

CBJ DOCKS & HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING REVISED AGENDA
For Thursday, March 21st, 2013

- I. Call to Order** (5:00 pm in the Assembly Chambers)
- II. Roll Call** (Greg Busch, Kevin Jardell, Eric Kueffner, David Logan, Budd Simpson, and Michael Williams).
- III. Approval of Agenda.**
MOTION: TO APPROVE THE AGENDA AS PRESENTED OR AMENDED.
- IV. Public Participation on Non-Agenda Items.**
(Not to exceed five minutes per person or twenty minutes total time).
- V. Approval of January 24th, 2013 CIP/Planning Meetings Minutes.**
- VI. Items for Action.**

- 1. Round-About Easement
Presentation by the Port Director

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

- 2. Aurora Harbor Contract Amendment Expanded Phase I
Presentation by the Port Engineer

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

- 3. Cruise Ship Terminal Staging Area Contract Amendment Phase II
Presentation by the Port Engineer

Committee Questions

Public Discussion

CBJ DOCKS & HARBORS BOARD
CIP / PLANNING COMMITTEE MEETING AGENDA
For Thursday, March 21st, 2013

VI. Items for Action(continued)

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

4. Statter Harbor Launch Ramp – Contract Amendment
Presentation by the Port Engineer

Committee Questions

Public Discussion

Committee Discussion/Action

MOTION: TO BE DEVELOPED AT THE MEETING

VII. Items for Information/Discussion.

None

VIII. Member & Staff Reports.

IX. Committee Administrative Matters.

Next Meeting: April 18th, 2013.

X. Adjournment.

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
January 24th, 2013

I. Call to Order.

Michael Williams called the meeting to order at 4:58 p.m in the Assembly Chambers.

II. Roll.

The following members were present: Greg Busch, Kevin Jardell, Eric Kueffner, David Logan, Budd Simpson, and Michael Williams.

Also in attendance were: Tom Donek – Board Member, Gary Gillette – Port Engineer, Dwight Tajon – Harbormaster, Loran Jones - Assembly Liaison, and Carl Uchtyl – Port Director via telephone.

III. Approval of Agenda.

MOTION by MR.LOGAN: TO APPROVE THE AGENDA AS PRESENTED AND ASK UNANIMOUS CONSENT.

The motion passed without objection.

IV. Public Participation - None

V. Approval of Previous Meeting Minutes.

Hearing no objection, the December 13th, 2012 CIP meeting minutes were approved.

VI. Items for Action.

1. FY14 CIP List

Mr. Gillette said in the packet is a list of CIP projects that were submitted to the manager at the end of December for the Marine Passenger Fees. The list is a Draft and if the Board wanted changes made, staff can still make the changes and re-submit to the manager. Mr. Gillette said he prepared a six year outlook for the improvement plan with the amount of money anticipated for these projects. This is money Docks and Harbors is asking the Assembly to approve in their next budget.

The following list is for Docks;

The new Cruise Ship Berths (16B) - Docks and Harbors is starting a contract for the construction that will be for \$25.8 million. The Finance Director is looking into a way to sign a contract for the entire amount, even though this is done in phases, and not have to commit to the full amount up front. Not going with a bond will save CBJ having to pay a lot of interest. The \$25.8 million could change a little, but it is not anticipated. There is \$35 million set aside for this project.

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
January 24th, 2013

The Power Capstans at the Cruise Dock – The Stevedores that tie up the cruise ships, use a forklift to help pull the cruise ship lines during docking. There are three dolphins in front of the port customs building that a forklift cannot assist with pulling the lines. They are pulled by hand and the lines are very heavy. Three power capstans could be put in this year at the dolphin locations where the forklift can't assist and moved to the new dock location when the new dock is completed.

The Real Time Weather and Communication System – This would be a system that records current and weather and be broadcasted out on the radio system so mariners could use that information.

The Auke Bay Passenger For Hire Float – This has been on the list for a couple of years. Docks and Harbors is asking for \$800,000 in FY14 to start the planning, design and permitting of this project. The rest of the monies for this project has not been identified.

Downtown Restrooms – The Board members and the Assembly has identified a need for more restrooms in the cruise dock area.

Juneau Maritime Center – This will be a future project. It is the office building plan at the former public works site.

The following list is for Harbors:

Aurora Harbor Rebuild – The \$7 million is the bond package that was approved by the voters and with the other \$4 million we have on hand, will be \$11 million. The updated cost estimate is now \$22 million.

Aurora Harbormaster Building - This is a future project with an estimated cost of \$3 million.

Direct Market Fish Sales Facility – This is estimated to cost about \$1 million.

This is just an overview of the projects over a six year time frame.

Mr. Gillette said another report for the FY14 Capital improvements is also in your packet and this is a list of projects requested for the FY 14 budget.

Committee Questions

Mr. Logan asked what are the passenger for hire boats going to use as a temporary facility at Statter Harbor?

Mr. Gillette said the plan is to temporarily use the work float that is a wooden float that has been used in the past as a transitional float.

Mr. Busch asked in terms of process, what is the action needed from the Committee tonight for this item?

Mr. Gillette said the process would be to take this list to the Board and the Board would make the final motion to recommend to the Assembly.

Mr. Jardell asked why the Auke Bay Passenger For Hire Facility is under Docks and not Harbors? Is this a distinction on funding availability or purpose?

Mr. Gillette said it is under Docks because it is associated with cruise ships, which is a dock use.

Mr. Jardell asked if dock maintenance funds could be used for this?

Mr. Gillette said yes.

Public Comment - None

CBJ DOCKS & HARBORS BOARD
CIP/PLANNING COMMITTEE MEETING MINUTES
January 24th, 2013

Committee Discussion/Action

MOTION By MR.BUSCH: TO FORWARD THE FY14 CIP LIST TO THE FULL BOARD FOR CONSIDERATION FOR SUBMISSION TO THE ASSEMBLY AND ASK UNANIMOUS CONSENT.

The Motion Passed with no objection

VII. Items for Information - None.

VIII. Member & Staff Reports

Mr. Gillette said he has received questions on the Statter Harbor project. Docks and Harbors contractor Pacific Pile and Marine had some issues with their crane when they were in Skagway working on a project. The issue was that they lost their main engine on their crane and that slowed them down getting to Juneau. Their crane is in Juneau now and they are setting up to start drilling pile sockets as early as this weekend. They are dropping floats in the water to prepare now. They will start working six/ten hour days and if they are not reaching the production needed to complete the job on schedule, they will go to seven/twelve hour days. Pacific Pile and Marine has shown staff a schedule that this project will still be completed by the middle of May.

Mr. Kueffner asked how many sockets were going to be drilled?

Mr. Gillette said he couldn't remember off the top of his head

Mr. Kueffner asked when was the last time anything was drilled at Statter Harbor?

Mr. Gillette said there was some recent test drills for Geo Tech information. These piles will be drilled down and socketed. They vibrate them down and then drill and then vibrate down again, and at the very end it will be impacted to get the final way down. It will not be a constant all day banging. There will be noise and staff has let the public know about the noise. Mr. Gillette said staff is keeping a close eye on this project for noise complaints and making sure they stay on schedule for completion.

IX. Committee Administrative Matters.

The next meeting is scheduled for February 21st, 2013 at 5:00 pm in the Assembly Chambers.

X. Adjournment.

The meeting was adjourned at 5:18 pm.



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

Department of Transportation
and Public Facilities

SOUTHEAST REGION
DESIGN & ENGINEERING SERVICES
Preconstruction

6860 Glacier Highway
PO Box 112606
Juneau, Alaska 99811-2606
Main: 907 465 4444
Toll free: 800 575 4540
Fax: 907 465 4414

March 7, 2013

LETTER OF OFFER
For Hand Delivery

Mr. Carl Uchytel
Port Director
City and Borough of Juneau,
155 South Seward Street
Juneau, Alaska 99801

Re: Project No. 69003
JNU – Glacier Highway Loop Road Safety Improvements
Parcel No. E-3

Dear Mr. Uchytel,

As according to the City and Borough's requirements, this department engaged a professional appraiser to appraise the value of the easement (Parcel E-3) which we seek to acquire from the City and Borough. We engaged Mr. Charles Horan, MAI, of Horan & Company, LLC to appraise the property. A copy of his appraisal, dated March 6, 2013 accompanies this letter. Mr. Horan determined the value of the acquisition including damages to the remainder to be \$86,522. Mr. Horan's appraisal was reviewed by one of the department's review appraisers, Mr. Bruce Bowler. Mr. Bowler approved of the appraisal and issued a Determination of Just Compensation in the amount of **\$86,600**. A copy of his determination, dated March 6, 2013 also accompanies this letter.

The easement that is needed is actually for the benefit of adjacent residential property owned by the Richard and Sylvia Deems Living Trust. Our project will unfortunately block Mr. and Mrs. Deems' existing access to their property. This easement will provide replacement access to their residence.

The Department hereby offers to purchase the easement for the sum of **\$86,600**.

Also accompanying this letter is a proposed easement deed. It is structured as a non-exclusive easement. I wish to thank you for sending me the information regarding the city's standard easement provisions. However, the enclosed easement does not include most of your standard provisions as they either appear not to apply to this particular easement, or they are simply not necessary. We have

a particular concern about Paragraph K of the sample easement you provided. We simply cannot agree to any type of hold harmless and indemnification provision. In fact, all state agencies are prohibited from agreeing to any hold harmless and indemnification provision by dint of a 2005 Attorney General's opinion. Your legal department is probably aware of this. We also have concerns about other of your standard provisions in the sample provided. Paragraphs IV.(c), (d), (e), (f), (h), and (i) are of concern because of the circumstances involved, particularly the fact that the whole reason for this acquisition is to replace access to the Deem property that will be lost because of our project. If it is not possible to convey the interest directly, we fully intend to re-convey the property interest to Mr. and Mrs. Deems. Given, this, we would like the easement to be as simple as possible, free of unnecessarily onerous requirements and free of requirements which simply do not fit the situation. Subparagraph (c) refers to pedestrian access whereas here there will be a sidewalk in front of the properties involved. Paragraph (d) states that "Grantor reserves the right to use portions or all of the driveway alignment for a dedicated public street." This clause would be completely out of place. Subparagraph (e) refers to a gate which does not fit the circumstances here. Subparagrph (f) should not apply to this department. While this department is bound to obtain local concurrence, it has never had to obtain such things as grading permits for its projects. Subparagraph (h) is a good example of overkill and something that is out of place here. The same goes for Subparagraph (i). The idea of this easement being converted to a dedicated right-of-way is simply out of place. I ask consideration toward eliminating all of these provisions, as I have in the enclosed easement.

If the amount offered for this easement is acceptable, I have enclosed other documents that are necessary to complete the transaction. They include a Memorandum of Agreement, a Purchase Voucher, and a W-9 form.

I thank you for your consideration. If you have any questions or concerns, I can be reached at 465-4519 or by E-mail at: ray.preston@alaska.gov

Yours truly,


Ray C. Preston
Right of Way Agent

SUMMARY APPRAISAL

PARCEL E-3, 2272 SF
JUNEAU - GLACIER HIGHWAY LOOP ROAD
SAFETY IMPROVEMENTS PROJECT (PROJECT NO. 69003)
A PORTION OF LOT 4, USS 2664
11755 GLACIER HIGHWAY
JUNEAU, ALASKA



021313 - 0237- LARGER PARCEL LOT 4 LOOKING NORTH FROM WATER ACROSS
BUILDING PAD TOWARD ROADWAY ABOVE

Prepared For: Ray Preston, Right of Way Agent IV
Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801

Prepared By: Charles E. Horan MAI AA41
Horan & Company, LLC
403 Lincoln Street, Suite 210
Sitka, Alaska 99835

Effective Date: February 13, 2013

Report Date: March 6, 2013

Our File: #13-016

HORAN & COMPANY

REAL ESTATE APPRAISERS/CONSULTANTS

CHARLES E. HORAN MAI / WILLIAM G. FERGUSON, JOSHUA C. HORAN, JAMES A. CORAK,
SLATER FERGUSON, SARAH ADAY AND KAREN FUSSELMAN

403 LINCOLN STREET, SUITE 210, SITKA, ALASKA 99835

PHONE NUMBER: (907)747-6666

FAX NUMBER (907)747-7417

commercial@horanappraisals.com

March 6, 2013

Ray C. Preston, Right of Way Agent IV
Department of Transportation and Public Facilities
6860 Glacier Highway
Juneau, Alaska 99801

Sent via email: ray.preston@alaska.gov

Re: Summary Appraisal Parcel E-3 2272 SF, Juneau - Glacier Highway Loop Road; Safety
Improvements Project (Project No. 69003), a Portion of Lot 4, USS 2664; 11755 Glacier
Highway, Juneau, Alaska. Our File # 13-016

Dear Mr. Preston,

At your request, we have made a market value appraisal of Parcel E-3 of the above referenced project, which the Department of Transportation and Public Facilities (DOT/PF) is negotiating to purchase from the City and Borough of Juneau (CBJ) Docks and Harbor Department. This parcel will give access to the neighboring property (Richard Deems) that may be lost by constructed barriers in the project.

The Department of Transportation is our client and intended user. The CBJ Dock and Harbor Department is also an intended user. The intended use of the appraisal is to assist in the negotiations to acquire the property. The appraisal has been completed in compliance with the Uniform Standards of Professional Appraisal Practice (USPAP), the Department's Right-of-Way Manual and the requirements of the Appraisal Institute.

I inspected the property on February 13, 2013 with Mr. Carl J. Uchytel, PE, Port Director of the CBJ Dock and Harbor Department, which is the effective date of the appraisal. Parcel E-3 Easement 2272 SF represents a virtual taking of the usable property rights within that area. The property owner will retain full rights of access across the easement area to its property but will perpetually allow the neighbor, Deems, and his successors continued access to its property. This area covers some of the best level land at the highway's grade and leaves the remainder property somewhat less suitable for development. Therefore, in addition to the value of the part taken, I have estimated damages to the remainder as part of the easement value.

13-016 / 11755 Glacier Hwy

Based on my analysis and subject to the Assumptions and Limiting Conditions, Certification of Appraisal, Definitions and information contained in this report, I have estimated the following value:

Value of Larger Parcel (17,133 SF)	\$428,325	
Value of the Acquisition as Part of the Whole (2,272 SF)		\$ 56,800
Value of the Remainder as Part of the Whole (14,861 SF)	\$371,525	
Value of Remainder After Acquisition (14,861 SF)	<u>\$341,803</u>	
Damages to the Remainder		<u>\$ 29,722</u>
Value of Acquisition		\$ 86,522

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

Sincerely,



Charles Horan, MAI
HORAN & COMPANY, LLC

TABLE OF CONTENTS

Certification of Appraisal	iv
1 Introduction	1
1.1 Background	1
1.2 Location	1
1.3 Intended Use and Users.....	2
1.4 Property Rights Appraised	2
1.5 Inspection and Effective Date	2
1.6 Property History and Ostensible Owner	3
1.7 Scope of Appraisal	3
1.8 Assumptions and Limiting Conditions	3
1.9 Terminology	5
2 Area Analysis	6
2.1 Juneau Area Analysis.....	6
2.2 Neighborhood.....	8
3 Property Description.....	12
3.1 Site Description as-is	12
3.2 Description of Acquisition – Parcel E-3	14
3.3 Description of Site After Acquisition	15
4 Valuation	16
4.1 Land Valuation.....	16
4.2 Value of Acquisition as Part of the Larger Parcel	21
4.3 Valuation of Remainder after Acquisition	21
4.4 Value of Acquisitions.....	22
Addenda	
Subject Photographs	
Comparable Map and Records	
Five Year Sales History	
Opportunity to Accompany the Appraiser	
Narrative Appraisal Report Summary	
Title Report	
Statutory Warranty Deed	

CERTIFICATION OF APPRAISAL

CERTIFICATE OF APPRAISER

For State of Alaska, DOT& PF Appraisal

Project Name: Junction-Glacier Highway Loop
Road Safety Improvement Project
State Project #: 08003

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

- I personally inspected the property appraised in this report on February 13, 2013.
- I made a personal field inspection of any comparable properties referred to in the report. The narrative analysis and conclusions contained within this appraisal report are my own. No one other than the signers of this report provided significant professional support. Slater Ferguson and Karen Puschman helped to gather information and provided initial market sale research.
- I afforded the property owner the opportunity to accompany me at the time of my inspection of the property. Carl Uchytel, CBJ Port Director, accompanied me on the site inspection.
- To the best of my knowledge and belief, the statements contained in this appraisal report are true and correct, and the information upon which my opinion is based is accurate, subject only to the Assumptions and Limiting Conditions set out in the report.
- My appraisal report is intended to be used by the State of Alaska in connection with the acquisition for the above-referenced project to be constructed without the assistance of federal funds.
- This appraisal report has been made 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, applicable federal standards, State of Alaska statutes, regulations, policies, and procedures and with accepted industry practices applicable to valuation of lands for such purposes. To the best of my knowledge, all values that I have assigned to the properties are compensable under the established law of the State of Alaska. Values assigned do not reflect a decrease or increase due to the proposed project.
- The use of this report is subject to the requirements of the Appraisal Institute relating to the review by its duly authorized representatives. As of the date of this report, Charles E. Horan, MAI, has completed the continuing education program of the Appraisal Institute.
- Neither my employment nor my compensation for making this appraisal report is in any way contingent upon the reporting of a predetermined value that favors the cause of the client, the attainment of a stipulated result, or the occurrence of a subsequent event.
- I have no direct, indirect, present, or prospective interest in the subject properties; and I have no personal interest or bias with respect to the parties involved, nor will I benefit in any way from the acquisition of this property.
- I have not revealed the findings and results of this report to anyone other than the proper officials of the State of Alaska Department of Transportation and Public Facilities, and I will not do so until authorized by proper officials, or until I am required to do so by due process of law, or until I am released from this obligation by having publicly testified as to such findings.
- I have not appraised the subject property within the previous three years.

Based on my independent, unbiased research and analysis, my professional opinion of market value is \$428,325 for the larger parcel, \$341,803 for the parcel after acquisition, and \$86,522 for the acquisitions as of the 13th day of February 2013.



Charles E. Horan, MAI, AA41

1 INTRODUCTION

1.1 BACKGROUND

The State of Alaska Department of Transportation and Public Facilities (DOT/PF) is currently undertaking two projects in the subject area as outlined in Figure 1.1 below. The first is the Glacier Highway and Back Loop Road Intersection Safety Improvements Project, which involves the subject property requiring an easement for the neighboring lot. The second is Fritz Cove Road to Seaview Avenue Roadway and Pedestrian Improvements Project.

