ENVIRONMENTAL IMPACT REPORT FOR A REPLACEMENT AIRLINE PASSENGER TERMINAL AT BURBANK BOB HOPE AIRPORT

VOLUME 2

JUNE 2016

STATE CLEARINGHOUSE NO.: 2015121095

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ENVIRONMENTAL IMPACT REPORT FOR A REPLACEMENT AIRLINE PASSENGER TERMINAL AT BURBANK BOB HOPE AIRPORT

VOLUME 2

FINAL
June 2016
Burbank, California

State Clearinghouse No.: 2015121095

Prepared by RS&H, Inc. at the direction of the Burbank-Glendale-Pasadena Airport Authority

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APPENDIX A
NOTICE OF PREPARATION

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Notice of Preparation

To: Interested Parties

From: Burbank-Glendale-Pasadena Airport Authority
2627 North Hollywood Way
Burbank, CA 91505

Subject: Notice of Preparation of a Draft Environmental Impact Report

Project Title: Bob Hope Airport Replacement Terminal Project

The Burbank-Glendale-Pasadena Airport Authority (Authority) is the Lead Agency for the Bob Hope Airport Replacement Terminal Project (the "Project") and will prepare an Environmental Impact Report (EIR) for this Project. The Authority is soliciting the views of your agency as to the scope and content of the environmental information that is relevant to your agency's statutory responsibilities with respect to the proposed Project. Your agency will need to use this EIR when considering permits or other approvals for the Project.

The project location, description, and probable environmental effects are described in the attached materials.

Due to the time limits mandated by state law, your response must be sent at the earliest possible time but not later than 31 January 2016.

Please send your response to Mr. Mark Hardyment, Director, Government & Environmental Affairs, Burbank-Glendale-Pasadena Airport Authority, 2627 North Hollywood Way, Burbank, California 91505. You may also email your response to: mhardyment@bur.org. Please provide the name of a contact person at your agency.

Date: 12/22/15 Signature: ____________

Mark Hardyment

Title: Director, Government & Environmental Affairs

Telephone: (818) 818-8840

Reference: California Administrative Code, Title 14 (CEQA Guidelines), Sections 15082(a), 15103, 15375.

BOB HOPE AIRPORT REPLACEMENT TERMINAL PROJECT LOCATION

The Burbank-Glendale-Pasadena Airport Authority (Authority) seeks to develop a 14-gate replacement passenger terminal building and related improvements at the Bob Hope Airport (Airport) on one of two Authority-owned properties in the City of Burbank. As shown in **Figure 1, Airport Location Map,** the Airport is located south of the Golden State Freeway (Interstate 5) and west of Hollywood Way primarily in the City of Burbank. The preferred replacement passenger terminal site, a 49.2 acre portion of the former Lockheed B-6 Plant, is located in the northeast quadrant of the Airport and is commonly referred to as the "B-6 Adjacent Property." (See **Figure 1,** below.) This property is undeveloped and is currently being used for airport passenger and employee automobile parking, as well as movie equipment, truck and recreational vehicle parking.

The alternative site is approximately 43.2 acres located in the southwest quadrant of the Airport and is commonly referred to as the "Southwest Quadrant" (see **Figure 1**). This property is currently being used for general aviation hangars and aircraft ramp, Federal Aviation Administration (FAA) maintenance and communication facilities, rental car storage, air cargo airlines (FedEx and UPS), and a cargo building for commercial air carriers.

BOB HOPE AIRPORT REPLACEMENT TERMINAL PROJECT DESCRIPTION

The proposed new 14-gate replacement passenger terminal building will replace the existing 14-gate 232,000-square-foot passenger terminal, which has portions that are over 85 years old and which does not meet current seismic design or FAA airport design standards. The replacement terminal will be developed in accordance with modern terminal design standards including security screening facilities that meet the latest Transportation Security Administration (TSA) requirements, facilities (including holdrooms, baggage claim areas and public areas) that are designed for and sized for the kinds of aircraft that the airlines routinely operate, and will include enhanced passenger amenities.

Project Development Options

The Authority is considering three different development options for the Replacement Terminal Project, each of which will be analyzed in the Environmental Impact Report (EIR). The three options are:

- A 355,000-square-foot replacement passenger terminal constructed on the B-6 Adjacent Property. This is the Authority's preferred development option and it is called the "B-6 Operationally-Sized Terminal Option".
- A 355,000-square-foot replacement passenger terminal constructed in the Southwest Quadrant. This is called the "Southwest Quadrant Operationally-Sized Terminal Option".

- A 232,000-square-foot replacement passenger terminal constructed in the Southwest Quadrant. This is called the "Southwest Quadrant Same-Size Terminal Option".

The Authority will select a development option for the Replacement Terminal Project based on various factors including the following:

- The findings of the EIR, including the feasibility of mitigation measures.
- The City of Burbank's final action on a development agreement and entitlements for the Replacement Terminal Project.
- The outcome of an election held under Burbank Municipal Code section 2-3-112[1] ("Measure B Election"), if the City of Burbank approves a development agreement and entitlements for the Replacement Terminal Project.

Project Components

Certain components of the Replacement Terminal Project are common to all three development options, and other components are unique to a specific development option. The main components of the Replacement Terminal Project are described below and shown in **Figures 2, 3, and 4.**

- Replacement Terminal – For all of the development options, a new terminal with 14 aircraft gates would be constructed. Depending on the development option selected, the replacement terminal would encompass either 232,000 square feet or 355,000 square feet. All three development options propose to locate the majority of the terminal development on the ground floor, but a small amount of development would occur on a second level under the B-6 Operationally-Sized Terminal Option and the Southwest Quadrant Operationally-Sized Terminal Option. This additional development area would provide space for tenants, the TSA, mechanical systems, airport management staff, concessions, and public circulation.
- Parking Structures – For all of the development options, parking structures are proposed adjacent to the replacement terminal. The structures would be tiered, and rising to at least five levels but not more than seven levels at the ends of the parking structures, depending on the site. The parking structures would include a valet parking drop off and pick up center.
- Terminal Access Road – The B-6 Operationally-Sized Terminal Option proposes a new multi-lane road that would extend from the intersection of Hollywood Way and Winona Avenue and loop around the proposed parking structures to provide vehicle access to the terminal and

1 Burbank Municipal Code section 2-3-112, titled "Airport Agreements" states that: "No approval by the City of Burbank of any agreement between the City and the Burbank-Glendale-Pasadena Airport Authority for a relocated or expanded airport terminal project, or any other discretionary act by the City relating to the approval of a relocated or expanded airport terminal project shall be valid and effective unless previously approved by the voters voting at a City election."

Figure 1

Airport Location Map

Figure 2

B-6 Operationally-Sized Terminal Option

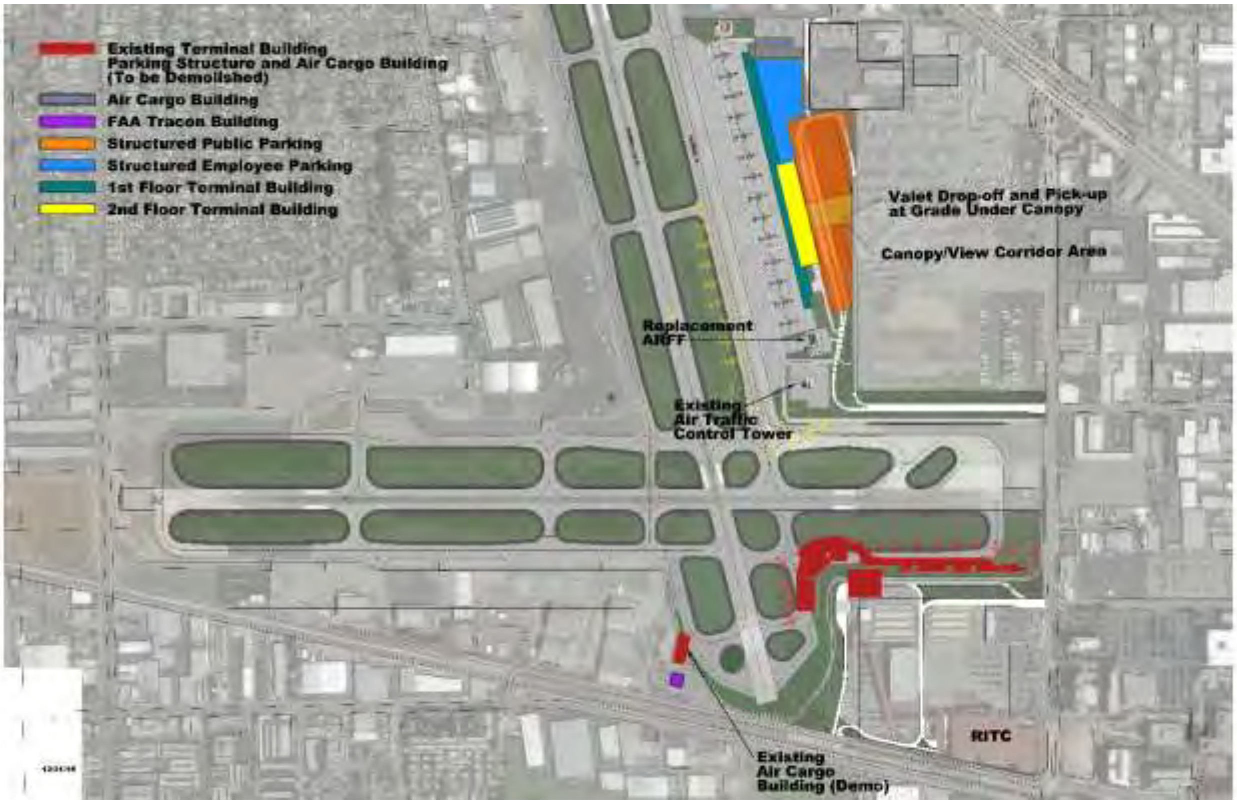

Figure 3

Southwest Quadrant Operationally-Sized Terminal Option

Figure 4

Southwest Quadrant Same-Size Terminal Option

parking structures, thus allowing curb front access to the terminal and re-circulation around the Airport. An extension of the existing on-airport Terminal Loop Road would provide access to both the Southwest Quadrant Operationally-Sized Terminal Option and the Southwest Quadrant Same-Size Terminal Option. The access points for these two development options would be via the existing entrances at Hollywood Way / Thornton Avenue and at Empire Avenue / Terminal Loop Road.

- <u>Aircraft Rescue and Fire Fighting Station (ARFF)</u> – Except for the Southwest Quadrant Same-Size Terminal Option, a new ARFF station is proposed at the south end of the B-6 Adjacent Property. For the B-6 Operationally-Sized Terminal Option, vehicle access to this facility would be provided from the new Terminal Access Road. For the Southwest Quadrant Operationally-Sized Terminal Option, vehicle access to this facility would be provided from the existing roadway in the northeast quadrant of the Airport.
- <u>Central Utility Plant</u> – A new building that would house heating and air conditioning equipment for the replacement terminal is proposed adjacent to the B-6 Operationally-Sized Terminal Option, and vehicle access to this facility would be provided from a proposed extension of Cohasset Street. For the Southwest Quadrant Operationally-Sized Terminal Option and the Southwest Quadrant Same-Size Terminal Option, the central plant facilities will be integrated into the roof structure of the terminal.
- <u>Replacement Airline Cargo Building</u> – A new airline cargo building would be adjacent to the replacement terminal to replace the existing airline cargo building at the Airport. For the B-6 Operationally-Sized Terminal Option, vehicle access to this facility would be provided from a proposed extension of Cohasset Street. For the Southwest Quadrant Operationally-Sized Terminal Option and the Southwest Quadrant Same-Size Terminal Option, vehicle access to this facility would be provided from the proposed Terminal Access Road.
- <u>Airport Traffic Control Tower (ATCT)</u> – The existing ATCT would be retained. For the B-6 Operationally-Sized Terminal Option, vehicle access would be provided to this facility from the new Terminal Access Road. For the Southwest Quadrant Operationally-Sized Terminal Option and the Southwest Quadrant Same-Size Terminal Option, vehicle access to this facility would be provided from the existing roadway in the northeast quadrant of the Airport.
- <u>General Aviation (GA) Facilities</u> – The existing GA facilities in the Southwest Quadrant would be removed to construct either the Southwest Quadrant Operationally-Sized Terminal Option or the Southwest Quadrant Same-Sized Terminal Option. For the Southwest Quadrant Operationally-Sized Terminal Option, general aviation facilities would be relocated to the Northeast Quadrant. For the Southwest Quadrant Same-Size Terminal Option, general aviation facilities would be absorbed to the extent practical within the existing GA facilities in the

Northwest Quadrant. No change to GA facilities in the Southwest Quadrant would occur with the B-6 Operationally-Sized Terminal Option.

The project includes demolition of the existing 232,000-square-foot passenger terminal building and the adjacent four-level public parking structure, as well as removal of a portion of existing public and employee parking in the southeast quadrant of the Airport. Other demolition includes the existing 16,600-square-foot air cargo building in the Southwest Quadrant. Under the B-6 Operationally-Sized Terminal Option and the Southwest Quadrant Operationally-Sized Terminal Option, the existing airport fire station facilities, located in an existing hangar, would be removed and this hangar would again become available for general aviation use.

The project also proposes to extend Taxiways A and C as well as to relocate an airside service road and perimeter security fencing (see **Figure 5**). Taxiway A would be extended from Runway 8-26 south to the Runway 33 threshold. Taxiway C would be extended to the east from Runway 15-33 to the Runway 26 threshold. All other existing internal roadways in this portion of the airport property would be retained with the exception of the terminal curb front areas.

The Regional Intermodal Transportation Center (RITC) in the southeast quadrant of the Airport would remain as the location for the rental car companies serving the Airport. Following the opening of the replacement terminal, passengers using rental cars would require bussing between the RITC and the replacement terminal.

Other surface parking areas would be retained in part or in whole in this portion of the airport property and used as remote parking for the replacement terminal. Parking Lot B, located east of Hollywood Way between Winona and Thornton Avenues, would be closed and all structures within Parking Lot B would be removed.

During and following construction of the replacement terminal and associated facilities, the total number of public parking spaces available for terminal-related purposes would be limited to 6,637 spaces for all new and existing lots owned and operated by the Authority.

Change in Governance Under the Joint Powers Agreement

One project component, an amendment of the Authority's establishing joint powers agreement (JPA), is part of the B-6 Operationally-Sized Terminal Option and the Southwest Quadrant Operationally-Sized Terminal Option, but will not be part of the Southwest Quadrant Same-Size Terminal Option if the Replacement Terminal Project is not approved by the Burbank City Council and ratified by Burbank voters. This project component consists of an action by the Cities of Burbank, Glendale, and Pasadena to amend the JPA to institute governance changes. The governance changes will require a supermajority vote of the Authority Commission (at least two of the three votes from each City's three Commissioners) for certain actions identified in Exhibit B of the Bob Hope Airport Replacement Terminal Conceptual Term Sheet (Conceptual Term Sheet) endorsed by the Authority Commission and

Figure 5

Taxiway Extensions Under Each Terminal Option

the Burbank City Council in November 2015. The governance changes would provide additional protections to the residents of the City of Burbank.

The Conceptual Term Sheet provides that in exchange for granting the Authority the vested right to build a 14-gate replacement terminal on either the B-6 Adjacent Property, the Southwest Quadrant, or at any other Airport zoned property, of not more than 355,000 square feet and 6,637 public parking spaces, the JPA would be amended to require a supermajority vote of the Authority Commission for certain significant actions including: future expansion in the number of gates at the Airport; future additions to the approved replacement terminal project; future land acquisition by the Authority (whether or not within Burbank); any changes in the Authority's existing noise rules or how they havebeen enforced since the adoption of the Airport Noise and Capacity Act of 1990; and any changes in the Authority's support for obtaining a legislative curfew at the Airport.

The JPA amendment will only be effective if both of the following occur: (i) the Burbank City Council approves a development agreement and entitlements for the Replacement Terminal Project; and (ii) the Burbank voters ratify such approval at a Measure B Election. Absent Burbank City Council approval for the Replacement Terminal Project and voter ratification, the future expansion of the existing terminal, the future addition of aircraft parking gates, or the future addition of public parking spaces will not be constrained by the JPA.

City discretionary approval as contemplated by the Conceptual Term Sheet (including Burbank voter approval pursuant to Burbank Municipal Code 2-3-112, commonly referred to as "Measure B") is needed to allow any aeronautical development and use of the B-6 Adjacent Property (including a replacement terminal or general aviation facilities) which is currently encumbered by City easements limiting airport development there absent City approval. If the Authority does not obtain, in exchange for the proposed Authority governance changes, the required discretionary approval by the City of Burbank and its voters needed to pursue the B-6 Operationally-Sized Terminal Option or the Southwest Quadrant Operationally-Sized Terminal Option, the Authority would only be able to select the Southwest Quadrant Same-Size Terminal Option for which the Authority would not seek discretionary approval from the City of Burbank. In that circumstance the Southwest Quadrant Same-Size Terminal Option would not be subject to the supermajority voting governance changes that would otherwise constrain expansion of the Airport. The Authority has stated that it would select the Southwest Quadrant Same-Size Terminal Option only if either Burbank or its voters do not provide the necessary discretionary approvals in exchange for governance protection described in the Conceptual Term Sheet. If Burbank and the voters do approve the Replacement Terminal Project, the governance protections would remain in effect in perpetuity, regardless of whether or not the Authority builds a replacement terminal, including a same-size terminal.

BOB HOPE AIRPORT REPLACEMENT TERMINAL PROJECT PROBABLE ENVIRONMENTAL EFFECTS

The Authority has completed a preliminary review of the proposed project, as outlined in Section 15060 of the CEQA Guidelines, and has determined that an EIR should be prepared to evaluate the potential for significant environmental effects and identify ways of avoiding or substantially reducing any such effects.

Based on the preliminary review, there is at least the potential for impacts under the various environmental topics outlined in CEQA Guidelines Appendix G, and thus the EIR will address the potential impacts of the proposed project as well as cumulative impacts with respect to the following environmental topics:

- Aesthetics. The EIR will evaluate the project's potential to change the aesthetic character of the Airport and surrounding area, obstruct certain views, affect ambient nighttime light levels, or create new sources of shadows as well as daytime or nighttime glare.
- Agriculture and Forest Resources. The EIR will evaluate the potential impacts to agriculture or forest resources.
- Air Quality. The EIR will evaluate the potential for project construction and the occupancy/use of the replacement terminal and associated facilities to cause air quality impacts in accordance with the guidance provided by the South Coast Air Quality Management District (SCAQMD).
- Biological Resources. The EIR will address the potential for impacts on biological resources.
- Cultural (Historic) Resources. The EIR will evaluate the possible impact of demolishing the existing passenger terminal as well as the potential removal of hangars in the Southwest Quadrant. In addition, the EIR will address the potential for cultural impacts related to archaeological, paleontological, human remains, and tribal-related cultural resources.
- Geology and Soils. The EIR will address the potential for impacts related to seismicity as well as geologic and soils conditions at the two properties on which the replacement terminal might be constructed.
- Greenhouse Gas Emissions. The EIR will evaluate the potential for project construction and the occupancy/use of the replacement terminal and associated facilities to result in greenhouse gas emission impacts in accordance with the guidance provided by the South Coast Air Quality Management District (SCAQMD). The EIR also will assess project consistency with the city of Burbank's adopted Greenhouse Gas Reduction Program.

- Hazards and Hazardous Materials. The EIR will address the potential for hazardous materials to be present at the Airport and evaluate possible hazards within existing and planned land uses, including any airport operation hazards to surrounding land uses.
- Hydrology and Water Quality. The EIR will evaluate any changes in drainage patterns, including issues associated with flooding, groundwater, and water quality resulting from the proposed project.
- Land Use and Planning. The EIR will evaluate the project consistency with the Burbank 2035 General Plan and other applicable local, regional, state, and federal land use plans, policies and regulations.
- Mineral Resources. The EIR will address the potential for impacts related to mineral resources.
- Noise. The EIR will assess potential noise impacts resulting from the construction and occupancy/use of the replacement terminal and associated facilities and the compatibility of these facilities with aviation noise from airport operations. Noise impacts related to potential changes in aircraft operations also will also be evaluated.
- Population and Housing. The EIR will evaluate the potential impact of the proposed project on population and housing in the Airport vicinity.
- Public Services. The EIR will evaluate the potential impact of the proposed project on public facilities, such as police services, fire services, schools, and other public facilities.
- Recreation. The EIR will evaluate the potential impact of the proposed project on parks and other open space in the Airport vicinity.
- Transportation and Traffic. The EIR will evaluate the potential for transportation and traffic impacts on local streets, state transportation facilities and transit services in the Airport vicinity. In addition, the EIR will address any changes in air traffic patterns that could occur as a result of the proposed project.
- Utilities and Service Systems. The EIR will evaluate the potential impact of the proposed project on the City’s water supply and water delivery facilities, storm and wastewater collection and treatment facilities, and other utility services including electricity and natural gas facilities, and solid waste collection and disposal facilities.

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Bob Hope Airport Replacement Terminal

Lead Agency: Burbank-Glendale-Pasadena Airport Authority — Contact Person: Mark Hardyment
Mailing Address: 2627 North Hollywood Way — Phone: 818.840.8840
City: Burbank — Zip: 91505 — County: Los Angeles

Project Location: County: Los Angeles — City/Nearest Community: Burbank
Cross Streets: Hollywood Way and Thornton Avenue — Zip Code: 91505
Longitude/Latitude (degrees, minutes and seconds): 34 ° 11 ′ 48 ″ N / 118 ° 21 ′ 13 ″ W Total Acres: Approx 50
Assessor's Parcel No.: ______ Section: 4 and 5 Twp.: 1 and 2 N Range: 14 W Base: ______
Within 2 Miles: State Hwy #: I-5, SR 170, SR 134 — Waterways: ______
Airports: Bob Hope Airport — Railways: Union Pacific/MetroLink — Schools: BUSD, LAUSD

Document Type:

CEQA: ☒ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ______ Other: ______

NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI

Other: ☐ Joint Document ☐ Final Document ☐ Other: ______

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☒ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other: ______

Development Type:

☐ Residential: Units ______ Acres ______
☐ Office: Sq.ft. ______ Acres ______ Employees ______
☐ Commercial: Sq.ft. ______ Acres ______ Employees ______
☐ Industrial: Sq.ft. ______ Acres ______ Employees ______
☐ Educational: ______
☐ Recreational: ______
☐ Water Facilities: Type ______ MGD ______
☒ Transportation: Type Replacement Passenger Terminal
☐ Mining: Mineral ______
☐ Power: Type ______ MW ______
☐ Waste Treatment: Type ______ MGD ______
☐ Hazardous Waste: Type ______
☐ Other: ______

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☒ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☒ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☒ Flood Plain/Flooding
☒ Forest Land/Fire Hazard
☒ Geologic/Seismic
☐ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities
☒ Recreation/Parks
☒ Schools/Universities
☐ Septic Systems
☒ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☒ Vegetation
☒ Water Quality
☒ Water Supply/Groundwater
☒ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☐ Other: ______

Present Land Use/Zoning/General Plan Designation:
Bob Hope Airport / Airport / Airport

Project Description: *(please use a separate page if necessary)*
The Burbank-Glendale-Pasadena Airport Authority (Authority) is proposing to build a 14-gate replacement passenger terminal and related facilities at Bob Hope Airport (Airport) on one of two Authority-owned properties.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

- S Air Resources Board
- ___ Boating & Waterways, Department of
- ___ California Emergency Management Agency
- ___ California Highway Patrol
- S Caltrans District #7
- S Caltrans Division of Aeronautics
- S Caltrans Planning
- ___ Central Valley Flood Protection Board
- ___ Coachella Valley Mtns. Conservancy
- ___ Coastal Commission
- ___ Colorado River Board
- S Conservation, Department of
- ___ Corrections, Department of
- ___ Delta Protection Commission
- ___ Education, Department of
- ___ Energy Commission
- S Fish & Game Region #5
- ___ Food & Agriculture, Department of
- ___ Forestry and Fire Protection, Department of
- ___ General Services, Department of
- ___ Health Services, Department of
- ___ Housing & Community Development
- S Native American Heritage Commission
- S Office of Historic Preservation
- ___ Office of Public School Construction
- ___ Parks & Recreation, Department of
- ___ Pesticide Regulation, Department of
- S Public Utilities Commission
- S Regional WQCB #4
- S Resources Agency
- ___ Resources Recycling and Recovery, Department of
- ___ S.F. Bay Conservation & Development Comm.
- ___ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
- ___ San Joaquin River Conservancy
- ___ Santa Monica Mtns. Conservancy
- ___ State Lands Commission
- ___ SWRCB: Clean Water Grants
- S SWRCB: Water Quality
- ___ SWRCB: Water Rights
- ___ Tahoe Regional Planning Agency
- ___ Toxic Substances Control, Department of
- S Water Resources, Department of
- S Other: FAA, LA County ALUC
- S Other: SCAG, SCAQMD, Burbank USD

Local Public Review Period (to be filled in by lead agency)

Starting Date 23 December 2015 Ending Date 31 January 2016

Lead Agency (Complete if applicable):

Consulting Firm: RS&H
Address: 369 Pine Street, Suite 610
City/State/Zip: San Francisco CA 94104
Contact: Dave Full
Phone: 415.986.1702

Applicant:
Address:
City/State/Zip:
Phone:

Signature of Lead Agency Representative: ______ **Date:** 22Dec15

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

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APPENDIX B
SCOPING REPORT

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The Burbank-Glendale-Pasadena-Airport Authority (Authority) is planning on filing applications with the City of Burbank to construct a new 14-gate replacement passenger terminal building and related improvements at Bob Hope Airport (Airport). The Replacement Terminal Project would construct a 14-gate passenger terminal to replace the existing 14-gate terminal that does not meet FAA airport design standards. Additionally, portions of the terminal are over 85 years old and do not meet current seismic design standards. The replacement terminal would be developed to meet modern terminal design standards including security screening facilities that comply with Transportation Security Administration standards and enhanced passenger amenities.

1. NOTICE OF PREPARATION

The Authority, as Lead Agency in accordance with the California Environmental Quality Act (CEQA), prepared a Notice of Preparation (NOP) for the replacement terminal project, which was published on December 22, 2015. The NOP indicated that an Environmental Impact Report (EIR) would be prepared and was sent to a variety of interested agencies, organizations, and individuals. Interested agencies, organizations, and individuals were invited to provide comments on the NOP. The Authority received comments on the NOP for a period of 40 days (from December 22, 2015 to January 31, 2016).

2. SCOPING MEETINGS

The Authority held a public pre-scoping informational workshop on November 19, 2015 and a public scoping workshop on December 10, 2015. The Authority also held a government agency scoping workshop on December 10, 2015. All of these workshops provided information regarding the replacement terminal project and the EIR. Comments from all of these workshops were accepted as part of the Authority's review process. Copies of the sign-in sheets for all three workshops are contained within **Attachment A**.

2.1 Scoping Comments

At the workshops, comments were accepted in written format, either via handwritten comments or through the project website, as well as the opportunity to provide oral comments to a stenographer.

2.11 Written Scoping Comments

Written comments were received from November 19, 2015 through January 31, 2015. Written comments were received either at one of the public workshops or scoping workshop, through the project website that was activated on December 1, 2015, or mailed directly to the Authority. Copies of written scoping comments are contained within **Attachment B**.

The written scoping comments have been bracketed to show each individual comment and labeled with a comment label, which includes the commenter name and number of comment. For example, Jon Smith made one comment; therefore his comment label would read "Smith1." Copies of the responses to written scoping comments are also contained within **Attachment B.**

2.12 Oral Comments

During the public pre-scoping informational workshop (November 19, 2015), seven comments were recorded to the stenographer. One oral comment was recorded during the government agency scoping workshop. Five comments were recorded to the stenographer during the public scoping workshop (December 10, 2015). Transcripts from the workshops are contained in **Attachment C**.

The oral scoping comments have been bracketed to show each individual comment and labeled with a comment label, which includes the commenter name and number of comment. For example, Jon Smith made one comment; therefore his comment label would read "Smith1." Copies of the responses to written scoping comments are also contained within **Attachment C.**

3. SCOPING COMMENTER SUMMARY TABLES

Table B-1 presents a list of agencies, organizations, and individuals that submitted written comments. Commenter's are divided by either agency, organization, or individual. A column is provided to indicate the date of the written comment. **Table B-2** presents a list of individuals that submitted an oral comment to the stenographer at either the public workshop or the public scoping workshop. A column is provided to indicate the date of the oral comment.

Table B-1

LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS THAT SUBMITTED WRITTEN COMMENTS

PUBLIC AGENCY / ORGANIZATIONS		***DATE***
Mr. Ferguson	Ferguson School Board	November 19, 2015
Jillian Wong	South Coast Air Quality Management District	January 12, 2016
Dianna Watson	California Department of Transportation	January 21, 2016
Mark Scott	City of Burbank	January 27, 2016
COMMUNITY / SPECIAL INTEREST GROUPS		***DATE***
John Mazur	Burbank Arts for All/Leadership Burbank	November 19, 2015
Marc Greenfield	IBEW Local 11	December 10, 2015
Michael Alti for Community Legal Advisors Inc.	Burbank Airport Commerce Center Owners Association	January 28, 2016
Steve Hubbell	BUR Airline Airport Affairs Committee	January 29, 2016
INDIVIDUALS		***DATE***
Lisa Robertiello		November 19, 2015
Lisa Patrick Mudd		November 19, 2015
Alan McKay		November 19, 2015

Table B-1

LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS THAT SUBMITTED WRITTEN COMMENTS (cont.)

INDIVIDUALS	***DATE***
Steve Miller	November 19, 2015
Roy Wiegand (Comment 1)	November 19, 2015
Elsa Hurtado	November 19, 2015
Sharon Springer	November 19, 2015
Debra Delmar (Comment 1)	November 19, 2015
Cindy Bloom	November 19, 2015
Dave DePinto (Comments 1–3)	November 19, 2015
Lorie Tallarico	December 2, 2015
Victor Gill	December 3, 2015
Luis Rodriguez	December 6, 2015
Barbara Stoliker	December 7, 2015
T T	December 7, 2015
Anonymous A	December 7, 2015
Dave DePinto (Comments 4–12)	December 10, 2015
Steven Moss	December 10, 2015
Fulton Hedry	December 10, 2015
Anonymous B	December 10, 2015
Adam Rowe	December 15, 2015
S. Green	December 16, 2015
Jeff Traintime	December 17, 2015
Lew Bumacord	December 22, 2015
Julie Hill	December 27, 2015
Mary Burkin	December 28, 2015
L Kosdon	January 4, 2016
Jennifer Herrera	January 6, 2016
Dave Berger	January 12, 2016
Stacey Doeppel	January 13, 2016
Terry Walker	January 13, 2016
Bonnie Bryson	January 13, 2016
Jinnie Rosales	January 13, 2016
Elizabeth McKennon	January 13, 2016
Jimmy Carroll	January 13, 2016

Table B-1

LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS THAT SUBMITTED WRITTEN COMMENTS (cont.)

INDIVIDUALS	***DATE***
Kenneth Jansen	January 13, 2016
Jessica Potter	January 13, 2016
Conrad Padilla	January 17, 2016
Ed K	January 18, 2016
Raymond Rodriguez	January 18, 2016
David Orr	January 24, 2016
Dale Berman	January 26, 2016
Peter Berg	January 26, 2016
Terry Bruse	January 27, 2016
Edward Hawke	January 30, 2016

Source: RS&H, 2016.

TABLE B-2

LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS THAT SUBMITTED ORAL COMMENTS

PUBLIC AGENCY / ORGANIZATIONS		***DATE***
Mr. Hall	Southern California Association of Governments and the Aviation Program	December 10, 2015
INDIVIDUALS		***DATE***
Roy Wiegand (Comments 2–3)		November 19, 2015
Debra Delmar (Comment 2)		November 19, 2015
Sunny Singer		November 19, 2015
Debra Delmar (Comment 3)		November 19, 2015
Michael Moynahan		November 19, 2015
Rachel		November 19, 2015
Jonathan Orr		November 19, 2015
Unidentified Woman		December 10, 2015
Kevin Harrop		December 10, 2015
Benno Ludwig		December 10, 2015
Unidentified Man		December 10, 2015
Roger Roddy		December 10, 2015

Source: RS&H, 2016.

ATTACHMENT A: SIGN-IN SHEETS FROM PUBLIC AND AGENCY WORKSHOPS

SIGN-IN SHEET FROM NOVEMBER 19, 2015 PUBLIC PRE-SCOPING INFORMATIONAL WORKSHOP

FIRST NAME	***LAST NAME***	***CITY***	***STATE***	***ZIP***
Allen	Masgnone	Burbank	CA	91505
Steve	Miller	Burbank	CA	91504
Debra	Delmar	Burbank	CA	91504
Kenneth	Cressy	Glendale	CA	91202
Mary	Ohare	Burbank	CA	91505
Thanh	Tran	Pasadena	CA	91101
John	Mazur	La Canada Flintridge	CA	91011
Lisa	Patrick-Mudd	Burbank	CA	91505
George	Ortega			
Chad	Garline	Los Angeles	CA	90012
Debbie	Kukta	Burbank	CA	91504
Jim	O'neil	Burbank	CA	91502
Yolie	Franco	Burbank	CA	91505
Sunny	Singer	Burbank	CA	91506
Cathy	Bruse	Burbank	CA	91505
Gail	Nicol	Burbank	CA	91505
Terry	Bruce		CA	91505
Roy	Wiegand	Burbank	CA	91505
Amy	Albno	Burbank	CA	91502
Mary	Riley	Burbank	CA	91510
Elsa	Hurtado			
Emma	Perez	Sun Valley	CA	91352
Justin	Hess			
Joe	Mcdougall	Burbank	CA	91502
Brian	Foote	Burbank	CA	91502
Rachel	Diana	Burbank	CA	91505
Jon	Orr			
Chris	Williams	Los Angeles	CA	91405

SIGN-IN SHEET FROM NOVEMBER 19, 2015 PUBLIC PRE-SCOPING INFORMATIONAL WORKSHOP (cont.)

Sharon	Springer	Burbank	CA	91501
Sue	Cleereman			
Judy	Johnson	Burbank	CA	91505
Michael	Moynahan			
Jeff	Sedlak			
Alex	Davis	Van Nuys	CA	91406
Cindy	Bloom	Shadow Hills	CA	91040
Dave	DePinto			
Alan	McKay	Burbank	CA	91505
Brian	Bartholmew	Los Angeles	CA	90045

Source: RS&H, 2016.

SIGN-IN SHEET FROM DECEMBER 10, 2015 PUBLIC SCOPING WORKSHOP

FIRST NAME	***LAST NAME***	***CITY***	***STATE***	***ZIP***
Kenneth	Cressy	Glendale	CA	91202
Hail	Nicol	Burbank	CA	91505
David	Depinto	Shadow Hills	CA	91040
Alan	McKay	Burbank	CA	91505
Kevin	Harrop			
Fulton	Henry	Los Angeles	CA	
Sean	Hackett	Pasadena	CA	
Paul	Kim	Pasadena	CA	91104
Jamison	Ng			
Carol	Barrett			
Chris	Williams			
Patrick	Prescott			
Brian	Foote			
Marc	Greenfield			
Benno	Ludwig			
Cathy	Bruce			
Bruse	Terry			
Mike	Elman	Burbank	CA	91505
Roger	Roddy		CA	91505
Lisa	Patrick Mudd			
Steven	Moss		CA	91504
Karo	Torossian			
Bill	Wright			

SIGN-IN SHEET FROM DECEMBER 10, 2015 AGENCY SCOPING WORKSHOP

FIRST NAME	***LAST NAME***	***EMPLOYER***	***TITLE***	***CITY***	***STATE***	***ZIP***
Mary	Riley	City of Burbank	Sr. Assistant Sr. Attorney	Burbank	CA	91510
Joe	McDougall	City of Burbank	Sr. Assistant Sr. Attorney	Burbank	CA	91502
Jeff	Sedlak	Jacobs	Southern California Director of Aviation			
Johnny	Tester					
Francisca	Mok					
Ryan	Hall	Southern California Association of Governments	Regional Aviation Planning Specialist	Los Angeles	CA	90017
David	Kriske	City of Burbank				

Source: RS&H, 2016.

ATTACHMENT B: WRITTEN SCOPING COMMENTS AND RESPONSES TO WRITTEN SCOPING COMMENTS

Public Scoping Comment

Ferguson School Board Meeting, 11/19/15

"And really because I know we do not want to wade into this pool, but I think we do need to be aware because there are regional situations, or regional decisions that are being made that certainly will have an impact and I think that we need to be mindful of this. I know on Tuesday night, the Burbank City Council adopted a loose framework discussing the relocation of the terminal at the Bob Hope Airport. As they are moving forward there are some items in there, not to say that I support or oppose this as a board member, but this is something for us to be mindful of. The current terminal is 165,000 square feet. The terminal is looking to be relocated and additional square footage is being granted, although gates for now are not being extended. The current terminal is 165,000 square feet, under the loose framework the new terminal could be as large as 355,000 square feet. So whether or not that means anything beyond the fact that it will have a greater capacity to hold human beings, which means ultimately between that and the sale of the B6 property, we are going to have a lot more traffic along Hollywood Way. With four different school sites along Hollywood Way and four different school sites with school boundaries that have students crossing that street, we, I believe, need to as a board we need to have that conversation with the Council about upcoming traffic mitigation measures to look out for the best interest of our kids as they are crossing the street. Whether that be a long term discussion about grade separated crossings, or whatever that might be, that is a conversation we are going to need to have. Between those two possible developments and now I've also learned the Metropolitan Transportation Authority is talking about the issuance of another measure Art Bond, which would bring light rail services and other light rail projects like that into the Burbank region, plus high-speed rail. We are a developing community, there is no doubt about that, but we do need to make sure we are looking at the safety component of that and just wanted to bring that to the board's attention and ask staff that we remain a part of that conversation as things move forward."

Ferguson1

Ferguson2

- Mr. Ferguson

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

January 12, 2016

Mark Hardyment, Director, Government & Environmental Affairs
Burbank-Glendale-Pasadena Airport Authority
2627 North Hollywood Way
Burbank, CA 91505

Notice of Preparation of a CEQA Document for the
Bob Hope Airport Replacement Terminal Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the CEQA document upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

SCAQMD1

SCAQMD2

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

SCAQMD3

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

SCAQMD4

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or

SCAQMD5

performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

SCAQMD6

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

SCAQMD7

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies.
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf?sfvrsn=4.

SCAQMD8

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (http://www.aqmd.gov).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at Jwong1@aqmd.gov or call me at (909) 396-3176.

Sincerely,

Jillian Wong

Jillian Wong, Ph.D.
Program Supervisor
Planning, Rule Development & Area Sources

LAC151229-02
Control Number

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

Serious drought.
Help save water!

January 21, 2016

Mr. Mark Hardyment
Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, CA 91505

RE: Bob Hope Airport Replacement Terminal
Vic. LA-05/PM 31.226; LA-170/PM R17.21
IGR/CEQA No. 160103AL-NOP
SCH # 2015121095

Dear Mr. Hardyment:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed new 14-gate replacement passenger terminal building will replace the existing 14-gate 232,000-quare-foot passenger terminal, which has portions that are over 85 years old and does not meet current seismic design or FAA airport design standards.

To assist in evaluating the impacts of this project on State transportation facilities, a traffic study should be prepared prior to preparing the Draft Environmental Impact Report (DEIR). Please refer the project's traffic consultant to Caltrans' traffic study guide Website:

http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf

Listed below are some elements of what is generally expected in the traffic study:

Caltrans1

1. Presentations of assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignment of trips to Interstate 5 (I-5) and all off ramps in the project vicinity, including I-5 NB/SB off-ramp (exit 149) to north Hollywood Way, I-5 NB/SB off-ramp to north San Fernando Blvd., SR-170 NB/SB off-ramp (exit 9) to Sherman Way, SR-170 NB/SB off-ramp (exit 8B) to Victory Blvd., and SR-170 NB/SB off-ramp to Oxnard St. (exit 8A). The traffic consultant should work with Caltrans confirm the final off-ramp study locations prior to the preparation of the traffic study. The traffic study should also analyze the storage for left-turn pocket to on-ramps when applicable.

   An off-ramp queuing analysis utilizing the Highway Capacity Manual (HCM) queuing analysis methodology should be conducted. The capacity of the off-ramp should be calculated by the actual length of the off-ramp between the terminuses to the gore point (see Highway Design Manual - Figure 504.2A Single Lane Freeway Entrance). The queue length should be calculated from the traffic counts and the percent of truck assignments (data from Caltrans) to the ramp with a passenger car equivalent factor of 3.0 (worst case scenario). The analyzed result may need to be calibrated with actual signal timing.

Caltrans2

2. Project travel modeling should be consistent with other regional and local modeling forecasts and travel data. Caltrans uses the indices to verify the results and any differences or inconsistencies must be thoroughly explained. Please submit modeling assumptions for Caltrans review and comment.

Caltrans3

3. Trip generation rates for the project should be based on the nationally recognized recommendations contained in "Trip Generation" manual, 9th edition, published by the Institute of Transportation Engineers (ITE).

Caltrans4

4. Analysis of ADT, AM and PM peak-hour volumes for both the existing and future conditions in the affected area with and without project. Future conditions should include build-out of all projects and any plan-horizon years.

Caltrans5

5. Include all appropriate traffic volumes. The analysis should include existing traffic, traffic generated by the project, cumulative traffic generated from all specific approved developments in the area, and traffic growth other than from the project and developments.

Caltrans6

6. A discussion of mitigation measures appropriate to alleviate anticipated traffic impacts should also be included. Any mitigation involving transit or Transportation Demand Management (TDM) should be justified and the results conservatively estimated.

Caltrans7

7. A fair share contribution toward pre-established or future improvements on the State Highway System is considered acceptable mitigation. (Please see Appendix "B" of the Guide for more information).

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 160103AL.

Sincerely,

Dianna Watson

DIANNA WATSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

CITY OF BURBANK
OFFICE OF THE CITY COUNCIL

January 27, 2016

Mark Hardyment
Director, Government and Environmental Affairs
Burbank-Glendale-Pasadena Airport Authority
2627 North Hollywood Way
Burbank, CA 91505

RE: CITY OF BURBANK COMMENTS ON NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR A PROPOSED 14 GATE REPLACEMENT TERMINAL AT THE BURBANK BOB HOPE AIRPORT AUTHORITY.

Dear Mr. Hardyment:

The City of Burbank has reviewed the Notice of Preparation for the Proposed Replacement Terminal at the Burbank Bob Hope Airport. The following is a list of the City's comments on the scope of the environmental analysis.

Project Description

City1

1. The project description should be sufficiently detailed to provide the specific amount of floor area that would be allotted to each proposed use, including any retail or restaurant space.

City2

2. Provide a *specific* definition for an "Airport Terminal gate"

City3

3. All maps should be consistent and should show not only the terminal but the cargo facility, General Aviation (GA) facilities (if relocated), Authority offices, what buildings will be demolished, and what parking lots will be closed.

City4

4. Provide a full and detailed description of the proposed changes to the JPA as described on pages 9 and11 needs to be provided in the form of a new draft document. The "Conceptual Term Sheet" is insufficiently detailed or specific for this purpose.

275 E. Olive Avenue · P.O. Box 6459 · Burbank, California 91510-6459 · (818) 238-5751 · FAX (818) 238-5757

City as Responsible Agency

City5

5. The Authority should identify City as a responsible agency for all three options given the fact that Authority is proposing Parcel C-1 for the relocation of air cargo airlines (FedEx and UPS) in the "Southwest Quadrant Same-Size Terminal Option." City asserts that Parcel C-1 is subject to Public Utilities Code Section 21661.6.

Traffic and Transportation

City6

6. The Authority should identify possible Authority administrative office locations in the smaller southwest quadrant terminal option and should identify and include trips between possible off-site administrative options and the main terminal as part of the traffic analysis.

City7

7. The Authority should clarify the location of general aviation and freight facilities (Fedex, UPS) under all terminal alternatives including square footage, and include adequate assumptions for ground traffic shifts to these locations.

City8

8. The City is requesting the traffic study include additional study intersections along Hollywood Way, Empire Avenue, and at ramp intersections with Interstate 5 and Hollywood Way, Buena Vista Street, and Empire Avenue.

City9

9. The City requests the Authority account for the future Empire Interchange and improvements currently being made to Interstate 5 in the analysis of traffic shifts caused by relocated terminal options.

City10

10. The intersection Level of Service (LOS) methodology used in the traffic study should be the same methodology used for other development projects in the City to ensure consistency with prior studies.

City11

11. The Authority should utilize either 1) the City's travel demand model or 2) the airport passenger survey data collected as part of the LinkBurbank study to help distribute and assign vehicle trips on roadways around the airport. Either the model or survey data includes information on airport passenger trip origins that will help accurately estimate the roadways airport travelers will use to access the airport.

City12

12. The Authority should clarify the expected year of project opening for each terminal alternative, and should include traffic from cumulative projects, ambient growth, and a share of traffic growth attributable to expected increases in air traffic between the current year and the opening of the new terminal.

City13

13. The Authority should update previous peak hour trip generation rates established for the airport (usually expressed as number of peak-hour trips generated per million annual passengers) to establish trip generation for the airport. This generation rate is needed to estimate future traffic caused by increases in air travel expected between today and the future terminal completion.

City14

14. The traffic study should include reasonable assumptions for new development on the former B-6 site that was recently sold for private development and include traffic from this development as a cumulative project.

City15

15. The traffic study should ascertain any trip reduction benefit achieved by improving direct connectivity between a terminal built on the northwest quadrant and a future private development on the B-6 property.

City16

16. If a new airport access point for a terminal at the northeast quadrant is proposed to connect to Cohasset Street, then the traffic study should study the intersection of Cohassett / San Fernando and should study the ability for Cohasset (a local street) to carry future airport terminal traffic as well as potential impacts on Lockheed Drive.

City17

17. The terminal alternatives located on the southwest quadrant assume a very circuitous roadway system to carry terminal traffic between Hollywood Way / Empire Avenue and the relocated terminal. These alternatives should include more reasonable direct connections between these streets and the proposed terminal.

City18

18. The terminal alternatives located on the southwest quadrant are within close proximity to the existing rail grade crossing at Clybourn Avenue / Empire Avenue / Vanowen Street. The traffic study should include an analysis of how future traffic shifts may be directed over this grade crossing, and should consider impacts to a contemplated grade separation of this crossing.

City19 19. The traffic study should identify impacts to transit connectivity between the Airport RITC and all terminal alternative locations. It should also identify possible increased vehicle trips by airport rental car shuttle vehicles between all terminal alternatives and the Consolidated Rental Car facility at the RITC. Currently all trips between the terminal and the RITC are contained within the internal airport roadway system.

City20 20. List specific roadways and specific intersections to be studied to ensure sufficient capacity for the anticipated uses.

City21 21. A study of the internal vehicle circulation system to insure minimal impact of the adjacent and surrounding roadway systems.

City22 22. A detailed site plan needs to be provided for each alternative so that a licensed traffic engineer can determine the adequacy of the proposed internal circulation.

City23 23. The Transportation and Traffic study identified on page 13 of the NOP needs to incorporate a list of intersections that could be impacted by the proposed project that the City Traffic Engineer will provide.

City24 24. EIR should discuss impact of parking required to support HSR exclusive of airport parking.

City25 25. In looking at future traffic generated by additional passengers, the airport should consider the increase in passenger seats as planes have added seats to their existing 737's or others in their fleets.

City26 26. If increased passenger activity is projected to be induced by the new terminal or merely to occur independently of the new terminal, the EIR should discuss the amount of increased passenger traffic under each scenario.

City27 27. The SW quadrant seemed to propose the circuitous route to the terminal that goes behind the take-off runway the airport should study added risks to the public. This circulation study must address emergency vehicle access.

City28 28. What will the path of travel be from the terminal property to the RITC? The airport should study an above grade route (ie. down Hollywood Way) as well as a tunnel underneath the landing runway.

City29 29. Traffic study should account for traffic patterns assuming a road is constructed through the Trust Property connecting to an Airport loop road on the Adjacent Property/terminal site.

Land Use

City30

30. Parking needs to be added to the list of potential impacts that need to be analyzed on pages 12 and 13 of the NOP. ***The parking study will need to be prepared by a licensed parking consultant*** to determine the number of parking spaces that will be required for the proposed replacement terminal. If the project description does not preclude the future re-development of the existing terminal site then the potential parking demands for such redevelopment also needs to be included. The parking study needs to address the number of **on-site** parking spaces required for:

- Airline passengers (short term and long term)
- Airport employees
- Non-Airport employees working at the Airport
- TSA employees,
- All tenant floor area in the replacement terminal allocated to commercial retail sales and services, and any other concessions.
- Public buses
- Shuttle buses
- The future re-use of the existing terminal site allowed by the current zoning.

City31

31. On page 3 of the NOP under Replacement Terminal there is mention of development on the second floor of the 355,000 square foot Operational Sized Option that would include "space for tenants", the TSA, airport management staff, and concessions. The total floor space on the second floor that is to be allocated to these uses needs to be identified, so that the parking demand for *each of* these uses can be accurately incorporated into a parking study to confirm the total number of parking spaces required for the proposed project, and the adequacy of the proposed 6,637 passenger parking spaces identified on page 9.

City32

32. A detailed study of the parking required for *each of* the proposed uses. If credit is proposed for off-site parking then a detailed shuttle service plan should be submitted.

City33

33. The development ***potential*** of the existing terminal site and all other areas where existing facilities are to be demolished as described on the top of page 9 allowed under the current zoning needs to be identified so that parking demand for ***the most intense uses*** can be identified and incorporated into a parking study to determine the actual number of additional parking spaces that would need to be provided.

City34

34. A study of the airline passenger potential for the three replacement terminal proposals needs to be prepared so that the parking requirements ***for worse case situation*** can be identified and incorporated into a parking study.

City35

35. Include an analysis of whether non-Authority parking is anticipated to be developed as a result of the ceiling on the number of Authority-controlled parking spaces

Noise

City36

36. Clarify the noise rules that are in effect at the Airport including the voluntary curfew when establishing the baseline.

City37

37. The Noise Study should be updated to insure any changes to number of take-offs and landings, or the patterns of take-offs and landing are acknowledged, and the impact of any changes on surrounding uses are identified and mitigation measures proposed.

City38

38. EIR should assess construction impacts for all three options: length of time, phases, haul routes, soil remediation etc., and develop a detailed plan to manage the traffic, noise dust along Hollywood Way and in the neighborhoods.

City39

39. Clearly present and describe which Noise Exposure Map(s) (NEM[s]) and Noise Compatibility Program(s) (NCP[s]) have been FAA approved, FAA grant funded and are currently being utilized by the Airport Authority for implementation of the Airport Residential Acoustical Treatment Program (ARATP) and when were they last approved by the FAA.

City40

40. Clearly identify which areas of Airport surrounding cities are currently identified as being incompatible land uses being impacted by noise levels exceeding 65 decibels CNEL.

Utilities

City41

41. A study of the sanitary sewer system directly adjacent to the project site to insure there is sufficient capacity at the site, and down-stream to handle the anticipated outflow from the project site based on the floor area assigned to each of the proposed uses.

City42

42. A study of the municipal water system adjacent to the project site to insure there is sufficient water available for the proposed uses.

City43

43. A complete analysis of water consumption is needed to determine what impacts any new terminal will have on future projected water supplies.

Cumulative Projects

City45

45. The airport needs to account for any and all HSR locations on the Trust Property or nearby properties whether above or below ground. It is a very complex linkage and would benefit from forward thinking through the CEQA process.

Alternatives

City46

46. The EIR should study a reasonable range alternatives to the three project options, including the following:

    - No Project – no change in existing condition
    - Adjacent Property Same-Size Terminal (232,000 SF), all operations onsite, no movement of GA, FEDEX or UPS
    - Adjacent Property Same-Size Terminal (232,000 SF) with admin offices in specified offsite locations, no movement of GA, FEDEX or UPS
    - Southwest Quadrant Same-Size with all operations onsite (as in existing condition), full description of where GA, FedEx and UPS are to be relocated
    - Southwest Quadrant Sane-Size but all GA, FedEx and UPS are no longer part of the Airport.

City47

47. The alternatives to the three project options should also incorporate an analysis of alternative configurations to the existing general aviation development, including:

    - Existing GA, FedEx and UPS configuration.
    - Moving all GA, FEDEX and UPS operations to Adjacent Property.
    - Splitting GA, FedEx and UPS between the Adjacent Property and C-1

The City thanks the Authority in advance for consideration of these scoping comments. If there are any questions related to the comments in this letter please contact Senior Planner, Brian Foote at bfoote@burbankca.gov or (818) 238-5250.

Sincerely,

Bob Frutos, Mayor

Jess Talamantes, Vice Mayor

Emily Gabel-Luddy, Council Member

Dr. David Gordon, Council Member

Will Rogers, Council Member

Encl: List of Study Intersections

City48

TRAFFIC STUDY INTERSECTIONS

No.	North/South Street	East/West Street
1.	Sunland Boulevard	San Fernando Road
2.	Arvilla Avenue	San Fernando Road
3.	Lockheed Drive	San Fernando Road
4.	San Fernando Boulevard	Cohasset Street
5.	Vineland Avenue	Sherman Way
6.	Clybourne Avenue	Sherman Way
7.	Hollywood Way	Tulare Avenue
8.	Hollywood Way	Winona Avenue
9.	Hollywood Way	Thornton Avenue
10.	Clybourne Avenue	Empire Avenue
11.	Clybourne Avenue	Vanowen Street
12.	Airport	Empire Avenue
13.	Hollywood Way	I-5 Northbound Ramps
14.	Hollywood Way	I-5 Southbound Ramps
15.	Ontario Street	Winona Avenue
16.	San Fernando Boulevard / Naomi Street	Winona Avenue
17.	I-5 Southbound Ramps	San Fernando Boulevard
18.	Buena Vista Street	I-5 Northbound Ramps
19.	Buena Vista Street	Winona Avenue
20.	Buena Vista Street	San Fernando Boulevard
21.	Hollywood Way (including ramp to Empire)	Airport / Avon Avenue
22.	Avon Avenue	Empire Avenue
23.	Hollywood Way	Victory Boulevard
24.	Hollywood Way	Burbank Boulevard
25.	Hollywood Way	Magnolia Boulevard
26.	Hollywood Way Southbound Ramps	San Fernando Boulevard
27.	Hollywood Way Northbound Ramps	San Fernando Boulevard
28.	Hollywood Way	San Fernando Boulevard Ramps
29.	Ontario Street	Thornton Avenue
30.	Ontario Street	Empire Avenue
31.	Buena Vista Street	Empire Avenue
32.	I-5 Southbound Ramps	Empire Avenue
33.	I-5 Northbound Ramps	Empire Avenue

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

Name: JOHN MAZUR	
Organization (if any): BURBANK ARTS FOR ALL / LEADERSHIP BURBANK	
Address: 1058 INVERNESS DRIVE LA CANADA, CA. 91011	
Phone Number: 323 270-4081	Email Address: johncmazur@gmail.com

Comments: BOTH PASADENA AND GLENDALE HAVE VENUES FOR THE PERFORMING ARTS AND OTHER SIMILAR EVENTS (LARGE GRADUATIONS, LECTURES, ETC.) BURBANK HAS NONE. IT SEEMS OBVIOUS THAT ~~THE~~ PART OF THE 50+ ACRE ADDITIONAL AVAILABLE LEASED SPACE SHOULD BE DEVOTED TO SUCH A FACILITY FOR THE CITY. HOW CAN THIS SPECIAL NEED AND OPPORTUNITY BE INITIATED?

Mazur1

THANK YOU!

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

Name: Marc Greenfield

Organization (if any): IBEW local #11

Address: 400 Chastworth Dr. San Fernando

Phone Number: 8183617774

Email Address: greenfield@ibew11.org

Comments: We would like to see a "PLA" Project Labor Agreement on this project. PLAs can include: local hire provisions, no strike or lock-outs, increased opertunitys for high school students to transision to a state approved apprentice ship program. PLA's can also include increased safety language and can establish career paths for low-income, or under ~~a~~ represented residents from the three cities.

Greenfield1

Barrow, Julie

From:	Wufoo <no-reply@wufoo.com>
Sent:	Thursday, January 28, 2016 11:28 AM
To:	Gale, Joseph
Subject:	Bob Hope Airport Replacement Terminal [#41]

Name	Michael Alti
Email	michael@attorneyforhoa.com
Address (optional)	509 N. Coast Highway Oceanside, CA 92054 United States
Attach a File	ltr_to_burbank_airport_re_comments_on_nop_terminal_replacement__12816_f.pdf 78.76 KB · PDF

Mark T. Guithues, Esq.
Edward W. Burns, Esq.
Michael J. Alti, Esq.
Marc W. Thomas, Esq.
www.attorneyforhoa.com

COMMUNITY LEGAL ADVISORS INC.
ASSOCIATION LAW FROM A MANAGER'S PERSPECTIVE

Please Respond To: ***Oceanside Office***

ATTORNEY-CLIENT PRIVILEGED, NOT FOR DISSEMINATION TO THE GENERAL MEMBERSHIP

January 28, 2016

Via Email to: Mhardyment@bur.org

Burbank-Glendale-Pasadena Airport Authority
c/o Mark Hardyment, Director
Government & Environmental Affairs
2627 North Hollywood Way
Burbank, CA 91505

Re: **Burbank Airport Commerce Center Owners Association**
Comments on NOP for the Burbank Airport Terminal Replacement Project
File No. 4324

Dear Mr. Hardyment:

Community Legal Advisors Inc. represents the Burbank Airport Commerce Center Owners Association (the "**Association**"). We appreciate the opportunity to comment on the Notice of Preparation ("**NOP**") of an Environmental Impact Report ("**EIR**") for the Bob Hope Airport Replacement Terminal Project ("**Project**"). To the extent possible based on the limited information contained in the NOP, our concerns about the Project and the scope of the EIR are discussed below.

Description of the Association. The Association is a commercial common interest development comprising property located immediately northeast of Burbank Airport, just east of the existing runway, west of the intersection of Lockheed Drive and Cohasset Drive, and south of San Fernando Road. The Association consists of 20 small and large businesses that contribute significantly to the local economy as well as to economy of California. The Association and these businesses have been located in this part of Burbank for over a decade, and play a vital role in the economy.

Description of the Project. According to the NOP, the Authority is considering three different development options for the Project, including the Authority's preferred option: a 355,000 square-foot replacement terminal constructed on the "B-6 Adjacent Property." The B-6 Adjacent Property is a 49.2 acre portion of the former Lockheed B-6 plant located in the northeast quadrant of the Airport. Based on our review of the Airport Location Map contained at Figure 2 of the NOP, it appears that the B-6 Adjacent Property is located immediately south of the Association.

The NOP also describes numerous other improvements that would be located very near the Association including (1) parking structures rising between 5 and 7 levels, (2) a terminal access road, (3) a central utility plant, (4) a replacement airline cargo building, and (5) a proposed extension of Cohasset Street. As noted above, the Association is located west of the intersection of Lockheed Drive and Cohasset Street. Thus, the extension of Cohasset Street, in

Assoication1

addition to the other proposed structures, will clearly impact the Association and its member businesses.

Association2

Failure to Describe Probable Environmental Effects. Section 15082(a) of the State CEQA Guidelines requires that the NOP provide "sufficient information describing the project and the potential environmental effects to enable the responsible agencies to make a meaningful response. At a minimum, the information shall include: ... probable environmental effects of the project." (emphasis added).

While the cover page to your NOP states that "The ... *probable* environmental effects are described in the attached materials," the NOP does not contain any meaningful description of any *probable* environmental effects. Rather, the section of the NOP entitled "*Probable* Environmental Effects" states that "there is at least the *potential* for impacts under the various environmental topics outlined in CEQA Guidelines Appendix G." The NOP merely recites the list of environmental topics outlined in Appendix G of the CEQA Guidelines. This section contains no detail, description, or information about *probable* impacts for which we can provide any meaningful response.

Regardless, the Association remains concerned about numerous potential or probable impacts from the Project. The EIR must fully address and evaluate impacts from the Project on the Association (and other properties) including, without limitation:

Association3
- Traffic (including construction traffic as well as traffic resulting from the proposed extension of Cohasset Street and the operation of the new terminal and new structures);

Association4
- Noise (both from construction and from the occupancy and use of the replacement terminal and other structures);

Association5
- Short-term and long-term air quality impacts;

Association6
- The presence of hazardous materials as well as airport operation hazards;

Association7
- Land use (including whether the Authority seeks to acquire any property contained within the Association or will otherwise disturb or divide the property in the Association); and

Association8
- Aesthetics.

Association9

Scoping Meeting. Section 15082(c)(1) of the CEQA Guidelines requires that the lead agency conduct at least one scoping meeting for projects of statewide, regional or area wide significance. Clearly, the replacement of the Burbank Airport terminal is of significance to much of the Greater Los Angeles area. However, there is no information in the NOP whether such a scoping meeting has been held or will be held in the near future.

Conclusion. Since the Authority has not described the *probable* environmental effects of the Project as required under CEQA, it is impossible for us to respond in any greater detail at this time. However, the Authority's EIR will need to evaluate any of the Project's potential and probable impacts on the Association as noted above. To the extent that the Project (including the Authority's preferred B-6 Adjacent Property option) impacts the Association, the Association reserves the right to object to any such environmental impacts once such impacts become a bit clearer.

Please keep us on your notification list with respect to the EIR and any upcoming scoping meetings. For notification purposes, my email is michael@attorneyforhoa.com.

Very truly yours,

COMMUNITY LEGAL ADVISORS INC.

Michael

Michael J. Alti, Esq.

cc: Mel Termain

Southwest

January 29, 2016

Mr. Mark Hardyment
Director, Government & Environmental Affairs
Burbank-Glendale-Pasadena Airport Authority
2627 North Hollywood Way, Burbank, CA 91505

SUBJECT: Bob Hope Airport Replacement Terminal Project
Notice of Preparation of a Draft Environmental Impact Report
BUR AAAC Response

Dear Mr. Hardyment,

On behalf of the BUR Airline Airport Affairs Committee[1] (AAAC), comments on the referenced Notice of Preparation are provided for your consideration.

