



ATTACHMENT #1

JNU Airport Board Committee of the Whole
Work Session on Terminal Renovation Project
June 26, 2014, 3:00pm Alaska Room

The work session was facilitated by Catherine Fritz, JNU Airport Architect. Twenty-four people were in attendance, including six Airport Board members. Catherine used a powerpoint presentation for meeting content, and seven presentation boards on easels were on display (images attached).

The meeting began with an overview of the history of the terminal renovation project, especially since 2005 when the terminal master plan was created. The most recent phases (2010 and 2012) addressed the majority of facility needs for the areas of the terminal constructed after 1984. The areas still to address are those constructed prior to 1984. These are commonly referred to as “the knuckle” (intersection of north/south and east/west building areas) and “the north wing.” The total cost of remaining work is approximately \$30 million.

Three options for addressing remaining terminal needs were presented:

Option 1: Replace the knuckle area, with food concession being relocated to the Alaska Room area. This option was discussed by the Board at their April 9, 2014 meeting. The cost of this option is \$14- \$19 million, depending on the extent of scope.

Option 2: JYL Project Architect Tony Yorba presented a concept that would reduce the scope of Option 1 to only include establishing the food/beverage concession in its long-term location and addressing other spaces impacted by this project such as relocation of the Alaska Room and relocation of Alaska Airlines' second floor offices. This option would cost approximately \$4 million.

Option 3: Tony presented a new concept that staff and design team have begun to consider. This option would replace the oldest part of the terminal, the north wing. The concept includes accommodating all current Part 135 operators in new space of approximately the same size they currently have. It also provides unfinished (shell only) space on the second floor for possible office lease space. This option is estimated to cost approximately \$10 million for construction (\$14 million full project cost).

Tony and Catherine emphasized that all of the cost estimates are preliminary in nature and should be thought of as “order of magnitude” rather than actual projected costs. The figures include both construction costs and project costs (design, inspection, administration, temporary facilities, etc.) for each option. Once an option is selected, the staff and consultant team would move forward with more definitive design, construction, and project costs.

Concessionaire Brad Jacobsen gave an overview of what they are learning about food service needs and operational issues. He believes the current “grab and go” model that features local foods is good, but wonders if travelers will expect something more in the future. They plan to add a small menu of hot items such as soup and pressed sandwiches. They plan to offer beer and wine in the Departure Lounge soon, and are looking forward to operating in the new Taproom (former bar), as well.

Other specific facility needs that could be included into any of the Options are:

- Rebuilding the secure exit lane.

ATTACHMENT #1

- Reduce Departure Lounge overcrowding and install elevator access from the secure side.
- Renovating the former dining room for new use.
- Energy upgrades such as lighting replacements.
- Parking lot repairs and upgrades.