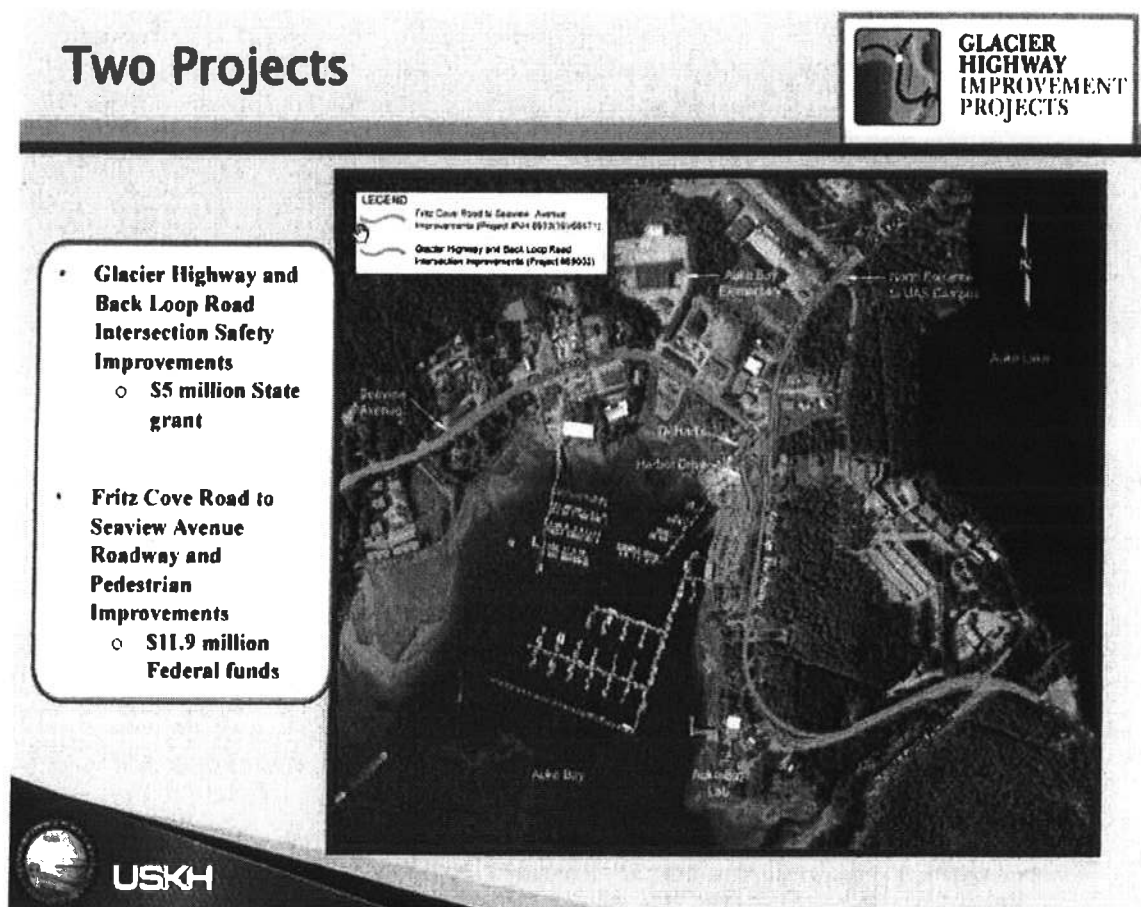


Figure 1.1 - Excerpt from PowerPoint Presentation Provided by Alaska Department of Public Transportation, And Public Facilities Prepared By USKH Engineering

1.2 LOCATION

The subject property is located in Auke Bay, approximately 11 miles north of downtown Juneau, Alaska, just west of the intersection of Glacier Highway and the Mendenhall Loop Road. It is on the water side of the road. The property has a legal address as follows: 11755 Glacier Highway, Juneau, Alaska

Legal Description

Lot 4 of US Survey 2664, Juneau Recording District, First Judicial District, State of Alaska. With certain exceptions. Please see Addenda for the title report.

The Proposed Acquisition

The proposed acquisition consists of 2,272 SF of land, referred to as Parcel E-3. It is a portion of Lot 4, and has the foundation of the former garage on it, which was recently torn down. The easement will be used to give access to the adjacent Deems residents on the southeast side of Lot 4. As proposed, the project will change the road grade in front of the adjacent Deems residents. This easement will restore driveway access directly from glacier highway. See Figure 1.2.

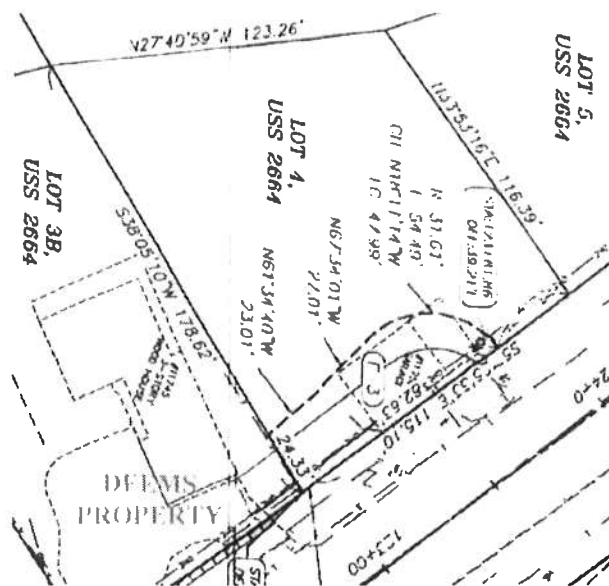


Figure 1.2 – Excerpt from DOT Highway Drawing

1.3 INTENDED USE AND USERS

The purpose is to estimate the market value effective as of the inspection date. The appraisal has been prepared for the State of Alaska, Department of Transportation & Public Facilities (DOT/PF) and the City and Borough of Juneau, the intended users. The intended use of the appraisal is to assist in the possible negotiations of the acquisition of the easement and to fulfill the requirements for a current appraisal report on the property.

The appraiser is not a building inspector or soils engineer. This report should not be relied upon to disclose any conditions present in the subject property. The appraisal report does not guarantee that the property is free from defects.

This is a summary report which meets the Standards of the Appraisal Institute, the Uniform Standards of Professional Appraisal Practice (USPAP), and is made in conformity with DOT/PF appraisal guidelines in Chapter 4 of its Right of Way Manual.

1.4 PROPERTY RIGHTS APPRAISED

The larger parcel property is appraised in fee simple interest, subject to the Commitment for Title Insurance # 0239-1991395 by First American Title Agency, issued October 29, 2012 at 8:00 AM. See the copy in the Addenda. The easement rights are:

This is a right-of-way easement. It is assumed that it is not for the exclusive use of Deems, but can be used by the property owner for its continued access for the entire length of the site along the highway frontage and would not prevent subdivision and access directly to hypothetically subdivided portions

of the site. It would preclude building in this area and may push the front yard setbacks beyond the limits of this easement.

1.5 INSPECTION AND EFFECTIVE DATE

The property was inspected by Charles Horan, MAI on February 13, 2013, with the representative of the property owners, Mr. Carl J. Uchytel, PE, Port Director of the CBJ Dock and Harbor Department. The effective date of the appraisal is the date of the inspection: February 13, 2013.

1.6 PROPERTY HISTORY AND OSTENSIBLE OWNER

The subject property is owned by the City and Borough of Juneau, managed by the Docks and Harbors Department as part of the Statter Harbor Development currently under way, but not yet developed.

The Property was purchased from Gary and Nancy Lehnhart in 2010 for \$630,000. The house and garage were demolished at a cost of approximately \$30,000.

1.7 SCOPE OF APPRAISAL

The appraiser made a walk-through inspection of the property noting topographic features. Various maps and graphical representations of the site were provided by the City and Borough of Juneau website and the Department of Transportation. The size and dimension of the site is based on the right-of-way maps provided by the Department of Transportation.

The title to the property is based on the title report provided a copy of which is in the addenda. The wording of the right-of-way easement is based on conversation with Ray Preston, Right of Way Agent.

The scope of market research included a search of Horan & Company's sales library and database that covers over 25 years of residential and commercial transactions within the Juneau. We made a check of the Multiple Listing Service for transactions over the last several years in the subject or competing neighborhood within the general market. We also got a download of real estate transactions from the City and Borough of Juneau Assessing Department and check for transactions in the neighborhood.

The Sales Comparison Approach was principally relied upon in developing the market value for the subject. The Depreciated Cost Approach, which is primarily used for improvements, was not applicable and therefore not used. There is no significant income attributed to the subject site and land rents if any, for this type of property would not motivate buyers and sellers. Therefore, the Income Approach was not applicable.

1.8 ASSUMPTIONS AND LIMITING CONDITIONS

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

1. It is assumed the data, maps and descriptive data furnished by the client or his representative are accurate and correct. Photos, sketches, maps, and drawings in this appraisal report are for

visualizing the property only and are not to be relied upon for any other use. They may not be to scale.

2. The valuation is based on information and data from sources believed reliable, correct and accurately reported. No responsibility is assumed for false data provided by others.
3. No responsibility is assumed for building permits, zone changes, engineering or any other services or duty connected with legally utilizing the subject property.
4. This appraisal was made on the premise that there are no encumbrances prohibiting utilization of the property under the appraisers' estimate of the highest and best use.
5. It is assumed the title to the property is marketable. No investigation to this fact has been made by the appraisers.
6. No responsibility is assumed for matters of law or legal interpretation.
7. It is assumed 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.
8. Unless otherwise stated in this report, the existence of hazardous material, which may or may not be present on the property, was not observed by the appraisers. The appraisers are not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation or other potentially hazardous materials may affect the value of the property. The value estimate is predicated on the assumption that there is no such material on or in the property that would cause a loss in value. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required to discover them. The client is urged to retain an expert in this field, if desired.
9. The value estimate is made subject to the purpose, date and definition of value.
10. The appraisal is to be considered in its entirety, the use of only a portion thereof will render the appraisal invalid.
11. 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.
12. The signatory of this appraisal report is a 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. 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.

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

1.9 TERMINOLOGY

Market Value

The most probable price that a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, 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 interest;
- 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

2 AREA ANALYSIS

2.1 JUNEAU AREA ANALYSIS

The subject is located on the water in Auke Bay 11 miles from downtown Juneau.

The Juneau economy is primarily driven by the state government. 42% of all jobs and 50% of all wages in Juneau are federal, state or tribal government. Being the state capital, its employment makes up 25% of this payroll. Other diversifying elements of Juneau's economy include tourism, employment of two nearby major gold mines (Greens Creek and Kensington), regional and local health care, and the seafood industry. Growth has been seen in all these sectors except the tourist segment of retail, artists, entertainment, and sightseeing. This category had seen a modest decline¹ in 2011, but appears to have stabilized in 2012. Figure 2.2 shows overall employment, wages, and retail sales. The trends in the housing market are typical of other segments of the economy. There was a peak in 2008 followed by a mild decline. Figures from 2010 and later indicate that a mild resumption of growth appears likely. Juneau had the fortune to see growth in job creation through the opening of the Kensington Mine in June 2010. The state government benefitted with the

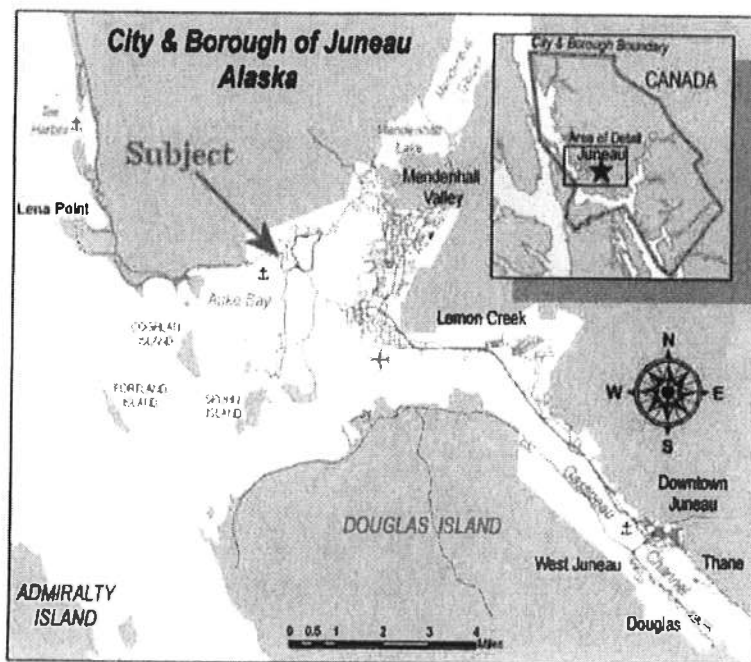


Figure 2.1 – Subject Location at Auke Bay

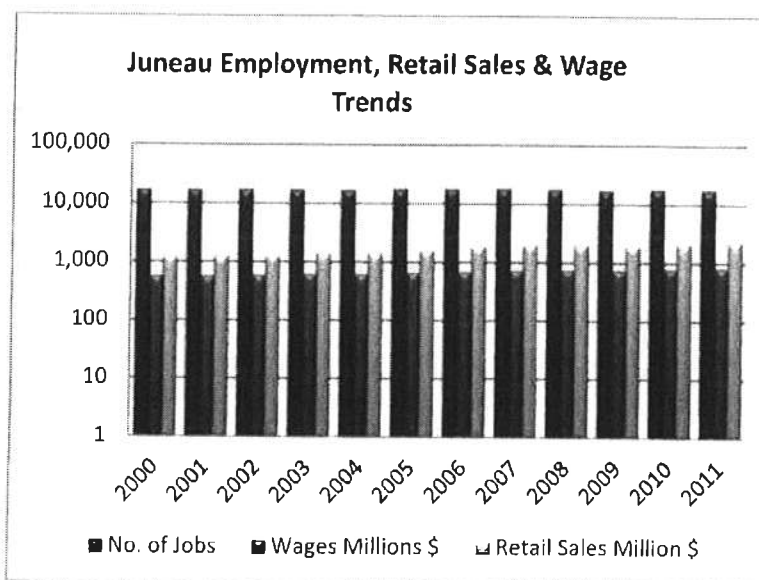
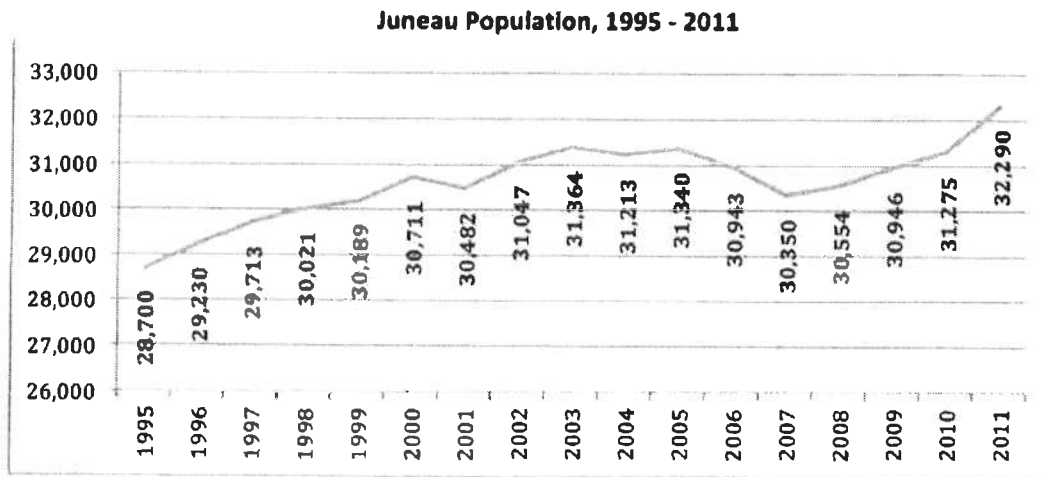


Figure 2.2 – Juneau Economic Indicators; Source: Juneau Economic Development Council, Compiled by Horan & Company

¹ 2011 Juneau Economic indicators by JEDC.



Source: Alaska Department of Labor and Workforce Development

Figure 2.3 – Juneau Population from 1995 to 2011

downturn in capital creep where jobs had been syphoning off to Anchorage, which slowed in 2009. The expectation of the overall Juneau economy is for stability and slight growth, although it is a bit mixed in certain market segments.

The most recent population data released by the Juneau Economic Development Council Report shows an uptick in the general population for 2011. This seems to confirm that the health of the Juneau economy has been improving and the outlook would be for modest growth for stability.

Residential Market

The subject would be very appealing for a minor residential subdivision or multifamily project. The market in Juneau is relatively well developed with most transactions being handled by realtors. An active Multiple Listing Service (MLS) gives reasonable exposure for the bulk of the sales. As an indicator of the volume and pricing trends in this market, Figure 2.4 from the Juneau Economic Development Council (JEDC) shows average selling price of a single-family residence through Q3 of 2012. The market appears to appreciate significantly from 2011 through 2012 and remain strong throughout the year.

Juneau Housing Sales and Prices

In the first three quarters of 2012, the average sales price for single-family homes in Juneau reached \$378,282, surpassing the previous 2007 high of \$335,563. The average price for was based on 186 sales, so while the trend of increasing prices seems clear, the actual value can differ greatly on the basis of a few sales. Nationally, home sales peaked in 2006 and defaults of subprime mortgages increased quickly thereafter. By mid-2007, home prices and sales had dropped dramatically. Since 2009, Juneau's home prices have continued to rise as those at the national-level have faltered. Showing a strong rebound, however, national prices are up 11.4% in first half of 2012.

Average Sales Price of a Detached Single-Family Home in Juneau, 2005-2012



Source: Southeast Alaska Multiple Listing Service

Figure 2.4 – Juneau Housing Sales and Prices (JEDC)

This trend covers a period when housing prices had run up, which generally follows the national trend, peaking in 2007 and then cooling in the following years based on the national recession and the uncertainty in the real estate market. The Juneau market, however, has remained strong over the past four years with a persistent employment and population base. Also, the capital creep ended or slowed significantly in 2009 along with the announcement that the Kensington Mine would come online. Indeed, production began in June 2010. Further, the influence of the state government in Juneau remained positive due to the strength of the treasury as a result of persistent high oil prices. In this environment, demand is good, sales brisk and the market would be characterized as in balance. There are very few sales right within the immediate update neighborhood. Conversations with realtors confirm that some listings in the area which may have been a bit high had not sold but would be more acceptable in today's improving market.