AAAC1

The BUR AAAC supports the development of a 14-gate replacement terminal. The existing terminal buildings have exceeded their useful life and do not provide our customers the level of service typical in modern terminal facilities. The Authority's operationally-sized development options provide the appropriate scope for evaluation through the Environmental Impact Report preparation.

AAAC2

The BUR AAAC supports the Authority preference to build the replacement terminal on the B-6 Adjacent Property. The main advantage of this location is the shorter taxi to the primary departure runway and from the main arrivals runway, which will mean less fuel burn and fewer emissions. The B-6 Adjacent Property is also preferred to minimize impacts on the existing general aviation facilities in the Southwest Quadrant of the airport.

We appreciate the work done by the Authority to date and look forward to continuing to work in partnership throughout all phases of the development process.

Sincerely,

Steve Hubbell
BUR AAAC Chairperson

[1]The BUR AAAC represents the airlines serving the Bob Hope Airport: Alaska Airlines, American Airlines, Delta Air Lines, Federal Express, JetBlue Airways, Southwest Airlines, United Airlines and United Parcel Service.

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE
BUR
TERMINAL

Comment Sheet

Name: Lisa Robertiello

Organization (if any):

Address: 317 S. Orchard Dr. Burbank 91506

Phone Number: 818-840-6858

Email Address:

Robertiello1

Comments: I'd like to see preservation of existing (all or in part) control tower and/or terminal building for historical recognition. Also do not support a change to the current ~~[illegible]~~ airport name.

Robertiello2

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE
BUR
TERMINAL

Comment Sheet

Name: Lisa Patrick Mudd

Organization (if any):

Address: 91505

Phone Number: 323-316-8933

Email Address: lpmudd@gmail.com

Comments: In Scoping process: seek input from LA County

Mudd1

Dept. of Public Health - Environmental ~~Services~~ Health Dept. & South Coast Air Quality Management District RE: EIR

Mudd2

- Explore opportunities for greater environmental protections for residents, i.e. collaborating w/ Congressman Schiff & EPA to implement limitations on carbon pollution from airplanes. How? work w/ community groups, constituents & neighbors.

Mudd3

- Post publicly the amount of, and # of fines or citations issued to various airlines or carriers out of BUR. IE: Southwest received X # of fines in 2014, in total sum of ___ \$. For curfew violations.

(OVER)

Mudd4

- Hold multiple public comment hearings at various times to encourage participation from residents who may work evenings.

Mudd5

- Make sure translators and or translations of public documents are available in at minimum English, Spanish & Armenian, etc.

Mudd6

- Establish community relations representative who is available to take meetings and input & comments from residents.

Mudd7

- Implement a reasonable time frame in which the resident is guaranteed a reply to an inquiry.

Mudd8

- Jobs created by building a new terminal should be available to residents first. Also, should be open to hiring individuals w/ disadvantaged backgrounds.

Please use another sheet if you need more space for your comments.

To submit completed comment sheets, please return to staff member, place in the comment box
Contact us at 818.840.8840 for mailing and email information.

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

Name: ALAN MCKAY	
Organization (if any):	
Address: 1727 EVERGREEN ST	
Phone Number: 818 848-5470	Email Address:

Comments:

McKay1

WE LOVE BURBANK AIRPORT

DON'T CHANGE IT.

Written Comments Received at November 19, 2015 Public Workshop Computer Station

First_Name	Last_Name	Computer #	Commenter #	Comment
Steve	Miller	6	**Miller1**	"Prefered" scheme is the only scheme that appears reasonable from schedule and cost standpoint. Other than shuttles to/from RTIC, I don't see reason for concern over additional street traffic. Unfortunate that RTIC is so far away from either main terminal scheme. From a passenger perspective, would have prefered "jetways" at planes as embarcation during inclement weather is unsafe with stairs. If stairs must be utilized, can you cover them? AND Please don't listen to public comments that are unreasonable and unfounded (they probably are generated from people who don't fly in/out of Burbank anyway).
			Miller2	When designing the terminal, please consider guest comfort in waiting areas, as seating is scarce even in the most updated airports when planes are delayed.
Roy	Wiegand	6	**Wiegand1**	Curious about LEED certifications of the new terminal. Platinum. Soalr panels on there way to the rental car building. Grey water systems. Bicycle lockers out of weather.
Elsa	Hurtado	6	**Hurtado1**	who will be paying for the construction?
			Hurtado2	will this increase flight volumes?
			Hurtado3	will curfew chqnge?
			Hurtado4	where do the curfew fines go?
Sharon	Springer	6	**Springer1**	presentation to sustainable burbank commission. get them involved. Mobility and urban design committee.
			Springer2	Net zero traffic impact. people dont want anymore traffic. no parking structure. thing of the past. ran for city council. impact net zero would mean. it means you dont drive anymore.
Debra	Delmar	6	**Delmar1**	make the teal area two stories so we can have a jetway. get rid of the ramp from the plane to have a jetway to the terminal. modernize for weather.
Cindy	Bloom	6	**Bloom1**	Map of all flight paths, not just airline specific. ex. flights from burabk fly over our area.
			Bloom2	concerned with airplanes dumping fuel. impact on the region not just burbank
Dave	DePinto	6	**Depinto1**	I like the airport terminal project for safety reasons and to modernize the facility. Burbank is my first choice to fly in and out of. I live in a neighboring community and one of my primary concerns are if there will be any changes in flight patterns, noise and visibility due to the change or over time.
			Depinto2	My other primary concern relates to high speed rail. Right now there are several proposals for high speed rail to go from Burbank to Palmdale. Two are primarily tunneled. Two have very damaging above ground features. One of the tunneled and one of the above ground routes go either under or literally through the communities of Shadow Hills and Lake View Terrace. First, I think the City must be very clear to the public that the addition of high speed rail to the airport complex constitutes an expansion of the airport property and use in that about 10,000 more people would use high speed rail per day at full buildout, thus, adding a large amount of vehicular traffic to Burbank surface streets, nearby freeways and nearby communities and connector roads like Sunland Boulevard which bisects our community of Shadow Hills. In addition, I think the City of Burbank has a responsibility to be very familiar with the proposed high speed routes so that neither of the above ground routes are selected, and that only routes that are tunneled near populated areas or highly sensitive areas. To that end, as the president of the Shadow Hills Property Owners Association, I want to invite the appropriate Authority staff and consultants to take a site tour with me and my colleagues to see the different routes that might terminate at the airport. We think it's important for you to see the potential impacts the different routes would take. We feel this is relevant to the airport terminal EIR as it represents a significant future neighboring use and that traffic impacts, noise impacts, etc. during both construction operations should be considered. We'd encourage the study of the preferred alternatives to take into account what the best high speed rail station alternative would be for both Burbank and neighboring communities. Please contact me and/or I'll reach out to the Authority to assist. Thanks for the informative meeting tonight and good luck.

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Barrow, Julie

From:	Wufoo <no-reply@wufoo.com>
Sent:	Wednesday, December 02, 2015 12:28 PM
To:	Gale, Joseph
Subject:	Bob Hope Airport Replacement Terminal [#5]

Name	Lorie Tallarico
Email	lorraine.tallarico@avisbudget.com
Comments	How will the acess to the the brand new Rental Car Facility, which we specifically sited and designed to be within walking distance to the terminal, be addressed? The proposed location for the new terminal is not within walking distance to the Rental Car Facility. This is a major logistical problem that must be addressed. The rental car industry will not tolerate passing on costs genrated by the need to bus customers to its facility. Director of Properties Avis Budget Group, Inc.

Tallarico1

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, December 03, 2015 12:00 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#6]

Name	Victor Gill
Email	ssvjgandcg@gmail.com
Comments	Gill1 Would like to follow EIR. No comments at this time

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, December 06, 2015 12:44 AM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#8]

Name	Luis Rodriguez
Email	louiecmspew@aol.com
Address (optional)	1045 N. Lima St. Burbank, California 91505 United States
Comments	Rodriguez1 A new terminal should not be considered until a mandatory curfew can be secured. The FAA has resisted curfews but bent a bit on Santa Monica's curfew so we should push for a curfew here.

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, December 07, 2015 2:01 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#9]

Name	Barbara Stoliker
Email	bstoliker@gmail.com
Comments	As a Burbank resident for the past 29 years, I have personally witness the impact to the city has undergone with freeway expansions, parks being replaced with some infrastructure and shopping centers. The terminal replacement sounds more of a possible increase of passengers and airlines. I don't want that for my city.

Stoliker1

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, December 07, 2015 2:55 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#10]

Name T T

Address (optional) Burbank, Ca 91504
United States

Comments

Hi all- I don't understand everything that is going on here and change is good- can't get around Federal Regs....That mind set is just ridiculous....That said - our family are long time original residents of this town and if your going to make changes it should not just bring in revenue- it should benefit the very LOCAL residence....I travel once a year- and have to go to LAX every single time because leaving from the airport down the street is always 100 to 150 more -
TT1 How about a discount on our air fare for anyone that lives within 5 miles of the airport? Something to benefit the local community that has to deal with the polution, noise and constant construction in preparation for these changes....My husband born here(50) and his dad (70) plus.....Maybe a little loyalty for all those years of paying taxes etc.....Just my 2 cents.......might make a few people maybe just a little more tolerant

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, December 07, 2015 5:19 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#11]

Address (optional) Burbank, Ca 91505
United States

Comments

You won't hear anything new from me. We live under the flight path, and we're part of the Nise abatement program last summer. It's disappointing that we still hear the planes, but it's better. The problem, of course, is that we enjoy spending time outside. Just like the kids at recess at any of the schools also in the footprint of the airport. We like to take walks. We like to barbecue in the summer months. Our patio furniture is pitted with black spots from jet fuel. We have afamily member who is a pilot, and explained to us about the dispersal of fuel during takeoff. He told us that was responsible for the spots on the furniture, which is disturbing.

Sure, we knew we were in the flight path when we bought our home 28 years ago. We also made peace with the realities of living under the flight path, and the number of private planes and commercial jets that now fly out of Burbank.

If that enormous parking structure was built in anticipation of increased passenger numbers, because of an already planned expansion, we are prepared to fight.

AnonymousA1

Our streets are already congested. Many school kids cross Hollywood Way at Jeffries several times a day. They play on the playground and breathe the pollution. It's bad enough. It's serious.

Please consider the health of the residents that will be impacted by even one additional flight at our airport. The people cheering for a larger terminal aren't the people who live in our neighborhoods, North Hollywood, Toluca Lake and AnonymousA2 Studio City. Please don't let greed color your votes. You want to modernize? Fine. Add a better baggage claim and WiFi to our existing terminal. Turn down the lights on that parking structure, too. The pilots all think it's a laughable nightmare.

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Thursday, December 10, 2015 8:23 PM
To: Gale, Joseph
Subject: Suspected Spam: Bob Hope Airport Replacement Terminal [#12]

Importance: Low

Name Dave DePinto

Email 7daviddepinto@ca.rr.com

Address (optional) 10435 Mary Bell Avenue
Shadow Hills, CA 91040
United States

Comments

DePinto3

1) From a local Burbank perspective, I believe the airport project and proposed high speed rail should be considered together as an integrated transportation endeavor. I don't believe they can be viewed, presented or studied as separate projects. There are potentially many overlaps such as traffic, parking, rental vehicle transportation, hours of operation, etc. I believe all of the EIR study areas for the airport must take into consideration the full build out plans of high speed rail. For example, high speed rail proposes as many as 10,000 users a day. THe airport EIR needs to take that count into consideration. If I were the Airport Authority, I'd be worried that high speed rail risks the perception being created that the new terminal, coupled with a high speed rail station of the magnitude mentione above, represents and expansion, which Burbank residents would oppose. Thus, I believe it is in the Airport Authority's best in terest to either oppose or limit the size of the high speed rail development lest it could damage the chances of the terminal being approved.

DePinto4

2) The traffic studies need to study closely new impacts on intersections such as Hollywood Way and GLEnoaks and Hollywood Way and San Fernando Road. These intersections are in the City of LA. Burbank needs to be a good neighbor with those communities that receive many impacts from flights and traffic.

DePinto5

3)I'd like to see the EIR be very clear about matters related to FAA requirements involving electro-magnetic interference. HIgh speed rail is electric and when you take the height of the trains plus the height of their cataneries/wires I'd like to know what the distance must be from the two electo-magnetic operations to avoid any interference or to conform with FAA regulations. A related question is if a high speed train must be below grade at any location near or under the DePinto6

DePinto7

airport property or operations. We wish to know how high speed rail would enter the airport grounds and if a certain depth of tunneling is required and what that depth is.

DePinto8

4) I'd like to see the EIR give a clear description of the Superfund site. Exactly where is it related to the new terminal and the proposed high speed rail stations. Second, to what depths at what locations on the site has soil been removed or remediated. When will soil samples be taken and when will the Airport Authority know if further remediation/soil work is needed?

DePinto9

5) Nighboring communities such as Shadow Hill, Sun Valley, Lake View Terrace, Sunland-Tujunga and Kagel Canyon want the Authority and the City of Burbank toknow that the proposed high speed rail route alternatives create tremendous potential for damage to our communities from both construction and operations. Two routes include above ground elements - E2 and SR14.

DePinto10

We would appreciate both the Authority and the City opposing any of the above ground routes into Burbank first and foremost. Second we wish for your support that only tunneled routes be studied that also do not damage or impact the National FOrest and National Monument.

DePinto11

THANK YOU. PLEASE EMAIL ME A COPY OF THESE COMMENTS FOR MY FILES. MY EMAIL IS 7DAVIDDEPINTO@CA.RR.COM

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

Name: STEVEN MOSS	
Organization (if any):	
Address:	
Phone Number: 818-281-2524	Email Address: Smoss825@AOL.COM

Moss1

Comments: I LOOK forward to be able to VOTE ON EITHER 355,000 sq.ft. Replacement terminal on either site perspectivly; the southwest Quadrant discretionary terminal, or NorthEast Quadrant discretionary terminal in NOV 2016 General Election, Burbank NEEDS A NEW terminal that has all or most all amenities such as LAX's Upgraded terminals without having to drive all the way down to Westchester.

Moss2

Also we need improved METRO mass transit connections to the airport by either tunneling the ~~R~~ METRO RED LINE the 1/3 of a mile up Vineland AVE to the Airport as well as increasing the frequency of existing METROLINK RAIL on both the Ventura CO. and Antelope Valley line.

Additionaly we need to convince the AIRLINES and Passengers to get more non-stop flights out the IN

Moss3

the Airport/field, I Applaud the marketing efforts Of the airport P.A.O of their efforts to emphasize the ease Of use Of BURbank to potential passengers hopefully the traveling ~~public~~ pubic will use the facility. It definitly beats going to LAX!!!

Moss4

We need the Airline cos. to fly into BUR more not only are they hurting Angeleno's as far as TRAFFIC on the west side, but more Important is ALL OUR AIR QUALITY WILL BE better cause its the big Jumbo jets that are ~~doing it~~ contributing to poor air quality, not SANTA MONICA AIRPORT.

Moss5

The AIRLINES NEED TO "SPREAD THE WEALTH" and Help restore our health as ~~wa~~ well not just contince to Fly LAX cause LAX has ALL THE ~~Pu~~ POWER!!! I ~~cannot~~ cannot stress enough we need the AIRLINES to fly more frequently out Of BURBANK!!!!!!

Please use another sheet if you need more space for your comments.

To submit completed comment sheets, please return to staff member, place in the comment box Contact us at 818.840.8840 for mailing and email information.

BURBANK BOB HOPE AIRPORT REPLACEMENT TERMINAL ENVIRONMENTAL IMPACT REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

Name: Fulton Hedry	
Organization (if any): Walt Disney Corp	
Address:	
Phone Number:	Email Address: fultonhenry@gmail.com

Hedry1

Comments: I think the airport should be renamed to either the Lucy Bergdorf International Airport or the Burbank/Hollywood International Airport of Los Angeles. I also much prefer the 355,000 sq ft option design.

Hedry2

BURBANK BOB HOPE AIRPORT
REPLACEMENT TERMINAL
ENVIRONMENTAL IMPACT
REPORT (EIR)

REPLACE BUR TERMINAL

Comment Sheet

Name: Anonymouse	
Organization (if any):	
Address:	
Phone Number:	Email Address:

Comments: AnonymousB1

Bob Hope Died A really long time Ago.
No on Knows who he is.
He is not popular And it is SAid
that he has no ownership of
the Airport And Expected it to
Be Named After Him
THIS SHOULD Be THE REAL Replacement
MICHAEL JACKSON is Hollywood.
CHILDREN from All over the WORLD
LOVED HIM / WHAT HE DID TO GIVE
~~A~~ MAGIC SHOULD BE REMEMBERED AS
PIONEERING. HEAL the World
Replace Bob Hope

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Tuesday, December 15, 2015 10:00 AM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#13]

Name Adam Rowe

Email rowea13@hotmail.com

Address (optional) 833 N Kenwood St
Burbank, ca 91505
United States

Comments

I think the flyer was helpful and informative. Unfortunately I think "selling" the new terminal with more passenger convinces is crazy. BUR as it is, is one of the easiest airports I've ever used. I live here because I travel monthly.

If it's seismic standards and improvements for passengers with disabilities, than update the exiting building.

All I read when I see "new restaurants and concessions" is that this is about someone making more money. Looks somewhere else for profit BUR works and is a major reason a lot of people love it in Burbank.

Additionally if the architecture of the newly constructed parking garage is any indication of the kind or style of this new
Rowe1 terminal... what can I do to be stronger opposed about further development and voice a stronger opinion of dismay? That building looks unfinished, unsightly and is a sad choice for a community that loves its heritage and its small town feel.

Please reconsider these "improvements" and try harder to improve existing.

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, December 16, 2015 6:22 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#15]

Name	S. Green
Email	Adgptw@gmail.com
Address (optional)	College Place, WA 99324 United States
Comments	For the past 6 years, I have departed or arrived at BUR by air more than 10 times per year. I believe that the scope should address these issues: Green1 1. Access from the new terminal to Amtrak and Metrolink station(s). Green2 2. Access from the new terminal to transit buses from throughout the airport authority's service area. Green3 3. Access from the new terminal to the fairly new consolidated rental-car/transit terminal facility.

Barrow, Julie

From:	Wufoo <no-reply@wufoo.com>
Sent:	Thursday, December 17, 2015 1:30 PM
To:	Gale, Joseph
Subject:	Bob Hope Airport Replacement Terminal [#16]

Name	Jeff Traintime
Email	jeff.traintime@pacbell.net
Comments	I have followed airport issues closely since moving to Burbank in 1988. I am in favor of these plans for the new terminal and just wish we'd get on with it. Burbank needs to show a brighter face to travelers arriving in our city.

Traintime1

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Tuesday, December 22, 2015 10:26 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#17]

Name	Lew Bumacod
Email	bumacodjr@yahoo.com
Address (optional)	Burbank, Ca 91506 United States
Comments	I live in Burbank and my concern is where the rental car's are located. Yes, new terminal I agree with the new proposal. Right now if a passenger will need to rent a car, from the terminal to where the rental car's are located it is so far. The walking distance from the terminal are so secluded that a new passenger that is not familiar with the Burbank terminal will not know where to go. If an old person have to walk that distance like me with a bad knee will have a hard time renting a rental car. With the new terminal proposal it will be even farther.

Bumacod1

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, December 27, 2015 9:38 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#18]

Name	Julie Hill
Email	julie.hill11@yahoo.com
Address (optional)	91505
Comments	Hill1 Please advise what has caused the increase of airplane noise the last several months. We've lived here since 2012 and did not previously experience this level of noise. Details would be appreciated.

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, December 28, 2015 8:50 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#19]

Name Mary Burkin

Email mburkin@hotmail.com

Address (optional) California Burbank
United States

Comments

Burkin1

There is something very unique and convenient about our airport that is being ignored by the pleasantries of FAA approvals and all those assurances that have been traditionally turned into smoke with the passage of time - the current ability of any passenger to enter and exit airplanes flying out of and into Burbank through the back doors. I'm not in the least surprised that the burreplacement website leaves no clear option for feedback. And now that I've located the link to public comments, I don't see any at the moment so I can't respond to them. If you want the runways farther away from the terminals - fine. I'll be glad to walk the extra half block to the rear stairway.

Barrow, Julie

From:	Wufoo <no-reply@wufoo.com>
Sent:	Monday, December 28, 2015 8:59 PM
To:	Gale, Joseph
Subject:	Bob Hope Airport Replacement Terminal [#20]

Name	Mary Burkin
Email	mburkin@hotmail.com
Comments	Burkin2 Where is the website for the public forum? I'm highly suspicious of any public project that offers nothing more than a website for the public to gaze at, leaving citizens unable to dialogue via Internet without selective censorship of negative comments.

Barrow, Julie

From:	Wufoo <no-reply@wufoo.com>
Sent:	Friday, January 01, 2016 1:25 PM
To:	Gale, Joseph
Subject:	Bob Hope Airport Replacement Terminal [#21]

Name	L KOSDON
Email	LOMBARDDENTAL@HOTMAIL.COM
Comments	Kosdon1 ITS ABOUT TIME A REPLACEMENT IS IN ORDER

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, January 06, 2016 6:56 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#22]

Name	Jennifer Herrera
Email	jenniferinla@hotmail.com
Address (optional)	7607 Delia Ave Sun Valley, CA 91352
Comments	Many residents who will be affected by this project live in what is part of the City of Los Angeles, (Sun Valley), and not in Burbank, Glendale or Pasadena. As such, we have no voting rights or representation with regard to the Environmental, Health and Safety issues created by this project. This is a working class multi ethnic neighborhood whose concerns are often ignored by those living elsewhere. Dec 26th 2015 was the first notice we received of this plan. I may have additional comments once I locate the draft, but I wanted to go on record with this one. Jennifer Herrera

Herrera1

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Tuesday, January 12, 2016 8:19 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#23]

Name	Dave Berger
Email	teamefort@aol.com
Comments	I am all for a new terminal along Holywood way.The existing building is very old and unsafe,It's time to update and modernise and make this airport disirable.

Berger1

Barrow, Julie

From:	Wufoo <no-reply@wufoo.com>
Sent:	Wednesday, January 13, 2016 7:28 AM
To:	Gale, Joseph
Subject:	Bob Hope Airport Replacement Terminal [#24]

Name	Stacey Doeppel
Email	staceyloduca@aol.com
Comments	Doeppel1 Right now I believe there are 6 terminals. Now they want to expand to 14. The amount of traffic this will cause is unnecessary and unwanted in this small town. The pleasantness of flying out of or into BUR is that it is small, uncomplicated, and very passenger friendly. As a resident in the flight path, the air traffic now is loud and troublesome. Adding more terminals means more flights and more noise and jet fuel remnants over the residents homes, cars, children's toys etc. Doeppel2 I would prefer to keep it small. Thank you.

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, January 13, 2016 7:42 AM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#25]

Name	Terry Walker
Email	Alcove0166@yahoo.com
Address (optional)	4181 Kling Street #39 Burbank , CA 91505 United States
Comments	Walker1 This is a much needed expansion, you have my support!

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, January 13, 2016 8:58 AM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#26]

Name: Bonnie Bryson

Email: burbankgarden@msn.com

Address (optional):
Burbank, Ca 91506

Comments:

Bryson1 No expansion please! The traffic in Burbank is crazy now and soon to get worse with Walmart. We don't need a bigger airport!

Bryson2 More flights=more traffic and noise.

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, January 13, 2016 9:18 AM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#27]

Name	Jinnie Rosales
Email	filmscout1@gmail.com
Address (optional)	143 1/2 n. Maple street Burbank, Ca 91505 United States
Comments	Rosales1 For the addition!

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, January 13, 2016 11:06 AM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#28]

Name	Elizabeth McKennon
Email	lanimck@earthlink.net
Comments	McKennon1 Old, obsolete, and dangerously close to the runways; the terminal needs to be moved, upgraded, and replaced with modern technology. The commuter airport provides too many jobs to lose in the community.

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, January 13, 2016 12:42 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#29]

Name	Jimmy Carroll
Email	jimcarroll1127@sbcglobal.net
Address (optional)	BURBANK, California 91501 United States
Comments	Carroll1 I am in favor of the new terminal as proposed. I believe Bob Hope should be changed to Hollywood-Burbank as it is likely that a very large percentage of Americans do not know who this Bob Hope person is, nor do they care. Carroll2 By including Hollywood in the name millions of people worldwide will be attracted to use BUR for their domestic travel in the American West. Additional passenger revenue will lower prices. Carroll3

Barrow, Julie

From:	Wufoo <no-reply@wufoo.com>
Sent:	Wednesday, January 13, 2016 1:29 PM
To:	Gale, Joseph
Subject:	Bob Hope Airport Replacement Terminal [#31]

Name	kenneth jansen
Email	kenjansen21@yahoo.com
Address (optional)	burbank, ca 91604 United States
Comments	Jansen1 We dont need more gates here. Burbank is so nice and quiet and isnt subject to the noise pollution most airports have. I stayed at a hotel by LAX and could barely breath with all the jet fumes. Surely there has to be a barron space within 40 miles of los angeles that could use the economic boost. Burbank loves its quaint little airport. My neighborhood that I recently invested in a 2 bedroom house would not be the same area I decided to invest in. This airport does not need more gates.

Barrow, Julie

From:	Wufoo <no-reply@wufoo.com>
Sent:	Wednesday, January 13, 2016 2:57 PM
To:	Gale, Joseph
Subject:	Bob Hope Airport Replacement Terminal [#32]

Name	Jessica Potter
Email	jessie.potter@gmail.com
Address (optional)	2228 N Dymond St Burbank, California 91505 United States
Comments	Potter1 It's about time! Please stop delaying and build a new, safe and FAA compliant terminal ASAP.

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, January 17, 2016 12:02 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#34]

Name	Conrad Padilla
Email	crp729@msn.com
Comments	Living directly south of the airport, my main concern is noise. It has been manageable in recent years, but do not want to experience an increase. From the plans, it appears there will be an increase in noise as the direction of noise from the aircraft may be pointed in a southerly direction purely from the projection of engines of passenger aircraft at the terminal. How are the new parking structures utilized with the terminal further away and on opposite side of the runway?

Padilla1

Padilla2

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Monday, January 18, 2016 12:44 AM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#35]

Name Ed K

Email edk@openmailbox.org

Comments

EdK1 As someone who lives near the Bob Hope airport, it seems that the city of North Hollywood, ie its city council, residents etc should get a vote on what happens, as we live mere feet from the airport, not miles away. How Glendale and especially Pasadena have any say in this seems very perplexing.

EdK2 I am also concerned with the increased noise from construction and the increase in aircraft take-offs, Landings, the noise generated, air pollution, what happens with the "South West Quadrant", and overall Safety.

EdK3 Who is paying for the EIR? Is there a conflict of interest regarding funding, leases, power etc. Who is performing the EIR? EdK4
EdK5 Can other groups research and provide data for consideration??

Many streets within an 1/8 mile of Bob Hope need repaving, example Vanowen, its like driving through a war zone, shouldn't the Airport at least pay back to NORTH HOLLYWOOD, its immediate neighbor, with IMPROVEMENTS? More than securing air rights from desperate homeowners needing windows, doors and air conditioners, How is it one homeowner can sign away ANY AND ALL FUTURE OWNERS AIR RIGHTS ?

EdK6 Whats going on with the nearby railroad? when does that get beefed up for even more traffic, noise etc? As currently overloaded train cars shake the nearby buildings, that must effect seismic safety in regards to the airport, can you add that into your study?

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Tuesday, January 19, 2016 7:30 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#36]

Name Raymond Rodriguez

Email rayjau@yahoo.com

Address (optional) ca Sun Valley
United States

Comments Rodriguez1

I am very much against this new construction. As a Veteran of the United States Army I already suffer from PTSD. I have trouble getting a good day sleep. I know what your thinking. Why dont I just move and sell my house. How can I ? when my property value keeps diving based on all the planes and non stop helicopters all day!!! Not to mention all the smell of burning rubber from the airplanes tires and fumes. I sometimes cant even enjoy viewing my favorite tv program or enjoy my backyard, without hearing or smelling the airport!!! I really do believe that Burbank Airport only tries to improve the quality of living for Burbank, Glendale and N Hollywood but the families impacted the most are from Sun Valley. Im really against this new construction. If Burbank Airport is trying to grow! Then why not rebuild it somewhere else away from peoples backyards.

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Sunday, January 24, 2016 5:10 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#37]

Name	david orr
Email	orrd.bondj@gmail.com
Address (optional)	1414 west oak st burbank, ca 91506 United States
Comments	Orr1 I welcome the modernization of the Burbank Airport at a safer location. Orr2 Are any parts of the old terminal building slated for historic preservation at another location? For example, architectural accents or air traffic control features in a museum setting?

Barrow, Julie

From:	Wufoo <no-reply@wufoo.com>
Sent:	Tuesday, January 26, 2016 4:55 AM
To:	Gale, Joseph
Subject:	Bob Hope Airport Replacement Terminal [#38]

Name	Dale Berman
Email	e6bart@gmail.com
Comments	I bought my home in Burbank 17 years ago and I would had thought a new airport terminal would had been built by now. The existing terminal is dangerous and located to close to the runway. I want to see these discussions fast tracked and a new terminal built soon.

Berman1

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Tuesday, January 26, 2016 11:04 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#39]

Name Peter Berg

Email prberg2@yahoo.com

Address (optional) N VALLEY ST
BURBANK, CA 91505
United States

Comments

I am writing about the proposed replacement Airport terminal. I have some serious concerns about the proposal and the impacts.

First, I see no proposals or specifics on how this new terminal will be more energy efficient and will reduce it's carbon
Berg1 footprint from the current one. What is the plan for Solar power and other renewables? It's so important that with new development, we see much more being done to reduce the use of energy and resources. How will this new terminal use
Berg2 less water, energy, and generate clean renewable power? I would hope at the minimum you would have solar panels
Berg3 above all the parking. Also how many EV charging stations will you have? You should put in many low power charging stations (since most people are there for multiple days), so there is no issue with running out of charging stations (like what happens at LAX).

I don't see anything in the proposal about a mandatory curfew to reduce nighttime noise. Obviously you might still have
Berg4 some emergency aircraft taking off.. but I want to see a mandatory curfew put in place. The airport needs to do more to lobby republicans to make that happen.

Berg5 How can the citizens of Burbank know that this airport won't generate more traffic for the residents? Also how do we
Berg6 know that there is no chance of the construction causing any of the polluted chemicals that are in the ground from getting into our water? As it is, some of those chemicals already get into our water. We should not be subjected to any more risk of water or air pollution.

I will also say that I do like the small town feel of the current airport. I hate flying out of LAX.. and anything that brings the Burbank airport closer to LAX is a step backwards in my opinion.

I hope you can take my concerns into consideration and make the necessary changes.

Thank you.

Peter Berg

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Wednesday, January 27, 2016 9:54 AM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#40]

Name	Terry Bruse
Email	bruse.terry@gmail.com
Address (optional)	1721 N Avon St None Burbank, California 91505 United States
Comments	I noticed the new expanded terminal to be approximately 700 feet from centerline of the runway, but the existing east control tower next to the runway, is still closer than the 700 foot rule allowed by suggested FAA standards. When will the control tower be replaced?

Bruse1

Barrow, Julie

From: Wufoo <no-reply@wufoo.com>
Sent: Saturday, January 30, 2016 12:48 PM
To: Gale, Joseph
Subject: Bob Hope Airport Replacement Terminal [#42]

Name Edward Hawke

Email guy.hawke@gmail.com

Comments

Hawke1

I am concerned with the railroad tracks being so close to the airport. Often trains come through late at night, overloaded most likely, and buildings far away are shaking and vibrating, this CANNOT be safe, it needs to be looked into and addressed, overloaded trains are far more likely to derail and cause loss of life, limb, and aircraft, be it a fedex arrival / take off / taxi at 3am or a speedy 12 noon amtrak, caught in a rail sag / malformation from aforementioned freighters jackhammering their way down the tracks.

Being a homeowner near Bob Hope Airport I am concerned about noise from takeoffs, landings, taxiing of aircraft,

Hawke2

engine testing, idling, WOT. I would like a 14'x 2' sound barrier/ wall installed along the south of BB airport, parallel with Empire St, from Vineland to Fry's electronics. I hope Easterly takeoffs will be increased with the addon to the East/West runway.

Hawke3

I would like to see a homeowners group, (with voting rights) created from people living within 2 miles of the BB airport. from all cities concerned, North Hollywood, Sun Valley, Studio city, Burbank, Toluca Lake etc.

Hawke4

I am concerned with air pollution from aircraft, increased street traffic, increased parking, increased flights.

Hawke5

I am concerned with increased crime from the BB airport terminal remodel.

Hawke6

I am concerned with wear and tear of our streets from increased traffic, they are already destroyed from multiple redesigns etc.

Hawke7

I would like BB airport to be responsible for some portion of street upkeep and added police / fire service etc to the NEARBY CITIES, NORTH HOLLYWOOD, SUN VALLEY, STUDIO CITY.

Hawke8

Hawke9 I would like to see even more transparency in regards to this and future BB airport projects.

I do NOT like the super majority veto power of BB airport giving them free reign to do as they please, regardless of the actions of any other group.

Hawke10

RESPONSES TO WRITTEN COMMENTS

Public Agency / Organizations

Ferguson1 Response
The commenter is not correct in stating that the existing terminal is 165,000 square feet. The existing terminal is 232,000 square feet. Section 3.17 (Transportation and Traffic) of the EIR will discuss any potential changes in traffic patterns associated with the proposed project.

Ferguson2 Response
The comment regarding continued notification of the project is noted.

SCAQMD1 Response
A copy of the draft EIR will be mailed to the address indicated.

SCAQMD2 Response
Electronic versions of air quality modeling and health risk assessment files will be provided.

SCAQMD3 Response
The CEQA Air Quality Handbook will be used for this EIR. Additionally, the CalEEMod model land use emissions software will be used for this EIR.

SCAQMD4 Response
Section 3.4 (Air Quality) of the EIR will discuss potential air quality impacts from construction and implementation of the proposed project, as well as indirect sources.

SCAQMD5 Response
Section 3.4 (Air Quality) of the EIR will compare criteria pollutant emissions to recommended regional significance thresholds.

SCAQMD6 Response
A qualitative mobile source health risk assessment will be addressed in Section 3.4 (Air Quality) of the EIR.

SCAQMD7 Response
The comments regarding mitigation measures are noted and will be considered if significant air quality impacts are identified.

SCAQMD8 Response
The comment regarding data sources is noted.

Caltrans1 Response
Section 3.17 (Transportation and Traffic) of the EIR will discuss assumptions and methods used to develop trip generation, trip distribution, choice of travel mode, and assignment of trips to Interstate 5 off-ramps in the project area. The Highway Capacity Manual queuing analysis is being used as part of the traffic analysis.

Caltrans2 Response
Section 3.17 (Transportation and Traffic) of the EIR will discuss project travel modeling assumptions, which are consistent with regional and local modeling forecasts and travel data.

Caltrans3 Response
Section 3.17 (Transportation and Traffic) of the EIR will discuss trip generation rate assumptions.

Caltrans4 Response
Section 3.17 (Transportation and Traffic) of the EIR will discuss AM and PM peak-hour volumes for the existing and future conditions for with the proposed project and without the proposed project.

Caltrans5 Response
Chapter 3.17 (Transportation and Traffic) of the EIR will discuss existing traffic volumes compared to possible increases in traffic volumes as a result of the proposed project, as well as cumulative projects.

Caltrans6 Response
Chapter 3 (Existing Conditions and Environmental Impacts) will discuss mitigation measures.

Caltrans7 Response
The comment regarding potential mitigation measures is noted.

City1 Response
Chapter 2 (Project Description) of the EIR will provide square footages for each terminal use.

City2 Response
Chapter 2 (Project Description) of the EIR will provide a definition of an "Airport Terminal gate."

City3 Response
Maps will show all facilities either being relocated (to the extent it is known to where such relocation may occur), demolished, or removed as part of the project.

City4 Response
Section 2.4.6 (Change in Governance under the Joint Powers Agreement) of the EIR will summarize the proposed changes to the JPA. Appendix D of the EIR will present the proposed text of the JPA.

City5 Response
Section 2.5 (Intended Uses of the EIR and Agency Approvals) of the EIR will identify all discretionary actions for each of the replacement terminal development options. However, the Authority does not agree that the City should be a responsible agency for all three replacement terminal development options.

City6 Response
It is speculative to identify the exact location where Authority administrative offices might be relocated. To the extent possible, potential Authority administrative office locations will be disclosed in Chapter 2 (Project Description) of the EIR as part of the Southwest Quadrant Same-Size Terminal Option. To the extent feasible, possible effects associated with each potential office location (e.g., air quality, traffic analysis) will be addressed in Chapter 3 (Existing Conditions and Environmental Impacts) of the EIR.

City7 Response
Chapter 2 (Project Description) of the EIR will disclose locations and size all of general aviation and air cargo facilities.

City8 Response
Additional intersections along Hollywood Way and Empire Avenue were added to the traffic study as part of the EIR. Northbound and southbound ramp intersections with Interstate 5 and Hollywood Way, the northbound ramp intersection with Interstate 5 and Buena Vista Street, and northbound and southbound ramp intersections with Interstate 5 Empire Avenue have been included in the traffic study as part of the EIR.

City9 Response
The traffic analysis in Section 3.17 (Traffic and Transportation) of the EIR will account for the improvements at the Interstate 5 / Empire Avenue interchange.

City10 Response
The Level of Service (LOS) methodology used in the traffic study for the EIR will be consistent with the methodology for other development projects in the City.

City11 Response
The EIR will use the City's travel demand model to distribute and assign vehicle trips on roadways in the Airport vicinity.

City12 Response
The opening year will be the same for each alternative and will be 2025 and will be identified in Section 2.5 (Phasing Schedule for the Proposed Project) of the EIR. Section 3.17 (Transportation and Traffic) of the EIR will address any potential volume increases in traffic associated with other projects (i.e., cumulative projects) or projected increases in operations and enplanements.

City13 Response
Trip generation for average day peak month and peak hour, for both existing conditions and for each replacement terminal option, will be analyzed in Section 3.17 (Traffic and Transportation) of the EIR.

City14 Response
Section 3.17 (Traffic and Transportation) of the EIR will disclose reasonable assumptions regarding traffic patterns/volumes for the private development occurring on the Trust Property. However, this analysis will be subject to limitations because a development application has not been submitted.

City15 Response
The traffic analysis in Section 3.17 (Traffic and Transportation) of the EIR will discuss any trip reduction that could occur for the Adjacent Property Full-Size Terminal Option as a result of development proposed to occur on the Trust Property.

City16 Response
The traffic study will analyze the intersection of Cohasset Street and San Fernando Road. Section 3.17 (Traffic and Transportation) of the EIR will define level of service at this intersection and surrounding intersections as part of the Adjacent Property Full-Size Terminal Option.

City17 Response
The Southwest Quadrant Full-Size Terminal Option will analyze the inclusion of a stoplight on Empire Avenue that would provide direct access into the terminal access roadway as part of the discretionary approvals.

City18 Response
Neither the Southwest Quadrant Full-Size Terminal Option nor the Southwest Quadrant Same-Size Terminal Option would result in any physical changes that would affect the existing rail crossing at Clybourn Avenue / Empire Avenue / Vanowen Street. Any grade separation of this rail crossing would be independent of the development of either terminal option for the southwest quadrant.

City19 Response
Section 3.17 (Traffic and Transportation) of the EIR will identify all potential traffic effects associated with possible increased vehicle trips from the RITC to each terminal option location.

City20 Response
Section 3.17 (Traffic and Transportation) of the EIR will identify the specific intersections studied as part of the traffic analysis.

City21 Response
Section 3.17 (Traffic and Transportation) of the EIR will discuss whether any issues are associated with the internal circulation system for each of the three terminal options.

City22 Response
The traffic analysis in Section 3.17 (Traffic and Transportation) of the EIR will be completed by a licensed engineer specializing in traffic analysis. The site plans for each terminal option will be developed to the extent that an analysis can be conducted regarding any internal circulation issues.

City23 Response
Section 3.17 (Traffic and Transportation) of the EIR will identify the specific intersections studied as part of the traffic analysis.

City24 Response
The details surrounding high speed rail (HSR) stations and parking at HSR stations are considered to be speculative given that the HSR Authority has determined to concentrate on the development of the Bakersfield to San Francisco section first. In addition, any parking requirements of HSR must be addressed by HSR as part of the environmental documentation prepared for that project.

City25 Response
Section 3.1.1 of the EIR will discuss the forecasted operations that are expected to occur at the Airport. A detailed discussion of aircraft types will be included in a separate appendix of the EIR.

City26 Response
Section 3.1.1 of the EIR will discuss any potential change in the number of airline passengers based on the forecast.

City27 Response
Any changes to access for emergency vehicles will be addressed in Section 3.15 (Public Services) of the EIR.

City28 Response
A separate appendix will be developed that identifies the changes in traffic patterns that would occur as a result of each terminal option. These changes will be reflected in the traffic analysis contained in Section 3.17 (Traffic and Transportation) of the EIR. A vehicular tunnel underneath Runway 8-26 or Runway 15-33 is not included because the cost of such an improvement is prohibitively expensive.

City29 Response
Section 3.17 (Traffic and Transportation) of the EIR will examine the possibility of a road through the Trust Property connecting to the terminal access road for the Adjacent Property Full-Size Terminal Option.

City30 Response
The number of public parking spaces for each terminal option will not exceed the number of existing parking spaces at the Airport. Section 3.17 (Traffic and Transportation) of the EIR will examine the location and number of parking spaces for each terminal option, as well as any potential impacts.

City31 Response
Section 3.17 (Traffic and Transportation) of the EIR will examine public parking and employee parking at the Airport. In addition, Chapter 2 (Project Description) provides an overview of the space allocated to various uses within each of the three terminal development options.

City32 Response
Section 3.17 (Traffic and Transportation) of the EIR will examine public parking and employee parking at the Airport. All required parking will be provided on-site for on-site activities.

City33 Response
The existing passenger terminal is within the building restriction line at the Airport. Construction of habitable buildings inside the building restriction line is not consistent with FAA design guidelines. The planned development at this location is the extension of Taxiways A and C. These are airfield uses and would have no demand for vehicular parking.

City34 Response
Appendix E (Forecasts) of the EIR will examine an average day peak month and peak hour for purposes of potential impacts to airport infrastructure and resources (e.g., parking, traffic, air quality).

City35 Response
The Authority is not aware of any plans for new off-Airport parking by any entity for the purpose of providing public airline passenger or Airport employee parking. Therefore, no analysis of the development of off-Airport parking will be included in the EIR. If future additional on-Airport parking is required, the supermajority protections proposed as part of the proposed project would be triggered before such additional parking could be constructed.

City36 Response
Section 3.13 (Noise) of the EIR will address existing noise conditions at the Airport including noise rules.

City37 Response
Section 3.13 (Noise) of the EIR will address any potential changes to and effects of the number of take-offs and landings and any potential effects of those changes in take-offs and landings. Arrival and departure patterns at the Airport will also be considered. Changes associated with aircraft noise on the surrounding population and land uses will be disclosed in Section 3.13 (Noise) of the EIR.

City38 Response
Chapter 3 of the EIR will address potential construction-related impacts for all three terminal development options.

City39 Response
Section 3.13 (Noise) of the EIR will identify any FAA-approved Noise Exposure Maps and Noise Compatibility Programs.

City40 Response
Section 3.13 (Noise) of the EIR will discuss any potential changes in noise effects to the surrounding population and land uses.

City41 Response
Section 3.18 (Utilities and Service Systems) of the EIR will address the capacity of the sanitary sewer system and potential increases in sanitary sewer as a result of the project.

City42 Response
Section 3.18 (Utilities and Service Systems) of the EIR will address existing water supply and any potential changes in water demand as a result of the project.

City43 Response
Section 3.18 (Utilities and Service Systems) of the EIR will address potential future changes in water consumption as a result of the project.

City44 Response
It is acknowledged that the comment letter from the City of Burbank did not include a comment numbered as comment 44.

City45 Response
HSR will be acknowledged in the EIR. However, details of the HSR project are unknown at this time and are considered to be speculative given that the HSR Authority has made a decision to concentrate on the development of the Bakersfield to San Francisco section first.

City46 Response
Chapter 4 (Alternatives) of the EIR will discuss all alternatives considered.

City47 Response
Chapter 4 (Alternatives) of the EIR will discuss any alternative locations for general aviation and airline air cargo.

City48 Response
The intersections identified by the City of Burbank will be included in Section 3.17 (Traffic and Transportation) of the EIR.

Community / Special Interest Groups

Mazur1 Response
The comment regarding the need for a performing arts center in Burbank is noted. However, the development of the Trust Property is not part of the proposed project and this comment is outside the scope of the EIR. Any development proposed for the Trust Property will be the subject of a separate EIR by the City of Burbank.

Greenfield1 Response
The comment regarding a Project Labor Agreement is noted. However, this comment is outside the scope of the EIR.

Association1 Response
Section 3.17 (Transportation and Traffic) of the EIR will address the potential impacts associated with the extension of Cohasset Street.

Association2 Response
Chapter 3 (Existing Conditions and Environmental Impacts) of the EIR will discuss in detail all of the potential environmental impacts associated with the proposed project.

Association3 Response
Section 3.17 (Transportation and Traffic) of the EIR will address the extension of Cohasset Street and potential impacts to the surrounding community.

Association4 Response
Section 3.13 (Noise) of the EIR will address potential noise impacts associated with construction of and operation of the proposed project.

Association5 Response
Section 3.4 (Air Quality) of the EIR will discuss potential air quality impacts associated with the proposed project.

Association6 Response
Section 3.9 (Hazards and Hazardous Materials) of the EIR will discuss potential hazardous materials impacts associated with the proposed project.

Association7 Response
Section 3.11 (Land Use and Planning) of the EIR will discuss potential land use planning conflicts associated with the proposed project.

Association8 Response
Section 3.2 (Aesthetics) of the EIR will discuss any potential impacts to the aesthetics of the area associated with the proposed project.

Association9 Response
A public scoping meeting was held on December 10, 2015. A public comment meeting will be held after the publication of the Draft EIR, which is anticipated to be published April 2016.

AAAC1 Response
The comment regarding support of the proposed project is noted.

AAAC2 Response
The comment regarding support for the Adjacent Property Full-Size Terminal Option is noted.

Individuals

Robertiello1 Response
Section 3.6 (Cultural Resources) of the EIR will identify existing cultural resources and any impacts to those cultural resources.

Robertiello2 Response
A change to the Airport name is not part of the proposed project.

Mudd1 Response
Coordination with the South Coast Air Quality Management District and the Department of Public Health – Environmental Health Department will occur as part of the preparation of the EIR, as appropriate.

Mudd2 Response
Chapter 3 of the EIR will identify any mitigation measures that could be implemented to reduce environmental impacts that would occur as a result of project implementation.

Mudd3 Response
The comment to publish fines and citations given to various airlines is outside the scope of the EIR.

Mudd4 Response
The public will be provided with several opportunities to provide comments throughout the EIR process.

Mudd5 Response
The comment regarding the request to provide translations in language other than English is noted.

Mudd6 Response
The Airport Authority has a Public Affairs and Communications department.

Mudd7 Response
All comments received during the public comment process on the EIR will receive a response in a timely manner.

Mudd8 Response
The comment regarding a resident-preference hiring program is noted. However, this comment is outside the scope of the EIR.

McKay1 Response

The comment requesting that no changes be made to the Airport is noted.

Miller1 Response

The comments regarding the preferred development option and the use of covered jet bridges are noted.

Miller2 Response

Chapter 2 (Project Description) of the EIR will identify the increase in square footage of the waiting areas at the Airport.

Wiegand1 Response

The comment regarding the design of the terminal to meet LEED certifications is noted. Also, the comments regarding solar panels, grey water systems, and bicycle lockers are noted.

Hurtado1 Response

The comment regarding the financing of the replacement terminal is noted. However, project financing is outside the scope of the EIR.

Hurtado2 Response

Chapter 3 (Existing Conditions and Environmental Impacts) of the EIR will discuss the change in the number of passengers and operations at the Airport.

Hurtado3 Response

Neither the existing voluntary curfew on schedule airline arrivals and departures, nor the Authority's support for implementation of a mandatory curfew, will be changed by the proposed project.

Hurtado4 Response

The comment regarding the curfew fines is noted. However, this comment is outside the scope of the EIR.

Springer1 Response

The comment regarding the requested involvement of the Sustainable Burbank Commission is noted.

Springer2 Response

Section 3.17 (Traffic and Transportation) of the EIR will discuss changes in surface traffic that would occur as a result of the proposed project.

Delmar1 Response

The comment regarding the preference for the use of jetways is noted. However, as will be noted in Chapter 2 (Project Description) of the EIR, no jetways are proposed as part of the proposed project.

Bloom1 Response

Section 3.13 (Noise) of the EIR will identify the flight tracks at the Airport.

Bloom2 Response

The comment regarding aircraft dumping fuel is noted. However, aircraft do not dump fuel unless in an emergency situation and this comment is outside the scope of the EIR.

DePinto1 Response
Section 3.13 (Noise) of the EIR will discuss any changes in noise associated with the proposed project. Section 3.2 (Aesthetics) of the EIR will discuss any changes in aesthetics.

DePinto2 Response
The details surrounding high speed rail (HSR) stations are considered to be speculative given that the HSR Authority has made a decision to concentrate on the development of the Bakersfield to San Francisco section first. The EIR will identify HSR as a potential cumulative project. However, any issues with respect to HSR alignment are outside the scope of the EIR.

Tallarico1 Response
Section 3.17 (Transportation and Traffic) of the EIR will address access routes from the replacement terminal to the rental car facility.

Gill1 Response
The comment regarding being kept informed on the EIR is noted.

Rodriguez1 Response
The comment regarding a mandatory curfew is noted. However, this comment is outside the scope of the EIR.

Stoliker1 Response
Chapter 3 (Existing Conditions and Environmental Impacts) of the EIR will discuss any change in the number of passengers and operations at the Airport.

TT1 Response
The comment regarding air fares is noted. However, this comment is outside the scope of the EIR.

AnonymousA1 Response
Section 3.15 (Public Services) of the EIR will discuss impacts to schools as a result of the proposed project. Section 3.4 (Air Quality) of the EIR will discuss possible health effects as a result of the proposed project.

AnonymousA2 Response
The replacement terminal would include a baggage claim area that is inside the terminal building. The comments regarding the provision of WiFi and the intensity of the lights of the existing parking structure are noted. However, these comments outside the scope of the EIR.

DePinto3 Response
The details surrounding high speed rail (HSR) stations are considered to be speculative given that the HSR Authority has made a decision to concentrate on the development of the Bakersfield to San Francisco section first. The EIR will identify HSR as a potential cumulative project. However, any issues with respect to HSR alignment is outside the scope of the EIR.

DePinto4 Response
Section 3.17 (Transportation and Traffic) of the EIR will discuss potential increases in surface traffic at intersections near the Airport as a result of the proposed project.

DePinto5 Response
The comment regarding electromagnetic interference is noted. However, this comment is outside the scope of the EIR.

DePinto6 Response
The comment regarding electromagnetic interference is noted. However, this comment is outside the scope of the EIR.

DePinto7 Response
The details surrounding high speed rail (HSR) stations are considered to be speculative given that the HSR Authority has made a decision to concentrate on the development of the Bakersfield to San Francisco section first. The EIR will identify HSR as a potential cumulative project. However, any issues with respect to HSR alignment is outside the scope of the EIR.

DePinto8 Response
Section 3.9 (Hazards and Hazardous Materials) of the EIR will discuss the potential sites for the replacement terminal and the conditions of the soils at those locations.

DePinto9 Response
The comment regarding impacts of high speed rail on neighborhoods is noted. However, this comment is outside the scope of the EIR.

DePinto10 Response
The comment regarding the route of high speed rail is noted. However, this comment is outside the scope of the EIR.

DePinto11 Response
A copy of your comments has been emailed per your request.

Moss1 Response
The comment regarding the desire to vote on the replacement terminal is noted.

Moss2 Response
The comment regarding transit options to the Airport is noted. Section 3.17 (Traffic and Transportation) of the EIR will discuss any changes to transit as a result of the proposed project. The red line extension or more train service is outside the scope of this EIR.

Moss3 Response
The comment regarding non-stop flights is noted. However, this comment is outside the scope of the EIR.

Moss4 Response
Section 3.3 (Air Quality) of the EIR will discuss air quality impacts as a result of the proposed project.

Moss5 Response
The comment regarding more flights at Bob Hope Airport is noted. Appendix E (Forecasts) of the EIR identified the change in aircraft operations that are expected to occur at Bob Hope Airport.

Hedry1 Response
A change to the Airport name is not part of the proposed project.

Hedry2 Response
The comment regarding the preference of development options is noted.

AnonymousB1 Response
A change to the Airport name is not part of the proposed project.

Rowe1 Response
This comment regarding opposition to the proposed project is noted.

Green1 Response
Chapter 3.17 (Transportation and Traffic) of the EIR will discuss access from the proposed terminal to transit connections.

Green2 Response
Chapter 3.17 (Transportation and Traffic) of the EIR will discuss access from the proposed terminal to transit connections.

Green3 Response
Chapter 3.17 (Transportation and Traffic) of the EIR will discuss access from the proposed terminal to the rental car facility.

Traintime1 Response
This comment regarding support of the proposed project is noted.

Bumacod1 Response
Chapter 3.17 (Transportation and Traffic) of the EIR will discuss access from the proposed terminal to the rental car facility.

Hill1 Response
The comment regarding an increase in airplane noise is noted. Section 3.13 (Noise) of the EIR will discuss any changes in noise as a result of the proposed project.

Burkin1 Response
The comment regarding how passengers access aircraft is noted.

Burkin2 Response
There is no CEQA requirement to host a public forum as part of the EIR process.

Kosdon1 Response
The comment regarding support of the proposed project is noted.

Herrera1 Response
The comment regarding the fact that only residents of Burbank will be able to vote on the proposed project is noted. However, residents of any community will have the opportunity to participate in the CEQA process and provide comments on the Draft EIR.

Berger1 Response
The comment regarding support of the proposed project is noted.

Doeppel1 Response
The commenter is not correct in stating that there are six terminals at the Airport. There are two terminals with a total of 14 gates and the proposed project is for a single replacement passenger terminal with 14 gates. No increase in gates would occur as a result of the proposed project.

Doeppel2 Response
The comment regarding opposition to the proposed project is noted.

Walker1 Response
The comment regarding support of the proposed project is noted.

Bryson1 Response
The comment regarding opposition to the proposed project is noted.

Bryson2 Response
Section 3.17 (Traffic and Transportation) of the EIR will identify the traffic impacts that would result from implementation of the proposed project. Section 3.13 (Noise) of the EIR will discuss the change in noise as a result of the proposed project.

Rosales1 Response
The comment regarding support of the proposed project is noted.

McKennon1 Response
The comment regarding support of the proposed project is noted.

Carroll1 Response
The comment regarding support of the proposed project is noted.

Carroll2 Response
A change to the Airport name is not part of the proposed project.
Carroll3 Response
The comment regarding additional passenger revenue is noted. However, this comment is outside the scope of the EIR.

Jansen1 Response
The comment regarding opposition to an increase in the number of gates is noted. The proposed project maintains the same number of gates as the existing passenger terminal.

Potter1 Response
The comment regarding support of the proposed project is noted.

Padilla1 Response
Section 3.13 (Noise) of the EIR will discuss any potential changes in noise as a result of the proposed project.

Padilla2 Response
Chapter 3.17 (Transportation and Traffic) of the EIR will discuss access from the proposed terminal to the parking structures.

EdK1 Response
The only citizens that will be able to vote on the proposed project are residents of Burbank. Residents of Pasadena and Glendale will not be able to vote on the proposed project. However, residents of any community will have the opportunity to participate in the CEQA process and provide comments on the Draft EIR.

EdK2 Response
Section 3.13 (Noise) of the EIR will discuss any potential changes in noise as a result of the proposed project.

EdK3 Response
In compliance with CEQA, the Authority is the lead agency for the EIR and is paying for its preparation.

EdK4 Response
RS&H is the firm awarded the contract to prepare the EIR.

EdK5 Response
Groups provided data for consideration through the scoping process. The next opportunity to provide comments on this project will be on the Draft EIR, which is anticipated to be published in April 2016.

EdK6 Response
The comment regarding the railroad is noted. However, train operations may result in vibrations on buildings in proximity to the train tracks. However, the proposed replacement terminal would be constructed to modern seismic safety standards and any increase in train operations would not affect Airport operations.

Rodriguez1 Response
The comment regarding opposition to the proposed project is noted.

Orr1 Response
The comment regarding modernization of the Airport at a safer location is noted.

Orr2 Response
Section 3.6 (Cultural Resources) of the EIR will discuss if there are any historic features or buildings as part of the proposed project.

Berman1 Response
The comment regarding support of the proposed project is noted.

Berg1 Response
A final design of the replacement terminal would occur after completion of the EIR and approval of the project by the voters of Burbank. Solar power and other renewables sources of energy would be considered during the final design process.

Berg2 Response
Section 3.18 (Utilities and Services Systems) of the EIR will discuss the demand for energy from the replacement terminal.

Berg3 Response
The number of EV charging stations will be decided during the final design process for the replacement terminal.

Berg4 Response
The comment regarding a mandatory curfew is noted. However, this comment is outside the scope of the EIR.

Berg5 Response
Section 3.1.1 of the EIR will discuss any potential change in the number of airline passengers based on the forecast. Section 3.17 (Transportation and Traffic) of the EIR will discuss possible increase in traffic as a result of the proposed project.

Berg6 Response
Section 3.9 (Hazards and Hazardous Materials) of the EIR will discuss construction impacts associated with the proposed project.

Bruse1 Response
The control tower will not be replaced or relocated. The approximate distance of the existing control tower to the centerline of Runway 15/33 is 786 feet and approximately 782 feet from Runway 8/26 centerline.

Hawke1 Response
The comment regarding the location of the railroad tracks is noted. The operation of trains is not a part of this proposed project; thus, this comment is outside the scope of the EIR.

Hawke2 Response
The comment regarding a sound wall is noted. Section 3.13 (Noise) of the EIR will identify any impacts associated with the implementation of the proposed project. If significant noise impacts occur, mitigation measures will be identified to reduce the magnitude of the noise impact.

Hawke3 Response
Any changes in arrival and departure patterns at the Airport will be identified in Section 3.13 (Noise) of the EIR.

Hawke4 Response
The comment regarding the formation of a homeowners group with voting rights is noted. However, this comment is outside the scope of the EIR.

Hawke5 Response
Section 3.4 (Air Quality) of the EIR will address potential air quality impacts associated with the proposed project. Section 3.17 (Transportation and Traffic) will address potential traffic and parking impacts associated with the proposed project. Section 3.1.1 of the EIR will discuss the forecasted operations that are expected to occur at the Airport.

Hawke6 Response
Section 3.15 (Public Services) of the EIR will discuss any change in police protection that would occur as a result of implementation of the proposed project.

Hawke7 Response
Section 3.17 (Transportation and Traffic) will address potential traffic impacts associated with the proposed project.

Hawke8 Response
The comment regarding the Authority to be responsible for street maintenance, police protection, and fire protection off Airport property is noted. Sections 3.17 (Traffic and Transportation) and 3.15 (Public Services) of the EIR will identify any impacts to streets. If significant traffic or public services impacts occur, mitigation measures will be identified to reduce the magnitude of the impact. However, federal law and grant assurances bar the Airport from maintaining City of Burbank-owned/operated infrastructure and/or public services (e.g., bar against revenue diversion).

Hawke9 Response
The comment regarding transparency for future projects is noted.

Hawke10 Response
The comment regarding the changes to the Joint Powers Authority (JPA) is noted. However, the commenter is not correct in stating that the Authority would have the super majority under these changes. The super majority voting would require two of the three votes from each city's three commissioners.

ATTACHMENT C: TRANSCIPTS OF ORAL SCOPING COMMENTS AND RESPONSES TO ORAL SCOPING COMMENTS

In the Matter of:

In re BURBANK BOB HOPE AIRPORT

TRANSCRIPT OF PROCEEDINGS

November 19, 2015

Dianne Jones & Associates

Reporting and Videography

P.O. Box 1736
Pacific Palisades, California 90272
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BURBANK BOB HOPE AIRPORT

14-GATE REPLACEMENT TERMINAL

ENVIRONMENTAL IMPACT REPORT

PRE-SCOPING INFORMATIONAL WORKSHOP

THURSDAY, NOVEMBER 19, 2015

6:00 p.m. - 8:13 p.m.

PUBLIC COMMENTS REPORTED BY:

Victoria Poole, CSR No. 7657

Burbank Bob Hope Airport 14-gate Replacement Terminal Environmental Impact Report Pre-scoping Informational Workshop, 150 N. Third Street, Room 104, Burbank, California; Thursday, November 19, 2015, 6:00 p.m. - 8:13 p.m.

Public comments reported by Victoria Poole, CSR No. 7657.

MR. WIEGAND: Roy, R-O-Y; Wiegand, W-I-E-G-A-N-D, is the last name.

My question and hope for the new terminal is that it would be a LEED-certified -- platinum is the highest level, environmentally friendly building.

Wiegand2

I know on the new rental-car building there at the airport, which I live right near, there are solar panels on the way. There's a lot of roof on top of that building. I would hope that the airport terminal would include such things as solar panels, gray-water system, with our water situation.

Wiegand3

Also, I commute by bicycle, as many people do in the Burbank area, and I'm curious about bicycle lockers and places to safely store your bike out of weather. Not everybody commutes to the airport on a bicycle, I understand, but there are some that do. So those will be a couple of my questions and concerns.

And I did register my e-mail already. If this is something where they get back to me or not, I don't know, but that's on file.

My Email is radsfour@att.net.

Thank you for this opportunity.

-o0o-

MS. DELMAR: Debra, D-E-B-R-A; Delmar like the racetrack, one word; delmd001@gmail.com.

Delmar2

So what I basically am thinking is make the teal area two stories instead of one story. That way, we can actually have a jetway, so passengers can get off of a plane using a jetway that gets into the terminal rather than I get off of the Burbank plane right now; they pull up a ramp; I walk down the stairs, so I do the switchbacks, dragging my bag behind me. If it's raining, I'm sliding and slipping.

I've seen a little old lady fall down one of those, and I had to grab her arm.

And then we walk out into the elements, and then we go back into the terminal building.

So for doing modernization for safety and for Airport Authority, let's also make it modern for the weather, for the passengers. It would be easy to do right now, because all you have to do is a second story onto any of the teal area.

