



ATTACHMENT #3

TO: Patricia deLaBruere,
JNU Airport Manager

DATE: April 03, 2014

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Terminal Renovation Next Steps

During the past several months, the design team and JNU staff have worked closely together to refine concepts for the next phase of terminal renovation. The consultants developed as-built drawings so as to understand the details of possible renovation impacts to existing infrastructure that must remain operational. Airport staff conducted interviews with tenants about their current and future space needs. At this time, we have substantial understanding of the needs and existing conditions (design parameters) for the next phase of renovation.

You'll recall that the original decision about terminal renovation (made in 2006 after completion of the Terminal's Master Plan) divided the project into two general phases: Phase 1 would be to improve the Part 121 air service areas of the building, and Phase 2 would address the Part 135 air service areas. The terminal renovation and expansion project completed in 2012 accomplished most of the work envisioned in Phase 1. Unfortunately, we did not receive sufficient funding to complete Phase 2, so we have been faced with the very difficult task of trying to proceed with renovating only a portion of remaining terminal areas.

The current project scope has needed to work around, over, under, and through existing building infrastructure. This is challenging and costly. We have developed two viable concepts that address the highest priorities for the next phase of work, but neither of these concepts can be constructed within existing funding that is currently in place for terminal renovation.

This does not mean that we should stop moving forward. The airport has approximately \$9M in current CIP funding that is dedicated to terminal renovation. The important question is, "How can we best use these funds?" And how will we address completion of the remaining (oldest) portions of the terminal?

I have attached a summary of the two concept designs (Attachment #3-1) that are ready for Airport Board review and actions. While there are still many issues to resolve, providing a clear direction would help project staff direct time and effort toward a single design concept.

I have also attached a summary of scope and funding discussions (Attachment #3-2) that shaped the current renovation project. This is background information that may be helpful to the Board, especially to members who were not aware of this history. I recommend that a work session be schedule with the Board to analyze the options for moving forward and to develop a clearer roadmap for all of the terminal's remaining renovation needs.



ATTACHMENT #3-1

TO: Patricia deLaBruere,
JNU Airport Manager

DATE: April 03, 2014

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Phase II Terminal Renovation Conceptual Design Review

The primary goal of this Terminal Master Plan is to create an efficient, highly functional, and economically and financially sound development program for JNU through the year 2025.”

Airport Master Plan – Terminal Study December 2005

PROJECT OBJECTIVES: The two conceptual design options currently under review for the next phase of renovation were developed in response to the following objectives:

- Maximize opportunities for Food & Beverage Concessions, especially on the secure side.
- Modernize infrastructure including first floor restrooms, elevator, up-direction escalator, plumbing, and electrical.
- Consider future expansion of the terminal in both the northerly and easterly directions.
- Maximize views to the airfield along exterior walls and bring natural light into the building.
- Locate offices to allow flexible modifications and changes in tenant leases over time.
- Address overcrowding/circulation problems in second floor secure Departure Lounge.
- Address circulation/congestion problems at first floor Main Entry.
- Consolidate FAA functions in and around the tower to the extent feasible.
- Improve secure exit lane out of Departure Lounge.

CONCEPT 1 – West Food/Beverage:

- This concept places the Food/Beverage concession spaces along the West exterior wall of the second floor. This location provides exterior views to the airfield from the concession spaces.
- A single kitchen that serves both the secure and non-secure side dining areas has been located away from the exterior wall so as not to occupy valuable window space.
- The Alaska and Juneau meeting rooms are not modified in this concept.
- A catering kitchen is added near the public meeting rooms.
- Alaska Airlines offices are relocated to the current dining area, with exterior views to the northeast.
- Additional office lease space is available on both the first and second floors.
- The construction cost for this concept is approximately \$14.1M.

CONCEPT 2 – East Food/Beverage:

- This concept places the Food/Beverage concession spaces toward the East portion of the second floor. This position allows food/beverage in the most centralized location, given long-term design assumptions that the terminal would expand toward the East in the

ATTACHMENT #3-1

future. Existing exterior views to the airfield would be maintained, but could be impacted by future Departure Lounge expansion.

- This concept requires that the Alaska Room be relocated to the current dining area. The Juneau Room is not modified by this concept.
- A catering kitchen is added near the meeting rooms to simplify service for community uses.
- A single kitchen serves both the secure and non-secure side dining areas.
- All offices (Airport Administration and Leased offices) are located together along the west exterior wall (similar to current location). This location offers good flexibility for future office reconfigurations and provides desired airfield views from offices.
- The construction cost of this concept is approximately \$15.1M.



ATTACHMENT 3-2

TO: Patricia deLaBruere,
JNU Airport Manager

DATE: April 02, 2014

FROM: Catherine Fritz, AIA
JNU Airport Architect

RE: Summary of Phase II Terminal Renovation Budget and Scope Review

December, 2011: With the first phase of terminal renovation and expansion nearly complete, the Airport began working with consultant team JYL Architects and HNTB to articulate concepts for the remaining renovation of the terminal. On January 17, 2012 a public review and work session of the Airport Board was conducted that brought forward three options. The option that was selected (estimated project cost of \$28M) was then forwarded to the CBJ Public Works & Facilities Committee for funding consideration.

February 6, 2012: Phase II Renovation scope was presented to the CBJ Public Works & Facilities Committee. PWFC members expressed concern about the available funding for a project scope of approximately \$28M. The Airport's funding request was forwarded to the Assembly's Finance Committee.

April 11, 2012: Assembly Finance Committee reviewed draft Resolution 2610, CIP Priorities for FY13. The Airport Terminal Renovation was not included in the CBJ project priorities.

May 9, 2012: Airport Board discussed the options available for requesting funding through the upcoming Sales Tax measure to voters. A May 3, 2012 memo in the Board packet from Catherine Fritz outlined a reduced scope for the next phase of construction (estimated cost \$9.3M) that would replace the 1957 portion of the building and relocate the main stair/escalator/elevator. The Board approved the Manager's request to work with the City to try to get \$10M for airport projects from sales tax. Both the SREF and the terminal renovation were projects in need of funding.

June 29, 2012: Memo from Catherine Fritz, through Jeannie Johnson, to Kim Kiefer for use by CBJ Finance Committee that reduced the scope of the funding request for the terminal to \$6.9M (and requested \$3.1M for the SREF). The reduction in scope was achieved by leaving areas unfinished, which were estimated to cost approximately \$2-\$3M to later complete. The idea was to get as much sales tax as possible, then continue to seek other sources of funding to complete the construction.

July 2, 2012: Assembly Finance Committee developed two project funding lists for Assembly consideration, one that would use Sales Tax funds, and the other that would use bonds. The terminal renovation was on the Bond list in the amount of \$6.9, which was approved by voters in October 2012.

October 2012-November 2013: Conceptual Design work was placed on hold to address food and beverage concession issues. The Airport needed to understand many aspects of concession needs and opportunities, as well as the impacts to facilities and operations before proceeding with terminal renovation designs. Concessions planning included conducting surveys and interviews with a variety of stakeholders, local businesses, and the general public.

Fall 2013 to present: The immediate food and beverage concession needs were addressed through the award of a short-term interim concessionaire agreement to operate from January 1-April 30, 2014. At the same time, the project team developed as-built documents that will be the basis for work in the next phase of renovation. Programming work was completed in February 2014 that identified the specific needs of spaces that are scheduled to be impacted by construction. Renovation concepts were then developed, and vetted through public review sessions. Comments and design suggestions have been consolidated into two Design Options that are now ready for Airport Board review.