2.2 NEIGHBORHOOD

The neighborhood is commonly referred to as Auke Bay, featuring several private marinas and the City's Statter Harbor, which is in the process of being expanded. It is about 11 miles from downtown Juneau. The waterfront area is developed with condominiums, single family residences, and the NOAA Auke Bay Laboratory building and dock. The University of Alaska Southeast Juneau Campus is located along Auke Lake. There are apartments leading toward the Statter Harbor development to the northwest. Commercial use such as restaurants, a bar, general convenience store, Post Office and harbor related facilities are located close to the harbor near the intersection of Glacier Highway and the Mendenhall Loop Road. This area is generally the northernmost reach for commercial development of convenience and service along the Juneau road system.

Past Statter Harbor, there is a commercial district and higher density residential development with some condominiums and a residential area of single family homes on large lots, which finally segues into a significant commercial use area at the westernmost edge of Auke Bay. The persistent demand for private and public moorage for heavy commercial vessels and transient docks has manifested itself in increasing development around the ferry terminal. This broader area is nearly built-out as well as the immediate inner Auke Bay/Statter Harbor area.

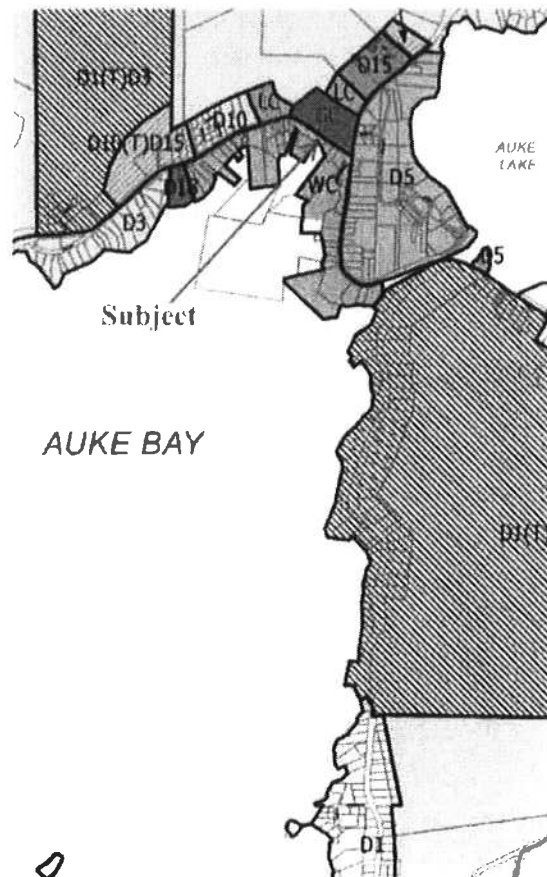


Figure 2.5 – Auke Bay Area Showing the Zoning and Subject Location

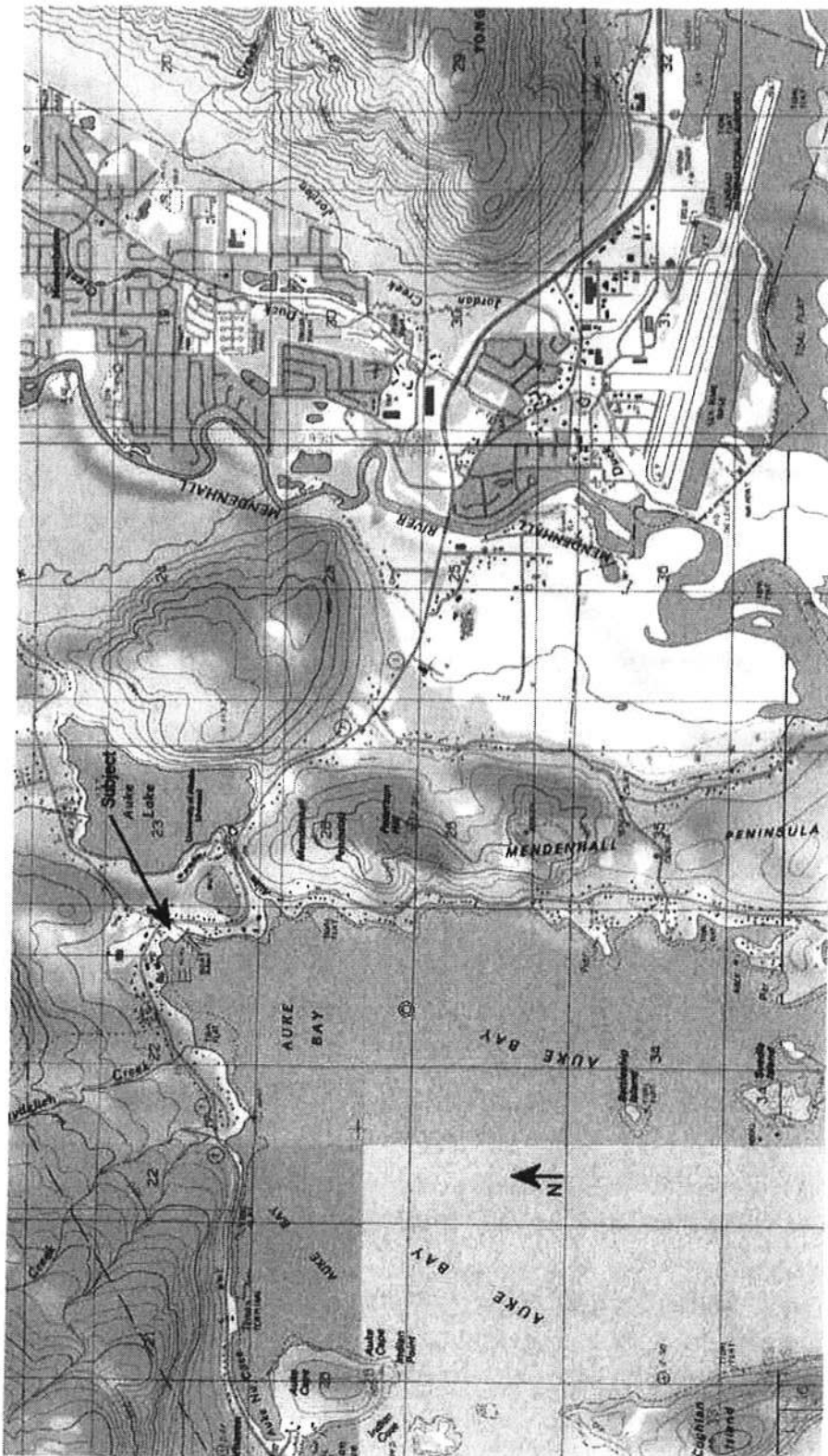


Figure 2.6 – Topo of Auke Bay Area

To the south of the subject area is the Fritz Cove neighborhood, separated from the subject area by Auke Creek, residential zoning, and topography to some extent. This area of Auke Bay is developed with waterfront and upland residential uses in relatively light densities of one to three units per acre. This area has seen appreciation in value over time associated with recent residential appreciation.

The Statter Harbor area has developed over the years in response to its location as the only semi-protected harbor area close to the Lynn Canal fishing grounds and other water bodies emanating to the southwest and north as well as the airport and nearby residential areas. The city has assembled significant contiguous properties over the past decade expanding this harbor presence. DeHart's Marina, at the center of the bay, sold to the City in 2005 at \$2,600,000 for 5.8 AC of property, comprised primarily of improved tidelands. This purchase spurred a master plan for the Statter Harbor expansion estimated at \$20 Million dollars, currently in process. This will add parking, intermediate boat floats, two boat launches and ramp in addition to the extensive dock improvements already in place. This facility occupies the east half of the inner harbor. Please see the inserted Figure 1.7 which reflects the current city plans for the expansion of Statter Harbor. The replacement of the old Dehart's Marina with an expansion of the City Marina is underway.

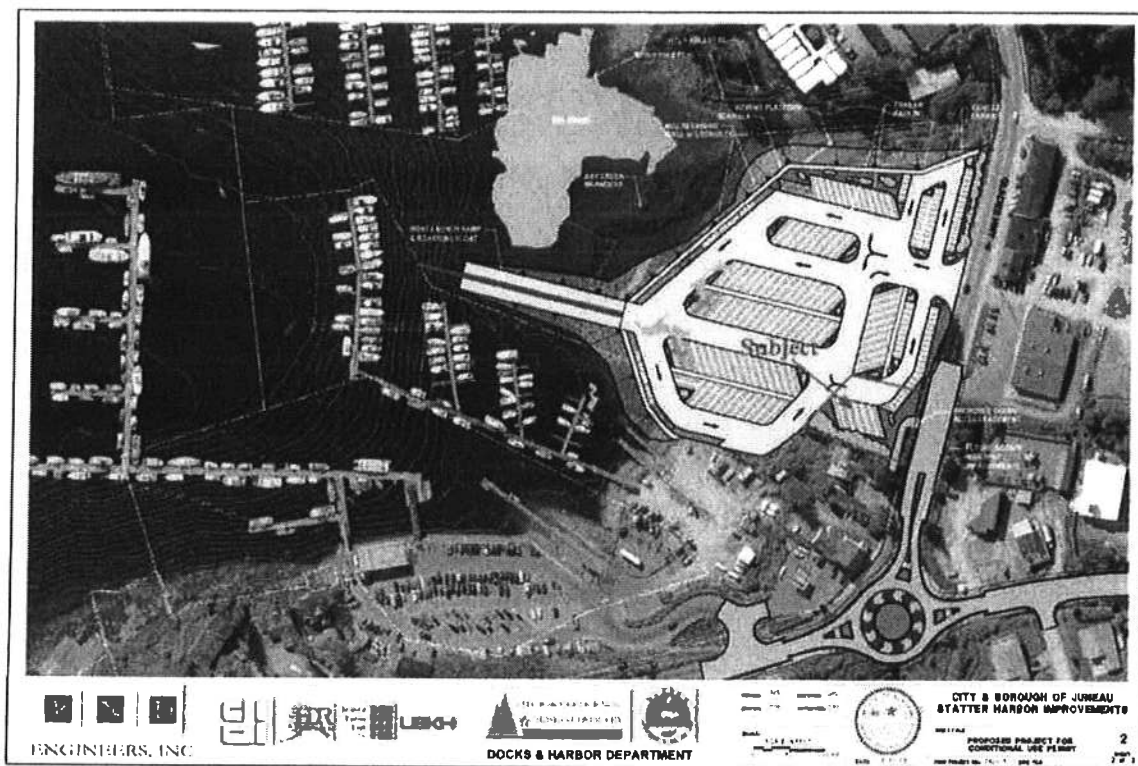


Figure 2.7 - Statter Harbor Improvements

In addition to the demand for moorage, there is demand for other commercial and residential development in the area for its scenic qualities and ease of access to the harbor. This inner Auke Bay area has had persistent demand for condominium, multi-family, and individual single-family sites. The US Coast Guard, NOAA, University, and other users also use this protected inner harbor area, which stabilizes market demand. Underutilized waterfront properties are purchased for speculation or development in conjunction with larger projects.

In conclusion, the Auke Bay waterfront has seen significant changes in use over the past decade, with increased traffic and demand for real estate in the area. The subject is now vacant, would be a prime candidate for a minor a lot subdivision as has happened elsewhere in the neighborhood. The demand for residential properties appears to be strengthening.

3 PROPERTY DESCRIPTION

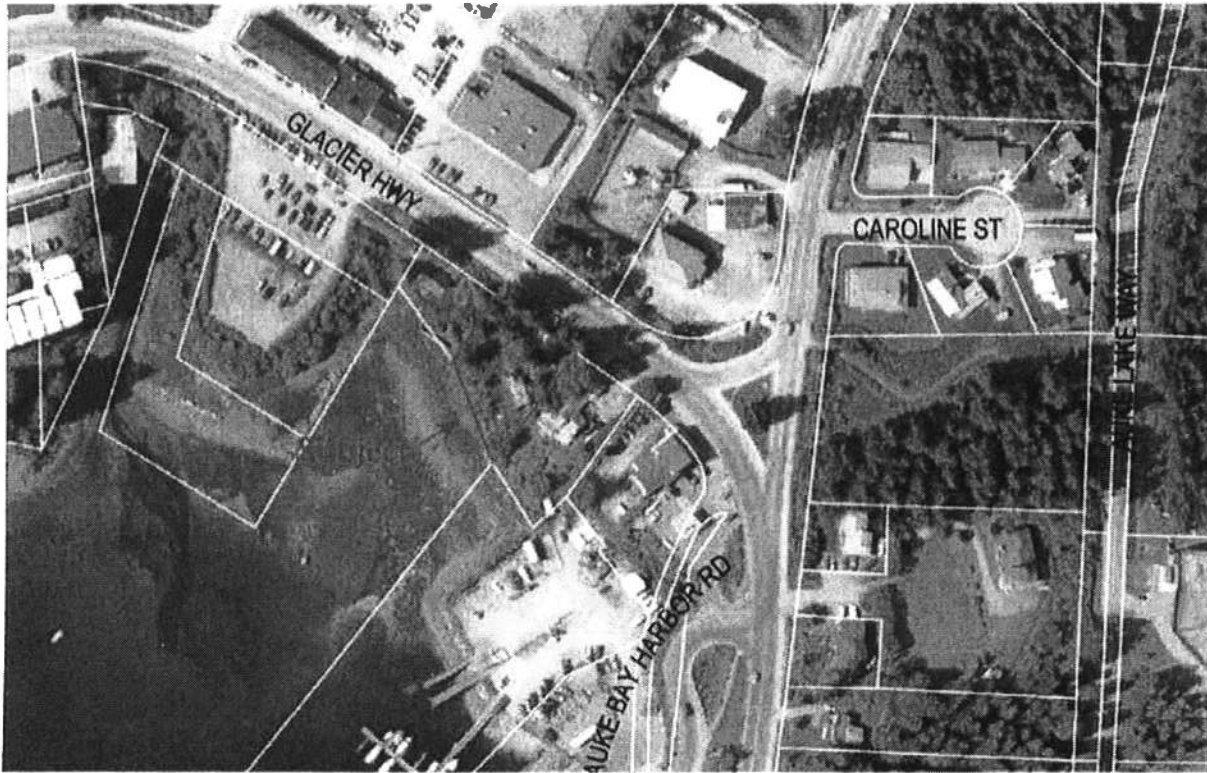


Figure 3.1 - 2006 Aerial of Subject and Immediate Area

3.1 SITE DESCRIPTION AS-IS

The site is Lot 4 of USS 2664, except for a portion taken by the Territory of Alaska for right-of-way in 1951. The net area according to the current proposed right of way map is 17,133 SF. The site has over 121 feet of frontage along Glacier Highway. Its western boundary extends at a right angle 116 feet and its eastern boundary extends 178.6 feet towards Auke Bay. The angled frontage along Auke Bay is just over 123 feet.

The northern boundary of the site is at the Glacier Highway grade. There is an angled area about 20% more or less the land area at this grade where the old garage once stood. The site slopes steeply to the more gently sloping tidelands below where there was a building pad for the house that has also been removed. There is a stand of medium growth evergreens by the highway. The low lands are characterized by brush and alder scrub. It is assumed the soils are relatively good for residential development based on observations of the neighboring properties and the historic use of the subject.

Off-site Improvements

Glacier Highway provides access to the subject property along the entire northerly portion of the site. Glacier Highway is a paved state highway with a curb, gutter and a sidewalk along the upland portion of the roadway. This is a two lane, two-way, paved right-of-way with typical overhead lighting. All utilities available in the City and Borough of Juneau are available to the subject site including water, sewer, electrical power, telephone service, internet service, and cable television. Private vendors provide power, phone, cable, oil and gas as well as trash pickup.

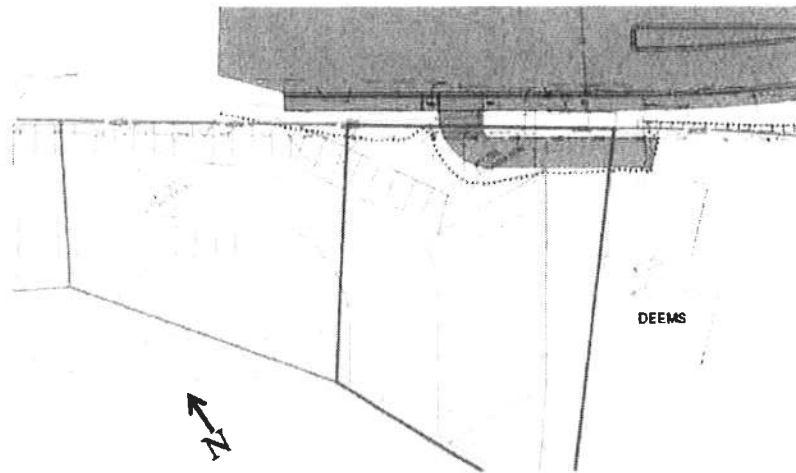


Figure 3.2 - Excerpt of subject showing topography with the proposed road project overlay and the proposed standard harbor parking below. Note level lands at highway grade in the upper right corner.

Easements and Other Restrictions

The fee simple property rights are appraised herein as described in the Title Report in the Addenda. There are no unusual restrictions or easement encumbrances affecting the functional use of the property noted by the appraiser.

Zoning

The subject site is zoned Waterfront Commercial (WC). The intent of the waterfront commercial district is expressed in the following code language:

49.25.250 - Waterfront Districts.

The following districts are established to accommodate those uses that are dependent or directly related to the water, a waterfront location, or both. These districts regulate development of the waterfront to take advantage of the unique attributes and limitations of its lands:

- (a) The WC, Waterfront Commercial district, is intended to provide both land and water space for uses which are directly related to or dependent upon a marine environment. Such activities include private boating, commercial freight and passenger traffic, commercial fishing, floatplane operations, and retail services directly linked to a maritime clientele. Other uses may be permitted if water-dependent or water-oriented. Residential development is allowed in mixed- and single-use developments in the waterfront commercial district.

This district allows a wide range of uses including one in two-family dwellings, marine mechanical and equipment sales, offices, open space, parking, boat sales storage and fuel, etc. It allows for relatively dense development with minimum lot sizes of 2,000 SF, minimum width of 20 feet and a depth of 60 feet. Side yard set backs are usually 10 feet and maximum height is 35 feet.