I may come back. We're good. Okay. Thank you.

-o0o-

MS. SINGER: Sunny Singer, s-U-N-N-Y; S-I-N-G-E-R, like the song.

Between now and the time anything is built, and I don't know if there's correct signage or any signage in the terminal to take some sort of moving sidewalk to get to the rental cars.

Singer1

It's lacking or nonexistent or poorly done, because all of my friends and family that have arrived at Burbank have no clue there was any moving sidewalk or any conveyance to get them from the terminal to the car-rental building.

And in the car-rental building, the elevators and escalators don't always work, which is very difficult when you have children, strollers and bags.

That's really it, and that's the main thing, really. I just want to point that out, because they go

Singer2

across the street, across the parking, walking about a half a mile to get to the parking structure, and that, they can do now.

This is nothing to do with the future. It doesn't have anything to do with the future. The signage needs to be up there now, if it isn't there. If it is there, it needs to be improved.

-o0o-

MS. DELMAR: Debra Delmar D-E-B-R-A; Delmar like the racetrack.

Delmar3

There's a preferred option, and then there are two other options. The other two options are so similar with the new structures being on Empire, it's almost as if there's only two options: The preferred and then what's on Empire. And one is good and the other one is not acceptable at all, so it's almost like there are no options.

It's almost like there aren't really three options. They almost feel like someone is forcing us into accepting the preferred method, since there are no viable other options.

-o0o-

MR. MOYNAHAN: Okay. My name is Michael Moynahan, and the last name is spelled M-O-Y-N-A-H-A-N.

And I've been a Burbank resident for over 20 years. And I live under the flight path, so planes fly over my house on take-off, and on windy days, they land over my house.

Moynahan1

And a lot of the community is concerned about airport expansion. One of the main concerns is noise, and we're worried that with an expanded and modernized airport will also come more flights.

Regardless of the amount of gates -- we keep hearing 14 gates might be a limit. They might stick with the limit of 14 gates, but we're more worried about the amount of flights.

And the cargo planes that fly out of Burbank don't need a gate, and in the future, a lot of us worry about more air traffic, whether it be commercial or general aviation, more cargo, but not so concerned about the amount of gates.

Moynahan2

The other thing I'm hearing a lot tonight is safety issues and a push for a new terminal based on safety. And I always feel safe at Burbank Airport, and everybody I've spoken with in the community doesn't have an issue with the safety of the airport as it is now, and so we're all trying to understand other reasons that we would need a new terminal or expanded terminal or bigger airport.

That's all. Thank you.

-o0o-

RACHEL: Rachel, R-A-C-H-E-L.

Rachel1

My big concern, after talking to more than ten representatives, is not one person was able to list one pro that we as the town of Burbank receive from building an airport.

There are only cons, with noise pollution, Rachel2

sound pollution, traffic. Property values, where I live, since I'm in the flight path, will go down.

I'm a neighbor who bought -- I'm a young neighbor who bought two years ago because -- I invested in this town because of our police force, because of our fire department, because of our schools, and -- and having more flights right over my house will only bring the value down and cause damage to the -- what to the -- to the environment over us and to the schools, and those are -- and not one person could list a pro.

So it does not benefit us at this time to bring in construction or to bring in the possibility of more frequent flights.

And the FHA (sic) laws are not closing that airport, so we will still have our beloved Burbank Airport. And when the time comes of the possibility that that may get closed down, we can -- may get closed down to the new rules or regulations, that can be addressed then of the pros and cons.

Final statement: There is not one single solitary pro that was listed from the ten representatives I talked to tonight.

-o0o-

MR. ORR: Jonathan Orr, J-O-N-A-T-H-A-N O-R-R.

As a person who lives underneath the flight path of the airport and have lived here since 2009, I think my primary problem with this plan is it feels, to me, to be a -- in addition to, you know, fixing the safety problems that the FHA (sic) has brought up, it feels like an attempt to increase the amount of flights coming out of Burbank and to turn that whole area into some sort of, like, transportation hub, which will directly impact the neighborhood that -- surrounding neighborhood of the airport and impact it in a negative way.

Orr1

I think -- I don't feel like the Airport Authority is being a hundred percent honest. I think that there's a lot of hard questions that they have been evading that they can't give solid answers to.

They have not given solid -- they claim to not be able to give solid answers to how many flights there might be coming out of the airport when it's moved, and they can't even give us solid information of how many flights there -- have a potential of coming out of the airport as it is, which seems baffling to me that they would not know that -- or have no capability, and -- because that is the thing that -- the amount of flights is the thing that most directly correlates to our standard of living in that area, and nobody can -- is really giving me satisfactory answers to that.

Orr2

And in that case, there seems to be no advantage that can be stated for us agreeing with moving the airport.

All right. Thank you.

-o0o-

(Conclusion of reported proceedings at 8:13 p.m.)

-o0o-

C E R T I F I C A T E

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth;

that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction;

further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney of any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: November 25, 2015

____
VICTORIA POOLE
CSR No. 7657

In the Matter of:

BURBANK BOB HOPE AIRPORT 14-GATE REPLACEMENT TERMINAL

AGENCY AND PUBLIC SCOPING MEETING

December 10, 2015

Dianne Jones & Associates

Reporting and Videography

P.O. Box 1736
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BURBANK BOB HOPE AIRPORT

14-GATE REPLACEMENT TERMINAL

EIR WORKSHOP

AGENCY AND PUBLIC SCOPING MEETING

THURSDAY, DECEMBER 10, 2015

3:00 pm - 8:00 pm

REPORTED BY:

Victoria Poole, CSR No. 7657

Burbank Bob Hope Airport 14-gate Replacement Terminal EIR Workshop Agency and Public Scoping Meeting, 150 N. Third Street, Room 104, Burbank, California.

MR. FULL: All right. Good afternoon.

My name is Dave Full, and I'm with RS&H, and RS&H is the firm that has been contracted by the Burbank-Glendale-Pasadena Airport Authority to prepare an EIR for their Replacement Terminal Project.

Our meeting this afternoon is a meeting for scoping for agencies that may have an interest in this Project, so thank you to the agencies who have shown up today.

I'm just going to do a very quick presentation for you and then open it up for any comments that you may have.

I will say that Vicki Poole here is our stenographer. She's taking down the minutes for this particular meeting. So if you do plan on speaking, let's make sure she can hear you, and you spell your name and that sort of thing, so that we get it on the record correctly. All right?

So the important thing that I'm going to talk about is that we're doing an EIR, and we're doing it for three different alternatives, okay, for a Replacement Terminal.

There are some facts that I think are really important for folks to know, and that is that the Authority supports a City action, and that City action is a Conceptual Term Sheet, and that was released in October, and the Burbank City Council considered that Term Sheet in November, and that is moving through the process.

Public input has been part of the process. The Authority has done a variety of different public input as part of the process, and you can see the various aspects that have occurred over the past couple of years that the Authority and the City have done to initiate the public process as part of the Replacement Terminal Project.

As a project in the state of California, you are required to do environmental review in compliance with the California Environmental Quality Act, and the EIR is that document that we will be preparing to be in compliance with CEQA.

That EIR will help inform the decision makers and the public about any impacts associated with our

Project. It will identify any mitigation measures to significant impacts. It's going to identify any reasonable alternatives, and again, I'm going to describe the three alternatives to the Replacement Terminal that we're looking at, and it gives both you the agencies and the general public an opportunity to provide input into the process.

We have built into the process a variety of opportunities for public input, and when I say "public," I also mean agency input in this regard.

So we held a Pre-scoping Informational Workshop in November. We did that at the Community Services Building in Burbank. We had a nice crowd that showed up. We had a lot of nice dialogue with the public and gave out a lot of good information, to make sure the public had a clear understanding for the Project.

We are now in the Scoping Meeting phase. We're going to have our Agency Scoping Meeting, which is occurring right now, and then at 5:00 o'clock, we're going to have a Public Scoping Meeting as well, and we've invited all sorts of the public to come and participate in that process.

There will be a Comment Period associated with the Notice of Preparation. We plan on issuing that Notice of Preparation before the end of the year, so it will come out in December, and that will have a comment period associated with it.

The next document that we prepare is a draft EIR that gets published. We're anticipating that document to be published in mid April. That will have a 45-day comment period associated with it, and during that 45 days, we'll have a public workshop much like the Scoping Workshop we're going to have this afternoon.

There also will be opportunities for public input at the Authority Commission meeting, the City of Burbank Planning Board meeting, and the City of Burbank City Council meeting. So there's a variety of different opportunities for agencies and the public to provide input.

So some basic information about the Conceptual Term Sheet between the Authority and the City. The first is that it maintains the same number of gates in the terminal as exists today. There are 14 gates today. The Replacement Terminal will have 14 gates as well.

It also keeps the same number of public parking spaces. Right now, there are 6,637, and in the future, with the Replacement Terminal Project, there will be 6,637, and the maximum square footage for the terminal would be 355,000 square feet.

So one of the reasons -- why do we actually need to do the project? There are several reasons. Number one is that the existing terminal is too close to the runways; okay? And it is not in keeping with FAA design standards with respect to separation from the runways.

So the Replacement Terminal would be developed in such a way that it meets those standards, the FAA standards.

The other thing is that the existing terminal building, parts of it are quite original, up to 85 years old, and it doesn't meet current seismic standards that we have here in the state of California.

And the other thing is passenger convenience. The existing terminal building is not a very convenient building for air passengers.

So we were authorized -- RS&H was authorized to start the EIR in the beginning of November, so this is very early on in the process, and we are looking at three different build alternatives and two no-build alternatives.

Okay. So what I want to do is kind of explain each one of those in a little bit of detail, the three build alternatives. I'm going to call them the B-6 Alternative, the Potential Southwest Quadrant

Alternative, and the Same-Size SWQ Alternative.

You will see on the screen there, SWQ is Southwest Quadrant, is our abbreviation for it. So the B-6 Alternative, it would be built in the northeastern quadrants of the Airport. The terminal would be 355,000 square feet. That's the maximum that we -- that I indicated.

It would have parking associated with it in the orange here (indicating).

It also would result in the development of an air cargo building just to the north of the blue area, which is employee parking, and it also would result in a replacement ARFF, which is an Aircraft Rescue Firefighting Facility; okay? That facility currently exists in this location inside a hangar at the airport, so it would get its own dedicated place there in the northeast quadrant.

The other thing that happens is that the existing terminal in the southeast quadrant would be demolished, as would be the existing parking structure; okay? And because of the demolition of this, this allows for this taxiway (indicating) and this taxiway to be extended, so that you have a full complement of a parallel taxiway for both Runway 1533 and Runway 826.

For the Potential Southwest Quadrant

Alternative, the number of square feet is the same: 355,000 square feet. It would put the terminal here in the Southwest Quadrant a terminal, the gates, the 14 gates. There's parking adjacent do it for the public as well as public parking for employees.

The air cargo building would be to the west of the terminal, and because the existing uses in the Southwest Quadrant would need to be displaced, those would be developed up here or, I should say, relocated up here to the northeast quadrant, and that is the general aviation uses that currently exists in the Southwest Quadrant.

This project also would have the ARFF station in the northwest quadrant and, again, same with the demolition of the terminal -- the existing terminal and the existing parking garage and the extension of those parallel taxiways.

And then our third build alternative is what we call the Same-Size Southwest Quadrant Alternative. That alternative is about 232,000 square feet. It's the same number of square feet that exists in the current terminal building.

It also would be in the Southwest Quadrant and, again, would have public parking, employee parking and an air cargo building in that location. It does not move the ARFF station to the northwest quadrant. The ARFF station would remain in the existing hangar in the northwest quadrant, but this alternative would result in the demolition of the existing terminal, the existing parking garage, and allow for the extension of those parallel taxiways.

So No-Build Alternatives, the first one really is there are existing conditions, what exists out there right now, and that is called the No-Project-No Change on this slide, but we're going to call it Existing Conditions.

And then the other one is our No-Project Alternative, and that is the use of the existing terminal but recognizing that there is an increase in air passengers and aircraft operations that can occur over time.

So the preferred B-6 Alternative and the Southwest Quadrant Alternative -- Potential, Southwest Quadrant Alternative, requires some discretionary City action associated with those projects because of the development in the northeast quadrant, and those are then subject to Measure B approval in the City of Burbank.

The Same-Sized Southwest Quadrant Alternative and the No-Project Alternative do not have those discretionary approvals associated with it.

So our schedule is we did that -- I talked about the Pre-scoping Meeting in November, the Scoping Meeting that's happening today, our Notice of Study -- Notice of Preparation in late December, so within this month; the Draft EIR in April; the Final EIR in July; and hopefully the certification of that Final EIR at the end of July 2016.

And that's it for the presentation, and I would open it up to our various agencies out there in the audience to ask questions or provide comments for us.

And again, if you do, those that came late, if you do want to ask a question, I would like for you to be sure that you identify who you are, what agency you are with, spell your name if it's difficult, so that Vicki can make sure it gets into the record.

So I'm opening it up to anybody in the audience.

MR. HALL: Hi. I'm Ryan Hall with the Southern California Association of Governments and the Aviation Program, and I just want to thank Burbank Airport staff for organizing this today, because it's been very informational.

SCAG1

From SCAG's point of view, I would just like to mention that in our draft RTP -- draft Regional Transportation Plan 2016, we forecast that Burbank

Airport will have 7.3 million annual passengers in the year 2040 and to incorporate those numbers into any planning documents, as well as pay attention to the transit access building from either of the new options for the Replacement Terminal.

And thank you.

MR. FULL: Thank you, Mr. Hall.

Do we have any other speakers from any other agencies that would like to talk today?

All right. Going once; going twice.

All right. Well, thank you very much. Appreciate your attendance.

And again, we have a Public Scoping Meeting that begins at 5:00 o'clock this afternoon. If you care to hang around for that, you are more than welcome to.

Again, thank you for participating. Appreciate it. This concludes the first part.

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PUBLIC COMMENTS

THE REPORTER: Okay. Your name, ma'am?

UNIDENTIFIED WOMAN: I don't want to give all that stuff out. Is there a problem with that? Do you have a problem with that?

Okay. In viewing and listening to the guys, I like the site, and the number on the paper, B-6. That's the site I prefer for the terminal location.

Unidentified Woman1

Thank you.

-o0o-

THE REPORTER: Your name, sir?

MR. HARROP: Sure. Kevin Harrop, H-A-R-R-O-P.

The Authority needs to engage -- the Authority needs to succeed in engaging the public. I know they try, but it's -- to get more people to show up to be educated.

Harrop1

And that's what I was telling Dan, just that the Authority needs to do more to engage the public for -- to educate the public about the new terminal, and they -- I mean to say that they need to succeed at turning out the public.

And I don't know how many people are going to show up tonight, but it doesn't look like a lot, does it?

That's basically it.

Harrop2

I'm pro-terminal, so that's about all I have got to say.

-o0o-

THE REPORTER: Your name?

MR. LUDWIG: Benno B-E-N-N-O, Ludwig, L-U-D-W-I-G. I'm now a resident of Glendale, California, but originally, before I retired, I lived in Grand Rapids, Michigan, and flew often to Burbank Airport, because my family lives in Toluca Lake.

Ludwig1

And I hope in the renovation they can retain some of the charm and -- what do you call it -- the low-rise feel to the property. I don't want to build all, you know, skyscrapers.

-o0o-

UNIDENTIFIED MAN: Just put anonymous.

Unidentified Man1

John Wayne Airport. John Wayne, for the new terminal, exactly the same. That would be a great suggestion, because it's very functional. It has the multi-level, you know, access to the terminal, and has a multi-level arrival and departure area for the vehicle traffic.

It could cut down a lot of congestion at the curb, because right now, for that one curb, you know, for both, it's very congested, especially during peak travel time, and that would cut down on a lot of the hassle.

That's a great idea. John Wayne Airport at Burbank.

All the amenities are enclosed inside. You know, it's not on the outside like the baggage-claim here, like where you have now, because the baggage claim is outdoors. It's outdoors right now, and so if you have all the stuff on the inside -- everything indoors, basically, with the jet bridges.

So that's basically my best suggestion.

-o0o-

THE REPORTER: Your name, sir?

MR. RODDY: My name is Roger, R-O-G-E-R, Roddy, R-O-D-D-Y, and I live on Valley -- north Valley Street in between Victory and Jeffries, J-E-F-F-R-I-E-S.

So I'm right in the flight path, and, obviously, this has been a big topic of conversation.

Roddy1

And my biggest concerns are that air traffic doesn't increase. I don't want air traffic to increase. I realize it's the same amount of gates and curfew, which is a big deal. We want to make sure that the curfew stays the same.

Roddy2

And property value, I know that the Environmental Impact Report will not be looking at property value -- the way the property value is affected, Roddy3

and I was wondering if there's any way that they can include that or have another company do that by looking at, obviously, other locations and seeing how property value has changed once similar changes have been made.

And if this is, indeed, for the Council, this report we're doing right now, my biggest concern is that the Joint Powers Agreement will continue to protect the citizens of Burbank and that the supermajority will always require at least two council members from Burbank -- it's tricky.

Roddy4

I'm trying to figure out -- I think it's a voting thing and that I think the citizens of Burbank are going to be very vocal and turn out to vote, if any of the council members show that they are going to flop on their decision to protect the citizens of Burbank with the curfew, with the number of gates, with these guarantees that we're being given.

Roddy5

And that's really my biggest concern is that there's no guarantees. They can change their mind.

I think that's it.

(Conclusion of proceedings at 8:00 pm.)

-o0o-

C E R T I F I C A T E

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

That the foregoing proceedings were taken before me at the time and place herein set forth;

that a verbatim record of the proceedings was made by me using machine shorthand which was thereafter transcribed under my direction;

further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any attorney of any of the parties.

IN WITNESS WHEREOF, I have this date subscribed my name.

Dated: December 16, 2015

____
VICTORIA POOLE
CSR No. 7657

RESPONSES TO ORAL COMMENTS PROVIDED ON NOVEMBER 19, 2015

Wiegand2 Response
The comment regarding the design of the terminal to meet LEED certifications is noted. Also, the comments regarding solar panels, grey water systems, and bicycle lockers are noted

Wiegand3 Response
The comment regarding bicycle parking is noted. Any bicycle parking would be incorporated into the final design.

Delmar2 Response
Chapter 2 (Project Description) of the EIR will address the proposed terminal design. The comment regarding the preference for the use of jetways is noted. However, as will be noted in Chapter 2 (Project Description) of the EIR, no jetways are proposed as part of the proposed project. The Authority will provide ADA-accessible access to the aircraft without the need for a lift and the Authority will provide covered access to the front entrance to the aircraft.

Singer1 Response
The comment regarding the existing signage to direct passengers to the rental car facility is noted. A However, this comment is outside the scope of the EIR. In addition, a separate appendix will be developed that identifies the changes in traffic patterns that would occur as a result of each terminal option and this will include any changes to how passengers access the rental car facility.

Singer2 Response
The comment regarding the rental car facility is noted. However, this comment is outside the scope of the EIR.

Delmar3 Response
Chapter 4 (Alternatives) of the EIR will discuss all alternatives considered.

Moynahan1 Response
Section 3.13 (Noise) of the EIR will discuss any potential noise impacts associated with the proposed project.

Moynahan2 Response
The comment regarding the safety of the Airport is noted.

Rachel1 Response
Section 3.13 (Noise) of the EIR will discuss any potential noise impacts associated with the proposed project. Section 3.17 (Transportation and Traffic) will discuss any potential traffic impacts associated with the proposed project.

Rachel2 Response
The comment regarding property values is noted. However, this comment is outside the scope of the EIR.

Orr1 Response
Section 3.1.1 of the EIR will discuss the forecasted operations that are expected to occur at the Airport.

Orr2 Response
Section 3.1.1 of the EIR will discuss the forecasted operations that are expected to occur at the Airport.

RESPONSES TO ORAL COMMENTS PROVIDED ON DECEMBER 10, 2015

SCAG1 Response
The comment regarding SCAG's draft Regional Transportation Plan is noted. Appendix E (Forecasts) of the EIR will indicate how the SCAG forecasts were considered as part of the development of the forecasts.

Unidentified Woman1 Response
The comment regarding support of the proposed project is noted.

Harrop1 Response
The comment regarding engagement of the public is noted.

Harrop2 Response
The comment regarding support of the proposed project is noted.

Ludwig1 Response
Chapter 2 (Project Description) of the EIR will discuss the proposed terminal design while Section 3.2 (Aesthetics) of the EIR will discuss any potential impacts to the aesthetics of the area associated with the proposed project.

Unidentified Man1 Response
Chapter 2 (Project Description) of the EIR will discuss the proposed terminal design.

Roddy1 Response
Section 3.1.1 of the EIR will discuss the forecasted operations that are expected to occur at the Airport.

Roddy2 Response
The existing voluntary curfew will not be affected as a result of the proposed project.

Roddy3 Response
The comment regarding property values is noted. However, this comment is outside the scope of the EIR.

Roddy4 Response
Section 2.4.6 (Change in Governance under the Joint Powers Agreement) of the EIR will summarize the proposed changes to the JPA. Appendix D of the EIR will present the proposed text of the JPA.

Roddy5 Response
The comment regarding whether guarantees can be provided is noted.

ORIGINAL FILED

APR 29 2016

LOS ANGELES, COUNTY CLERK

Notice of Completion and Availability of the Draft Environmental Impact Report (DEIR) for a Replacement Airline Passenger Terminal at Burbank Bob Hope Airport

The proposed project would replace the existing 14-gate, 232,000-square-foot passenger terminal with a 14-gate passenger terminal that meets current California seismic design and FAA airport design standards. The replacement passenger terminal would be developed in accordance with modern design standards to provide enhanced passenger amenities; security screening facilities that meet the latest TSA requirements; and other airport facilities (including hold rooms, baggage claim areas, and public areas) that are designed and sized for the kinds of aircraft the airlines routinely operate. The EIR includes detailed analysis of three potential replacement terminal options:

1. Adjacent Property Full-Size Terminal Option – A 355,000-square-foot replacement passenger terminal to be constructed on the B-6 Adjacent Property. This is the Authority's preferred development option.
2. Southwest Quadrant Full-Size Terminal Option – A 355,000-square-foot replacement passenger terminal to be constructed in the southwest quadrant.
3. Southwest Quadrant Same-Size Terminal Option – A 232,000-square-foot replacement passenger terminal to be constructed in the southwest quadrant.

Anticipated Environmental Effects of the Project:

1. It is anticipated that the Adjacent Property Full-Size Terminal Option would result in significant air quality impacts and, in the event that mitigation identified in other jurisdictions is not implemented, traffic impacts.

2. It is anticipated that the Southwest Quadrant Full-Size Terminal Option would result in significant air quality impacts and, in the event that mitigation identified in other jurisdictions is not implemented, traffic impacts.

3. It is anticipated that the Southwest Quadrant Same-Size Terminal Option would result in significant air quality impacts and, in the event that mitigation identified in other jurisdictions is not implemented, traffic impacts.

Comments on the DEIR will be received beginning April 29, 2016 through June 13, 2016.

The Draft Environmental Impact Report is available electronically at:
www.BURreplacementterminal.com

2627 Hollywood Way • Burbank, California 91505 • (818) 840-8840 • Fax: (818) 848-1173

Public workshops/meetings will be held by the Lead Agency as follows:

Thursday, May 19, 2016, 6:00-8:00 PM
Burbank Community Services Building
150 N. Third Street, Room 104, Burbank, CA 91502

Wednesday, June 1, 2016, 6:00- 8:00 PM
Buena Vista Library
300 N. Buena Vista Street, Burbank, CA 91505

Monday, June 6, 2016, 9:00 AM
Burbank-Glendale-Pasadena Airport Authority Meeting
Sky Room
2627 Hollywood Way, Burbank, CA 91505

Copies of the DEIR and all documents referenced in the DEIR are available for inspection at the following locations:

Burbank-Glendale-Pasadena Airport
Authority Office
2627 Hollywood Way
Burbank, CA 91505

Buena Vista Library
300 N. Buena Vista Street
Burbank, CA 91505

Northwest Branch Library
3323 W. Victory Blvd.
Burbank, CA 91505

Glendale Central Library
222 E. Harvard Street
Glendale, CA 91205

Pasadena Public Library
285 E. Walnut Avenue
Pasadena, CA 91101

Burbank City Hall
City Clerk's Office
275 E. Olive Avenue
Burbank, CA 91502

Burbank Central Library
110 N. Glenoaks Blvd.
Burbank, CA 91502

Glendale City Hall, City Clerk Office
613 E. Broadway, #110
Glendale, CA 91205

Pasadena City Hall, City Clerk Office
100 Garfield Avenue
Pasadena, CA 91101

Valley Plaza Library
12311 Vanowen Street
North Hollywood, CA 91605

Sources: Esri. 2016. RS&H. 2016

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Legend

- Adjacent Property
- Southwest Quadrant

Existing Airport Layout

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2015121095

Project Title: Burbank Bob Hope Airport Replacement Terminal

Lead Agency: Burbank-Glendale-Pasadena Airport Authority — Contact Person: Mark Hardyment
Mailing Address: 2627 Hollywood Way — Phone: 818.840.8840
City: Burbank — Zip: CA — County: 91505

Project Location: County: Los Angeles — City/Nearest Community: Burbank
Cross Streets: Hollywood Way and Thornton Avenue — Zip Code: 91505
Longitude/Latitude (degrees, minutes and seconds): 34 ° 12 ′ 02.5 ″ N / 118 ° 21 ′ 31.2 ″ W Total Acres: 555
Assessor's Parcel No.: ____ Section: 4 and 5 Twp.: 1 and 2 N Range: 14W Base: ____
Within 2 Miles: State Hwy #: I-5 Waterways: ____
Airports: Burbank Bob Hope Airport Railways: Union Pacific/MetroLink Schools: BUSD, LAUSD

Document Type:

CEQA: ☐ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☒ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ____ Other: ____
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other: ____

Local Action Type:

☐ General Plan Update ☐ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☒ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☐ Other: ____

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☒ Transportation: Type Passenger Terminal
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☐ Other: ____

Project Issues Discussed in Document:

☒ Aesthetic/Visual
☒ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☒ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☒ Flood Plain/Flooding
☒ Forest Land/Fire Hazard
☒ Geologic/Seismic
☒ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities
☒ Recreation/Parks
☒ Schools/Universities
☐ Septic Systems
☒ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation
☒ Vegetation
☒ Water Quality
☒ Water Supply/Groundwater
☒ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☐ Other: ____

Present Land Use/Zoning/General Plan Designation:

Bob Hope Airport / Airport / Airport

Project Description: *(please use a separate page if necessary)*

The Burbank-Glendale-Pasadena Airport Authority (Authority) is proposing to construct a 14-gate replacement passenger terminal and related facilities at Bob Hope Airport (Airport) in one of two locations at the Airport.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of		Office of Public School Construction
	California Emergency Management Agency		Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District # 7	X	Public Utilities Commission
X	Caltrans Division of Aeronautics	X	Regional WQCB # 4
X	Caltrans Planning	X	Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission		San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
X	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
	Education, Department of	X	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 5		Tahoe Regional Planning Agency
	Food & Agriculture, Department of		Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of	X	Water Resources, Department of
	General Services, Department of		
	Health Services, Department of	S	Other: FAA, LA County ALUC
	Housing & Community Development	S	Other: SCAG, SCAQMD, Burbank USD
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date 29 April 2016 Ending Date 13 June 2016

Lead Agency (Complete if applicable):

Consulting Firm: RS&H
Address: 369 Pine Street, Suite 610
City/State/Zip: San Francisco CA 94101
Contact: David J. Full, AICP
Phone: 415.609.4706

Applicant:
Address:
City/State/Zip:
Phone:

Signature of Lead Agency Representative: Date: 29 April 16

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

ASK QUESTIONS.
GET INFORMATION.

BE HEARD.

BURBANK BOB HOPE AIRPORT
14-GATE REPLACEMENT TERMINAL
DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
PUBLIC WORKSHOPS AND MEETINGS

Thursday, May 19, 2016, 6 p.m. - 8 p.m.
Burbank Community Services Building
150 N. Third St., Room 104, Burbank

Wednesday, June 1, 2016, 6 p.m. - 8 p.m.
Buena Vista Library, 300 N. Buena Vista St., Burbank

Monday, June 6, 2016, 9 a.m.
Burbank-Glendale-Pasadena Airport Authority Meeting
2627 Hollywood Way, Skyroom, Burbank

Info: (818) 840-8840

www.BURreplacementterminal.com

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APPENDIX C
MEETING AIRPORT SAFETY ENHANCEMENT OBJECTIVES

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Since prior to the ownership of the Airport by the Authority, the FAA has expressed significant concern about the aircraft operations at, and the location of, the existing passenger terminal. This concern is based on the fact that the existing passenger terminal does not comply with FAA airport design standards, including Advisory Circular (AC) 150/5300-13A, *Airport Design* (FAA, 2012).

The FAA has two primary safety concerns:

- Adjacent to the terminal on the taxilanes for Runways 8-26 and 15-33, aircraft taxi operations routinely occur simultaneously with aircraft arrivals and departures within the standard Runway Safety Area (RSA) for these runways.
- Portions of the existing terminal as well as aircraft parked at the terminal penetrate: (a) the defined runway Object Free Area (OFA)[1] identified in AC 150/5300-13A; (b) the primary and transitional surfaces that protect imaginary surfaces around runways for the safe operation of aircraft, as designated in Title 14 of the Code of Federal Regulations (CFR), Part 77; and (c) the Building Restriction Line identified on the FAA-approved Airport Layout Plan (ALP).

As defined by the FAA, an RSA is "a defined surface surrounding the runway prepared or suitable for reducing the risk of damage to aircraft in the event the aircraft undershoots (lands short of the runway), overshoots (travels past the far end of the runway), or an excursion (does not maintain a position in the center of the runway) from the runway" (FAA, 2012). The RSA has dimensional requirements as well as clearing, grading, and drainage requirements.

Under 14 CFR Part 139, Certification and Operations: Land Airports Serving Certain Air Carriers (2002), airports that serve scheduled or unscheduled air carrier passenger operations conducted with aircraft that have seating capacities of more than 30 passengers must obtain federal certification pursuant to 14 CFR Part 139. The Authority holds the requisite certificate and must comply with the requirements of the 14 CFR Part 139 regulations. These regulations stipulate that each certificate holder must provide and maintain safety areas for runways and taxiways.

FAA Order 5200.8, *Runway Safety Area Program* (FAA, 1999), establishes procedures to ensure that all RSAs at federally obligated airports and Part 139–certified airports conform to the standards in FAA AC 150/5300-13A, *Airport Design*, to the extent practicable. In addition, Public Law 109-115 (2005) required airport sponsors that hold a certificate under 14 CFR Part 139 to comply with FAA design standards for RSAs by December 31, 2015.

The FAA's dimensional requirements for an RSA are based on the type of aircraft the runway is designed to accommodate. The Airport Reference Code (ARC) is a coding system used to correlate airport design criteria to the operational and physical characteristics of the aircraft intended to operate on a particular runway. **Table C-1** lists the FAA's ARC and corresponding operational and physical characteristics. The first part of a runway ARC is a letter that represents the Aircraft Approach Category (AAC) and relates to the aircraft approach speed (operational characteristics). The second component of the ARC, depicted by a Roman

[1] The OFA is "an area centered on the ground on a runway centerline provided to enhance the safety of aircraft operations by remaining clear of fixed objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes".

Table C-1
FAA Airport Reference Code Classifications

Aircraft Approach Category	Aircraft Approach Speed	Airplane Design Group	Aircraft Wingspan	Aircraft Tail Height
A	Up to 91 knots	I	Up to 49 feet	Up to 20 feet
B	Greater than or equal to 91 knots but less than 121 knots	II	Greater than or equal to 49 feet but less than 79 feet	Greater than or equal to 20 feet but less than 30 feet
C	Greater than or equal to 121 knots but less than 141 knots	III	Greater than or equal to 79 feet but less than 118 feet	Greater than or equal to 30 feet but less than 45 feet
D	Greater than or equal to 141 knots but less than 166 knots	IV	Greater than or equal to 118 feet but less than 171 feet	Greater than or equal to 45 feet but less than 60 feet
E	Greater than or equal to 166 knots	V	Greater than or equal to 171 feet but less than 214 feet	Greater than or equal to 60 feet but less than 66 feet
		VI	Greater than or equal to 214 feet but less than 262 feet	Greater than or equal to 66 feet but less than 80 feet

Source: FAA, 2012

numeral, is the Airplane Design Group (ADG) and relates to either the aircraft wingspan or tail height (physical characteristics), whichever is most restrictive with respect to the aircraft's safe movement on the airport. Together, the ADG and the AAC together are the basis for establishing RSA dimensions.

Both Runways 8-26 and 15-33 have an ARC designation of D-IV, consistent with the aircraft that currently operate and are anticipated to operate at the Airport. **Table C-2** outlines the appropriate RSA dimensions for D-IV aircraft.

In addition to dimensional requirements, the FAA has established the following specific physical requirements for RSAs:

- Areas within the RSA must be cleared and graded, with no potentially hazardous ruts, humps, depressions, or other surface variations.
- RSA grading must allow adequate drainage to prevent the accumulation of water. The installation of storm sewers is permissible within the RSA, but the elevation of the stormwater inlets may not vary more than 3 inches from the surrounding surface elevation. **Table C-2** also shows the RSA limits for longitudinal and transverse grading.

Table C-2

Runway Safety Area (RSA) Dimensional Requirements for Runway Design Code D-IV Aircraft

RSA Dimensions and Grade Limitations	Requirement
Width	500 feet
Length Prior to Landing Threshold	600 feet
Length Beyond the Runway Threshold	1,000 feet
Distance Beyond Runway End	**Transverse Grading**
Initial 200 feet	1.5% to 5% grade, no positive
Beyond 200 feet /a/	Maximum ±5%

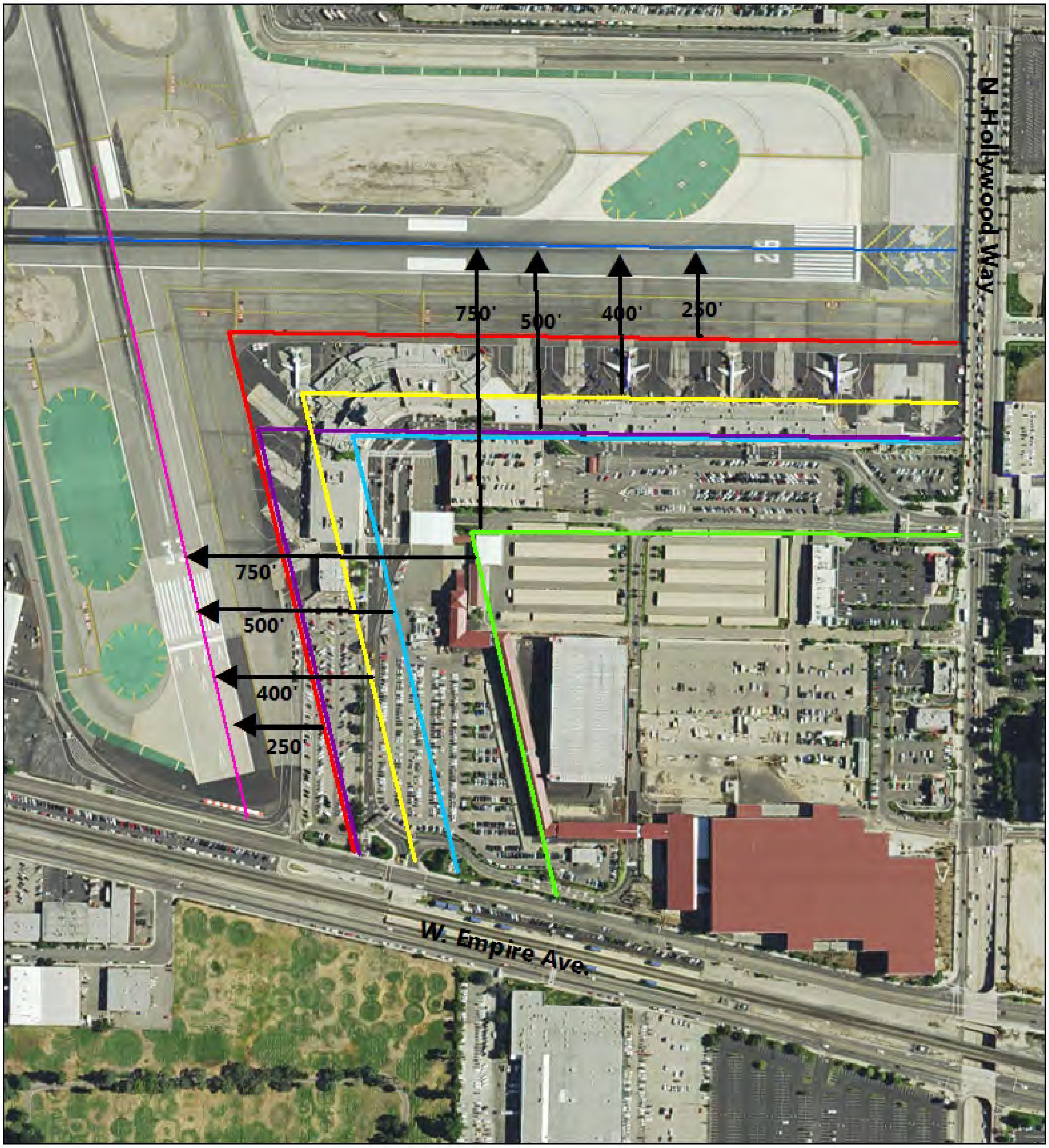
/a/ No penetration of approach surface permitted.
Source: FAA, 2012

- The RSA surface must be capable, under dry conditions, of supporting snow removal equipment, Aircraft Rescue and Fire Fighting (ARFF) equipment, and the occasional passage of aircraft without causing damage to the aircraft.
- The RSA must be free of objects (including aircraft, ground handling equipment, vehicles, and buildings), except for objects that need to be located within the RSA because of their function.

Over 60 percent of aircraft accidents occur during takeCoffs and landings. During these segments, which are generally regarded as the most critical phases of flight, aircraft pilots are subject to a variety of control and operational factors, including a runway's usable operating dimensions. The function of the RSA is to create a buffer between the runway pavement and non-aircraft movement areas to prevent on-ground accidents. In recognition of the significant safety enhancement afforded by compliant RSAs, the FAA issued Order 5200.8, *Runway Safety Area Program*, which identifies potential alternatives for airports that do not provide/have the required cleared and graded safety areas.

On March 7, 2011, in accordance with FAA Order 5200.8, the Authority concurred with the FAA's *Runway Safety Area Determination for the Bob Hope Airport* for Runways 8-26 and 15-33. The determination concluded that establishing fully compliant RSAs could only be accomplished by drastically reducing the length of each runway, virtually eliminating their utility as air carrier runways. Furthermore, at that time the Authority and the City of Burbank were parties to a Development Agreement that barred the construction of a replacement passenger terminal (the Development Agreement expired on March 15, 2015). As shown in **Figure C-1**, the existing RSA is 125 feet short of meeting FAA design standards on the south side of Runway 8-26 and on the east side of Runway 15-33 adjacent to the existing passenger terminal area.

The existing passenger terminal was the subject of a November 2002 letter from the then current FAA Administrator, Marion Blakey, to the Authority. That letter reaffirmed the FAA's long-standing support for the relocation of the passenger terminal to improve compliance with current FAA design standards and to provide the highest level of safety at the Airport.



Sources: Esri, 2015; RS&H, 2016; Authority, 2015

0 250 500 Feet

N

Legend

- Runway 15-33 Centerline
- Runway 8-26 Centerline
- Runway Safety Area (RSA)
- Object Free Area (OFA)
- Part 77 Primary Surface
- Aircraft Parking Limit Line (APLL)
- Building Restriction Line (BRL)

Figure C-1
Substandard Runway Separation

AC 5300-13A also includes requirements for the OFA "an area centered on the ground on a runway centerline provided to enhance the safety of aircraft operations by remaining clear of fixed objects, except for objects that need to be located in the OFA for air navigation or aircraft ground maneuvering purposes." In conjunction with RSAs, the OFA represents (i.e., the area surrounding the runway that is to be kept clear of all objects, except for objects that need to be located within the OFA because of their function). The OFA for runways with an ARC designation of D-IV is 800 feet, extending 400 feet on either side of the runway centerline. As depicted on **Figure C-1**, the OFA for Runway 8-26 and Runway 15-33 adjacent to the existing passenger terminal is 275 feet short of meeting FAA design standards. Thus, neither the RSAs nor the OFAs for Runways 8-26 and 15-33 meet FAA standards in the vicinity of the existing passenger terminal.

In addition, the central portion of the existing passenger terminal was constructed over 85 years ago and does not meet current California seismic safety (earthquake) design standards. That original portion was constructed using non-ductile concrete and unreinforced masonry, and these materials are still present within the building. This part of the terminal was retrofitted in 1995 to satisfy the City of Burbank Unreinforced Masonry Ordinance, but it does not meet the State of California's seismic safety design standards for a new building.

The proposed project would meet the airport safety enhancement objective by constructing a replacement passenger terminal that meets current FAA airport design standards and California seismic safety design standards.

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APPENDIX D
BOB HOPE AIRPORT REPLACEMENT TERMINAL
CONCEPTUAL TERM SHEET

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BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
ORGANIZED JUNE 21, 1977

Bob Hope Airport

The Conceptual Term Sheet & Environmental Impact Report (EIR)

November 2, 2015

Authority Supports the City Action

- City of Burbank publicly released the Conceptual Term Sheet on October 22
- Burbank City Council consideration of the Conceptual Term Sheet postponed to November 16
- Authority encouraged by City's public release of the Conceptual Term Sheet starting the public process

Public Input Is Essential

- During the course of Authority's efforts to plan for the future of the Airport, community input has been essential
- Over the past three years, Authority and City have initiated and participated in a series of public meetings and workshops about the Replacement Terminal and related land use and transportation planning efforts

Outreach: What the Authority Has Done

- Began public outreach with a telephone and online survey in 2012
  - Survey results were made public and guided much of our planning
  - The results: When given the facts about the current terminal, the public supports a modern, 14-gate Replacement Terminal built a safe distance from the runways

Purpose of CEQA

- Inform decision-makers and the public about the anticipated environmental effects of the proposed project
- Identify measures to mitigate significant effects
- Identify reasonable alternatives
- Provide agencies and the public with an opportunity to provide input

CEQA Broadens Public Education & Input

- With the Burbank City Council's release of the Conceptual Term Sheet, it is time to broaden the public discussion
- CEQA is a necessary step in Authority's proposal to develop a Replacement Terminal and provide governance protections for Burbank
- CEQA requirements provide for community input

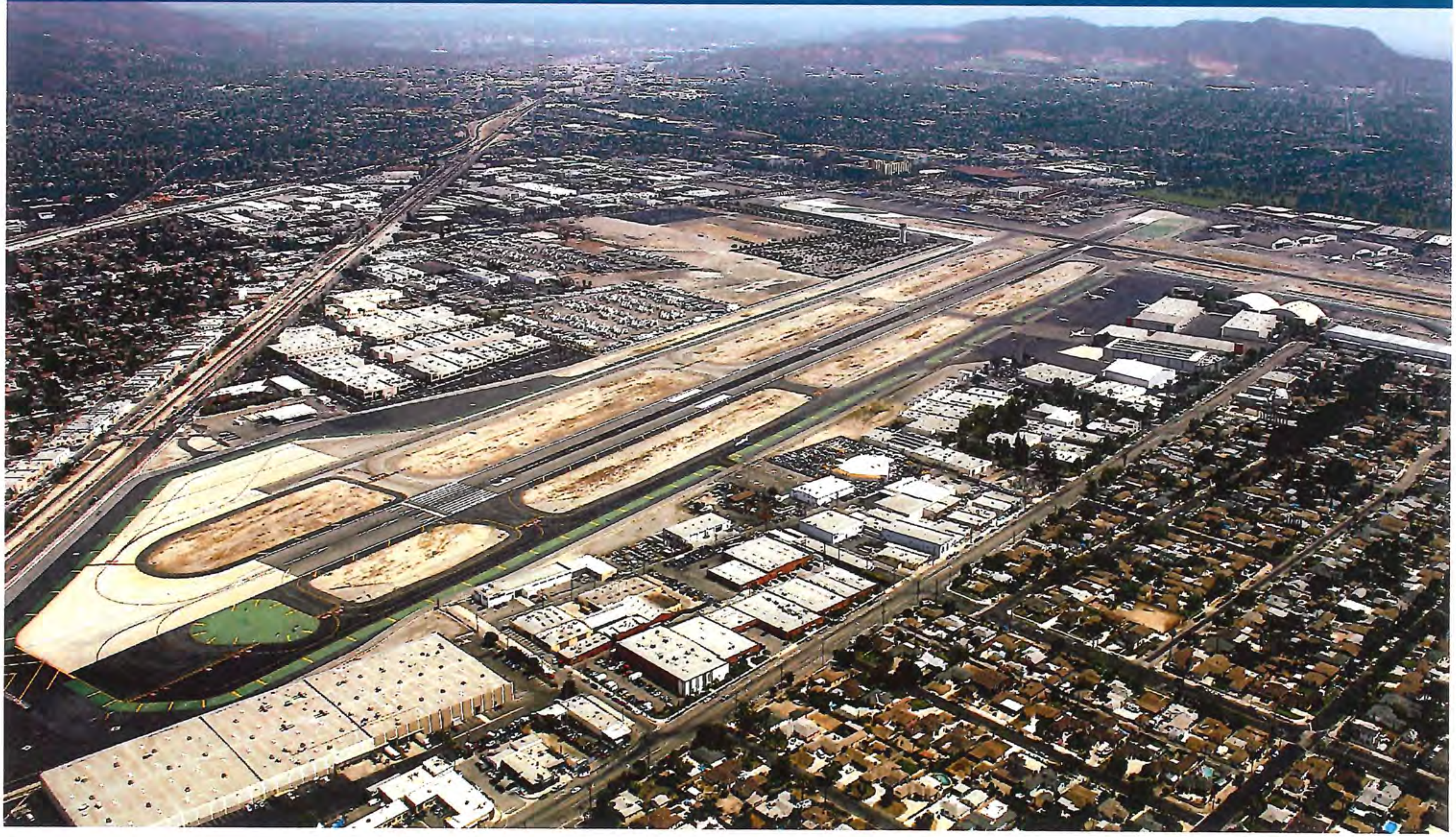
Opportunities for Public Input

- Pre-scoping information workshop
- Scoping meeting
- Initial Study and Notice of Preparation comment period
- Draft EIR comment period
- Draft EIR public workshop
- Authority Commission meeting
- City of Burbank Planning Board meeting
- City of Burbank City Council meeting

Staff Recommendations

- Endorse Replacement Terminal Conceptual Term Sheet
- Authorize award of contract to RS&H to start EIR for Replacement Terminal
- Approve Memorandum of Understanding (MOU) with City to memorialize parties' commitment to cooperate on the EIR with Authority as Lead Agency and City as Responsible Agency

Endorse Replacement Terminal Conceptual Term Sheet



Conceptual Term Sheet

- A safer, modern, 14-gate Replacement Terminal and protections for Burbank
- As important for Burbank as it is for the Authority

Replacement Terminal by the Numbers

14 Number of gates remains the same

6,637 Public parking spaces remain the same

$400M Estimated construction investment (not from local taxes)

60,687 Burbank residents who can vote on the terminal

355K Maximum square footage size

For Burbank:
Protections & a Major Investment

- Supermajority voting to ensure Burbank greater protections and control over future decisions affecting the Airport
- The Replacement Terminal is a $400+ million investment in Burbank, paid for by Airport users, not Burbank taxpayers

Benefits for Burbank

JOBS

TOURISM

CONNECTIONS

BRANDING

For the Authority: A Safer, Modern, and Convenient Replacement Terminal

- A terminal farther from the runways with the same number of gates as the current terminal
- Still convenient for Burbank residents and air travelers with amenities found in modern airport terminals

Why the Airport Needs a Replacement Terminal

Distance Between Airport Runways and Terminal

Seismic Standards

Passenger Convenience

A Victory for Burbank

- With supermajority voting, Burbank will gain effective control to stop future attempts to:
  - Increase the number of airline gates
  - Acquire land
  - End the voluntary nighttime curfew on scheduled airline operations
  - Change the existing noise rules or how they are enforced
  - Expand the existing terminal or any new terminal
  - Abandon the Authority's support for Congressional approval to implement a mandatory nighttime curfew on all aircraft
  - Approve management contracts or leases in excess of 35 years

Good for Both Parties

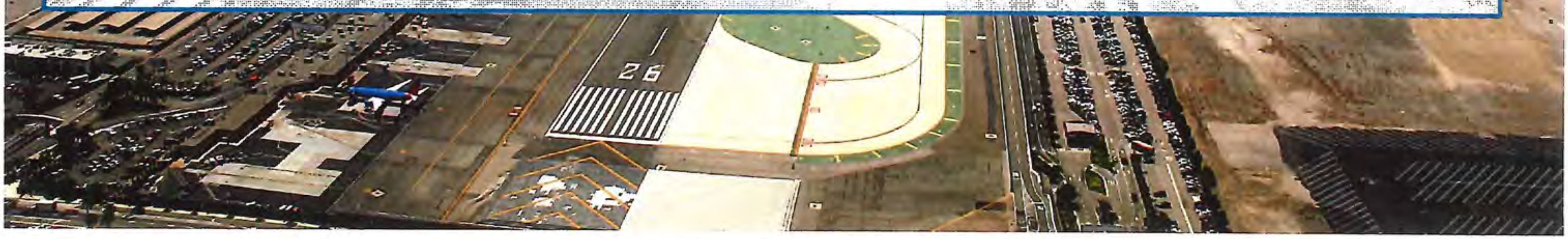
- The Authority needs a 14-gate Replacement Terminal
- Burbank desires the protections provided in the agreement

LET'S PUT IT TO THE VOTERS FOR THEIR DECISION

Authorize RS&H to Start an EIR

Professional Service Agreement Details

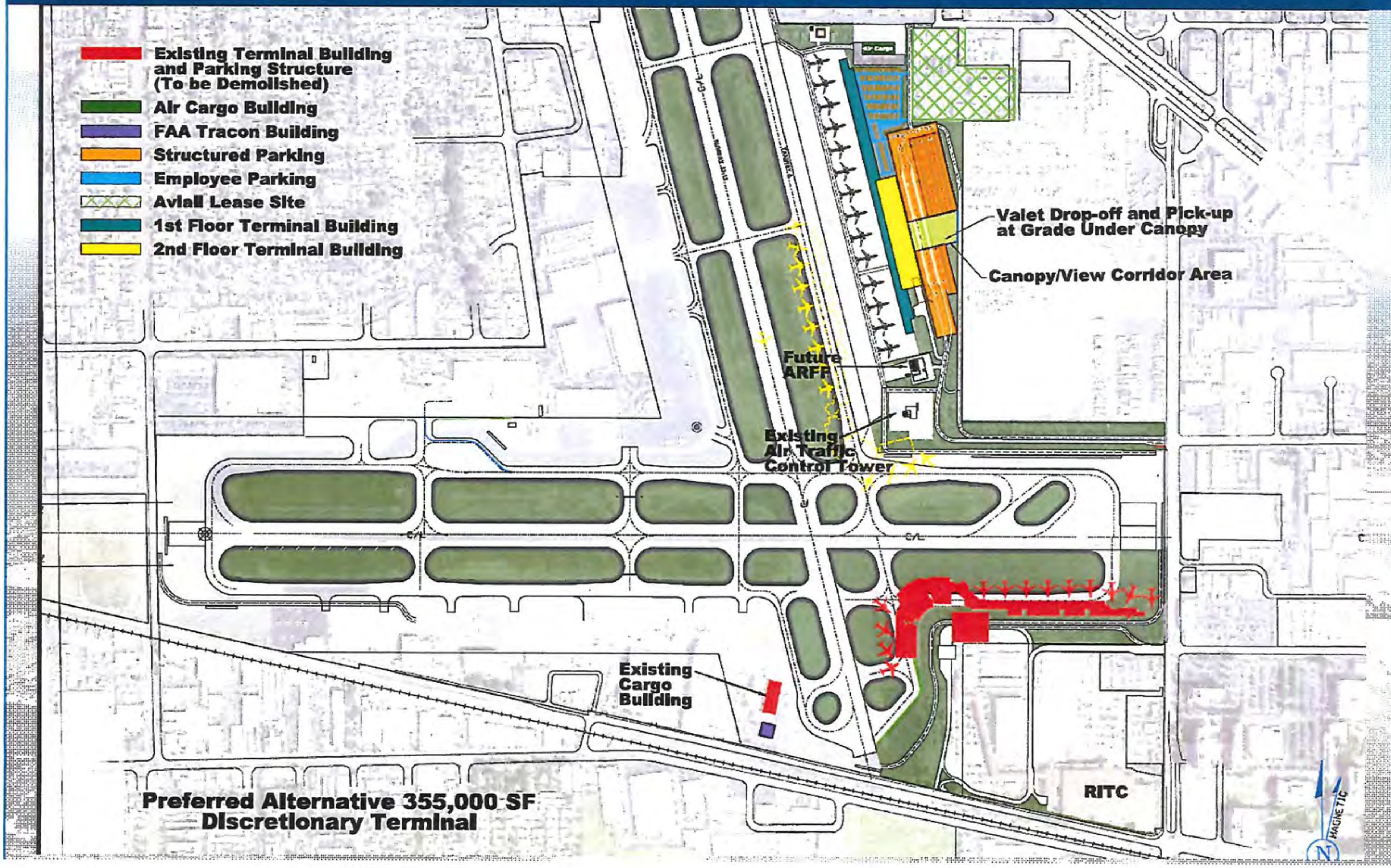
- Lump sum price of $1,083,050
- Contingency of $116,950—aggregate total not to exceed $1,200,000
- Studies three "build" alternatives and two "no-build" alternatives
- Development of the B-6 Trust Property ("Opportunity Site") is not part of the EIR



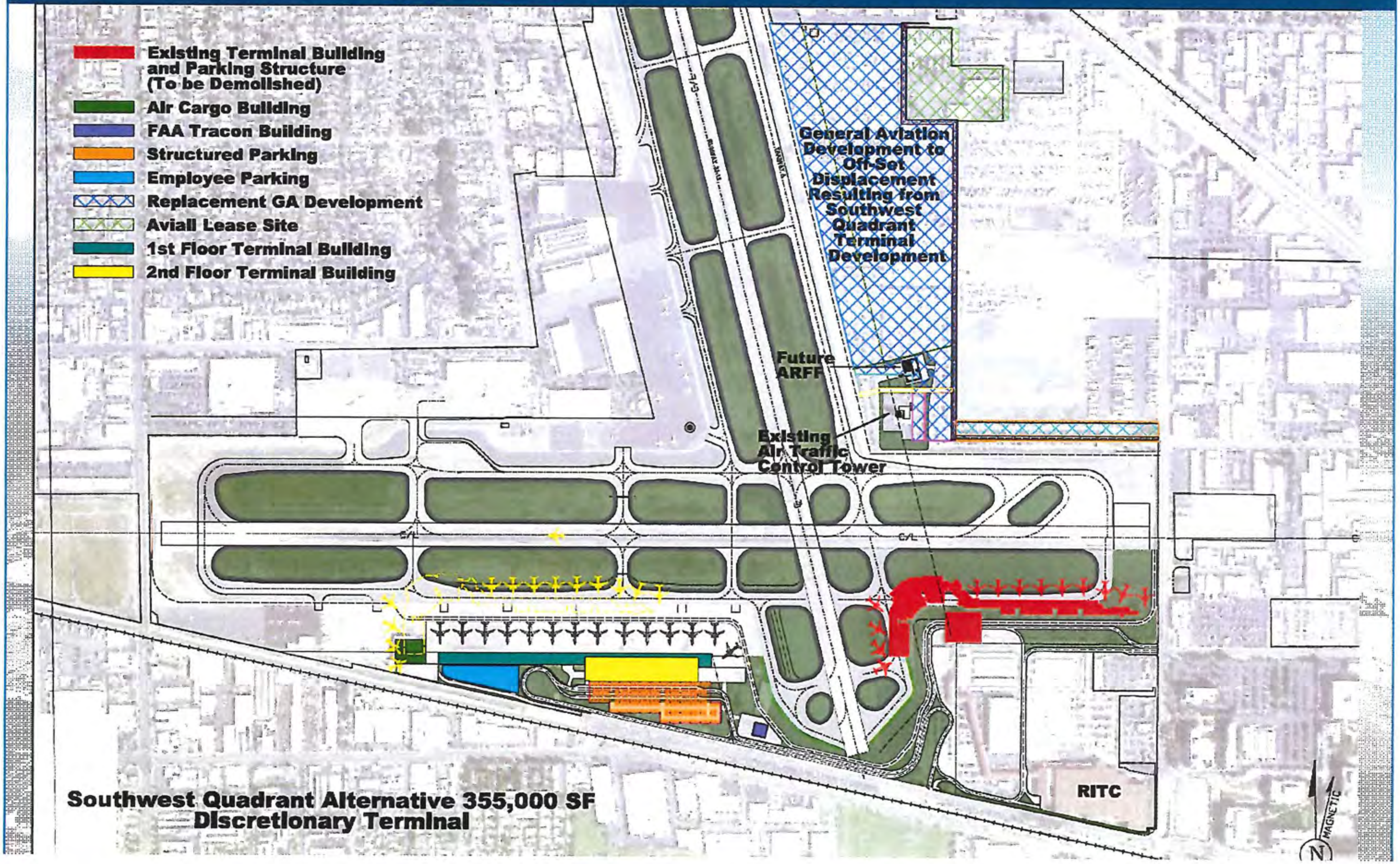
Build Alternatives

1. Preferred B-6 Alternative: 355,000-square-foot discretionary terminal on B-6 Adjacent Property
2. Possible SWQ Alternative: 355,000-square-foot discretionary terminal on Southwest Quadrant ("SWQ") with approval to build general aviation on B-6 Adjacent Property, to offset general aviation displaced by terminal development
3. Same-Size SWQ Alternative: 232,233-square-foot ministerial terminal on SWQ with no new development on B-6 Adjacent Property

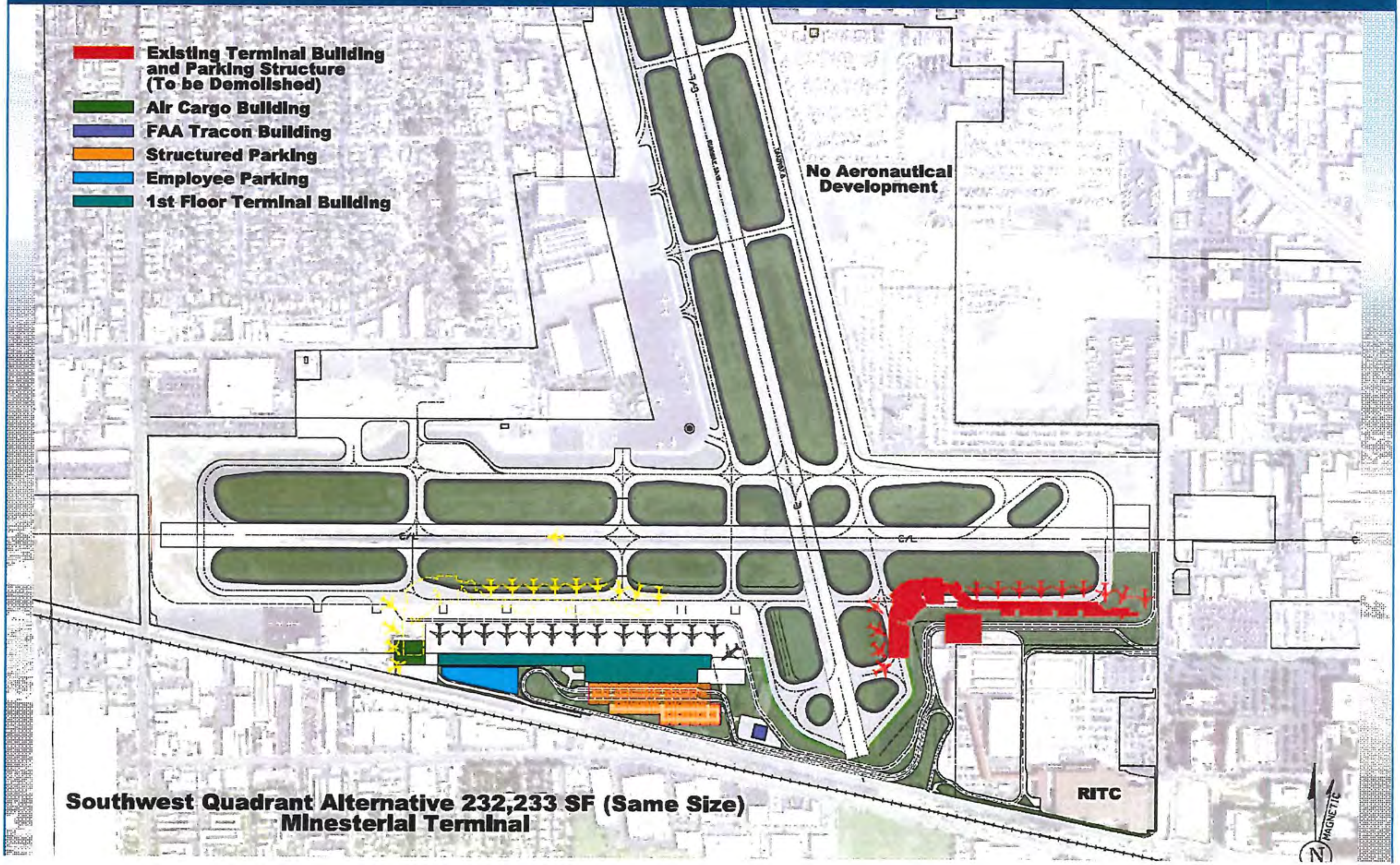
Preferred B-6 Alternative



Possible SWQ Alternative



Same-Size SWQ Alternative



No-Build Alternatives

4. No Project/No Change (required by CEQA): Stay in existing terminal and assumed no future increase in operations
5. No Project/No Constraints (alternative if no Replacement Terminal is built): Stay in existing terminal and assumed future increase in operations

Measure B and Alternatives

- Preferred B-6 Alternative & Possible SWQ Alternative require discretionary City action and are subject to Measure B approval
- Same-Size SWQ Alternative, No Project/No Change, and No Project/No Constraints do not require discretionary City action and are not subject to Measure B approval

EIR Schedule

- Pre-Scoping Informational Workshop: November 19, 2015
- Scoping Meeting: December 10, 2015
- Publication of Initial Study and Notice of Preparation: Late December 2015
- Publication of Draft EIR: April 2016
- Publication of Final EIR: July 2016
- Certification of Final EIR: July 2016

MOU

- Replaces MOU executed in 2014, when EIR also was going to study development of Opportunity Site
- Ensures City has substantive input into the CEQA process

In Closing

"An educated, enlightened, and informed population is one of the surest ways of promoting the health of a democracy." – Nelson Mandela

"An informed citizenry is at the heart of a dynamic democracy." – Thomas Jefferson

APPENDIX E
PASSENGER AND AIRCRAFT OPERATIONS FORECASTS

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This appendix describes the forecast of passenger activity and aircraft operations used to assess the operational effects of the terminal development options under consideration at Bob Hope Airport (Airport). In concept, forecasts used in assessing the effects of proposed Airport development should be "conservative" in not underestimating the level of passenger or aircraft activity so as not to understate potential impacts. The forecast must also recognize recent trends in aviation activity in order to provide a realistic picture of the future environment.