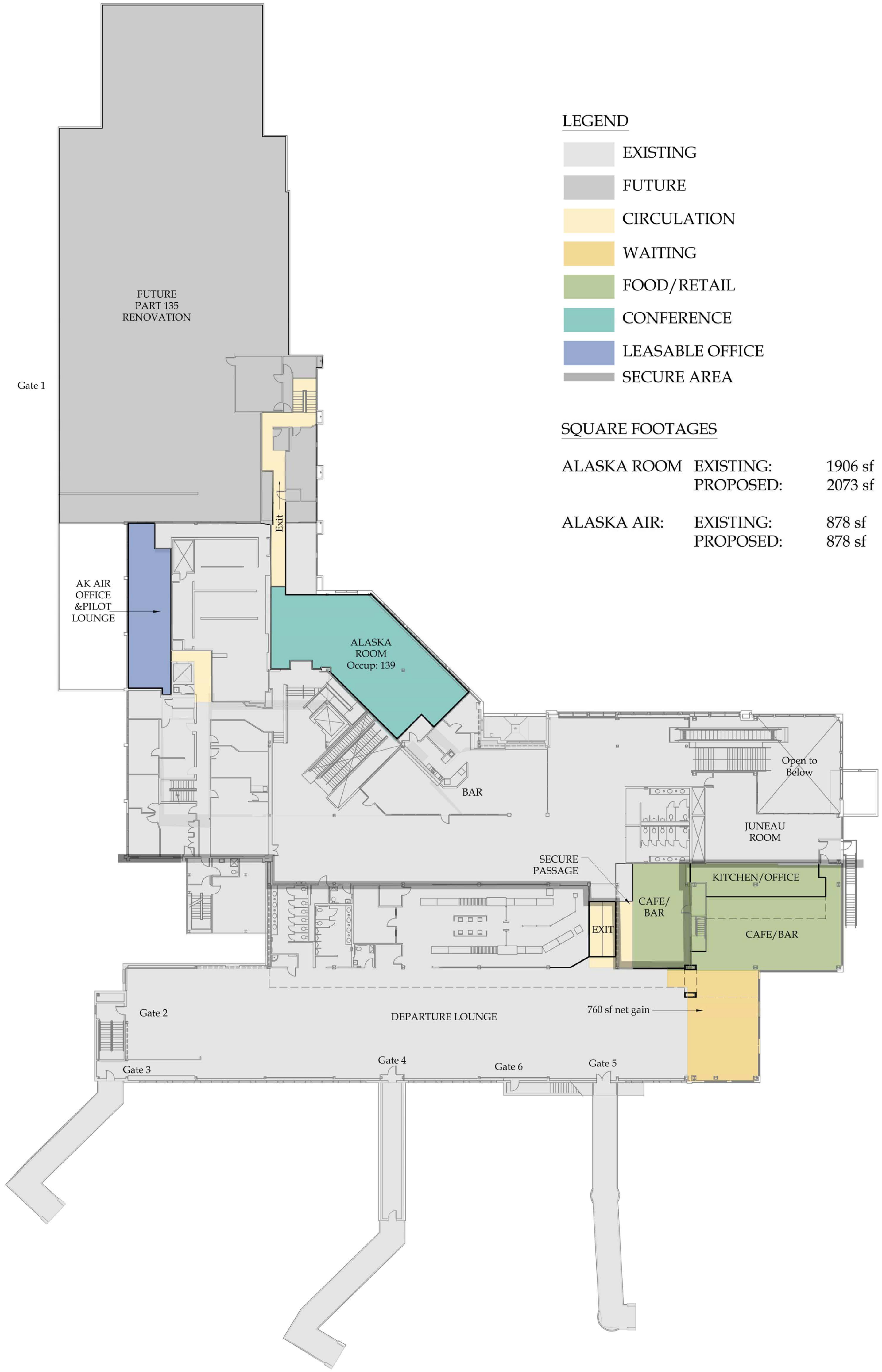
Catherine provided an overview of the existing capital project fund for the terminal, including a summary of what has been spent since 2008. There currently exists approximately \$8 million in the project fund. Catherine then presented possible sources for additional project funds, and emphasized how funds used for the terminal had to be strategically coordinated with other airport project needs.

The group was encouraged to share thoughts about the three options. Summary of comments:

- Rebuilding the north wing would have high visibility; people would notice more of the improvements than option 1.
- The smaller carriers have waited a long time and their spaces have real problems (like poor heating system). Replacing the north wing should be a priority.
- Lease options that bring new revenue to the airport should be considered as design is developed.
- Replacing the north wing may reduce terminal operating expenses by providing energy efficient construction.
- Minimizing impacts to north wing tenants is critical.
- Regardless of which areas get replaced first, design needs to be flexible and adaptable as aviation needs change.
- Keep communication going and talk with affected tenants about their current and future needs.
- Option 2 could be done with current funds. Important to take action and move forward. Don't want to lose confidence from public by not spending funds that are in place.
- There needs to be a financing plan for all the remaining renovations; all options for funding should be pursued.

Airport staff will continue to refine the 3 options and bring forward to the Airport Board for their direction.

The work session concluded at 5:35pm.