By these standards the subject lot's 121 feet of frontage along Glacier Highway would allow up to six 20 foot wide sites. There are topographical, soils, traffic and other practical constraints, however.

Assessed Valuation and Taxes

The subject is owned by the City and Borough of Juneau. It is therefore tax-exempt there is no assessment and no taxes due and owing. Last year's no rate was 10.55.

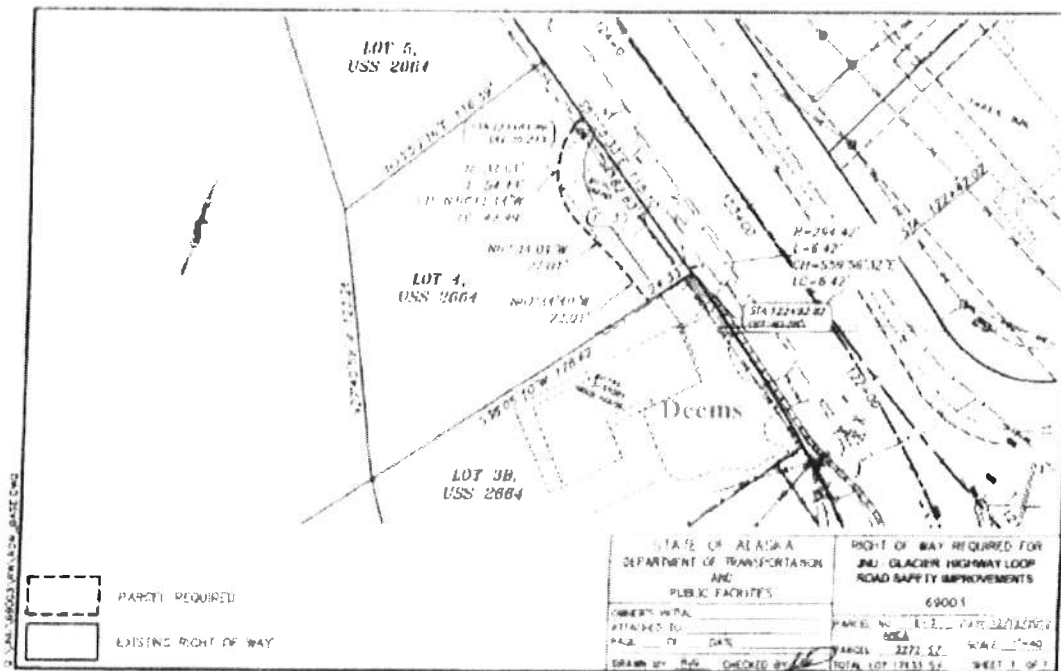


Figure 3.3 – Right-of-way Map Showing the Subject Lot 4 and Parcel E-3

3.2 DESCRIPTION OF ACQUISITION – PARCEL E-3

Parcel E-3 is nearly level at Highway grade. It encumbers the area of the former garage slab and the level lands to the west, which would provide driveway access to the Deems property. This encumbers about 88 feet a highway frontage for just over 70% of the existing frontage. The area is 22,072 SF.

This is a right-of-way easement. It is assumed that it is not for the exclusive use of Deems, but can be used by the property owner for its continued access for the entire length of the site along the highway frontage and would not prevent subdivision and access directly to hypothetically subdivided portions of the site. It would preclude building in this area and may push the front yard setbacks beyond the limits of this easement.

3.3 DESCRIPTION OF SITE AFTER ACQUISITION

The project rebuilds the highway at road grade in front of the subject. However, adjacent and to the southeast there is a retaining wall cutting these properties off from direct highway access. See Figure 3.4 below.

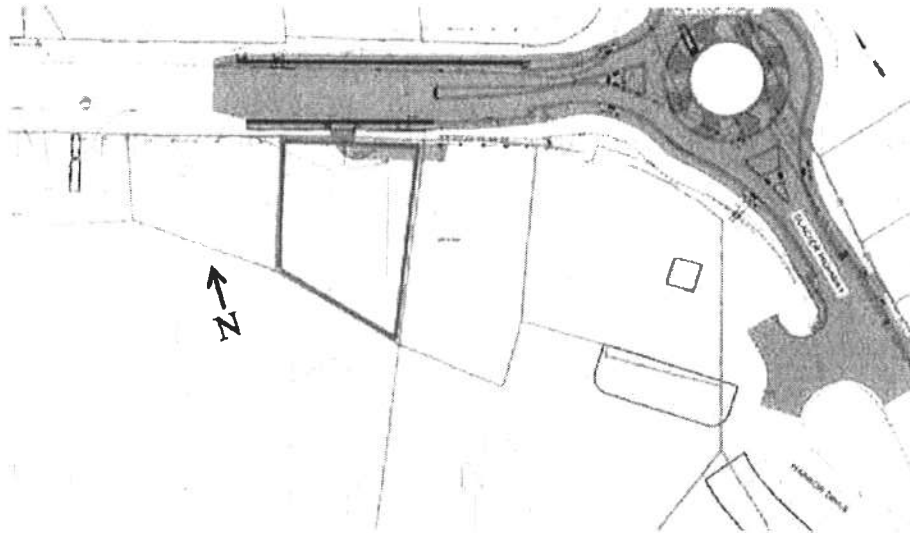


Figure 3.4 - The effect of the project on subject in nearby properties. Also shown is the CBJ Docks and Harbors Statter Harbor project overlay not yet built.

The effect of the right-of-way acquisition leaves a net area of 14,861 SF of usable land. As seen in Figure 3.5 below, much of the remainder land is sloping or at the beach elevation below. Most of the level land at highway grade is not available for development.

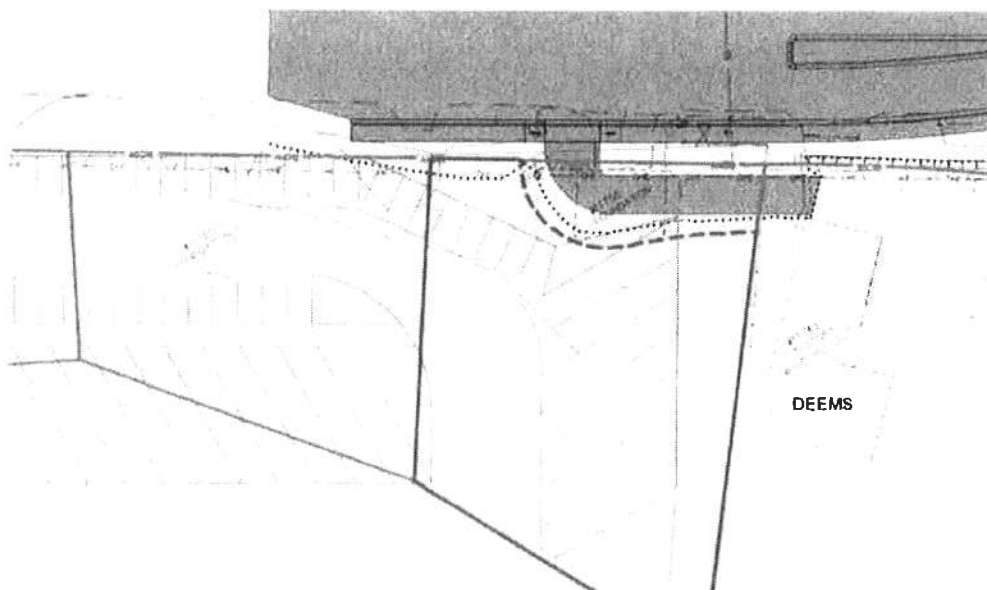


Figure 3.4 - Subject Parcel after Purchase . Note much of the level land at Highway grade is gone.

4 VALUATION

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."

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

There is a wide variety of legally permissible and physically possible uses that could be developed on the subject site. The zoning allows for a wide variety of commercial and residential development. Commercial rents in the area have generally been static. The demand for owner occupied waterfront is probably higher than for speculative real estate investments. However, there is a premium price being paid for residential waterfront sites throughout the Juneau area and especially in the Auke Bay/Fritz Cove Road area. The current zoning allows for subdivision of sites as small as 2,000 SF as long as setbacks and other requirements are met. As a vacant lot, it appears the subject would easily be available for a minor subdivision of two or three lots similar to the development scene two blocks to the west, as noted in Figure 4.1

The highest and best use would be for residential development, taking advantage of the waterfront views and proximity to the municipal harbor.

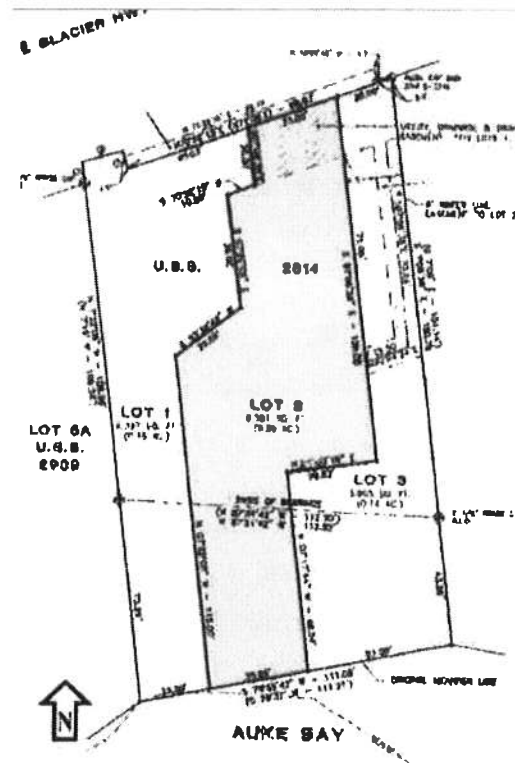


Figure 4.1 - Representative minor subdivision off Glacier Highway fronting Auke Bay.

4.1 LAND VALUATION

The area is fully developed and there are limited choices for residential lots. New development usually occurs through demolition of old houses. With the low density allowed in the area, subdivisions typically occur to the larger lots. I have considered transactions up as far back as 2001 and have considered sales of properties with residential improvements that contribute to the overall price. Also considered were sales on Fritz Cove Road, which have a lower development density, but show the absolute price being paid for waterfront sites in the area and the a price per square foot. Table 4.1 summarizes the wide array of sales and listings considered.

Table 4.1 – Auke Bay Area Sales and Listings									
Appraisal No.	Record No.	Location	Sale Date	Sale Price	Adjust Building Improvements	Net Land Price	Size SF	Price Per SF	Zone
2	2055	11765 Glacier Hwy	12/01/2001	\$290,000	\$0	\$290,000	13,068	\$22.19	WC
	2454	11985 Glacier Hwy	04/13/2004	\$365,000	\$200,000	\$165,000	8,591	\$19.21	WC
	2540	11975 Block Glacier Hwy	06/16/2010	\$220,000	\$0	\$220,000	5,905	\$37.26	WC
4	2543	11995 Glacier Hwy	04/27/2005	\$500,000	\$325,000	\$175,000	6,397	\$27.36	WC
	4155	11435 Glacier Hwy, Auke Bay, Juneau, Alaska	09/16/2005	\$525,000	\$55,000	\$470,000	25,599	\$18.36	WC
1	6653	11755 Glacier Hwy	06/04/2010	\$630,000	\$230,000	\$400,000	17,133	\$23.35	WC
				\$630,000	\$0	\$630,000	17,133	\$36.77	WC
	6395	Indian Cove Dr	05/21/2008	\$330,000	\$0	\$330,000	8,805	\$37.48	D-3
	6380	3190 Fritz Cove Rd	10/31/2006	\$299,500	\$0	\$299,500	13,804	\$21.70	D1 (T) D3
	6652	3190 Fritz Cove Rd	04/14/2007	\$350,000	\$0	\$350,000	13,761	\$25.43	D1 (T) D3
3	7318	3190 Fritz Cove Rd	05/25/2012	\$350,000	\$0	\$350,000	13,761	\$25.43	D1 (T) D3
	7562	2530 Fritz Cove Rd	02/13/2013	\$329,000		\$329,000	18,543	\$17.74	D1 (T) D3
				Improvements Demolished					
				Asking Price					

Table 4.1 - Auke Bay Area Sales

The first column in this table notes the four comparables felt to be most representative of the market. They are further analyzed as the most representative comparables.

The first seven observations are similarly zoned Waterfront Commercial. Of these, the top record No. 2055 adjacent to the subject sold nearly 12 years ago. It had some fill and driveways on it, similar to the subject. There has been some appreciation since this time.

The next three observations 11975, 11985 and 11995 Glacier Highway, are the small strip lots adjacent to each other noted in the Figure 4.1. Several of these sales had improvements that are allocated and the net land price was then calculated. Two of these sales had allocations and range in square-foot value from \$19.20 to \$27.36 having occurred 8 to 9 years ago. The one vacant lot was listed in 2010 for \$220,000, and after six months or so on the market did not sell. Recent interviews with realtors suggest that this property may informally be on the market at this level. This appears to set the upper end of values for the smallest lots at about \$200,000 and just over \$30 a square foot.

The other Waterfront Commercial (WC) transactions 11435 Glacier Highway and the prior sale of the subject, 11755 Glacier Highway, were both improved. The net land price reflects allocations made by the buyer in the first instance and the appraisal in the second instance. The sale of the subject is also analyzed as the total value divided by the square footage to indicated upper limit of over \$36 per

square foot for the actual acquisition cost. The purchaser and the City and Borough of Juneau had additional costs of about \$30,000 in razing the house and garage that were on this property.

As a check against the Waterfront Commercial sales, we also considered competitive residentially zoned sales that provided similar waterfront sites. These are zoned D1 and D3. As can be seen over the last six years, several sites have sold ranging from 8,800 SF to 18,500 SF with sales or asking prices from \$17 to \$37 per SF. It is observed that the more easily developable sites, such as the Indian Cove Drive as compared to the more difficult to develop Fritz Cove Road listing, show that a premium is paid for sites that are more developable. It is also noted that small sites would yield a higher square-foot value than larger sites all things being similar, except that this trend is not so pronounced in the WC zoned sites since they can be easily subdivided.

The latter D1 zoned observation at 3190 Fritz Cove Road sold three times over the last six years. It appears there was some appreciation between 2006 and 2007. The house was finally razed after 2007 with a reported cost of \$80,000. It was then sold in 2012 for a similar price as paid in 2007. There may have been some circumstances surrounding this sale where some value was given to the residence in 2007, although it was anticipated eventually that it would be razed. It is noted that the 2530 Fritz Cove Road has a building pad developed on it, but is not as extensive as the 3190 Fritz Cove Road property. This smaller site selling at a higher value suggests the extent and quality of site development is important in the market.

Qualitative Ranking

Comparable sales noted as Appraisal No. 1 through 4 in the left-hand margin of Table 4.1 have been identified as being the most helpful and indicative of the subjects of value on a square foot basis as developed in the following Table 4.2. Details of these comparables are contained in the Addenda. These four key sales have been adjusted to allocate out their building improvements to develop the Net Land Value. This quantitative adjustment is based on a depreciated cost of the improvements, interviews with the property owners or allocations based on assessments. The remaining differences are mainly: market conditions which have changed over time, the size of the land which may impact the price paid per square foot, and the extent of the topographical development or site characteristics. These latter attributes are not readily quantifiable in the market and discrete adjustments cannot be 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 weight 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.

The **titled interest** is rated similar between the subject and comparables. The subject had some minor utility access and ditching easements, which did not significantly impact the highest and best use as is similar among the comparables.

All comparables were found to be similar in the **conditions of sale**, all being supported by reasonable market evidence, having been rationally negotiated. Purchasers had alternate purchase options and none were purchased under threat of condemnation.

The **market conditions** are improving, but sales over the last half dozen years or so are difficult to adjust precisely for change over time based on the limited evidence. However, with the older sales, there is a clear indication that the market has advanced. For instance, Comparable 2 in 2001 certainly saw some appreciation, especially into the middle part of the last decade. This is rated inferior by +2. Comparable 4 which occurred in April of 2005 also saw some run-up in the market until 2007 to 2008. It is rated inferior by +1. It may be argued that the market has recovered somewhat since Comparable 1 occurred in 2010, but the evidence is not clear enough and it will be rated as similar, same as Comparable 3 which occurred about six months ago.

SIZE is an important element especially for extremes. Comparable 4 is the allocated value of a subdivided lot which is less than 6,400 SF and is inferior on a price per square foot basis, all other things being equal by -2. Comparables 2 and 3 are over 13,000 SF and are felt to be similar on a price per square foot basis. It could be argued that Comparable 3 which is zoned the D1 could not be subdivided and its square-foot price would be inferior. However, it is noted that there is a preference in the market for larger sites for control as well. Comparable 2, similarly over 13,000 SF, would be an easy candidate for small lot subdivision and is felt to be Similar to the subject.

Another important element is overall SITE CHARACTERISTICS. The subject has a parking pad, and then slopes down to the beach with a building pad on the beach. While the comparables vary in the degree of developability, there is not enough information available from these sales to make discrete adjustments. They all have building pads or drives and they are all rated as similar.

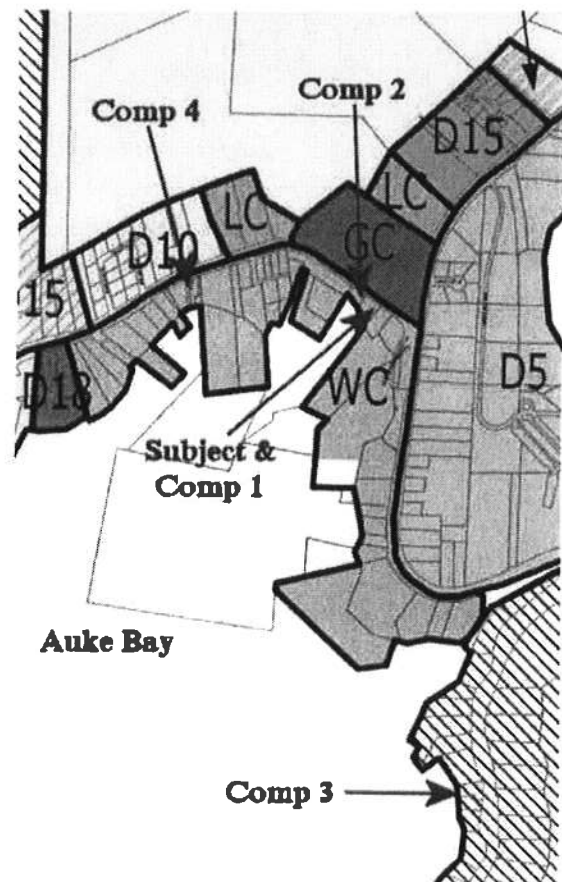


Figure 4.2 - Sales Location Map

TABLE 4.2 - SQUARE FOOT PRICE QUALITATIVE RATING GRID

Comparable Elements	Subject 11755 Glacier Hwy.	Comp 1 (6653) 11755 Glacier Hwy.	Comp 2 (2055) 11765 Glacier Hwy.	Comp 3 (7318) 3190 Fritz Cove Rd.	Comp 4 (2543) 11995 Glacier Hwy.
Price		\$ 400,000	\$ 290,000	\$ 350,000	\$ 175,000
SF Price		\$ 23.35	\$ 22.19	\$ 25.43	\$ 27.36
Titled Interest	Fee	Similar	Similar	Similar	Similar
Conditions of Sale	Cash	Similar	Similar	Similar	Similar
Market Conditions	2/13	6/10	12/01	5/12	4/05
					+ 1
Size (SF)	17,133 SF	17,133	13,068	13,761	6,397
					- 2
Access					
Topo & Site Characteristics	Parking pad slopes to beach; building pad	Similar	Similar	Similar	Similar
Overall Rating		0	+2	0	-1

If a comparable attribute is superior to the subject, a minus rating of -1, -2, or -3 is made, depending on its severity.