This forecast is derived from previous forecasts used for facilities and noise compatibility planning, with consideration of recent developments in passenger and aircraft activity at the Airport. The following section describes these forecasts in the context of recent developments at the Airport. Subsequent sections describe the development of the passenger and aircraft operations forecasts used in this Environmental Impact Report (EIR).

The forecasts of passenger activity and associated airline operations include passengers and aircraft operations by passenger air carriers certificated under Federal Aviation Regulations (FAR) Part 121 and Part 135. All published scheduled airline operations by FAR Part 121 and Part 135 air carriers will only enplane and deplane in the replacement terminal. Passengers transported by unscheduled Part 135 carriers that do not operate to and from the terminal are not included. Aircraft operations by such carriers are reflected in the underlying forecasts of aircraft operations and are included in this forecast.

This forecast document uses several terms to describe passenger and aircraft activity, depending on the context of the section. The number of passengers arriving to and departing from the Airport over the course of a year is described as "Million Annual Passengers" (MAP). For some evaluations, it is important to consider passengers getting off aircraft or "deplaning" separately from passengers that are boarding or "enplaning" aircraft. Many forecasts describe passenger activity as enplanements only because enplanements and deplanements are essentially equal. Aircraft activity can be described as landings or arrivals as well as takeoffs or departures. The term "operations" includes both landings and takeoffs.

E.1 RECENT FORECASTS

The 2008 Recession triggered a substantial reduction in the number of air carrier operations and airline passengers—approximately a one-third reduction from nearly 6 (MAP) using the airport to the current level of approximately 4 (MAP). As described in the following sections, the forecast for passenger and operation activity within the ten year study horizon does not exceed the maximum passenger and airline operations levels experienced in 2008.

Three recent forecasts were examined in developing the passenger and aircraft operations scenarios for use in this EIR. Although, as noted below, the assumptions on which these forecasts were based have not always been realized, these forecasts provide useful information in developing a conservative forecast for this EIR.

E.1-1 Southern California Association of Governments Regional Transportation Plan

The Southern California Association of Governments (SCAG) completed the forecasts for its Regional Transportation Plan (RTP) in 2011. The SCAG forecast covers a 24-year period from 2011 through 2035.

These forecasts were developed to support the RTP in predicting surface transportation needs in the region and therefore focused on passenger activity as an indicator of surface transportation demand. The SCAG developed passenger forecasts in terms MAP[1] for each airport in the Los Angeles Metropolitan Area. The RTP estimated that passenger activity at Burbank Bob Hope Airport would reach 9.4 MAP by 2035. This growth, which reflects regional growth trends, represents an average 2.9 percent annual increase over the 24-year forecast period. In the years since the SCAG Forecast was published, passenger volumes at the Airport have decreased; in 2014 about 1 million fewer passengers (1 MAP) passed through the Airport than in 2011.

E.1-2 Bob Hope Airport 14 CFR Part 150 Noise Compatibility Study Noise Exposure Maps Update

The noise compatibility study for the Airport included detailed forecasts of passenger and aircraft activity based on the economic factors affecting individual user group such as passenger service, air cargo, and general aviation. This forecast (the FAR Part 150 Forecast) covered the period between 2011 and 2030 and provides the most detailed information about the types of aircraft that would use the Airport (known as the "fleet mix") to support noise and air quality modeling for the years examined in the *Bob Hope Airport 14 CFR Part 150 Study Noise Exposure Map Update* (Part 150). The base year for this forecast was 2011 and, as was the case for the SCAG forecast, the growth rates assumed in the Part 150 forecast have not been realized. This forecast is nevertheless valuable in proving a more detailed fleet mix than any other available forecast. This forecast is available on the Bob Hope Airport website at: http://bobhopeairport.com/.

E.1-3 Federal Aviation Administration Terminal Area Forecast

The Federal Aviation Administration (FAA) Terminal Area Forecast (TAF) is the official Federal Aviation Administration (FAA) forecast of aviation activity for U.S. airports. While the TAF is intended primarily to meet the budget and planning needs of FAA, it also provides information for use by state and local authorities, the aviation industry, and the public. The FAA also requires forecasts used in airport planning and environmental studies to conform to the TAF. The TAF contains active airports in the National Plan of Integrated Airport Systems including FAA towered airports, Federal contract towered airports, nonfederal towered airports, and non-towered airports. The most recent version of the TAF (January 2016) is available at: http://www.faa.gov/data_research/aviation/taf/media/TAF_Summary_FY_2015-2040.pdf.

E.1-4 Conclusions

Recent forecasts for the Airport have differed substantially due in large part to the reduction in activity between 2011 and 2015. In the last year, however, both passenger enplanements and aircraft operations have increased, indicating that growth at the Airport might return to previous rates of growth.

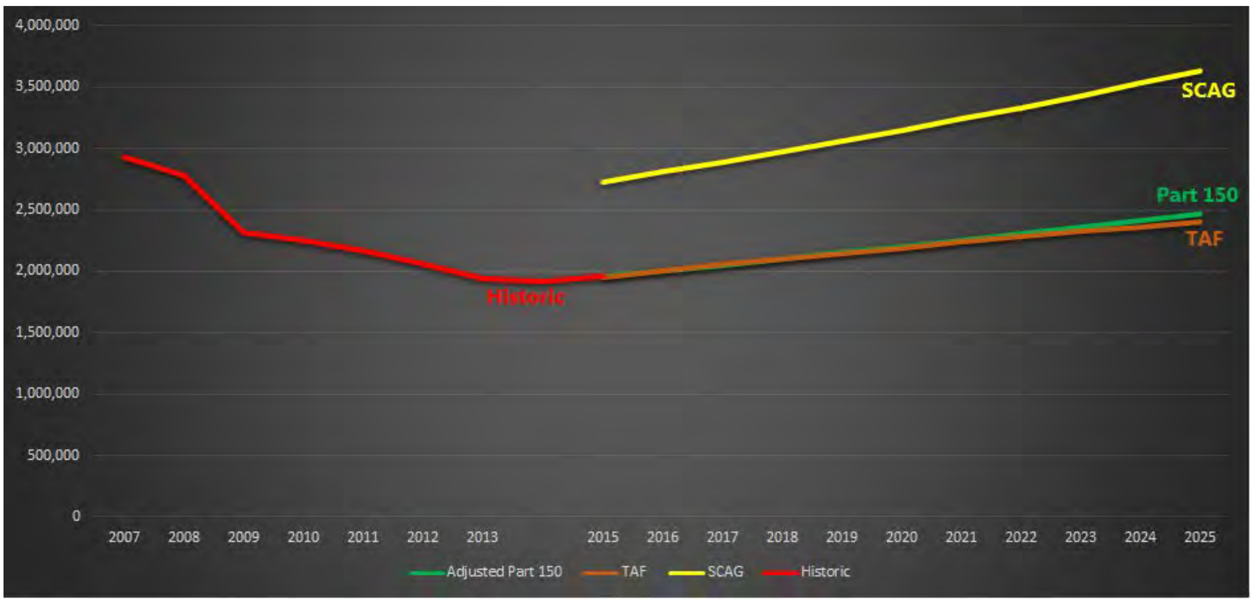
Figure E-1 compares the passenger forecasts developed by SCAG, the Airport, and the FAA. The TAF line on the graph shows that passenger activity has decreased since the SCAG and Part 150 forecasts were prepared. As the most recent forecast, the TAF starts at a lower base than either the SCAG or Part 150

[1] MAP includes passengers that are both departing and arriving at an airport, whereas enplanements only include passengers departing from an airport.

forecasts and also assumes a lower passenger growth rate than either the SCAG or Part 150 forecasts. The Part 150 forecasts represent the mid-range of the previous forecasts. Forecasts used in environmental analyses must realistically reflect recent trends, but must also avoid understating levels of activity that would lessen the potential operational effects of the proposed development. The increase in passenger enplanements from 2014 to 2015 indicates that using the lowest of the recent passenger forecasts would not be prudent. Applying the Part 150 growth rates to the base year (2015) passenger levels would reflect recent trends while still representing a mid-range forecast for the purposes of environmental analysis.

Figure E-1

Enplaned Passenger Forecast Comparison



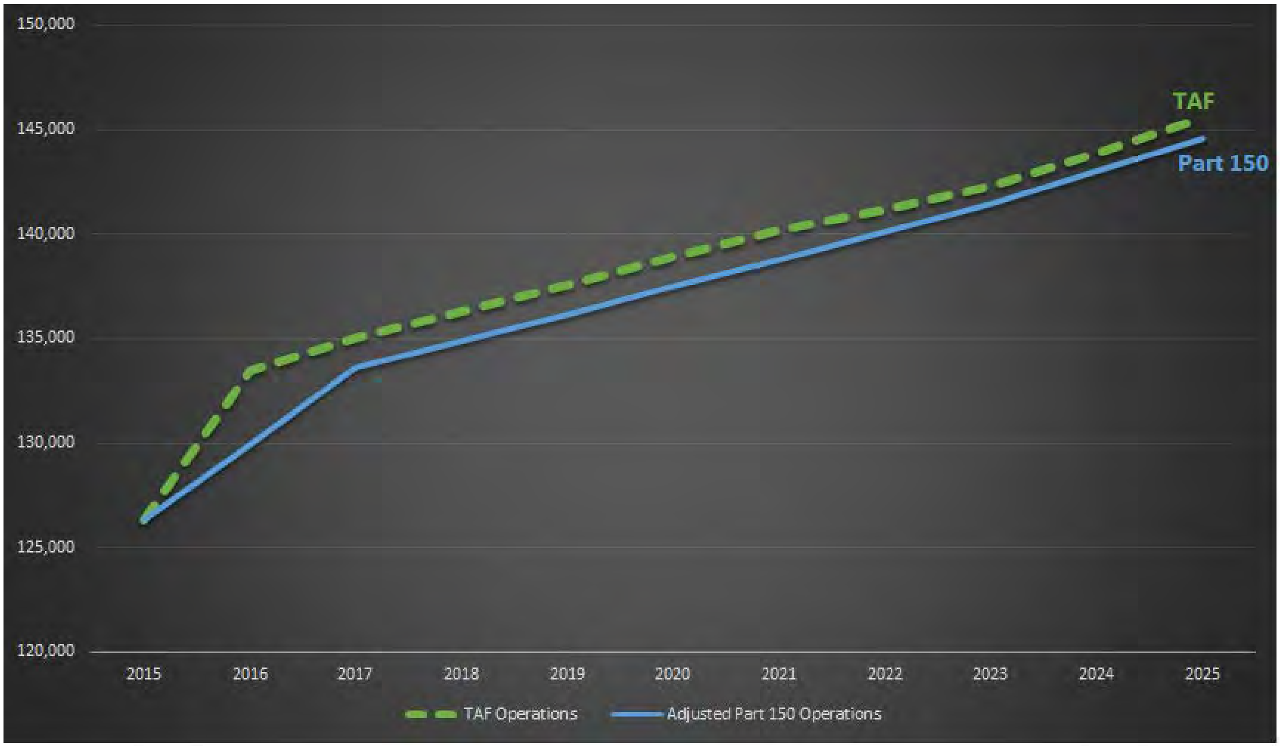
Notes:
SCAG – Southern California Association of Governments, 2011
Part 150 – Bob Hope Airport 14 CFR Part 150 Noise Compatibility Study Noise Exposure Maps Update, April 2013.
TAF – FAA Terminal Area Forecast, January 2016.

Source: SCAG, FAR Part 150 Noise Exposure Map Update, FAA TAF forecasts.

Figure E-2 compares the aircraft activity forecasts developed in the Part 150 study and the TAF. Again, the TAF, as the most recent forecast, reflects the recent downturn in aircraft activity and starts at a lower base than the Part 150. On the other hand, the TAFF incorporates a higher rate of growth, forecasting a higher level of aircraft operations through the forecast period. From an environmental perspective, the TAF is a more conservative forecast than the Part 150 forecast because it predicts a higher level of aircraft activity through the forecast period and would be a prudent choice for environmental analyses.

Figure E-2

Aircraft Operations Forecast Comparison



Notes:

Part 150 – Bob Hope Airport 14 CFR Part 150 Noise Compatibility Study Noise Exposure Maps Update, April 2013.

TAF – FAA Terminal Area Forecast, January 2016.

Source: FAR Part 150 Noise Exposure Map Update, FAA TAF forecasts.

E.2 EIR FORECAST

The passenger and aircraft forecasts incorporated in the EIR Forecast represent conservative estimates of both passenger and aircraft activity levels drawing on the analyses of recent forecasts for the Airport and reflecting recent trends in activity. This section describes the development of passenger and aircraft activity forecasts used to asses environmental impacts.

E.2-1 Methodology

Drawing on different forecasts of passengers and aircraft operations requires the development of assumptions relating passenger aircraft activity levels to passenger volumes. These relationships are important because both aircraft operations and passenger activity contribute to environmental consequences in different ways. Developing this combined forecast consisted of the following steps.

- Determining the average seats per departure using the Part 150 fleet mix, aircraft seat size and load factor assumptions as updated in the EIR Aviation Demand Forecast Study Technical Report, June 25, 2014, prepared by Conway Consulting in support of a previous EIR addressing both the Airport and adjacent urban development.[2]

- Calculating the number of airline operations required to accommodate the passenger forecasts developed in the Adjusted Part 150 Forecast.
- Subtracting the resulting number of passenger airline operations from the total aircraft operations reflected in the current TAF.
- Distributing the remaining aircraft operations in proportion to the fleet mix developed in the Part 150 Forecast. This step was accomplished by converting the Part 150 Forecast of non-passenger service operations to percentages and applying those percentages to the TAF forecast of operations remaining after the passenger airline operations have been subtracted.

In sum, this Forecast uses the Part 150 Forecast regarding passenger growth rates, adjusted to the Airport's actual 2015 passenger volumes (baseline). It uses FAA's TAF forecasts with respect to forecasts of aircraft operations growth, and applies it to the Part 150 Forecast's data on projected fleet mix.

Table E-1 summarizes the key parameters of the recommended forecast compared to those of the Adjusted Part 150 Forecast and the FAA TAF for the year 2025. The recommended forecast matches the Adjusted Part 150 forecast of enplanements to within 0.05 percent and is virtually identical to the TAF with respect to aircraft operations. The differences in passenger airline operations between the Adjusted Part 150 Forecast and the TAF are less than 0.01 percent; therefore, only a very slight adjustment to the number of non-passenger service operations is required.

Table E-1

Forecast Comparison for 2025

Parameters	Historic (2007)	Base Year (2015)	EIR Forecast	Adjusted Part 150	TAF (January 2016)
Annual Passenger Enplanements	2,960,300	1,972,000	2,468,000	2,469,000	2,404,000
Average Load Factor	70%	70%	70%	73%	N/A
Average Enplanements per Departure	123	84	91	92	89
Annual Passenger Airline Operations	68,800	47,000	54,000	54,000	54,000
Total Annual Aircraft Operations	189,900	128,000	145,500	143,400	145,500

Note. Annual passenger enplanements rounded to the nearest 1,000; annual airline departures and/or aircraft operations rounded to the nearest 100; average enplanements per departure rounded to the nearest whole passenger.

Source: RS&H, February 2016

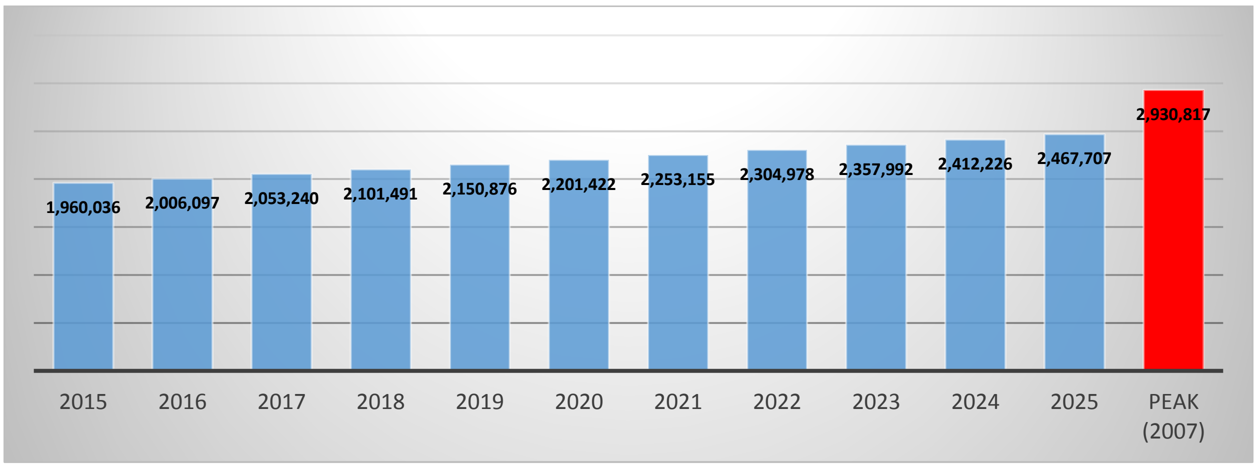
[2] Conway Consulting Airports & Aviation, EIR Aviation Demand Forecast Study Technical Report, Bob Hope Airport, June 25, 2014.

E.2-2 Annual Passenger Activity

The EIR passenger forecast applies the passenger growth rates developed for the Part 150 forecasts to passenger activity levels in the base year. The Part 150 study forecast enplanements at the Airport to increase at an annual rate of 3.34 percent between 2015 and 2017, 2.26 percent between 2017 and 2021, and 2.32 percent afterwards. Applying these rates to the enplanements in 2015 yields 2,420,165 enplanements in 2023 and 2,533,749 enplanements in 2025. **Figure E-3** shows the enplanement forecast for 2016 through 2025. These annual forecasts also yield the annual average day activity levels (annual levels divided by 365) commonly used to evaluate noise and other environmental impacts.

Figure E-3

EIR Enplanements Forecast 2015-2025



Source: Burbank Bob Hope Airport, 2016; RS&H, 2016

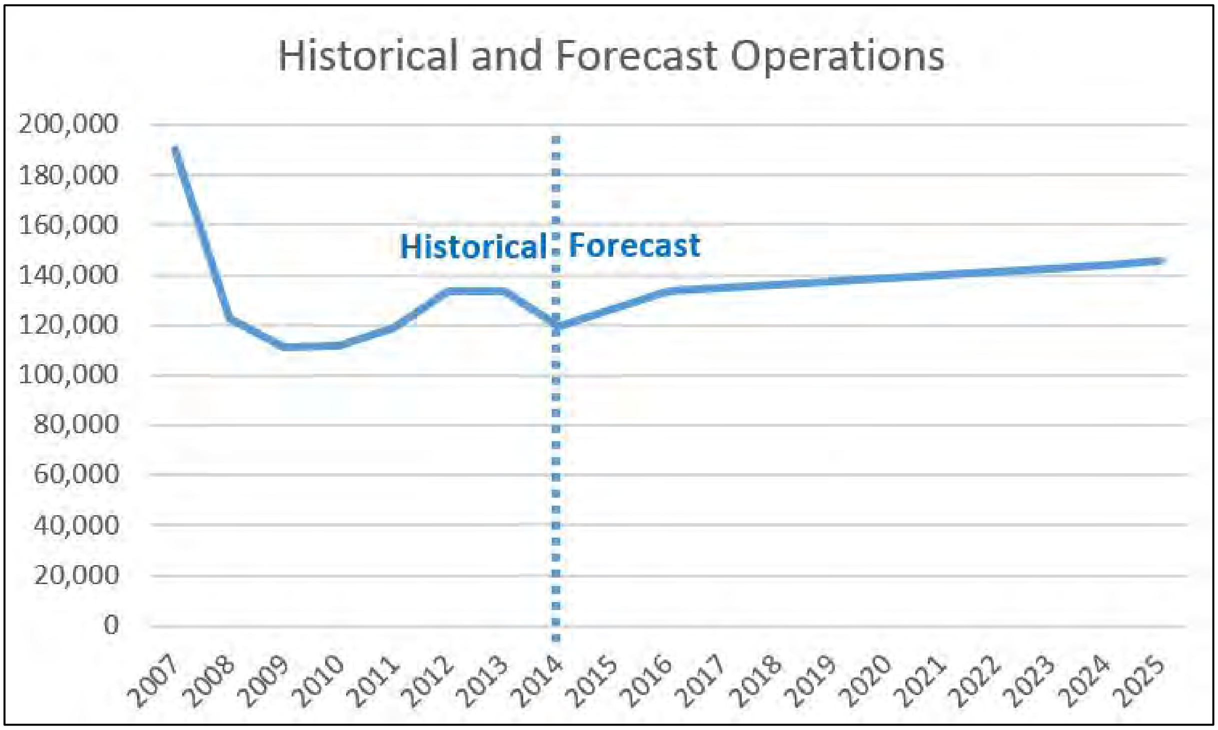
E.2-3 Annual Aircraft Operations

As described earlier, the latest TAF incorporates a higher rate of growth in aircraft operations than the Part 150 forecast, resulting in higher levels of aircraft operations through the forecast period. **Figure E-4** shows the TAF forecast of aircraft operations through 2025. For the EIR analysis years of 2015, 2023 and 2025, the forecasts of total operations are 128,000, 142,000, and 145,500, respectively.

The environmental effects of aircraft operations depends to a large degree on the types of aircraft in use. The Part 150 forecast developed detailed forecasts of operations by differing types of users and individual aircraft types. These detailed breakouts are applied to the total operations derived from the TAF as described in the following sections.

Figure E-4

TAF Operations Forecast 2007-2025



Source: Burbank Bob Hope Airport, 2016; RS&H, 2016.

E.2-3-1 Air Carrier Operations

As noted earlier, several different types of passenger air service occur at the Airport and in the national air transportation system generally. The TAF identifies both air carrier and commuter passenger service. In addition to these scheduled services, on-demand or "air taxi" operators also provide passenger service. Finally, passengers may also use charter services. Although these modes of passenger have different operating profiles and differing facility requirements they may use the same types of aircraft. In some cases, a single company may operate under several modes. The Part 150 Forecast on which the EIR passenger forecast modified the published FAA airline passenger counts to include certain air taxi operations-principally 50 seat RJ's operated by Skywest, Mesa and Horizon, and SeaPort. The EIR Forecast of passenger activity represents passengers that would pass through the terminal.

To ensure consistency between forecasts of passenger activity levels and the associated airline operations, the airline operations forecasts for the 2023 and 2025 study years are derived from the enplanements forecast described above using the passenger air service scenario.[2] These scenarios, which are based on the FAR Part 150 Forecast, anticipate that as passenger volumes increase over time, service to more destinations may become feasible, causing airline schedules to change. In addition, airlines are purchasing new aircraft that will likely be introduced during the forecast period. These aircraft tend to be larger than the ones they replace, which enables airlines to operate more efficiently by enabling airlines to reduce the number of aircraft and crews needed to serve growing demand. For example, Southwest Airlines is purchasing larger Boeing 737-800 and 737-900 aircraft to augment and, in some cases, replace their Boeing 737-700 aircraft.

Attachment E-2 outlines a hypothetical airline schedule developed to reflect anticipated airline schedules based on 2025 demand levels adjusted to reflect the EIR Forecast of passenger demand. These forecast scenarios were subsequently updated in February 2016 to reflect recent developments in passenger airline activity (see **Attachment E-2**). These air service scenarios identify the number of commercial passenger airline flights needed to accommodate the forecast numbers of passengers. The number of flights needed depend on the average number of seats per aircraft and the average load factors. The process used develop the air carrier scenario for 2025 is presented in **Table E-2**. The same process is used to forecast air carrier operations for 2023. The proportion of aircraft seats was calculated from the average weekday during the peak month to estimate the share of enplanements carried by each equipment type. These shares, or equipment enplanements, are divided by the number of passengers per departure, which was calculated by multiplying aircraft seating capacity by load factor. When "equipment enplanements" is divided by "passengers per departure" the product is this number of departures needed to accommodate the number of enplanements assigned to each piece of equipment.

Table E-2

2025 Air Carrier Scenario Calculation Methodology

Equipment Type	Percent of Total Seats *	Enplanements by Equipment	Seats Per Departure	Passengers Per Departure **	Annual Departures
CRJ-700	1.4%	35,323	70	49	721
EMB175	1.4%	35,323	70	49	721
CRJ-900	5.4%	136,246	90	63	2,162
Airbus 319	7.6%	192,259	127	89	2,162
Airbus 320	4.7%	117,323	155	109	1,081
Boeing 737-700	45.6%	1,148,001	130	91	12,615
Boeing 737-800	32.1%	807,386	160	112	7,208
Boeing 737-900	1.8%	45,415	180	126	360
Total Enplanements:		**2,517,276**	**Total Departures:**		**27,030**

* The percent of all total departing seat capacity represented by a given equipment type annualized from the Peak Month/Average Weekday schedule.

** Load Factor, percent of seats occupied, assumed to be 70%.

Source: Conway Consulting Airports & Aviation, 2014 and 2016; RS&H, 2016.

The 27,030 air carrier operations calculated for 2025 are subtracted from the total number of TAF operations in 2025. The remaining aircraft operations are then distributed among the other user groups and aircraft types as described below. The forecast of operations for 2023 reflects the forecast difference in total aircraft operations and passenger activity derived from the TAF and Adjusted Part 150 forecasts.

E.2-3-2 Air Cargo

The Part 150 Forecast report noted that, at the national level, air cargo activity has been declining since 2004 due to a wide range of economic, technology, modal, and security factors. In addition to cargo carried by dedicated "all-cargo" services, a substantial amount is also carried on passenger airliners as "belly cargo." While all-cargo aircraft have increased the volume of cargo carried at the Airport in recent years, cargo volumes haven't yet regained the levels experienced in 2006. The Part 150 Forecast held operations by all-cargo operators constant over the forecast period. Cargo operations represented 6,081 operations, or 4.8 percent of operations during the base year. The FAR Part 150 forecast zero growth for cargo operations over the duration of the forecast period. The EIR forecast therefore maintains the existing (2015) level of cargo operations through the forecast period. Therefore, this forecast shows a decline in air cargo operations as a share of total operations. All cargo operations represent 4.3 percent of total operations in 2023 and 4.2 percent in 2025.

E.2-3-3 Military

Military operations represented 1,011 operations, or 0.8 percent of operations during the base year. Both the FAR Part 150 and the TAF forecast zero growth for military operations over the duration of the forecast horizon. Therefore, military operations remain static throughout the EIR forecast period. This user class represents about 0.7 percent of total operations in 2023 and 2025.

E.2-3-4 Air Taxi and General Aviation - Itinerant

These operations include those conducted by FAR Part 135 air taxi operators based at the fixed base operator's location at the Airport, and FAR Part 91 (GA) operators. The EIR forecast estimates air taxi, and itinerant general aviation (GA) operational activity by applying the proportion of this user group in the FAR Part 150 fleet mix for 2017 to the TAF operations remaining after the air carrier, air cargo and military operations are subtracted from the total for each study year. In 2015, this user class represented 37.2 percent of total operations. The EIR forecast shows the proportion of Air Taxi and Itinerant GA operations to increase to 43.5 percent in 2023, and to 43.2 percent in 2025.

E.2-3-5 General Aviation - Local

Similar to air taxi and itinerant general aviation, local general aviation activity is estimated by applying the proportion of this user group in the FAR Part 150 fleet mix for 2017 to the TAF operations remaining after the air carrier, air cargo, and military operations are subtracted from the total. In 2015, this user class represented 13.9 percent of total operations, the EIR forecast shows the proportion increasing to 16.3 percent in 2023, and will remain essentially stable at 16.2 percent in 2025.

E.2-4 Annual Summary

Table E-3 shows the EIR forecast of operations by user group for the EIR analysis years: 2015, 2023 and 2025 developed using the previously described methods.

Table E-3

EIR Aircraft Operations Forecast

Year	Aircraft Operations	Air Carrier	GA Local	Air Taxi & GA Itinerant	Cargo	Military
2015	126,347	45,986	19,980	53,289	6,081	1,011
2023*	142,400	52,100	22,700	60,500	6,100	1,000
2025*	145,500	54,000	23,000	61,400	6,100	1,000

∗ Forecast operations rounded to nearest 100 operations.
Source: Airport Part 150, 2012; Airport Records, 2016; RS&H, 2016

E.3 PEAK MONTH AVERAGE WEEKDAY AND PEAK HOUR

In addition to the annual and annual average day forecasts described above, analyses of air quality and surface traffic assess the effects of peak period activity levels. Traditionally airport facilities planning use the Average Day of the Peak Month (ADPM) as a "design day." Recognizing that weekdays are busier at the Airport than weekends, the EIR forecast used the Average Day of the Peak Month as the design day. The following sections describe the development of Average Weekday, Peak Month and peak hour activity estimates.

E.3-1 Peak Month Forecast

August is typically the peak month for passenger and aircraft activity at BUR. While the peak month may vary from year to year, the percentage of annual passenger activity in the peak month tends to be stable and is typically used for airport planning purposes. Airport records confirm that August 2015 was the peak month for the base year, representing 9.12 percent of all aircraft operations, 8.71 percent of enplanement activity, and 8.95 percent of airline operations. **Table E-4** shows the results of applying these percentages to the annual forecasts of passengers and passenger airline operations in 2023 and 2025.

Table E-4:

Peak Month Enplanement and Operations Forecast

Year	Enplanements	Aircraft Operations					
		Aircraft Operations	Air Carrier	GA Local	Air Taxi & GA Itinerant	Cargo	Military
2015	170,719	11,450	4,120	1,820	4,860	560	90
2023	205,500	12,900	4,660	2,070	5,520	560	90
2025	214,900	13,180	4,830	2,100	5,600	560	90

∗ Forecasts rounded to the nearest 100
Source: Airport Part 150, 2012; Airport Records, 2016; RS&H, 2016

E.3-2 Average Weekday, Peak Month

Airport facilities are often planned to accommodate traffic levels expected during the average day of the peak month. Many commercial passenger flights at BUR are operated on less than a 7 day a week. A certain percentage of the flights are not operated on Saturday or Sunday (6 day a week frequency) and others are not operated on the weekends at all (5 day a week frequency). Recognizing that traffic on weekdays is often somewhat higher than on weekends, the average weekday of the peak month is also used for facility planning purposes. The average weekday of the peak month (AWDPM) provides a more conservative assessment of potential environmental impacts.

E.3-2-1 Airline Passenger and Aircraft Operations Average Weekday, Peak Month

August 2015 was the peak month for passenger activity in the Base Year, with 8.71 percent of the annual passenger activity. Dividing the resulting passengers by 31, the number of days in August, yields peak month average day passengers. Base Year data from FligthAware Aviation Data Service (FlightAware)[3] shows that airline operations during the average day of August 2015 amounted to 93.74 percent of airline activity on the average weekday of that month. Dividing the number of airline operations in the average day of the peak month by .9374 produces the estimated airline operations for average weekday of the peak moth. **Table E-5** summarizes the steps used to calculate the average weekday of the peak month passenger levels. **Table E-6** summarizes the process used to calculate average weekday airline departures and arrivals.

Attachment E-2 summarizes the flight schedule updated to reflect recent developments in passenger airline activity. As noted above this schedule reflects the AWPM; aircraft activity level that is about 6.5 percent higher than on the average day of the peak month. For the purposes of this analysis, the average number of arriving and departing aircraft are assumed to be equal.

Table E-5

Calculating Average Weekday Peak Month Passenger Activity

Year	EIR Passengers	Peak Month Coefficient	Peak Month	Average Day Calculation	Average Day	Average Weekday Calculation	AWDPM /a/
2015	3,920,072	--	341,612	--	11,014	--	11,756
2023 /b/	4,716,000	× 0.0871	411,000	÷ 31	13,300	÷ .9374	14,100
2025 /b/	4,935,400		430,000		13,900		14,800

Notes: /a/ Average Weekday of the Peak Month; /b/ Forecasts rounded to nearest 100

Sources: Airport Records, 2016; FlightAware, 2016.

3 FligthAware Aviation Data Service compiles flight plan information for aircraft that have filed instrument flight rules (IFR) flight plans. FlightAware does not reflect aircraft on Visual Flight Rules (VFR) flight plans or operating without filing a flight plan.

Table E-6

Calculating Average Weekday Peak Month Airline Departures

Year	Air Carrier Departures	Peak Month Conversion	Peak month	Average Day / Peak Month	Average Weekday Conversion	AWDPM Operations
2015	22,993	× 8.95%	2,417	63	×106.5%	67
2023	26,100		2,300	71		76
2025	27,000		2,400	74		79

Forecasts rounded to nearest 100.

Sources: Airport Records; FlightAware, 2016.

E.3-2-2 Non-Airline Aircraft Operations Average Weekday, Peak Month

Table E-7 summarizes the methodology used to calculate the average weekday, peak month operations for non-air carrier activity. Data compiled by FlightAware show that 9.22 percent of non-airline operations in the Base Year occurred in the peak month, August 2015. As noted earlier, these data include aircraft operating on instrument flight rules (IFR) flight plans but do not include aircraft on visual flight rules (VFR) flight plans or without flight plans. While it is possible that different user types would have differing hourly profiles, assuming that VFR aircraft follow the same pattern reflected in the IFR data compiled by FlightAware will result in higher levels of activity during peak periods because all user groups are assumed to experience the same peak activity periods.

Table E-7

Calculating Average Weekday Peak Month for Non Air Carrier Operations

Year	Non Air Carrier Operations	Peak Month %	Peak Month Non-Airline Operations	Weekday Conversion	Peak Month Weekday Operations	Average Weekday Conversion	AWDPM Operations
2015	80,361	--	7,329	--	5,423	--	260
2023*	86,300	× 9.22%	8,240	× 0.73994	6,160	÷ 21	290
2025*	91,500		8,350		6,240		300

Note: * Forecast operations rounded to the nearest 10. AWDPM = Average Weekday of the Peak Month

Source: FAA TAF, March 2016; FlightAware, 2016; RS&H, 2016.

E.3-3 Peak Hour

Certain air quality and traffic analyses are based on peak hour levels of activity. It is not possible to "forecast" a daily schedule of activity with precision. The purpose of these profiles of activity is to provide conservative peak period activity estimates to support those environmental analyses addressing short-term but intense concentrations of activity. The hourly profiles of passenger and aircraft activity described in this section are based on the average distribution of activity of a period of time, such as the average weekday of the peak month. The resulting hourly values do not represent a "typical" day. In addition the aircraft activity levels shown in these tables have been rounded to the nearest whole operation and, as a result, the arriving and departing aircraft estimates my not be the same.

The following sections describe the development of peak hour activity levels for the average weekday of the peak month. FlightAware data provided actual landing and takeoff times for aircraft flying on IFR flight plans during August. These aircraft would include all scheduled air service and many other users but, as noted earlier, do not include aircraft on VFR flight plans or without flight plans. While it is possible that different user types would have differing hourly profiles, assuming that VFR aircraft follow the same pattern reflected in the IFR data compiled by FlightAware will provide a conservative estimate of peak period activity for environmental impact estimates, as noted earlier in describing the methodology used to develop estimates of average weekday activity.

E.3-3-1 Airline Passenger and Airline Hourly Profiles

Base Year hourly profiles of all aircraft operations, including passenger airline operations, are derived from FlightAware data. Recognizing that passenger airline schedules may change in response to increasing passenger volumes over time, the hourly profiles of future (2023 and 2025) passenger airline activity are based on "hypothetical" schedules that account for the possibility that new markets will become economically feasible as the number of potential passengers increase and that larger aircraft may be introduced to serve higher levels of passenger demand more efficiently. As noted earlier, **Attachment E-2** provides a schedule for 2025 adjusted to reflect the EIR forecast of passenger demand.

Table E-8 shows the distribution of arriving and departing passengers (deplanements and enplanements) over the course of the average weekday of the peak month. The hypothetical airline schedules developed in **Attachment E-2** provided a starting point for estimating the future profile of passenger airline operations during the average weekday of the peak month for 2023 and 2025. The table shows the following patterns that remain fairly stable over the forecast period. The base year profile is based on recorded aircraft performance rather than on a flight schedule introduces. The 2015 profile may therefore differ from the 2023 and 2025 profiles. One very consistent trend through the forecast period is that the peak hour for enplanements is now, and will continue to be, between 7:00 a.m. and 8:00 a.m. because many flights are scheduled to depart immediately following the curfew hours to reach connecting hub airports as early as possible to facilitate passenger connections to multiple destinations. The other consistent trend is that the peak hour deplaning, or arriving, passengers will continue to be between 9:00 p.m. and 10:00 p.m. immediately prior to the curfew hours. Flights arriving in this hour typically remain overnight and depart during the peak departure hour of the following day.

E.3-3-2 Non-Airline Aircraft Operations Hourly Profiles

Hourly activity profiles for non-airline aircraft operations are not dependent on passenger travel characteristics and are therefore derived from Base Year data compiled by FlightAware, which provided landing and takeoff times for all aircraft operating on IFR flight plans during the peak month (August) of 2015. As noted earlier with respect to the average weekday peak month analysis, it is possible that aircraft on VFR flight plans or without a flight plan would have differing hourly profiles. Using the FlightAware data to represent all non-airline operations inherently assumes that all aircraft follow the same pattern reflected in the FlightAware data will result in higher levels of activity during peak periods. This assumption would be conservative in terms of impact assessment by potentially assuming higher levels of activity during peak hours. **Tables E-9** through **E-11** show the hourly profiles of non-airline aircraft activity estimated for 2015, 2023 and 2025. The mix of non-airline aircraft and user types are assumed to remain constant throughout the average day of the peak month. **Tables E-12** through **E-14** show the hourly profiles for all aircraft user types for 2015, 2023 and 2025.

Table E-8

Average Weekday Peak Month for Passenger Activity

	Enplanements			Deplanements		
Time	**2015**	**2023**	**2025**	**2015**	**2023**	**2025**
6:00 AM	0	215	224	0	130	131
7:00 AM	**879**	**1,029**	**1,055**	91	374	377
8:00 AM	431	474	560	182	275	277
9:00 AM	273	364	358	**613**	405	504
10:00 AM	494	294	402	308	419	475
11:00 AM	431	364	263	382	395	399
12:00 PM	231	544	567	245	**562**	**567**
1:00 PM	182	362	472	**613**	**569**	**575**
2:00 PM	**585**	369	290	231	188	274
3:00 PM	245	455	588	431	333	402
4:00 PM	403	**595**	**621**	322	571	642
5:00 PM	322	294	307	336	390	423
6:00 PM	**494**	**560**	**701**	231	470	358
7:00 PM	182	161	285	452	416	307
8:00 PM	273	364	380	522	492	496
9:00 PM	273	403	325	**739**	**855**	**863**
10:00 PM	91	0	0	91	228	325

Source: 2023 and 2025 derived from Airport Records, 2016, and Conway Consulting, 2015; 2015 profiles derived from FlightAware data.

E.4 ANNUAL AVERAGE DAY

Aircraft noise analyses and air pollutant emissions estimates are typically based on a full year of activity. This section provides the detailed aircraft fleet mix used for noise and air quality analyses for the Annual Average Day (AAD) conditions for all airline and non-airline user types for 2015, 2023 and 2025. The AAD represents the total number of aircraft operating at BUR during the course of a full year divided by 365. For this reason, the AAD does not equal the average weekday of the peak month, which is typically used for airport planning purposes and for some peak period environmental analyses.

Table E-9

Average Weekday Peak Month, Hourly Profile for Non Air Carrier Operation in 2015

	Percentage			Operations		
Time	**DEP**	**ARR**	**Average**	**DEP**	**ARR**	**Total**
12:00 AM	0.41%	1.17%	1.14%	1	2	3
1:00 AM	0.62%	0.32%	0.46%	1	0	1
2:00 AM	0.21%	0.64%	0.42%	0	1	1
3:00 AM	0.41%	3.29%	1.84%	1	4	5
4:00 AM	0.10%	0.42%	0.76%	0	1	1
5:00 AM	1.65%	0.96%	1.29%	2	1	3
6:00 AM	8.24%	5.41%	6.77%	11	7	18
7:00 AM	7.11%	3.72%	5.37%	9	5	14
8:00 AM	5.56%	5.63%	5.55%	7	7	15
9:00 AM	4.12%	4.67%	4.36%	5	6	11
10:00 AM	7.83%	5.31%	6.51%	10	7	17
11:00 AM	5.15%	5.10%	5.34%	7	7	14
12:00 PM	5.25%	6.05%	5.61%	7	8	15
1:00 PM	4.53%	6.90%	5.67%	6	9	15
2:00 PM	7.00%	7.43%	7.16%	9	10	19
3:00 PM	10.30%	6.48%	8.01%	13	8	21
4:00 PM	7.72%	7.86%	7.73%	10	10	20
5:00 PM	3.71%	14.12%	8.84%	5	18	23
6:00 PM	6.28%	5.63%	5.91%	8	7	15
7:00 PM	7.42%	3.08%	5.20%	10	4	14
8:00 PM	2.27%	3.08%	2.65%	3	4	7
9:00 PM	1.96%	1.80%	1.87%	3	2	5
10:00 PM	0.93%	0.96%	0.93%	1	1	2
11:00 PM	1.24%	0.00%	0.61%	2	0	2
			Totals	**131**	**126**	**260**

Note: DEP = Departures; ARR = Arrivals.
Rounded values are based on the percentage of average activity and do not represent a "typical" day. Arrivals may not equal departures due to rounding.
Source: FlightAware, 2016; RS&H, 2016

Table E-10

Average Weekday Peak Month, Hourly Profile for Non Air Carrier Operation in 2023

	Percentage			Operations		
Time	**DEP**	**ARR**	**Average**	**DEP**	**ARR**	**Total**
12:00 AM	0.41%	1.17%	1.04%	1	2	3
1:00 AM	0.62%	0.32%	0.47%	1	0	1
2:00 AM	0.21%	0.64%	0.43%	0	1	1
3:00 AM	0.41%	3.29%	2.09%	1	5	6
4:00 AM	0.10%	0.42%	0.27%	0	1	1
5:00 AM	1.65%	0.96%	1.04%	2	1	3
6:00 AM	8.24%	5.41%	6.89%	12	8	20
7:00 AM	7.11%	3.72%	5.22%	10	5	15
8:00 AM	5.56%	5.63%	5.65%	8	8	16
9:00 AM	4.12%	4.67%	4.44%	6	7	13
10:00 AM	7.83%	5.31%	6.63%	11	8	19
11:00 AM	5.15%	5.10%	4.87%	7	7	14
12:00 PM	5.25%	6.05%	5.92%	8	9	17
1:00 PM	4.53%	6.90%	5.77%	7	10	17
2:00 PM	7.00%	7.43%	7.29%	10	11	21
3:00 PM	10.30%	6.48%	8.47%	15	9	24
4:00 PM	7.72%	7.86%	7.66%	11	11	22
5:00 PM	3.71%	14.12%	8.70%	5	20	25
6:00 PM	6.28%	5.63%	6.01%	9	8	17
7:00 PM	7.42%	3.08%	5.30%	11	4	15
8:00 PM	2.27%	3.08%	2.44%	3	4	7
9:00 PM	1.96%	1.80%	2.09%	3	3	6
10:00 PM	0.93%	0.96%	0.70%	1	1	2
11:00 PM	1.24%		0.62%	2	0	2
			Totals	**144**	**143**	**287**

Note: DEP = Departures; ARR = Arrivals.
Rounded values are based on the percentage of average activity and do not represent a "typical" day. Arrivals may not equal departures due to rounding.
Source: FlightAware, 2016; RS&H, 2016

Table E-11

Average Weekday Peak Month, Hourly Profile for Non Air Carrier Operation in 2025

	Percentage			Operations		
Time	**DEP**	**ARR**	**Average**	**DEP**	**ARR**	**Total**
12:00 AM	0.41%	1.17%	0.79%	1	2	3
1:00 AM	0.62%	0.32%	0.47%	1	0	1
2:00 AM	0.21%	0.64%	0.42%	0	1	1
3:00 AM	0.41%	3.29%	1.85%	1	5	6
4:00 AM	0.10%	0.42%	0.67%	0	1	2
5:00 AM	1.65%	0.96%	1.00%	2	1	3
6:00 AM	8.24%	5.41%	6.82%	12	8	20
7:00 AM	7.11%	3.72%	5.66%	11	6	17
8:00 AM	5.56%	5.63%	5.32%	8	8	16
9:00 AM	4.12%	4.67%	4.39%	6	7	13
10:00 AM	7.83%	5.31%	6.56%	12	8	20
11:00 AM	5.15%	5.10%	5.32%	8	8	16
12:00 PM	5.25%	6.05%	5.64%	8	9	17
1:00 PM	4.53%	6.90%	5.71%	7	10	17
2:00 PM	7.00%	7.43%	7.21%	11	11	22
3:00 PM	10.30%	6.48%	8.37%	15	10	25
4:00 PM	7.72%	7.86%	7.99%	12	12	24
5:00 PM	3.71%	14.12%	8.90%	6	21	27
6:00 PM	6.28%	5.63%	5.66%	9	8	17
7:00 PM	7.42%	3.08%	5.24%	11	5	16
8:00 PM	2.27%	3.08%	2.67%	3	5	8
9:00 PM	1.96%	1.80%	1.88%	3	3	6
10:00 PM	0.93%	0.96%	0.67%	1	1	2
11:00 PM	1.24%	0.00%	0.62%	2	0	2
			Totals	**150**	**150**	**300**

Note: DEP = Departures; ARR = Arrivals.
Rounded values are based on the percentage of average activity and do not represent a “typical” day. Arrivals may not equal departures due to rounding.
Source: FlightAware, 2016; RS&H, 2016

Table E-12

Average Weekday/Peak Month Hourly Profiles for All Aircraft in 2015

	Airline Operations			Non-Airline Operations			Combined Operations		
Time	**DEP**	**ARR**	**Total**	**DEP**	**ARR**	**Total**	**DEP**	**ARR**	**Total**
00-01	0	0	0	1	2	3	1	2	3
01-02	0	0	0	1	0	1	1	0	1
02-03	0	0	0	0	1	1	0	1	1
03-04	0	0	0	1	4	5	1	4	5
04-05	0	0	0	0	1	1	0	1	1
05-06	0	0	0	2	1	3	2	1	3
06-07	0	0	1	11	7	18	11	7	18
07-08	10	0	10	9	5	14	19	5	24
08-09	5	1	6	7	7	14	12	8	20
09-10	3	2	5	5	6	11	8	8	16
10-11	9	7	16	10	7	17	19	14	33
11-12	5	4	9	7	7	14	12	11	23
12-13	2	4	6	7	8	15	9	12	21
13-14	2	3	5	6	9	15	8	12	20
14-15	7	7	14	9	10	19	16	17	33
15-16	2	3	5	13	8	21	15	11	26
16-17	5	5	10	10	10	20	15	15	30
17-18	4	4	8	5	18	23	9	22	31
18-19	6	4	10	8	7	15	14	11	25
19-20	2	3	5	10	4	14	12	7	19
20-21	2	5	7	3	4	7	5	9	14
21-22	2	6	8	3	2	5	5	8	13
22-23	1	8	9	1	1	2	2	9	11
23-24	0	0	0	2	0	2	2	0	2
Totals	**67**	**66**	**133**	**131**	**129**	**260**	**198**	**195**	**393**

Note: DEP = Departures; ARR = Arrivals
Rounded values are based on the percentage of average activity and do not represent a "typical" day.
Source: RS&H 2016

Table E-13

Average Weekday/Peak Month Hourly Profiles for All Aircraft in 2023

	Airline Operations			Non-Airline Operations			Combined Operations		
Time	**DEP**	**ARR**	**Total**	**DEP**	**ARR**	**Total**	**DEP**	**ARR**	**Total**
00-01	0	0	0	1	2	3	1	2	3
01-02	0	0	0	1	0	1	1	0	2
02-03	0	0	0	0	1	1	0	1	1
03-04	0	0	0	1	5	6	1	5	6
04-05	0	0	0	0	1	1	0	1	3
05-06	0	0	0	2	1	3	2	1	4
06-07	2	1	3	12	8	20	14	9	23
07-08	10	4	14	10	5	15	20	9	29
08-09	5	3	8	8	8	16	13	11	24
09-10	4	5	9	6	7	13	10	12	22
10-11	4	5	9	11	8	19	15	13	28
11-12	4	4	8	7	7	14	11	11	22
12-13	6	6	12	8	9	17	14	15	29
13-14	4	7	11	7	10	17	11	17	28
14-15	5	2	7	10	11	21	15	13	28
15-16	5	4	9	15	9	24	20	13	33
16-17	7	7	14	11	11	22	18	18	36
17-18	4	4	8	5	20	25	9	24	33
18-19	6	5	11	9	8	17	15	13	28
19-20	2	4	6	11	4	15	13	8	21
20-21	4	5	9	3	4	7	7	9	16
21-22	4	8	12	3	3	6	7	11	18
22-23	0	2	2	1	1	2	1	3	4
23-24	0	0	0	2	0	2	2	0	2
Totals	**76**	**76**	**152**	**144**	**143**	**287**	**220**	**219**	**439**

Note: DEP = Departures; ARR = Arrivals
Rounded values are based on the percentage of average activity and do not represent a "typical" day.
Source: RS&H 2016

Table E-14
Average Weekday/Peak Month Hourly Profiles for All Aircraft in 2025

	Airline Operations			Non-Airline Operations			Combined Operations		
Time	**DEP**	**ARR**	**Total**	**DEP**	**ARR**	**Total**	**DEP**	**ARR**	**Total**
00-01	0	0	0	1	2	3	1	2	3
01-02	0	0	0	1	0	1	1	0	1
02-03	0	0	0	0	1	1	0	1	1
03-04	0	0	0	1	5	6	1	5	6
04-05	0	0	0	0	1	1	0	1	1
05-06	0	0	0	2	1	3	2	1	3
06-07	2	1	3	12	8	20	14	9	23
07-08	10	4	14	11	6	17	21	10	31
08-09	6	3	9	8	8	16	14	11	25
09-10	4	6	10	6	7	13	10	13	23
10-11	5	6	11	12	8	20	17	14	31
11-12	3	4	7	8	8	16	11	12	23
12-13	6	6	12	8	9	17	14	15	29
13-14	5	7	12	7	10	17	12	17	29
14-15	4	3	7	11	11	22	15	14	29
15-16	6	4	10	15	10	25	21	14	35
16-17	7	8	15	12	12	24	19	20	39
17-18	4	4	8	6	21	27	10	25	35
18-19	7	4	11	9	8	17	16	12	28
19-20	3	3	6	11	5	16	14	8	22
20-21	4	5	9	3	5	8	7	10	17
21-22	3	8	11	3	3	6	6	11	17
22-23	0	3	3	1	1	2	1	4	5
23-24	0	0	0	2	0	2	2	0	2
Totals	**79**	**79**	**158**	**150**	**150**	**300**	**229**	**229**	**458**

Note: DEP = Departures; ARR = Arrivals
Rounded values are based on the percentage of average activity and do not represent a "typical" day.
Source: RS&H 2016

Table E-2 summarizes the fleet mix reflected in the forecast of airline operations. The fleet mix for non-airline operations are based on Table 3C of the Part 150 forecast. This fleet mix is applied to the EIR forecast of non-airline airline operations for 2015, 2023 and 225. These totals are divided by 365 to develop the annual average day (AAD) activity levels. **Table E-15** shows the day, evening and night AAD operations by aircraft type for the EIR analysis years.

Table E-15

AAD and Replacements by Equipment Types

		2015				2023				2025			
Aircraft Type	Replacement/ Model Input ID	AAD Daytime Operations	AAD Evening Operations	AAD Nighttime Operations	**Total**	AAD Daytime Operations	AAD Evening Operations	AAD Nighttime Operations	**Total**	AAD Daytime Operations	AAD Evening Operations	AAD Nighttime Operations	**Total**
Air Carrier User Class													
737900	737800	0.00	0.00	0.00	0.00	1.56	0.18	0.17	1.91	1.61	0.19	0.18	1.98
EMB-175	EMB175	0.00	0.00	0.00	0.00	3.10	0.36	0.34	3.81	3.22	0.37	0.36	3.95
737-800	737800	1.50	1.00	0.00	2.50	22.51	15.58	0.00	38.09	23.34	16.16	0.00	39.50
A-320	A320-211	4.20	1.10	0.50	5.80	4.16	1.04	0.52	5.72	4.31	1.08	0.54	5.93
MD-80	MD82	3.0	0.00	0.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
737-300	737300	2.30	0.10	0.10	2.50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
737-700	737700	56.0	22.00	0.10	78.20	47.80	18.75	0.11	66.66	49.57	19.45	0.11	69.13
737-500	737500	1.20	0.00	0.00	1.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
A319	A319-131	2.50	0.00	0.00	2.50	11.43	0.00	0.00	11.43	11.85	0.00	0.00	11.85
CRJ 900	CRJ9-ER	5.10	2.30	0.10	7.60	7.68	3.54	0.20	11.43	7.97	3.67	0.21	11.9
Dash-8	DHC830	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
CRJ 700	CRJ701	9.80	0.90	0.70	11.30	3.29	0.30	0.22	3.81	3.41	0.31	0.23	4.0
CRJ 200	CL601	7.80	3.40	0.20	11.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Subtotal	***93.50***	***30.80***	***1.70***	***126.00***	***101.50***	***39.80***	***1.60***	***142.80***	***105.28***	***41.23***	***1.63***	***148.14***
Air Taxi and General Aviation													
Cessna Citation I	CNA500	0.5	0.1	0.1	0.7	0.6	0.1	0.1	0.8	0.6	0.1	0.1	0.8
Cessna Citation III	CIT3	0.5	0.1	0.1	0.6	0.5	0.1	0.1	0.6	0.5	0.1	0.1	0.7
MU-300 Diamond	MU3001	1.5	0.2	0.2	1.9	1.8	0.2	0.2	2.2	1.8	0.2	0.2	2.2
Cessna Citation II	CNA55B	1.6	0.2	0.2	1.9	1.8	0.2	0.2	2.2	1.8	0.2	0.2	2.3
Cessna Excel/Ultra	CNA560XL	3.9	0.5	0.4	4.8	4.4	0.5	0.5	5.5	4.5	0.5	0.5	5.5
Cessna Citation X	CNA750	1.9	0.2	0.2	2.3	2.1	0.3	0.2	2.6	2.2	0.3	0.2	2.7
Cessna Mustang	CNA510	0.9	0.1	0.1	1.1	1.0	0.1	0.1	1.3	1.1	0.1	0.1	1.3
Cessna Sovereign	CNA680	0.9	0.1	0.1	1.2	1.1	0.1	0.1	1.3	1.1	0.1	0.1	1.3
Canadair Challenger	CL600	4.3	0.5	0.5	5.3	4.9	0.6	0.5	6.0	5.0	0.6	0.6	6.1
Lear 30/40/50 Series	LEAR35	4.8	0.6	0.5	5.8	5.4	0.6	0.6	6.7	5.5	0.6	0.6	6.8
Lear 20 Series	LEAR25	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Falcon 20	FAL20	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gulfstream II/III	GIIB	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gulfstream IV	GIV	3.9	0.4	0.4	4.7	4.4	0.5	0.5	5.4	4.5	0.5	0.5	5.5
Gulfstream V	GV	3.0	0.3	0.3	3.7	3.4	0.4	0.4	4.2	3.5	0.4	0.4	4.3
Astra 1125	IA1125	1.4	0.2	0.2	1.8	1.6	0.2	0.2	2.0	1.7	0.2	0.2	2.0
Falcon 50	F10062	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.4	0.3	0.0	0.0	0.4
737-700	737700	0.3	0.0	0.0	0.4	0.4	0.0	0.0	0.5	0.4	0.0	0.0	0.5
EMB-145	EMB145	0.2	0.0	0.0	0.3	0.3	0.0	0.0	0.3	0.3	0.0	0.0	0.4
757-200	757PW	0.2	0.0	0.0	0.3	0.2	0.0	0.0	0.3	0.2	0.0	0.0	0.3
Single Eng. Piston Fixed Wing	GASEPF	20.9	2.4	2.3	25.6	23.8	2.8	2.6	29.3	24.2	2.8	2.7	29.7

Table E-15

AAD and Replacements by Equipment Types

		2015				2023				2025			
Aircraft Type	Replacement/ Model Input ID	AAD Daytime Operations	AAD Evening Operations	AAD Nighttime Operations	**Total**	AAD Daytime Operations	AAD Evening Operations	AAD Nighttime Operations	**Total**	AAD Daytime Operations	AAD Evening Operations	AAD Nighttime Operations	**Total**
Air Taxi and General Aviation (cont.)													
Single Engine Piston Var	GASEPV	20.9	2.4	2.3	25.6	23.8	2.8	2.6	29.3	24.2	2.8	2.7	29.7
Multi Engine Piston	BEC58P	3.7	0.4	0.4	4.6	4.3	0.5	0.5	5.2	4.3	0.5	0.5	5.3
Single Turbo Prop	CNA208	6.0	0.7	0.7	7.3	6.8	0.8	0.8	8.4	6.9	0.8	0.8	8.5
Twin Turbo Prop	CNA441	10.4	1.2	1.2	12.8	11.9	1.4	1.3	14.6	12.1	1.4	1.3	14.9
Twin Turbo Prop	DHC6	5.2	0.6	0.6	6.4	6.0	0.7	0.7	7.3	6.1	0.7	0.7	7.4
Helicopter	R44	2.5	0.3	0.3	3.0	2.8	0.3	0.3	3.4	2.9	0.3	0.3	3.5
Helicopter	H500D	2.5	0.3	0.3	3.0	2.8	0.3	0.3	3.4	2.9	0.3	0.3	3.5
Helicopter	SA350D	17.1	1.7	1.9	20.7	19.6	2.0	2.1	23.7	19.9	2.0	2.2	24.1
	Subtotal	***119.2***	***13.6***	***13.2***	***146.0***	***136.3***	***15.5***	***15.1***	***166.9***	***138.4***	***15.8***	***15.3***	***169.5***
Air Cargo													
767-400	767400	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.2	0.1	0.0	0.0	0.2
A-300	A300-622R	1.2	1.2	0.9	3.4	1.2	1.2	0.9	3.4	1.2	1.2	0.9	3.4
757-200	757PW	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
B-1900	1900D	0.8	0.1	0.1	1.0	0.8	0.1	0.1	1.0	0.8	0.1	0.1	1.0
Lear 35	LEAR35	1.3	0.0	0.0	1.3	1.3	0.0	0.0	1.3	1.3	0.0	0.0	1.3
SA227	SA227	1.2	0.1	2.7	4.0	1.2	0.1	2.7	4.0	1.2	0.1	2.7	4.0
King Air 200	BEC200	0.8	0.2	0.0	1.0	0.8	0.2	0.0	1.0	0.8	0.2	0.0	1.0
Beech 99	BEC99	1.2	0.0	1.2	2.4	1.2	0.0	1.2	2.4	1.2	0.0	1.2	2.4
PA-31	PA31	1.9	0.4	0.5	2.8	1.9	0.4	0.5	2.8	1.9	0.4	0.5	2.8
Beech Baron 58	BEC58P	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	0.5
	Subtotal	***9.1***	***2.1***	***5.4***	***16.7***	***9.1***	***2.1***	***5.4***	***16.7***	***9.1***	***2.1***	***5.4***	***16.7***
General Aviation - Local													
Single Engine Piston Fixed	GASEPF	9.9	1.0	0.0	10.9	11.3	1.2	0.0	12.5	11.5	1.2	0.0	12.7
Single Engine Piston Var	GASEPV	9.9	1.0	0.0	10.9	11.3	1.2	0.0	12.5	11.5	1.2	0.0	12.7
Multi-Engine Piston	BEC58P	5.0	0.5	0.0	5.5	5.7	0.6	0.0	6.3	5.8	0.6	0.0	6.4
Helicopter	R22	24.8	2.6	0.0	27.4	28.3	3.0	0.0	31.3	28.8	3.0	0.0	31.8
	Subtotal	***49.5***	***5.2***	***0.0***	***54.7***	***56.6***	***5.9***	***0.0***	***62.6***	***57.5***	***6.0***	***0.0***	***63.5***
Military													
Fighter	F16A	0.4	0.0	0.0	0.5	0.4	0.0	0.0	0.5	0.4	0.0	0.0	0.5
Helicopter	S70	2.0	0.1	0.2	2.3	2.0	0.1	0.2	2.3	2.0	0.1	0.2	2.3
	Subtotal	***2.4***	***0.1***	***0.3***	***2.8***	***2.4***	***0.1***	***0.3***	***2.8***	***2.4***	***0.1***	***0.3***	***2.8***
	TOTAL	**273.7**	**51.8**	**20.6**	**346.2**	**308.4**	**59.8**	**22.9**	**391.7**	**315.37**	**61.46**	**23.15**	**400.08**

Source: Airport Part 150, 2012; Airport Records, 2016; Mark Conway, 2016; RS&H, 2016.

