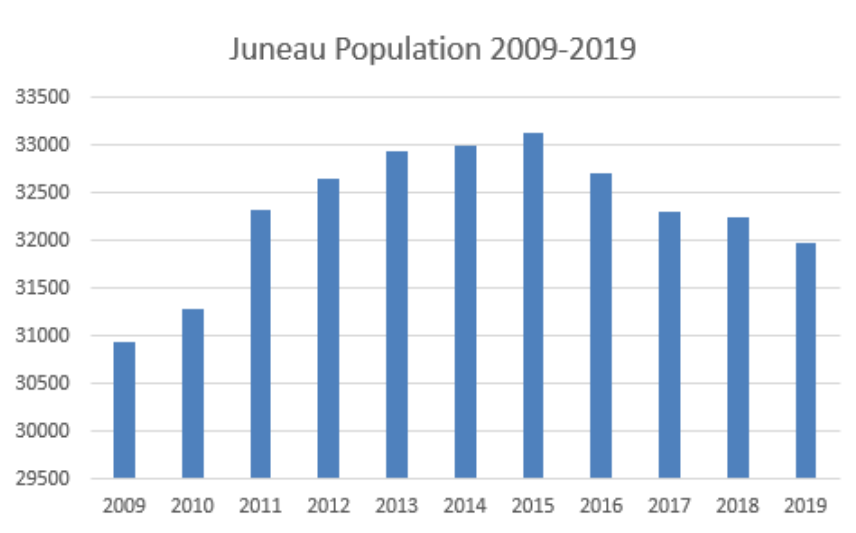


FIGURE 2.3 – Juneau, Alaska, Population Trends (2009-2019).
Source: JEDC’s 2020 Annual Report

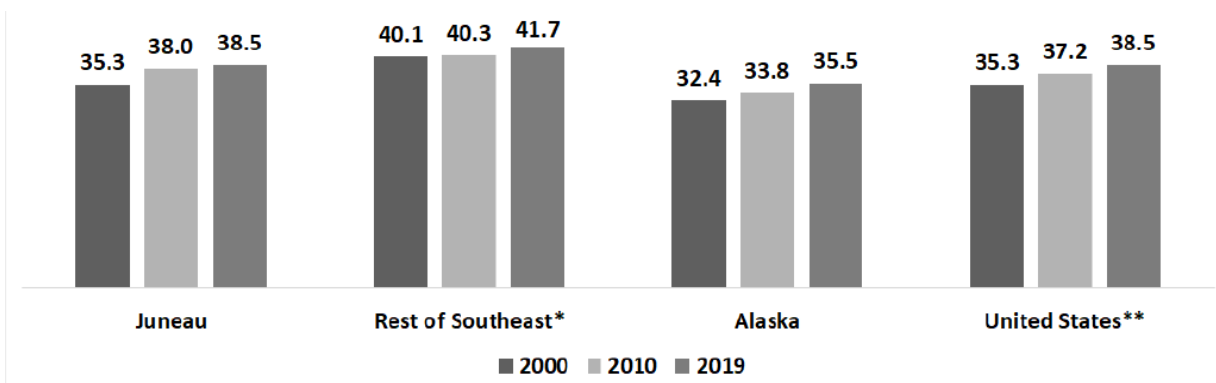


FIGURE 2.4 – Median Age, 2000, 2010, and 2019. Published in JEDC’s 2020 Annual Report

According to the Juneau and Southeast Alaska Economic Indicators and Outlook, December 2020, “The median transaction price of a single-family home increased by 5.3% from 2018 to 2019, and prices increased again in the first three quarters of 2020 for all categories of housing. The average days on market for all homes was 24 days in 2017. It then fell to 17 days in 2018 and 9 days in 2019 and the third quarter of 2020. The rapid turnover for homes, less than 10 days, is an indication of a tight housing market in Juneau.”

“In March 2020, Juneau’s median rental price for all units increased by 7.7% to \$1,257, returning to levels seen in 2016 through 2018. As vacancy rates in Alaska continue to rise (currently 9.2%), Juneau’s vacancy rate remains well below the state average, dropping to 4.4%. According to the Alaska Department of Labor and Workforce Development, the ideal vacancy rate for a community is between 6 and 7%.¹ This is because more vacancies allow renters more choice in where to live, putting pressure on landlords to keep units in good repair and keep prices competitive.”²

In conclusion, the overall real estate market in Juneau has been mixed. The population has declined somewhat but income remains strong. Parts of the commercial service sector serving mining and construction remains strong. Housing also remains strong. Retail and tourist-oriented properties are experiencing some stress.

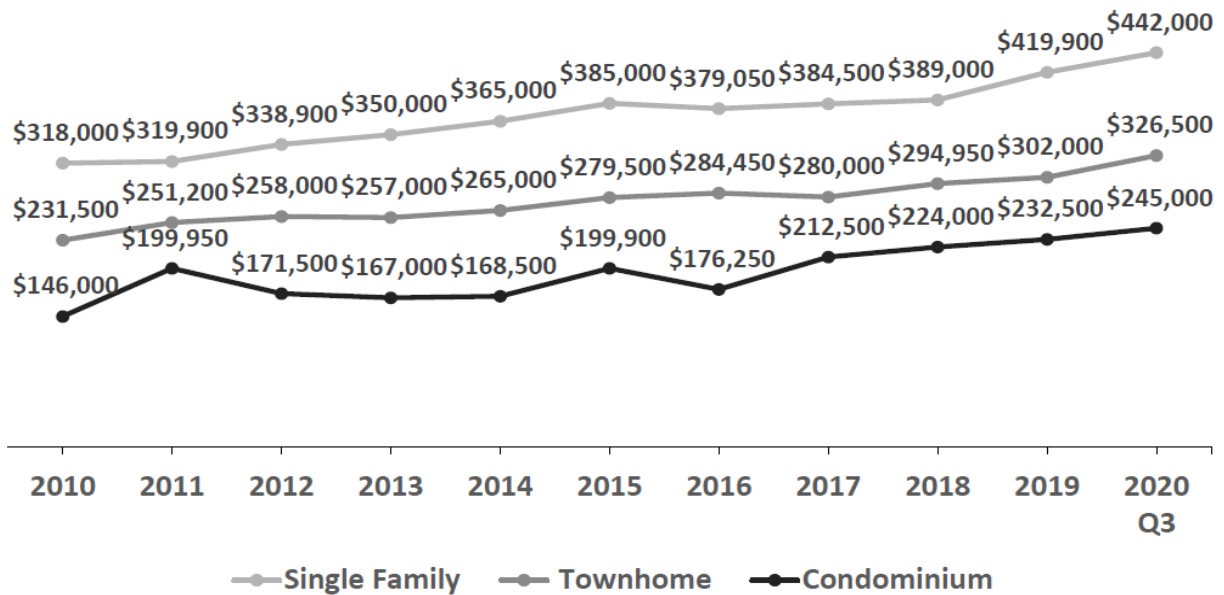


FIGURE 2.5 – Median Price of Single Family, Attached Homes and Condominiums from 2010 - 2020, Q3. Published in JEDC’s 2020 Annual Report.

¹ Wiebold, Karinne. “Alaska’s Rental Market.” Alaska Economic Trends, Aug. 2016, pp.4-7.