If a comparable attribute is inferior to the subject, a plus rating of +1, +2, or +3 is made, depending on its severity.

TABLE 4.3 - SUMMARY RANGED VALUES		
Comp 2	Inferior + 2	\$ 22.19 / SF
Comp 1	Similar 0	\$ 23.35 / SF
Comp 3	Similar 0	\$ 25.43 / SF
Comp 4	Superior - 1	\$ 27.36 / SF

The closest similar comparables indicate \$23.35 per square foot to \$25.43 per square foot. They are bracketed by the next best indicators, broadly \$22 to \$27 per square foot. It is recognized that Comparable 1 is the allocation of the subject prior to the building being razed. Now that the improvements are gone, the site is available for highest and best use subdivision development and would be improved over its mere allocation. The City and Borough of Juneau paid about \$30,000 to have the improvements demolished. Therefore, slightly more weight will be given to a Comparable 3 at \$25 per square foot. Based on the foregoing indicated value of the larger parcel before the acquisition of the easement, is estimated at \$25 per square foot and can be calculated as follows:

$$17,133 \text{ SF @ } \$25 = \$428,325$$

4.2 VALUE OF ACQUISITION AS PART OF THE LARGER PARCEL

As noted in Section 3.2, Description of Acquisition, the part taken contains the most desirable portion of the property. The remainder of the property includes a little bit of level land adjacent to the easement, sloping lands and then a building site at the bottom near title elevation. The right-of-way area will no longer be available for building development and represents a fee-taking. The value of the acquisition as part of the overall parcel is simply the overall average square-foot value applied to the part acquired as follows:

$$2,272 \text{ SF @ } \$25 = \$56,800$$

Conversely, the value of the remainder as part of the whole site is:

$$14,861 \text{ SF @ } \$25 = \$371,525$$

4.3 VALUATION OF REMAINDER AFTER ACQUISITION

Highest and Best Use and After Condition

The highest this use in the after condition is not changed. The site would be suitable for a minor subdivision of two or three lots. The development however would be somewhat more costly and less convenient with the loss of the land at road grade.

Value of Remainder

In the after condition, the site would be more costly and somewhat less desirable to develop due to the loss of the lands that are adjacent to the road. More site development would have to occur, bringing in

driveways or other fill or building structures for road grade parking. The market does not give precise guidance on this, although intuitively the market would pay less for this less desirable topography. Consider the price difference between 2530 Fritz Cove Road asking \$329,000 and the most recent price paid for 3190 Fritz Cove Road \$350,000. Although this indicates at least a \$21,000 difference (\$350,000 Sale - \$329,000 Asking) for a site that is nearly 5,000 SF larger (Listing 18,543 SF, Sale 13,761 SF). Moreover, the superior site had nearly \$80,000 of improvements. The square-foot difference between these sites is nearly \$7.70 per SF (\$25.43 minus \$17.74). Considering the array of square foot values presented in Table 4.3, the subject was most similar between \$23.35 per SF and \$25.43 per SF with a difference of about \$2.00 per SF. This represents about 8% of the estimated value of the subject in the before condition (\$2.00 per SF divided by \$25 equals 8%). It appears reasonable to discount the value of the property in the after condition \$2.00 per SF for a net value of \$23 per SF. The overall value can be calculated as follows:

$$\$14,861 \text{ per SF at } \$23 = \$341,803$$

4.4 VALUE OF ACQUISITIONS

Calculation of Value of Acquisitions

Value Before (17,133 SF)	\$ 428,325
Value After (14,861 SF)	<u>\$ 341,803</u>
Value of Acquisitions	\$ 86,522

Damages and Benefits

There is no special benefit to the remainder of the property. There is damage to the remainder to the extent of the difference between the contributory value of the remainder as part of the larger parcel (14,861 @\$25 per SF = \$371,525) and the value of the remainder after acquisition. This is calculated as follows:

Value of Remainder as Part of the Whole	\$ 371,525
Value of Remainder After Acquisition	<u>\$ 341,803</u>
Indicated Damages to Remainder	\$ 29,722

The value of the acquisition is summarized as follows:

Value of Part Acquired	\$ 56,800
Add Damages to the Remainder	<u>\$ 29,722</u>
	\$ 86,522

ADDENDA

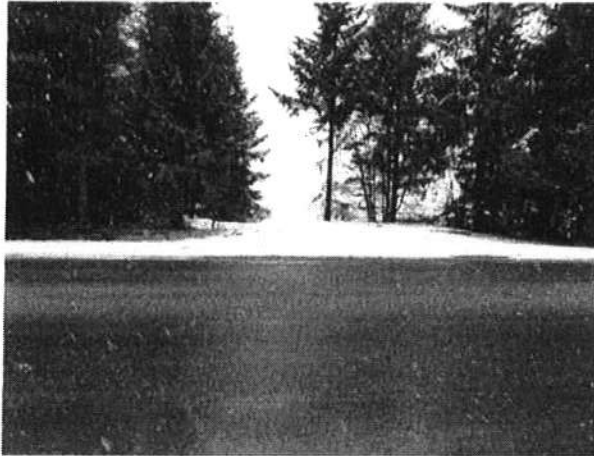
SUBJECT PHOTOGRAPHS



Glacier Highway St. scene looking in an easterly direction. Subject photo right. 021313_0220



Glacier Highway St. scene looking in a westerly direction. Subject photo left. 021313_0229



View of subject as it fronts Glacier Highway. 021313_0230



Angled view of subject and the level area fronting Glacier Highway. Note garage foundation photo center. 021313_0225



View of Auke Bay from subject site at low tide. 021313_0238



Interior view of subject as it slopes toward the beach. 021313_0222

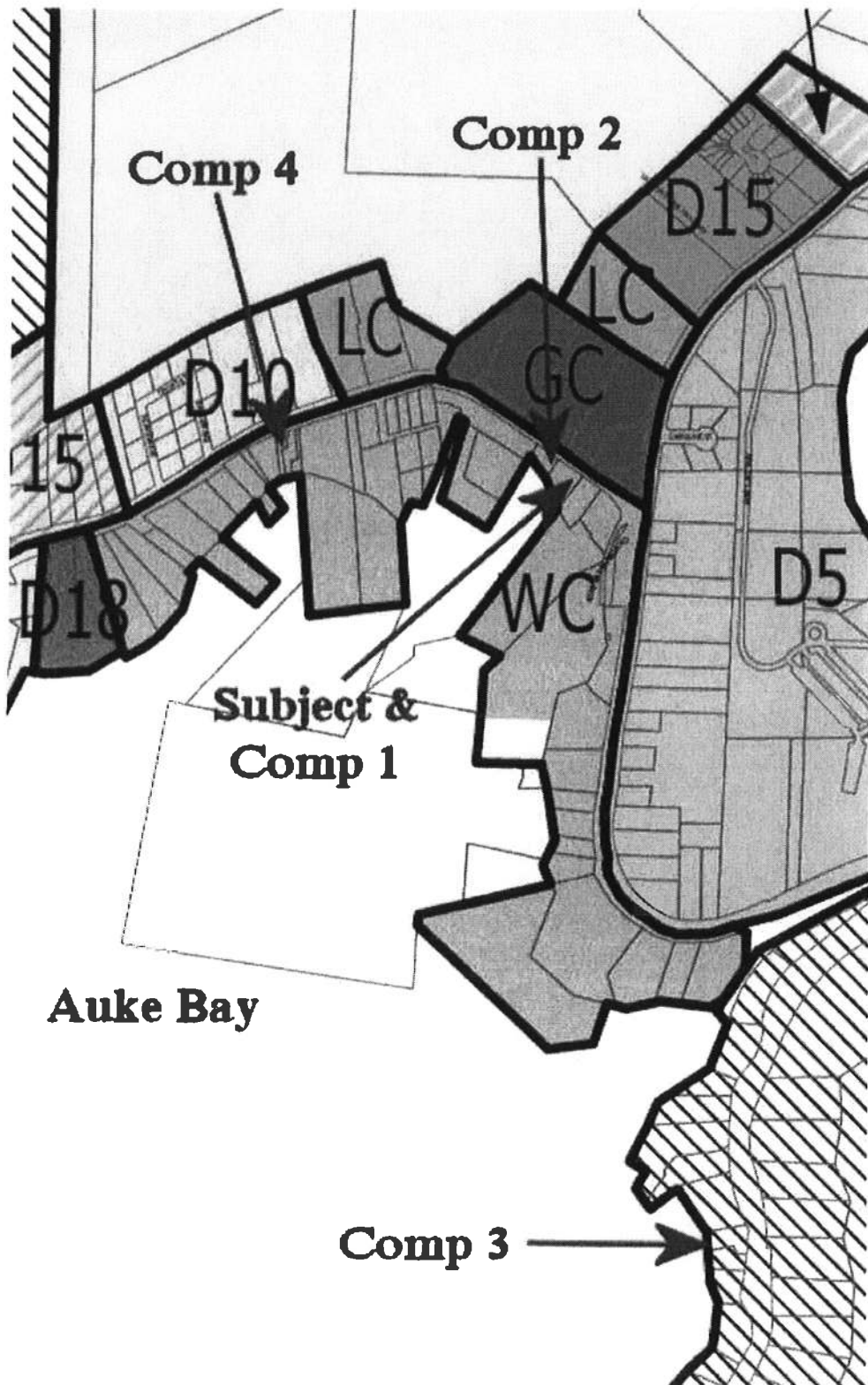
SUBJECT PHOTOGRAPHS



View of subject from the beach looking in a north easterly direction. Subject site right of snow-covered beach log. Note filled pad area at beach below house.

021313_0240

SUBJECT AND COMPARABLE MAP



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

Community: 03 CBJ - Auke Bay
Address:

Recording District: Juneau
City: **State:** **Zip:**

Location: 11755 Glacier Highway

Legal: Lot 4, USS 2664; Sec H & C 09-074; Parcel Number: 4-B28-0-101-004-0

Instrument: SWD - **Serial:** 2010-003017-0

Trans.Type: Sale

Rights: Assumed Fee Simple

Terms: Assume Cash

Sale Price: \$630,000

Trans. Date: June 4, 2010

Grantor: Gary & Nancy Lehnhart

Grantee: City and Borough of Juneau

Size (SF): 17,860

Frontage: 121

Zone: WC

Utilities: Water, Sewer, Electric, Telephone

Access: Road, paved

Improvements: House

Land Class: Residential, Waterfront, Commercial

Topography: Sloping

Vegetation: Brushy, Wooded

Soil: Typical

Present Use:

Intended Use:

Highest and Best Use:

Comments**Analysis:**

Site is adjacent proposed Statter Harbor improvements and improvements will be demolished.

$\$400,000 \div 17,860 \text{ SF} = \$22.40/\text{SF}$

$\$400,000 \div 124 \text{ WFF} = \$3,125/\text{WFF}$

Marketing Info: Offered exclusively to the city at appraised value. Negotiations after appraisal resulted in an agreed price of \$20,000 less than appraisal.

Confirmed with: John Stone

Nancy Lehnhart

Confirmed date: 4/6/2010

9/18/2009

Confirmed by: T.Riley

T.Riley

Book/Tab: 84

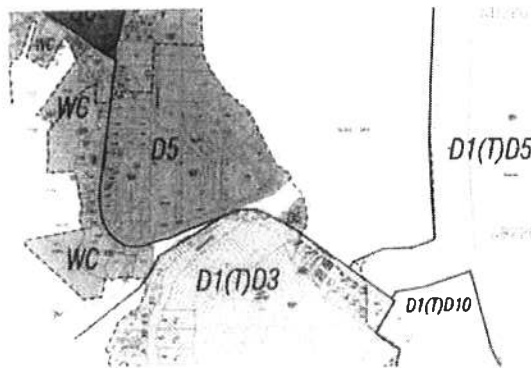
Auke Bay

Revision Date: 5/1/2012

Record Number: 6653



091809_5181



HORAN & COMPANY, LLC**LAND COMPARABLE NUMBER 2**

Community: 03 CBJ - Auke Bay
Address: 11765 Glacier Highway
Location:
Legal: Lot 5, USS 2664;

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

Instrument: Statutory **Serial:** 2001-014542-0
Trans.Type: Sale
Rights: Fee Simple
Terms: Typical

Sale Price: \$290,000
Trans. Date: December 1, 2001
Grantor: Auke Bay Enterprises, LLC
Grantee: City and Borough of Juneau

Size (SF): 13,068
Frontage: 130'
Zone: WC

Utilities: All
Access: Road, paved
Improvements: Old foundation, no value
Land Class: Waterfront, Commercial

Topography: See Comments
Vegetation: Brushy
Soil: Buildable

Present Use: Vacant
Intended Use: Assemblage by CBJ for park, etc. Prior owner had commercial development ideas.
Highest and Best Use: Residential/Commercial

Comments

Second driveway down to an old house foundation, basically undeveloped land. Slopes to harbor. Not developed. About 10' to 20' below highway grade to foundation. Continues sloping another 10' to 20' elevation changed down to the water. Prior sale 8/2000 for \$240,000 B544 P56 Juneau, Grantor: Carol Fasano-Zanutto, Grantee: Auke Bay Enterprises, LLC. Lease of adjacent ATS 758 had been cancelled prior to sale.

Analysis:

08/2000 Sale \$240,000 ÷ 13,068 SF= \$18.36/SF
 12/2001 Sale \$290,000 ÷ 13,068 SF= \$22.19/SF

Marketing Info: Negotiated Price. As the purchase price exceeds the assessed value of \$240,000, a special motion was required to authorize the acquisition at a price above market value. Mr. Harris (seller) was in the process of designing and obtaining permits for a lodge and restaurant to be constructed on the property, but has offered to sell the property at a price designed to recover some development costs.

Confirmed with: CBJ/Gilbertson
Confirmed date: 1/1/2002
Confirmed by: C. Horan
Book/Tab: 84 Auke Bay
Revision Date: 3/6/2013
Record Number: 2055



03_0434

HORAN & COMPANY, LLC**LAND COMPARABLE NUMBER 3****Community:** 03 CBJ - Auke Bay**Address:** Fritz Cove Road**Location:** 3190 Fritz Cove Road**Legal:** S Fraction Lot 3A, USS 2669; Parcel Number: 4B2301020110**Recording District:** Juneau
City: Juneau**State:** AK **Zip:** 99801**Instrument:** WD - **Serial:** 2012-003190-0**Trans.Type:** Sale**Rights:** Assumed Fee Simple**Terms:** Cash**Sale Price:** \$350,000**Trans. Date:** May 25, 2012**Grantor:** HYNES, Robert C.**Grantee:** Yerkes, Josh and Molly**Size (SF):** 13,761**Frontage:** 74.20**Zone:** D1 (T) D3**Utilities:** All**Access:** Road, paved**Improvements:** None**Land Class:** Waterfront, Vacant, Residential**Topography:** Steep w/bench, Cliff side, See Comments**Vegetation:** Typical**Soil:** Buildable**Present Use:** Vacant**Intended Use:** Residential**Highest and Best Use:** Residential**Comments**

CBJ Assessor's analysis notes land at \$300,000. This lot is prepped and ready to build. Site prep reportedly 80K; former house demo may have been part of this cost.

Analysis:

$$\$332,500 \div 0.316 \text{ AC} = \$1,052,215/\text{AC}$$

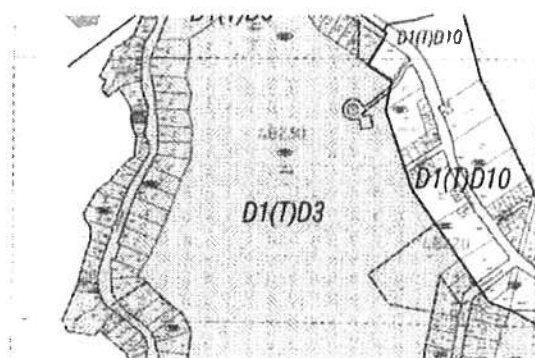
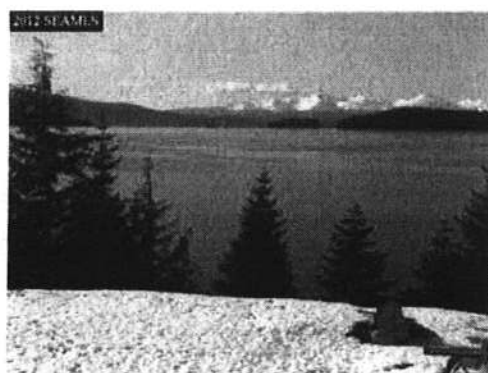
$$\$350,000 \div 13,761 \text{ SF} = \$24.16/\text{SF}$$

$$\$350,000 \div 74.2 \text{ WFF} = \$4,481/\text{WFF}$$

Marketing Info: MLS 11312. Exposed at \$380,000 for 27 days on market.