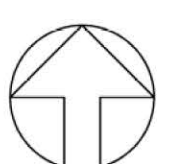
Second Level

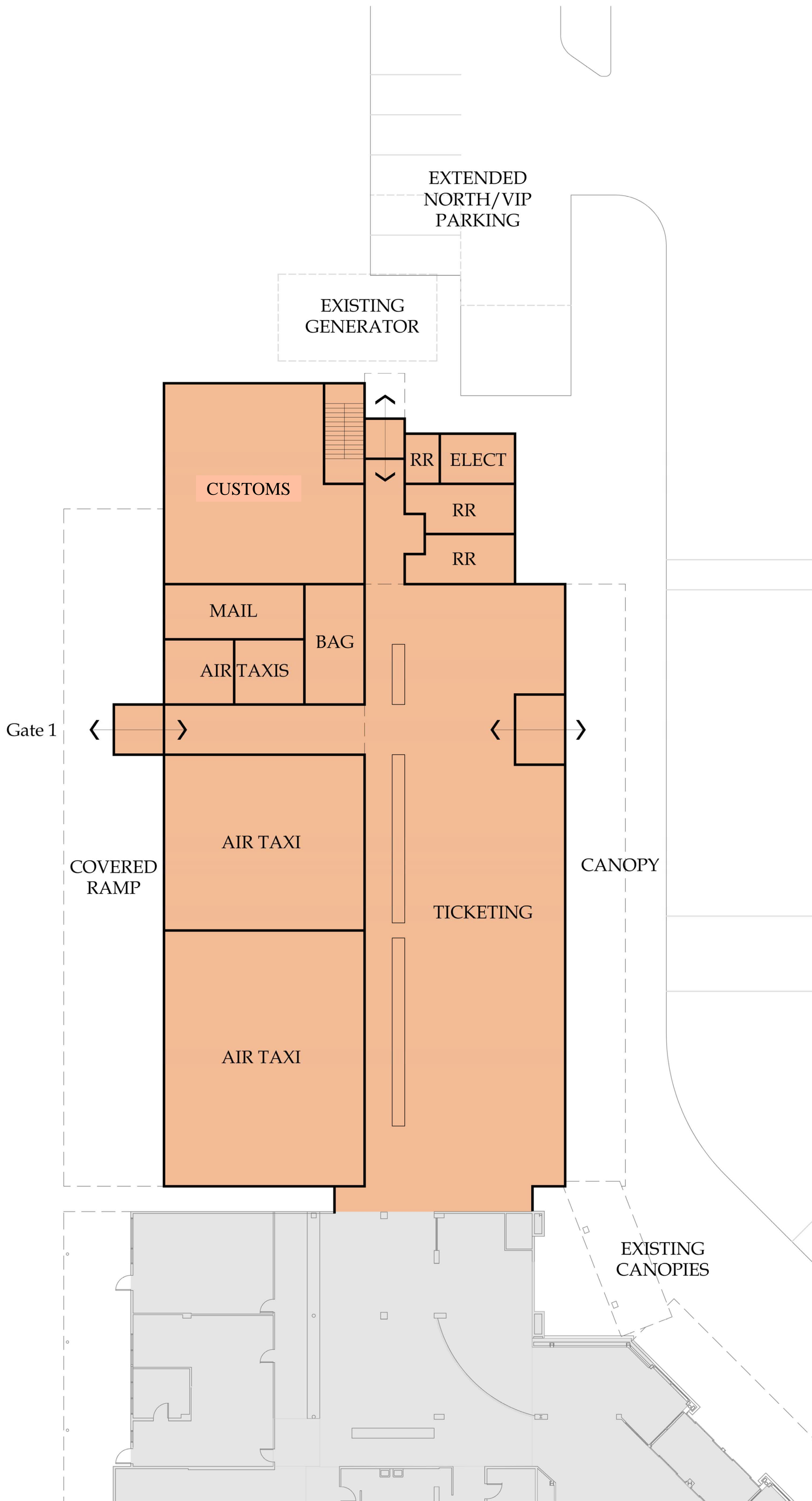
EAST RESTAURANT CONCEPT- LIMITED BUILD OUT

Juneau International Airport Renovation - Phase II

June 26, 2014

SCALE: 0' 8' 16' 32' 64'