E-2 – 2025 Weekday Departures and Seats by Airline, Market and Aircraft Type

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APPENDIX F
AIR QUALITY TECHNICAL REPORT

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Burbank Airport Terminal Replacement Draft EIR
Appendix F, Air Quality Emission Worksheets

F.1 Construction Emissions: California Emissions Estimator Model (CalEEMod) Inputs (All Options)

F.1-1 Project Information

F.1-2 Resource-Loaded Schedule

F.1-3 Architectural Coating Area Calculations

F.2 Construction Emissions: CalEEMod Outputs

F.2-1 Burbank AP Replacement Terminal Construction (All Options)

F.2-1-a. Replacement Terminal Building Construction

F.2-1-b. Replacement Terminal Foundation - Pile Driver

F.2-2 Burbank AP Auxiliary Hangar/Taxiway Construction (All Options)

F.2-3 Burbank AP All Cargo Carrier Facility Construction (Southwest Quadrant Options)

F.3 Construction Emissions: Mobile Sources (All Options)

F.3-1 Construction Haul Trunk and Vehicle Trips

F.3-2 On-Road Truck Emission Factors

F.3-3 On-Road Dust Emission Factors

F.3-4 On-Road Truck Regional Emissions

F.4 Construction Localized Significance Threshold Analysis

F.4-1 AERMOD Source Emission Rates

F.4-2 Localized Construction Emissions (Adjacent Property Option)

F.4-3 Localized Construction Emissions (Southwest Quadrant Options)

F.4-4 On-Road Truck Localized Emissions

F.5 Construction Health Risk Assessment

F.5-1 AERMOD Inputs: Source Characteristics

F.5-2 AERMOD Inputs: Construction Emissions

F.5-3 AERMOD Inputs: On-Road Truck Emissions Rates

F.5-4 Cancer Risk Calculations: Residents (Adjacent Property Option)

F.5-5 Resident Cancer Risk Calculations (Southwest Quadrant Option)

F.6 Operational Emissions: Aircraft and Supporting Equipment

F.6-1 Existing Conditions

F.6-2 Adjacent Property Option

F.6-3 Southwest Quadrant Full-Size Terminal Option

F.6-4 Southwest Quadrant Same-Size Terminal Option

F.7 Operational Emissions: Estimated Evaporative Fuel VOC Emissions (All Options)

F.7-1 Fueling Permit Inventory

F.7-2 Fueling Storage VOC Emissions

F.7-3 Fueling Transfer Loss VOC Emissions

F.7-4 Summary of Fuel VOC Emissions

F.8 Operational Emissions: Terminal Building

F.8-1 Existing Conditions

F.8-2 Adjacent Property Option

F.8-3 Southwest Quadrant Options

F.9 Operational Emissions: Mobile Sources (All Options)

F.9-1 Inputs: Bob Hope Airport Commuter Survey Results

F.9-2 Inputs: Passenger Trip Emission Factors

F.9-3 Inputs: Parking Emission Factors

F.12-5 Southwest Quadrant Options – Risk No Project (2023)

- F.12-5-a. AERMOD Inputs: Source Characteristics
- F.12-5-b. AERMOD Results
- F.12-5-c. Cancer Risk Calculations: Residents

F.12-6 Southwest Quadrant Options – Risk With Project (2023)

- F.12-6-a. AERMOD Inputs: Source Characteristics
- F.12-6-b. AERMOD Results
- F.12-6-c. Cancer Risk Calculations: Residents

Appendix F.1

Construction Emissions: California Emissions Estimator Model (CalEEMod) Inputs (All Options)

Appendix F.1 Construction Emissions: California Emissions Estimator Model (CalEEMod) Inputs (All Options)

F.1-1 Project Information

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Air Quality and Greenhouse Gas Assessment

Project Information

Land Use	CalEEMod Land Use Type	Units
Discretionary Terminal		355 KSF
Parking Structure	Enclosed Parking Lot with Elevator	3,000 Spaces
Employee Structure	Unenclosed Parking Lot with Elevator	634 Spaces
Valet Parking Structure	Unenclosed Parking Lot with Elevator	68 Spaces
Air Cargo Building	General Light Industry	8 KSF
GSE Building	General Light Industry	10 KSF
ARFF Station	General Light Industry	80 KSF
Taxiway	Other Asphalt Surfaces	20 acres

Construction Schedule and California Emissions Estimator Model (CalEEMod) Inputs

CalEEMod Construction Phase	Start Date	End Date	No. Work Days	Demo (CY) [a]	Demo Truck Capacity (CY)	Demo Truck Total One-Way Trips	Demo Truck Daily One-Way Trips	Soil Export (CY) [a]	Soil Import (CY)	Soil Haul Truck Capacity (CY)	Soil Haul Truck Total One-Way Trips	Soil Haul Truck Daily One-Way Trips	Vendor One-Way Trips/Max Day [b]
Grading/Excavation	4/1/2020	9/30/2020	131					130,000	-	16	16,250	125	
Demolition(LOT A)	4/1/2020	6/30/2020	65	5,000	10	1,000	16						
Building Construction	10/1/2020	3/30/2023	651										301
Demolition (LOT H)	10/1/2021	12/31/2021	66	4,500	10	900	14						
Paving	3/30/2022	3/30/2023	262										
Architectural Coating	3/30/2022	3/30/2023	262										
Demolition (TERMINAL/ PARKING)	4/1/2023	12/31/2023	195	100,000	10	20,000	103						
Building Construction (Air Cargo)	7/1/2023	12/31/2024	392										160
Paving	6/30/2024	12/31/2024	132										
Architectural Coating	6/30/2024	12/31/2024	132										
Demolition (AIR CARGO BLDG)	1/1/2025	3/30/2025	63	2,000	10	400	6						
Taxiway Construction	7/2/2023	12/1/2025	631										50

Notes:

a. Demolition and soil exacavation quantities are based on the maximum volumes for the Project alternatives; therefore, values represent the maximum amounts that could result from implementation of any of the Project alternatives.

b. Vendor trips are associated with the Building Construction phase and are estimated based on CalEEMod assumptions.

Sources: Burbank-Glendale-Pasadena Airport Authority, 2016; ESA PCR, 2016

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Appendix F.1 Construction Emissions: California Emissions Estimator Model (CalEEMod) Inputs (All Options)

F.1-2 Resource-Loaded Schedule

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Burbank Airport Replacement Terminal EIR
Resource Loaded Construction Schedule
last updated:
6/20/2016

On-Site/Off-Road Equipment	2020												2021												2022											
Month	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
Replacement Terminal (NEQ/SWQ)																																				
Demolition (Lot A)																																				
Excavators				1	1	1																														
Concrete/Industrial Saws				1	1	1																														
Tractors/Loaders/Backhoes				1	1	1																														
Mass Grading/Excavation																																				
Excavators				2	2	2	2	2	2																											
Graders				1	1	1	1	1	1																											
Rubber Tired Dozers				1	1	1	1	1	1																											
Scrapers				2	2	2	2	2	2																											
Pile Driver							1	1	1																											
Tractors/Loaders/Backhoes				2	2	2	2	2	2																											
Building Construction																																				
Cranes (Electric)										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Forklifts										3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Tractors/Loaders/Backhoes										3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Welders (Electric)										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Generator Sets										1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Pump										2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Demolition (Lot H)																																				
Excavators																						1	1	1												
Concrete/Industrial Saws																						1	1	1												
Tractors/Loaders/Backhoes																						1	1	1												
Architectural Coatings																																				
Air Compressors																												1	1	1	1	1	1	1	1	1
Paving																																				
Pavers																												2	2	2	2	2	2	2	2	2
Rollers																												2	2	2	2	2	2	2	2	2
Pumps																												2	2	2	2	2	2	2	2	2
Paving Equipment																												2	2	2	2	2	2	2	2	2
Existing Terminal (NEQ/SWQ)																																				
Demolition (Terminal/ Parking)																																				
Excavators																																				
Rubber Tired Dozers																																				
Concrete/Industrial Saws																																				

Burbank Airport Replacement Terminal El
Resource Loaded Construction Schedule
last updated:
6/20/2016

On-Site/Off-Road Equipment	2023												2024												2025											
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Replacement Terminal (NEQ/SWQ)																																				
Demolition (Lot A)																																				
Excavators																																				
Concrete/Industrial Saws																																				
Tractors/Loaders/Backhoes																																				
Mass Grading/Excavation																																				
Excavators																																				
Graders																																				
Rubber Tired Dozers																																				
Scrapers																																				
Pile Driver																																				
Tractors/Loaders/Backhoes																																				
Building Construction																																				
Cranes (Electric)	1	1	1																																	
Forklifts	3	3	3																																	
Tractors/Loaders/Backhoes	3	3	3																																	
Welders (Electric)	1	1	1																																	
Generator Sets	1	1	1																																	
Pump	2	2	2																																	
Demolition (Lot H)																																				
Excavators																																				
Concrete/Industrial Saws																																				
Tractors/Loaders/Backhoes																																				
Architectural Coatings																																				
Air Compressors	1	1	1																																	
Paving																																				
Pavers	2	2	2																																	
Rollers	2	2	2																																	
Pumps	2	2	2																																	
Paving Equipment	2	2	2																																	
Existing Terminal (NEQ/SWQ)																																				
Demolition (Terminal/ Parking)																																				
Excavators				3	3	3	3	3	3	3	3	3																								
Rubber Tired Dozers				2	2	2	2	2	2	2	2	2																								
Concrete/Industrial Saws				1	1	1	1	1	1	1	1	1																								

On-Site/Off-Road Equipment	2020												2021												2022											
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Taxiway (NEQ/SWQ)																																				
Taxiway Paving																																				
Pavers																																				
Rollers																																				
Paving Equipment																																				
Airline Cargo Building (NEQ/SWQ)																																				
Building Construction																																				
Cranes (Electric)																																				
Forklifts																																				
Tractors/Loaders/Backhoes																																				
Welders (Electric)																																				
Generator Sets																																				
Paving																																				
Pavers																																				
Rollers																																				
Paving Equipment																																				
Architectural Coatings																																				
Air Compressors																																				
Demolition (Air Cargo Building)																																				
Excavators																																				
Concrete/Industrial Saws																																				
Tractors/Loaders/Backhoes																																				
All Cargo Building (SWQ)																																				
Building Construction																																				
Cranes (Electric)																																				
Forklifts																																				
Tractors/Loaders/Backhoes																																				
Welders (Electric)																																				
Generator Sets																																				
Paving																																				
Cement and Mortar Mixers																																				
Pavers																																				
Rollers																																				
Paving Equipment																																				
Tractors/Loaders/Backhoes																																				
Architectural Coatings																																				
Air Compressors																																				

Source: ESA PCR, 2016

On-Site/Off-Road Equipment						2023												2024												2025					
Month	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
Taxiway (NEQ/SWQ)																																				
Taxiway Paving																																				
Pavers							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Rollers							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Paving Equipment							2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Airline Cargo Building (NEQ/SWQ)																																				
Building Construction																																				
Cranes (Electric)							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1												
Forklifts							3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3												
Tractors/Loaders/Backhoes							3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3												
Welders (Electric)							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1												
Generator Sets							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1												
Paving																																				
Pavers																		2	2	2	2	2	2	2												
Rollers																		2	2	2	2	2	2	2												
Paving Equipment																		2	2	2	2	2	2	2												
Architectural Coatings																																				
Air Compressors																		1	1	1	1	1	1	1												
Demolition (Air Cargo Building)																																				
Excavators																									1	1	1									
Concrete/Industrial Saws																									1	1	1									
Tractors/Loaders/Backhoes																									1	1	1									
All Cargo Building (SWQ)																																				
Building Construction																																				
Cranes (Electric)													1	1	1	1	1	1	1	1	1	1	1	1												
Forklifts													1	1	1	1	1	1	1	1	1	1	1	1												
Tractors/Loaders/Backhoes													1	1	1	1	1	1	1	1	1	1	1	1												
Welders (Electric)													3	3	3	3	3	3	3	3	3	3	3	3												
Generator Sets													1	1	1	1	1	1	1	1	1	1	1	1												
Paving																																				
Cement and Mortar Mixers																			1	1	1	1	1	1												
Pavers																			1	1	1	1	1	1												
Rollers																			1	1	1	1	1	1												
Paving Equipment																			1	1	1	1	1	1												
Tractors/Loaders/Backhoes																			1	1	1	1	1	1												
Architectural Coatings																																				
Air Compressors																			1	1	1	1	1	1												

Source: ESA PCR, 2016

Appendix F.1 Construction Emissions: California Emissions Estimator Model (CalEEMod) Inputs (All Options)

F.1-3 Architectural Coating Area Calculations

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment

Construction Equipment and California Emissions Estimator Model (CalEEMod) Inputs

Architectural Coating Area Calculations

CalEEMod assumes the total surface for architectural coating equals:		
Residential Coating Area	2.7	times the floor square footage
	75%	interior
	25%	exterior
Nonresidential Coating Area	2	times the square footage
	75%	interior
	25%	exterior
Parking Lot Coating Area	6%	of the square footage
	0%	exterior for subterranean

Source: SCAQMD, CEQA Air Quality Handbook, (1993) A9-124.

Replacement Terminal Construction			
Land Use	**Area (sf)**	**Interior (sf)**	**Exterior (sf)**
Terminal [1]	-	-	-
Parking Structure	1,200,000	72,000	-
Valet	27,200	1,224	18.36
Employee Parking	253,600	11,412	171.18
Total Non Residential		**84,636**	**190**
Auxiliary Hangar/Taxiway Construction			
Air Cargo Building	8000	12,000	4,000
GSE Building	10000	15,000	5,000
ARFF Station	80000	120,000	40,000
Taxiway	871200	52,272	-
Total Non Residential		**199,272**	**49,000**

Notes:
1 Terminal architectural coatings left as default values in CalEEMod

Appendix F.2

Construction Emissions: CalEEMod Outputs

F.2-1 Burbank AP Replacement Terminal Construction (All Options)

B.2-1-a. Replacement Terminal Building Construction

B.2-1-b. Replacement Terminal Foundation - Pile Driver

F.2-2 Burbank AP Auxiliary Hangar/Taxiway Construction

(All Options)

F.2-3 Burbank AP All Cargo Carrier Facility Construction (Southwest Quadrant Options

Appendix F.2 Construction Emissions: CalEEMod Outputs

F.2-1 Burbank AP Replacement Terminal Construction (All Options)

F.2-1-a. Replacement Terminal Building Construction

Burbank AP Terminal Replacement Construction

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Enclosed Parking with Elevator	3,000.00	Space	27.00	1,200,000.00	0
Unenclosed Parking with Elevator	68.00	Space	0.61	27,200.00	0
Unenclosed Parking with Elevator	634.00	Space	5.71	253,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - See AQ construction model inputs

Off-road Equipment -

Off-road Equipment - See AQ construction model inputs

Off-road Equipment - See AQ Construction Model Inputs

Off-road Equipment - See AQ Construction Model Inputs

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - See AQ construction model inputs

Trips and VMT - Vendor and haul trips calculated externally using EMFAC2014.

Demolition -

Grading -

Architectural Coating - See AQ Construction Model Inputs

Construction Off-road Equipment Mitigation - Equipment HP>100 Tier 3 and DPF level 3

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	917,900.00	177,690.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,753,700.00	617,136.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3

tblConstructionPhase	NumDays	55.00	262.00
tblConstructionPhase	NumDays	740.00	651.00
tblConstructionPhase	NumDays	50.00	65.00
tblConstructionPhase	NumDays	50.00	66.00
tblConstructionPhase	NumDays	50.00	195.00
tblConstructionPhase	NumDays	75.00	131.00
tblConstructionPhase	NumDays	55.00	262.00
tblConstructionPhase	PhaseEndDate	4/1/2024	3/30/2023
tblConstructionPhase	PhaseEndDate	6/30/2023	12/31/2021
tblConstructionPhase	PhaseEndDate	12/28/2023	12/30/2023
tblConstructionPhase	PhaseEndDate	12/30/2020	9/30/2020
tblConstructionPhase	PhaseEndDate	1/3/2023	3/30/2023
tblConstructionPhase	PhaseStartDate	3/31/2023	3/30/2022
tblConstructionPhase	PhaseStartDate	3/31/2023	10/1/2021
tblConstructionPhase	PhaseStartDate	3/31/2023	4/1/2023
tblConstructionPhase	PhaseStartDate	7/1/2020	4/1/2020
tblConstructionPhase	PhaseStartDate	1/1/2022	3/30/2022
tblGrading	MaterialExported	0.00	129,829.00
tblOffRoadEquipment	HorsePower	97.00	255.00
tblOffRoadEquipment	HorsePower	97.00	255.00
tblOffRoadEquipment	LoadFactor	0.37	0.40
tblOffRoadEquipment	LoadFactor	0.37	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2025
tblTripsAndVMT	HaulingTripNumber	1,592.00	0.00
tblTripsAndVMT	HaulingTripNumber	16,229.00	0.00
tblTripsAndVMT	HaulingTripNumber	1,819.00	0.00
tblTripsAndVMT	HaulingTripNumber	4,850.00	0.00
tblTripsAndVMT	VendorTripNumber	301.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.4614	4.4018	4.8667	9.4900e-003	0.5753	0.1843	0.7596	0.1778	0.1722	0.3501	0.0000	753.1158	753.1158	0.1606	0.0000	756.4873
2021	0.5607	3.3983	7.4516	0.0189	1.1335	0.1398	1.2733	0.2923	0.1359	0.4281	0.0000	1,339.5746	1,339.5746	0.1335	0.0000	1,342.3776
2022	4.2131	4.7660	9.7934	0.0241	1.2311	0.2076	1.4387	0.3270	0.2000	0.5270	0.0000	1,732.1974	1,732.1974	0.1926	0.0000	1,736.2419
2023	1.5423	3.7709	5.4500	0.0105	0.5377	0.1402	0.6779	0.1194	0.1326	0.2520	0.0000	812.3033	812.3033	0.1488	0.0000	815.4281
Total	**6.7774**	**16.3370**	**27.5617**	**0.0629**	**3.4776**	**0.6719**	**4.1495**	**0.9165**	**0.6407**	**1.5572**	**0.0000**	**4,637.1910**	**4,637.1910**	**0.6354**	**0.0000**	**4,650.5349**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition (Lot A)	Demolition	4/1/2020	6/30/2020	5	65	
2	Grading	Grading	4/1/2020	9/30/2020	5	131	
3	Building Construction	Building Construction	10/1/2020	3/30/2023	5	651	
4	Demolition (Lot H)	Demolition	10/1/2021	12/31/2021	5	66	
5	Paving	Paving	3/30/2022	3/30/2023	5	262	
6	Architectural Coating	Architectural Coating	3/30/2022	3/30/2023	5	262	
7	Demolition (Terminal/ Parking)	Demolition	4/1/2023	12/30/2023	5	195	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 327.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 617,136; Non-Residential Outdoor: 177,690 (Architectural Coating

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition (Lot A)	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition (Lot A)	Excavators	1	8.00	162	0.38
Demolition (Lot A)	Tractors/Loaders/Backhoes	1	8.00	255	0.40
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Pumps	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Demolition (Lot H)	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition (Lot H)	Excavators	1	8.00	162	0.38
Demolition (Lot H)	Tractors/Loaders/Backhoes	1	8.00	255	0.40
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Pumps	2	8.00	84	0.74
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition (Terminal/ Parking)	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition (Terminal/ Parking)	Excavators	3	8.00	162	0.38
Demolition (Terminal/ Parking)	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition (Lot A)	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	736.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition (Lot H)	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	147.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition (Terminal/ Parking)	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition (Lot A) - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0672	0.0000	0.0672	0.0102	0.0000	0.0102	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0292	0.3107	0.3298	6.6000e-004		0.0113	0.0113		0.0110	0.0110	0.0000	57.4280	57.4280	0.0140	0.0000	57.7226
Total	**0.0292**	**0.3107**	**0.3298**	**6.6000e-004**	**0.0672**	**0.0113**	**0.0785**	**0.0102**	**0.0110**	**0.0211**	**0.0000**	**57.4280**	**57.4280**	**0.0140**	**0.0000**	**57.7226**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.2000e-004	1.0700e-003	0.0111	3.0000e-005	2.8500e-003	2.0000e-005	2.8700e-003	7.6000e-004	2.0000e-005	7.8000e-004	0.0000	2.2832	2.2832	1.1000e-004	0.0000	2.2855
Total	**7.2000e-004**	**1.0700e-003**	**0.0111**	**3.0000e-005**	**2.8500e-003**	**2.0000e-005**	**2.8700e-003**	**7.6000e-004**	**2.0000e-005**	**7.8000e-004**	**0.0000**	**2.2832**	**2.2832**	**1.1000e-004**	**0.0000**	**2.2855**

3.3 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2244	0.0000	0.2244	0.0923	0.0000	0.0923	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2822	3.2406	2.6042	4.0400e-003		0.1349	0.1349		0.1243	0.1243	0.0000	355.1986	355.1986	0.1149	0.0000	357.6111
Total	**0.2822**	**3.2406**	**2.6042**	**4.0400e-003**	**0.2244**	**0.1349**	**0.3593**	**0.0923**	**0.1243**	**0.2166**	**0.0000**	**355.1986**	**355.1986**	**0.1149**	**0.0000**	**357.6111**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.6400e-003	5.3700e-003	0.0560	1.8000e-004	0.0144	1.1000e-004	0.0145	3.8200e-003	1.0000e-004	3.9200e-003	0.0000	11.5037	11.5037	5.5000e-004	0.0000	11.5153
Total	**3.6400e-003**	**5.3700e-003**	**0.0560**	**1.8000e-004**	**0.0144**	**1.1000e-004**	**0.0145**	**3.8200e-003**	**1.0000e-004**	**3.9200e-003**	**0.0000**	**11.5037**	**11.5037**	**5.5000e-004**	**0.0000**	**11.5153**

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0783	0.7445	0.8282	1.3200e-003		0.0359	0.0359		0.0350	0.0350	0.0000	113.4180	113.4180	0.0208	0.0000	113.8543
Total	**0.0783**	**0.7445**	**0.8282**	**1.3200e-003**		**0.0359**	**0.0359**		**0.0350**	**0.0350**	**0.0000**	**113.4180**	**113.4180**	**0.0208**	**0.0000**	**113.8543**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0674	0.0996	1.0374	3.2600e-003	0.2665	2.0800e-003	0.2686	0.0708	1.9200e-003	0.0727	0.0000	213.2842	213.2842	0.0102	0.0000	213.4985
Total	**0.0674**	**0.0996**	**1.0374**	**3.2600e-003**	**0.2665**	**2.0800e-003**	**0.2686**	**0.0708**	**1.9200e-003**	**0.0727**	**0.0000**	**213.2842**	**213.2842**	**0.0102**	**0.0000**	**213.4985**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.2802	2.7403	3.2537	5.2200e-003		0.1215	0.1215		0.1184	0.1184	0.0000	448.5527	448.5527	0.0806	0.0000	450.2447
Total	**0.2802**	**2.7403**	**3.2537**	**5.2200e-003**		**0.1215**	**0.1215**		**0.1184**	**0.1184**	**0.0000**	**448.5527**	**448.5527**	**0.0806**	**0.0000**	**450.2447**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2522	0.3682	3.8539	0.0129	1.0538	8.2200e-003	1.0620	0.2799	7.6200e-003	0.2875	0.0000	830.3688	830.3688	0.0386	0.0000	831.1800
Total	**0.2522**	**0.3682**	**3.8539**	**0.0129**	**1.0538**	**8.2200e-003**	**1.0620**	**0.2799**	**7.6200e-003**	**0.2875**	**0.0000**	**830.3688**	**830.3688**	**0.0386**	**0.0000**	**831.1800**

3.4 Building Construction - 2022

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.2571	2.5551	3.2272	5.2000e-003		0.1039	0.1039		0.1014	0.1014	0.0000	446.9480	446.9480	0.0793	0.0000	448.6126
Total	**0.2571**	**2.5551**	**3.2272**	**5.2000e-003**		**0.1039**	**0.1039**		**0.1014**	**0.1014**	**0.0000**	**446.9480**	**446.9480**	**0.0793**	**0.0000**	**448.6126**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.2378	0.3440	3.6101	0.0129	1.0497	8.1800e-003	1.0579	0.2788	7.5900e-003	0.2864	0.0000	813.4479	813.4479	0.0369	0.0000	814.2217
Total	**0.2378**	**0.3440**	**3.6101**	**0.0129**	**1.0497**	**8.1800e-003**	**1.0579**	**0.2788**	**7.5900e-003**	**0.2864**	**0.0000**	**813.4479**	**813.4479**	**0.0369**	**0.0000**	**814.2217**

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0591	0.5952	0.7926	1.2800e-003		0.0222	0.0222		0.0217	0.0217	0.0000	110.0434	110.0434	0.0192	0.0000	110.4467
Total	**0.0591**	**0.5952**	**0.7926**	**1.2800e-003**		**0.0222**	**0.0222**		**0.0217**	**0.0217**	**0.0000**	**110.0434**	**110.0434**	**0.0192**	**0.0000**	**110.4467**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0554	0.0797	0.8372	3.1700e-003	0.2584	2.0100e-003	0.2604	0.0686	1.8700e-003	0.0705	0.0000	197.1479	197.1479	8.7100e-003	0.0000	197.3310
Total	**0.0554**	**0.0797**	**0.8372**	**3.1700e-003**	**0.2584**	**2.0100e-003**	**0.2604**	**0.0686**	**1.8700e-003**	**0.0705**	**0.0000**	**197.1479**	**197.1479**	**8.7100e-003**	**0.0000**	**197.3310**

3.5 Demolition (Lot H) - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0768	0.0000	0.0768	0.0116	0.0000	0.0116	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0277	0.2888	0.3335	6.7000e-004		0.0101	0.0101		9.8100e-003	9.8100e-003	0.0000	58.3707	58.3707	0.0142	0.0000	58.6683
Total	**0.0277**	**0.2888**	**0.3335**	**6.7000e-004**	**0.0768**	**0.0101**	**0.0869**	**0.0116**	**9.8100e-003**	**0.0214**	**0.0000**	**58.3707**	**58.3707**	**0.0142**	**0.0000**	**58.6683**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.9000e-004	1.0100e-003	0.0106	4.0000e-005	2.9000e-003	2.0000e-005	2.9200e-003	7.7000e-004	2.0000e-005	7.9000e-004	0.0000	2.2824	2.2824	1.1000e-004	0.0000	2.2846
Total	**6.9000e-004**	**1.0100e-003**	**0.0106**	**4.0000e-005**	**2.9000e-003**	**2.0000e-005**	**2.9200e-003**	**7.7000e-004**	**2.0000e-005**	**7.9000e-004**	**0.0000**	**2.2824**	**2.2824**	**1.1000e-004**	**0.0000**	**2.2846**

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1768	1.6680	2.1528	3.5100e-003		0.0860	0.0860		0.0816	0.0816	0.0000	305.9648	305.9648	0.0685	0.0000	307.4027
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1768**	**1.6680**	**2.1528**	**3.5100e-003**		**0.0860**	**0.0860**		**0.0816**	**0.0816**	**0.0000**	**305.9648**	**305.9648**	**0.0685**	**0.0000**	**307.4027**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.9200e-003	7.1200e-003	0.0747	2.7000e-004	0.0217	1.7000e-004	0.0219	5.7700e-003	1.6000e-004	5.9300e-003	0.0000	16.8335	16.8335	7.6000e-004	0.0000	16.8495
Total	**4.9200e-003**	**7.1200e-003**	**0.0747**	**2.7000e-004**	**0.0217**	**1.7000e-004**	**0.0219**	**5.7700e-003**	**1.6000e-004**	**5.9300e-003**	**0.0000**	**16.8335**	**16.8335**	**7.6000e-004**	**0.0000**	**16.8495**

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0534	0.4961	0.6955	1.1400e-003		0.0247	0.0247		0.0234	0.0234	0.0000	98.8956	98.8956	0.0219	0.0000	99.3563
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0534**	**0.4961**	**0.6955**	**1.1400e-003**		**0.0247**	**0.0247**		**0.0234**	**0.0234**	**0.0000**	**98.8956**	**98.8956**	**0.0219**	**0.0000**	**99.3563**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5100e-003	2.1700e-003	0.0228	9.0000e-005	7.0200e-003	5.0000e-005	7.0800e-003	1.8600e-003	5.0000e-005	1.9200e-003	0.0000	5.3573	5.3573	2.4000e-004	0.0000	5.3623
Total	**1.5100e-003**	**2.1700e-003**	**0.0228**	**9.0000e-005**	**7.0200e-003**	**5.0000e-005**	**7.0800e-003**	**1.8600e-003**	**5.0000e-005**	**1.9200e-003**	**0.0000**	**5.3573**	**5.3573**	**2.4000e-004**	**0.0000**	**5.3623**

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.4801					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0203	0.1394	0.1796	2.9000e-004		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003	0.0000	25.2772	25.2772	1.6500e-003	0.0000	25.3117
Total	**3.5004**	**0.1394**	**0.1796**	**2.9000e-004**		**8.0900e-003**	**8.0900e-003**		**8.0900e-003**	**8.0900e-003**	**0.0000**	**25.2772**	**25.2772**	**1.6500e-003**	**0.0000**	**25.3117**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0362	0.0523	0.5491	1.9600e-003	0.1597	1.2400e-003	0.1609	0.0424	1.1500e-003	0.0436	0.0000	123.7260	123.7260	5.6000e-003	0.0000	123.8437
Total	**0.0362**	**0.0523**	**0.5491**	**1.9600e-003**	**0.1597**	**1.2400e-003**	**0.1609**	**0.0424**	**1.1500e-003**	**0.0436**	**0.0000**	**123.7260**	**123.7260**	**5.6000e-003**	**0.0000**	**123.8437**

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.1249					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	6.1300e-003	0.0417	0.0580	1.0000e-004		2.2700e-003	2.2700e-003		2.2700e-003	2.2700e-003	0.0000	8.1704	8.1704	4.9000e-004	0.0000	8.1807
Total	**1.1310**	**0.0417**	**0.0580**	**1.0000e-004**		**2.2700e-003**	**2.2700e-003**		**2.2700e-003**	**2.2700e-003**	**0.0000**	**8.1704**	**8.1704**	**4.9000e-004**	**0.0000**	**8.1807**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0111	0.0159	0.1672	6.3000e-004	0.0516	4.0000e-004	0.0520	0.0137	3.7000e-004	0.0141	0.0000	39.3760	39.3760	1.7400e-003	0.0000	39.4126
Total	**0.0111**	**0.0159**	**0.1672**	**6.3000e-004**	**0.0516**	**4.0000e-004**	**0.0520**	**0.0137**	**3.7000e-004**	**0.0141**	**0.0000**	**39.3760**	**39.3760**	**1.7400e-003**	**0.0000**	**39.4126**

3.8 Demolition (Terminal/ Parking) - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.2047	0.0000	0.2047	0.0310	0.0000	0.0310	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2273	2.5352	2.8247	3.9000e-003		0.0885	0.0885		0.0829	0.0829	0.0000	341.0704	341.0704	0.0959	0.0000	343.0851
Total	**0.2273**	**2.5352**	**2.8247**	**3.9000e-003**	**0.2047**	**0.0885**	**0.2932**	**0.0310**	**0.0829**	**0.1139**	**0.0000**	**341.0704**	**341.0704**	**0.0959**	**0.0000**	**343.0851**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.4400e-003	4.9500e-003	0.0520	2.0000e-004	0.0161	1.2000e-004	0.0162	4.2600e-003	1.2000e-004	4.3800e-003	0.0000	12.2422	12.2422	5.4000e-004	0.0000	12.2536
Total	**3.4400e-003**	**4.9500e-003**	**0.0520**	**2.0000e-004**	**0.0161**	**1.2000e-004**	**0.0162**	**4.2600e-003**	**1.2000e-004**	**4.3800e-003**	**0.0000**	**12.2422**	**12.2422**	**5.4000e-004**	**0.0000**	**12.2536**

Burbank AP Terminal Replacement Construction

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Enclosed Parking with Elevator	3,000.00	Space	27.00	1,200,000.00	0
Unenclosed Parking with Elevator	68.00	Space	0.61	27,200.00	0
Unenclosed Parking with Elevator	634.00	Space	5.71	253,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - See AQ construction model inputs

Off-road Equipment -

Off-road Equipment - See AQ construction model inputs

Off-road Equipment - See AQ Construction Model Inputs

Off-road Equipment - See AQ Construction Model Inputs

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - See AQ construction model inputs

Trips and VMT - Vendor and haul trips calculated externally using EMFAC2014.

Demolition -

Grading -

Architectural Coating - See AQ Construction Model Inputs

Construction Off-road Equipment Mitigation - Equipment HP>100 Tier 3 and DPF level 3

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	917,900.00	177,690.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,753,700.00	617,136.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3

tblConstructionPhase	NumDays	55.00	262.00
tblConstructionPhase	NumDays	740.00	651.00
tblConstructionPhase	NumDays	50.00	65.00
tblConstructionPhase	NumDays	50.00	66.00
tblConstructionPhase	NumDays	50.00	195.00
tblConstructionPhase	NumDays	75.00	131.00
tblConstructionPhase	NumDays	55.00	262.00
tblConstructionPhase	PhaseEndDate	4/1/2024	3/30/2023
tblConstructionPhase	PhaseEndDate	6/30/2023	12/31/2021
tblConstructionPhase	PhaseEndDate	12/28/2023	12/30/2023
tblConstructionPhase	PhaseEndDate	12/30/2020	9/30/2020
tblConstructionPhase	PhaseEndDate	1/3/2023	3/30/2023
tblConstructionPhase	PhaseStartDate	3/31/2023	3/30/2022
tblConstructionPhase	PhaseStartDate	3/31/2023	10/1/2021
tblConstructionPhase	PhaseStartDate	3/31/2023	4/1/2023
tblConstructionPhase	PhaseStartDate	7/1/2020	4/1/2020
tblConstructionPhase	PhaseStartDate	1/1/2022	3/30/2022
tblGrading	MaterialExported	0.00	129,829.00
tblOffRoadEquipment	HorsePower	97.00	255.00
tblOffRoadEquipment	HorsePower	97.00	255.00
tblOffRoadEquipment	LoadFactor	0.37	0.40
tblOffRoadEquipment	LoadFactor	0.37	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2025
tblTripsAndVMT	HaulingTripNumber	1,592.00	0.00
tblTripsAndVMT	HaulingTripNumber	16,229.00	0.00
tblTripsAndVMT	HaulingTripNumber	1,819.00	0.00
tblTripsAndVMT	HaulingTripNumber	4,850.00	0.00
tblTripsAndVMT	VendorTripNumber	301.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	5.2868	59.1348	58.7275	0.1439	8.2267	2.4089	9.3771	2.1818	2.2365	4.0417	0.0000	11,272.4743	11,272.4743	2.4221	0.0000	11,323.3384
2021	5.0347	32.2749	67.0212	0.1655	10.6428	1.3011	11.9439	2.5578	1.2638	3.8216	0.0000	13,187.7888	13,187.7888	1.4838	0.0000	13,218.9475
2022	41.4765	40.7862	84.9402	0.2062	10.0934	1.8271	11.9205	2.6768	1.7580	4.4348	0.0000	16,370.0811	16,370.0811	1.8362	0.0000	16,408.6408
2023	41.0929	38.1139	82.8077	0.2062	10.0934	1.6113	11.7047	2.6768	1.5497	4.2265	0.0000	16,235.0260	16,235.0260	1.8024	0.0000	16,272.8762
Total	**92.8908**	**170.3097**	**293.4966**	**0.7218**	**39.0564**	**7.1484**	**44.9462**	**10.0932**	**6.8079**	**16.5246**	**0.0000**	**57,065.3701**	**57,065.3701**	**7.5444**	**0.0000**	**57,223.8029**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition (Lot A)	Demolition	4/1/2020	6/30/2020	5	65	
2	Grading	Grading	4/1/2020	9/30/2020	5	131	
3	Building Construction	Building Construction	10/1/2020	3/30/2023	5	651	
4	Demolition (Lot H)	Demolition	10/1/2021	12/31/2021	5	66	
5	Paving	Paving	3/30/2022	3/30/2023	5	262	
6	Architectural Coating	Architectural Coating	3/30/2022	3/30/2023	5	262	
7	Demolition (Terminal/ Parking)	Demolition	4/1/2023	12/30/2023	5	195	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 327.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 617,136; Non-Residential Outdoor: 177,690 (Architectural Coating –

<u>OffRoad Equipment</u>

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition (Lot A)	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition (Lot A)	Excavators	1	8.00	162	0.38
Demolition (Lot A)	Tractors/Loaders/Backhoes	1	8.00	255	0.40
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Pumps	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Demolition (Lot H)	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition (Lot H)	Excavators	1	8.00	162	0.38
Demolition (Lot H)	Tractors/Loaders/Backhoes	1	8.00	255	0.40
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Pumps	2	8.00	84	0.74
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition (Terminal/ Parking)	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition (Terminal/ Parking)	Excavators	3	8.00	162	0.38
Demolition (Terminal/ Parking)	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition (Lot A)	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	736.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition (Lot H)	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	147.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition (Terminal/ Parking)	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition (Lot A) - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0671	0.0000	2.0671	0.3130	0.0000	0.3130			0.0000			0.0000
Off-Road	0.8969	9.5589	10.1471	0.0203		0.3478	0.3478		0.3373	0.3373	0.0000	1,947.8035	1,947.8035	0.4758		1,957.7957
Total	**0.8969**	**9.5589**	**10.1471**	**0.0203**	**2.0671**	**0.3478**	**2.4149**	**0.3130**	**0.3373**	**0.6502**	**0.0000**	**1,947.8035**	**1,947.8035**	**0.4758**		**1,957.7957**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0233	0.0290	0.3656	1.1300e-003	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0244		81.3470	81.3470	3.7000e-003		81.4248
Total	**0.0233**	**0.0290**	**0.3656**	**1.1300e-003**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.3000e-004**	**0.0244**		**81.3470**	**81.3470**	**3.7000e-003**		**81.4248**

3.3 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4263	0.0000	3.4263	1.4093	0.0000	1.4093			0.0000			0.0000
Off-Road	4.3083	49.4743	39.7591	0.0617		2.0588	2.0588		1.8970	1.8970	0.0000	5,977.7088	5,977.7088	1.9333		6,018.3084
Total	**4.3083**	**49.4743**	**39.7591**	**0.0617**	**3.4263**	**2.0588**	**5.4851**	**1.4093**	**1.8970**	**3.3062**	**0.0000**	**5,977.7088**	**5,977.7088**	**1.9333**		**6,018.3084**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0582	0.0726	0.9139	2.8200e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5800e-003	0.0609		203.3675	203.3675	9.2600e-003		203.5620
Total	**0.0582**	**0.0726**	**0.9139**	**2.8200e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5800e-003**	**0.0609**		**203.3675**	**203.3675**	**9.2600e-003**		**203.5620**

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3718	22.5611	25.0963	0.0400		1.0875	1.0875		1.0595	1.0595	0.0000	3,788.549 1	3,788.5491	0.6940		3,803.122 7
Total	**2.3718**	**22.5611**	**25.0963**	**0.0400**		**1.0875**	**1.0875**		**1.0595**	**1.0595**	**0.0000**	**3,788.549 1**	**3,788.5491**	**0.6940**		**3,803.122 7**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1425	2.6698	33.6312	0.1039	8.2267	0.0629	8.2896	2.1818	0.0583	2.2401		7,483.925 2	7,483.9252	0.3409		7,491.083 2
Total	**2.1425**	**2.6698**	**33.6312**	**0.1039**	**8.2267**	**0.0629**	**8.2896**	**2.1818**	**0.0583**	**2.2401**		**7,483.925 2**	**7,483.9252**	**0.3409**		**7,491.083 2**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1469	20.9987	24.9324	0.0400		0.9309	0.9309		0.9075	0.9075	0.0000	3,788.853 1	3,788.8531	0.6806		3,803.144 9
Total	**2.1469**	**20.9987**	**24.9324**	**0.0400**		**0.9309**	**0.9309**		**0.9075**	**0.9075**	**0.0000**	**3,788.853 1**	**3,788.8531**	**0.6806**		**3,803.144 9**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.0280	2.4973	31.6404	0.1042	8.2267	0.0630	8.2897	2.1818	0.0584	2.2402		7,369.0555	7,369.0555	0.3263		7,375.9079
Total	**2.0280**	**2.4973**	**31.6404**	**0.1042**	**8.2267**	**0.0630**	**8.2897**	**2.1818**	**0.0584**	**2.2402**		**7,369.0555**	**7,369.0555**	**0.3263**		**7,375.9079**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9773	19.6545	24.8245	0.0400		0.7992	0.7992		0.7803	0.7803	0.0000	3,789.8188	3,789.8188	0.6721		3,803.9331
Total	**1.9773**	**19.6545**	**24.8245**	**0.0400**		**0.7992**	**0.7992**		**0.7803**	**0.7803**	**0.0000**	**3,789.8188**	**3,789.8188**	**0.6721**		**3,803.9331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.9207	2.3431	29.7961	0.1041	8.2267	0.0629	8.2897	2.1818	0.0584	2.2401		7,247.5690	7,247.5690	0.3125		7,254.1306
Total	**1.9207**	**2.3431**	**29.7961**	**0.1041**	**8.2267**	**0.0629**	**8.2897**	**2.1818**	**0.0584**	**2.2401**		**7,247.5690**	**7,247.5690**	**0.3125**		**7,254.1306**

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8476	18.6001	24.7695	0.0400		0.6926	0.6926		0.6767	0.6767	0.0000	3,790.6954	3,790.6954	0.6614		3,804.5854
Total	**1.8476**	**18.6001**	**24.7695**	**0.0400**		**0.6926**	**0.6926**		**0.6767**	**0.6767**	**0.0000**	**3,790.6954**	**3,790.6954**	**0.6614**		**3,804.5854**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.8195	2.2062	28.1127	0.1041	8.2267	0.0629	8.2896	2.1818	0.0583	2.2401		7,136.8360	7,136.8360	0.3002		7,143.1403
Total	**1.8195**	**2.2062**	**28.1127**	**0.1041**	**8.2267**	**0.0629**	**8.2896**	**2.1818**	**0.0583**	**2.2401**		**7,136.8360**	**7,136.8360**	**0.3002**		**7,143.1403**

3.5 Demolition (Lot H) - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3267	0.0000	2.3267	0.3523	0.0000	0.3523			0.0000			0.0000
Off-Road	0.8378	8.7518	10.1045	0.0203		0.3065	0.3065		0.2973	0.2973	0.0000	1,949.7818	1,949.7818	0.4733		1,959.7218
Total	**0.8378**	**8.7518**	**10.1045**	**0.0203**	**2.3267**	**0.3065**	**2.6332**	**0.3523**	**0.2973**	**0.6496**	**0.0000**	**1,949.7818**	**1,949.7818**	**0.4733**		**1,959.7218**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0220	0.0271	0.3439	1.1300e-003	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0244		80.0984	80.0984	3.5500e-003		80.1729
Total	**0.0220**	**0.0271**	**0.3439**	**1.1300e-003**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.3000e-004**	**0.0244**		**80.0984**	**80.0984**	**3.5500e-003**		**80.1729**

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7853	16.8484	21.7452	0.0355		0.8690	0.8690		0.8244	0.8244	0.0000	3,406.7560	3,406.7560	0.7624		3,422.7663
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7853**	**16.8484**	**21.7452**	**0.0355**		**0.8690**	**0.8690**		**0.8244**	**0.8244**	**0.0000**	**3,406.7560**	**3,406.7560**	**0.7624**		**3,422.7663**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0522	0.0637	0.8097	2.8300e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5900e-003	0.0609		196.9448	196.9448	8.4900e-003		197.1231
Total	**0.0522**	**0.0637**	**0.8097**	**2.8300e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5900e-003**	**0.0609**		**196.9448**	**196.9448**	**8.4900e-003**		**197.1231**

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6684	15.5039	21.7355	0.0355		0.7707	0.7707		0.7306	0.7306	0.0000	3,406.6830	3,406.6830	0.7558		3,422.5547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6684**	**15.5039**	**21.7355**	**0.0355**		**0.7707**	**0.7707**		**0.7306**	**0.7306**	**0.0000**	**3,406.6830**	**3,406.6830**	**0.7558**		**3,422.5547**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0494	0.0600	0.7639	2.8300e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5800e-003	0.0609		193.9358	193.9358	8.1600e-003		194.1071
Total	**0.0494**	**0.0600**	**0.7639**	**2.8300e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5800e-003**	**0.0609**		**193.9358**	**193.9358**	**8.1600e-003**		**194.1071**

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	35.1529					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.8329
Total	**35.3574**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.8329**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3836	0.4680	5.9511	0.0208	1.6431	0.0126	1.6557	0.4358	0.0117	0.4474		1,447.5444	1,447.5444	0.0624		1,448.8549
Total	**0.3836**	**0.4680**	**5.9511**	**0.0208**	**1.6431**	**0.0126**	**1.6557**	**0.4358**	**0.0117**	**0.4474**		**1,447.5444**	**1,447.5444**	**0.0624**		**1,448.8549**

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Archit. Coating	35.1529					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8017
Total	**35.3445**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8017**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3634	0.4407	5.6149	0.0208	1.6431	0.0126	1.6557	0.4358	0.0117	0.4474		1,425.4278	1,425.4278	0.0600		1,426.6870
Total	**0.3634**	**0.4407**	**5.6149**	**0.0208**	**1.6431**	**0.0126**	**1.6557**	**0.4358**	**0.0117**	**0.4474**		**1,425.4278**	**1,425.4278**	**0.0600**		**1,426.6870**

3.8 Demolition (Terminal/ Parking) - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0990	0.0000	2.0990	0.3178	0.0000	0.3178			0.0000			0.0000
Off-Road	2.3314	26.0020	28.9716	0.0400		0.9080	0.9080		0.8500	0.8500	0.0000	3,856.0637	3,856.0637	1.0847		3,878.8413
Total	**2.3314**	**26.0020**	**28.9716**	**0.0400**	**2.0990**	**0.9080**	**3.0070**	**0.3178**	**0.8500**	**1.1678**	**0.0000**	**3,856.0637**	**3,856.0637**	**1.0847**		**3,878.8413**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0450	0.5730	2.1200e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		145.4518	145.4518	6.1200e-003		145.5803
Total	**0.0371**	**0.0450**	**0.5730**	**2.1200e-003**	**0.1677**	**1.2800e-003**	**0.1690**	**0.0445**	**1.1900e-003**	**0.0457**		**145.4518**	**145.4518**	**6.1200e-003**		**145.5803**

Burbank AP Terminal Replacement Construction

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Enclosed Parking with Elevator	3,000.00	Space	27.00	1,200,000.00	0
Unenclosed Parking with Elevator	68.00	Space	0.61	27,200.00	0
Unenclosed Parking with Elevator	634.00	Space	5.71	253,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - See AQ construction model inputs

Off-road Equipment -

Off-road Equipment - See AQ construction model inputs

Off-road Equipment - See AQ Construction Model Inputs

Off-road Equipment - See AQ Construction Model Inputs

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - See AQ construction model inputs

Trips and VMT - Vendor and haul trips calculated externally using EMFAC2014.

Demolition -

Grading -

Architectural Coating - See AQ Construction Model Inputs

Construction Off-road Equipment Mitigation - Equipment HP>100 Tier 3 and DPF level 3

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	917,900.00	177,690.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	2,753,700.00	617,136.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3

tblConstructionPhase	NumDays	55.00	262.00
tblConstructionPhase	NumDays	740.00	651.00
tblConstructionPhase	NumDays	50.00	65.00
tblConstructionPhase	NumDays	50.00	66.00
tblConstructionPhase	NumDays	50.00	195.00
tblConstructionPhase	NumDays	75.00	131.00
tblConstructionPhase	NumDays	55.00	262.00
tblConstructionPhase	PhaseEndDate	4/1/2024	3/30/2023
tblConstructionPhase	PhaseEndDate	6/30/2023	12/31/2021
tblConstructionPhase	PhaseEndDate	12/28/2023	12/30/2023
tblConstructionPhase	PhaseEndDate	12/30/2020	9/30/2020
tblConstructionPhase	PhaseEndDate	1/3/2023	3/30/2023
tblConstructionPhase	PhaseStartDate	3/31/2023	3/30/2022
tblConstructionPhase	PhaseStartDate	3/31/2023	10/1/2021
tblConstructionPhase	PhaseStartDate	3/31/2023	4/1/2023
tblConstructionPhase	PhaseStartDate	7/1/2020	4/1/2020
tblConstructionPhase	PhaseStartDate	1/1/2022	3/30/2022
tblGrading	MaterialExported	0.00	129,829.00
tblOffRoadEquipment	HorsePower	97.00	255.00
tblOffRoadEquipment	HorsePower	97.00	255.00
tblOffRoadEquipment	LoadFactor	0.37	0.40
tblOffRoadEquipment	LoadFactor	0.37	0.40
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2025
tblTripsAndVMT	HaulingTripNumber	1,592.00	0.00
tblTripsAndVMT	HaulingTripNumber	16,229.00	0.00
tblTripsAndVMT	HaulingTripNumber	1,819.00	0.00
tblTripsAndVMT	HaulingTripNumber	4,850.00	0.00
tblTripsAndVMT	VendorTripNumber	301.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	5.2881	59.1447	55.7207	0.1373	8.2267	2.4089	9.3771	2.1818	2.2365	4.0417	0.0000	10,803.3524	10,803.3524	2.4221	0.0000	10,854.2166
2021	5.0676	32.5183	64.1074	0.1588	10.6428	1.3011	11.9439	2.5578	1.2638	3.8216	0.0000	12,719.6357	12,719.6357	1.4838	0.0000	12,750.7943
2022	41.5144	41.0617	81.5506	0.1981	10.0934	1.8271	11.9205	2.6768	1.7580	4.4348	0.0000	15,810.0794	15,810.0794	1.8362	0.0000	15,848.6392
2023	41.1292	38.3715	79.5507	0.1980	10.0934	1.6113	11.7047	2.6768	1.5497	4.2265	0.0000	15,682.3663	15,682.3663	1.8024	0.0000	15,720.2165
Total	**92.9993**	**171.0963**	**280.9295**	**0.6922**	**39.0564**	**7.1484**	**44.9462**	**10.0932**	**6.8079**	**16.5246**	**0.0000**	**55,015.4339**	**55,015.4339**	**7.5444**	**0.0000**	**55,173.8666**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition (Lot A)	Demolition	4/1/2020	6/30/2020	5	65	
2	Grading	Grading	4/1/2020	9/30/2020	5	131	
3	Building Construction	Building Construction	10/1/2020	3/30/2023	5	651	
4	Demolition (Lot H)	Demolition	10/1/2021	12/31/2021	5	66	
5	Paving	Paving	3/30/2022	3/30/2023	5	262	
6	Architectural Coating	Architectural Coating	3/30/2022	3/30/2023	5	262	
7	Demolition (Terminal/ Parking)	Demolition	4/1/2023	12/30/2023	5	195	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 327.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 617,136; Non-Residential Outdoor: 177,690 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition (Lot A)	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition (Lot A)	Excavators	1	8.00	162	0.38
Demolition (Lot A)	Tractors/Loaders/Backhoes	1	8.00	255	0.40
Grading	Excavators	2	8.00	162	0.38
Grading	Graders	1	8.00	174	0.41
Grading	Rubber Tired Dozers	1	8.00	255	0.40
Grading	Scrapers	2	8.00	361	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Pumps	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Demolition (Lot H)	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition (Lot H)	Excavators	1	8.00	162	0.38
Demolition (Lot H)	Tractors/Loaders/Backhoes	1	8.00	255	0.40
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Pumps	2	8.00	84	0.74
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition (Terminal/ Parking)	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition (Terminal/ Parking)	Excavators	3	8.00	162	0.38
Demolition (Terminal/ Parking)	Rubber Tired Dozers	2	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition (Lot A)	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	11	736.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition (Lot H)	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	147.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition (Terminal/ Parking)	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Demolition (Lot A) - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0671	0.0000	2.0671	0.3130	0.0000	0.3130			0.0000			0.0000
Off-Road	0.8969	9.5589	10.1471	0.0203		0.3478	0.3478		0.3373	0.3373	0.0000	1,947.8035	1,947.8035	0.4758		1,957.7957
Total	**0.8969**	**9.5589**	**10.1471**	**0.0203**	**2.0671**	**0.3478**	**2.4149**	**0.3130**	**0.3373**	**0.6502**	**0.0000**	**1,947.8035**	**1,947.8035**	**0.4758**		**1,957.7957**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0237	0.0318	0.3329	1.0600e-003	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0244		76.2479	76.2479	3.7000e-003		76.3257
Total	**0.0237**	**0.0318**	**0.3329**	**1.0600e-003**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.3000e-004**	**0.0244**		**76.2479**	**76.2479**	**3.7000e-003**		**76.3257**

3.3 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.4263	0.0000	3.4263	1.4093	0.0000	1.4093			0.0000			0.0000
Off-Road	4.3083	49.4743	39.7591	0.0617		2.0588	2.0588		1.8970	1.8970	0.0000	5,977.7088	5,977.7088	1.9333		6,018.3084
Total	**4.3083**	**49.4743**	**39.7591**	**0.0617**	**3.4263**	**2.0588**	**5.4851**	**1.4093**	**1.8970**	**3.3062**	**0.0000**	**5,977.7088**	**5,977.7088**	**1.9333**		**6,018.3084**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0592	0.0796	0.8322	2.6400e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5800e-003	0.0609		190.6197	190.6197	9.2600e-003		190.8142
Total	**0.0592**	**0.0796**	**0.8322**	**2.6400e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5800e-003**	**0.0609**		**190.6197**	**190.6197**	**9.2600e-003**		**190.8142**

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.3718	22.5611	25.0963	0.0400		1.0875	1.0875		1.0595	1.0595	0.0000	3,788.5491	3,788.5491	0.6940		3,803.1227
Total	**2.3718**	**22.5611**	**25.0963**	**0.0400**		**1.0875**	**1.0875**		**1.0595**	**1.0595**	**0.0000**	**3,788.5491**	**3,788.5491**	**0.6940**		**3,803.1227**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.1776	2.9288	30.6244	0.0973	8.2267	0.0629	8.2896	2.1818	0.0583	2.2401		7,014.8034	7,014.8034	0.3409		7,021.9613
Total	**2.1776**	**2.9288**	**30.6244**	**0.0973**	**8.2267**	**0.0629**	**8.2896**	**2.1818**	**0.0583**	**2.2401**		**7,014.8034**	**7,014.8034**	**0.3409**		**7,021.9613**

3.4 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1469	20.9987	24.9324	0.0400		0.9309	0.9309		0.9075	0.9075	0.0000	3,788.8531	3,788.8531	0.6806		3,803.1449
Total	**2.1469**	**20.9987**	**24.9324**	**0.0400**		**0.9309**	**0.9309**		**0.9075**	**0.9075**	**0.0000**	**3,788.8531**	**3,788.8531**	**0.6806**		**3,803.1449**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	2.0606	2.7381	28.7580	0.0975	8.2267	0.0630	8.2897	2.1818	0.0584	2.2402		6,905.9363	6,905.9363	0.3263		6,912.7887
Total	**2.0606**	**2.7381**	**28.7580**	**0.0975**	**8.2267**	**0.0630**	**8.2897**	**2.1818**	**0.0584**	**2.2402**		**6,905.9363**	**6,905.9363**	**0.3263**		**6,912.7887**

3.4 Building Construction - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9773	19.6545	24.8245	0.0400		0.7992	0.7992		0.7803	0.7803	0.0000	3,789.8188	3,789.8188	0.6721		3,803.9331
Total	**1.9773**	**19.6545**	**24.8245**	**0.0400**		**0.7992**	**0.7992**		**0.7803**	**0.7803**	**0.0000**	**3,789.8188**	**3,789.8188**	**0.6721**		**3,803.9331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.9516	2.5678	27.0333	0.0975	8.2267	0.0629	8.2897	2.1818	0.0584	2.2401		6,791.1336	6,791.1336	0.3125		6,797.6952
Total	**1.9516**	**2.5678**	**27.0333**	**0.0975**	**8.2267**	**0.0629**	**8.2897**	**2.1818**	**0.0584**	**2.2401**		**6,791.1336**	**6,791.1336**	**0.3125**		**6,797.6952**

3.4 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8476	18.6001	24.7695	0.0400		0.6926	0.6926		0.6767	0.6767	0.0000	3,790.6954	3,790.6954	0.6614		3,804.5854
Total	**1.8476**	**18.6001**	**24.7695**	**0.0400**		**0.6926**	**0.6926**		**0.6767**	**0.6767**	**0.0000**	**3,790.6954**	**3,790.6954**	**0.6614**		**3,804.5854**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.8491	2.4163	25.4581	0.0975	8.2267	0.0629	8.2896	2.1818	0.0583	2.2401		6,686.3847	6,686.3847	0.3002		6,692.6890
Total	**1.8491**	**2.4163**	**25.4581**	**0.0975**	**8.2267**	**0.0629**	**8.2896**	**2.1818**	**0.0583**	**2.2401**		**6,686.3847**	**6,686.3847**	**0.3002**		**6,692.6890**

3.5 Demolition (Lot H) - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.3267	0.0000	2.3267	0.3523	0.0000	0.3523			0.0000			0.0000
Off-Road	0.8378	8.7518	10.1045	0.0203		0.3065	0.3065		0.2973	0.2973	0.0000	1,949.7818	1,949.7818	0.4733		1,959.7218
Total	**0.8378**	**8.7518**	**10.1045**	**0.0203**	**2.3267**	**0.3065**	**2.6332**	**0.3523**	**0.2973**	**0.6496**	**0.0000**	**1,949.7818**	**1,949.7818**	**0.4733**		**1,959.7218**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0224	0.0298	0.3126	1.0600e-003	0.0894	6.8000e-004	0.0901	0.0237	6.3000e-004	0.0244		75.0645	75.0645	3.5500e-003		75.1390
Total	**0.0224**	**0.0298**	**0.3126**	**1.0600e-003**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.3000e-004**	**0.0244**		**75.0645**	**75.0645**	**3.5500e-003**		**75.1390**

3.6 Paving - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7853	16.8484	21.7452	0.0355		0.8690	0.8690		0.8244	0.8244	0.0000	3,406.7560	3,406.7560	0.7624		3,422.7663
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7853**	**16.8484**	**21.7452**	**0.0355**		**0.8690**	**0.8690**		**0.8244**	**0.8244**	**0.0000**	**3,406.7560**	**3,406.7560**	**0.7624**		**3,422.7663**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0530	0.0698	0.7346	2.6500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5900e-003	0.0609		184.5417	184.5417	8.4900e-003		184.7200
Total	**0.0530**	**0.0698**	**0.7346**	**2.6500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5900e-003**	**0.0609**		**184.5417**	**184.5417**	**8.4900e-003**		**184.7200**

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.6684	15.5039	21.7355	0.0355		0.7707	0.7707		0.7306	0.7306	0.0000	3,406.6830	3,406.6830	0.7558		3,422.5547
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6684**	**15.5039**	**21.7355**	**0.0355**		**0.7707**	**0.7707**		**0.7306**	**0.7306**	**0.0000**	**3,406.6830**	**3,406.6830**	**0.7558**		**3,422.5547**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0503	0.0657	0.6918	2.6500e-003	0.2236	1.7100e-003	0.2253	0.0593	1.5800e-003	0.0609		181.6952	181.6952	8.1600e-003		181.8666
Total	**0.0503**	**0.0657**	**0.6918**	**2.6500e-003**	**0.2236**	**1.7100e-003**	**0.2253**	**0.0593**	**1.5800e-003**	**0.0609**		**181.6952**	**181.6952**	**8.1600e-003**		**181.8666**

3.7 Architectural Coating - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	35.1529					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2045	1.4085	1.8136	2.9700e-003		0.0817	0.0817		0.0817	0.0817	0.0000	281.4481	281.4481	0.0183		281.8329
Total	**35.3574**	**1.4085**	**1.8136**	**2.9700e-003**		**0.0817**	**0.0817**		**0.0817**	**0.0817**	**0.0000**	**281.4481**	**281.4481**	**0.0183**		**281.8329**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3898	0.5129	5.3993	0.0195	1.6431	0.0126	1.6557	0.4358	0.0117	0.4474		1,356.3813	1,356.3813	0.0624		1,357.6918
Total	**0.3898**	**0.5129**	**5.3993**	**0.0195**	**1.6431**	**0.0126**	**1.6557**	**0.4358**	**0.0117**	**0.4474**		**1,356.3813**	**1,356.3813**	**0.0624**		**1,357.6918**

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Archit. Coating	35.1529					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8017
Total	**35.3445**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8017**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3693	0.4826	5.0847	0.0195	1.6431	0.0126	1.6557	0.4358	0.0117	0.4474		1,335.4600	1,335.4600	0.0600		1,336.7191
Total	**0.3693**	**0.4826**	**5.0847**	**0.0195**	**1.6431**	**0.0126**	**1.6557**	**0.4358**	**0.0117**	**0.4474**		**1,335.4600**	**1,335.4600**	**0.0600**		**1,336.7191**

3.8 Demolition (Terminal/ Parking) - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0990	0.0000	2.0990	0.3178	0.0000	0.3178			0.0000			0.0000
Off-Road	2.3314	26.0020	28.9716	0.0400		0.9080	0.9080		0.8500	0.8500	0.0000	3,856.0637	3,856.0637	1.0847		3,878.8413
Total	**2.3314**	**26.0020**	**28.9716**	**0.0400**	**2.0990**	**0.9080**	**3.0070**	**0.3178**	**0.8500**	**1.1678**	**0.0000**	**3,856.0637**	**3,856.0637**	**1.0847**		**3,878.8413**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0377	0.0492	0.5189	1.9900e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		136.2714	136.2714	6.1200e-003		136.3999
Total	**0.0377**	**0.0492**	**0.5189**	**1.9900e-003**	**0.1677**	**1.2800e-003**	**0.1690**	**0.0445**	**1.1900e-003**	**0.0457**		**136.2714**	**136.2714**	**6.1200e-003**		**136.3999**

Appendix F.2 Construction Emissions: CalEEMod Outputs

F.2-1 Burbank AP Replacement Terminal Construction (All Options)

F.2-1-b. Replacement Terminal Foundation - Pile Driver

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Burbank AP Terminal Replacement Construction

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Enclosed Parking with Elevator	3,000.00	Space	27.00	1,200,000.00	0
Unenclosed Parking with Elevator	68.00	Space	0.61	27,200.00	0
Unenclosed Parking with Elevator	634.00	Space	5.71	253,600.00	0