Confirmed with: MLS**Confirmed date:** 7/17/2012**Confirmed by:** T.Riley**Book/Tab:** 82/83

Auke Bay

Revision Date: 7/17/2012**Record Number:** 7318

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

Community: 03 CBJ - Auke Bay
Address: 11995 Glacier Highway

Recording District: Juneau
City: Juneau

State: AK **Zip:** 99801

Location:

Legal: Lot 1, Alexis Beach Subdivision, Plat 2003-22
Assessor Parcel No. 4B2801020053; **Parcel Number:** 4B2801020053

Instrument: SWD **Serial:** 2005-003350-0

Trans.Type: Sale

Sale Price: \$500,000

Trans. Date: April 27, 2005

Rights: Fee Simple

Terms: Unknown

Grantor: Jerry & Deborah Grundman

Grantee: Robert & Catherine Johnson

Size (SF): 6,397

Frontage: 25'

Zone: WC

Utilities: All

Access: Road, paved

Improvements: New house

Land Class: Waterfront, Residential

Topography: Slopes to water

Vegetation: Cleared

Soil: Typical

Present Use: House

Intended Use: Residential

Highest and Best Use: Residential

Comments

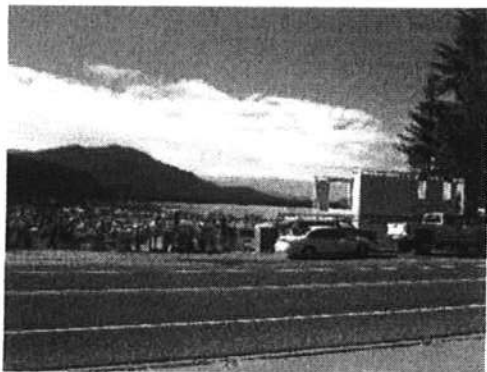
Jerry Grundman built house on site and then sold. He allocated \$175,000 to the land. Jerry sold Lot 2 in April of 2004 also with a house on it where he allocated \$165,000 to the land. This resulted in 6%/year appreciation which Jerry thought sounded reasonable. He also has Lot 3 of this subdivision for sale. At this time, he is undecided as to whether he will build on Lot 3 before selling or sell as a vacant lot. The grantor felt this sale could go for \$575,000 now.

Analysis:

Sales Price	\$500,000
House	\$325,000
Land	\$175,000 ÷ 6,397 SF = \$27.36/SF

Marketing Info:

Confirmed with:	MLS records	contractor-seller
Confirmed date:	8/6/2004	1/27/2006
Confirmed by:	K. Williams	K. Williams
Book/Tab:	84	Auke Bay
Revision Date:	3/6/2013	
Record Number:	2543	



080604_1776





STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

FIVE-YEAR SALES HISTORY

Juneau-Glacier Highway Loop
PROJECT NAME: Safety Improvement Project
STATE PROJECT #: 69003
FEDERAL-AID PROJECT #:
PARCEL #: E-3 UNIT #: N/A

Sales of the subject must be reported and analyzed as comparable data. The appraiser must include sales that occur subsequent to the title search. Include "arms-length" sales of the subject in the comparable data section.

SALES of the SUBJECT: (If no transaction within last 5 years, check ☐ NONE)

DATE OF SALE: June 2, 2010 SALE PRICE: \$ 630,000
TERMS: Cash to Seller
DATE RECORDED: June 4, 2010 INSTRUMENT: Statutory Warranty Deed
GRANTOR: Gary E. Lehnhart
Nancy H. Lehnhart
BOOK: 2010-003017-0
CITY & BOROUGH OF JUNEAU
GRANTEE: Docks and Harbors Board
PAGE: 2010-003017-0
INTERVIEWED: John Stone DATE CONFIRMED: April 6, 2010

DATE OF SALE: N/A SALE PRICE: \$
TERMS:
DATE RECORDED: INSTRUMENT:
GRANTOR: BOOK:
GRANTEE: PAGE:
INTERVIEWED: DATE CONFIRMED:

DATE OF SALE: N/A SALE PRICE: \$
TERMS:
DATE RECORDED: INSTRUMENT:
GRANTOR: BOOK:
GRANTEE: PAGE:
INTERVIEWED: DATE CONFIRMED:

COMMENTS

Date: March 6, 2013

Appraiser

Date: March 3, 2013

Verified By



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES

**OPPORTUNITY TO ACCOMPANY
THE APPRAISER**

PROJECT NAME: Juneau-Glacier Highway Loop Road
Safety Improvement Project

STATE PROJECT #: 69003

FEDERAL-AID PROJECT #: _____

PARCEL #: E-3 UNIT #: N/A

Owner's Name: City & Borough of Juneau, Carl J. Uchytll, PE Port Director

As owner (or owner's designated representative) of the above-described parcel of property, I hereby acknowledge that Charles E. Horan, a professional appraiser, has advised me that state and federal law require that I or my designated representative be given the opportunity to accompany the appraiser during the inspection of the property.

- ☐ I hereby decline the offer to inspect the property with the appraiser.
- ☐ I will accompany the appraiser during the inspection on _____, 2____.
- ☐ I appoint the following person as my designated representative to accompany the appraiser on _____, 2____.

Name _____

Telephone number: _____

- ☒ I accompanied the appraiser during the inspection on February 13, 2 013.

Date 5 MARCH, 2013

Owner's Signature

APPRAISER'S DOCUMENTATION

Observations or concerns expressed by owner: Access to utilities after the easement is acquired.

- ☐ The owner refused to sign this form when I presented it on _____, 2____.
- ☐ I was unable to locate the owner. I sent a written notice by certified mail to the last-known address on _____, 2____, Certified Mail Number _____ (attach receipt).

Date _____, 2____

Appraiser _____

NARRATIVE APPRAISAL REPORT SUMMARY

Project Name: Juneau-Glacier Highway Loop Road Safety Improvement Project

State Project #: 69003

Project & Owner Information

Name of Owner: City & Borough of Juneau, Carl Uchytel, Port Director
Address: 155 S. Seward Street, Juneau, Alaska 99801
Telephone Number: (907) 586-0292
ROW Map Date: 12/19/2012
Parcel Locations: 11755 Glacier Highway, Juneau, Alaska 99801
Legal Description: Portion of Lot 4, USS 2664

Zoning: WC Waterfront Commercial Current Use: Vacant Highest and Best Use: Residential

Rights Appraised: Fee Simple
Inspection Date: February 13, 2013
Date of Value: February 13, 2013

Property Description Summary

Description Summary: The State is acquiring a driveway easement of 2,272 SF for adjacent land owner (Deems) over portion of site at road grade.

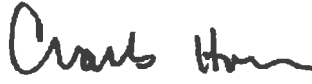
Larger Parcel Area: 17,133 SF
Subject Area of Acquisition: 2,272 SF
Remainder of Parcel Total: 14,861 SF
Permit Required: None
Area of Parcel Subject to PLO or Section Line Easement: None

Acquisition Summary

1	Market Value Before Acquisition		\$ 428,325	
		Land Improvements +	0 =	\$ 428,325
2	LESS Acquisition Value as Part of the Whole		\$ 56,800	
		Land Improvements +	0 =	56,800*
				371,525
3	Remainder Value as Part of the Whole		\$ 341,803	
		Land Improvements +	0 =	341,803
4	Estimated Market Value of Remainder			
5	Damages (if any)	\$ 29,722		
6	Special Benefits (if any)	- 0	= \$ 29,722 **	
7	Acquisition Value as Part of the Whole (Amount with * from Above)			56,800
8	Net Damages (Amount with ** from above)		+	29,722
9	Cost-to-Cure		+	0
10	Permits		+	0
11	TCE Easements		+	0
12	PLO or Section Line Easements		+	0
13	Other		+	0
14	MARKET VALUE of ACQUISITION		=	\$ 86,522

Date: February 13, 2013

Prepared By:


Charles E. Horan, MAI, AA41

Commitment No.: 0239-1991395



First American

First American Title Insurance Company

8251 Glacier Hwy
Juneau, AK 99801
Phn - (907)789-5252
Fax - (907)789-7395

**COMMITMENT
FOR
TITLE INSURANCE**

To:

State of Alaska, DOTPF
PO Box 112506
Juneau, AK 99801

Attn: Richard Germiller
Re: 2012-009/Lot 4, USS 2664/CBJ

FOR QUESTIONS REGARDING THIS COMMITMENT, PLEASE CONTACT:

First American Title Insurance Company

8251 Glacier Hwy
Juneau, AK 99801

Title Officer: Colleen Sullivan

File No: 0239-1991395

Phone No: (907)789-5252

Fax No: (907)789-7395

Email: csullivan@firstam.com



First American

First American Title Insurance Company
8251 Glacier Hwy
Juneau, AK 99801
Phn - (907)789-5252
Fax - (907)789-7395

Juneau OFFICE
FAX (907)789-7395

Title Officer: **Colleen Sullivan**
Phone **(907)789-5252** - Email **csullivan@firstam.com**

Re: Property Address: **11755 Glacier Hwy., Juneau, AK 99801**

COMMITMENT FOR TITLE INSURANCE

Issued by

FIRST AMERICAN TITLE INSURANCE COMPANY

Agreement to Issue Policy

We agree to issue a policy to you according to the terms of this Commitment.

When we show the policy amount and your name as the proposed insured in Schedule A, this Commitment becomes effective as of the Commitment Date shown in Schedule A.

If the Requirements shown in this Commitment have not been met within six months after the Commitment Date, our obligation under this Commitment will end. Also, our obligation under this Commitment will end when the Policy is issued and then our obligation to you will be under the Policy.

Our obligation under this Commitment is limited by the following:

The Provisions in Schedule A.

The Requirements In Schedule B-I.

The General Exceptions and Exceptions in Schedule B-II.

The Conditions.

This Commitment is not valid without Schedule A and Section I and II of Schedule B.

First American Title Insurance Company

Colleen Sullivan, Title Officer/Branch Manager

SCHEDULE A

1. Commitment Date: October 29, 2012 at 8:00 A.M.

2. Policy or Policies to be issued:

	AMOUNT	PREMIUM
ALTA Std Owner Policy 1402.06 (2006)	\$ 1,000.00	\$ 250.00 minimum
Proposed Insured: State of Alaska		

3. (A) The estate or interest in the land described in this Commitment is:

A fee simple.

(B) Title to said estate or interest at the date hereof is vested in:

City and Borough of Juneau Docks and Harbors Board

4. The land referred to in this Commitment is described as follows:

Lot 4, U.S. SURVEY 2664, Records of the Juneau Recording District, First Judicial District, State of Alaska.

EXCEPT THEREFROM that portion conveyed to the Territory of Alaska by Deed recorded May 4, 1951 in Deed Book 43 Page 309,

**SCHEDULE B
SECTION I
REQUIREMENTS**

The following requirements must be met:

- (A) Pay the agreed amounts for the interest in the land and/or the mortgage to be insured.
- (B) Pay us the premiums, fees and charges for the policy.
- (C) Documents satisfactory to us creating the interest in the land and/or the mortgage to be insured must be signed, delivered and recorded:
- (D) You must tell us in writing the name of anyone not referred to in this Commitment who will get an interest in the land or who will make a loan on the land. We may then make additional requirements or exceptions.
- (E) Releases(s) or Reconveyance(s) of Item(s):
- (F)
 - 1. If any document in the completion of this transaction is to be executed by an attorney-in-fact, the contemplated Power of Attorney form should be submitted for review prior to closing.
 - 2. The State of Alaska, Division of Insurance has issued its Order R92-1. The order in part, requires the immediate billing and collection of the minimum charge for this commitment within 30 days of the first billing. In the event this transaction fails to close, the minimum billing will be the cancellation fee in accordance with our filed rate schedule.

NOTICE

In 1999, the Alaska Department of Natural Resources began recording maps of claimed rights of way which may have been created under a federal law known as "RS 2477", pursuant to Alaska Statute 19.30.400. Because the maps are imprecise, the exception from coverage shown on Section 2, Part 1, Paragraph 4 has been taken. Questions regarding the State's RS 2477 claims should be directed to the Department of Natural Resources. Public Information Center 550 W. 7th Avenue, Suite 1260, Anchorage, Alaska 99501 (907) 269-8400.

NOTICE

The attached plat, if any, is furnished as a courtesy only by First American Title Insurance Company, and is not part of any title commitment or policy of title insurance.

The plat is furnished solely for the purpose of assisting in locating the premises and does not purport to show all highways, roads or easements affecting the property. No reliance should be placed upon this plat for location or dimensions of the property and no liability is assumed for the correctness thereof.

**SCHEDULE B
SECTION II**

GENERAL EXCEPTIONS

PART ONE:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records.
2. Any facts, rights, interests, or claims which are not shown by the public records but which could be ascertained by an inspection of said land or by making inquiry of persons in possession thereof.
3. Easements, claims of easement or encumbrances which are not shown by the public records.
4. Rights of the state or federal government and/or the public in and to any portion of the land for right of way as established by Federal Statute RS2477 (whether or not such rights are shown by recordings of maps in the public records by the State of Alaska showing the general location of these rights of way.)
5. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
6. Unpatented mining claims; reservations or exceptions in patents or in Acts authorizing the issuance thereof; water rights, claims or title to water.
7. Any lien, or right to a lien, for services, labor or materials or medical assistance heretofore or hereafter furnished, imposed by law and not shown by the public records.

**SCHEDULE B
SECTION II**

EXCEPTIONS

PART TWO:

Any policy we issue will have the following exceptions unless they are taken care of to our satisfaction.

1. Reservations or exceptions in patents or in acts authorizing the issuance thereof.
2. 2012 City and Borough of Juneau taxes are exempt.
3. The rights of the public in and to that portion of the premises herein described lying within the limits of streets, roads and highways.
4. Rights of the public and of governmental bodies in and to that portion of the premises herein described lying below the high water mark of Auke Bay.
5. Any adverse claim based upon the assertion that some portion of said land is tide or submerged lands, or has been created by artificial means or has accreted to such portion so created.
6. Any preference rights which may exist under the Alaska Land Act, terms, provisions and reservations under the Submerged Lands Act (43 USCA 1301, 67 Stat. 29) and the enabling act (Public Law 85-508, 72 Stat. 339).
7. Any prohibition or limitation on the use, occupancy or improvements of the land resulting from the right of the public or riparian owners to use any waters which may cover the land or to use any portion of the land which is now or may formerly have been covered by water.

END OF SCHEDULE B

CONDITIONS

1. DEFINITIONS

(a)"Mortgage" means mortgage, deed of trust or other security instrument.

(b)"Public Records" means title records that give constructive notice of matters affecting the title according to the state law where the land is located.

2. LATER DEFECTS

The Exceptions in Schedule B - Section II may be amended to show any defects, liens or encumbrances that appear for the first time in the public records or are created or attached between the Commitment Date and the date on which all of the Requirements (a) and (c) of Schedule B - Section I are met. We shall have no liability to you because of this amendment.

3. EXISTING DEFECTS

If any defects, liens or encumbrances existing at Commitment Date are not shown in Schedule B, we may amend Schedule B to show them. If we do amend Schedule B to show these defects, liens or encumbrances, we shall be liable to you according to Paragraph 4 below unless you knew of this information and did not tell us about it in writing.

4. LIMITATION OF OUR LIABILITY

Our only obligation is to issue to you the Policy referred to in this Commitment, when you have met its Requirements. If we have any liability to you for any loss you incur because of an error in this Commitment, our liability will be limited to your actual loss caused by your relying on this Commitment when you acted in good faith to:

comply with the Requirements shown in Schedule B - Section I

or

eliminate with our written consent any Exceptions shown in Schedule B - Section II.

We shall not be liable for more than the Policy Amount shown in Schedule A of this Commitment and our liability is subject to the terms of the Policy form to be issued to you.

5. CLAIMS MUST BE BASED ON THIS COMMITMENT

Any claim, whether or not based on negligence, which you may have against us concerning the title to the land must be based on this commitment and is subject to its terms.



First American

First American Title Insurance Company
8251 Glacier Hwy
Juneau, AK 99801
Phn - (907)789-5252
Fax - (907)789-7395



First American Title

Privacy Information

We Are Committed to Safeguarding Customer Information

In order to better serve your needs now and in the future, we may ask you to provide us with certain information. We understand that you may be concerned about what we will do with such information - particularly any personal or financial information. We agree that you have a right to know how we will utilize the personal information you provide to us. Therefore, together with our subsidiaries we have adopted this Privacy Policy to govern the use and handling of your personal information.

Applicability

This Privacy Policy governs our use of the information that you provide to us. It does not govern the manner in which we may use information we have obtained from any other source, such as information obtained from a public record or from another person or entity. First American has also adopted broader guidelines that govern our use of personal information regardless of its source. First American calls these guidelines its Fair Information Values.

Types of Information

Depending upon which of our services you are utilizing, the types of nonpublic personal information that we may collect include:

- Information we receive from you on applications, forms and in other communications to us, whether in writing, in person, by telephone or any other means;
- Information about your transactions with us, our affiliated companies, or others; and
- Information we receive from a consumer reporting agency.

Use of Information

We request information from you for our own legitimate business purposes and not for the benefit of any nonaffiliated party. Therefore, we will not release your information to nonaffiliated parties except: (1) as necessary for us to provide the product or service you have requested of us; or (2) as permitted by law. We may, however, store such information indefinitely, including the period after which any customer relationship has ceased. Such information may be used for any internal purpose, such as quality control efforts or customer analysis. We may also provide all of the types of nonpublic personal information listed above to one or more of our affiliated companies. Such affiliated companies include financial service providers, such as title insurers, property and casualty insurers, and trust and investment advisory companies, or companies involved in real estate services, such as appraisal companies, home warranty companies and escrow companies. Furthermore, we may also provide all the information we collect, as described above, to companies that perform marketing services on our behalf, on behalf of our affiliated companies or to other financial institutions with whom we or our affiliated companies have joint marketing agreements.

Former Customers

Even if you are no longer our customer, our Privacy Policy will continue to apply to you.

Confidentiality and Security

We will use our best efforts to ensure that no unauthorized parties have access to any of your information. We restrict access to nonpublic personal information about you to those individuals and entities who need to know that information to provide products or services to you. We will use our best efforts to train and oversee our employees and agents to ensure that your information will be handled responsibly and in accordance with this Privacy Policy and First American's Fair Information Values. We currently maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

Information Obtained Through Our Web Site

First American Financial Corporation is sensitive to privacy issues on the Internet. We believe it is important you know how we treat the information about you we receive on the Internet.

In general, you can visit First American or its affiliates' Web sites on the World Wide Web without telling us who you are or revealing any information about yourself. Our Web servers collect the domain names, not the e-mail addresses, of visitors. This information is aggregated to measure the number of visits, average time spent on the site, pages viewed and similar information. First American uses this information to measure the use of our site and to develop ideas to improve the content of our site.

