

ATTACHMENT #6



TO: Patricia deLaBruere,
JNU Airport Manager

DATE: March 6, 2014

FROM: Catherine Fritz, AIA
JNU Airport Architect

Terminal Renovation.

Public design review meetings for Phase II of the terminal renovation were held in February. Two concepts (Attachment #7) were developed, both of which offer the same spaces, but vary in arrangement. The primary difference is the location of the food and beverage concession on the second floor. The concept presentation boards are on display in the terminal (first floor lobby area).

Concept 1 aligns food and beverage along the west exterior wall and provides the most opportunity for public views to the airfield. The negative aspect of this concept is that it locates food and beverage services at the far west end of the secure Departure Lounge, making it less visible to the departure Gates and contributing to current circulation and crowding problems.

Concept 2 locates food and beverage near the east exterior wall and requires conversion of the Alaska Room to dining space. This concept is preferable for the long-term planning of the terminal, as it provides a more centralized location for the food and beverage concession. It allows the west exterior views to the airfield to be given to tenant lease spaces.

Both concepts will have equal impacts to current operations during construction, and both require that some tenants be displaced until the remaining renovation of the old North wing of the terminal is complete. The design team and project staff are currently analyzing the specific issues and developing a plan to minimize impacts. We are confident that all current tenants and terminal functions will be able to be accommodated.

The preferred concept will be forwarded to the consultant cost estimator. I am continuing to refine the project schedule, and am working with the design team to identify construction sequencing. This will allow us to work with tenants to resolve specific impacts and give adequate lead time for relocations.

Project staff is continuing to work with Delta Air Lines to meet their facility needs. Their check-in counter and office area will be located where Smarte Cartes are currently found on the first floor (Smarte Cartes will be relocated to a nearby new wall that will frame the Delta Air Lines offices. This summer's operation will rely on baggage being delivered to the Bag Screening room via carts or passenger drop off. A longer term solution will involve extension of the baggage belt that is located behind check-in agents; this is expected to be constructed next winter. Delta Air Lines facilities staff is developing detailed drawings that we expect to have submitted along with our tenant improvement application in the near future. During a visit on March 5, 2014, Delta officials expressed interest in working with Alaska Airlines to refurbish the jetway that serves Gate 5.

A layout diagram to accommodate TSA's CT80 Bag Screening machine in a stand-alone configuration has been developed. The temporary location will be adjacent to the TSA Screening Room entrance, next to the check-in area. The set up will be similar to the temporary bag screening operation that was used in 2011 during the renovation project. The only construction related work that will be necessary will be electrical power drops, so implementation of this set up can be done quickly, once the CT80 is received on site.

ATTACHMENT #6

JNU Project staff has continued to work on concession issues, both immediate and long term. Surplus items are being organized for a sale in April, and a partition wall is being added in the Departure Lounge to separate the coffee café from Gate 5. To address the ongoing challenges of securing concessionaires, we are working with CBJ Law and Purchasing departments to create a more efficient and effective method of procurement for the long-term operation of food and beverage. The current system uses a modified Request for Proposals (RFP) process, and has consumed an extensive amount of staff time, yet resulted in few responses that align with airport needs.

Finding a long-term concessionaire that meets the airport's customer service and revenue goals will require a new model of procurement. We have studied several other airports' concessions programs and are looking at creative ways to procure that meet City code. With design of the next phase of renovation currently underway, it is beneficial to both the Airport and the long-term concessionaire that spaces be designed with a selected concession in mind. Therefore, the procurement process needs to begin as soon as possible.

CBJ 05.20.020(i) "Leases for nonaeronautical uses" is the code section being developed for the new procurement process. It reads, "Exclusive franchise or grant may be extended for the right to conduct or engage in nonaeronautical services, and awards will be made only after public auction *or by some other appropriate method* of determining who will provide the best service for the public and the airport." (*emphasis added*). The first step of a new concessions procurement program is to adopt policy that will lay out the "other appropriate method" to be used. JNU projects staff is working closely with CBJ Law department to develop the policy, and hopes to have it for Airport Board review at their April meeting.

Snow Removal Equipment Facility.

Throughout February, JNU Projects staff worked diligently on the request to relocate the SREF to the NW Development Area.