² Juneau and Southeast Alaska Economic Indicators and Outlook, December 2020

2.2 LAND TRENDS

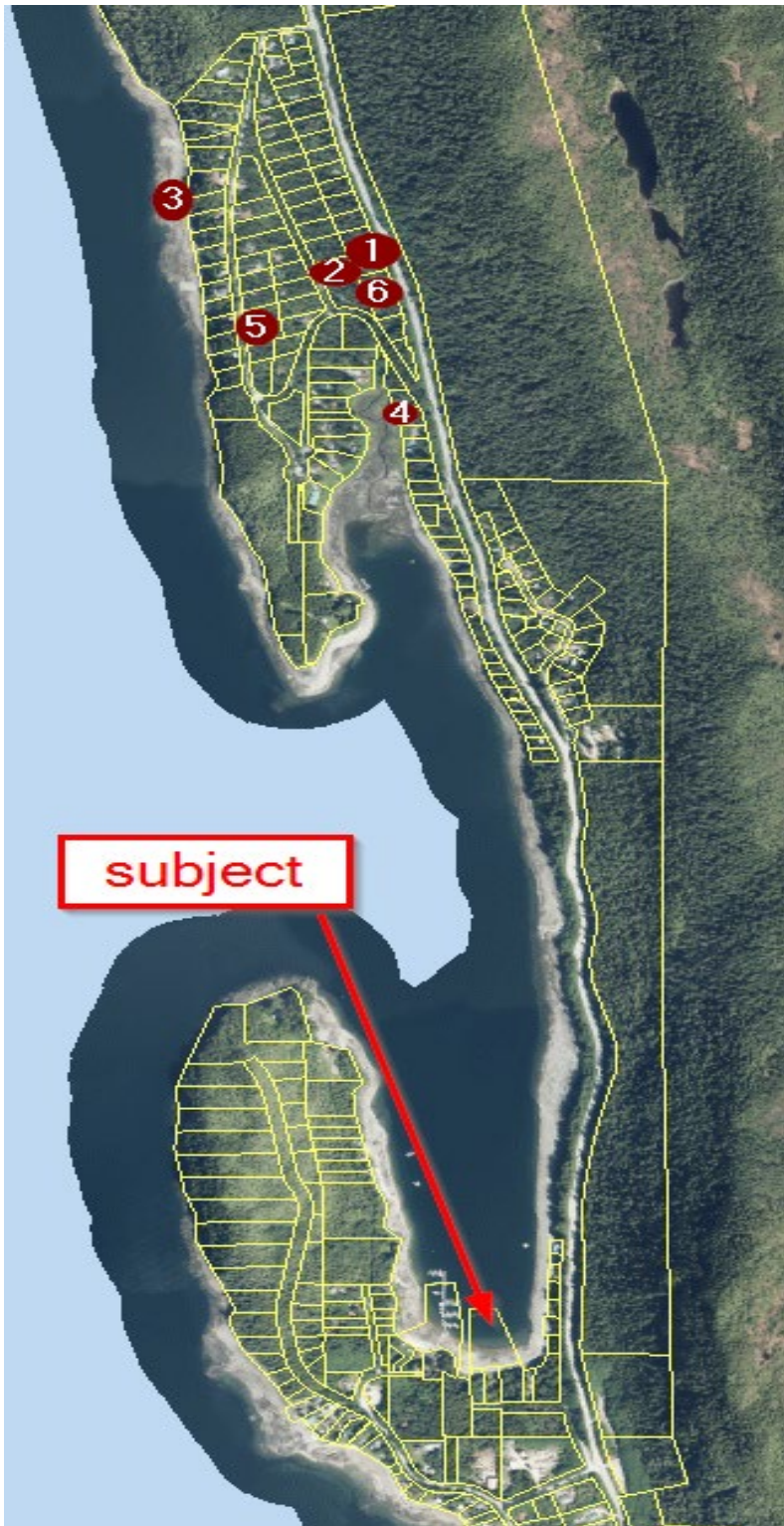


FIGURE 2.6 - Map of Tee Harbor area showing the subject and six sales contrasting location and access characteristics.

The subject property is located in Tee Harbor, a small natural harbor approximately 18 miles north of downtown Juneau on the road system. This is in an area commonly referred to as “Out the Road”, the broader description of a neighborhood that extends along Glacier Highway from Auke Bay to the Shrine of St. Therese and beyond to Echo Cove. This lineal, developed coastal area is removed from the urban core and is rural in character. It provides good marine views from many lots and has lower zoning densities. The majority of the lots are supplied with public water and power but lack access to public sewer. With the exception of the subject marina, the nearest significant commercial development is approximately seven miles away from the area at Auke Bay.

We researched the “Out the Road” Land Market with the MLS and found only a few sales per year over the last several years. This market has been relatively static. There are no recent

commercial waterfront sales. The area is predominantly rural and residential in character. The Residential Market has remained strong even over the last few years

during the COVID pandemic. We analyzed a dozen sales in the Tee Harbor area mostly in north Tee off Glacier Highway and along Cohen Drive. Generally, waterfront lots were selling between \$50,000 and \$80,000 influenced by location and access. Several lots had sold with varying stages of site preparation which appeared to show premiums of \$30,000 to over \$50,000. Waterfront lots were selling for over \$200,000 but mostly had significant site improvements such as driveways and building pads. There's one small waterfront lot sold on south Tee Harbor several years ago for \$65,000.

Of interest, we considered several paired sales which are noted on map Figure 2.6. Sales 1 and 2, upland lots with some site prep (some fill and driveway). Sale 1 sold for \$80,000 having superior direct road access contrasted with nearby Sale 2 selling for \$50,000 having poorly developed easement access indicating a 38% discount for poor access. Sale 3 had good access but is a steep waterfront lot, sold for \$250,000. It is contrasted with Sale 4, a waterfront on tideflats and inferior location selling for a discount of 14%. Sale 5 is a prepped upland lot which sold recently for \$155,000 contrasted with Sale 6 sold for \$103,000 which was also partially prepped but had steep access off Glacier Highway indicating a discount of 30% for steep inferior access. There are a lot of issues influencing these sale prices but this data suggests there are significant discounts up to nearly 40% for access difficulties such as the isolated tidelands would reflect.

3 PROPERTY DESCRIPTION

3.1 SITE DESCRIPTION

The subject tideland's lease is the non-contiguous eastern portion of the Donohue's Marina located at 17880 Chilkat Road. It is legally known as ATS 615A and comprises approximately 3.18 AC or 138,628 SF of submerged tidelands in Tee Harbor. The parcel is irregular in shape with the southern property line running approximately 341.75' along the shore's mean high water line at the head of Tee Harbor. The western line runs 626.92' north and fronts the unoccupied strip of public waters between the subject and the western portion of Donohue's Marina in ATS 41. The northern property line then runs east 200' along the deeper waters in the middle of Tee Harbor with the western property line running south back toward the shore 567.58'. This configuration gives the parcel water frontage on three sides. The site is currently improved with a float and piling which are owned by the lessee and are not a part of this valuation.

See Figure 3.1 below for excerpt of accretion amended Plat 2002-32, the subject remained ATS 615A.

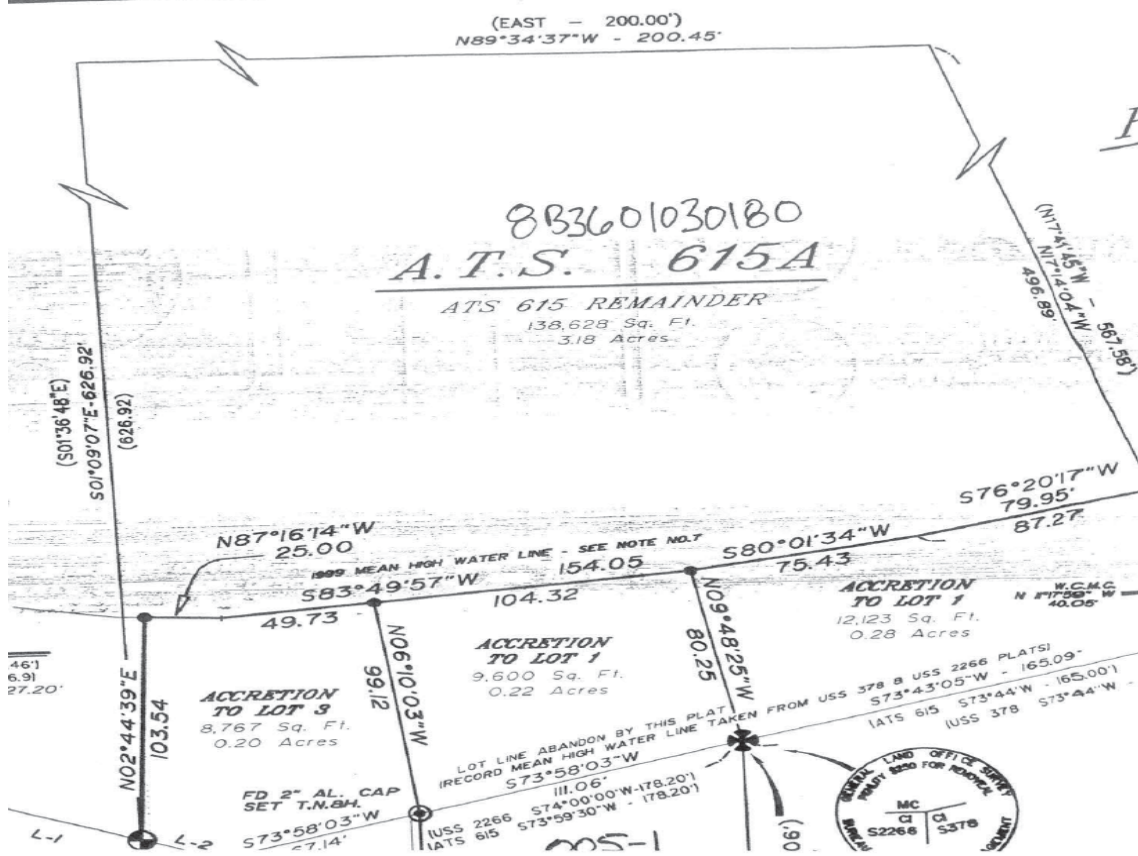


Figure 3.1 - Excerpt from amended Plat 2002-32, showing subject remained ATS 615A.

Access

The site, as presently developed, has no legal direct road access since it is essentially landlocked via non-contiguous ownership of the upland parcels. Marine access is available from the west, north and east sides of the subject via the public waters of Tee Harbor. Functional access is through the western portion of Donohue's Marina USS 2759 Tract J (formally ATS 41 and USS 2759). Boat owners tied to the floating docks on this part of the marina have to skiff to shore or to the connecting west part of the marina float system which connects to shore. This lack of functional direct access to the shoreline and onto public right away limits the utility of the subject.