There are times, however, when we may need information from you, such as your name and email address. When information is needed, we will use our best efforts to let you know at the time of collection how we will use the personal information. Usually, the personal information we collect is used only by us to respond to your inquiry, process an order or allow you to access specific account/profile information. If you choose to share any personal information with us, we will only use it in accordance with the policies outlined above.

Business Relationships

First American Financial Corporation's site and its affiliates' sites may contain links to other Web sites. While we try to link only to sites that share our high standards and respect for privacy, we are not responsible for the content or the privacy practices employed by other sites.

Cookies

Some of First American's Web sites may make use of "cookie" technology to measure site activity and to customize information to your personal tastes. A cookie is an element of data that a Web site can send to your browser, which may then store the cookie on your hard drive.

FirstAm.com uses stored cookies. The goal of this technology is to better serve you when visiting our site, save you time when you are here and to provide you with a more meaningful and productive Web site experience.

Fair Information Values

Fairness We consider consumer expectations about their privacy in all our businesses. We only offer products and services that assure a favorable balance between consumer benefits and consumer privacy.

Public Record We believe that an open public record creates significant value for society, enhances consumer choice and creates consumer opportunity. We actively support an open public record and emphasize its importance and contribution to our economy.

Use We believe we should behave responsibly when we use information about a consumer in our business. We will obey the laws governing the collection, use and dissemination of data.

Accuracy We will take reasonable steps to help assure the accuracy of the data we collect, use and disseminate. Where possible, we will take reasonable steps to correct inaccurate information. When, as with the public record, we cannot correct inaccurate information, we will take all reasonable steps to assist consumers in identifying the source of the erroneous data so that the consumer can secure the required corrections.

Education We endeavor to educate the users of our products and services, our employees and others in our industry about the importance of consumer privacy. We will instruct our employees on our fair information values and on the responsible collection and use of data. We will encourage others in our industry to collect and use information in a responsible manner.

Security We will maintain appropriate facilities and systems to protect against unauthorized access to and corruption of the data we maintain.

02

A
L
A
S
K
A

2010-003017-0

Recording Dist: 101 - Juneau

6/4/2010 10:28 AM Pages: 1 of 2



Title Insurance Agency
8251 Glacier Highway, Suite A
Juneau, Alaska 99801
(907) 789-1671 FAX 789-2375

THIS SPACE RESERVED FOR RECORDERS USE

Filed for Record at Request of and Return to:

Name: City & Borough of Juneau Docks and Harbors Board
Address: 155 South Seward Street
City, State, Zip Juneau, AK, 99801

TIA # 39759

STATUTORY WARRANTY DEED

THE GRANTOR, Gary E. Lehnhart and Nancy H. Lehnhart, husband and wife, as tenants by the entirety of 11755 Glacier Hwy, Juneau, AK 99801

for and in consideration of **TEN DOLLARS** and other valuable consideration

in hand paid, conveys and warrants to GRANTEE **City & Borough of Juneau Docks and Harbors Board** of 155 South Seward Street, Juneau, AK 99801

the following described real estate, situated in the Juneau Recording District, First Judicial District, State of Alaska:

Lot 4, U.S. Survey 2664, Juneau Recording District, First Judicial District, State of Alaska.

EXCEPT there from that portion conveyed to the Territory of Alaska by Deed recorded May 4, 1951 in Deed Book 43 at Page 309.

SUBJECT HOWEVER, to any easements, reservations, covenants, conditions, restrictions, plat notations, patent reservations, right-of-way and agreements of record.

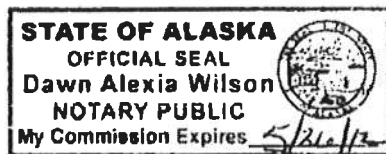
2 day of June, 2010

Gary E. Lehnhart
Gary E. Lehnhart
Nancy H. Lehnhart
Nancy H. Lehnhart

State of Alaska)
)ss.
First Judicial District)

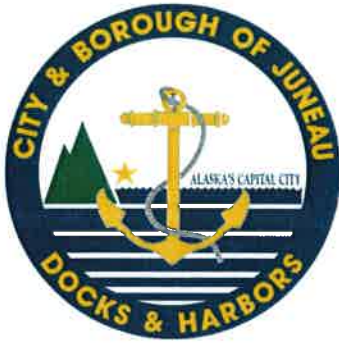
On this 2nd day of June, 2010 personally appeared before me, Gary E. Lehnhart and Nancy H. Lehnhart, to me known to be the individual(s) described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal hereto affixes the day and year first above written.



[Signature]
Notary Public for Alaska
My Commission Expires: 5/26/12





Port of Juneau

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

MEMORANDUM

To: Docks and Harbors CIP/Planning Committee
From: Gary Gillette, Port Engineer
Date: March 14, 2013
Re: Aurora Harbor Rebuild – PND Contract Amendment

PND Engineers is currently under contract for professional engineering services for Phase I of the Aurora Harbor Re-Build project. At its regular public meeting of January 31, 2013 the Docks and Harbors Board determined the best approach for the Aurora Harbor Re-Build project was to expand Phase I from a \$4M project to an \$11M project to reflect current available funding. As a result the scope of work for professional services would be increased to match the expanded Phase I project. PND Engineers, Inc. proposes professional fees of \$368,518 to account for the increased services associated with the expanded Phase I project.

The current PND contract is \$360,555 which when added to the proposed amendment would bring the total professional service fees to \$729,073. This amount reflects about 8.7% of the estimated construction cost which is consistent for services for a project of this magnitude.

The expanded Phase I Aurora Harbor Re-Build project includes removal and replacement of the main approach dock; transfer bridge; portions of the head float; main floats and fingers A, B, C, and D; electrical system replacement, domestic water system replacement; and installation of a fire suppression system.

This contract amendment is scheduled for review and recommendation by the Docks and Harbors Board at its regular public meeting of March 28, 2012. This contract amendment will need Assembly approval and is scheduled for the April 1, 2013 meeting.



February 16, 2013

PND 122055

Mr. Gary Gillette, AIA
Port Engineer
CBJ Docks and Harbors Department
155 South Seward Street
Juneau, Alaska 99801

Re: Aurora Harbor Rebuild, DH12-160
Additional Engineering Services Fee Proposal
Amendment No. 1

Dear Mr. Gillette:

PND Engineers, Inc. (PND) appreciates the opportunity to provide this fee proposal for additional engineering services on the Aurora Harbor Rebuild project. Over the past several months, the project has been presented to the public and the Harbor Board and considerable public comment has been received to help formulate the preferred layout alternatives for the project. Based on our work session last week, we understand the Docks & Harbors Department has decided to combine all improvements previously proposed under Phases 1 and 2 into an expanded Phase 1 project scope. The new Phase 1 scope shall also include repair and reconstruction of the primary water service and bulkhead at N Dock as well as reconfigured approach docks and landing floats at Gangways A and C.

Scope of Improvements, Project Budget & Schedule

The scope of construction improvements anticipated under this design proposal is generally illustrated in the enclosed drawing entitled *Aurora Harbor Rebuild Master Plan, dated January 31, 2013*. The revised Phase 1 work limits generally include reconfigured approach docks and gangways at A & C, new Mainwalk Floats A, B, C & D and all associated finger floats, new Headwalk Float and utilities servicing Floats A through D, and described repairs at N Dock. Specific improvement items are listed in the attached Preliminary Engineer's Budget dated February 16, 2013. Self-rescue ladders, Wi-Fi system, pile anodes and fish cleaning tables are not currently included in the proposed Work however we understand they may be added at a future date.

Enclosed please find an updated project budget and schedule for Phase 1, both dated February 16, 2013. The total project budget including construction, contingency and indirect costs has increased from \$4.0 million to \$10.7 million as a result of this change. Final design services are intended to commence immediately upon receiving formal authorization to proceed. Design shall be completed in late 2013 allowing float fabrication to proceed in the spring of 2014 and construction to commence in the fall of 2014. Construction shall be completed by the spring of 2015.

Scope of Engineering Services & Fee Proposal

The scope of engineering services under this proposal includes five tasks intended to move the project through additional site investigations, permitting, final engineering designs, preparation of bid ready contract documents and bid phase assistance. Construction phase engineering services are not included in this

February 16, 2013

Page 2

proposal however may be negotiated at a future date following successful completion of the design and bid phases.

PND will provide additional engineering services under the same five work subtasks as originally proposed. Additional fee amounts for each task are summarized below:

Task	Task Description	Contract Method	Additional Fees \$
1	Site investigations, approach dock condition assessments, utility research & topographic survey	T&E	\$27,055
2	35% Preliminary Design – Rev. Ph. 1 Limits	FF	\$107,878
3	65% Design Development – Rev. Ph. 1 Limits	FF	\$100,333
4	95% Final Design – Rev. Ph. 1 Limits	FF	\$105,217
5	100% Bid Ready Documents & Bid Phase Assistance – Rev. Ph. 1 Limits	FF	\$28,035
All	Work Listed Above	As Shown	\$368,518

PND proposes to perform Task 1 on a time and expenses (T&E) reimbursable basis utilizing our standard billing rates at time of service. The T&E limit shall not be exceeded without prior written authorization from the CBJ. PND proposes to complete Tasks 2 through 5 on a fixed fee basis for the scope of improvements outlined in the enclosed Master Plan and budget estimate.

PND proposes to utilize Haight & Associates, Inc. for electrical engineering services. Together, we appreciate the opportunity to provide services to the CBJ on this important project. Thank you for reviewing the proposed scope, project budget, professional fees and schedule. Please let me know if we have perceived your needs appropriately for this project. We are available to commence immediately and look forward to working with the Docks and Harbors Department towards the successful completion of this exciting moorage rebuild project at Aurora Harbor.

Sincerely,
PND Engineers, Inc. | Juneau Office



Dick Somerville, P.E.
Vice President

Enclosures



**AURORA HARBOR REBUILD
PRELIMINARY ENGINEER'S BUDGET
PHASE 1 PROJECT
FLOATS A, B, C & D**

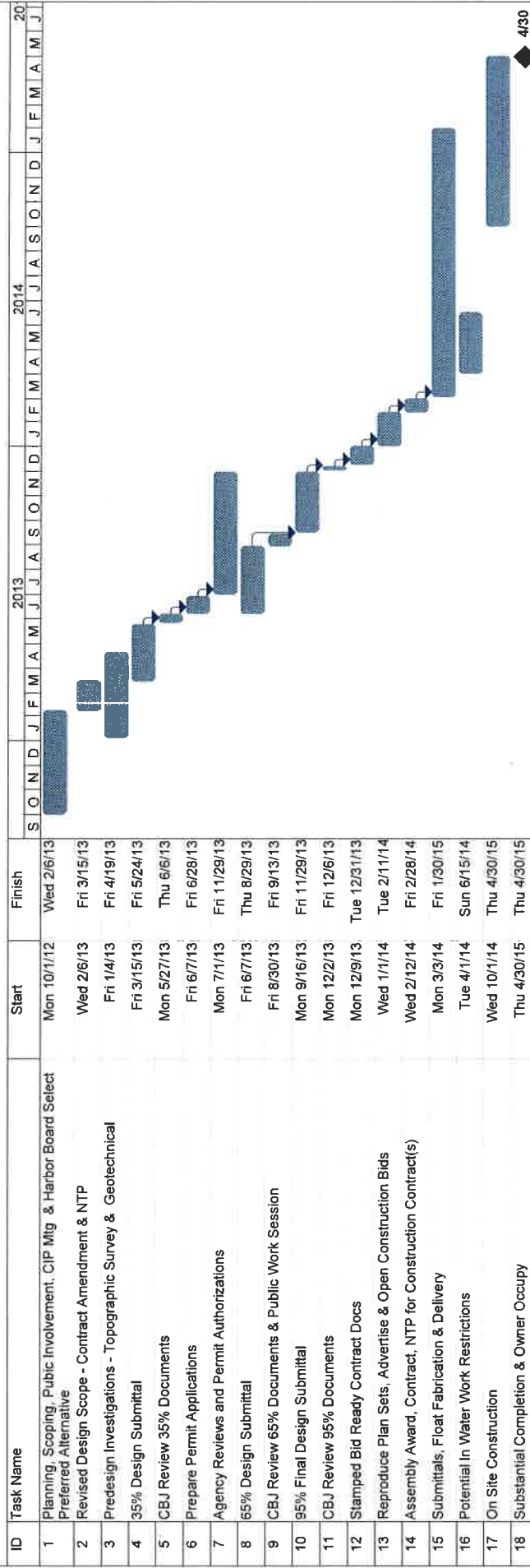


Prepared on: February 16, 2013

Item	Item Description	Units	Quantity	Unit Cost	Amount
1505.1	Mobilization	LS	All Req'd	10%	\$766,042
2060.1	Demolition & Disposal	LS	All Req'd	\$250,000	\$250,000
2601.1	Domestic Water System	LS	All Req'd	\$350,000	\$350,000
2601.2	Repair Water Service and Bulkhead at N Dock	LS	All Req'd	\$200,000	\$200,000
2611.1	Dry Fire Suppression Line	LS	All Req'd	\$200,000	\$200,000
2617.1	Sewer Pumpout System	LS	All Req'd	\$50,000	\$50,000
2702.1	Construction Surveying	LS	All Req'd	\$40,000	\$40,000
2726.1	Approach Dock A Modifications, 20' x 135'	SF	2,700	\$150	\$405,000
2726.2	Approach Dock C Modifications, 20' x 90'	SF	1,800	\$150	\$270,000
2894.1	7'x80' Covered Aluminum Gangway	EA	1	\$125,000	\$125,000
2894.2	Reinstall Existing Gangway	EA	1	\$10,000	\$10,000
2895.1	Headwalk Float, 10' x 895'	SF	8,950	\$100	\$895,000
2895.2	Main Float A, 10' x 218'	SF	2,180	\$100	\$218,000
2895.3	Main Float B, 10' x 285'	SF	2,850	\$100	\$285,000
2895.4	Main Float C, 10' x 276'	SF	2,760	\$100	\$276,000
2895.5	Main Float D, 10' x 287'	SF	2,870	\$100	\$287,000
2895.14	4' x 32' Finger Float	EA	16	\$15,000	\$240,000
2895.15	5' x 42' Finger Float	EA	12	\$23,000	\$276,000
2895.16	6' x 48' Finger Float	EA	6	\$32,000	\$192,000
2895.18	8' x 60' Angled Finger Float	EA	5	\$50,000	\$250,000
2895.19	8' x 62' Finger Float	EA	4	\$50,000	\$200,000
2895.20	Angled 8' x 85' Finger Float	EA	2	\$68,000	\$136,000
2895.21	Angled 10' x 110' Finger Float	EA	1	\$110,000	\$110,000
2895.25	10' x 12' Electrical Float	EA	2	\$14,000	\$28,000
2895.27	16' x 86' Extended Gangway Landing Float	SF	1,376	\$120	\$165,120
2895.28	16' x 40' Gangway Landing Float C	SF	640	\$120	\$76,800
2896.1	Steel Pipe Pile, 12.75" dia. x 0.500" thick	EA	40	\$7,000	\$280,000
2896.2	Steel Pipe Pile, 16" dia. x 0.500" thick	EA	66	\$9,500	\$627,000
2896.3	Predrilled Pile Sockets	EA	20	\$5,000	\$100,000
2897.1	Supply Flotation Billet	EA	70	\$150	\$10,500
2897.2	Install Flotation Billet	EA	70	\$300	\$21,000
2899.1	Life Ring Cabinet and Base	EA	11	\$1,100	\$12,100
2899.2	Fire Extinguisher Cabinet and Base	EA	11	\$900	\$9,900
5120.1	Electrical Support Assemblies	LS	All Req'd	\$50,000	\$50,000
16000.1	Electrical System	LS	All Req'd	\$1,000,000	\$1,000,000
16000.2	Spare Electrical Equipment	LS	All Req'd	\$15,000	\$15,000
ESTIMATED CONSTRUCTION BID PRICE					\$8,426,462
CONTINGENCY (10%)					\$842,646
PLANNING, PERMITTING & SITE INVESTIGATIONS (2%)					\$168,529
DESIGN ENGINEERING, CONTRACT ADMIN & INSPECTION (15%)					\$1,263,969
TOTAL RECOMMENDED PROJECT BUDGET					\$10,701,607

Note: Self rescue ladders, WiFi, fish cleaning tables, pile anodes and other appurtenances not specifically listed above are not included in this budget.

**AURORA HAROR REBUILD - PH 1
PRELIMINARY PROJECT SCHEDULE
FLOATS A, B, C & D**



PND No. 122055
February 16, 2013

	Task		Rolled Up Milestone		Inactive Milestone		Start-only
	Split		Rolled Up Progress		Inactive Summary		Finish-only
	Milestone		External Tasks		Manual Task		Progress
	Summary		Project Summary		Duration-only		Deadline
	Rolled Up Task		External Milestone		Manual Summary Rollup		
	Rolled Up Split		Inactive Task		Manual Summary		



Port of Juneau

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

MEMORANDUM

To: Docks and Harbors CIP/Planning Committee
From: Gary Gillette, Port Engineer
Date: March 14, 2013
Re: Cruise Ship Terminal Staging Area-Phase II – PND Contract Amendment

The Cruise Ship Terminal Staging Area project would reconfigure the parking and staging area at the Cruise Ship Terminal in front of Mt. Roberts Tram and the new Visitor Center. In addition it would remove the transfer bridge and replace the dock section behind and next to the Tram building. It was originally envisioned to be one project to be constructed under one contract. Prior to completion of the bid documents the project ran into difficulties with Alaska DOT relative to the design of pedestrian facilities. The issue could not be resolved quickly thus the project was split into phases so the transfer bridge removal and dock replacement elements could go forward.

As a result of the phasing and the extensive work needed to negotiate a resolve with ADOT the project needs additional fees for engineering services to complete the Phase II design elements, prepare a second bid package, and conduct a second bid process.

PND Engineers proposes \$74,690 for final design, bid package development, and bidding assistance for the Phase II portion of the project. Their proposal includes fees for the sub-consultants involved in the project.

This contract amendment is scheduled for review and recommendation by the Docks and Harbors Board at its regular public meeting of March 28, 2012. It does not need to go to the Assembly for approval.