First Level

NORTH WING REPLACEMENT CONCEPT

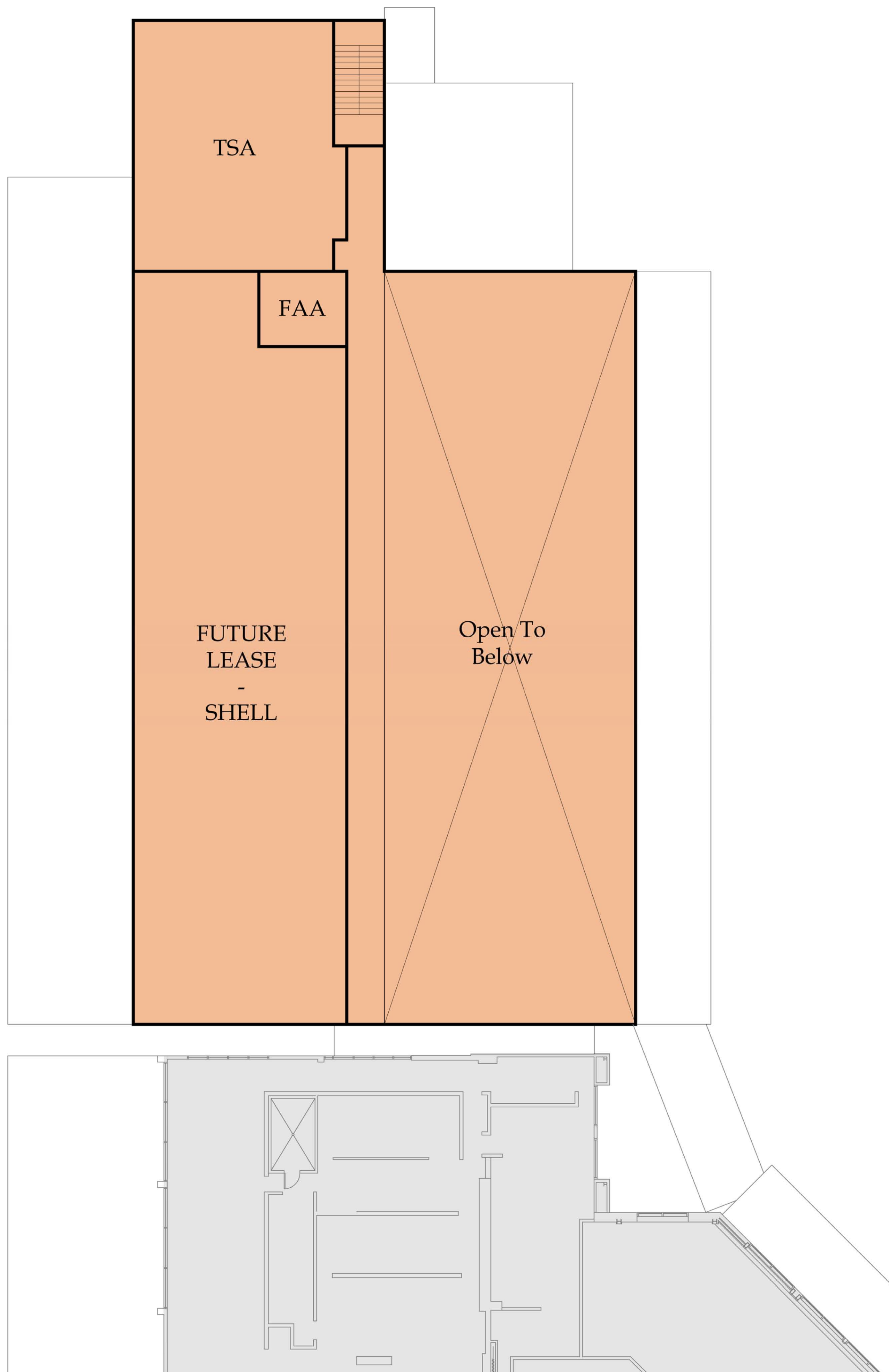
Juneau International Airport Renovation - Phase II

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SCALE: 0 4' 8' 16' 32'