FIGURE 3.2 - CBJ GIS map showing the outline of property controlled by Donohue's Marina indicating access difficulties for the subject.

Utilities

City water and private utilities including power, trash collection, phone, cable and fuel are available in the area. City sewer has not been extended to the neighborhood. Although these utilities are present in the area, they are not extended to the subject.

3.2 ZONING

The property is zoned Waterfront Commercial (WC). The WC district allows for both land and water space for commercial 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. It appears the subject complies with the zoning, as developed with a marina.

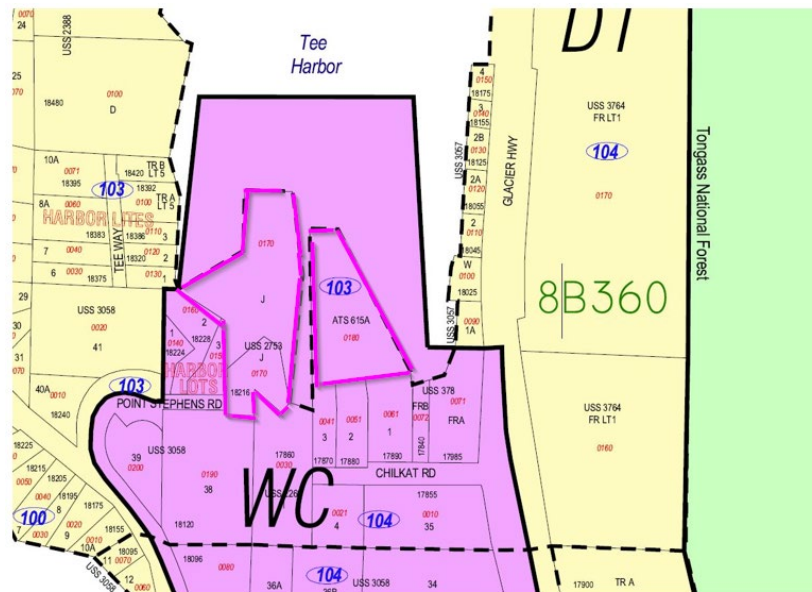


FIGURE 3.3 – Zoning Map showing relation Donohue’s Marina, Subject and strip in between

3.3 EASEMENTS AND OTHER RESTRICTIONS

There is no 50' pedestrian easement, typical to Alaska state tidelands leases, on the lease area, according to the most recent plat or the tax record. Plat notes from Plat 2001-42 are included below per client instructions. We are unaware of any other easements or restrictions which impact the subject.

NOTES

1. ALL PLAT BEARINGS SHOWN ARE TRUE BEARINGS AS ORIENTED TO THE BASIS OF BEARINGS.
2. ALL DISTANCES SHOWN ARE REDUCED TO HORIZONTAL. RECORD BEARING AND DISTANCES ARE SHOWN ENCLOSED IN PARENTHESIS.
3. RECORDED BEARING AND DISTANCE ARE SHOWN IN ENCLOSED IN PARENTHESIS. WHILE, MEASURED, OR CALCULATED, BEARINGS AND/OR DISTANCES ARE SHOWN WITHOUT PARENTHESIS.
4. A PORTION OF THIS PLAT IS A RE-SUBDIVISION OF RECORDED PLAT NO. 75-9, JUNEAU, RECORDING DISTRICT, TITLED "SUBDIVISION PLAT OF LOTS 1, 2, & 3, TRACT "B", U.S.S. 2266
5. THE CENTERLINE FOR A 10 FOOT WATERLINE SERVICE EASEMENT WAS RECORDED ON 17 JUNE 1996, IN BOOK 450, PAGE 87, JUNEAU RECORDING DISTRICT.
6. THE TEMPORARY TURNAROUND WITHIN LOT 4 WILL BE VACATED UPON THE EXTENSION OF CHILKAT ROAD INTO TRACT "A".
7. TIDAL INFORMATION FOR THIS SURVEY WAS OBTAINED FROM TIDAL OBSERVATION ON APRIL 15 & 16, 1999 AS EXTRAPOLATED FROM THE NOAA PUBLICATION FOR THE PREDICTIONS OF HIGH AND LOW WATERS FOR 1999.
8. INFORMATION FOR THIS PLAT WAS DERIVED FROM PLATS USS 378, USS 2266, ATS 615 (PLAT 2001-1), PLAT NO. 75-9, 87-9, AND DEED BOOK 58, PAGE 382, JUNEAU RECORDING DISTRICT.

FIGURE 3.4 – PLAT NOTES

3.4 FUNCTIONAL UTILITY OF SITE

As noted above the subject tidelands are essentially landlocked via the non-contiguous ownership of the upland parcels to the south which prevents access to public roads. Marine access is available on the remaining three sides, however, there is an unoccupied strip between the subject and the lessee's fee-owned tidelands to the west, which houses the majority of Donohue's Marina, thus preventing connection of the floats. This essentially requires any marine improvements

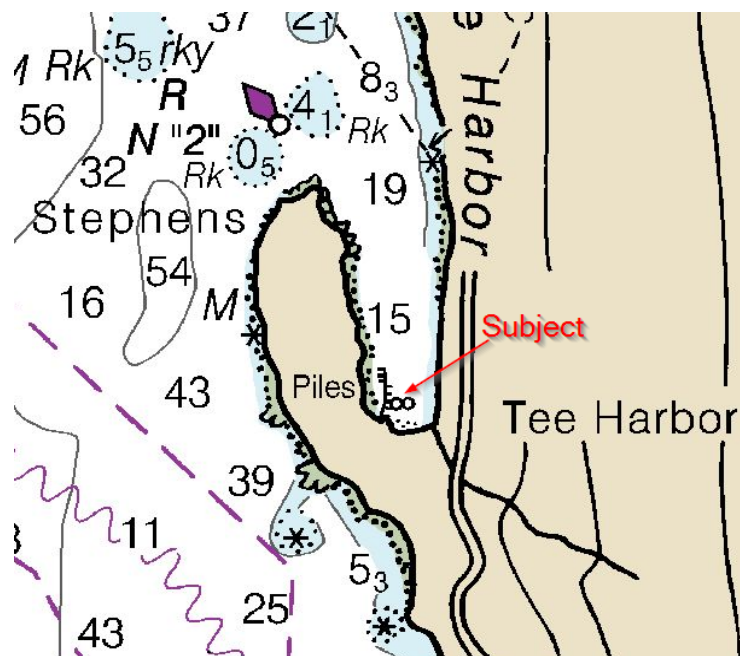


FIGURE 3.5 – CHART EXCERPT

made on the subject to be accessed via the water. The unoccupied strip currently acts as a de facto right of way limiting access to and full utilization of the subject parcel.

The tidelands still support the marina operations to an extent, despite their limited access. Water depth is very shallow along the shoreline and gradually deepens as the parcel extends to the north. About 40% to 50% of the parcel is subject to going dry and extreme low tides making it non functional for permanent moorage. As can be seen in

Figure 3.6 the only reasonable place to put floats are in the northern part of the site. This obviously limits its functional economic appeal.



Figure 3.6 - Donohue's Marina showing area north of the green line approximate area where year-round tides would allow submerged land suitable for moorage.

Tee Harbor is a natural harbor and is open to the north. Stronger weather from that direction requires that the float is removed during the winter months. Figure 3.5 is an excerpt from the NOAA chart showing the water depth in Tee Harbor and its approach.

Marina operation background

Donohue's Marina had somewhat flat revenues until 2012 when it began to increase. It appears the marina had been undermanaged for several years. The subject lease space itself was unused for over 30 years until a dock was installed in 2013. Since that time, the revenue generated by the subject tidelands for this dock has remained relatively low

until the last five years. The subject tidelands and its dock had generated about 2% to 5% of the overall marina’s gross. In recent years it’s been about 8.5% to 11%. At the same time, the overall marina income has been somewhat static as indicated by Figure 3.7 below. The actual income figures are confidential that this graphic illustrates the change in relative income over time which has fallen.