February 26, 2013

PND 102081.04

Mr. Gary Gillette, AIA
Port Engineer
CBJ Docks and Harbors Department
155 South Seward Street
Juneau, Alaska 99801

Re: Cruise Ship Terminal Staging Area – Phase 2
RFP No. DH10-749

Dear Mr. Gillette:

PND Engineers, Inc. (PND) is pleased to provide this revised fee proposal for the Cruise Ship Terminal Staging Area Phase 2 project. This project is to complete the staging area design work that was broken into two project phases last year due to permitting issues with DOT&PF. The scope of services under this proposal includes work sessions, surveying, permitting, final design, bid ready contract documents and bid phase services. Construction phase services will be negotiated at a future date following successful completion of the design phase.

Enclosed please find a detailed breakdown of PND's fixed price proposal to complete the work described along with backup from each of our subconsultants. A summary of the anticipated tasks and fees follows.

Task	Description	Fixed Fee
1	Project management, work sessions, surveying, base map updates and permitting	\$15,420
2	Final design review submittal: 95% plans, specs and cost estimate	\$ 25,460
3	Bid ready stamped contract documents	\$ 12,080
4	Bid phase assistance	\$ 3,600
	Subconsultants: Corvus and Haight & Assocs,	\$ 18,130
Total		\$74,690

The PND Team appreciates the opportunity to provide engineering services on this important project. Thank you for reviewing our fee proposal and let me know if we have perceived your needs for this project.

Sincerely,
PND Engineers, Inc. | Juneau Office

A handwritten signature in blue ink, appearing to read 'Dick Somerville'.

Dick Somerville, P.E.
Vice President

Enclosures

CBJ Cruise Ship Dock Staging Areas - Phase 2
DH 10-749
Fixed Fee Proposal for Final Design and Bid Phase Services
February 26, 2013

	Senior Engineer VII	Senior Engineer III	Staff Engineer V	Staff Engineer IV	Staff Engineer III	CAD Designer V	Tech IV	Line Item Costs	Task Subtotal Costs
	\$175.00	\$120.00	\$100.00	\$95.00	\$90.00	\$90.00	\$90.00		
TASK 1: Project Management, D&H Work Sessions, Surveying, Existing Conditions Plan Update, DOTPF & ADEC Permitting									
1.1 Project Management - subcontracts, coordination, clerical and admin.	12						4	\$2,460	
1.2 Client coordination meetings/work sessions - prep and attend	12		12	12				\$4,440	
1.3 Field topographic survey and updated base map preparation	2		16	12	4			\$3,450	
1.4 Permits: ADOTPF Encroachment & Driveways, ADEC Stormwater, DOTPF Plan Review	6		12	24	4		2	\$5,070	\$15,420
TASK 2: Final Design - 95% Review Submittal (Plans, Specifications, Bid Documents & Cost Estimate)									
2.1 Demolition plans	2		8	4	4			\$1,890	
2.2 Staging area site plans - layout and grading	4		16	16	8			\$4,540	
2.3 Typical sections with subgrade improvements	2		8	8	4			\$2,270	
2.4 Curbs, gutters, sidewalks, aprons, hardscape, sidewalks, ADA ramps	2		16	8	6			\$3,250	
2.5 Storm drain system - manholes, CB's, inlets, drain piping, OWS	2		8	4	4			\$1,890	
2.6 Landscape planters and special median designs	2	12	12	8	8			\$4,470	
2.7 Technical specifications, bid & contract documents	8	4	8	16			12	\$5,280	
2.8 Material quantities & 95% cost estimate	4		6	6				\$1,870	\$25,460
TASK 3: Bid Ready Stamped Contract Documents									
3.1 PND Internal QC Audit	8	2	8	8		4	4	\$3,920	
3.2 Address final review comments	4	2	8	16		8	4	\$4,340	
3.3 Prepare final bid ready stamped deliverables	4	4	8	8		8	4	\$3,820	\$12,080
TASK 4: Bid Phase Assistance									
4.1 Participate w/ prebid conference	2		2	2				\$740	
4.2 Respond to bidder questions	2	2	4	4				\$1,370	
4.3 Assist w/ addenda preparation	2		4	4	2		2	\$1,490	\$3,600
Estimated Third Party Expenses									
Haight & Aesocs								\$10,190	
Corvus Design								\$7,940	\$18,130
Total Estimated Fee									\$74,690



Corvus Design, Inc.
 Attn: Christopher Merl
 Anchorage: 907.222.2859
 Juneau: 907.988.9000
 www.corvus-design.com

Fee proposal					20-Feb-13
Client: PND Engineering					
Project: Cruise Ship Terminal Staging Area: Phase 2-Construction Documents					
Contract Type: Lump Sum					
	Personnel Type	Principal Landscape Architect	Landscape Architect	Landscape Designer	Total Hours/ Total Fee
Task	Hourly Rate	\$140.00	\$110.00	\$80.00	
1.0 95% Construction Drawings					
1.01	Update CAD base (phasing and civil updates)	0	0	8	8
1.02	Landscape Plans and Details	2	8	12	22
1.03	Specifications	4	0	0	4
1.04	Coordination with Engineering	2	2	0	4
1.05	Quality Assurance/Quality Control	2	0	0	2
1.06	Update Estimate	2	0	0	2
1.07	Print Submittal Package	0	0	1	4
1.08	Meetings (2 @ 2 hours each)	4	0	0	4
1.0	Task Total Hours	16	10	21	47
1.0	Task Total Fee	\$2,240	\$1,100	\$1,680	\$5,020.00
1.0 Task Expenses					\$0.00
2.0 100% Construction Drawings					
2.01	Landscape Plans and Details	2	4	8	14
2.02	Specifications	2	0	0	2
2.03	Coordination with Engineering	2	2	0	4
2.04	Quality Assurance/Quality Control	2	0	0	2
2.05	Update Estimate	1	0	0	1
2.06	Print Final Signed Documents	0	0	1	4
2.07	Meeting (1 @ 2 hours each)	2	0	0	2
2.0	Task Total Hours	11	6	9	26
2.0	Task Total Fee	\$1,540	\$660	\$720	\$2,920.00
2.0 Task Expenses					\$0.00
Fee Proposal Labor Totals					
	Labor Total Hours	18	10	21	49
	Labor Total Fee	\$3,780.00	\$1,760.00	\$2,400.00	\$7,940.00
Fee Proposal Expense Totals					
	Expense Total				\$0.00
Fee Proposal Grand Total					
	Grand Total Fee				\$7,940.00
Fee Notes:					
1) Fee includes single copy 8.5x11 and 11x17 hard copy reproduction and digital files. Additional reproduction shall be reimbursed on a time and expenses basis.					
2) Additional deliverables, tasks, meetings and coordination beyond those outlined in this fee, and design aspects outside of scope, shall be considered additional services and shall be billed on a time and expenses basis or negotiated lump sum.					



526 Main Street
Juneau, Alaska
99801
Telephone
(907) 586-9788
Fax
(907) 586-5774

FEE ESTIMATE

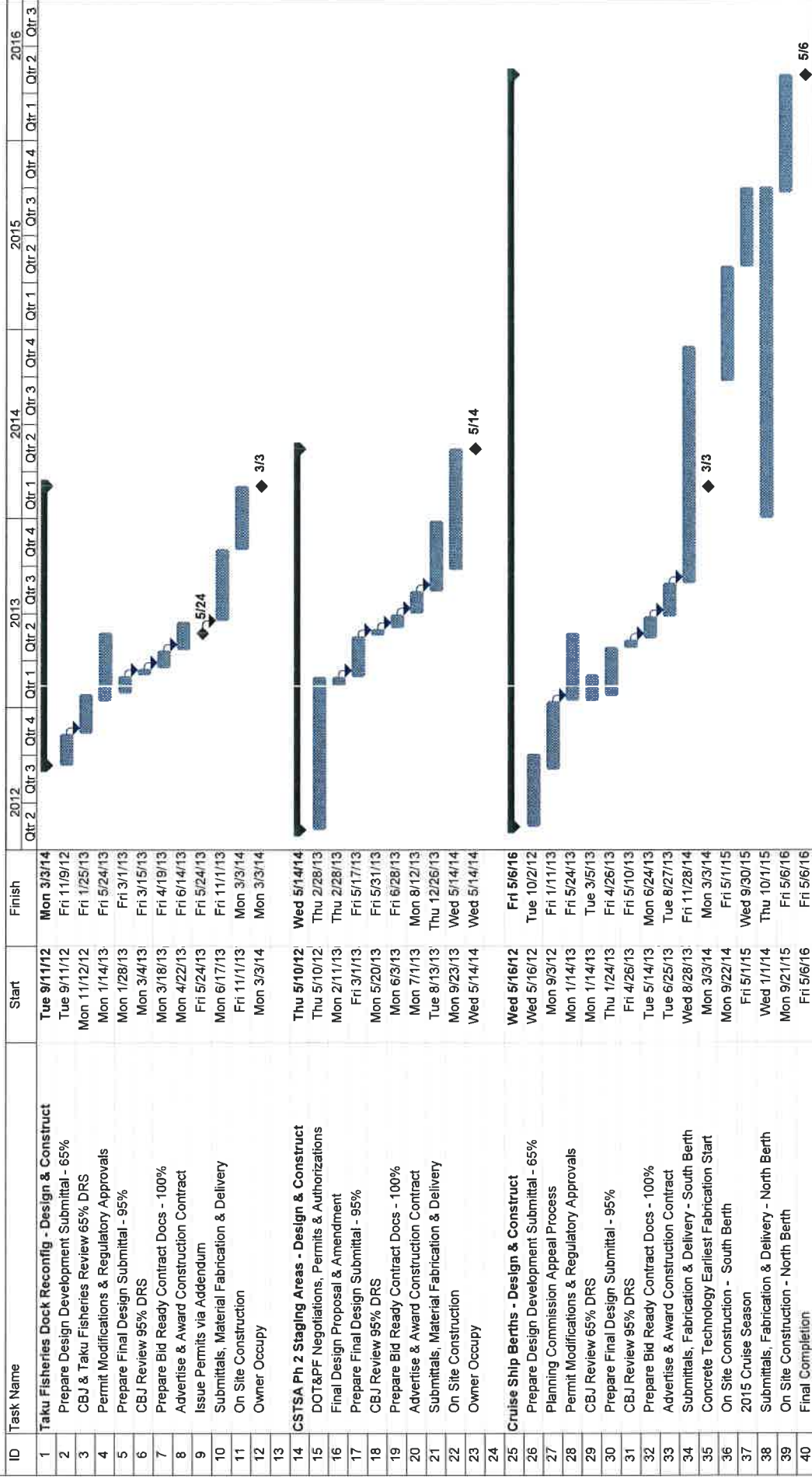
PROJECT NAME: Juneau Cruise Ship Terminal Uplands
Phase II
CLIENT: PND
PROJECT NO.: 137-80a
DATE: 25 February 2013

STAFF	DESIGN DEVELOPMENT: (HOURS)	CONTRACT DOCUMENTS: (HOURS)	BIDDING: (HOURS)	CONSTRUCTION ADMINISTRATION: (HOURS)	CONSTRUCTION OBSERVATIONS: (HOURS)	TOTAL (HOURS)	RATE (\$/HR)	TOTAL (\$)
Principal Engineer	10	25	6	0	0	41	170	6,970
Senior Engineer	0	4	0	0	0	4	165	660
Staff Engineer	0	4	0	0	0	4	120	480
CAD/Designer	6	0	0	0	0	6	95	570
CAD/Technician	0	16	0	0	0	16	85	1,360
Clerical	0	1	0	0	0	1	65	65
Administrative	0	1	0	0	0	1	85	85
TOTAL (Time)	16	51	6	0	0	73		
TOTALS (\$)	\$2,270	\$6,900	\$1,020	\$0	\$0			\$10,190
Total (Sales Tax - CBJ @ 5%)	\$0	\$0	\$0	\$0	\$0			\$0
TOTAL (Reimbursable Expenses;	\$0	\$0	\$0	\$0	\$0			\$0
PROJECT TOTAL	\$2,270	\$6,900	\$1,020	\$0	\$0			\$10,190

INVOICE PARAMETER:

LS = Lump Sum or Fixed Fee
T&E = Time & Expense
NA = Not Applied

**CRUISE SHIP TERMINAL STAGING AREA IMPROVEMENTS, DH 12-002
& CRUISE SHIP BERTHS, DH 12-001
PROJECT SCHEDULE - 2016 COMPLETION**





Port of Juneau

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

MEMORANDUM

To: Docks and Harbors CIP/Planning Committee
From: Gary Gillette, Port Engineer
Date: March 21, 2013
Re: Statter Harbor Launch Ramp – PND Contract Amendment

The Statter Harbor Launch Ramp project would develop a new two-lane launch ramp and associated parking facility. The project has been the subject of an extensive Environmental Assessment process and has received an Army Corps of Engineers Permit. Currently the project is in the local permitting process for a Conditional Use Permit issued by the Planning Commission.

Additional PND involvement in the planning and permitting phase are required at this time. Additional geotechnical work is needed to establish design parameters for the marine retaining wall, traffic studies are needed to address issues related to the Alaska Department of Transportation and Public Facilities driveway permit, and there may be additional assistance required in the acquisition of tidelands for the project from Alaska Department of Natural Resources.

To accommodate the additional work needed PND has proposed a fee of \$74,948. Their proposal includes fees for the sub-consultants involved in the project. The work will be done on a time and materials basis and would not be exceeded without further written authorization. The funds for this work would be provided by Alaska Department of Fish and Game under the current grant agreement.

This contract amendment is scheduled for review and recommendation by the Docks and Harbors Board at its regular public meeting of March 28, 2012. It does not need to go to the Assembly for approval.



ENGINEERS, INC.

March 21, 2013

PND 082015.01

Mr. Gary Gillette, AIA
City & Borough of Juneau
Docks & Harbors Department
155 South Seward Street
Juneau, Alaska 99801

Re: Statter Harbor Improvements
Fee Proposal for Additional Geotechnical and permitting Services

Dear Mr. Gillette:

This proposal is written at your request to provide additional geotechnical and permitting services on the referenced project. As you know, initial boreholes encountered deep and soft soils in the vicinity of the marine retaining wall along Bay Creek. Additional boreholes and samples were conducted last fall in an effort to better define the limits of these soil conditions. The additional boreholes were provided within our available project funds however lab testing, stability analyses and foundation recommendations have yet to be completed and all project funds are exhausted. Further permitting assistance is also needed to obtain CBJ Conditional Use Authorization, DOT&PF driveway, utility and right of way permits and to assist with ADNR tidelands conveyance. The following tasks and budgets are currently recommended.

Geotechnical and Permitting Tasks & Estimated T&M Budgets

Task Description	Estimated T&M Budgets
1. Geotechnical Engineering Report – per attached PND fee breakdown	\$54,710
2. Traffic Analysis – per attached USKH letter proposal and fee breakdown	\$5,238
3. Permitting Assistance – allowance to assist with CBJ, DOT&PF and ADNR	\$ 15,000
Total Recommended T&E Budget – Phase 2 Additional Services	\$ 74,948

The above tasks will be performed on a T&E basis using our standard billing rates at time of service. We will not exceed the budget without your written authorization. Feel free to contact me if you have any questions regarding these matters. We look forward to continuing our work on this project.

Sincerely,
PND Engineers, Inc. | Juneau Office

Dick Somerville, P.E.
Vice President

Enclosures

FIRM: PND Engineers, Inc.

Statter Harbor Onshore

[illegible]

March 20, 2013



Dick Somerville, P.E.
PND Engineers, Inc.
9360 Glacier Highway, Suite 100
Juneau, AK 99801

Subject: Statter Harbor Traffic Analysis

Dear Mr. Somerville:

Thank you for once again considering USKH Inc. (USKH) for your traffic engineering needs. Based on your email correspondence, it is our understanding that you need an updated traffic and safety analysis for the proposed improvements at Statter Harbor in Juneau. This analysis is being required by the Alaska Department of Transportation & Public Facilities (DOT&PF) to supplement a similar analysis that we conducted in 2009. This analysis will be an abbreviated version of a standard DOT&PF traffic impact analysis since this site will not exceed the thresholds generally required for a formal traffic impact analysis. Specifically, we proposed to produce a report with the following information:

- Trip generation characteristics of the proposed improvements.
- Analysis of existing and future peak-hour traffic conditions, taking into account the improvements planned under the Glacier Highway, Fritz Cove Road to Seaview Avenue improvement project.
- Safety analysis, which will include a discussion of the existing crash patterns, how the proposed improvements might impact those patterns, and the available sight triangles from the proposed driveway.
- Diagrams of the turning movements into and out of the proposed driveway with the improvements planned on Glacier Highway.

USKH will provide the results of this analysis to you in report form. A draft version will be provided to you for review, which can be forwarded to DOT&PF after we make any corrections. We will attend a review meeting with you and DOT&PF, make necessary changes to the document, and then produce a final signed letter. The level of effort required to address DOT&PF review comments and additional analysis is unknown and subjective; therefore, USKH proposes to provide these services on a Time and Materials basis with a starting budget of **\$5,250.00**. We will keep you updated on the budget and let you know if this figure will need to be adjusted.

If this is acceptable to you, please sign and return the attached short form contract to us. The proposed fee is valid for 30 days. We should be able to provide you the project results two weeks after we receive your notice to proceed. We will need information from you on the current site layout, designation of what facilities are being included, the number of parking stalls provided, and an AutoCAD drawing of the improvements that can be used as the basis of our turning movement figures.

Dick Somerville, P.E.
PND Inc.
March 20, 2013
Page 2 of 2

If you have any questions or would like to further discuss the proposed scope of work, please contact me at 790.2911 or nleigh@uskh.com.

Sincerely,
USKH Inc.


Nathan Leigh, P.E.
Senior Civil Engineer

NCL\ww c:_ncl documents\temp\2013-03 statter harbor_ncl.docx

Stater Harbor Traffic Analysis

Engineering Fee Estimate

Task	Item	USKH					Exp	Sub -Total	Comments
		Principal \$185.	Sr. Engr II \$160.	Engr II \$135.	Engr. I \$110.	Tech Edit \$90.			
Traffic Analysis									
	Trip Generation			0.5	2			\$5,238	
	Trip Distribution			0.5	1			288	
	Analysis			0.5	3			178	
	Crash Analysis				3			398	
	Turning Movement Diagrams				3			330	
	Write Draft Report				4			440	
	Attend Review Meeting		2	3	6	2		1,245	
	Final Report		2	2	4		1	590	
	Review/Manage/Coordinate		1	2	2			960	
			2	2	2			810	
Totals			5	10.5	25	3		\$5,238	