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Second Level

NORTH WING REPLACEMENT CONCEPT

Juneau International Airport Renovation - Phase II

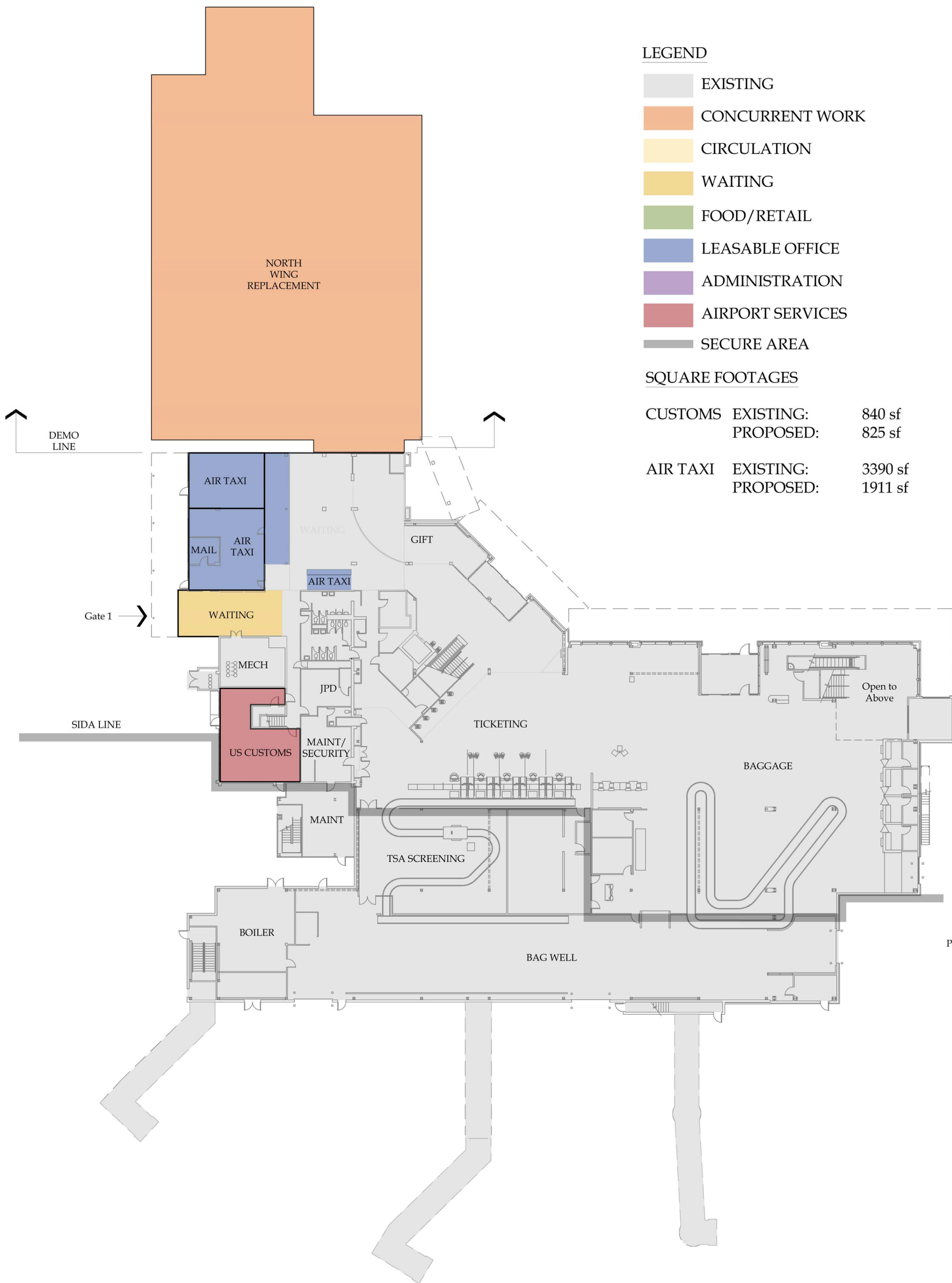
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LEGEND

- EXISTING
- CONCURRENT WORK
- CIRCULATION
- WAITING
- FOOD/RETAIL
- LEASABLE OFFICE
- ADMINISTRATION
- AIRPORT SERVICES
- SECURE AREA