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Precipitation Freq (Days)** 31

Climate Zone 12 **Operational Year** 2025

Utility Company Burbank Water & Power

CO2 Intensity (lb/MWhr) 1096.12 **CH4 Intensity (lb/MWhr)** 0.029 **N2O Intensity (lb/MWhr)** 0.006

1.3 User Entered Comments & Non-Default Data

Construction Phase - See Construction Assumptions

Off-road Equipment - See Construction ASsumptions

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	2753700	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	0

tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstructionPhase	NumDays	30.00	1.00
tblOffRoadEquipment	HorsePower	171.00	50.00
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2025

2.0 Emissions Summary

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	1.0000e-004	4.7000e-004	5.6000e-004	0.0000	2.0000e-005	4.0000e-005	5.0000e-005	0.0000	3.0000e-005	4.0000e-005	0.0000	0.0570	0.0570	1.0000e-005	0.0000	0.0574
Total	**1.0000e-004**	**4.7000e-004**	**5.6000e-004**	**0.0000**	**2.0000e-005**	**4.0000e-005**	**5.0000e-005**	**0.0000**	**3.0000e-005**	**4.0000e-005**	**0.0000**	**0.0570**	**0.0570**	**1.0000e-005**	**0.0000**	**0.0574**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Foundation	Site Preparation	4/1/2020	4/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Foundation	Rubber Tired Dozers	0	8.00	255	0.40
Foundation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Foundation	Other Construction Equipment	1	4.00	50	0.42
Foundation	Graders	0	8.00	174	0.41

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Foundation	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0000e-004	4.6000e-004	4.9000e-004	0.0000		4.0000e-005	4.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.0439	0.0439	1.0000e-005	0.0000	0.0442
Total	**1.0000e-004**	**4.6000e-004**	**4.9000e-004**	**0.0000**	**0.0000**	**4.0000e-005**	**4.0000e-005**	**0.0000**	**3.0000e-005**	**3.0000e-005**	**0.0000**	**0.0439**	**0.0439**	**1.0000e-005**	**0.0000**	**0.0442**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	1.0000e-005	6.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0132	0.0132	0.0000	0.0000	0.0132
Total	**0.0000**	**1.0000e-005**	**6.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0132**	**0.0132**	**0.0000**	**0.0000**	**0.0132**

Burbank AP Terminal Replacement Construction

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Enclosed Parking with Elevator	3,000.00	Space	27.00	1,200,000.00	0
Unenclosed Parking with Elevator	68.00	Space	0.61	27,200.00	0
Unenclosed Parking with Elevator	634.00	Space	5.71	253,600.00	0

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Precipitation Freq (Days)** 31

Climate Zone 12 **Operational Year** 2025

Utility Company Burbank Water & Power

CO2 Intensity (lb/MWhr) 1096.12 **CH4 Intensity (lb/MWhr)** 0.029 **N2O Intensity (lb/MWhr)** 0.006

1.3 User Entered Comments & Non-Default Data

Construction Phase - See Construction Assumptions

Off-road Equipment - See Construction ASsumptions

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	2753700	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	0

tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstructionPhase	NumDays	30.00	1.00
tblOffRoadEquipment	HorsePower	171.00	50.00
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2025

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.2051	0.9333	1.1270	1.4200e-003	0.0335	0.0745	0.1080	8.8900e-003	0.0685	0.0774	0.0000	127.2073	127.2073	0.0327	0.0000	127.8933
Total	**0.2051**	**0.9333**	**1.1270**	**1.4200e-003**	**0.0335**	**0.0745**	**0.1080**	**8.8900e-003**	**0.0685**	**0.0774**	**0.0000**	**127.2073**	**127.2073**	**0.0327**	**0.0000**	**127.8933**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Foundation	Site Preparation	4/1/2020	4/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Foundation	Rubber Tired Dozers	0	8.00	255	0.40
Foundation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Foundation	Other Construction Equipment	1	4.00	50	0.42
Foundation	Graders	0	8.00	174	0.41

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Foundation	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Foundation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.1964	0.9224	0.9899	1.0000e-003		0.0742	0.0742		0.0683	0.0683	0.0000	96.7022	96.7022	0.0313		97.3590
Total	**0.1964**	**0.9224**	**0.9899**	**1.0000e-003**	**0.0000**	**0.0742**	**0.0742**	**0.0000**	**0.0683**	**0.0683**	**0.0000**	**96.7022**	**96.7022**	**0.0313**		**97.3590**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	8.7300e-003	0.0109	0.1371	4.2000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003		30.5051	30.5051	1.3900e-003		30.5343
Total	**8.7300e-003**	**0.0109**	**0.1371**	**4.2000e-004**	**0.0335**	**2.6000e-004**	**0.0338**	**8.8900e-003**	**2.4000e-004**	**9.1300e-003**		**30.5051**	**30.5051**	**1.3900e-003**		**30.5343**

Burbank AP Terminal Replacement Construction

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Enclosed Parking with Elevator	3,000.00	Space	27.00	1,200,000.00	0
Unenclosed Parking with Elevator	68.00	Space	0.61	27,200.00	0
Unenclosed Parking with Elevator	634.00	Space	5.71	253,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Construction Phase - See Construction Assumptions

Off-road Equipment - See Construction ASsumptions

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	2753700	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	0

tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstructionPhase	NumDays	30.00	1.00
tblOffRoadEquipment	HorsePower	171.00	50.00
tblOffRoadEquipment	LoadFactor	0.42	0.42
tblOffRoadEquipment	OffRoadEquipmentType		Other Construction Equipment
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2025

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	0.2053	0.9344	1.1147	1.3900e-003	0.0335	0.0745	0.1080	8.8900e-003	0.0685	0.0774	0.0000	125.2952	125.2952	0.0327	0.0000	125.9811
Total	**0.2053**	**0.9344**	**1.1147**	**1.3900e-003**	**0.0335**	**0.0745**	**0.1080**	**8.8900e-003**	**0.0685**	**0.0774**	**0.0000**	**125.2952**	**125.2952**	**0.0327**	**0.0000**	**125.9811**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Foundation	Site Preparation	4/1/2020	4/1/2020	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Foundation	Rubber Tired Dozers	0	8.00	255	0.40
Foundation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Foundation	Other Construction Equipment	1	4.00	50	0.42
Foundation	Graders	0	8.00	174	0.41

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Foundation	1	3.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Clean Paved Roads

3.2 Foundation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.1964	0.9224	0.9899	1.0000e-003		0.0742	0.0742		0.0683	0.0683	0.0000	96.7022	96.7022	0.0313		97.3590
Total	**0.1964**	**0.9224**	**0.9899**	**1.0000e-003**	**0.0000**	**0.0742**	**0.0742**	**0.0000**	**0.0683**	**0.0683**	**0.0000**	**96.7022**	**96.7022**	**0.0313**		**97.3590**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	8.8800e-003	0.0119	0.1248	4.0000e-004	0.0335	2.6000e-004	0.0338	8.8900e-003	2.4000e-004	9.1300e-003		28.5930	28.5930	1.3900e-003		28.6221
Total	**8.8800e-003**	**0.0119**	**0.1248**	**4.0000e-004**	**0.0335**	**2.6000e-004**	**0.0338**	**8.8900e-003**	**2.4000e-004**	**9.1300e-003**		**28.5930**	**28.5930**	**1.3900e-003**		**28.6221**

Appendix F.2 Construction Emissions: CalEEMod Outputs

F.2-2 Burbank AP Auxiliary Hangar/Taxiway Construction (All Options)

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Burbank AP Terminal Replacement Construction

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	80.00	1000sqft	1.84	80,000.00	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
General Light Industry	10.00	1000sqft	0.23	10,000.00	0
Other Asphalt Surfaces	20.00	Acre	20.00	871,200.00	0

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Precipitation Freq (Days)** 31

Climate Zone 12 **Operational Year** 2025

Utility Company Burbank Water & Power

CO2 Intensity (lb/MWhr) 1096.12 **CH4 Intensity (lb/MWhr)** 0.029 **N2O Intensity (lb/MWhr)** 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - See AQ Construction Model Inputs

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - See AQ Construction Model Inputs

Off-road Equipment -

Off-road Equipment -

Trips and VMT - See AQ Construction Model Inputs

Demolition -

Architectural Coating - See AQ Construciton Model Inputs

Construction Off-road Equipment Mitigation - See AQ Construction Model Input

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	484,600.00	49,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,453,800.00	199,272.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	131.00
tblConstructionPhase	NumDays	370.00	391.00
tblConstructionPhase	NumDays	20.00	63.00
tblConstructionPhase	NumDays	20.00	631.00
tblConstructionPhase	NumDays	20.00	131.00
tblConstructionPhase	PhaseEndDate	7/1/2025	12/30/2024
tblConstructionPhase	PhaseEndDate	3/27/2025	3/30/2025
tblConstructionPhase	PhaseEndDate	6/1/2027	12/1/2025
tblConstructionPhase	PhaseEndDate	6/2/2026	12/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	6/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	1/1/2025
tblConstructionPhase	PhaseStartDate	12/31/2024	7/2/2023
tblConstructionPhase	PhaseStartDate	12/2/2025	6/30/2024
tblOffRoadEquipment	HorsePower	97.00	255.00
tblOffRoadEquipment	LoadFactor	0.37	0.40

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2025
tblTripsAndVMT	HaulingTripNumber	55.00	0.00
tblTripsAndVMT	VendorTripNumber	159.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2376	1.6730	2.9571	6.8900e-003	0.3009	0.0802	0.3811	0.0799	0.0748	0.1547	0.0000	507.0636	507.0636	0.0870	0.0000	508.8906
2024	2.0064	3.8586	7.1127	0.0164	0.6733	0.1794	0.8526	0.1788	0.1670	0.3458	0.0000	1,212.3703	1,212.3703	0.2188	0.0000	1,216.9640
2025	0.1444	1.1828	2.0621	3.5800e-003	0.0283	0.0564	0.0847	6.8500e-003	0.0521	0.0590	0.0000	306.6936	306.6936	0.0898	0.0000	308.5784
Total	**2.3884**	**6.7144**	**12.1319**	**0.0269**	**1.0026**	**0.3159**	**1.3185**	**0.2656**	**0.2939**	**0.5595**	**0.0000**	**2,026.1276**	**2,026.1276**	**0.3955**	**0.0000**	**2,034.4330**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.2376	1.6730	2.9571	6.8900e-003	0.3009	0.0802	0.3811	0.0799	0.0748	0.1547	0.0000	507.0633	507.0633	0.0870	0.0000	508.8902
2024	2.0064	3.8586	7.1127	0.0164	0.6733	0.1794	0.8526	0.1788	0.1670	0.3458	0.0000	1,212.3695	1,212.3695	0.2188	0.0000	1,216.9632
2025	0.1444	1.1828	2.0621	3.5800e-003	0.0247	0.0564	0.0811	6.3100e-003	0.0521	0.0584	0.0000	306.6933	306.6933	0.0898	0.0000	308.5781
Total	**2.3884**	**6.7144**	**12.1319**	**0.0269**	**0.9989**	**0.3159**	**1.3149**	**0.2650**	**0.2939**	**0.5589**	**0.0000**	**2,026.1261**	**2,026.1261**	**0.3955**	**0.0000**	**2,034.4315**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.36	0.00	0.27	0.20	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	7/1/2023	12/30/2024	5	391	
2	Taxiway Paving	Paving	7/2/2023	12/1/2025	5	631	
3	Paving	Paving	6/30/2024	12/30/2024	5	131	
4	Architectural Coating	Architectural Coating	6/30/2024	12/30/2024	5	131	
5	Demolition	Demolition	1/1/2025	3/30/2025	5	63	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 199,272; Non-Residential Outdoor: 49,000 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Taxiway Paving	Pavers	2	8.00	125	0.42
Taxiway Paving	Paving Equipment	2	8.00	130	0.36
Taxiway Paving	Rollers	2	8.00	80	0.38
Paving	Pavers	2	8.00	125	0.42

Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	1	8.00	162	0.38
Demolition	Tractors/Loaders/Backhoes	1	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	9	407.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Taxiway Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	81.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1018	0.9303	1.0536	1.7400e-003		0.0453	0.0453		0.0426	0.0426	0.0000	150.0490	150.0490	0.0356	0.0000	150.7975
Total	**0.1018**	**0.9303**	**1.0536**	**1.7400e-003**		**0.0453**	**0.0453**		**0.0426**	**0.0426**	**0.0000**	**150.0490**	**150.0490**	**0.0356**	**0.0000**	**150.7975**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0623	0.0895	0.9404	3.5600e-003	0.2903	2.2600e-003	0.2925	0.0771	2.1000e-003	0.0792	0.0000	221.4482	221.4482	9.7900e-003	0.0000	221.6538
Total	**0.0623**	**0.0895**	**0.9404**	**3.5600e-003**	**0.2903**	**2.2600e-003**	**0.2925**	**0.0771**	**2.1000e-003**	**0.0792**	**0.0000**	**221.4482**	**221.4482**	**9.7900e-003**	**0.0000**	**221.6538**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1018	0.9303	1.0536	1.7400e-003		0.0453	0.0453		0.0426	0.0426	0.0000	150.0488	150.0488	0.0356	0.0000	150.7973
Total	**0.1018**	**0.9303**	**1.0536**	**1.7400e-003**		**0.0453**	**0.0453**		**0.0426**	**0.0426**	**0.0000**	**150.0488**	**150.0488**	**0.0356**	**0.0000**	**150.7973**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0623	0.0895	0.9404	3.5600e-003	0.2903	2.2600e-003	0.2925	0.0771	2.1000e-003	0.0792	0.0000	221.4482	221.4482	9.7900e-003	0.0000	221.6538
Total	**0.0623**	**0.0895**	**0.9404**	**3.5600e-003**	**0.2903**	**2.2600e-003**	**0.2925**	**0.0771**	**2.1000e-003**	**0.0792**	**0.0000**	**221.4482**	**221.4482**	**9.7900e-003**	**0.0000**	**221.6538**

3.2 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1912	1.7458	2.1054	3.5000e-003		0.0797	0.0797		0.0750	0.0750	0.0000	301.3101	301.3101	0.0711	0.0000	302.8041
Total	**0.1912**	**1.7458**	**2.1054**	**3.5000e-003**		**0.0797**	**0.0797**		**0.0750**	**0.0750**	**0.0000**	**301.3101**	**301.3101**	**0.0711**	**0.0000**	**302.8041**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1189	0.1702	1.7949	7.1800e-003	0.5827	4.5900e-003	0.5873	0.1548	4.2500e-003	0.1590	0.0000	440.7082	440.7082	0.0191	0.0000	441.1098
Total	**0.1189**	**0.1702**	**1.7949**	**7.1800e-003**	**0.5827**	**4.5900e-003**	**0.5873**	**0.1548**	**4.2500e-003**	**0.1590**	**0.0000**	**440.7082**	**440.7082**	**0.0191**	**0.0000**	**441.1098**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1912	1.7458	2.1054	3.5000e-003		0.0797	0.0797		0.0750	0.0750	0.0000	301.3098	301.3098	0.0711	0.0000	302.8038
Total	**0.1912**	**1.7458**	**2.1054**	**3.5000e-003**		**0.0797**	**0.0797**		**0.0750**	**0.0750**	**0.0000**	**301.3098**	**301.3098**	**0.0711**	**0.0000**	**302.8038**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.1189	0.1702	1.7949	7.1800e-003	0.5827	4.5900e-003	0.5873	0.1548	4.2500e-003	0.1590	0.0000	440.7082	440.7082	0.0191	0.0000	441.1098
Total	**0.1189**	**0.1702**	**1.7949**	**7.1800e-003**	**0.5827**	**4.5900e-003**	**0.5873**	**0.1548**	**4.2500e-003**	**0.1590**	**0.0000**	**440.7082**	**440.7082**	**0.0191**	**0.0000**	**441.1098**

3.3 Taxiway Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0658	0.6499	0.9285	1.4500e-003		0.0326	0.0326		0.0300	0.0300	0.0000	127.4049	127.4049	0.0412	0.0000	128.2703
Paving	5.4000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0712**	**0.6499**	**0.9285**	**1.4500e-003**		**0.0326**	**0.0326**		**0.0300**	**0.0300**	**0.0000**	**127.4049**	**127.4049**	**0.0412**	**0.0000**	**128.2703**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2900e-003	3.3000e-003	0.0347	1.3000e-004	0.0107	8.0000e-005	0.0108	2.8400e-003	8.0000e-005	2.9200e-003	0.0000	8.1615	8.1615	3.6000e-004	0.0000	8.1691
Total	**2.2900e-003**	**3.3000e-003**	**0.0347**	**1.3000e-004**	**0.0107**	**8.0000e-005**	**0.0108**	**2.8400e-003**	**8.0000e-005**	**2.9200e-003**	**0.0000**	**8.1615**	**8.1615**	**3.6000e-004**	**0.0000**	**8.1691**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0658	0.6499	0.9285	1.4500e-003		0.0326	0.0326		0.0300	0.0300	0.0000	127.4048	127.4048	0.0412	0.0000	128.2701
Paving	5.4000e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0712**	**0.6499**	**0.9285**	**1.4500e-003**		**0.0326**	**0.0326**		**0.0300**	**0.0300**	**0.0000**	**127.4048**	**127.4048**	**0.0412**	**0.0000**	**128.2701**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2900e-003	3.3000e-003	0.0347	1.3000e-004	0.0107	8.0000e-005	0.0108	2.8400e-003	8.0000e-005	2.9200e-003	0.0000	8.1615	8.1615	3.6000e-004	0.0000	8.1691
Total	**2.2900e-003**	**3.3000e-003**	**0.0347**	**1.3000e-004**	**0.0107**	**8.0000e-005**	**0.0108**	**2.8400e-003**	**8.0000e-005**	**2.9200e-003**	**0.0000**	**8.1615**	**8.1615**	**3.6000e-004**	**0.0000**	**8.1691**

3.3 Taxiway Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1269	1.2242	1.8766	2.9200e-003		0.0603	0.0603		0.0555	0.0555	0.0000	256.7661	256.7661	0.0830	0.0000	258.5100
Paving	0.0109					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1378**	**1.2242**	**1.8766**	**2.9200e-003**		**0.0603**	**0.0603**		**0.0555**	**0.0555**	**0.0000**	**256.7661**	**256.7661**	**0.0830**	**0.0000**	**258.5100**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-003	6.3000e-003	0.0664	2.7000e-004	0.0216	1.7000e-004	0.0217	5.7300e-003	1.6000e-004	5.8800e-003	0.0000	16.3046	16.3046	7.1000e-004	0.0000	16.3194
Total	**4.4000e-003**	**6.3000e-003**	**0.0664**	**2.7000e-004**	**0.0216**	**1.7000e-004**	**0.0217**	**5.7300e-003**	**1.6000e-004**	**5.8800e-003**	**0.0000**	**16.3046**	**16.3046**	**7.1000e-004**	**0.0000**	**16.3194**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1269	1.2242	1.8766	2.9200e-003		0.0603	0.0603		0.0555	0.0555	0.0000	256.7658	256.7658	0.0830	0.0000	258.5097
Paving	0.0109					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1378**	**1.2242**	**1.8766**	**2.9200e-003**		**0.0603**	**0.0603**		**0.0555**	**0.0555**	**0.0000**	**256.7658**	**256.7658**	**0.0830**	**0.0000**	**258.5097**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.4000e-003	6.3000e-003	0.0664	2.7000e-004	0.0216	1.7000e-004	0.0217	5.7300e-003	1.6000e-004	5.8800e-003	0.0000	16.3046	16.3046	7.1000e-004	0.0000	16.3194
Total	**4.4000e-003**	**6.3000e-003**	**0.0664**	**2.7000e-004**	**0.0216**	**1.7000e-004**	**0.0217**	**5.7300e-003**	**1.6000e-004**	**5.8800e-003**	**0.0000**	**16.3046**	**16.3046**	**7.1000e-004**	**0.0000**	**16.3194**

3.3 Taxiway Paving - 2025

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.1072	1.0064	1.7062	2.6700e-003		0.0491	0.0491		0.0452	0.0452	0.0000	234.1405	234.1405	0.0757	0.0000	235.7307
Paving	9.9200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1172**	**1.0064**	**1.7062**	**2.6700e-003**		**0.0491**	**0.0491**		**0.0452**	**0.0452**	**0.0000**	**234.1405**	**234.1405**	**0.0757**	**0.0000**	**235.7307**

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8300e-003	5.4600e-003	0.0578	2.4000e-004	0.0197	1.6000e-004	0.0198	5.2200e-003	1.4000e-004	5.3700e-003	0.0000	14.6842	14.6842	6.3000e-004	0.0000	14.6973
Total	**3.8300e-003**	**5.4600e-003**	**0.0578**	**2.4000e-004**	**0.0197**	**1.6000e-004**	**0.0198**	**5.2200e-003**	**1.4000e-004**	**5.3700e-003**	**0.0000**	**14.6842**	**14.6842**	**6.3000e-004**	**0.0000**	**14.6973**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Off-Road	0.1072	1.0064	1.7062	2.6700e-003		0.0491	0.0491		0.0452	0.0452	0.0000	234.1402	234.1402	0.0757	0.0000	235.7304
Paving	9.9200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.1172**	**1.0064**	**1.7062**	**2.6700e-003**		**0.0491**	**0.0491**		**0.0452**	**0.0452**	**0.0000**	**234.1402**	**234.1402**	**0.0757**	**0.0000**	**235.7304**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.8300e-003	5.4600e-003	0.0578	2.4000e-004	0.0197	1.6000e-004	0.0198	5.2200e-003	1.4000e-004	5.3700e-003	0.0000	14.6842	14.6842	6.3000e-004	0.0000	14.6973
Total	**3.8300e-003**	**5.4600e-003**	**0.0578**	**2.4000e-004**	**0.0197**	**1.6000e-004**	**0.0198**	**5.2200e-003**	**1.4000e-004**	**5.3700e-003**	**0.0000**	**14.6842**	**14.6842**	**6.3000e-004**	**0.0000**	**14.6973**

3.4 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0635	0.6121	0.9383	1.4600e-003		0.0301	0.0301		0.0277	0.0277	0.0000	128.3830	128.3830	0.0415	0.0000	129.2550
Paving	0.0262					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0897**	**0.6121**	**0.9383**	**1.4600e-003**		**0.0301**	**0.0301**		**0.0277**	**0.0277**	**0.0000**	**128.3830**	**128.3830**	**0.0415**	**0.0000**	**129.2550**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-003	3.1500e-003	0.0332	1.3000e-004	0.0108	8.0000e-005	0.0109	2.8600e-003	8.0000e-005	2.9400e-003	0.0000	8.1523	8.1523	3.5000e-004	0.0000	8.1597
Total	**2.2000e-003**	**3.1500e-003**	**0.0332**	**1.3000e-004**	**0.0108**	**8.0000e-005**	**0.0109**	**2.8600e-003**	**8.0000e-005**	**2.9400e-003**	**0.0000**	**8.1523**	**8.1523**	**3.5000e-004**	**0.0000**	**8.1597**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0635	0.6121	0.9383	1.4600e-003		0.0301	0.0301		0.0277	0.0277	0.0000	128.3829	128.3829	0.0415	0.0000	129.2548
Paving	0.0262					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0897**	**0.6121**	**0.9383**	**1.4600e-003**		**0.0301**	**0.0301**		**0.0277**	**0.0277**	**0.0000**	**128.3829**	**128.3829**	**0.0415**	**0.0000**	**129.2548**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.2000e-003	3.1500e-003	0.0332	1.3000e-004	0.0108	8.0000e-005	0.0109	2.8600e-003	8.0000e-005	2.9400e-003	0.0000	8.1523	8.1523	3.5000e-004	0.0000	8.1597
Total	**2.2000e-003**	**3.1500e-003**	**0.0332**	**1.3000e-004**	**0.0108**	**8.0000e-005**	**0.0109**	**2.8600e-003**	**8.0000e-005**	**2.9400e-003**	**0.0000**	**8.1523**	**8.1523**	**3.5000e-004**	**0.0000**	**8.1597**

3.5 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.0798	0.1186	1.9000e-004		3.9900e-003	3.9900e-003		3.9900e-003	3.9900e-003	0.0000	16.7238	16.7238	9.4000e-004	0.0000	16.7436
Total	**1.4503**	**0.0798**	**0.1186**	**1.9000e-004**		**3.9900e-003**	**3.9900e-003**		**3.9900e-003**	**3.9900e-003**	**0.0000**	**16.7238**	**16.7238**	**9.4000e-004**	**0.0000**	**16.7436**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0119	0.0170	0.1793	7.2000e-004	0.0582	4.6000e-004	0.0587	0.0155	4.2000e-004	0.0159	0.0000	44.0223	44.0223	1.9100e-003	0.0000	44.0624
Total	**0.0119**	**0.0170**	**0.1793**	**7.2000e-004**	**0.0582**	**4.6000e-004**	**0.0587**	**0.0155**	**4.2000e-004**	**0.0159**	**0.0000**	**44.0223**	**44.0223**	**1.9100e-003**	**0.0000**	**44.0624**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.4384					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.0798	0.1186	1.9000e-004		3.9900e-003	3.9900e-003		3.9900e-003	3.9900e-003	0.0000	16.7238	16.7238	9.4000e-004	0.0000	16.7436
Total	**1.4503**	**0.0798**	**0.1186**	**1.9000e-004**		**3.9900e-003**	**3.9900e-003**		**3.9900e-003**	**3.9900e-003**	**0.0000**	**16.7238**	**16.7238**	**9.4000e-004**	**0.0000**	**16.7436**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0119	0.0170	0.1793	7.2000e-004	0.0582	4.6000e-004	0.0587	0.0155	4.2000e-004	0.0159	0.0000	44.0223	44.0223	1.9100e-003	0.0000	44.0624
Total	**0.0119**	**0.0170**	**0.1793**	**7.2000e-004**	**0.0582**	**4.6000e-004**	**0.0587**	**0.0155**	**4.2000e-004**	**0.0159**	**0.0000**	**44.0223**	**44.0223**	**1.9100e-003**	**0.0000**	**44.0624**

3.6 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.9100e-003	0.0000	5.9100e-003	8.9000e-004	0.0000	8.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.1702	0.2900	6.4000e-004		7.0900e-003	7.0900e-003		6.7500e-003	6.7500e-003	0.0000	55.8045	55.8045	0.0133	0.0000	56.0842
Total	**0.0229**	**0.1702**	**0.2900**	**6.4000e-004**	**5.9100e-003**	**7.0900e-003**	**0.0130**	**8.9000e-004**	**6.7500e-003**	**7.6400e-003**	**0.0000**	**55.8045**	**55.8045**	**0.0133**	**0.0000**	**56.0842**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	7.7000e-004	8.1200e-003	3.0000e-005	2.7600e-003	2.0000e-005	2.7900e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.0644	2.0644	9.0000e-005	0.0000	2.0662
Total	**5.4000e-004**	**7.7000e-004**	**8.1200e-003**	**3.0000e-005**	**2.7600e-003**	**2.0000e-005**	**2.7900e-003**	**7.3000e-004**	**2.0000e-005**	**7.5000e-004**	**0.0000**	**2.0644**	**2.0644**	**9.0000e-005**	**0.0000**	**2.0662**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3000e-003	0.0000	2.3000e-003	3.5000e-004	0.0000	3.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0229	0.1702	0.2900	6.4000e-004		7.0900e-003	7.0900e-003		6.7500e-003	6.7500e-003	0.0000	55.8045	55.8045	0.0133	0.0000	56.0841
Total	**0.0229**	**0.1702**	**0.2900**	**6.4000e-004**	**2.3000e-003**	**7.0900e-003**	**9.3900e-003**	**3.5000e-004**	**6.7500e-003**	**7.1000e-003**	**0.0000**	**55.8045**	**55.8045**	**0.0133**	**0.0000**	**56.0841**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	7.7000e-004	8.1200e-003	3.0000e-005	2.7600e-003	2.0000e-005	2.7900e-003	7.3000e-004	2.0000e-005	7.5000e-004	0.0000	2.0644	2.0644	9.0000e-005	0.0000	2.0662
Total	**5.4000e-004**	**7.7000e-004**	**8.1200e-003**	**3.0000e-005**	**2.7600e-003**	**2.0000e-005**	**2.7900e-003**	**7.3000e-004**	**2.0000e-005**	**7.5000e-004**	**0.0000**	**2.0644**	**2.0644**	**9.0000e-005**	**0.0000**	**2.0662**

Burbank AP Terminal Replacement Construction

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	80.00	1000sqft	1.84	80,000.00	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
General Light Industry	10.00	1000sqft	0.23	10,000.00	0
Other Asphalt Surfaces	20.00	Acre	20.00	871,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - See AQ Construction Model Inputs

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - See AQ Construction Model Inputs

Off-road Equipment -

Off-road Equipment -

Trips and VMT - See AQ Construction Model Inputs

Demolition -

Architectural Coating - See AQ Construciton Model Inputs

Construction Off-road Equipment Mitigation - See AQ Construction Model Input

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	484,600.00	49,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,453,800.00	199,272.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	131.00
tblConstructionPhase	NumDays	370.00	391.00
tblConstructionPhase	NumDays	20.00	63.00
tblConstructionPhase	NumDays	20.00	631.00
tblConstructionPhase	NumDays	20.00	131.00
tblConstructionPhase	PhaseEndDate	7/1/2025	12/30/2024
tblConstructionPhase	PhaseEndDate	3/27/2025	3/30/2025
tblConstructionPhase	PhaseEndDate	6/1/2027	12/1/2025
tblConstructionPhase	PhaseEndDate	6/2/2026	12/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	6/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	1/1/2025
tblConstructionPhase	PhaseStartDate	12/31/2024	7/2/2023
tblConstructionPhase	PhaseStartDate	12/2/2025	6/30/2024
tblOffRoadEquipment	HorsePower	97.00	255.00
tblOffRoadEquipment	LoadFactor	0.37	0.40

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2025
tblTripsAndVMT	HaulingTripNumber	55.00	0.00
tblTripsAndVMT	VendorTripNumber	159.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.7052	25.5759	46.6132	0.1089	4.7170	1.2338	5.9508	1.2510	1.1500	2.4010	0.0000	8,797.2847	8,797.2847	1.4753	0.0000	8,828.2668
2024	27.2466	34.7577	65.4377	0.1481	5.7900	1.6363	7.4264	1.5355	1.5233	3.0588	0.0000	12,127.7805	12,127.7805	2.2199	0.0000	12,174.3991
2025	1.7583	13.8868	24.2837	0.0459	0.4446	0.6379	1.0825	0.0966	0.5943	0.6909	0.0000	4,330.9619	4,330.9619	1.1733	0.0000	4,355.6020
Total	**32.7101**	**74.2203**	**136.3346**	**0.3029**	**10.9516**	**3.5081**	**14.4596**	**2.8831**	**3.2677**	**6.1507**	**0.0000**	**25,256.0271**	**25,256.0271**	**4.8686**	**0.0000**	**25,358.2679**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.7052	25.5759	46.6132	0.1089	4.7170	1.2338	5.9508	1.2510	1.1500	2.4010	0.0000	8,797.2847	8,797.2847	1.4753	0.0000	8,828.2668
2024	27.2466	34.7577	65.4377	0.1481	5.7900	1.6363	7.4264	1.5355	1.5233	3.0588	0.0000	12,127.7805	12,127.7805	2.2199	0.0000	12,174.3991
2025	1.7583	13.8868	24.2837	0.0459	0.3302	0.6379	0.9681	0.0793	0.5943	0.6736	0.0000	4,330.9619	4,330.9619	1.1733	0.0000	4,355.6020
Total	**32.7101**	**74.2203**	**136.3346**	**0.3029**	**10.8372**	**3.5081**	**14.3452**	**2.8658**	**3.2677**	**6.1334**	**0.0000**	**25,256.0271**	**25,256.0271**	**4.8686**	**0.0000**	**25,358.2679**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	1.04	0.00	0.79	0.60	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	7/1/2023	12/30/2024	5	391	
2	Taxiway Paving	Paving	7/2/2023	12/1/2025	5	631	
3	Paving	Paving	6/30/2024	12/30/2024	5	131	
4	Architectural Coating	Architectural Coating	6/30/2024	12/30/2024	5	131	
5	Demolition	Demolition	1/1/2025	3/30/2025	5	63	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 199,272; Non-Residential Outdoor: 49,000 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Taxiway Paving	Pavers	2	8.00	125	0.42
Taxiway Paving	Paving Equipment	2	8.00	130	0.36
Taxiway Paving	Rollers	2	8.00	80	0.38
Paving	Pavers	2	8.00	125	0.42

Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	1	8.00	162	0.38
Demolition	Tractors/Loaders/Backhoes	1	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	9	407.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Taxiway Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	81.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5661	14.3126	16.2093	0.0268		0.6967	0.6967		0.6557	0.6557		2,544.6262	2,544.6262	0.6044		2,557.3191
Total	**1.5661**	**14.3126**	**16.2093**	**0.0268**		**0.6967**	**0.6967**		**0.6557**	**0.6557**		**2,544.6262**	**2,544.6262**	**0.6044**		**2,557.3191**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.0061	1.2200	15.5460	0.0576	4.5493	0.0348	4.5841	1.2065	0.0323	1.2388		3,946.5927	3,946.5927	0.1660		3,950.0790
Total	**1.0061**	**1.2200**	**15.5460**	**0.0576**	**4.5493**	**0.0348**	**4.5841**	**1.2065**	**0.0323**	**1.2388**		**3,946.5927**	**3,946.5927**	**0.1660**		**3,950.0790**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5661	14.3126	16.2093	0.0268		0.6967	0.6967		0.6557	0.6557	0.0000	2,544.6262	2,544.6262	0.6044		2,557.3191
Total	**1.5661**	**14.3126**	**16.2093**	**0.0268**		**0.6967**	**0.6967**		**0.6557**	**0.6557**	**0.0000**	**2,544.6262**	**2,544.6262**	**0.6044**		**2,557.3191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.0061	1.2200	15.5460	0.0576	4.5493	0.0348	4.5841	1.2065	0.0323	1.2388		3,946.5927	3,946.5927	0.1660		3,950.0790
Total	**1.0061**	**1.2200**	**15.5460**	**0.0576**	**4.5493**	**0.0348**	**4.5841**	**1.2065**	**0.0323**	**1.2388**		**3,946.5927**	**3,946.5927**	**0.1660**		**3,950.0790**

3.2 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4653	13.3774	16.1332	0.0268		0.6106	0.6106		0.5744	0.5744		2,545.1154	2,545.1154	0.6009		2,557.7349
Total	**1.4653**	**13.3774**	**16.1332**	**0.0268**		**0.6106**	**0.6106**		**0.5744**	**0.5744**		**2,545.1154**	**2,545.1154**	**0.6009**		**2,557.7349**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9576	1.1558	14.8058	0.0579	4.5493	0.0351	4.5844	1.2065	0.0326	1.2391		3,912.9000	3,912.9000	0.1616		3,916.2925
Total	**0.9576**	**1.1558**	**14.8058**	**0.0579**	**4.5493**	**0.0351**	**4.5844**	**1.2065**	**0.0326**	**1.2391**		**3,912.9000**	**3,912.9000**	**0.1616**		**3,916.2925**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4653	13.3774	16.1332	0.0268		0.6106	0.6106		0.5744	0.5744	0.0000	2,545.1154	2,545.1154	0.6009		2,557.7349
Total	**1.4653**	**13.3774**	**16.1332**	**0.0268**		**0.6106**	**0.6106**		**0.5744**	**0.5744**	**0.0000**	**2,545.1154**	**2,545.1154**	**0.6009**		**2,557.7349**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9576	1.1558	14.8058	0.0579	4.5493	0.0351	4.5844	1.2065	0.0326	1.2391		3,912.9000	3,912.9000	0.1616		3,916.2925
Total	**0.9576**	**1.1558**	**14.8058**	**0.0579**	**4.5493**	**0.0351**	**4.5844**	**1.2065**	**0.0326**	**1.2391**		**3,912.9000**	**3,912.9000**	**0.1616**		**3,916.2925**

3.3 Taxiway Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0128	9.9983	14.2850	0.0223		0.5010	0.5010		0.4609	0.4609		2,160.6139	2,160.6139	0.6988		2,175.2884
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0958**	**9.9983**	**14.2850**	**0.0223**		**0.5010**	**0.5010**		**0.4609**	**0.4609**		**2,160.6139**	**2,160.6139**	**0.6988**		**2,175.2884**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0450	0.5730	2.1200e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		145.4518	145.4518	6.1200e-003		145.5803
Total	**0.0371**	**0.0450**	**0.5730**	**2.1200e-003**	**0.1677**	**1.2800e-003**	**0.1690**	**0.0445**	**1.1900e-003**	**0.0457**		**145.4518**	**145.4518**	**6.1200e-003**		**145.5803**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0128	9.9983	14.2850	0.0223		0.5010	0.5010		0.4609	0.4609	0.0000	2,160.6139	2,160.6139	0.6988		2,175.2884
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0958**	**9.9983**	**14.2850**	**0.0223**		**0.5010**	**0.5010**		**0.4609**	**0.4609**	**0.0000**	**2,160.6139**	**2,160.6139**	**0.6988**		**2,175.2884**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0371	0.0450	0.5730	2.1200e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		145.4518	145.4518	6.1200e-003		145.5803
Total	**0.0371**	**0.0450**	**0.5730**	**2.1200e-003**	**0.1677**	**1.2800e-003**	**0.1690**	**0.0445**	**1.1900e-003**	**0.0457**		**145.4518**	**145.4518**	**6.1200e-003**		**145.5803**

3.3 Taxiway Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9690	9.3453	14.3254	0.0223		0.4601	0.4601		0.4233	0.4233		2,160.5812	2,160.5812	0.6988		2,175.2555
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0521**	**9.3453**	**14.3254**	**0.0223**		**0.4601**	**0.4601**		**0.4233**	**0.4233**		**2,160.5812**	**2,160.5812**	**0.6988**		**2,175.2555**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0426	0.5457	2.1300e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		144.2101	144.2101	5.9500e-003		144.3351
Total	**0.0353**	**0.0426**	**0.5457**	**2.1300e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**144.2101**	**144.2101**	**5.9500e-003**		**144.3351**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9690	9.3453	14.3254	0.0223		0.4601	0.4601		0.4233	0.4233	0.0000	2,160.5812	2,160.5812	0.6988		2,175.2555
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0521**	**9.3453**	**14.3254**	**0.0223**		**0.4601**	**0.4601**		**0.4233**	**0.4233**	**0.0000**	**2,160.5812**	**2,160.5812**	**0.6988**		**2,175.2555**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0426	0.5457	2.1300e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		144.2101	144.2101	5.9500e-003		144.3351
Total	**0.0353**	**0.0426**	**0.5457**	**2.1300e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**144.2101**	**144.2101**	**5.9500e-003**		**144.3351**

3.3 Taxiway Paving - 2025

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.8973	8.4215	14.2781	0.0223		0.4109	0.4109		0.3781	0.3781		2,159.7967	2,159.7967	0.6985		2,174.4656
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9804**	**8.4215**	**14.2781**	**0.0223**		**0.4109**	**0.4109**		**0.3781**	**0.3781**		**2,159.7967**	**2,159.7967**	**0.6985**		**2,174.4656**

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0337	0.0405	0.5210	2.1300e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2100e-003	0.0457		142.3960	142.3960	5.7700e-003		142.5171
Total	**0.0337**	**0.0405**	**0.5210**	**2.1300e-003**	**0.1677**	**1.3000e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**142.3960**	**142.3960**	**5.7700e-003**		**142.5171**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.8973	8.4215	14.2781	0.0223		0.4109	0.4109		0.3781	0.3781	0.0000	2,159.7967	2,159.7967	0.6985		2,174.4656
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9804**	**8.4215**	**14.2781**	**0.0223**		**0.4109**	**0.4109**		**0.3781**	**0.3781**	**0.0000**	**2,159.7967**	**2,159.7967**	**0.6985**		**2,174.4656**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0337	0.0405	0.5210	2.1300e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2100e-003	0.0457		142.3960	142.3960	5.7700e-003		142.5171
Total	**0.0337**	**0.0405**	**0.5210**	**2.1300e-003**	**0.1677**	**1.3000e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**142.3960**	**142.3960**	**5.7700e-003**		**142.5171**

3.4 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9690	9.3453	14.3254	0.0223		0.4601	0.4601		0.4233	0.4233		2,160.5812	2,160.5812	0.6988		2,175.2555
Paving	0.4000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3690**	**9.3453**	**14.3254**	**0.0223**		**0.4601**	**0.4601**		**0.4233**	**0.4233**		**2,160.5812**	**2,160.5812**	**0.6988**		**2,175.2555**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0426	0.5457	2.1300e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		144.2101	144.2101	5.9500e-003		144.3351
Total	**0.0353**	**0.0426**	**0.5457**	**2.1300e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**144.2101**	**144.2101**	**5.9500e-003**		**144.3351**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9690	9.3453	14.3254	0.0223		0.4601	0.4601		0.4233	0.4233	0.0000	2,160.5812	2,160.5812	0.6988		2,175.2555
Paving	0.4000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3690**	**9.3453**	**14.3254**	**0.0223**		**0.4601**	**0.4601**		**0.4233**	**0.4233**	**0.0000**	**2,160.5812**	**2,160.5812**	**0.6988**		**2,175.2555**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0353	0.0426	0.5457	2.1300e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		144.2101	144.2101	5.9500e-003		144.3351
Total	**0.0353**	**0.0426**	**0.5457**	**2.1300e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**144.2101**	**144.2101**	**5.9500e-003**		**144.3351**

3.5 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.9607					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.7809
Total	**22.1415**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.7809**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1906	0.2300	2.9466	0.0115	0.9054	6.9900e-003	0.9124	0.2401	6.4900e-003	0.2466		778.7344	778.7344	0.0322		779.4096
Total	**0.1906**	**0.2300**	**2.9466**	**0.0115**	**0.9054**	**6.9900e-003**	**0.9124**	**0.2401**	**6.4900e-003**	**0.2466**		**778.7344**	**778.7344**	**0.0322**		**779.4096**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.9607					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.7809
Total	**22.1415**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.7809**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1906	0.2300	2.9466	0.0115	0.9054	6.9900e-003	0.9124	0.2401	6.4900e-003	0.2466		778.7344	778.7344	0.0322		779.4096
Total	**0.1906**	**0.2300**	**2.9466**	**0.0115**	**0.9054**	**6.9900e-003**	**0.9124**	**0.2401**	**6.4900e-003**	**0.2466**		**778.7344**	**778.7344**	**0.0322**		**779.4096**

3.6 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1875	0.0000	0.1875	0.0284	0.0000	0.0284			0.0000			0.0000
Off-Road	0.7263	5.4032	9.2068	0.0203		0.2250	0.2250		0.2144	0.2144		1,952.8247	1,952.8247	0.4660		1,962.6102
Total	**0.7263**	**5.4032**	**9.2068**	**0.0203**	**0.1875**	**0.2250**	**0.4125**	**0.0284**	**0.2144**	**0.2428**		**1,952.8247**	**1,952.8247**	**0.4660**		**1,962.6102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0180	0.0216	0.2779	1.1400e-003	0.0894	6.9000e-004	0.0901	0.0237	6.4000e-004	0.0244		75.9445	75.9445	3.0800e-003		76.0091
Total	**0.0180**	**0.0216**	**0.2779**	**1.1400e-003**	**0.0894**	**6.9000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**75.9445**	**75.9445**	**3.0800e-003**		**76.0091**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0731	0.0000	0.0731	0.0111	0.0000	0.0111			0.0000			0.0000
Off-Road	0.7263	5.4032	9.2068	0.0203		0.2250	0.2250		0.2144	0.2144	0.0000	1,952.8247	1,952.8247	0.4660		1,962.6102
Total	**0.7263**	**5.4032**	**9.2068**	**0.0203**	**0.0731**	**0.2250**	**0.2981**	**0.0111**	**0.2144**	**0.2255**	**0.0000**	**1,952.8247**	**1,952.8247**	**0.4660**		**1,962.6102**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0180	0.0216	0.2779	1.1400e-003	0.0894	6.9000e-004	0.0901	0.0237	6.4000e-004	0.0244		75.9445	75.9445	3.0800e-003		76.0091
Total	**0.0180**	**0.0216**	**0.2779**	**1.1400e-003**	**0.0894**	**6.9000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**75.9445**	**75.9445**	**3.0800e-003**		**76.0091**

Burbank AP Terminal Replacement Construction

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Light Industry	80.00	1000sqft	1.84	80,000.00	0
General Light Industry	8.00	1000sqft	0.18	8,000.00	0
General Light Industry	10.00	1000sqft	0.23	10,000.00	0
Other Asphalt Surfaces	20.00	Acre	20.00	871,200.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - See AQ Construction Model Inputs

Off-road Equipment -

Off-road Equipment -

Off-road Equipment - See AQ Construction Model Inputs

Off-road Equipment -

Off-road Equipment -

Trips and VMT - See AQ Construction Model Inputs

Demolition -

Architectural Coating - See AQ Construciton Model Inputs

Construction Off-road Equipment Mitigation - See AQ Construction Model Input

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	484,600.00	49,000.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,453,800.00	199,272.00
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	131.00
tblConstructionPhase	NumDays	370.00	391.00
tblConstructionPhase	NumDays	20.00	63.00
tblConstructionPhase	NumDays	20.00	631.00
tblConstructionPhase	NumDays	20.00	131.00
tblConstructionPhase	PhaseEndDate	7/1/2025	12/30/2024
tblConstructionPhase	PhaseEndDate	3/27/2025	3/30/2025
tblConstructionPhase	PhaseEndDate	6/1/2027	12/1/2025
tblConstructionPhase	PhaseEndDate	6/2/2026	12/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	6/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	1/1/2025
tblConstructionPhase	PhaseStartDate	12/31/2024	7/2/2023
tblConstructionPhase	PhaseStartDate	12/2/2025	6/30/2024
tblOffRoadEquipment	HorsePower	97.00	255.00
tblOffRoadEquipment	LoadFactor	0.37	0.40

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblProjectCharacteristics	OperationalYear	2014	2025
tblTripsAndVMT	HaulingTripNumber	55.00	0.00
tblTripsAndVMT	VendorTripNumber	159.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.7222	25.6963	45.0911	0.1050	4.7170	1.2338	5.9508	1.2510	1.1500	2.4010	0.0000	8,539.0096	8,539.0096	1.4753	0.0000	8,569.9917
2024	27.2663	34.8966	63.6218	0.1434	5.7900	1.6363	7.4264	1.5355	1.5233	3.0588	0.0000	11,812.2131	11,812.2131	2.2199	0.0000	11,858.8317
2025	1.7591	13.8926	24.2056	0.0457	0.4446	0.6379	1.0825	0.0966	0.5943	0.6909	0.0000	4,317.0964	4,317.0964	1.1733	0.0000	4,341.7365
Total	**32.7475**	**74.4855**	**132.9185**	**0.2941**	**10.9516**	**3.5081**	**14.4596**	**2.8831**	**3.2677**	**6.1507**	**0.0000**	**24,668.3191**	**24,668.3191**	**4.8686**	**0.0000**	**24,770.5598**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	3.7222	25.6963	45.0911	0.1050	4.7170	1.2338	5.9508	1.2510	1.1500	2.4010	0.0000	8,539.0096	8,539.0096	1.4753	0.0000	8,569.9917
2024	27.2663	34.8966	63.6218	0.1434	5.7900	1.6363	7.4264	1.5355	1.5233	3.0588	0.0000	11,812.2131	11,812.2131	2.2199	0.0000	11,858.8317
2025	1.7591	13.8926	24.2056	0.0457	0.3302	0.6379	0.9681	0.0793	0.5943	0.6736	0.0000	4,317.0964	4,317.0964	1.1733	0.0000	4,341.7365
Total	**32.7475**	**74.4855**	**132.9185**	**0.2941**	**10.8372**	**3.5081**	**14.3452**	**2.8658**	**3.2677**	**6.1334**	**0.0000**	**24,668.3190**	**24,668.3190**	**4.8686**	**0.0000**	**24,770.5598**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**1.04**	**0.00**	**0.79**	**0.60**	**0.00**	**0.28**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	7/1/2023	12/30/2024	5	391	
2	Taxiway Paving	Paving	7/2/2023	12/1/2025	5	631	
3	Paving	Paving	6/30/2024	12/30/2024	5	131	
4	Architectural Coating	Architectural Coating	6/30/2024	12/30/2024	5	131	
5	Demolition	Demolition	1/1/2025	3/30/2025	5	63	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 199,272; Non-Residential Outdoor: 49,000 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Building Construction	Cranes	1	7.00	226	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Taxiway Paving	Pavers	2	8.00	125	0.42
Taxiway Paving	Paving Equipment	2	8.00	130	0.36
Taxiway Paving	Rollers	2	8.00	80	0.38
Paving	Pavers	2	8.00	125	0.42
Paving	Paving Equipment	2	8.00	130	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73

Demolition	Excavators	1	8.00	162	0.38
Demolition	Tractors/Loaders/Backhoes	1	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	9	407.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Taxiway Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	81.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Use DPF for Construction Equipment

Water Exposed Area

3.2 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5661	14.3126	16.2093	0.0268		0.6967	0.6967		0.6557	0.6557		2,544.6262	2,544.6262	0.6044		2,557.3191
Total	**1.5661**	**14.3126**	**16.2093**	**0.0268**		**0.6967**	**0.6967**		**0.6557**	**0.6557**		**2,544.6262**	**2,544.6262**	**0.6044**		**2,557.3191**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.0225	1.3362	14.0781	0.0539	4.5493	0.0348	4.5841	1.2065	0.0323	1.2388		3,697.4981	3,697.4981	0.1660		3,700.9843
Total	**1.0225**	**1.3362**	**14.0781**	**0.0539**	**4.5493**	**0.0348**	**4.5841**	**1.2065**	**0.0323**	**1.2388**		**3,697.4981**	**3,697.4981**	**0.1660**		**3,700.9843**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5661	14.3126	16.2093	0.0268		0.6967	0.6967		0.6557	0.6557	0.0000	2,544.6262	2,544.6262	0.6044		2,557.3191
Total	**1.5661**	**14.3126**	**16.2093**	**0.0268**		**0.6967**	**0.6967**		**0.6557**	**0.6557**	**0.0000**	**2,544.6262**	**2,544.6262**	**0.6044**		**2,557.3191**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	1.0225	1.3362	14.0781	0.0539	4.5493	0.0348	4.5841	1.2065	0.0323	1.2388		3,697.4981	3,697.4981	0.1660		3,700.9843
Total	**1.0225**	**1.3362**	**14.0781**	**0.0539**	**4.5493**	**0.0348**	**4.5841**	**1.2065**	**0.0323**	**1.2388**		**3,697.4981**	**3,697.4981**	**0.1660**		**3,700.9843**

3.2 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4653	13.3774	16.1332	0.0268		0.6106	0.6106		0.5744	0.5744		2,545.1154	2,545.1154	0.6009		2,557.7349
Total	**1.4653**	**13.3774**	**16.1332**	**0.0268**		**0.6106**	**0.6106**		**0.5744**	**0.5744**		**2,545.1154**	**2,545.1154**	**0.6009**		**2,557.7349**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9730	1.2649	13.3790	0.0542	4.5493	0.0351	4.5844	1.2065	0.0326	1.2391		3,664.9542	3,664.9542	0.1616		3,668.3467
Total	**0.9730**	**1.2649**	**13.3790**	**0.0542**	**4.5493**	**0.0351**	**4.5844**	**1.2065**	**0.0326**	**1.2391**		**3,664.9542**	**3,664.9542**	**0.1616**		**3,668.3467**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4653	13.3774	16.1332	0.0268		0.6106	0.6106		0.5744	0.5744	0.0000	2,545.1154	2,545.1154	0.6009		2,557.7349
Total	**1.4653**	**13.3774**	**16.1332**	**0.0268**		**0.6106**	**0.6106**		**0.5744**	**0.5744**	**0.0000**	**2,545.1154**	**2,545.1154**	**0.6009**		**2,557.7349**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.9730	1.2649	13.3790	0.0542	4.5493	0.0351	4.5844	1.2065	0.0326	1.2391		3,664.9542	3,664.9542	0.1616		3,668.3467
Total	**0.9730**	**1.2649**	**13.3790**	**0.0542**	**4.5493**	**0.0351**	**4.5844**	**1.2065**	**0.0326**	**1.2391**		**3,664.9542**	**3,664.9542**	**0.1616**		**3,668.3467**

3.3 Taxiway Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0128	9.9983	14.2850	0.0223		0.5010	0.5010		0.4609	0.4609		2,160.6139	2,160.6139	0.6988		2,175.2884
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0958**	**9.9983**	**14.2850**	**0.0223**		**0.5010**	**0.5010**		**0.4609**	**0.4609**		**2,160.6139**	**2,160.6139**	**0.6988**		**2,175.2884**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0377	0.0492	0.5189	1.9900e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		136.2714	136.2714	6.1200e-003		136.3999
Total	**0.0377**	**0.0492**	**0.5189**	**1.9900e-003**	**0.1677**	**1.2800e-003**	**0.1690**	**0.0445**	**1.1900e-003**	**0.0457**		**136.2714**	**136.2714**	**6.1200e-003**		**136.3999**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0128	9.9983	14.2850	0.0223		0.5010	0.5010		0.4609	0.4609	0.0000	2,160.6139	2,160.6139	0.6988		2,175.2884
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0958**	**9.9983**	**14.2850**	**0.0223**		**0.5010**	**0.5010**		**0.4609**	**0.4609**	**0.0000**	**2,160.6139**	**2,160.6139**	**0.6988**		**2,175.2884**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0377	0.0492	0.5189	1.9900e-003	0.1677	1.2800e-003	0.1690	0.0445	1.1900e-003	0.0457		136.2714	136.2714	6.1200e-003		136.3999
Total	**0.0377**	**0.0492**	**0.5189**	**1.9900e-003**	**0.1677**	**1.2800e-003**	**0.1690**	**0.0445**	**1.1900e-003**	**0.0457**		**136.2714**	**136.2714**	**6.1200e-003**		**136.3999**

3.3 Taxiway Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9690	9.3453	14.3254	0.0223		0.4601	0.4601		0.4233	0.4233		2,160.5812	2,160.5812	0.6988		2,175.2555
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0521**	**9.3453**	**14.3254**	**0.0223**		**0.4601**	**0.4601**		**0.4233**	**0.4233**		**2,160.5812**	**2,160.5812**	**0.6988**		**2,175.2555**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0359	0.0466	0.4931	2.0000e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		135.0720	135.0720	5.9500e-003		135.1971
Total	**0.0359**	**0.0466**	**0.4931**	**2.0000e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**135.0720**	**135.0720**	**5.9500e-003**		**135.1971**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9690	9.3453	14.3254	0.0223		0.4601	0.4601		0.4233	0.4233	0.0000	2,160.5812	2,160.5812	0.6988		2,175.2555
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.0521**	**9.3453**	**14.3254**	**0.0223**		**0.4601**	**0.4601**		**0.4233**	**0.4233**	**0.0000**	**2,160.5812**	**2,160.5812**	**0.6988**		**2,175.2555**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0359	0.0466	0.4931	2.0000e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		135.0720	135.0720	5.9500e-003		135.1971
Total	**0.0359**	**0.0466**	**0.4931**	**2.0000e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**135.0720**	**135.0720**	**5.9500e-003**		**135.1971**

3.3 Taxiway Paving - 2025

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.8973	8.4215	14.2781	0.0223		0.4109	0.4109		0.3781	0.3781		2,159.7967	2,159.7967	0.6985		2,174.4656
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9804**	**8.4215**	**14.2781**	**0.0223**		**0.4109**	**0.4109**		**0.3781**	**0.3781**		**2,159.7967**	**2,159.7967**	**0.6985**		**2,174.4656**

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0342	0.0443	0.4701	2.0000e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2100e-003	0.0457		133.3532	133.3532	5.7700e-003		133.4743
Total	**0.0342**	**0.0443**	**0.4701**	**2.0000e-003**	**0.1677**	**1.3000e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**133.3532**	**133.3532**	**5.7700e-003**		**133.4743**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.8973	8.4215	14.2781	0.0223		0.4109	0.4109		0.3781	0.3781	0.0000	2,159.7967	2,159.7967	0.6985		2,174.4656
Paving	0.0830					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.9804**	**8.4215**	**14.2781**	**0.0223**		**0.4109**	**0.4109**		**0.3781**	**0.3781**	**0.0000**	**2,159.7967**	**2,159.7967**	**0.6985**		**2,174.4656**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0342	0.0443	0.4701	2.0000e-003	0.1677	1.3000e-003	0.1690	0.0445	1.2100e-003	0.0457		133.3532	133.3532	5.7700e-003		133.4743
Total	**0.0342**	**0.0443**	**0.4701**	**2.0000e-003**	**0.1677**	**1.3000e-003**	**0.1690**	**0.0445**	**1.2100e-003**	**0.0457**		**133.3532**	**133.3532**	**5.7700e-003**		**133.4743**

3.4 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9690	9.3453	14.3254	0.0223		0.4601	0.4601		0.4233	0.4233		2,160.5812	2,160.5812	0.6988		2,175.2555
Paving	0.4000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3690**	**9.3453**	**14.3254**	**0.0223**		**0.4601**	**0.4601**		**0.4233**	**0.4233**		**2,160.5812**	**2,160.5812**	**0.6988**		**2,175.2555**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0359	0.0466	0.4931	2.0000e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		135.0720	135.0720	5.9500e-003		135.1971
Total	**0.0359**	**0.0466**	**0.4931**	**2.0000e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**135.0720**	**135.0720**	**5.9500e-003**		**135.1971**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.9690	9.3453	14.3254	0.0223		0.4601	0.4601		0.4233	0.4233	0.0000	2,160.5812	2,160.5812	0.6988		2,175.2555
Paving	0.4000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3690**	**9.3453**	**14.3254**	**0.0223**		**0.4601**	**0.4601**		**0.4233**	**0.4233**	**0.0000**	**2,160.5812**	**2,160.5812**	**0.6988**		**2,175.2555**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0359	0.0466	0.4931	2.0000e-003	0.1677	1.2900e-003	0.1690	0.0445	1.2000e-003	0.0457		135.0720	135.0720	5.9500e-003		135.1971
Total	**0.0359**	**0.0466**	**0.4931**	**2.0000e-003**	**0.1677**	**1.2900e-003**	**0.1690**	**0.0445**	**1.2000e-003**	**0.0457**		**135.0720**	**135.0720**	**5.9500e-003**		**135.1971**

3.5 Architectural Coating - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Archit. Coating	21.9607					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.7809
Total	**22.1415**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.7809**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1937	0.2517	2.6627	0.0108	0.9054	6.9900e-003	0.9124	0.2401	6.4900e-003	0.2466		729.3889	729.3889	0.0322		730.0641
Total	**0.1937**	**0.2517**	**2.6627**	**0.0108**	**0.9054**	**6.9900e-003**	**0.9124**	**0.2401**	**6.4900e-003**	**0.2466**		**729.3889**	**729.3889**	**0.0322**		**730.0641**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	21.9607					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.7809
Total	**22.1415**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.7809**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1937	0.2517	2.6627	0.0108	0.9054	6.9900e-003	0.9124	0.2401	6.4900e-003	0.2466		729.3889	729.3889	0.0322		730.0641
Total	**0.1937**	**0.2517**	**2.6627**	**0.0108**	**0.9054**	**6.9900e-003**	**0.9124**	**0.2401**	**6.4900e-003**	**0.2466**		**729.3889**	**729.3889**	**0.0322**		**730.0641**

3.6 Demolition - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.1875	0.0000	0.1875	0.0284	0.0000	0.0284			0.0000			0.0000
Off-Road	0.7263	5.4032	9.2068	0.0203		0.2250	0.2250		0.2144	0.2144		1,952.8247	1,952.8247	0.4660		1,962.6102
Total	**0.7263**	**5.4032**	**9.2068**	**0.0203**	**0.1875**	**0.2250**	**0.4125**	**0.0284**	**0.2144**	**0.2428**		**1,952.8247**	**1,952.8247**	**0.4660**		**1,962.6102**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0183	0.0236	0.2507	1.0600e-003	0.0894	6.9000e-004	0.0901	0.0237	6.4000e-004	0.0244		71.1217	71.1217	3.0800e-003		71.1863
Total	**0.0183**	**0.0236**	**0.2507**	**1.0600e-003**	**0.0894**	**6.9000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**71.1217**	**71.1217**	**3.0800e-003**		**71.1863**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0731	0.0000	0.0731	0.0111	0.0000	0.0111			0.0000			0.0000
Off-Road	0.7263	5.4032	9.2068	0.0203		0.2250	0.2250		0.2144	0.2144	0.0000	1,952.8247	1,952.8247	0.4660		1,962.6102
Total	**0.7263**	**5.4032**	**9.2068**	**0.0203**	**0.0731**	**0.2250**	**0.2981**	**0.0111**	**0.2144**	**0.2255**	**0.0000**	**1,952.8247**	**1,952.8247**	**0.4660**		**1,962.6102**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0183	0.0236	0.2507	1.0600e-003	0.0894	6.9000e-004	0.0901	0.0237	6.4000e-004	0.0244		71.1217	71.1217	3.0800e-003		71.1863
Total	**0.0183**	**0.0236**	**0.2507**	**1.0600e-003**	**0.0894**	**6.9000e-004**	**0.0901**	**0.0237**	**6.4000e-004**	**0.0244**		**71.1217**	**71.1217**	**3.0800e-003**		**71.1863**

F.2-3 Burbank AP All Cargo Carrier Facility Construction (Southwest Quadrant Options)

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Burbank AP Terminal Replacement Construction - All Cargo Carrier Facility

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	61.70	1000sqft	1.42	61,700.00	0

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Precipitation Freq (Days)** 31

Climate Zone 12 **Operational Year** 2025

Utility Company Burbank Water & Power

CO2 Intensity (lb/MWhr) 1096.12 **CH4 Intensity (lb/MWhr)** 0.029 **N2O Intensity (lb/MWhr)** 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - See AQ construction model inputs