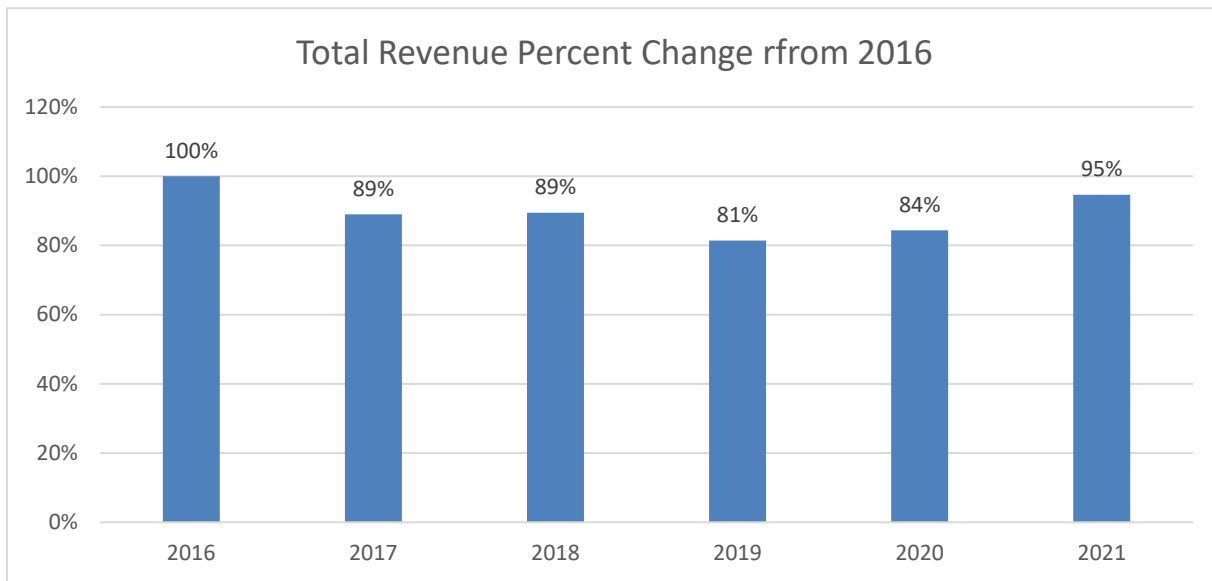


FIGURE 3.7 - Relative Revenue of Donohue’s Marina with 2016 as a Base.

3.5 ASSESSED VALUATION AND TAXES

The subject, ATS 615, is owned by the State of Alaska and is therefore not subject to real estate taxes in its Fee Simple Interest. The possessory interest, however, is taxable. The CBJ assessor has assigned the subject a parcel number, 8B3601030180, and maintains an assessed value. The current (2021) assessed value is \$101,900 which reflects the possessory interest of the remaining seven years of the lease. This is supposedly a possessory interest value, less than fee. There are no improvements assessed for this parcel. It is assumed that the on-site marine improvements are considered under the adjacent Donohue’s Marina parcel number. The mil rate for FY 2021 is 10.56 mils indicating total real estate taxes of \$1,076.06.

4 VALUATION

4.1 HIGHEST AND BEST USE

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

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

The subject has historically been and is legally permissible to continue to be a marina. It has no direct access to the functioning marina of which it is currently apart. Its physical location would allow it to be used by the adjacent homeowners as a private deepwater dock site but its size is excessive of what would be required for each of the owners. Over the past few years its income has slowly increased adding to the feasible income as part of Donohue's Marina. The Highest and Best Use was concluded to be marina use. It is noted the subject has access issues with a lack of direct connectivity to the existing marina float facility. A large portion, approximately 50% of the site, may not be suitable for consistent year-round dock moorage.

4.2 TIDELANDS LEASE VALUATION

Due to the large size of the subject and its depth and distance from shore, we extended our search to other coastal areas including sites on Admiralty Island and the end of Glacier Highway. We identified three comps that were typical of the dozens considered in bracketing the subject on an annual rent per square foot basis given their overall site characteristics and use.

Qualitative Ranking

Attributes of the rent compareables that would influence value are not readily quantifiable in the tidelands market and discrete adjustments were not made. A qualitative rating has been developed to weigh market differences between the subject and the comparables whereby, if a comparable attribute is superior to the subject, a minus rating of -1, -2, or -3 is given, depending on its severity. Conversely, if a comparable attribute is inferior to the subject, a plus rating of +1, +2, or +3 is given, depending on its severity, to weigh this with other attributes towards the subject. The gradation of weighting 1 to 3 is used since all qualitative attributes are not, in the appraisers' opinion, equally-weighted within the market.

Table 4.1 which follows our discussion summarizes the salient characteristics of the subject and the three comps and provides for a weighted rating of the comps to the

subject. In this way, the comps can be ranked as being superior, similar, or inferior to the subject on a rent per square foot basis. The significant attributes considered include the following.

The **Titled Interest** is rated similar between the subject and comparables as they are all leases to perform similar marine dock or marina functions.

All comparables were found to be similar in the **Conditions of Sale**, all being supported by reasonable market evidence, having been rationally negotiated.

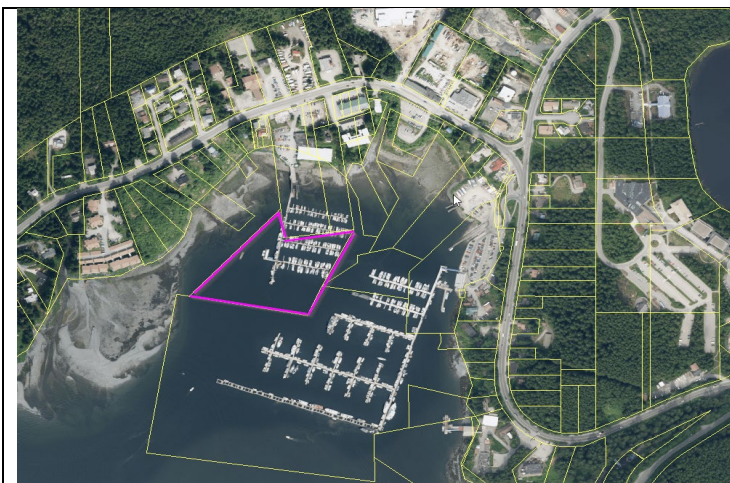
The comparables range in transaction time from 2018 to 2020. **Market Conditions** for commercial waterfront/tidelands have been fairly static over this time period. No adjustments are warranted in this category as a result. The remaining categories and how they compare to the subject are discussed below on a comp by comp basis.



Comp 1 is a recently reviewed tidelands lease adjusted for its five-year rental anniversary with no change in rent for the prior five years. It is a critical landing site for Greens Creek Mineworkers but its remote location on Admiralty Island makes it inferior + 1. It is similar in most other attributes; size, functional utility with a long shallow runout, etc... It is superior to the subject - 1 in that it has direct access to roads. On the other hand, it is inferior by + 1 in that it does not have proximity to utilities. On balance, this comp is somewhat inferior indicating the subject would rent would be more than \$0.03/SF.



Comp 2 is an updated tidelands lease rent at Cascade Point proposed to be a dock landing for the Kensington Mine. It is similar to the subject in most regards being “out the road”, large acreage, and suitable for deepwater barge and ferry landing. It is superior by -1 in its functional utility as it is a more compact site. It is also superior by -1 since it has direct access to a road. It is inferior + 1 in that it is out of the reach of utilities as compared to the subject. On balance, this comp is superior and indicates the subject should be somewhat less than 6¢/SF.



Comp 3 has some of the same attributes. However, it is superior due to its Auke Bay location - 1, close to the town center, deep site functional utility - 1 and street access through control properties - 1. On balance, this property is significantly superior to the subject indicating that the subject’s rent value would be significantly less than 11¢/SF.

The descriptive similarities and differences between the comps and the subject are summarized in the table below which bracket the subjects indicated annual rent/SF.

TABLE 4.1 – Qualitative Summary Ranking Grid Annual Rent/SF							
Comparable Elements	Subject- #17880 Chilkat Road	Comp 1 #8209 Young Bay		Comp 2 #10913 Cascade Point		Comp 3 #2444 Auke Bay	
Annual Rent	Solve	\$6,200		\$14,800		\$34,260	
Annual Rent/SF		\$0.032/SF		\$0.06/SF		\$0.11/SF	
Titled Interest	Leasehold	Similar	0	Similar	0	Similar	0
Conditions of Rent	Typical	Similar	0	Similar	0	Similar	0
Market Conditions	07/21	2/20	0	5/18	0	1/19	0
Location	Tee Harbor	Admiralty	+1	Echo Cove	0	Auke Bay	-1
Zone	WC	Similar	0	Similar	0	Similar	0
Size	138,628 SF	191,708/SF	0	246,114/SF	0	311,454/SF	
Waterfront Access Quality	Deep draft, submerged,	Similar	0	Similar	0	Similar	0
Functional Utility of Site	Long shallow runoff	Similar	0	Superior	-1	Superior	-1
Street Access	Cut off from public roads	Superior	-1	Superior	-1	Superior	-1
Utilities	Water & power in area	Inferior	+1	Inferior	+1	Similar	0
Pre-lease condition	Undeveloped	Similar	0	Similar	0	Similar	0
Overall Rating	Solve	Inferior	+1	Superior	-1	Superior	-3
The indicated value of the subject would be		More than \$0.03/SF		Less than \$0.06/SF		Significantly Less than \$0.11/SF	

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

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

The subject indicates a market rent towards the lower end of the range between 3¢/SF and 6¢/SF. Some of the access adjustments found in the subject neighborhood suggest that the properties with better functional access could be discounted by about a third. Making a 33% downward quantitative adjustment to Comp 3 would indicate about \$0.073 cents/SF (11¢/SF -33%). And still, this property would be significantly superior to the subject due to its Auke Bay location. Also, the appraiser has considered that while

the income³ attributed to these non-attached tidelands has grown over the last five years the overall marina income has not grown consistently. Considering a reasonable annual rental percentage of the land the market would not justify a significant change from the prior rent last revised in 2015 at 4¢/SF. Based on the current rent bracketing the subject at 3¢ to 6¢/SF and considering the static nature of the market over the past several years the estimated rent effective July 1, 2021, for the new lease is 4¢/SF. The annual rent can be calculated as follows.

$$\mathbf{138,628\ SF\ @\ \$0.04/SF = \$5,545.12\ /year}$$


³ The marina income attributed to the floats on the subject is confidential but has vacillated over last five years. The overall marina revenue for 2021 has not yet achieved the high of 2016 although the rents on the subject floats have increased since then. This in part reflects the increased demand for larger boats spaces.