SQUARE FOOTAGES

CUSTOMS	EXISTING:	840 sf
	PROPOSED:	825 sf
AIR TAXI	EXISTING:	3390 sf
	PROPOSED:	1911 sf

First Level

NORTH WING REPLACEMENT CONCEPT- TEMPORARY 135 SERVICES

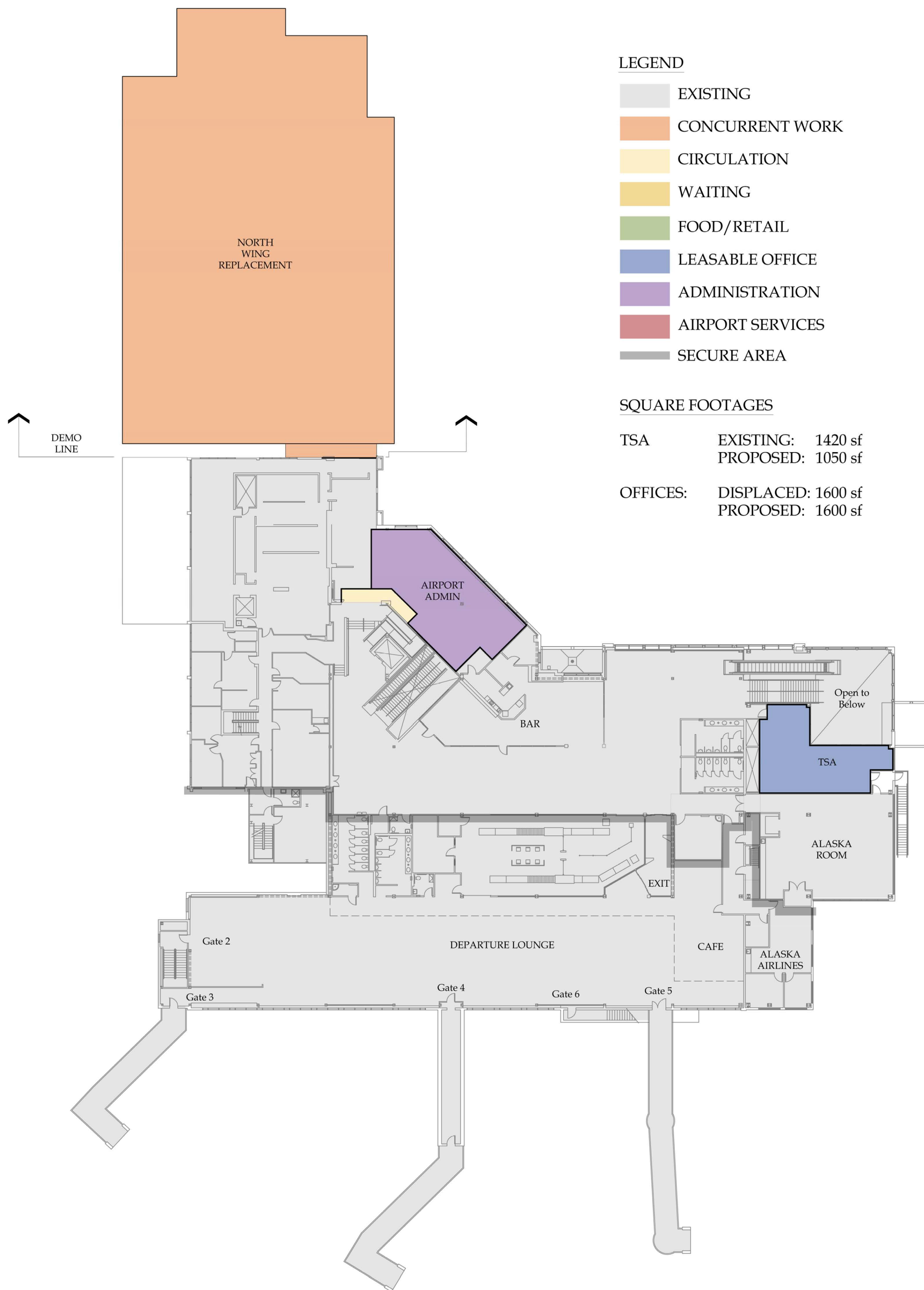
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June 26, 2014

SCALE: 0' 8' 16' 32' 64'