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Architectural Coating -

Trips and VMT -

Construction Off-road Equipment Mitigation - See Aq Construction Model Inputs

Table Name	Column Name	Default Value	New Value

tblAreaCoating	Area_Nonresidential_Interior	92550	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstructionPhase	NumDays	10.00	110.00
tblConstructionPhase	NumDays	200.00	260.00
tblConstructionPhase	NumDays	10.00	110.00
tblConstructionPhase	PhaseEndDate	6/2/2025	12/30/2024
tblConstructionPhase	PhaseEndDate	6/2/2025	12/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	7/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	7/30/2024
tblProjectCharacteristics	OperationalYear	2014	2025
tblSolidWaste	SolidWasteGenerationRate	58.00	0.00
tblWater	IndoorWaterUseRate	14,268,125.00	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
2024	0.9598	1.8786	2.4649	4.6200e-003	0.0560	0.0785	0.1344	0.0150	0.0751	0.0902	0.0000	372.8225	372.8225	0.0617	0.0000	374.1186
Total	**0.9598**	**1.8786**	**2.4649**	**4.6200e-003**	**0.0560**	**0.0785**	**0.1344**	**0.0150**	**0.0751**	**0.0902**	**0.0000**	**372.8225**	**372.8225**	**0.0617**	**0.0000**	**374.1186**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2024	0.9598	1.8786	2.4649	4.6200e-003	0.0560	0.0563	0.1123	0.0150	0.0548	0.0698	0.0000	372.8221	372.8221	0.0617	0.0000	374.1182
Total	**0.9598**	**1.8786**	**2.4649**	**4.6200e-003**	**0.0560**	**0.0563**	**0.1123**	**0.0150**	**0.0548**	**0.0698**	**0.0000**	**372.8221**	**372.8221**	**0.0617**	**0.0000**	**374.1182**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**28.19**	**16.46**	**0.00**	**27.09**	**22.57**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/2/2024	12/30/2024	5	260	
2	Paving	Paving	7/30/2024	12/30/2024	5	110	
3	Architectural Coating	Architectural Coating	7/30/2024	12/30/2024	5	110	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 92,550; Non-Residential Outdoor: 30,850 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Paving Equipment	1	8.00	130	0.36
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Welders	3	8.00	46	0.45
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	7	26.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use DPF for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1839	1.4309	1.6235	2.8600e-003		0.0583	0.0583		0.0562	0.0562	0.0000	235.0248	235.0248	0.0390	0.0000	235.8432
Total	**0.1839**	**1.4309**	**1.6235**	**2.8600e-003**		**0.0583**	**0.0583**		**0.0562**	**0.0562**	**0.0000**	**235.0248**	**235.0248**	**0.0390**	**0.0000**	**235.8432**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.6300e-003	0.0483	0.1155	2.8000e-004	8.0000e-003	1.2000e-003	9.2000e-003	2.2800e-003	1.1000e-003	3.3800e-003	0.0000	23.6908	23.6908	1.6000e-004	0.0000	23.6942
Worker	7.5700e-003	0.0108	0.1142	4.6000e-004	0.0371	2.9000e-004	0.0374	9.8500e-003	2.7000e-004	0.0101	0.0000	28.0455	28.0455	1.2200e-003	0.0000	28.0710
Total	**0.0152**	**0.0591**	**0.2297**	**7.4000e-004**	**0.0451**	**1.4900e-003**	**0.0466**	**0.0121**	**1.3700e-003**	**0.0135**	**0.0000**	**51.7363**	**51.7363**	**1.3800e-003**	**0.0000**	**51.7652**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1839	1.4309	1.6235	2.8600e-003		0.0422	0.0422		0.0415	0.0415	0.0000	235.0245	235.0245	0.0390	0.0000	235.8429
Total	**0.1839**	**1.4309**	**1.6235**	**2.8600e-003**		**0.0422**	**0.0422**		**0.0415**	**0.0415**	**0.0000**	**235.0245**	**235.0245**	**0.0390**	**0.0000**	**235.8429**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.6300e-003	0.0483	0.1155	2.8000e-004	8.0000e-003	1.2000e-003	9.2000e-003	2.2800e-003	1.1000e-003	3.3800e-003	0.0000	23.6908	23.6908	1.6000e-004	0.0000	23.6942
Worker	7.5700e-003	0.0108	0.1142	4.6000e-004	0.0371	2.9000e-004	0.0374	9.8500e-003	2.7000e-004	0.0101	0.0000	28.0455	28.0455	1.2200e-003	0.0000	28.0710
Total	**0.0152**	**0.0591**	**0.2297**	**7.4000e-004**	**0.0451**	**1.4900e-003**	**0.0466**	**0.0121**	**1.3700e-003**	**0.0135**	**0.0000**	**51.7363**	**51.7363**	**1.3800e-003**	**0.0000**	**51.7652**

3.3 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0336	0.3183	0.4787	7.3000e-004		0.0153	0.0153		0.0141	0.0141	0.0000	63.8041	63.8041	0.0202	0.0000	64.2287
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0336**	**0.3183**	**0.4787**	**7.3000e-004**		**0.0153**	**0.0153**		**0.0141**	**0.0141**	**0.0000**	**63.8041**	**63.8041**	**0.0202**	**0.0000**	**64.2287**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-003	2.2900e-003	0.0242	1.0000e-004	7.8400e-003	6.0000e-005	7.9100e-003	2.0800e-003	6.0000e-005	2.1400e-003	0.0000	5.9327	5.9327	2.6000e-004	0.0000	5.9381
Total	**1.6000e-003**	**2.2900e-003**	**0.0242**	**1.0000e-004**	**7.8400e-003**	**6.0000e-005**	**7.9100e-003**	**2.0800e-003**	**6.0000e-005**	**2.1400e-003**	**0.0000**	**5.9327**	**5.9327**	**2.6000e-004**	**0.0000**	**5.9381**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0336	0.3183	0.4787	7.3000e-004		9.2000e-003	9.2000e-003		8.5100e-003	8.5100e-003	0.0000	63.8040	63.8040	0.0202	0.0000	64.2286
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0336**	**0.3183**	**0.4787**	**7.3000e-004**		**9.2000e-003**	**9.2000e-003**		**8.5100e-003**	**8.5100e-003**	**0.0000**	**63.8040**	**63.8040**	**0.0202**	**0.0000**	**64.2286**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6000e-003	2.2900e-003	0.0242	1.0000e-004	7.8400e-003	6.0000e-005	7.9100e-003	2.0800e-003	6.0000e-005	2.1400e-003	0.0000	5.9327	5.9327	2.6000e-004	0.0000	5.9381
Total	**1.6000e-003**	**2.2900e-003**	**0.0242**	**1.0000e-004**	**7.8400e-003**	**6.0000e-005**	**7.9100e-003**	**2.0800e-003**	**6.0000e-005**	**2.1400e-003**	**0.0000**	**5.9327**	**5.9327**	**2.6000e-004**	**0.0000**	**5.9381**

3.4 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.7150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.9400e-003	0.0670	0.0996	1.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	14.0429	14.0429	7.9000e-004	0.0000	14.0595
Total	**0.7249**	**0.0670**	**0.0996**	**1.6000e-004**		**3.3500e-003**	**3.3500e-003**		**3.3500e-003**	**3.3500e-003**	**0.0000**	**14.0429**	**14.0429**	**7.9000e-004**	**0.0000**	**14.0595**

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	8.8000e-004	9.2900e-003	4.0000e-005	3.0200e-003	2.0000e-005	3.0400e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.2818	2.2818	1.0000e-004	0.0000	2.2839
Total	**6.2000e-004**	**8.8000e-004**	**9.2900e-003**	**4.0000e-005**	**3.0200e-003**	**2.0000e-005**	**3.0400e-003**	**8.0000e-004**	**2.0000e-005**	**8.2000e-004**	**0.0000**	**2.2818**	**2.2818**	**1.0000e-004**	**0.0000**	**2.2839**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Archit. Coating	0.7150					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.9400e-003	0.0670	0.0996	1.6000e-004		3.3500e-003	3.3500e-003		3.3500e-003	3.3500e-003	0.0000	14.0429	14.0429	7.9000e-004	0.0000	14.0595
Total	**0.7249**	**0.0670**	**0.0996**	**1.6000e-004**		**3.3500e-003**	**3.3500e-003**		**3.3500e-003**	**3.3500e-003**	**0.0000**	**14.0429**	**14.0429**	**7.9000e-004**	**0.0000**	**14.0595**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.2000e-004	8.8000e-004	9.2900e-003	4.0000e-005	3.0200e-003	2.0000e-005	3.0400e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.2818	2.2818	1.0000e-004	0.0000	2.2839
Total	**6.2000e-004**	**8.8000e-004**	**9.2900e-003**	**4.0000e-005**	**3.0200e-003**	**2.0000e-005**	**3.0400e-003**	**8.0000e-004**	**2.0000e-005**	**8.2000e-004**	**0.0000**	**2.2818**	**2.2818**	**1.0000e-004**	**0.0000**	**2.2839**

Burbank AP Terminal Replacement Construction - All Cargo Carrier Facility

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	61.70	1000sqft	1.42	61,700.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - See AQ construction model inputs

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Architectural Coating -

Trips and VMT -

Construction Off-road Equipment Mitigation - See Aq Construction Model Inputs

Table Name	Column Name	Default Value	New Value

tblAreaCoating	Area_Nonresidential_Interior	92550	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstructionPhase	NumDays	10.00	110.00
tblConstructionPhase	NumDays	200.00	260.00
tblConstructionPhase	NumDays	10.00	110.00
tblConstructionPhase	PhaseEndDate	6/2/2025	12/30/2024
tblConstructionPhase	PhaseEndDate	6/2/2025	12/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	7/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	7/30/2024
tblProjectCharacteristics	OperationalYear	2014	2025
tblSolidWaste	SolidWasteGenerationRate	58.00	0.00
tblWater	IndoorWaterUseRate	14,268,125.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e

Year	lb/day										lb/day					
2024	15.3640	18.4963	25.3452	0.0467	0.5544	0.7997	1.3540	0.1482	0.7617	0.9100	0.0000	4,177.6785	4,177.6785	0.7704	0.0000	4,193.8565
Total	**15.3640**	**18.4963**	**25.3452**	**0.0467**	**0.5544**	**0.7997**	**1.3540**	**0.1482**	**0.7617**	**0.9100**	**0.0000**	**4,177.6785**	**4,177.6785**	**0.7704**	**0.0000**	**4,193.8565**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	15.3640	18.4963	25.3452	0.0467	0.5544	0.5659	1.1202	0.1482	0.5466	0.6949	0.0000	4,177.6785	4,177.6785	0.7704	0.0000	4,193.8565
Total	**15.3640**	**18.4963**	**25.3452**	**0.0467**	**0.5544**	**0.5659**	**1.1202**	**0.1482**	**0.5466**	**0.6949**	**0.0000**	**4,177.6785**	**4,177.6785**	**0.7704**	**0.0000**	**4,193.8565**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**29.24**	**17.27**	**0.00**	**28.24**	**23.64**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/2/2024	12/30/2024	5	260	
2	Paving	Paving	7/30/2024	12/30/2024	5	110	
3	Architectural Coating	Architectural Coating	7/30/2024	12/30/2024	5	110	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 92,550; Non-Residential Outdoor: 30,850 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Paving Equipment	1	8.00	130	0.36
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Welders	3	8.00	46	0.45
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	7	26.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use DPF for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4146	11.0070	12.4884	0.0220		0.4482	0.4482		0.4326	0.4326		1,992.8499	1,992.8499	0.3305		1,999.7895
Total	**1.4146**	**11.0070**	**12.4884**	**0.0220**		**0.4482**	**0.4482**		**0.4326**	**0.4326**		**1,992.8499**	**1,992.8499**	**0.3305**		**1,999.7895**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0559	0.3578	0.7432	2.1500e-003	0.0625	9.1600e-003	0.0717	0.0178	8.4300e-003	0.0262		201.6019	201.6019	1.3600e-003		201.6304
Worker	0.0612	0.0738	0.9458	3.7000e-003	0.2906	2.2400e-003	0.2929	0.0771	2.0800e-003	0.0792		249.9641	249.9641	0.0103		250.1809
Total	**0.1170**	**0.4316**	**1.6891**	**5.8500e-003**	**0.3532**	**0.0114**	**0.3646**	**0.0949**	**0.0105**	**0.1054**		**451.5660**	**451.5660**	**0.0117**		**451.8112**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4146	11.0070	12.4884	0.0220		0.3248	0.3248		0.3190	0.3190	0.0000	1,992.8499	1,992.8499	0.3305		1,999.7895
Total	**1.4146**	**11.0070**	**12.4884**	**0.0220**		**0.3248**	**0.3248**		**0.3190**	**0.3190**	**0.0000**	**1,992.8499**	**1,992.8499**	**0.3305**		**1,999.7895**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0559	0.3578	0.7432	2.1500e-003	0.0625	9.1600e-003	0.0717	0.0178	8.4300e-003	0.0262		201.6019	201.6019	1.3600e-003		201.6304
Worker	0.0612	0.0738	0.9458	3.7000e-003	0.2906	2.2400e-003	0.2929	0.0771	2.0800e-003	0.0792		249.9641	249.9641	0.0103		250.1809
Total	**0.1170**	**0.4316**	**1.6891**	**5.8500e-003**	**0.3532**	**0.0114**	**0.3646**	**0.0949**	**0.0105**	**0.1054**		**451.5660**	**451.5660**	**0.0117**		**451.8112**

3.3 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6102	5.7878	8.7029	0.0134		0.2776	0.2776		0.2563	0.2563		1,278.7624	1,278.7624	0.4053		1,287.2728
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6102**	**5.7878**	**8.7029**	**0.0134**		**0.2776**	**0.2776**		**0.2563**	**0.2563**		**1,278.7624**	**1,278.7624**	**0.4053**		**1,287.2728**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0306	0.0369	0.4729	1.8500e-003	0.1453	1.1200e-003	0.1464	0.0385	1.0400e-003	0.0396		124.9821	124.9821	5.1600e-003		125.0904
Total	**0.0306**	**0.0369**	**0.4729**	**1.8500e-003**	**0.1453**	**1.1200e-003**	**0.1464**	**0.0385**	**1.0400e-003**	**0.0396**		**124.9821**	**124.9821**	**5.1600e-003**		**125.0904**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6102	5.7878	8.7029	0.0134		0.1673	0.1673		0.1547	0.1547	0.0000	1,278.7624	1,278.7624	0.4053		1,287.2728
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6102**	**5.7878**	**8.7029**	**0.0134**		**0.1673**	**0.1673**		**0.1547**	**0.1547**	**0.0000**	**1,278.7624**	**1,278.7624**	**0.4053**		**1,287.2728**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0306	0.0369	0.4729	1.8500e-003	0.1453	1.1200e-003	0.1464	0.0385	1.0400e-003	0.0396		124.9821	124.9821	5.1600e-003		125.0904
Total	**0.0306**	**0.0369**	**0.4729**	**1.8500e-003**	**0.1453**	**1.1200e-003**	**0.1464**	**0.0385**	**1.0400e-003**	**0.0396**		**124.9821**	**124.9821**	**5.1600e-003**		**125.0904**

3.4 Architectural Coating - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.9991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.7809
Total	**13.1798**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.7809**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0118	0.0142	0.1819	7.1000e-004	0.0559	4.3000e-004	0.0563	0.0148	4.0000e-004	0.0152		48.0700	48.0700	1.9800e-003		48.1117
Total	**0.0118**	**0.0142**	**0.1819**	**7.1000e-004**	**0.0559**	**4.3000e-004**	**0.0563**	**0.0148**	**4.0000e-004**	**0.0152**		**48.0700**	**48.0700**	**1.9800e-003**		**48.1117**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	12.9991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.7809
Total	**13.1798**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.7809**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0118	0.0142	0.1819	7.1000e-004	0.0559	4.3000e-004	0.0563	0.0148	4.0000e-004	0.0152		48.0700	48.0700	1.9800e-003		48.1117
Total	**0.0118**	**0.0142**	**0.1819**	**7.1000e-004**	**0.0559**	**4.3000e-004**	**0.0563**	**0.0148**	**4.0000e-004**	**0.0152**		**48.0700**	**48.0700**	**1.9800e-003**		**48.1117**

Burbank AP Terminal Replacement Construction - All Cargo Carrier Facility

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Unrefrigerated Warehouse-No Rail	61.70	1000sqft	1.42	61,700.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	12			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - See AQ construction model inputs

Off-road Equipment -

Off-road Equipment -

Off-road Equipment -

Architectural Coating -

Trips and VMT -

Construction Off-road Equipment Mitigation - See Aq Construction Model Inputs

Table Name	Column Name	Default Value	New Value

tblAreaCoating	Area_Nonresidential_Interior	92550	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	DPF	No Change	Level 3
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstructionPhase	NumDays	10.00	110.00
tblConstructionPhase	NumDays	200.00	260.00
tblConstructionPhase	NumDays	10.00	110.00
tblConstructionPhase	PhaseEndDate	6/2/2025	12/30/2024
tblConstructionPhase	PhaseEndDate	6/2/2025	12/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	7/30/2024
tblConstructionPhase	PhaseStartDate	12/31/2024	7/30/2024
tblProjectCharacteristics	OperationalYear	2014	2025
tblSolidWaste	SolidWasteGenerationRate	58.00	0.00
tblWater	IndoorWaterUseRate	14,268,125.00	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	15.3702	18.5146	25.3691	0.0463	0.5544	0.7998	1.3541	0.1482	0.7618	0.9100	0.0000	4,149.1584	4,149.1584	0.7704	0.0000	4,165.3376
Total	**15.3702**	**18.5146**	**25.3691**	**0.0463**	**0.5544**	**0.7998**	**1.3541**	**0.1482**	**0.7618**	**0.9100**	**0.0000**	**4,149.1584**	**4,149.1584**	**0.7704**	**0.0000**	**4,165.3376**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2024	15.3702	18.5146	25.3691	0.0463	0.5544	0.5660	1.1203	0.1482	0.5467	0.6949	0.0000	4,149.1584	4,149.1584	0.7704	0.0000	4,165.3376
Total	**15.3702**	**18.5146**	**25.3691**	**0.0463**	**0.5544**	**0.5660**	**1.1203**	**0.1482**	**0.5467**	**0.6949**	**0.0000**	**4,149.1584**	**4,149.1584**	**0.7704**	**0.0000**	**4,165.3376**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**29.24**	**17.27**	**0.00**	**28.24**	**23.64**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Building Construction	Building Construction	1/2/2024	12/30/2024	5	260	
2	Paving	Paving	7/30/2024	12/30/2024	5	110	
3	Architectural Coating	Architectural Coating	7/30/2024	12/30/2024	5	110	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 92,550; Non-Residential Outdoor: 30,850 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Paving Equipment	1	8.00	130	0.36
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Welders	3	8.00	46	0.45
Paving	Pavers	1	6.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Building Construction	7	26.00	10.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use DPF for Construction Equipment

Water Exposed Area

Clean Paved Roads

3.2 Building Construction - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.4146	11.0070	12.4884	0.0220		0.4482	0.4482		0.4326	0.4326		1,992.8499	1,992.8499	0.3305		1,999.7895
Total	**1.4146**	**11.0070**	**12.4884**	**0.0220**		**0.4482**	**0.4482**		**0.4326**	**0.4326**		**1,992.8499**	**1,992.8499**	**0.3305**		**1,999.7895**

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0604	0.3644	0.9214	2.1400e-003	0.0625	9.2300e-003	0.0718	0.0178	8.5000e-003	0.0263		199.8868	199.8868	1.4100e-003		199.9164
Worker	0.0622	0.0808	0.8547	3.4600e-003	0.2906	2.2400e-003	0.2929	0.0771	2.0800e-003	0.0792		234.1248	234.1248	0.0103		234.3416
Total	**0.1226**	**0.4452**	**1.7761**	**5.6000e-003**	**0.3532**	**0.0115**	**0.3646**	**0.0949**	**0.0106**	**0.1055**		**434.0116**	**434.0116**	**0.0117**		**434.2580**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	1.4146	11.0070	12.4884	0.0220		0.3248	0.3248		0.3190	0.3190	0.0000	1,992.8499	1,992.8499	0.3305		1,999.7895
Total	**1.4146**	**11.0070**	**12.4884**	**0.0220**		**0.3248**	**0.3248**		**0.3190**	**0.3190**	**0.0000**	**1,992.8499**	**1,992.8499**	**0.3305**		**1,999.7895**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0604	0.3644	0.9214	2.1400e-003	0.0625	9.2300e-003	0.0718	0.0178	8.5000e-003	0.0263		199.8868	199.8868	1.4100e-003		199.9164
Worker	0.0622	0.0808	0.8547	3.4600e-003	0.2906	2.2400e-003	0.2929	0.0771	2.0800e-003	0.0792		234.1248	234.1248	0.0103		234.3416
Total	**0.1226**	**0.4452**	**1.7761**	**5.6000e-003**	**0.3532**	**0.0115**	**0.3646**	**0.0949**	**0.0106**	**0.1055**		**434.0116**	**434.0116**	**0.0117**		**434.2580**

3.3 Paving - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6102	5.7878	8.7029	0.0134		0.2776	0.2776		0.2563	0.2563		1,278.7624	1,278.7624	0.4053		1,287.2728
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6102**	**5.7878**	**8.7029**	**0.0134**		**0.2776**	**0.2776**		**0.2563**	**0.2563**		**1,278.7624**	**1,278.7624**	**0.4053**		**1,287.2728**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0311	0.0404	0.4273	1.7300e-003	0.1453	1.1200e-003	0.1464	0.0385	1.0400e-003	0.0396		117.0624	117.0624	5.1600e-003		117.1708
Total	**0.0311**	**0.0404**	**0.4273**	**1.7300e-003**	**0.1453**	**1.1200e-003**	**0.1464**	**0.0385**	**1.0400e-003**	**0.0396**		**117.0624**	**117.0624**	**5.1600e-003**		**117.1708**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Off-Road	0.6102	5.7878	8.7029	0.0134		0.1673	0.1673		0.1547	0.1547	0.0000	1,278.7624	1,278.7624	0.4053		1,287.2728
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6102**	**5.7878**	**8.7029**	**0.0134**		**0.1673**	**0.1673**		**0.1547**	**0.1547**	**0.0000**	**1,278.7624**	**1,278.7624**	**0.4053**		**1,287.2728**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0311	0.0404	0.4273	1.7300e-003	0.1453	1.1200e-003	0.1464	0.0385	1.0400e-003	0.0396		117.0624	117.0624	5.1600e-003		117.1708
Total	**0.0311**	**0.0404**	**0.4273**	**1.7300e-003**	**0.1453**	**1.1200e-003**	**0.1464**	**0.0385**	**1.0400e-003**	**0.0396**		**117.0624**	**117.0624**	**5.1600e-003**		**117.1708**

3.4 Architectural Coating - 2024

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Archit. Coating	12.9991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.7809
Total	**13.1798**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**		**281.4481**	**281.4481**	**0.0159**		**281.7809**

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0120	0.0155	0.1644	6.7000e-004	0.0559	4.3000e-004	0.0563	0.0148	4.0000e-004	0.0152		45.0240	45.0240	1.9800e-003		45.0657
Total	**0.0120**	**0.0155**	**0.1644**	**6.7000e-004**	**0.0559**	**4.3000e-004**	**0.0563**	**0.0148**	**4.0000e-004**	**0.0152**		**45.0240**	**45.0240**	**1.9800e-003**		**45.0657**

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Archit. Coating	12.9991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.7809
Total	**13.1798**	**1.2188**	**1.8101**	**2.9700e-003**		**0.0609**	**0.0609**		**0.0609**	**0.0609**	**0.0000**	**281.4481**	**281.4481**	**0.0159**		**281.7809**

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0120	0.0155	0.1644	6.7000e-004	0.0559	4.3000e-004	0.0563	0.0148	4.0000e-004	0.0152		45.0240	45.0240	1.9800e-003		45.0657
Total	**0.0120**	**0.0155**	**0.1644**	**6.7000e-004**	**0.0559**	**4.3000e-004**	**0.0563**	**0.0148**	**4.0000e-004**	**0.0152**		**45.0240**	**45.0240**	**1.9800e-003**		**45.0657**

Appendix F.3

Construction Emissions: Mobile Sources (All Options)

Appendix F.3 Construction Emissions: Mobile Sources (All Options)

F.3-1 Construction Haul Trunk and Vehicle Trips

Burbank Bob Hope Airport – Replacement Terminal EIR
Construction Schedule, Demolition and Soil Excavation Quantities, and Vehicle Trips

Construction Phase	Start Date	End Date	No. Work Days	Demo (CY) [a]	Demo Truck Capacity (CY)	Demo Truck Total One-Way Trips	Demo Truck Daily One-Way Trips	Soil Export (CY) [a]	Soil Import (CY)	Soil Haul Truck Capacity (CY)	Soil Haul Truck Total One-Way Trips	Soil Haul Truck Daily One-Way Trips	Vendor One-Way Trips/Max Day [b]
Grading/Excavation	4/1/2020	9/30/2020	131					130,000	-	16	16,250	125	
Demolition (LOT A)	4/1/2020	6/30/2020	65	5,000	10	1,000	16						
Building Construction	10/1/2020	3/30/2023	651										301
Demolition (LOT H)	10/1/2021	12/31/2021	66	4,500	10	900	14						
Paving	3/30/2022	3/30/2023	262										
Architectural Coating	3/30/2022	3/30/2023	262										
Demolition (Terminal/Parking)	4/1/2023	12/31/2023	195	100,000	10	20,000	103						
Building Construction (Air Cargo)	7/1/2023	12/31/2024	392										160
Paving	6/30/2024	12/31/2024	132										
Architectural Coating	6/30/2024	12/31/2024	132										
Demolition (Air Cargo)	1/1/2025	3/30/2025	63	2,000	10	400	7						
Taxiway Construction	7/2/2023	12/1/2025	631										50

Notes:

a. Demolition and soil exacavation quantities are based on the maximum volumes for the Project alternatives; therefore, values represent the maximum amounts that could result from implementation of any of the Project alternatives.

b. Vendor trips are associated with the Building Construction phase and are estimated based on CalEEMod assumptions.

Sources: Burbank-Glendale-Pasadena Airport Authority, 2016; ESA PCR, 2016

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Appendix F.3 Construction Emissions: Mobile Sources (All Options)

F.3-2 On-Road Truck Emission Factors

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Burbank Bob Hope Airport – Replacement Terminal EIR
On-Road Truck Emission Factors (Aggregate Model Year, Aggregate Speeds)

EMFAC2014 (v1.0.7) Emission Rates
Region Type: Sub-Area
Region: Los Angeles (SC)
Calendar Years: 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027
Season: Annual
Vehicle Classification: EMFAC2011 Categories
Units: miles/day for VMT, trips/day for Trips, g/mile for RUNEX, PMBW and PMTW, g/trip for STREX, HTSK and RUNLS, g/vehicle/hour for IDLEX, RESTL and DIURN

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
						CRITERIA AIR POLLUTANTS																GREENHOUSE GASES					
Region	**CalYr**	**VehClass**	**MdlYr**	**Speed**	**Fuel**	**ROG_RUNEX**	**ROG_IDLEX**	**NOx_RUNEX**	**NOx_IDLEX**	**CO_RUNEX**	**CO_IDLEX**	**SO2_RUNEX**	**SO2_IDLEX**	**PM10_BW**	**PM10_TW**	**PM10_RUNEX**	**PM10_IDLEX**	**PM2.5_BW**	**PM2.5_TW**	**PM2.5_RUNEX**	**PM2.5_IDLEX**	**CO2_RUNEX**	**CO2_IDLEX**	**CH4_RUNEX**	**CH4_IDLEX**	**CO2e_RUNEX**	**CO2e_IDLEX**
Los Angeles County (SC)	2019	T7 single construction	Aggregated	Aggregated	All	0.1304	1.8138	4.8733	46.8318	0.5167	7.5222	0.0156	0.0625	0.0617	0.0360	0.0334	0.1334	0.0265	0.0090	0.0319	0.1276	1,637.45	6,553.65	0.0061	0.0842	1,637.60	6,555.76
Los Angeles County (SC)	2020	T7 single construction	Aggregated	Aggregated	All	0.1029	0.9730	4.0403	35.1225	0.4292	3.8999	0.0155	0.0617	0.0617	0.0360	0.0192	0.0158	0.0265	0.0090	0.0184	0.0151	1,621.66	6,465.33	0.0048	0.0452	1,621.78	6,466.46
Los Angeles County (SC)	2021	T7 single construction	Aggregated	Aggregated	All	0.0997	0.9340	3.5644	33.1449	0.4272	3.7248	0.0153	0.0611	0.0617	0.0360	0.0171	0.0137	0.0265	0.0090	0.0164	0.0131	1,605.18	6,400.53	0.0046	0.0434	1,605.29	6,401.61
Los Angeles County (SC)	2022	T7 single construction	Aggregated	Aggregated	All	0.0961	0.8932	3.1526	31.0120	0.4236	3.5401	0.0151	0.0604	0.0617	0.0360	0.0147	0.0118	0.0265	0.0090	0.0140	0.0113	1,587.22	6,331.29	0.0045	0.0415	1,587.33	6,332.33
Los Angeles County (SC)	2023	T7 single construction	Aggregated	Aggregated	All	0.0628	0.5123	1.2431	15.7439	0.3668	1.8973	0.0146	0.0576	0.0617	0.0360	0.0047	0.0019	0.0265	0.0090	0.0045	0.0018	1,532.36	6,032.38	0.0029	0.0238	1,532.43	6,032.98
Los Angeles County (SC)	2024	T7 single construction	Aggregated	Aggregated	All	0.0640	0.5118	1.2438	15.7148	0.3746	1.8954	0.0146	0.0573	0.0617	0.0360	0.0046	0.0018	0.0265	0.0090	0.0044	0.0017	1,528.31	6,002.94	0.0030	0.0238	1,528.38	6,003.53
Los Angeles County (SC)	2025	T7 single construction	Aggregated	Aggregated	All	0.0644	0.5115	1.2311	15.6879	0.3774	1.8935	0.0145	0.0570	0.0617	0.0360	0.0046	0.0018	0.0265	0.0090	0.0044	0.0017	1,522.79	5,978.81	0.0030	0.0238	1,522.87	5,979.40
Los Angeles County (SC)	2026	T7 single construction	Aggregated	Aggregated	All	0.0647	0.5111	1.2194	15.6643	0.3798	1.8919	0.0145	0.0568	0.0617	0.0360	0.0046	0.0017	0.0265	0.0090	0.0044	0.0017	1,517.66	5,955.20	0.0030	0.0237	1,517.74	5,955.79
Los Angeles County (SC)	2027	T7 single construction	Aggregated	Aggregated	All	0.0650	0.5108	1.2059	15.6440	0.3817	1.8904	0.0144	0.0566	0.0617	0.0360	0.0046	0.0017	0.0265	0.0090	0.0044	0.0016	1,512.43	5,930.36	0.0030	0.0237	1,512.51	5,930.95
Los Angeles County (SC)	2019	MHDT/HHDT	Aggregated	Aggregated	All	0.1548	1.5610	3.7604	44.5192	0.9961	16.0614	0.0134	0.0660	0.0956	0.0237	0.0456	0.1241	0.0410	0.0059	0.0437	0.1188	1,432.73	6,981.37	0.0543	0.3260	1,434.09	6,989.52
Los Angeles County (SC)	2020	MHDT/HHDT	Aggregated	Aggregated	All	0.1273	1.3726	3.2442	38.0209	0.8918	14.3710	0.0133	0.0652	0.0956	0.0237	0.0311	0.0740	0.0410	0.0059	0.0297	0.0708	1,420.49	6,899.75	0.0529	0.3106	1,421.81	6,907.51
Los Angeles County (SC)	2021	MHDT/HHDT	Aggregated	Aggregated	All	0.1014	1.1982	2.7333	28.7657	0.7960	12.5576	0.0132	0.0641	0.0956	0.0237	0.0118	0.0182	0.0410	0.0059	0.0113	0.0174	1,409.73	6,786.08	0.0515	0.2977	1,411.02	6,793.52
Los Angeles County (SC)	2022	MHDT/HHDT	Aggregated	Aggregated	All	0.0965	1.1319	2.4966	26.9322	0.7679	11.9202	0.0131	0.0634	0.0956	0.0237	0.0104	0.0158	0.0410	0.0059	0.0100	0.0151	1,397.01	6,715.52	0.0511	0.2806	1,398.29	6,722.53
Los Angeles County (SC)	2023	MHDT/HHDT	Aggregated	Aggregated	All	0.0653	0.9446	1.4472	18.8169	0.6942	10.8527	0.0127	0.0610	0.0956	0.0237	0.0046	0.0096	0.0410	0.0059	0.0044	0.0092	1,358.23	6,468.37	0.0496	0.2671	1,359.47	6,475.05
Los Angeles County (SC)	2024	MHDT/HHDT	Aggregated	Aggregated	All	0.0658	0.9153	1.4461	18.5400	0.6913	10.4526	0.0127	0.0606	0.0956	0.0237	0.0046	0.0085	0.0410	0.0059	0.0044	0.0081	1,355.44	6,434.40	0.0499	0.2565	1,356.69	6,440.81
Los Angeles County (SC)	2025	MHDT/HHDT	Aggregated	Aggregated	All	0.0654	0.8924	1.4215	18.2981	0.6857	10.1546	0.0126	0.0603	0.0956	0.0237	0.0046	0.0076	0.0410	0.0059	0.0044	0.0073	1,349.87	6,402.19	0.0501	0.2482	1,351.12	6,408.40
Los Angeles County (SC)	2026	MHDT/HHDT	Aggregated	Aggregated	All	0.0649	0.8740	1.3933	18.0769	0.6810	9.9183	0.0125	0.0600	0.0956	0.0237	0.0045	0.0067	0.0410	0.0059	0.0043	0.0065	1,344.55	6,372.56	0.0502	0.2419	1,345.81	6,378.60
Los Angeles County (SC)	2027	MHDT/HHDT	Aggregated	Aggregated	All	0.0645	0.8602	1.3647	17.8822	0.6765	9.7247	0.0125	0.0597	0.0957	0.0237	0.0045	0.0060	0.0410	0.0059	0.0043	0.0057	1,339.48	6,345.00	0.0503	0.2372	1,340.74	6,350.93

Source: California Air Resources Board, EMFAC2014, http://www.arb.ca.gov/emfac/2014/. Accessed February 2016.

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Appendix F.3 Construction Emissions: Mobile Sources (All Options)

F.3-3 On-Road Dust Emission Factors

Burbank Bob Hope Airport – Replacement Terminal EIR
Road Dust Emission Factors

Paved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,P} = (k\,(sL)^{0.91} \times (W)^{1.02})$

Where:

$EF_{Dust,P}$ =	Paved Road Dust Emission Factor (having the same units as k)
k =	particle size multiplier
sL =	road surface silt loading (g/m^2)
W =	average fleet vehicle weight (tons) (CARB uses 2.4 tons as a fleet average vehicle weight factor)

Emission Factor (grams per VMT)		
	PM10	PM2.5
k	0.9979	0.2449
sL	0.1	0.1
W	2.4	2.4
$EF_{Dust,P}$	3.00E-01	7.36E-02

Unpaved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,U} = (k\,(s / 12)^{1} \times (Sp / 30)^{0.5} / (M / 0.5)^{0.2}) - C)$

Where:

$EF_{Dust,U}$ =	Unpaved Road Dust Emission Factor (having the same units as k)
k =	particle size multiplier
s =	surface material silt content (%)
Sp =	mean vehicle speed (mph)
M =	surface material moisture content (%)
C =	Emission Factor for 1980s vehicle fleet exhaust, brake wear, and tire wear

Emission Factor (grams per VMT)		
	PM10	PM2.5
k	816.47	81.65
s	4.3%	4.3%
Sp	15	15
M	0.5%	0.5%
C	0.00047	0.00036
$EF_{Dust,U}$	5.20E+00	5.19E-01

Sources:
SCAQMD, CalEEMod, Version 2011.1.
CARB, *Entrained Dust from Paved Road Travel: Emission Estimation Methodology Background Document* , (1997).
USEPA, *AP-42* , Fifth Edition, Volume I, Chapter 13.2.1 - Paved Roads, (2011).
PCR Services Corporation, 2013.

Appendix F.3 Construction Emissions: Mobile Sources (All Options)

F.3-4 On-Road Truck Regional Emissions

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Burbank Bob Hope Airport – Replacement Terminal EIR
On-Road Truck Regional Emissions

On-Road Truck Regional Running Emissions

Construction Phase	Source	Year	Daily One-Way Truck Trips	Work Days per Year (days/year)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day [a] (miles)	Running Emissions Factor [b] (grams/mile)							Regional Emissions (pounds/day)						
							ROG	NOX	CO	SO2	PM10	PM2.5	CO2e	ROG	NOX	CO	SO2	PM10	PM2.5	CO2e (metric tons/year)
Grading/Excavation	On-Road HHDT Trucks	2020	125	131	8	20	0.1029	4.0403	0.4292	0.0155	0.0192	0.0184	1,621.78	0.57	22.27	2.37	0.09	0.11	0.10	531
Demolition (LOT A)	On-Road HHDT Trucks	2020	16	65	8	20	0.1029	4.0403	0.4292	0.0155	0.0192	0.0184	1,621.78	0.07	2.85	0.30	0.01	0.01	0.01	34
Building Construction - Year 1	On-Road MHDT/HHDT Trucks	2020	301	66	8	7	0.1273	3.2442	0.8918	0.0133	0.0311	0.0297	1,421.81	0.59	15.07	4.14	0.06	0.14	0.14	198
Building Construction - Year 2	On-Road MHDT/HHDT Trucks	2021	301	261	8	7	0.1014	2.7333	0.7960	0.0132	0.0118	0.0113	1,411.02	0.47	12.70	3.70	0.06	0.05	0.05	776
Building Construction - Year 3	On-Road MHDT/HHDT Trucks	2022	301	260	8	7	0.0965	2.4966	0.7679	0.0131	0.0104	0.0100	1,398.29	0.45	11.60	3.57	0.06	0.05	0.05	766
Building Construction - Year 4	On-Road MHDT/HHDT Trucks	2023	301	64	8	7	0.0653	1.4472	0.6942	0.0127	0.0046	0.0044	1,359.47	0.30	6.72	3.22	0.06	0.02	0.02	183
Demolition (LOT H)	On-Road HHDT Trucks	2021	14	66	8	20	0.0997	3.5644	0.4272	0.0153	0.0171	0.0164	1,605.29	0.06	2.20	0.26	0.01	0.01	0.01	30
Paving - Year 1	On-Road HHDT Trucks	2022	0	198	8	20	0.0961	3.1526	0.4236	0.0151	0.0147	0.0140	1,587.33	-	-	-	-	-	-	-
Paving - Year 2	On-Road HHDT Trucks	2023	0	64	8	20	0.0628	1.2431	0.3668	0.0146	0.0047	0.0045	1,532.43	-	-	-	-	-	-	-
Architectural Coating - Year 1	On-Road HHDT Trucks	2022	0	198	8	20	0.0961	3.1526	0.4236	0.0151	0.0147	0.0140	1,587.33	-	-	-	-	-	-	-
Architectural Coating - Year 2	On-Road HHDT Trucks	2023	0	64	8	20	0.0628	1.2431	0.3668	0.0146	0.0047	0.0045	1,532.43	-	-	-	-	-	-	-
Demolition (Terminal/Parking)	On-Road HHDT Trucks	2023	103	195	8	20	0.0628	1.2431	0.3668	0.0146	0.0047	0.0045	1,532.43	0.29	5.65	1.67	0.07	0.02	0.02	616
Building Construction (Air Cargo) - Year 1	On-Road MHDT/HHDT Trucks	2023	160	130	8	7	0.0653	1.4472	0.6942	0.0127	0.0046	0.0044	1,359.47	0.16	3.57	1.71	0.03	0.01	0.01	198
Building Construction (Air Cargo) - Year 2	On-Road MHDT/HHDT Trucks	2024	160	262	8	7	0.0658	1.4461	0.6913	0.0127	0.0046	0.0044	1,356.69	0.16	3.57	1.71	0.03	0.01	0.01	398
Paving	On-Road HHDT Trucks	2024	0	132	8	20	0.0640	1.2438	0.3746	0.0146	0.0046	0.0044	1,528.38	-	-	-	-	-	-	-
Architectural Coating	On-Road HHDT Trucks	2024	0	132	8	20	0.0640	1.2438	0.3746	0.0146	0.0046	0.0044	1,528.38	-	-	-	-	-	-	-
Demolition (Air Cargo)	On-Road HHDT Trucks	2025	7	63	8	20	0.0644	1.2311	0.3774	0.0145	0.0046	0.0044	1,522.87	0.02	0.38	0.12	0.00	0.00	0.00	13
Taxiway Construction - Year 1	On-Road HHDT Trucks	2023	50	130	8	20	0.0628	1.2431	0.3668	0.0146	0.0047	0.0045	1,532.43	0.14	2.74	0.81	0.03	0.01	0.01	199
Taxiway Construction - Year 2	On-Road HHDT Trucks	2024	50	262	8	20	0.0640	1.2438	0.3746	0.0146	0.0046	0.0044	1,528.38	0.14	2.74	0.83	0.03	0.01	0.01	400
Taxiway Construction - Year 3	On-Road HHDT Trucks	2025	50	239	8	20	0.0644	1.2311	0.3774	0.0145	0.0046	0.0044	1,522.87	0.14	2.71	0.83	0.03	0.01	0.01	364

Notes:

a. Based on trip distances in the California Emissions Estimator Model (CalEEMod).

b. EMFAC2014, South Coast Air Basin (Los Angeles County), T7 single construction, MHDT, HHDT.

On-Road Truck Idling Emissions

Construction Phase	Source	Year	Daily Number of Trucks	Work Days per Year (days/year)	Work Hours per Day (hours/day)	Idling Time per Truck (minutes)	Idling Emissions Factor [a] (grams/hour)							Regional Emissions (pounds/day)						
							ROG	NOX	CO	SO2	PM10	PM2.5	CO2e	ROG	NOX	CO	SO2	PM10	PM2.5	CO2e (metric tons/year)
Grading/Excavation	Idling HHDT Trucks	2020	125	131	8	30	0.9730	35.1225	3.8999	0.0617	0.0158	0.0151	6,466.46	0.13	4.84	0.54	0.01	0.00	0.00	53
Demolition (LOT A)	Idling HHDT Trucks	2020	16	65	8	30	0.9730	35.1225	3.8999	0.0617	0.0158	0.0151	6,466.46	0.02	0.62	0.07	0.00	0.00	0.00	3
Building Construction - Year 1	Idling MHDT/HHDT Trucks	2020	301	66	8	30	1.3726	38.0209	14.3710	0.0652	0.0740	0.0708	6,907.51	0.46	12.62	4.77	0.02	0.02	0.02	69
Building Construction - Year 2	Idling MHDT/HHDT Trucks	2021	301	261	8	30	1.1982	28.7657	12.5576	0.0641	0.0182	0.0174	6,793.52	0.40	9.54	4.17	0.02	0.01	0.01	267
Building Construction - Year 3	Idling MHDT/HHDT Trucks	2022	301	260	8	30	1.1319	26.9322	11.9202	0.0634	0.0158	0.0151	6,722.53	0.38	8.94	3.96	0.02	0.01	0.01	263
Building Construction - Year 4	Idling MHDT/HHDT Trucks	2023	301	64	8	30	0.9446	18.8169	10.8527	0.0610	0.0096	0.0092	6,475.05	0.31	6.24	3.60	0.02	0.00	0.00	62
Demolition (LOT H)	Idling HHDT Trucks	2021	14	66	8	30	0.9340	33.1449	3.7248	0.0611	0.0137	0.0131	6,401.61	0.01	0.51	0.06	0.00	0.00	0.00	3
Paving - Year 1	Idling HHDT Trucks	2022	0	198	8	30	0.8932	31.0120	3.5401	0.0604	0.0118	0.0113	6,332.33	-	-	-	-	-	-	-
Paving - Year 2	Idling HHDT Trucks	2023	0	64	8	30	0.5123	15.7439	1.8973	0.0576	0.0019	0.0018	6,032.98	-	-	-	-	-	-	-
Architectural Coating - Year 1	Idling HHDT Trucks	2022	0	198	8	30	0.8932	31.0120	3.5401	0.0604	0.0118	0.0113	6,332.33	-	-	-	-	-	-	-
Architectural Coating - Year 2	Idling HHDT Trucks	2023	0	64	8	30	0.5123	15.7439	1.8973	0.0576	0.0019	0.0018	6,032.98	-	-	-	-	-	-	-
Demolition (Terminal/Parking)	Idling HHDT Trucks	2023	103	195	8	30	0.5123	15.7439	1.8973	0.0576	0.0019	0.0018	6,032.98	0.06	1.79	0.22	0.01	0.00	0.00	61
Building Construction (Air Cargo) - Year 1	Idling MHDT/HHDT Trucks	2023	160	130	8	30	0.9446	18.8169	10.8527	0.0610	0.0096	0.0092	6,475.05	0.17	3.32	1.91	0.01	0.00	0.00	67
Building Construction (Air Cargo) - Year 2	Idling MHDT/HHDT Trucks	2024	160	262	8	30	0.9153	18.5400	10.4526	0.0606	0.0085	0.0081	6,440.81	0.16	3.27	1.84	0.01	0.00	0.00	135
Paving	Idling HHDT Trucks	2024	0	132	8	30	0.5118	15.7148	1.8954	0.0573	0.0018	0.0017	6,003.53	-	-	-	-	-	-	-
Architectural Coating	Idling HHDT Trucks	2024	0	132	8	30	0.5118	15.7148	1.8954	0.0573	0.0018	0.0017	6,003.53	-	-	-	-	-	-	-
Demolition (Air Cargo)	Idling HHDT Trucks	2025	7	63	8	30	0.5115	15.6879	1.8935	0.0570	0.0018	0.0017	5,979.40	0.00	0.12	0.01	0.00	0.00	0.00	1
Taxiway Construction - Year 1	Idling HHDT Trucks	2023	50	130	8	30	0.5123	15.7439	1.8973	0.0576	0.0019	0.0018	6,032.98	0.03	0.87	0.10	0.00	0.00	0.00	20
Taxiway Construction - Year 2	Idling HHDT Trucks	2024	50	262	8	30	0.5118	15.7148	1.8954	0.0573	0.0018	0.0017	6,003.53	0.03	0.87	0.10	0.00	0.00	0.00	39
Taxiway Construction - Year 3	Idling HHDT Trucks	2025	50	239	8	30	0.5115	15.6879	1.8935	0.0570	0.0018	0.0017	5,979.40	0.03	0.86	0.10	0.00	0.00	0.00	36

Notes:

a. EMFAC2014, South Coast Air Basin (Los Angeles County), T7 single construction, MHDT, HHDT.

On-Road Truck Fugitive Dust Emissions (Paved Road Dust (RD), Break Wear (BW), Tire Wear (TW))

Construction Phase	Source	Year	Daily One-Way Truck Trips	Work Days per Year (days/year)	Work Hours per Day (hours/day)	One-Way Trip Distance per Day [a] (miles)	Fugitive Dust Emissions Factor [b] (grams/mile) PM10 RD	PM10 BW	PM10 TW	PM2.5 RD	PM2.5 BW	PM2.5 TW	Regional Emissions (pounds/day) PM10 RD	PM10 BW	PM10 TW	PM2.5 RD	PM2.5 BW	PM2.5 TW
Grading/Excavation	On-Road HHDT Trucks	2020	125	131	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	1.6526	0.3403	0.1984	0.4056	0.1458	0.0496
Demolition (LOT A)	On-Road HHDT Trucks	2020	16	65	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	0.2115	0.0436	0.0254	0.0519	0.0187	0.0063
Building Construction - Year 1	On-Road MHDT/HHDT Trucks	2020	301	66	8	7	0.2998	0.0956	0.0237	0.0736	0.0410	0.0059	1.3928	0.4441	0.1099	0.3419	0.1903	0.0275
Building Construction - Year 2	On-Road MHDT/HHDT Trucks	2021	301	261	8	7	0.2998	0.0956	0.0237	0.0736	0.0410	0.0059	1.3928	0.4441	0.1100	0.3419	0.1903	0.0275
Building Construction - Year 3	On-Road MHDT/HHDT Trucks	2022	301	260	8	7	0.2998	0.0956	0.0237	0.0736	0.0410	0.0059	1.3928	0.4442	0.1100	0.3419	0.1904	0.0275
Building Construction - Year 4	On-Road MHDT/HHDT Trucks	2023	301	64	8	7	0.2998	0.0956	0.0237	0.0736	0.0410	0.0059	1.3928	0.4442	0.1100	0.3419	0.1904	0.0275
Demolition (LOT H)	On-Road HHDT Trucks	2021	14	66	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	0.1851	0.0381	0.0222	0.0454	0.0163	0.0056
Paving - Year 1	On-Road HHDT Trucks	2022	0	198	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	-	-	-	-	-	-
Paving - Year 2	On-Road HHDT Trucks	2023	0	64	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	-	-	-	-	-	-
Architectural Coating - Year 1	On-Road HHDT Trucks	2022	0	198	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	-	-	-	-	-	-
Architectural Coating - Year 2	On-Road HHDT Trucks	2023	0	64	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	-	-	-	-	-	-
Demolition (Terminal/Parking)	On-Road HHDT Trucks	2023	103	195	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	1.3618	0.2804	0.1635	0.3343	0.1202	0.0409
Building Construction (Air Cargo) - Year 1	On-Road MHDT/HHDT Trucks	2023	160	130	8	7	0.2998	0.0956	0.0237	0.0736	0.0410	0.0059	0.7404	0.2361	0.0585	0.1817	0.1012	0.0146
Building Construction (Air Cargo) - Year 2	On-Road MHDT/HHDT Trucks	2024	160	262	8	7	0.2998	0.0956	0.0237	0.0736	0.0410	0.0059	0.7404	0.2361	0.0585	0.1817	0.1012	0.0146
Paving	On-Road HHDT Trucks	2024	0	132	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	-	-	-	-	-	-
Architectural Coating	On-Road HHDT Trucks	2024	0	132	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	-	-	-	-	-	-
Demolition (Air Cargo)	On-Road HHDT Trucks	2025	7	63	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	0.0925	0.0191	0.0111	0.0227	0.0082	0.0028
Taxiway Construction - Year 1	On-Road HHDT Trucks	2023	50	130	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	0.6611	0.1361	0.0794	0.1623	0.0583	0.0198
Taxiway Construction - Year 2	On-Road HHDT Trucks	2024	50	262	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	0.6611	0.1361	0.0794	0.1623	0.0583	0.0198
Taxiway Construction - Year 3	On-Road HHDT Trucks	2025	50	239	8	20	0.2998	0.0617	0.0360	0.0736	0.0265	0.0090	0.6611	0.1361	0.0794	0.1623	0.0583	0.0198

Notes:

a. Based on trip distances in the California Emissions Estimator Model (CalEEMod).

b. RD: Road Dust (see Road Dust Emission Factors worksheet); TW and BW: Tire Wear and Break Wear: (EMFAC2014, South Coast Air Basin (Los Angeles County), T7 single construction, MHDT, HHDT).

Summary of On-Road Truck Regional Emissions

	Construction Phase	Source	Year	Regional Emissions (pounds/day) ROG	NOX	CO	SO2	PM10 Dust	PM10 Exh	PM10 Total	PM2.5 Dust	PM2.5 Exh	PM2.5 Total	CO2e (metric tons/year)
Y1	Grading/Excavation	On-Road HHDT Trucks	2020	0.70	27.11	2.90	0.09	2.19	0.11	2.30	0.60	0.10	0.70	584
Y1	Demolition (LOT A)	On-Road HHDT Trucks	2020	0.09	3.47	0.37	0.01	0.28	0.01	0.29	0.08	0.01	0.09	37
N	Building Construction - Year 1	On-Road MHDT/HHDT Trucks	2020	1.05	27.68	8.91	0.08	1.95	0.17	2.12	0.56	0.16	0.72	266
Y2	Building Construction - Year 2	On-Road MHDT/HHDT Trucks	2021	0.87	22.24	7.86	0.08	1.95	0.06	2.01	0.56	0.06	0.62	1,043
Y3	Building Construction - Year 3	On-Road MHDT/HHDT Trucks	2022	0.82	20.53	7.52	0.08	1.95	0.05	2.00	0.56	0.05	0.61	1,029
Y4	Building Construction - Year 4	On-Road MHDT/HHDT Trucks	2023	0.62	12.97	6.83	0.08	1.95	0.02	1.97	0.56	0.02	0.58	246
Y2	Demolition (LOT H)	On-Road HHDT Trucks	2021	0.08	2.71	0.32	0.01	0.25	0.01	0.26	0.07	0.01	0.08	33
Y3	Paving - Year 1	On-Road HHDT Trucks	2022	-	-	-	-	-	-	-	-	-	-	-
Y4	Paving - Year 2	On-Road HHDT Trucks	2023	-	-	-	-	-	-	-	-	-	-	-
Y3	Architectural Coating - Year 1	On-Road HHDT Trucks	2022	-	-	-	-	-	-	-	-	-	-	-
Y4	Architectural Coating - Year 2	On-Road HHDT Trucks	2023	-	-	-	-	-	-	-	-	-	-	-
Y5	Demolition (Terminal/Parking)	On-Road HHDT Trucks	2023	0.34	7.43	1.88	0.07	1.81	0.02	1.83	0.50	0.02	0.52	676
Y5	Building Construction (Air Cargo) - Year 1	On-Road MHDT/HHDT Trucks	2023	0.33	6.89	3.63	0.04	1.03	0.01	1.05	0.30	0.01	0.31	265
Y6	Building Construction (Air Cargo) - Year 2	On-Road MHDT/HHDT Trucks	2024	0.32	6.84	3.55	0.04	1.04	0.01	1.05	0.30	0.01	0.31	533
Y6	Paving	On-Road HHDT Trucks	2024	-	-	-	-	-	-	-	-	-	-	-
Y6	Architectural Coating	On-Road HHDT Trucks	2024	-	-	-	-	-	-	-	-	-	-	-
Y7	Demolition (Air Cargo)	On-Road HHDT Trucks	2025	0.02	0.50	0.13	0.00	0.12	0.00	0.12	0.03	0.00	0.04	15
Y5	Taxiway Construction - Year 1	On-Road HHDT Trucks	2023	0.17	3.61	0.91	0.04	0.88	0.01	0.89	0.24	0.01	0.25	219
Y6	Taxiway Construction - Year 2	On-Road HHDT Trucks	2024	0.17	3.61	0.93	0.04	0.88	0.01	0.89	0.24	0.01	0.25	440
Y7	Taxiway Construction - Year 3	On-Road HHDT Trucks	2025	0.17	3.58	0.94	0.04	0.88	0.01	0.89	0.24	0.01	0.25	400
Y1	**Demolition (Lot A) + Grading - 2020**			**0.8**	**30.6**	**3.3**	**0.1**	**2.5**	**0.1**	**2.6**	**0.7**	**0.1**	**0.8**	**621.17**
N	**Building Construction - 2020**			**1.0**	**27.7**	**8.9**	**0.1**	**1.9**	**0.2**	**2.1**	**0.6**	**0.2**	**0.7**	**266.33**
Y2	**Building Construction + Demolition (Lot H) - 2021**			**0.9**	**25.0**	**8.2**	**0.1**	**2.2**	**0.1**	**2.3**	**0.6**	**0.1**	**0.7**	**1,075.43**
Y3	**Building Construction + Paving + Architectural Coating - 2022**			**0.8**	**20.5**	**7.5**	**0.1**	**1.9**	**0.1**	**2.0**	**0.6**	**0.1**	**0.6**	**1,029.06**
Y4	**Building Construction + Paving + Architectural Coating - 2023**			**0.6**	**13.0**	**6.8**	**0.1**	**1.9**	**0.0**	**2.0**	**0.6**	**0.0**	**0.6**	**245.69**
Y5	**Demolition (Terminal/Parking) + Building Construction + Taxiway Paving - 2023**			**0.8**	**17.9**	**6.4**	**0.2**	**3.7**	**0.0**	**3.8**	**1.0**	**0.0**	**1.1**	**1,160.27**
Y6	**Building Construction + Taxiway Paving + Paving + Architectural Coating - 2024**			**0.5**	**10.4**	**4.5**	**0.1**	**1.9**	**0.0**	**1.9**	**0.5**	**0.0**	**0.6**	**972.87**
Y7	**Taxiway Paving + Demolition - 2025**			**0.2**	**4.1**	**1.1**	**0.0**	**1.0**	**0.0**	**1.0**	**0.3**	**0.0**	**0.3**	**414.44**

Source: ESA PCR, 2016

Appendix F.4
Construction Localized Significance Threshold Analysis

Appendix F.4 Construction Localized Significance Threshold Analysis

F.4-1 AERMOD Source Emission Rates

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
Bob Hope Airport Replacement Terminal Project

AERMOD SOURCE EMISSION RATES
Construction Localized Significance Threshold Analysis

Emissions Source	Model Source Group	Source ID	Source Type	Year Overlap ID	Averaging Period (hours/day)	Emission Rates (per each source)							
						NO_X		CO		PM10		PM2.5	
						(lbs/day)	(g/s)	(lbs/day)	(g/s)	(lbs/day)	(g/s)	(lbs/day)	(g/s)
NEQ	A	SLINE5	Line Vol	Y1/Y3	8	59.03	0.930	48.38	0.76	7.90	0.12	3.96	0.062
NEQ Idling	A	VOL6	Volume	Y1	8	2.73	0.043	1.98	0.03	0.00	0.00	0.00	0.000
SEQ	B	SLINE1	Line Vol	Y1/Y3	8	59.03	0.930	48.38	0.76	7.90	0.12	3.96	0.062
SEQ Idling	B	VOL7	Volume	Y1	8	2.73	0.043	1.98	0.03	0.00	0.00	0.00	0.000
Taxiway	C	SLINE6	Line Vol	Y5	8	10.43	0.164	14.34	0.23	0.50	0.0079	0.46	0.007
Demolition	C	SLINE3	Line Vol	Y5	8	26.00	0.410	28.97	0.46	3.01	0.047	1.17	0.018
Demo Idling	C	VOL2	Volume	Y5	8	0.89	0.014	0.11	0.00	0.00	0.00	0.00	0.000
ARFF Facility	D	VOL8	Volume	Y5	8	15.97	0.252	17.17	0.27	4.20	0.066	2.28	0.036
NEQ Air Cargo Bldg	D	VOL10	Volume	Y5	8	15.97	0.252	17.17	0.27	4.20	0.066	2.28	0.036
SWQ Air Cargo Bldg	E	VOL12	Volume	Y5	8	25.57	0.403	33.19	0.52	4.20	0.066	2.28	0.036
SWQ All Cargo Fcly	E	VOL11	Volume	Y5	8	18.01	0.284	23.00	0.36	0.55	0.009	0.53	0.008

Source: PCR Services Corporation, 2016

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Appendix F.4 Construction Localized Significance Threshold Analysis

F.4-2 Localized Construction Emissions (Adjacent Property Option)

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BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
Bob Hope Airport Replacement Terminal Project

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION
Construction Localized Significance Threshold Analysis

	Project Concentrations (µg/m³)			
Source	NO_2	CO	PM10	PM2.5
Project On-Site Construction Emissions [a]				
1-hour average	19.33	23.91	—	—
1-hour average (3-year avg of 98th per.)	13.51	—	—	—
8-hour average	—	3.97	—	—
24-hour average	—	—	0.31	0.17
Annual	—	—	0.07	0.04
Background [b]				
1-hour average	137.6	3,433	—	—
1-hour average (3-year avg of 98th per.)	114.2	—	—	—
8-hour average	—	3,433	—	—
24-hour average	—	—	—	—
Annual	—	—	—	—
Total (Project + Background)				
1-hour average	156.9	3,457	—	—
1-hour average (3-year avg of 98th per.)	127.7	—	—	—
8-hour average	—	3,437	—	—
24-hour average	—	—	0.31	0.17
Annual	—	—	0.07	0.04
Localized Significance Thresholds				
1-hour average	339.0	23,000	—	—
1-hour average (3-year avg of 98th per.)	188.0	—	—	—
8-hour average	—	10,000	—	—
24-hour average	—	—	10.40	10.40
Annual	—	—	2.50	2.50
Exceeds Thresholds?				
1-hour average	NO	NO	—	—
1-hour average (3-year avg of 98th per.)	NO	—	—	—
8-hour average	—	NO	—	—
24-hour average	—	—	NO	NO
Annual	—	—	NO	NO

	Background NOx and CO (µg/m³)		
	2012	2013	2014
NOx 1-hr	149.46	136.30	137.62
NOx 1-hr 98th per.	107.16	112.80	122.58
NOx 3-yr avg. of 1-hr 98th per.	114.18		
CO 1-hr	2,746	2,746	3,433
CO 8-hr	2,746	2,746	3,433

Pollutant ID	Emissions Phase	Receptor Location
NO2 (1-hr)	NEQ Demo 2020	North across San Frenando Rd from NEQ
NO2 (98th percentile)	NEQ Demo 2020	North across San Frenando Rd from NEQ
CO (1-hr)	ACB + Taxi 2023	North across San Frenando Rd from NEQ
CO (8-hr)	ACB + Taxi 2023	North across San Frenando Rd from NEQ
PM10 (24-hr)	ACB + Taxi 2023	North across San Frenando Rd from NEQ
PM10 (Annual)	ACB + Taxi 2023	North across San Frenando Rd from NEQ
PM2.5 (24-hr)	ACB + Taxi 2023	North across San Frenando Rd from NEQ
PM2.5 (Annual)	ACB + Taxi 2023	North across San Frenando Rd from NEQ

Notes:

a. Based on the results from the AERMOD dispersion model. NO2 concentrations are based on NOx to NO2 conversion ratios in the SCAQMD Final Localized Significance Threshold Methodology.

b. Background concentrations are based on the maximum of the most recent three years for which data is available from the SCAQMD for the Burbank Monitoring Station (2012-2014). See SCAQMD website: http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year. The 1-hour CO concentration is based on data from the same time period from the USEPA. See USEPA website: http://www.epa.gov/airdata/ad_rep_mon.html.