ADDENDA

CERTIFICATION OF APPRAISAL

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

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and no personal interest with respect to the parties involved.
- I have no bias with respect to the property that is the subject of this report or to the parties involved with this assignment.
- My engagement in this assignment 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 real property appraisal assistance to the person signing this certification.
- 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, I have completed the continuing education program for Designated Members of the Appraisal Institute.



Charles Horan, MAI
APRG 41

July 1, 2021
Effective Date of Appraisal

October 12, 2021
Date of Report

ASSUMPTIONS & LIMITING CONDITIONS

By virtue of the condition of assignment, the site is appraised under the **hypothetical condition** that it is in its pre developed state, that is, in this condition it was before piling and floats were placed on it. The assignment results could be affected by the use of this hypothetical condition.

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

1. It is assumed the data, maps and descriptive data furnished by the client or its representative are accurate and correct. Photos, sketches, maps, and drawings in this appraisal report are for visualizing the property only and are not to be relied upon for any other use. They may not be to scale.
2. The valuations are based on information and data from sources believed reliable, correct and accurately reported. No responsibility is assumed for false data provided by others.
3. No responsibility is assumed for building permits, zone changes, engineering or any other services or duty connected with legally utilizing the subject property. No responsibility is assumed for matters legal in character or nature. No opinion is rendered as to title, which is assumed to be good and marketable. All existing liens, encumbrances, and assessments have been disregarded, unless otherwise noted, and the property is appraised as though free and clear, having responsible ownership and competent management. It is assumed that the title to the property is marketable. No investigation to this fact has been made by the appraiser.
4. The property described herein has been examined exclusively for the purpose of identification and description of the real property. The objective of our data collection is to develop an opinion of the Highest and Best Use of the subject property and make meaningful comparisons in the valuation of the property. The appraisers' observations and reporting of the subject land or improvements are for the appraisal process and valuation purposes only and should not be considered as a warranty of any component of the property. This appraisal assumes that the subject is structurally sound and all components are in working condition.
5. This appraisal report may note any significant adverse conditions (such as needed repairs, depreciation, the presence of hazardous wastes, toxic substances, etc.) discovered during the data collection process in performing the appraisal. Unless otherwise stated in this appraisal report, we have no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the property (such as, but not limited to, needed repairs, deterioration, the presence of

hazardous wastes, toxic substances, adverse environmental conditions, etc.) that would make the property less valuable, and have assumed that there are no such conditions and make no guarantees or warranties, express or implied. We will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because we are not experts in the field of environmental hazards, this appraisal report must not be considered as an environmental assessment of the property. We obtained the information, estimates, and opinions furnished by other parties and expressed in this appraisal report from reliable public and/or private sources that we believe to be true and correct. It is assumed that no conditions existed that were undiscoverable through normal diligent investigation which would affect the use and value of the property. No engineering report was made by or provided to the appraisers.

6. The client is the party or parties who engage an appraiser in a specific assignment. A party receiving a copy of this report from the client does not, as a consequence, become a party to the appraiser-client relationship. Any person who receives a copy of this appraisal report as a consequence of disclosure requirements that apply to an appraiser's client, does not become an intended user of this report unless the client specifically identified them at the time of the assignment. The appraiser's written consent and approval must be obtained before this appraisal report can be conveyed by anyone to the public through advertising, public relations, news, sales, and other media.
7. The appraisal report may not be properly understood without access to the entire report. The appraisal is to be considered in its entirety, the use of only a portion thereof will render the appraisal invalid.
8. Any distribution of the valuation in the report between land, improvements, and personal property applies only under the existing program of utilization. The separate valuations for land, building, and chattel must not be used in conjunction with any other appraisal and is invalid if so used.
9. One (or more) of the signatories of this appraisal report is a member or associate member of the Appraisal Institute. The bylaws and regulations of the Institute require each member and candidate to control the use and distribution of each appraisal report signed by such member or candidate. Therefore, except as hereinafter provided, the party for whom this appraisal report was prepared may distribute copies of this appraisal report in its entirety to such third parties as selected by the party for whom this appraisal report was prepared; however, selected portions of this appraisal report shall not be given to third parties without the prior written consent of the signatories of this appraisal report. Further, neither all nor any part of this appraisal report shall be disseminated to the general public by the use of advertising media, public relations media, news

media, sales media or other media for public communication without the prior written consent of signatories of this appraisal report.

10. The appraisers shall not be required to give testimony or appear in court by reason of this appraisal with reference to the property described herein unless prior arrangements have been made.

Definitions

Market Value

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

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

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

The estimated market exposure time is 18 to 24 months.

Market Rent

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

The Dictionary of Real Estate Appraisal, 5th Edition, Appraisal Institute, Pages 121 & 122

Fee Simple Estate

Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

The Dictionary of Real Estate Appraisal, 6th ed., Appraisal Institute, Page 90

Leasehold Interest

The right held by the lessee to use and occupy real estate for a stated term and under the conditions specified in the lease.

The Dictionary of Real Estate Appraisal, 6th ed., Appraisal Institute, Page 128

Leased Fee Interest

The ownership interest held by the lessor, which includes the right to receive the contract rent specified in the lease plus the reversionary right when the lease expires.

The Dictionary of Real Estate Appraisal, Appraisal Institute, 6th ed., Page 128

Tidelands

All areas which are at or below mean high tide and coastal wetlands, mudflats, and similar areas that are contiguous or adjacent to coastal waters and are an integral part of the estuarine systems involved. Coastal wetlands include marshes, mudflats, and shallows and means those areas periodically inundated by saline water.

http://law.sc.edu/pathfinder/coastal_development/reference/definitions.shtml

Highest and Best Use

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

Hypothetical Condition

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

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

SUBJECT PHOTOGRAPHS



Photo Orientation Map – Photos taken April 12, 2021 by C. Horan

SUBJECT PHOTOGRAPHS



PHOTO 1 – Looking North down access drive toward the Marina. (041221(96))



PHOTO 2 – Looking North down ramp adjacent to float which accesses the permanently fixed slips on ATS 41. (041221(97))

SUBJECT PHOTOGRAPHS



PHOTO 3– Looking in a Northeast direction from a permanent fixed float toward subject detached tidelands. (041221(100))



PHOTO 4 – Looking back in an easterly southeasterly direction towards subject tidelands as they extend back to the shoreline photo distant background.(041221(101))

SUBJECT PHOTOGRAPHS



**PHOTO 5– Panorama looking in an easterly direction across subject tidelands.
041221(102))**



**PHOTO 6 – Looking north across subject tidelands from adjacent uplands.
04122021(128))**



2

Subject

3

1

HORAN & COMPANY, LLC

LAND COMPARABLE NUMBER 1

Community: 30 Admiralty Island

Recording District: Juneau

Address: Young Bay

City:

State:

Zip:

Location: Young Bay

Legal: ATS 1333; ADL 106488 (Our File 15-021); Parcel Number: 3A0101000010

Instrument: **Serial:**
Trans.Type: Land Rent
Rights:
Terms: Typical State Lease

Annual Rent: \$6,200
Trans. Date: February 4, 2020
Grantor: State of Alaska, DNR
Grantee: Hecla Greens Creek Mining Co.

Size (SF): 191,707.56
Frontage: Water Front
Zone: RR

Utilities: None
Access: Boat
Improvements: Not included in lease
Land Class: Tidelands, Remote

Topography: Submerged
Vegetation: Submerged
Soil: Tidelands

Present Use: Landing dock for daily commuter boat from Juneau
Intended Use: Continued as above
Highest and Best Use: As is

Comments

Rent update by appraisal

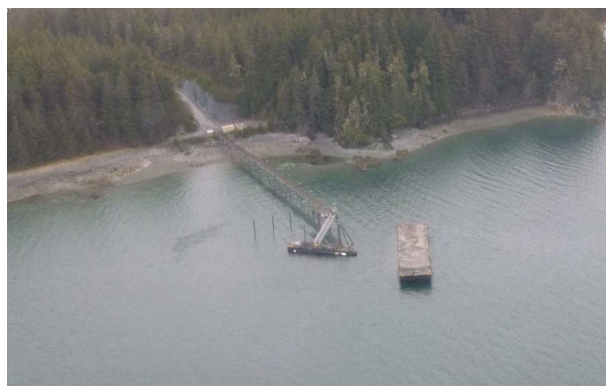
Analysis:

\$6,200 ÷ 4.401 AC = \$1,409/AC or \$0.0323/SF

Marketing Info: Updated rent based on appraisal 15-021.