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LEGEND

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SQUARE FOOTAGES

TSA	EXISTING: 1420 sf
	PROPOSED: 1050 sf
OFFICES:	DISPLACED: 1600 sf
	PROPOSED: 1600 sf

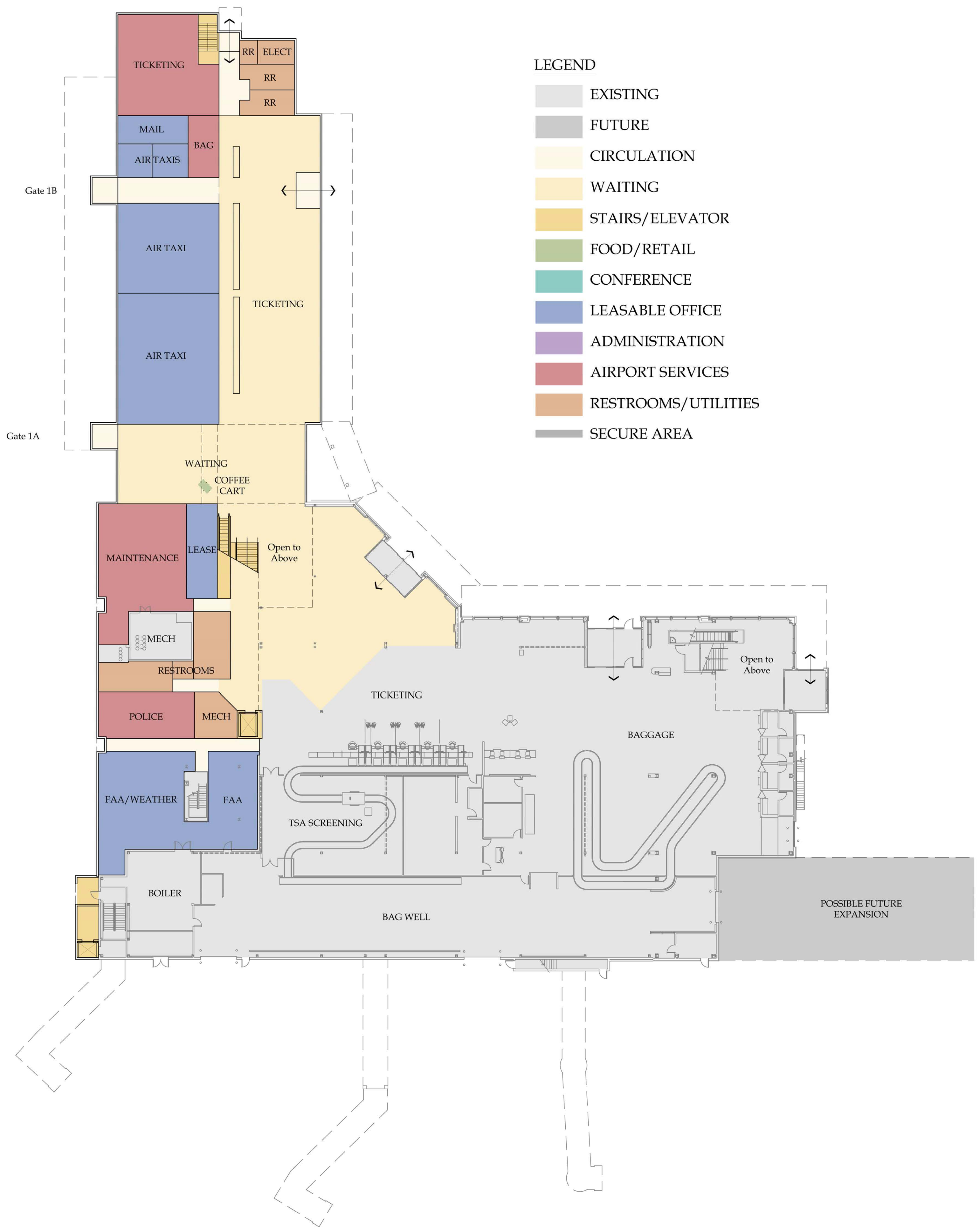
Second Level

NORTH WING REPLACEMENT CONCEPT-TEMPORARY 135 SERVICES
 Juneau International Airport Renovation - Phase II

June 26, 2014

SCALE: 0' 8' 16' 32' 64'





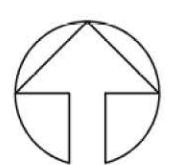
First Level

MASTER PLAN

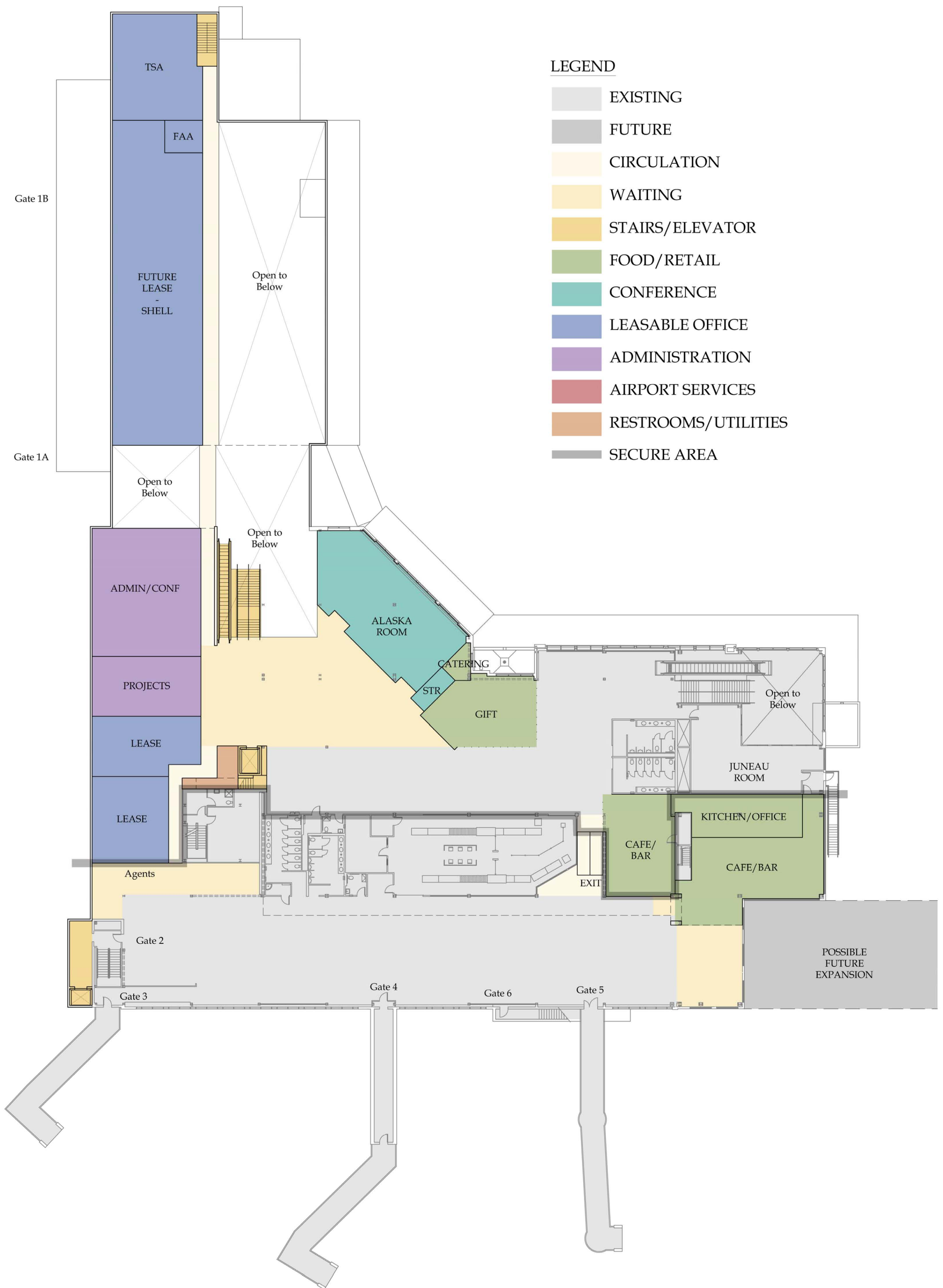
Juneau International Airport Renovation - Phase II

