

ATTACHMENT #3

Email From: Kent Craford

Sent: 7/1/2018

To: Patty Wahto; Davide Epstein; Corey Wall

Cc: Tony Yorba; Catherine Fritz; Mike Stedman; Carl Ramseth

Re: Juneau Part 135 Carriers Terminal Concept B

Patty, Catherine, David:

I'm following up on Corey and Tony's conceptual renderings sent to you Wednesday with some background on why we presented what we did, and how it attempts to be responsive to the issues discussed in our meeting of June 12.

Per the discussion on the 12th, our takeaway was that a successful concept should incorporate the following:

1. A high public movement-to-leasable space ratio, which would best position the project for AIP eligibility
2. Adequate waiting area and leasable space for 135s as well as room to grow, and/or additional area for new entrants (as good or better total sqft. than current)
3. A solution for the current issues associated with freight drop-off/curb congestion

With respect to the first point, as Corey laid out, the ratio of public space to leasable space as presented here is roughly 1:1, which we hope could achieve AIP eligibility for up to 50% of the total square footage. This ratio could even be improved upon if the generous spaces illustrated here were pared back some. To be clear, this assumes the stand-alone building would be built by the airport using a mix of GO bond proceeds and AIP funds. Even at a very high estimated cost of \$500/sqft, the building could be built for approximately \$7.5 million. If 50% AIP eligibility is achieved, that would leave a substantial amount of the 2012 \$6.9 million GO bond available for work on the knuckle.

With respect to the second point, as you can see, the leasable space shown is considerably greater than that currently employed in the North Terminal for passenger operations. Speaking for Alaska Seaplanes, we might be able to live with even less if we are able to build the admin/cargo area adjacent to the terminal as illustrated. And the other 135s might not need the full 3,600 sqft. drawn here, as that's nearly double the area shown by the two current operators for themselves in their "big box" concept. Reducing the leasable area would further improve the portion of AIP eligible space.

Finally, Corey and Tony have very adeptly addressed the issue of cargo dropoff by moving that function into its own "lane" adjacent to what we envision as a freight receiving area to be built privately adjacent to the terminal. This plan shows Seaplanes constructing its own cargo handling facility on a zero-lot-line basis to the North.

I will defer to Corey and Tony on the question of specifically where and how the current building gets cut, but my general understanding is right through the old L.A.B counter/old project office. This would allow the 135s to use the current Seaplanes freight counter and old Tal Air counter for passenger operations in the interim until the new building is built. Cargo could be relocated temporarily. Once we move into the new facility, the remaining North Terminal and knuckle areas can be tackled.

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I'll confess some pride in authorship of the 135 foyer area and its hanging Beaver. Not only would this be a pleasant area for our passengers to wait, especially on a congested weather hold day like Friday was, but what an amazing and iconic entrance view for vehicles approaching the terminal!

As I mentioned in an email last Friday, I did have a conversation with Tom Williams two weeks ago regarding funding and prioritization of the public terminal area. While all the 135s are in agreement on that, we regrettably cannot reach common ground on design and construction methodology. Alaska Seaplanes will vigorously oppose a SIP big box.

We feel the concept laid out here achieves our objectives--adequate space, options for adjacent private development, striking but economical design, financability, and modest use of GO bond proceeds to allow availability for other terminal work. We look forward to working with you to achieve a final plan we can all enthusiastically support.

Regards,
Kent



Juneau Airport
Part 135 Carrier
Terminal Concept B
Overall Plan
June 27, 2018

ATTACHMENT 3
JNU Airport Board Packet for 7.10.18 mtg