Confirmed with: Appraisal, DNR
Confirmed date: 8/17/2015
Confirmed by: W.Ferguson

Revision Date: 10/6/2021
Record Number: 8209



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042815 118

HORAN & COMPANY, LLC

LAND COMPARABLE NUMBER 2

Community: 33 CBJ - Mainlands **Recording District:** Juneau
Address: Cascade Point, Berners Bay **City:** **State:** **Zip:**
Location: Cascade Point, Berners Bay, north of Echo Cove, 42 miles north of Juneau within 36S, 63E, S32
Legal: ATS 1654, ADL #107152, Plat 2007-25;

Instrument: Tidelands **Serial:** **Annual Rent:** \$14,800
Trans.Type: Land Rent **Trans. Date:** May 30, 2018
Rights: Lease **Grantor:** State of Alaska, DNR
Terms: Adjustable every five years. **Grantee:** Goldbelt, Inc.

Size (SF): 246,114 **Utilities:** None
Frontage: **Access:** Rough road
Zone: RR **Improvements:** None
Land Class: Remote, Vacant, Tidelands
Topography: Sloping, tidelands
Vegetation: Tidelands
Soil: Tidelands

Present Use: Vacant
Intended Use: Dock and land - see comments.
Highest and Best Use:

Comments

The intended use is to dredge and build a small level mound and develop a pier, gangway and float supported by galvanized piling for a ferry that will run between Cascade Point and Slate Cove, supporting the Kensington Mine 100-140 employees.

Analysis:

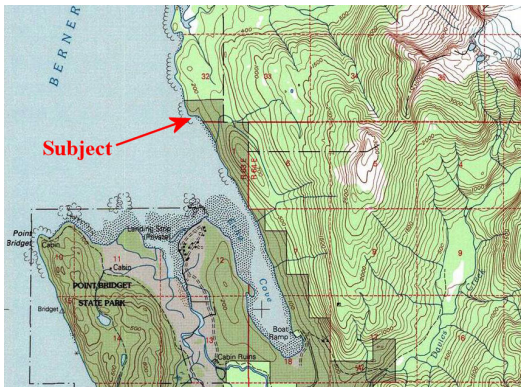
The lease amount was \$14,800/yr effective April 30, 2013 based on a market review by the DNR the lease ratee was unchanged for the 2018 rental adjustment. This indicates the following effective 5/12/18; $\$14,800/\text{year} \div 5.65\text{AC} = \2619AC per year or $\$0.06/\text{SF}$

Marketing Info: Negotiated tidelands lease with uplands preference rights. Note: early entry permit beginning 9/01/06. Appraisal date 4/12/07, appraisal approved 6/21/07. The site has been reappraised in April 2013 to \$14,800 per year for lease payment. The lease had a DNR appraisal unit review in 5/8/18 and they determined rent unlikely to increase. Recommend no change.

Confirmed with: DNR files
 Confirmed date: 11/30/20
 Confirmed by: K. Johnson
 Revision Date: 10/6/2021
 Record Number: 10913



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HORAN & COMPANY, LLC

LAND COMPARABLE NUMBER 3

Community: 03 CBJ - Auke Bay
Address: 11957 Glacier Highway
Location: Fisherman's Bend Marina, Auke Bay
Legal: ATS 1324, ADL 103170; Parcel Number:4B2801020140

Recording District: Juneau
City: Juneau
State: AK
Zip: 99801

Instrument: Lease **Serial:** 2008-011152-0 **Annual Rent:** \$34,260
Trans.Type: Land Rent **Trans. Date:** January 2, 2019
Rights: Lease, Leasehold less Minerals, Subsurface **Grantor:** City and Borough of Juneau
Terms: Annual Rent **Grantee:** Andrews Marina Inc.

Size (SF): 311,454 **Utilities:** Electric
Frontage: **Access:** Adjacent tidelands
Zone: WC **Improvements:** None in lease
Land Class: Waterfront, Commercial, Tidelands,

Topography: Submerged
Vegetation: N/A
Soil: Tidelands

Present Use: Marina
Intended Use: Marina, Retain for possible expansion
Highest and Best Use: Marina

Comments

Analysis:

$34,260/\text{year} \div 7.15 \text{ acres} = \$4,791.61/\text{AC}/\text{year}$ or
 $\$34,260/\text{year} / 311,454 \text{ SF} = \$0.11/\text{SF}/\text{year}$

Marketing Info: The 1/2/2019 five year adjustment concluded the rent was unchanged at \$34,260/year. The rent was adjusted to \$34,260 in 01/02/2014 based on market appraisal. The rent was \$24,250 on 01/02/2009. The rent is adjusted every five years based on estimated market value by appraisal and approved by harbor board.

Confirmed with: DNR records CBJ Records, - Teena
Confirmed date: 1/1/1988 10/4/2021
Confirmed by: C.Horan C.Horan

Revision Date: 10/6/2021
Record Number: 2444

Photos taken February 28, 2019 by C. Horan



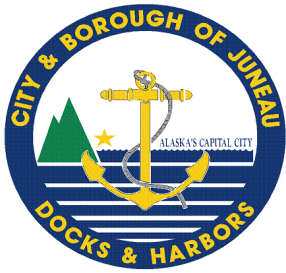
PHOTO 1 - VIEW OF SUBJECT MARINA SLIPS AND TIDELANDS LOOKING IN A WESTERLY DIRECTION



PHOTO 2 - VIEW OF MARINA AND SUBJECT TIDELANDS LOOKING IN A SOUTHERLY DIRECTION FROM THE SHORELINE. SUBJECT TIDELANDS BEGIN APPROXIMATELY WHERE THE BOATS ARE LOCATED PHOTO CENTER AND EXTENDING TO PILING AND SMALL FLOAT PHOTO RIGHT.



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DOCKS & HARBORS STRATEGIC RETREAT MEETING

November 5th & 6th 2021

Because of conference room constraints due to COVID
Public Participation will be telephonically only

Call in: 907-713-2140

Passcode: 370829#

- I. Call to Order –**
 - a. November 5th at 5:00 pm
 - b. November 6th at 10:00 am

- II. Roll Call** (Lacey Derr, James Becker, Paul Grant, David Larkin, Matthew Leither, Mark Ridgway, Annette Smith, Bob Wostmann, and Don Etheridge)

- III. Approval of Agenda**

- IV. Public Participation on Non-Agenda Items** (not to exceed five minutes per person, or twenty minutes total time)

- V. Welcome Comments –** Chair Etheridge

- VI. Docks & Harbors Board Strategic Planning Overview –** Facilitator Cosgrove

- VII. State of the Juneau Port & Harbors -** Port Director

- VIII. Board Member Round Robin Introduction, Reflection, Goals & Vision for Docks & Harbors –** Each Board Member (up to 5 minutes each)

- IX. SWOT Analysis (Strength, Weakness, Opportunities & Threats) –** three groups facilitated by Mila, Carl & Erich (Potential evening break?)

- X. Items for Information/Discussion –** who leads?
 1. Financial
 - a. Fiscal Priorities
 - b. Goals
 - c. Rate Study/Adjustment prior to adopting study
 2. Board Public Outreach & Participation – Roles & Assignments
 3. Capital Projects, Plans and Prioritization
 - a. CIP List
 - b. 1% Sales Tax Projects
 - c. Board Member Wish list
 4. Advancing the common good
 - a. Expectation of Staff
 - b. Staff request of the Board

- XI. Good of the Order**

- XII. Adjournment**

2022

Docks & Harbors Board Meeting Calendar

January						
S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

February						
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27	28					

March						
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27	28	29	30	31		

April						
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May						
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29	30	31				

June						
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July						
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31						

August						
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September						
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October						
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30	31					

November						
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20	21	22	23	24	25	26
27	28	29	30			

December						
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18	19	20	21	22	23	24
25	26	27	28	29	30	31



Port of Juneau

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

From: Port Director
To: City & Borough of Juneau – Assembly Committee of the Whole
Via: (1) Docks & Harbors Board
(2) City Manager
Date: October 27th, 2021
Re: UAS PROPERTY ACQUISITION STRATEGY

As you are aware, Docks & Harbors leases 2.8 acres of property owned by the University of Alaska Southeast between Aurora and Harris Harbors which facilitates a commercial boatyard and waterfront amenities primarily serving commercial fishing interest. The CBJ-UAS lease agreement dated March 30th, 1988 expired on May 4th, 2021. Docks & Harbors requested and received a 1-year extension at the existing lease rate to evaluate options moving forward. The terms of the lease offers a 33-year renewal option at fair market value. In accordance with those terms, UAS provided a new appraisal for this facility. The new fair market value lease rent would increase from a ten-year average of \$8,243.50 per year to \$230,000 per year. This increase of almost thirty times in expense to the Harbor fund cannot be recovered through the existing subleases.