June 26, 2014

SCALE: 0' 8' 16' 32' 64'



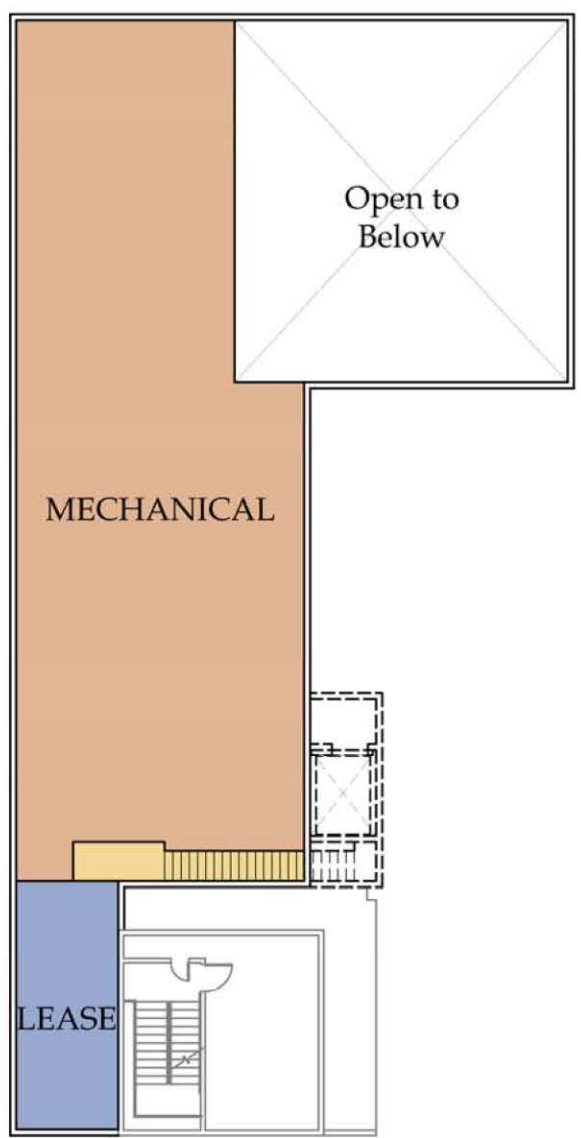
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LEGEND

- EXISTING
- FUTURE
- CIRCULATION
- WAITING
- STAIRS/ELEVATOR
- FOOD/RETAIL
- CONFERENCE
- LEASABLE OFFICE
- ADMINISTRATION
- AIRPORT SERVICES
- RESTROOMS/UTILITIES
- SECURE AREA

Penthouse



Second Level

MASTER PLAN
Juneau International Airport Renovation - Phase II
June 26, 2014