Earlier this year, Docks & Harbors approached the Assembly seeking assistance in purchasing part or all of the 5.79 acre UAS complex that also contains the VoTech Building. UAS has recently shared in correspondence that they are no longer contemplating the sale of the VoTech Building due to a pending master planning effort. However, UAS may be willing to negotiate with CBJ to sell the 2.8 acres currently under lease encompassing the Fisheries Terminal, the commercial boatyard and travel lift access corridor, which is appraised at \$2.88M.

The Docks & Harbors Board is considering leasing, buying or bonding for funds to secure access to this 2.8 acre parcel. Both leasing and bonding options have significant impacts on the Harbor fund. It is anticipated that a \$2.88M revenue bond over fifteen years would result in annual bond payments of approximately \$250K with interest accrual of over \$1M.

The Docks & Harbors Board is committed to provide marine and boatyard services at the downtown harbors. It is the desire of the Board to work with Assembly to identify opportunities to leverage general funds to purchase the 2.8 acre parcel and maintain this facility for Juneau's maritime industry.

#

Encl (1) UAS Map
(2) Appraisal Report dated February 16, 2021

1 INTRODUCTION

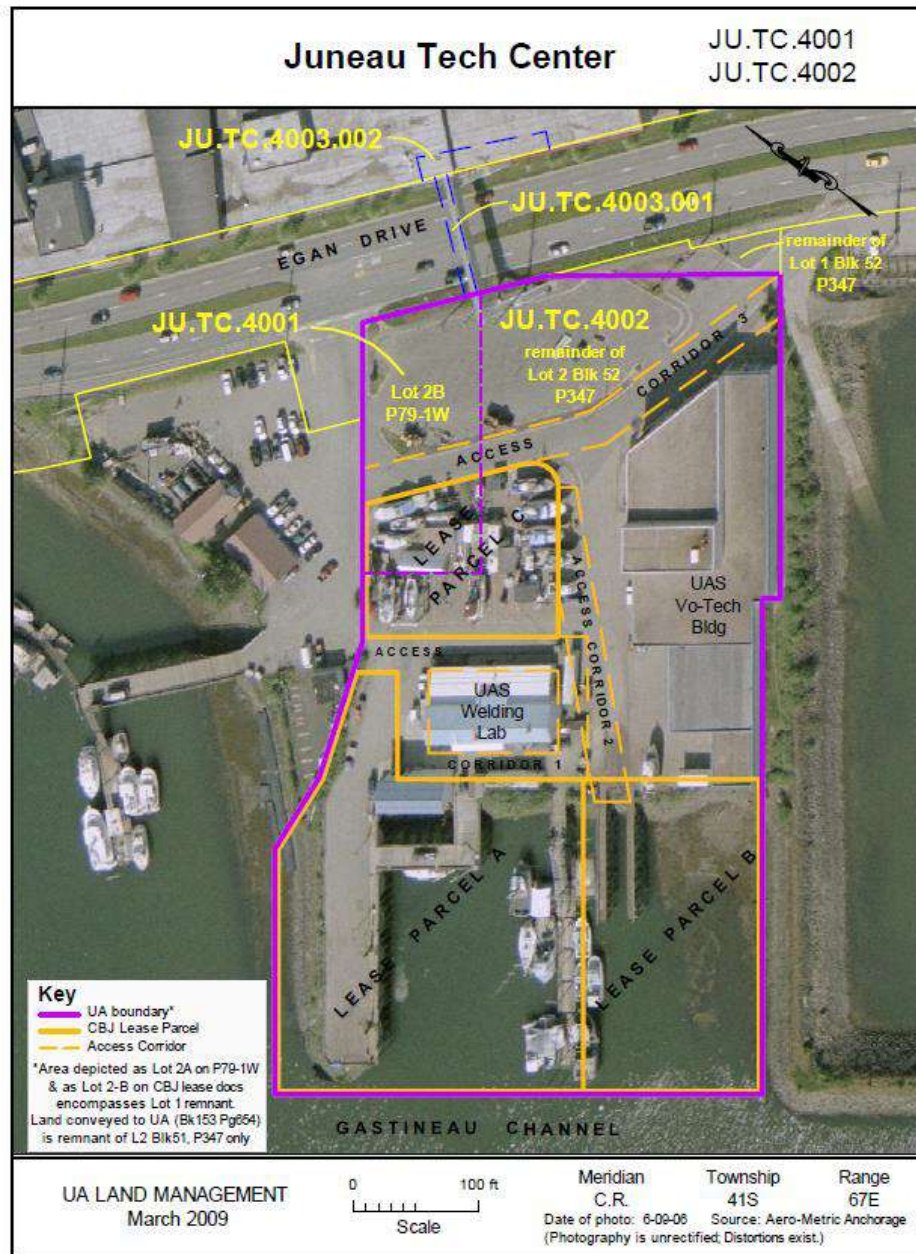


Figure 1.1 - Outline of a larger tract highlighting the subject lease parcels and shared access corridors.

**APPRAISAL REPORT
MARKET VALUE AND ANNUAL MARKET RENT APPRAISAL
CITY & BOROUGH OF JUNEAU, REAL PROPERTY LEASE
AT THE UAS MARINE TECH CENTER
1425 HARBOR WAY, JUNEAU, ALASKA**



View of subject from southeast corner across subject waterfront

Prepared For: Tina Thomas, Senior Property Manager
UAS Facilities and Land Management
1815 Bragaw Street, Suite 101
Anchorage, Alaska

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

Effective Date: December 31, 2020

Report Date: February 16, 2021

Our File: 20-042 Lease Property

HORAN & COMPANY

REAL ESTATE APPRAISERS/CONSULTANTS

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

403 LINCOLN STREET, SUITE 210, SITKA, ALASKA 99835
PHONE NUMBER: (907) 747-6666 FAX NUMBER (907) 747-7417
commercial@horanappraisals.com

February 16, 2021

Tina Thomas
Senior Property Manager
UAS Facilities and Land Management
1815 Bragaw Street, Suite 101
Anchorage, Alaska 99508

Sent via email: TMThomas9@alaska.edu

Re: Appraisal Report, Market Value and Annual Market Rent Appraisal, Real Property Lease at the UAS Marine Tech Center, City and Borough of Juneau, Alaska; Our file number 20-042.

Dear Ms. Thomas,

At your request we estimated the rental value for the real estate interest described in the May 6, 1988, lease to the City and Borough of Juneau (CBJ) a portion of the UAS Marine Tech Center. The lease allows for a 33-year extension based on “nominal rent depending on the benefit to the lessor’s academic program from the lessee’s use of the premises...” and it continues that this rent “shall not exceed the fair market rental rate of the premises at that time.”¹ The original rent for the lease was a lump sum paid in advance plus other considerations throughout the term including sublease income.

For our purposes we are making an extraordinary assumption that the “market rental rate” of the premises refers to typical market leases for this type of real estate which would be based on annual rent subject to periodic adjustment over the 33-year term. It is assumed that the lease rent would be totally net to the lessor with the lessee paying property operating expenses including if indemnifying the lessor similar to relevant terms contained in the existing lease.

The demised premises for the purpose of this appraisal are the land and the fixed marine improvements to the land. The estimated value and associated rent of these premises do not include personal property or property developed on the premises by sub lessees from the CBJ which as we understand could be removed.

¹ Lease Agreement for Fisheries and Marine-Related Development of a UAS Marine Tech Center, Juneau Alaska, final revision the 3/30/88, Section 3 page 5.

The rental situation envisioned here would be based on the estimated value of the real estate. We made a brief walkthrough inspection of the subject property and considered information provided by the University of Alaska, lessor, and the CBJ, lessee, about the character of the property and its condition. We are not engineers and cannot certify the condition of the property but assume it has an economic remaining life as estimated in this appraisal with normal maintenance. The effective date of our analysis is December 31, 2020. We've estimated the market value of these premises and estimated the annual market rent based on a market lease percentage rate of 8% those market values are as follows.

Market value	\$2,880,000
Annual market rent	\$230,400/year

Your attention is invited to the attached report which includes the assumptions and limiting conditions, definitions, scope of appraisal and the most pertinent information and analysis considered in arriving at the opinions of value.

Thank you for this opportunity to be of service. If you have any questions or comments, please do not hesitate to call.

Sincerely,



Joshua Horan
APGR 123317
Horan & Company LLC



Charles Horan, MAI
APGR 41

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

Project	Status	Schedule	Contractor	Notes
Statter Master Plan Phase III				
Phase III A - Dredging, Blasting, Soil Compaction				
Army Corps of Engineers Permit	Complete		PND	
Incidental Harassment Authorization	Complete		PND	
Eagle Permit	Complete		PND	
CBJ Building Permit	Complete		Staff	
Construction Bid	Complete	July 16, 2019	PPM	
D&H Board Approval of Bid	Complete	July 17, 2019		
Assembly Approval of Bid	Complete	July 22 2019		
Construction	Complete	October 1, 2019	PPM	
Substantial Completion	Complete	May 29, 2020		
Dredge Basin Clean Up	Complete	September 26th & 27th		Dredging Complete
Final Completion	Complete	September 30th		
Project Close Out	Complete			Project closed out
Phase III B - Retaining Wall, Float Installation				
Army Corps of Engineers Permit	Complete		PND	
Incidental Harassment Authorization	Complete		PND	
Eagle Permit	Complete		Staff	
Design - Bid Documents	Complete		PND	
CBJ Building Permit	Complete		Staff	
Bid/Contract	Complete		TCC	Trucano Construction
D&H Board Approval of Bid	Complete			
Assembly Approval of Bid	Complete	4/27/2020		
Construction	Complete		TCC	
Substantial Completion	Complete	June 2, 2021		
Final Completion	Complete	June 6, 2021		
Project Close Out	Complete			
Phase III C - Uplands, Restrooms				
Eagle Permit	In Progress		Staff	
Design - Bid Documents	Hold		PND	
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBB	
Construction	Hold	TBD	TBD	

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

Pre-Bid Conference	Hold			
D&H Board Approval of Bid	Hold			
Assembly Approval of Bid	Hold			
Substantial Completion	Hold	TBD		
Final Completion	Hold	TBD		
Downtown Waterfront Improvements				
Phase I - Deck Over				
Geotech Report	Complete		PND	
Materials Procurement	Complete	June 15, 2019	Island Const.	
Army Corps of Engineers Permit	Complete		PND	
Incidental Harassment Authorization	Complete		PND	Seals only, new reduced zone size
Bid Opening	Complete	July 2, 2019	Staff	
D&H Board Approval	Complete	July 3, 2019		
Assembly Approval	Complete	July 8, 2019		
Early Entry by Archipelago Property LLC	Canceled	June 1, 2020		Archipelago Project On Hold
Substantial Completion	Complete	December 12, 2020		
Final Completion	Complete	April 15, 2021		Project Complete
Phase II - Visitor Waiting Area and Restrooms				
Design - Bid Documents	Hold	TBD	PND	Working to 65% Plans with cost est
CBJ Building Permit	Hold		Staff	
Construction Bid	Hold		TBD	
D&H Board Approval	Hold			
Assembly Approval	Hold			
Phase II Construction	Hold			
Substantial Completion	Hold			
Final Completion	Hold			
Aurora - Harris Harbors Dredging - ACOE				
Breakwater Repairs	Complete	May 2020	ACOE	
Dredging Activity	Complete	April & May 2021	ACOE	Aurora dredging underway, complete May 15th
Public Outreach	Complete		Western	Project info on D&H website
Small Cruise Ship Infrastructure Study				
Fee Negotiations	Complete		PND	
Data Collection/Market Study	Complete		PND	
Planning/Conceptual Layout	Complete		PND	
Presentation to Board	Complete		PND	
Receive Comments from Board	Complete		Staff	

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

Public Outreach	Complete		PND	
Final Report	Complete	Jan 2021	PND	
Final Presentation to Assembly	Complete	Feb 2021	PND	Study Complete
Cruise Ship Dock Electrification Study				
RFP Creation	Complete	May 19, 2020		RFP issued
Consultant Selection	Complete			Haight & Assoc Selected
Fee Negotiations	Complete			
Project Kick Off Meeting	Complete			
Stake Holder Interviews	Complete		H&A	
RAISE Grant 2021 Applications	Complete			Grant successfully submitted
Draft Report	In Progress		H&A	
Presentation to Assembly	In Progress		H&A	Nov 1 Assembly COW Mtg
Final Report	In Progress	November 2021	H&A	
Grant 2021 Applications				
Cruise Berth Electrification	Complete	Due July 12, 2021	H&A	Grant successfully submitted
Small Cruise Ship Infrastructure Study	Complete	Due July 12, 2021	PND	Grant successfully submitted
Fishermans Terminal Planning Grant	Complete	Due July 12, 2021	Staff	Grant successfully submitted
PDIP Fisheries Terminal Grant	Complete	Due July 30, 2021	Staff	Grant successfully submitted
Alaska DOT Harbor Matching Grant	Complete	Due Aug 16, 2021	Staff	Grant successfully submitted
EDA Small Cruise Ship Infrastructure 10M	In Progress	Due Jan 31, 2022	Staff	
Statter Breakwater Chain Repair No. 2				
RFP Creation	Complete			Plan set done, working on scope
Contractor Selected	Complete			
Construction	Complete			Kenter links ordered
Project Kick Off Meeting	Complete			
Construction Complete	Complete			Completed as part of SHI III(B)
Marine Park Deckover				
95% Design Review	Complete			
100% Design and Specs	Complete			
Bid Project	Hold			Waiting on MPF
Taku Seawalk Releveling Project				
65% Design Review	Complete			
95% Design	Complete			
100% Design and Specs	Complete			
Bid Project	Complete		Staff	Advertises Sept 7th, Bids open Sept 28th
D&H Board Approval	Complete			Wednesday, October 20, 2021

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

Assembly Approval	In Progress			Monday, October 25, 2021
Construction	Hold			
Substantial Completion	Hold			Friday, December 31, 2021
Final Completion	Hold			Monday, January 31, 2022
Aurora Harbor Re-Build - Phase III				
Phase IIIA - Demolition				
D&H Staff and Trucano	Complete		D&H	Demo is complete
Phase IIIB - Dredging				
Army Corps of Engineers	Complete	Winter/Spring 2020/2021	ACOE	Dredging complete
Phase IIIC - Float Installation				
ADOT Grant Application	Complete	Aug 16, 2021	Staff	Gov veto requires resubmission of Harbor Grant
Design	Hold			
Auke Bay Marine Station				
Annual Report	March		Staff	2020 Report Submitted
Subdivision	In Progress		Staff	In review by Community Development Dept.
Shared Costs with UAS	In Progress		Staff	Awaiting UA response to Amendment #1
Harris Harbor Anodes				
Anode Design	Complete		Staff	Design in Progress
Anode Bid	Complete		Staff	Global Diving Apparent Low Bidder
Contract Award	Complete		Staff	
Grant Acceptance	Complete		Staff	Working through Assembly process
Pre-Construction Meeting	Complete	June 28th, 2021	Staff	
Construction	Complete	End of Sept	Global/Staff	Anodes are delayed due to covid
Douglas Harbor Anodes				
Anode Design	Complete		PND	
Construction	Complete			Jun-2020
Substantial Completion	Complete	June 5, 2020		Complete
Final Completion	Complete	July 30, 2020		Project Complete
Sewage Pump-Out Improvements				
Statter Pump Upgrade	Complete		Staff	Part of SHI III(B)
Harris Pump Replacement	Complete	Aug 27, 2021	Staff	
Douglas Launch Ramp Light Project				
Design	Complete		Staff	
RFP	Hold		Staff	Awaiting funding
Building Permit	Hold		Staff	
Construction	Hold		Staff	

PORT ENGINEER'S PROJECT STATUS REPORT

Erich Schaal, P.E., Port Engineer

D&H Managed Lands - Surveys				
ASLS 2013-15 - Uplands at Tee Harbor	Hold	2021	TBD	
ATS 1682 -DIPAC-Channel Construction	In Progress	2020	PDC	Field work complete, drafting plat
ATS 1693-DIPAC Wayside Park	In Progress	2020	PDC	Field work complete, drafting plat
ATS 1694-Tee Harbor Submerged Lands	Hold	2021	TBD	
ATS 1692 - N Douglas Boat Ramp	Complete		PDC	Complete
ATS 1690-Indian Cove	Complete		PDC	Complete
S. Franklin Dock Tidelands	In Progress		Staff	Awaiting DNR survey instructions
Wayside Park Float				
Dredging as Float Grounds Out	Hold			Awaiting Funding
N. Douglas Boat Launch Expansion Study				
Conceptual Design	Complete		PND	Awaiting Board direction
Dockside Safety Guardrail				
Design	Hold			Awaiting funding - Passenger Fees FY22
Bid Opening	Hold			
Board Approval	Hold			
Assembly Approval	Hold			
Construction	Hold			
Harbor Security Upgrades				
Continued Project Development with Board	In Progress			New cameras in Aurora, Douglas and Harris Harb
Statter Breakwater Deferred Maintenance				
Continued Project Development with Board	Hold			
Statter Breakwater Safety Improvements				
Phase II	Hold			Awaiting funding
Auke Bay Loading Facility - Phase II				
TIGER Grant Reporting - Annual	On-Going	Sept. 2020	Staff	Report for Boom Truck till 2033; SeaLift till 2044