Source: PCR Services Corporation, 2016

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Appendix F.4 Construction Localized Significance Threshold Analysis

F.4-3 Localized Construction Emissions (Southwest Quadrant Options)

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BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
Bob Hope Airport Replacement Terminal Project

SOUTHWEST QUADRANT SAME-SIZED AND FULL-SIZE TERMINAL OPTIONS
Construction Localized Significance Threshold Analysis

	Project Concentrations (µg/m^3)			
Source	NO_2	CO	PM10	PM2.5
Project On-Site Construction Emissions [a]				
1-hour average	29.73	52.48	—	—
1-hour average (3-year avg of 98th per.)	25.45	—	—	—
8-hour average	—	11.57	—	—
24-hour average	—	—	0.39	0.20
Annual	—	—	0.12	0.06
Background [b]				
1-hour average	137.6	3,433	—	—
1-hour average (3-year avg of 98th per.)	114.2	—	—	—
8-hour average	—	3,433	—	—
24-hour average	—	—	—	—
Annual	—	—	—	—
Total (Project + Background)				
1-hour average	167.4	3,485	—	—
1-hour average (3-year avg of 98th per.)	139.6	—	—	—
8-hour average	—	3,445	—	—
24-hour average	—	—	0.39	0.20
Annual	—	—	0.12	0.04
Localized Significance Thresholds				
1-hour average	339.0	23,000	—	—
1-hour average (3-year avg of 98th per.)	188.0	—	—	—
8-hour average	—	10,000	—	—
24-hour average	—	—	10.40	10.40
Annual	—	—	2.50	2.50
Exceeds Thresholds?				
1-hour average	NO	NO	—	—
1-hour average (3-year avg of 98th per.)	NO	—	—	—
8-hour average	—	NO	—	—
24-hour average	—	—	NO	NO
Annual	—	—	NO	NO

	Background NOx and CO (µg/m^3)		
	2012	2013	2014
NOx 1-hr	149.46	136.30	137.62
NOx 1-hr 98th per.	107.16	112.80	122.58
NOx 3-yr avg. of 1-hr 98th per.	114.18		
CO 1-hr	2,746	2,746	3,433
CO 8-hr	2,746	2,746	3,433

Pollutant ID	Emissions Phase	Receptor Location
NO2 (1-hr)	SWQ Demo 2020	Homes south of Vanowen, northeast corner
NO2 (98th percentile)	SWQ Demo 2020	Homes south of Vanowen, northeast corner
CO (1-hr)	ACB + Taxi 2024	Homes north of Air Cargo across Sherman Way
CO (8-hr)	ACB + Taxi 2024	Homes north of Air Cargo across Sherman Way
PM10 (24-hr)	SWQ Demo 2020	Homes south of Vanowen, northeast corner
PM10 (Annual)	SWQ Demo 2020	Homes south of Vanowen, northeast corner
PM2.5 (24-hr)	SWQ Demo 2020	Homes south of Vanowen, northeast corner
PM2.5 (Annual)	SWQ Demo 2020	Homes south of Vanowen, northeast corner

Notes:

a. Based on the results from the AERMOD dispersion model. NO2 concentrations are based on NOx to NO2 conversion ratios in the SCAQMD Final Localized Significance Threshold Methodology.

b. Background concentrations are based on the maximum of the most recent three years for which data is available from the SCAQMD for the Burbank Monitoring Station (2012-2014). See SCAQMD website: http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year. The 1-hour CO concentration is based on data from the same time period from the USEPA. See USEPA website: http://www.epa.gov/airdata/ad_rep_mon.html.

Source: PCR Services Corporation, 2016

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Appendix F.4 Construction Localized Significance Threshold Analysis

F.4-4 On-Road Truck Localized Emissions

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Burbank Bob Hope Airport – Replacement Terminal EIR
On-Road Truck Localized (On-Site Idling) Emissions

On-Road Truck On-Site Idling Emissions

Construction Phase	Source	Year	Daily Number of Trucks	Work Days per Year	Work Hours per Day	Idling Time per Truck	Idling Emissions Factor [a] (grams/hour)							Regional Emissions (pounds/day)						
				(days/year)	(hours/day)	(minutes)	ROG	NOX	CO	SO2	PM10	PM2.5	CO2e	ROG	NOX	CO	SO2	PM10	PM2.5	CO2e (metric tons/year)
Y1 Grading/Excavation	Idling HHDT Trucks	2020	125	131	8	15	0.9730	35.1225	3.8999	0.0617	0.0158	0.0151	6,466.46	0.07	2.42	0.27	0.00	0.00	0.00	26
Y1 Demolition (LOT A)	Idling HHDT Trucks	2020	16	65	8	15	0.9730	35.1225	3.8999	0.0617	0.0158	0.0151	6,466.46	0.01	0.31	0.03	0.00	0.00	0.00	2
N Building Construction - Year 1	Idling MHDT/HHDT Trucks	2020	301	66	8	15	1.3726	38.0209	14.3710	0.0652	0.0740	0.0708	6,907.51	0.23	6.31	2.38	0.01	0.01	0.01	34
Y2 Building Construction - Year 2	Idling MHDT/HHDT Trucks	2021	301	261	8	15	1.1982	28.7657	12.5576	0.0641	0.0182	0.0174	6,793.52	0.20	4.77	2.08	0.01	0.00	0.00	133
Y3 Building Construction - Year 3	Idling MHDT/HHDT Trucks	2022	301	260	8	15	1.1319	26.9322	11.9202	0.0634	0.0158	0.0151	6,722.53	0.19	4.47	1.98	0.01	0.00	0.00	132
Y4 Building Construction - Year 4	Idling MHDT/HHDT Trucks	2023	301	64	8	15	0.9446	18.8169	10.8527	0.0610	0.0096	0.0092	6,475.05	0.16	3.12	1.80	0.01	0.00	0.00	31
Y2 Demolition (LOT H)	Idling HHDT Trucks	2021	14	66	8	15	0.9340	33.1449	3.7248	0.0611	0.0137	0.0131	6,401.61	0.01	0.26	0.03	0.00	0.00	0.00	1
Y3 Paving - Year 1	Idling HHDT Trucks	2022	0	198	8	15	0.8932	31.0120	3.5401	0.0604	0.0118	0.0113	6,332.33	-	-	-	-	-	-	-
Y4 Paving - Year 2	Idling HHDT Trucks	2023	0	64	8	15	0.5123	15.7439	1.8973	0.0576	0.0019	0.0018	6,032.98	-	-	-	-	-	-	-
Y3 Architectural Coating - Year 1	Idling HHDT Trucks	2022	0	198	8	15	0.8932	31.0120	3.5401	0.0604	0.0118	0.0113	6,332.33	-	-	-	-	-	-	-
Y4 Architectural Coating - Year 2	Idling HHDT Trucks	2023	0	64	8	15	0.5123	15.7439	1.8973	0.0576	0.0019	0.0018	6,032.98	-	-	-	-	-	-	-
Y5 Demolition (Terminal/Parking)	Idling HHDT Trucks	2023	103	195	8	15	0.5123	15.7439	1.8973	0.0576	0.0019	0.0018	6,032.98	0.03	0.89	0.11	0.00	0.00	0.00	30
Y5 Building Construction (Air Cargo) - Year 1	Idling MHDT/HHDT Trucks	2023	160	130	8	15	0.9446	18.8169	10.8527	0.0610	0.0096	0.0092	6,475.05	0.08	1.66	0.96	0.01	0.00	0.00	34
Y6 Building Construction (Air Cargo) - Year 2	Idling MHDT/HHDT Trucks	2024	160	262	8	15	0.9153	18.5400	10.4526	0.0606	0.0085	0.0081	6,440.81	0.08	1.63	0.92	0.01	0.00	0.00	67
Y6 Paving	Idling HHDT Trucks	2024	0	132	8	15	0.5118	15.7148	1.8954	0.0573	0.0018	0.0017	6,003.53	-	-	-	-	-	-	-
Y6 Architectural Coating	Idling HHDT Trucks	2024	0	132	8	15	0.5118	15.7148	1.8954	0.0573	0.0018	0.0017	6,003.53	-	-	-	-	-	-	-
Y7 Demolition (Air Cargo)	Idling HHDT Trucks	2025	7	63	8	15	0.5115	15.6879	1.8935	0.0570	0.0018	0.0017	5,979.40	0.00	0.06	0.01	0.00	0.00	0.00	1
Y5 Taxiway Construction - Year 1	Idling HHDT Trucks	2023	50	130	8	15	0.5123	15.7439	1.8973	0.0576	0.0019	0.0018	6,032.98	0.01	0.43	0.05	0.00	0.00	0.00	10
Y6 Taxiway Construction - Year 2	Idling HHDT Trucks	2024	50	262	8	15	0.5118	15.7148	1.8954	0.0573	0.0018	0.0017	6,003.53	0.01	0.43	0.05	0.00	0.00	0.00	20
Y7 Taxiway Construction - Year 3	Idling HHDT Trucks	2025	50	239	8	15	0.5115	15.6879	1.8935	0.0570	0.0018	0.0017	5,979.40	0.01	0.43	0.05	0.00	0.00	0.00	18
Y1 Demolition (Lot A) + Grading - 2020														**0.1**	**2.7**	**0.3**	**0.0**	**0.0**	**0.0**	**28.2**
N Building Construction - 2020														**0.2**	**6.3**	**2.4**	**0.0**	**0.0**	**0.0**	**34.3**
Y2 Building Construction + Demolition (Lot H) - 2021														**0.2**	**5.0**	**2.1**	**0.0**	**0.0**	**0.0**	**134.9**
Y3 Building Construction + Paving + Architectural Coating - 2022														**0.2**	**4.5**	**2.0**	**0.0**	**0.0**	**0.0**	**131.5**
Y4 Building Construction + Paving + Architectural Coating - 2023														**0.2**	**3.1**	**1.8**	**0.0**	**0.0**	**0.0**	**31.2**
Y5 Demolition (Terminal/Parking) + Building Construction + Taxiway Paving - 2023														**0.1**	**3.0**	**1.1**	**0.0**	**0.0**	**0.0**	**73.8**
Y6 Building Construction + Taxiway Paving + Paving + Architectural Coating - 2024														**0.1**	**2.1**	**1.0**	**0.0**	**0.0**	**0.0**	**87.2**
Y7 Taxiway Paving + Demolition - 2025														**0.0**	**0.5**	**0.1**	**0.0**	**0.0**	**0.0**	**18.5**

Notes:
a. EMFAC2014, South Coast Air Basin (Los Angeles County), T7 single construction, MHDT, HHDT.

Source: ESA PCR, 2016

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Appendix F.5
Construction Health Risk Assessment

Appendix F.5 Construction Health Risk Assessment

F.5-1 AERMOD Inputs: Source Characteristics

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Construction Health Risk Assessment

AERMOD Source Characteristics

Emission Source		Source Type	Number of Sources	Emission Rate (g/s)	Release Height (m)	Length of Side X (m)	Length of Side Y (m)	Initial Lateral (m)	Initial Vertical (m)	Plume Height (m)	Plume Width (m)	Exit Temp (°F)	Inside Diameter (ft)	Exit Flow Rate (ft^3/s)
NEQ Main Construction Source Group														
	Off-Road Heavy-Duty Construction Equipment	SLINE5	1	2.26E-02	5	n/a	n/a	n/a	n/a	8.50	56.00	n/a	n/a	n/a
	On-Road Haul and Vendor Trucks 1	SLINE2	1	9.15E-05	5	n/a	n/a	n/a	n/a	10.20	24.00	n/a	n/a	n/a
	Idling Haul and Vendor Trucks 3	VOL6	1	5.11E-05	5	40	40	9.03	1.16	n/a	n/a	n/a	n/a	n/a
SWQ Main Construction Source Group														
	Off-Road Heavy-Duty Construction Equipment	SLINE1	1	2.26E-02	5	n/a	n/a	n/a	n/a	8.5	56.0	n/a	n/a	n/a
	On-Road Haul and Vendor Trucks 1	SLINE7	1	9.62E-05	5	n/a	n/a	n/a	n/a	10.2	21.0	n/a	n/a	n/a
	Idling Haul and Vendor Trucks 3	VOL7	1	5.11E-05	5	30	30	7.14	1.16	n/a	n/a	n/a	n/a	n/a
Demo, Paving NEQ Source Group														
	Off-Road Heavy-Duty Construction Equipment (Demo)	SLINE3	1	1.76E-02	5									
	On-Road Haul and Vendor Trucks (Demo)	SLINE4	1	3.02E-05	5	n/a	n/a	n/a	n/a	21.00	10.20	n/a	n/a	n/a
	Off-Road Heavy-Duty Construction Equipment (Taxiway Paving)	SLINE6	1	9.95E-03	5	n/a	n/a	n/a	n/a	8.5	56.0	n/a	n/a	n/a
	Idling Haul and Vendor Trucks (Demo)	VOL2	1	8.12E-06	5	26	26	6.05	1.16	n/a	n/a	n/a	n/a	n/a
	GSE/ Air Cargo Bldg	VOL10	1	3.62E-03	5	120.00	120.00	27.46	1.16	n/a	n/a	n/a	n/a	n/a
	ARFF Facility	VOL8	1	4.43E-03	5	130.00	130.00	30.35	1.16	n/a	n/a	n/a	n/a	n/a
	Demolition ARFF	VOL9	1	2.60E-03	5	100.00	100.00	23.26	1.16	n/a	n/a	n/a	n/a	n/a
Demo, Paving, SWQ Source Group														
	Off-Road Heavy-Duty Construction Equipment (Demo)	SLINE3	1	1.76E-02	5									
	On-Road Haul and Vendor Trucks (Demo)	SLINE4	1	3.02E-05	5	n/a	n/a	n/a	n/a	21.00	10.20	n/a	n/a	n/a
	Off-Road Heavy-Duty Construction Equipment (Taxiway Paving)	SLINE6	1	9.95E-03	5	n/a	n/a	n/a	n/a	8.5	56.0	n/a	n/a	n/a
	All Cargo	VOL11	1	4.99E-03	5	192	192	44.67	1.16	n/a	n/a	n/a	n/a	n/a
	Air Cargo Building	VOL12	1	1.81E-03	5	90	90	20.94	1.16	n/a	n/a	n/a	n/a	n/a
	Air Cargo Demolition	VOL13	1	1.81E-03	5	90	90	20.94	1.16	n/a	n/a	n/a	n/a	n/a
	Idling Haul and Vendor Trucks (Demo)	VOL2	1	8.12E-06	5	26	26	6.05	1.16	n/a	n/a	n/a	n/a	n/a
	ARFF Facility	VOL8	1	4.43E-03	5	130.00	130.00	30.35	1.16	n/a	n/a	n/a	n/a	n/a
	Demolition ARFF	VOL9	1	2.60E-03	5	100.00	100.00	23.26	1.16	n/a	n/a	n/a	n/a	n/a

Source: PCR Services Corporation, 2016

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Appendix F.5 Construction Health Risk Assessment

F.5-2 AERMOD Inputs: Construction Emissions

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Burbank AP Terminal Replacement

Draft Environmental Impact Report

Construction Health Risk Assessment- Emissions

Phases	**Days**	**Exhaust PM10 pd/day**	**Exhaust PM10 Total Pounds**
Demolition (Lot A) + Grading - 2020	65	2.4066	156.429
Grading - 2020	67	2.0588	137.9396
Building Construction- 2020	66	1.0875	71.775
Building Construction -2021	195	0.9309	181.5255
Terminal Building Construction + Demolition (Lot H) - 2021	66	1.2374	81.6684
Building Construction - 2022	62	0.7992	49.5504
Terminal Building Construction + Paving + Architectural Coating - 2022	198	1.7499	346.4802
Terminal Building Construction + Paving + Architectural Coating - 2023	64	1.5341	98.1824
Demolition (Terminal/ Parking) - 2023	65	3.007	195.455
Demolition (Terminal/Parking) +Airline Cargo Building Construction + Taxiway Paving - 2023	130	2.1057	273.741
Building Construction - 2023	392	0.6926	271.4992
Building Construction + Airline Cargo- 2024	130	0.0609	7.917
Taxiway Paving + Airline Cargo + Architectural Coating - 2024	132	1.5917	210.1044
Taxiway Paving + Airline Cargo Demolition - 2025	63	1.1779	74.2077
Taxiway Paving - 2025	175	0.4109	71.9075
All Cargo Building Construction + Paving + Architectural Coating - 2024	261	0.553	144.333

Construction Main (2020-2023)	4/1/2020	3/30/2023	782
Demolition+ Taxiway Paving+ All Cargo (2023-2024)	4/1/2023	12/30/2024	456

	pd/day	**g/s**
Main Construction Phases	1.436765345	0.02263
Demolition Period	2.422876754	0.03816
All Cargo	0.316519737	0.00499

Notes:

a. California Air Resources Board, California Emissions Estimator Model (CalEEMod).

Source: PCR Services Corporation, 2016

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Appendix F.5 Construction Health Risk Assessment

F.5-3 AERMOD Inputs: On-Road Truck Emissions Rates

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Burbank Bob Hope Airport – Replacement Terminal EIR
On-Road Truck Emissions Rate for Dispersion Modeling

Health Risk Assessment On-Road Truck Running Emissions Rates

Construction Phase	DPM Source	Year	Daily One-Way Truck Trips	Work Days per Year (days/year)	Work Hours per Day (hours/day)	NEQ Alternative One-Way Trip Distance per Day (miles)	SWQ Alternative One-Way Trip Distance per Day (miles)	Running Emissions Factor (grams/mile) PM10	NEQ Alt. Emissions Rate during Work Period (grams/second) PM10	SWQ Alt. Emissions Rate during Work Period (grams/second) PM10
Grading/Excavation	On-Road HHDT Trucks	2020	125	131	8	0.736	0.774	0.0192	6.14E-05	6.46E-05
Demolition (LOT A)	On-Road HHDT Trucks	2020	16	65	8	0.736	0.774	0.0192	7.86E-06	8.27E-06
Building Construction - Year 1	On-Road MHDT/HHDT Trucks	2020	301	66	8	0.736	0.774	0.0311	2.39E-04	2.51E-04
Building Construction - Year 2	On-Road MHDT/HHDT Trucks	2021	301	261	8	0.736	0.774	0.0118	9.10E-05	9.57E-05
Building Construction - Year 3	On-Road MHDT/HHDT Trucks	2022	301	260	8	0.736	0.774	0.0104	8.00E-05	8.42E-05
Building Construction - Year 4	On-Road MHDT/HHDT Trucks	2023	301	64	8	0.736	0.774	0.0046	3.52E-05	3.70E-05
Demolition (LOT H)	On-Road HHDT Trucks	2021	14	66	8	0.736	0.774	0.0171	6.12E-06	6.44E-06
Paving - Year 1	On-Road HHDT Trucks	2022	0	198	8	0.736	0.774	0.0147	0.00E+00	0.00E+00
Paving - Year 2	On-Road HHDT Trucks	2023	0	64	8	0.736	0.774	0.0047	0.00E+00	0.00E+00
Architectural Coating - Year 1	On-Road HHDT Trucks	2022	0	198	8	0.736	0.774	0.0147	0.00E+00	0.00E+00
Architectural Coating - Year 2	On-Road HHDT Trucks	2023	0	64	8	0.736	0.774	0.0047	0.00E+00	0.00E+00
					Average Rate for NEQ/SWQ Construction:				**9.15E-05**	**9.62E-05**
								Work Days:	**782**	**782**
Demolition (Terminal/Parking)	On-Road HHDT Trucks	2023	103	195	8	1.143	1.143	0.0047	1.91E-05	1.91E-05
Building Construction (Air Cargo) - Year 1	On-Road MHDT/HHDT Trucks	2023	160	130	8	1.143	1.143	0.0046	2.91E-05	2.91E-05
Building Construction (Air Cargo) - Year 2	On-Road MHDT/HHDT Trucks	2024	160	262	8	1.143	1.143	0.0046	2.91E-05	2.91E-05
Paving	On-Road HHDT Trucks	2024	0	132	8	1.143	1.143	0.0046	0.00E+00	0.00E+00
Architectural Coating	On-Road HHDT Trucks	2024	0	132	8	1.143	1.143	0.0046	0.00E+00	0.00E+00
Demolition (Air Cargo)	On-Road HHDT Trucks	2025	7	63	8	1.143	1.143	0.0046	1.28E-06	1.28E-06
Taxiway Construction - Year 1	On-Road HHDT Trucks	2023	50	130	8	1.143	1.143	0.0047	9.28E-06	9.28E-06
Taxiway Construction - Year 2	On-Road HHDT Trucks	2024	50	262	8	1.143	1.143	0.0046	9.22E-06	9.22E-06
Taxiway Construction - Year 3	On-Road HHDT Trucks	2025	50	239	8	1.143	1.143	0.0046	9.15E-06	9.15E-06
					Average Rate for SEQ Demolition, Construction, Taxiway:				**3.02E-05**	**3.02E-05**
								Work Days:	**696**	**696**

Source: ESA PCR, 2016

Health Risk Assessment On-Road Truck Idling Emissions Rates

Construction Phase	DPM Source	Year	Daily Number of Trucks	Work Days per Year (days/year)	Work Hours per Day (hours/day)	Idling Time per Truck (minutes)		Idling Emissions Factor (grams/hour) PM10	Emissions Rate during Work Period (grams/second) PM10
Grading/Excavation	Idling HHDT Trucks	2020	125	131	8	15		0.0158	1.71E-05
Demolition (LOT A)	Idling HHDT Trucks	2020	16	65	8	15		0.0158	2.19E-06
Building Construction - Year 1	Idling MHDT/HHDT Trucks	2020	301	66	8	15		0.0740	1.93E-04
Building Construction - Year 2	Idling MHDT/HHDT Trucks	2021	301	261	8	15		0.0182	4.75E-05
Building Construction - Year 3	Idling MHDT/HHDT Trucks	2022	301	260	8	15		0.0158	4.12E-05
Building Construction - Year 4	Idling MHDT/HHDT Trucks	2023	301	64	8	15		0.0096	2.50E-05
Demolition (LOT H)	Idling HHDT Trucks	2021	14	66	8	15		0.0137	1.67E-06
Paving - Year 1	Idling HHDT Trucks	2022	0	198	8	15		0.0118	0.00E+00
Paving - Year 2	Idling HHDT Trucks	2023	0	64	8	15		0.0019	0.00E+00
Architectural Coating - Year 1	Idling HHDT Trucks	2022	0	198	8	15		0.0118	0.00E+00
Architectural Coating - Year 2	Idling HHDT Trucks	2023	0	64	8	15		0.0019	0.00E+00
					Average Rate for NEQ/SWQ Construction Activity:				**5.11E-05**
								Work Days:	**782**
Demolition (Terminal/Parking)	Idling HHDT Trucks	2023	103	195	8	15		0.0019	1.67E-06
Building Construction (Air Cargo) - Year 1	Idling MHDT/HHDT Trucks	2023	160	130	8	15		0.0096	1.33E-05
Building Construction (Air Cargo) - Year 2	Idling MHDT/HHDT Trucks	2024	160	262	8	15		0.0085	1.18E-05
Paving	Idling HHDT Trucks	2024	0	132	8	15		0.0018	0.00E+00
Architectural Coating	Idling HHDT Trucks	2024	0	132	8	15		0.0018	0.00E+00
Demolition (Air Cargo)	Idling HHDT Trucks	2025	7	63	8	15		0.0018	1.07E-07
Taxiway Construction - Year 1	Idling HHDT Trucks	2023	50	130	8	15		0.0019	8.10E-07
Taxiway Construction - Year 2	Idling HHDT Trucks	2024	50	262	8	15		0.0018	7.87E-07
Taxiway Construction - Year 3	Idling HHDT Trucks	2025	50	239	8	15		0.0018	7.67E-07
					Average Rate for SEQ Construction Activity/Taxiway:				**8.12E-06**
								Work Days:	**696**

Source: ESA PCR, 2016

Appendix F.5 Construction Health Risk Assessment

F.5-4 Cancer Risk Calculations: Residents (Adjacent Property Option)

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Construction Health Risk Assessment
Maximum Individual Cancer Risk Calculations- NEQ

Parameter		Age Bins				Total 30 Year Exposure	Age Bin	Total 70 Year Exposure
		3rd Trimester	0 < 2	2 < 16	16 < 30		31 < 70	
DBR	Daily Breathing Rate (L/kg (body weight) per day)	361	1090	745	335		290	
A	Inhalation absorption factor (default = 1).	1	1	1	1		1	
EF	Exposure Frequency (days/year)	350	350	350	350		350	
ED	Exposure Duration (years)	0.25	2	14	14	**30.25**	40	**70.25**
FAH	Fraction of Time at Home	1	0.85	0.72	0.73		0.73	
AT	Averaged Exposure Time Period (days)	25550	25550	25550	25550		25550	
ASF	Age Sensitvity Factor	10	10	3	1		1	
CONC	Toxic Air Contaminant Concentration ($\mu g/m^3$)	1.28E-02	1.28E-02	2.62E-03	0.00E+00		0	
DOSE	*[= CONC × DBR × A × EF × ED × FAH / AT]* (mg/kg-d)	1.58E-02	3.24E-01	2.70E-01	0.00E+00		0.00E+00	
CPF	Carcinogen Potency $(mg/kg\text{-}d)^{-1}$							
	Diesel Particulate Matter	1.1	1.1	1.1	1.1		1.1	
RISK	Cancer Risk (in one million) *[= DOSE × CPF × ASF]*	1.73E-01	3.56E+00	8.89E-01	0.00E+00	**4.62E+00**	0.00E+00	**4.62E+00**

Source: PCR Services Corporation, 2016

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Appendix F.5 Construction Health Risk Assessment

F.5-5 Resident Cancer Risk Calculations (Southwest Quadrant Option)

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Construction Health Risk Assessment
Maximum Individual Cancer Risk Calculations -SWQ

Parameter		Age Bins				Total 30 Year Exposure	Age Bin	Total 70 Year Exposure
		3rd Trimester	**0 < 2**	**2 < 16**	**16 < 30**		**31 < 70**	
DBR	Daily Breathing Rate (L/kg (body weight) per day)	361	1090	745	335		290	
A	Inhalation absorption factor (default = 1).	1	1	1	1		1	
EF	Exposure Frequency (days/year)	350	350	350	350		350	
ED	Exposure Duration (years)	0.25	2	14	14	**30.25**	40	**70.25**
FAH	Fraction of Time at Home	1	0.85	0.72	0.73		0.73	
AT	Averaged Exposure Time Period (days)	25550	25550	25550	25550		25550	
ASF	Age Sensitvity Factor	10	10	3	1		1	
CONC	Toxic Air Contaminant Concentration (μg/m^3)	2.24E-02	2.24E-02	3.86E-03	0.00E+00		0	
DOSE	*[= CONC × DBR × A × EF × ED × FAH / AT]* (mg/kg-d)	2.77E-02	5.68E-01	3.97E-01	0.00E+00		0.00E+00	
CPF	Carcinogen Potency (mg/kg-d)$^{-1}$							
	Diesel Particulate Matter	1.1	1.1	1.1	1.1		1.1	
RISK	Cancer Risk (in one million) *[= DOSE × CPF × ASF]*	3.04E-01	6.25E+00	1.31E+00	0.00E+00	**7.86E+00**	0.00E+00	**7.86E+00**

Source: PCR Services Corporation, 2016

Construction Conc.		
Construction	0.02238	0.0027975
Demo	0.00617	0.00106506

	Days	**Years**
Const	1350	3.75
Demo	870	2.416666667
Paving	870	2.416666667

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Appendix F.6
Operational Emissions: Aircraft and Supporting Equipment

F.6-1 Existing Conditions

F.6-2 Adjacent Property Option

F.6-3 Southwest Quadrant Full-Size Terminal Option

F.6-4 Southwest Quadrant Same-Size Terminal Option

Appendix F.6 Operational Emissions: Aircraft and Supporting Equipment

F.6-1 Existing Conditions

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Existing Conditions - Annual

2015 - Base Year Existing Conditions (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	120,625.12	1,152.68	165.05	187.29	185.90	188.63	387.55	49.40	4.92	4.92
GSE	N/A	196.94	N/A	6.54	6.83	7.48	21.62	0.90	0.89	0.85
APUs	N/A	20.32	1.21	1.39	1.39	1.39	16.22	2.49	2.22	2.22
Total	120,625.12	1,369.95	166.25	195.22	194.11	197.50	425.39	52.78	8.03	7.98

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	142,938.44	1278.593	188.135	213.562	211.985	215.061	494.332	58.535	5.619	5.619
GSE	N/A	231.661	N/A	7.696	8.033	8.8	25.565	1.054	1.047	0.992
APUs	N/A	19.175	1.158	1.339	1.332	1.339	19.334	2.803	2.344	2.344
Total	142,938.44	1,529.43	189.29	222.60	221.35	225.20	539.23	62.39	9.01	8.96

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	147,510.00	1305	191.8	217.746	216.141	219.266	510.74	60.407	5.764	5.764
GSE	N/A	238.987	N/A	7.937	8.285	9.075	26.363	1.088	1.079	1.022
APUs	N/A	19.781	1.198	1.385	1.378	1.385	19.983	2.898	2.425	2.425
Total	147,510.00	1,563.77	193.00	227.07	225.80	229.73	557.09	64.39	9.27	9.21

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016; ESA PCR, 2016

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Existing Conditions - Design Day

2015 - Base Year Existing Conditions (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	361.55	3.45	0.49	0.56	0.56	0.57	1.16	0.15	0.01	0.01
GSE	na	0.59	na	0.02	0.02	0.02	0.06	0.00	0.00	0.00
APUs	na	0.06	0.00	0.00	0.00	0.00	0.05	0.01	0.01	0.01
Total	361.55	4.11	0.50	0.59	0.58	0.59	1.28	0.16	0.02	0.02

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	428.43	3.83	0.56	0.64	0.64	0.64	1.48	0.18	0.02	0.02
GSE	na	0.69	na	0.02	0.02	0.03	0.08	0.00	0.00	0.00
APUs	na	0.06	0.00	0.00	0.00	0.00	0.06	0.01	0.01	0.01
Total	428.43	4.58	0.57	0.67	0.66	0.67	1.62	0.19	0.03	0.03

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	442.13	3.91	0.57	0.65	0.65	0.66	1.53	0.18	0.02	0.02
GSE	na	0.72	na	0.02	0.02	0.03	0.08	0.00	0.00	0.00
APUs	na	0.06	0.00	0.00	0.00	0.00	0.06	0.01	0.01	0.01
Total	442.13	4.69	0.58	0.68	0.68	0.69	1.67	0.19	0.03	0.03

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Existing Conditions - Peak Hour

PEAK HOUR % OF AWDPM: 8.397%

2015 - Base Year Existing Conditions (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	30.3594	0.2901	0.0415	0.0471	0.0468	0.0475	0.0975	0.0124	0.0012	0.0012
GSE	NA	0.0496	NA	0.0016	0.0017	0.0019	0.0054	0.0002	0.0002	0.0002
APUs	NA	0.0051	0.0003	0.0004	0.0003	0.0004	0.0041	0.0006	0.0006	0.0006
Total	30.3594	0.3448	0.0418	0.0491	0.0489	0.0497	0.1071	0.0133	0.0020	0.0020

PEAK HOUR % OF AWDPM: 8.200%

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	35.1313	0.3143	0.0462	0.0525	0.0521	0.0529	0.1215	0.0144	0.0014	0.0014
GSE	NA	0.0569	NA	0.0019	0.0020	0.0022	0.0063	0.0003	0.0003	0.0002
APUs	NA	0.0047	0.0003	0.0003	0.0003	0.0003	0.0048	0.0007	0.0006	0.0006
Total	35.1313	0.3759	0.0465	0.0547	0.0544	0.0553	0.1325	0.0153	0.0022	0.0022

PEAK HOUR % OF AWDPM: 8.520%

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	37.6697	0.3333	0.0490	0.0556	0.0552	0.0560	0.1304	0.0154	0.0015	0.0015
GSE	NA	0.0610	NA	0.0020	0.0021	0.0023	0.0067	0.0003	0.0003	0.0003
APUs	NA	0.0051	0.0003	0.0004	0.0004	0.0004	0.0051	0.0007	0.0006	0.0006
Total	37.6697	0.3993	0.0493	0.0580	0.0577	0.0587	0.1423	0.0164	0.0024	0.0024

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016

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Appendix F.6 Operational Emissions: Aircraft and Supporting Equipment

F.6-2 Adjacent Property Option

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Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Adjacent Property Full Size Terminal Option - Annual

ADJACENT PROPERTY
2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	141,163.94	1265.804	186.755	211.967	210.398	213.466	491.925	57.808	5.603	5.603
GSE	NA	231.661	NA	7.696	8.033	8.8	25.565	1.054	1.047	0.992
APUs	NA	19.175	1.158	1.339	1.332	1.339	19.334	2.803	2.344	2.344
Total	141,163.94	1,516.64	187.91	221.00	219.76	223.61	536.82	61.67	8.99	8.94

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	145,669.16	1291.743	190.37	216.092	214.496	217.612	508.242	59.653	5.747	5.747
GSE	NA	238.985	NA	7.937	8.285	9.075	26.363	1.088	1.022	1.022
APUs	NA	19.781	1.198	1.385	1.378	1.385	19.982	2.898	2.425	2.425
Total	145,669.16	1,550.51	191.57	225.41	224.16	228.07	554.59	63.64	9.19	9.19

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016; ESA PCR, 2016

Burbank AP Terminal Replacement

Air Quality and Greenhouse Gas Assessment

Adjacent Property Full Size Terminal Option - Design Day

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	423.112	3.794	0.560	0.635	0.631	0.640	1.474	0.173	0.017	0.017
GSE	na	0.694	na	0.023	0.024	0.026	0.077	0.003	0.003	0.003
APUs	na	0.057	0.003	0.004	0.004	0.004	0.058	0.008	0.007	0.007
Total	423.112	4.546	0.563	0.662	0.659	0.670	1.609	0.185	0.027	0.027

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	436.615	3.872	0.571	0.648	0.643	0.652	1.523	0.179	0.017	0.017
GSE	na	0.716	na	0.024	0.025	0.027	0.079	0.003	0.003	0.003
APUs	na	0.059	0.004	0.004	0.004	0.004	0.060	0.009	0.007	0.007
Total	436.615	4.647	0.574	0.676	0.672	0.684	1.662	0.191	0.028	0.028

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Adjacent Property Full Size Terminal Option - Peak Hour

PEAK HOUR % OF AWDPM: 8.200%

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	34.70	0.31	0.05	0.05	0.05	0.05	0.12	0.01	0.00	0.00
GSE	NA	0.06	NA	0.00	0.00	0.00	0.01	0.00	0.00	0.00
APUs	NA	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	34.70	0.37	0.05	0.05	0.05	0.05	0.13	0.02	0.00	0.00

PEAK HOUR % OF AWDPM: 8.520%

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	37.1996	0.3299	0.0486	0.0552	0.0548	0.0556	0.1298	0.0152	0.0015	0.0015
GSE	NA	0.0610	NA	0.0020	0.0021	0.0023	0.0067	0.0003	0.0003	0.0003
APUs	NA	0.0051	0.0003	0.0004	0.0004	0.0004	0.0051	0.0007	0.0006	0.0006
Total	37.1996	0.3960	0.0489	0.0576	0.0572	0.0582	0.1416	0.0163	0.0023	0.0023

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016

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Appendix F.6 Operational Emissions: Aircraft and Supporting Equipment

F.6-3 Southwest Quadrant Full-Size Terminal Option

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Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Southwest Quandrant Full-Size Terminal Option - Annual

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	153,099.39	1371.694	197.956	224.684	223.022	226.272	507.951	62.696	5.722	5.722
GSE	NA	231.66	NA	7.696	8.033	8.8	25.565	1.054	1.047	0.992
APUs	NA	19.175	1.158	1.339	1.332	1.339	19.334	2.803	2.3447	2.344
Total	153,099.39	1,622.53	199.11	233.72	232.39	236.41	552.85	66.55	9.11	9.06

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	157,980.27	1399.968	201.739	229.001	227.31	230.61	524.795	64.694	5.87	5.87
GSE	NA	238.985	NA	7.937	8.285	9.075	26.363	1.088	1.079	1.022
APUs	NA	19.781	1.198	1.385	1.378	1.385	19.982	2.898	2.425	2.425
Total	157,980.27	1,658.73	202.94	238.32	236.97	241.07	571.14	68.68	9.37	9.32

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016; ESA PCR, 2016

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Southwest Quandrant Full-Size Terminal Option - Design Day

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	458.886	4.111	0.593	0.673	0.668	0.678	1.522	0.188	0.017	0.017
GSE	na	0.694	na	0.023	0.024	0.026	0.077	0.003	0.003	0.003
APUs	na	0.057	0.003	0.004	0.004	0.004	0.058	0.008	0.007	0.007
Total	458.886	4.863	0.597	0.701	0.697	0.709	1.657	0.199	0.027	0.027

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	473.52	4.20	0.60	0.69	0.68	0.69	1.57	0.19	0.02	0.02
GSE	na	0.72	na	0.02	0.02	0.03	0.08	0.00	0.00	0.00
APUs	na	0.06	0.00	0.00	0.00	0.00	0.06	0.01	0.01	0.01
Total	473.52	4.97	0.61	0.71	0.71	0.72	1.71	0.21	0.03	0.03

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Southwest Quandrant Full-Size Terminal Option - Peak Hour

PEAK HOUR % OF AWDPM: 8.200%

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	37.6287	0.3371	0.0487	0.0552	0.0548	0.0556	0.1248	0.0154	0.0014	0.0014
GSE	NA	0.0569	NA	0.0019	0.0020	0.0022	0.0063	0.0003	0.0003	0.0002
APUs	NA	0.0047	0.0003	0.0003	0.0003	0.0003	0.0048	0.0007	0.0006	0.0006
Total	37.6287	0.3988	0.0489	0.0574	0.0571	0.0581	0.1359	0.0164	0.0022	0.0022

PEAK HOUR % OF AWDPM: 8.520%

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	40.3435	0.3575	0.0515	0.0585	0.0580	0.0589	0.1340	0.0165	0.0015	0.0015
GSE	NA	0.0610	NA	0.0020	0.0021	0.0023	0.0067	0.0003	0.0003	0.0003
APUs	NA	0.0051	0.0003	0.0004	0.0004	0.0004	0.0051	0.0007	0.0006	0.0006
Total	40.3435	0.4236	0.0518	0.0609	0.0605	0.0616	0.1459	0.0175	0.0024	0.0024

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016

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Appendix F.6 Operational Emissions: Aircraft and Supporting Equipment

F.6-4 Southwest Quadrant Same-Size Terminal Option

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Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Southwest Quandrant Same-Size Terminal Option - Annual

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	153,135.47	1363.71	197.576	224.353	222.705	225.899	508.05	62.71	5.722	5.722
GSE	NA	231.66	NA	7.696	8.033	8.8	25.565	1.054	1.047	0.992
APUs	NA	19.175	1.158	1.339	1.332	1.339	19.334	2.803	2.344	2.344
Total	153,135.47	1,614.55	198.73	233.39	232.07	236.04	552.95	66.57	9.11	9.06

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	157,922.15	1391.212	201.291	228.593	226.916	230.16	524.762	64.67	5.87	5.87
GSE	NA	238.985	NA	7.937	8.285	9.075	26.363	1.088	1.079	1.022
APUs	NA	19.781	1.198	1.385	1.378	1.385	19.982	2.898	2.425	2.425
Total	157,922.15	1,649.98	202.49	237.92	236.58	240.62	571.11	68.66	9.37	9.32

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016; ESA PCR, 2016

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Southwest Quandrant Same-Size Terminal Option - Design Day

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	458.99	4.09	0.59	0.67	0.67	0.68	1.52	0.19	0.02	0.02
GSE	na	0.69	na	0.02	0.02	0.03	0.08	0.00	0.00	0.00
APUs	na	0.06	0.00	0.00	0.00	0.00	0.06	0.01	0.01	0.01
Total	458.99	4.84	0.60	0.70	0.70	0.71	1.66	0.20	0.03	0.03

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	473.34	4.17	0.60	0.69	0.68	0.69	1.57	0.19	0.02	0.02
GSE	na	0.72	na	0.02	0.02	0.03	0.08	0.00	0.00	0.00
APUs	na	0.06	0.00	0.00	0.00	0.00	0.06	0.01	0.01	0.01
Total	473.34	4.95	0.61	0.71	0.71	0.72	1.71	0.21	0.03	0.03

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment
Southwest Quandrant Same-Size Terminal Option - Peak Hour

PEAK HOUR % OF AWDPM: 8.200%

2023 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	37.6375	0.3352	0.0486	0.0551	0.0547	0.0555	0.1249	0.0154	0.0014	0.0014
GSE	NA	0.0569	NA	0.0019	0.0020	0.0022	0.0063	0.0003	0.0003	0.0002
APUs	NA	0.0047	0.0003	0.0003	0.0003	0.0003	0.0048	0.0007	0.0006	0.0006
Total	37.6375	0.3968	0.0488	0.0574	0.0570	0.0580	0.1359	0.0164	0.0022	0.0022

PEAK HOUR % OF AWDPM: 8.520%

2025 - Criteria Pollutants (TONS)

	CO2	CO	THC	NMHC	VOC	TOG	Nox	Sox	PM-10	PM-2.5
Aircraft	40.33	0.36	0.05	0.06	0.06	0.06	0.13	0.02	0.00	0.00
GSE	NA	0.06	NA	0.00	0.00	0.00	0.01	0.00	0.00	0.00
APUs	NA	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.00	0.00
Total	40.33	0.42	0.05	0.06	0.06	0.06	0.15	0.02	0.00	0.00

Source: Federal Aviation Administration, Aviation Environmental Design Tool (AEDT), Version 2b Feature Pack 1; RS&H, Inc., 2016

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Appendix F.7
Operational Emissions: Estimated Evaporative Fuel VOC Emissions

F.7-1 Fueling Permit Inventory
F.7-2 Fueling Storage VOC Emissions
F.7-3 Fueling Transfer Loss VOC Emissions
F.7-4 Summary of Fuel VOC Emissions

Appendix F.7 Operational Emissions: Estimated Evaporative Fuel VOC Emissions (All Options)

F.7-1 Fueling Permit Inventory

Bob Hope Airport

Fueling Permit Inventory

						Fuel Storage			Dispensing		Vapor Recovery	
Facility ID	**Owner**	**Address**	**Permit No.**	**Pemit Type**	**Fuel Type**	**Capacity (gal)**	**Qty**	**Total Vol (gal)**	**Type**	**Qty**	**Present**	**Type**
121304	Southwest Airlines	7617 Arvilla Ave	F23915	Storage (AST)	JET-A	50,000	1	50,000	-	-	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F23915	Unloading Station	JET-A	-	-	-	Truck	1	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F23917	Storage (AST)	JET-A	50,000	1	50,000	-	-	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F23917	Unloading Station	JET-A	-	-	-	Truck	1	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F23918	Storage (AST)	JET-A	50,000	1	50,000	-	-	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F23918	Unloading Station	JET-A	-	-	-	Truck	1	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F23919	Storage (AST)	JET-A	50,000	1	50,000	-	-	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F23919	Unloading Station	JET-A	-	-	-	Truck	1	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F23921	Storage (AST)	JET-A	50,000	1	50,000	-	-	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F23921	Unloading Station	JET-A	-	-	-	Truck	1	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F66033	Dispense	JET-A	-	-	-	Nozzles	4	No	N/A
121304	Southwest Airlines	7617 Arvilla Ave	F66033	Loading Station	-	-	-	-	Mobile	2	No	N/A
								250,000				

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Appendix F.7 Operational Emissions: Estimated Evaporative Fuel VOC Emissions (All Options)

F.7-2 Fueling Storage VOC Emissions

Bob Hope Airport

Fueling Storage VOC Emissions

Equations

$$L_T = L_W + L_S = Q * EF_{Total}$$

LS = standing loss, lbs/yr
LW = working loss, lbs/yr
Q = annual tank throughput, Mgal/yr

$$EF_{Total} = \frac{a * \left(\frac{H * D^2}{Q}\right)}{[\,1 + (b * H)\,]} + f$$

a, b = small tank standing loss factors
f = small tank working loss factors
H = tank height, ft
D = tank diameter, ft

Source: EPA, AP-42, Appendix 1 in"Supplemental Instructions for Liquid Organic StorageTanks"

Given Data

Variable	Symbol	Qty.	Units	Source
No. of Tanks		5	tanks	SCAQMD Permits
Tank Capacity		50,000	gallons	SCAQMD Permits
Tank Diameter	D	11.5	feet	SCAQMD Permits
Tank Height	H	64	feet	SCAQMD Permits
Jet-A Standing Loss Factor	a	0.0011		See Appendix 1 in"Supplemental Instructions for Liquid Organic StorageTanks"
Jet-A Standing Loss Factor	b	0.0003		See Appendix 1 in"Supplemental Instructions for Liquid Organic StorageTanks"
Jet-A Work Loss Factor	f	0.0306		See Appendix 1 in"Supplemental Instructions for Liquid Organic StorageTanks"

Calculations

Variable	Qty.	Units	Notes
Total Capacity	250,000	gallons	
Throughput (Q)	135.7	Mgal/yr	70 flights per day, 5,311 gallons max fuel capacity of 737
EFtotal	0.10	lbs/kgal	
Total Storage Loss	13.3	lbs VOC/yr	Breathing and working loss

Appendix F.7 Operational Emissions: Estimated Evaporative Fuel VOC Emissions (All Options)

F.7-3 Fueling Transfer Loss VOC Emissions

Bob Hope Airport

Fueling Transfer Loss VOC Emissions

Given Data

Annual Throughput	135,696	kgal/yr

Truck Unloading Station

According to SCAQMD permits, tanks are filled via a submerged pipe.

EMISSION FACTORS FOR PETROLEUM LIQUID RAIL TANK CARS AND TANK TRUCKS

Unloading Method	Value	Units
Jet-A: Submerged loading	0.016	lbs TOG/kgal transferred

Source: EPA, AP-42 Chapter 5.2 Transportation And Marketing Of Petroleum Liquids, Table 5.2-5, https://www3.epa.gov/ttnchie1/ap42/ch05/final/c05s02.pdf

Unloading Emissions	2,171	lbs TOG/yr

Mobile Loading Station

Table 3. Emission factors for transfer and storage of petroleum products.

	EF (lbs VOC/kgal transferred)		
Product Type	**Truck Loading**	**Truck Transit - Full**	**Truck Transit - Empty**
Kerosene-Type Jet Fuel	0.028	0.0015	0.016

Source: CARB, Attachment H: Petroleum Marketing, Table 3, http://www.arb.ca.gov/ei/areasrc/ccosmeth/att_h_petroleum_marketing.doc&usg=AFQjCNHeLIKGJAna5GAqgwqjLM0WgB7GzQ

Loading Emissions	4,987	lbs TOG/yr

Dispensing Nozzles

Variable Vapor Space	Value	Units
Jet Kerosene: Filling Loss	0.025	lbs VOC/kgal throughput

Source: EIIP Vol II, Chapter 14, p. 14.A-210, http://www.dep.wv.gov/daq/planning/inventory/Documents/EIIP%20V02%20Ch14%20Uncontrolled%20Emission%20Factors%20for%20Criteria%20Air%20Pollutants.pdf

Dispensing Emissions	3,392	lbs TOG/yr

Appendix F.7 Operational Emissions: Estimated Evaporative Fuel VOC Emissions (All Options)

F.7-4 Summary of Fuel VOC Emissions

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Bob Hope Airport - Replacement Terminal Draft EIR

Summary of Fuel VOC Emissions

Activity	Emissions (lbs/yr)	Emissions (lbs/day)
Unloading Station	2,171.14	5.95
Storage (AST)	13.29	0.04
Loading Station	4,986.83	13.66
Dispense	3,392.40	9.29
Total Existing	10,563.66	28.94

Project	Multiplication Factor [a]	Emissions (lbs/day)
Estimated SWQ	1.35	39.19
Estimated NEQ	1.31	37.95

Notes:
a. Multiplication factor is based on the increase in NOx emissions under the NEQ and SWQ Options compared to existing conditions NOx emissions.

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Appendix F.8
Operational Emissions: Terminal Building

F.8-1 Existing Conditions

F.8-2 Adjacent Property Option

F.8-3 Southwest Quadrant Options

Appendix F.8 Operational Emissions: Terminal Building

F.8-1 Existing Conditions

Burbank AP Operations (Existing)

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	232.00	1000sqft	5.33	232,000.00	0
Unenclosed Parking with Elevator	438.00	Space	3.94	175,200.00	0
Parking Lot	6,833.00	Space	61.50	2,733,200.00	0
Unrefrigerated Warehouse-No Rail	980.32	1000sqft	22.50	980,317.00	0
General Light Industry	96.00	1000sqft	2.20	96,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2015
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Mobile emissions modeled separately.

Area Coating - Architectural coatings adjusted for parking lot striping, see "Operational CalEEMod Inputs"

Energy Mitigation -

Table Name	Column Name	Default Value	New Value

tblAreaCoating	Area_Nonresidential_Interior	2348270	1963310
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	2.59	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	16.8393	1.1000e-003	0.1133	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	0.2129	0.2129	6.2000e-004	0.0000	0.2259
Energy	0.0282	0.2566	0.2155	1.5400e-003		0.0195	0.0195		0.0195	0.0195	0.0000	6,097.0354	6,097.0354	0.1593	0.0370	6,111.8395
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	255.0176	0.0000	255.0176	15.0711	0.0000	571.5108
Water						0.0000	0.0000		0.0000	0.0000	93.5861	2,065.7698	2,159.3559	9.6668	0.2383	2,436.2240
Total	**16.8675**	**0.2577**	**0.3288**	**1.5500e-003**	**0.0000**	**0.0199**	**0.0199**	**0.0000**	**0.0199**	**0.0199**	**348.6037**	**8,163.0181**	**8,511.6218**	**24.8978**	**0.2752**	**9,119.8002**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	16.8393	1.1000e-003	0.1133	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	0.2129	0.2129	6.2000e-004	0.0000	0.2259
Energy	0.0209	0.1904	0.1599	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	5,689.6140	5,689.6140	0.1490	0.0338	5,703.2243
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	255.0176	0.0000	255.0176	15.0711	0.0000	571.5108
Water						0.0000	0.0000		0.0000	0.0000	93.5861	2,065.7698	2,159.3559	9.6651	0.2379	2,436.0747
Total	**16.8603**	**0.1915**	**0.2732**	**1.1500e-003**	**0.0000**	**0.0149**	**0.0149**	**0.0000**	**0.0149**	**0.0149**	**348.6037**	**7,755.5967**	**8,104.2003**	**24.8858**	**0.2717**	**8,711.0356**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.04**	**25.68**	**16.91**	**25.81**	**0.00**	**25.26**	**25.26**	**0.00**	**25.26**	**25.26**	**0.00**	**4.99**	**4.79**	**0.05**	**1.28**	**4.48**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.515437	0.060435	0.179988	0.139880	0.041945	0.006639	0.015487	0.028746	0.001918	0.002517	0.004333	0.000596	0.002079

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,482.3548	5,482.3548	0.1451	0.0300	5,494.7037
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5,817.7502	5,817.7502	0.1539	0.0319	5,830.8546
NaturalGas Mitigated	0.0209	0.1904	0.1599	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.2592	207.2592	3.9700e-003	3.8000e-003	208.5206
NaturalGas Unmitigated	0.0282	0.2566	0.2155	1.5400e-003		0.0195	0.0195		0.0195	0.0195	0.0000	279.2853	279.2853	5.3500e-003	5.1200e-003	280.9850

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Government Office Building	2.53576e+006	0.0137	0.1243	0.1044	7.5000e-004		9.4500e-003	9.4500e-003		9.4500e-003	9.4500e-003	0.0000	135.3178	135.3178	2.5900e-003	2.4800e-003	136.1413
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	892088	4.8100e-003	0.0437	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003	0.0000	47.6052	47.6052	9.1000e-004	8.7000e-004	47.8950
General Light Industry	1.80576e+006	9.7400e-003	0.0885	0.0744	5.3000e-004		6.7300e-003	6.7300e-003		6.7300e-003	6.7300e-003	0.0000	96.3622	96.3622	1.8500e-003	1.7700e-003	96.9487
Total		**0.0282**	**0.2566**	**0.2155**	**1.5400e-003**		**0.0195**	**0.0195**		**0.0195**	**0.0195**	**0.0000**	**279.2853**	**279.2853**	**5.3500e-003**	**5.1200e-003**	**280.9850**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	643637	3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.3469	34.3469	6.6000e-004	6.3000e-004	34.5560
General Light Industry	1.40873e+006	7.6000e-003	0.0691	0.0580	4.1000e-004		5.2500e-003	5.2500e-003		5.2500e-003	5.2500e-003	0.0000	75.1755	75.1755	1.4400e-003	1.3800e-003	75.6330
Government Office Building	1.83152e+006	9.8800e-003	0.0898	0.0754	5.4000e-004		6.8200e-003	6.8200e-003		6.8200e-003	6.8200e-003	0.0000	97.7369	97.7369	1.8700e-003	1.7900e-003	98.3317
Total		**0.0210**	**0.1904**	**0.1599**	**1.1400e-003**		**0.0145**	**0.0145**		**0.0145**	**0.0145**	**0.0000**	**207.2592**	**207.2592**	**3.9700e-003**	**3.8000e-003**	**208.5206**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.1568e+006	575.1513	0.0152	3.1500e-003	576.4469
Government Office Building	3.37096e+006	1,676.0132	0.0443	9.1700e-003	1,679.7884
Parking Lot	2.40522e+006	1,195.8534	0.0316	6.5500e-003	1,198.5470
Unenclosed Parking with Elevator	494064	245.6445	6.5000e-003	1.3400e-003	246.1978
Unrefrigerated Warehouse-No Rail	4.27418e+006	2,125.0877	0.0562	0.0116	2,129.8745
Total		**5,817.7502**	**0.1539**	**0.0318**	**5,830.8546**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e

Land Use	kWh/yr	MT/yr			
General Light Industry	1.08077e+006	537.3489	0.0142	2.9400e-003	538.5592
Government Office Building	2.99545e+006	1,489.3148	0.0394	8.1500e-003	1,492.6695
Parking Lot	2.40522e+006	1,195.8534	0.0316	6.5500e-003	1,198.5470
Unenclosed Parking with Elevator	494064	245.6445	6.5000e-003	1.3400e-003	246.1978
Unrefrigerated Warehouse-No Rail	4.05114e+006	2,014.1933	0.0533	0.0110	2,018.7302
Total		**5,482.3548**	**0.1451**	**0.0300**	**5,494.7037**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	16.8393	1.1000e-003	0.1133	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	0.2129	0.2129	6.2000e-004	0.0000	0.2259
Unmitigated	16.8393	1.1000e-003	0.1133	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	0.2129	0.2129	6.2000e-004	0.0000	0.2259

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.5910					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	15.2371					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0112	1.1000e-003	0.1133	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	0.2129	0.2129	6.2000e-004	0.0000	0.2259
Total	**16.8393**	**1.1000e-003**	**0.1133**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**0.2129**	**0.2129**	**6.2000e-004**	**0.0000**	**0.2259**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.5910					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	15.2371					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0112	1.1000e-003	0.1133	1.0000e-005		4.1000e-004	4.1000e-004		4.1000e-004	4.1000e-004	0.0000	0.2129	0.2129	6.2000e-004	0.0000	0.2259
Total	**16.8393**	**1.1000e-003**	**0.1133**	**1.0000e-005**		**4.1000e-004**	**4.1000e-004**		**4.1000e-004**	**4.1000e-004**	**0.0000**	**0.2129**	**0.2129**	**6.2000e-004**	**0.0000**	**0.2259**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,159.3559	9.6651	0.2379	2,436.0747
Unmitigated	2,159.3559	9.6668	0.2383	2,436.2240

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	22.2 / 0	150.7643	0.7272	0.0179	171.5742
Government Office Building	46.089 / 28.2481	469.0363	1.5138	0.0380	512.5908
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	226.699 / 0	1,539.5552	7.4258	0.1825	1,752.0589
Total		**2,159.3559**	**9.6668**	**0.2383**	**2,436.2240**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	22.2 / 0	150.7643	0.7271	0.0178	171.5630
Government Office Building	46.089 / 28.2481	469.0363	1.5136	0.0379	512.5675
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	226.699 / 0	1,539.5552	7.4245	0.1822	1,751.9442
Total		**2,159.3559**	**9.6651**	**0.2379**	**2,436.0747**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	255.0176	15.0711	0.0000	571.5108
Unmitigated	255.0176	15.0711	0.0000	571.5108

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	119.04	24.1640	1.4281	0.0000	54.1532
Government Office Building	215.76	43.7973	2.5884	0.0000	98.1526
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	921.5	187.0562	11.0547	0.0000	419.2049
Total		**255.0175**	**15.0711**	**0.0000**	**571.5108**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	119.04	24.1640	1.4281	0.0000	54.1532
Government Office Building	215.76	43.7973	2.5884	0.0000	98.1526
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	921.5	187.0562	11.0547	0.0000	419.2049
Total		**255.0175**	**15.0711**	**0.0000**	**571.5108**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Burbank AP Operations (Existing)

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	232.00	1000sqft	5.33	232,000.00	0
Unenclosed Parking with Elevator	438.00	Space	3.94	175,200.00	0
Parking Lot	6,833.00	Space	61.50	2,733,200.00	0
Unrefrigerated Warehouse-No Rail	980.32	1000sqft	22.50	980,317.00	0
General Light Industry	96.00	1000sqft	2.20	96,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2015
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Mobile emissions modeled separately.

Area Coating - Architectural coatings adjusted for parking lot striping, see "Operational CalEEMod Inputs"

Energy Mitigation -

Table Name	Column Name	Default Value	New Value

tblAreaCoating	Area_Nonresidential_Interior	2348270	1963310
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	2.59	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.2984	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Energy	0.1546	1.4058	1.1808	8.4300e-003		0.1068	0.1068		0.1068	0.1068		1,686.9004	1,686.9004	0.0323	0.0309	1,697.1666
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.4530**	**1.4145**	**2.0869**	**8.5000e-003**	**0.0000**	**0.1101**	**0.1101**	**0.0000**	**0.1101**	**0.1101**		**1,688.7780**	**1,688.7780**	**0.0378**	**0.0309**	**1,699.1584**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.2984	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Energy	0.1148	1.0432	0.8763	6.2600e-003		0.0793	0.0793		0.0793	0.0793		1,251.8585	1,251.8585	0.0240	0.0230	1,259.4771
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.4131**	**1.0520**	**1.7824**	**6.3300e-003**	**0.0000**	**0.0826**	**0.0826**	**0.0000**	**0.0826**	**0.0826**		**1,253.7361**	**1,253.7361**	**0.0294**	**0.0230**	**1,261.4689**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.04**	**25.63**	**14.59**	**25.53**	**0.00**	**25.03**	**25.03**	**0.00**	**25.03**	**25.03**	**0.00**	**25.76**	**25.76**	**22.08**	**25.80**	**25.76**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.515437	0.060435	0.179988	0.139880	0.041945	0.006639	0.015487	0.028746	0.001918	0.002517	0.004333	0.000596	0.002079

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1148	1.0432	0.8763	6.2600e-003		0.0793	0.0793		0.0793	0.0793		1,251.8585	1,251.8585	0.0240	0.0230	1,259.4771
NaturalGas Unmitigated	0.1546	1.4058	1.1808	8.4300e-003		0.1068	0.1068		0.1068	0.1068		1,686.9004	1,686.9004	0.0323	0.0309	1,697.1666

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	6947.29	0.0749	0.6811	0.5721	4.0900e-003		0.0518	0.0518		0.0518	0.0518		817.3280	817.3280	0.0157	0.0150	822.3021
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2444.08	0.0264	0.2396	0.2013	1.4400e-003		0.0182	0.0182		0.0182	0.0182		287.5386	287.5386	5.5100e-003	5.2700e-003	289.2885
General Light Industry	4947.29	0.0534	0.4850	0.4074	2.9100e-003		0.0369	0.0369		0.0369	0.0369		582.0338	582.0338	0.0112	0.0107	585.5760
Total		**0.1546**	**1.4058**	**1.1808**	**8.4400e-003**		**0.1068**	**0.1068**		**0.1068**	**0.1068**		**1,686.9004**	**1,686.9004**	**0.0323**	**0.0309**	**1,697.1666**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	5.01786	0.0541	0.4920	0.4132	2.9500e-003		0.0374	0.0374		0.0374	0.0374		590.3366	590.3366	0.0113	0.0108	593.9293
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.76339	0.0190	0.1729	0.1452	1.0400e-003		0.0131	0.0131		0.0131	0.0131		207.4575	207.4575	3.9800e-003	3.8000e-003	208.7201
General Light Industry	3.85955	0.0416	0.3784	0.3179	2.2700e-003		0.0288	0.0288		0.0288	0.0288		454.0644	454.0644	8.7000e-003	8.3200e-003	456.8277
Total		**0.1148**	**1.0432**	**0.8763**	**6.2600e-003**		**0.0793**	**0.0793**		**0.0793**	**0.0793**		**1,251.8585**	**1,251.8585**	**0.0240**	**0.0229**	**1,259.4771**

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Mitigated	92.2984	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Unmitigated	92.2984	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Architectural Coating	8.7178					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	83.4910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0896	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Total	**92.2984**	**8.7700e-003**	**0.9061**	**7.0000e-005**		**3.2800e-003**	**3.2800e-003**		**3.2800e-003**	**3.2800e-003**		**1.8776**	**1.8776**	**5.4400e-003**		**1.9918**

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
Architectural Coating	8.7178					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	83.4910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0896	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Total	**92.2984**	**8.7700e-003**	**0.9061**	**7.0000e-005**		**3.2800e-003**	**3.2800e-003**		**3.2800e-003**	**3.2800e-003**		**1.8776**	**1.8776**	**5.4400e-003**		**1.9918**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Burbank AP Operations (Existing)

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	232.00	1000sqft	5.33	232,000.00	0
Unenclosed Parking with Elevator	438.00	Space	3.94	175,200.00	0
Parking Lot	6,833.00	Space	61.50	2,733,200.00	0
Unrefrigerated Warehouse-No Rail	980.32	1000sqft	22.50	980,317.00	0
General Light Industry	96.00	1000sqft	2.20	96,000.00	0

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Precipitation Freq (Days)** 31

Climate Zone 11 **Operational Year** 2015

Utility Company Burbank Water & Power

CO2 Intensity (lb/MWhr) 1096.12 **CH4 Intensity (lb/MWhr)** 0.029 **N2O Intensity (lb/MWhr)** 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Mobile emissions modeled separately.

Area Coating - Architectural coatings adjusted for parking lot striping, see "Operational CalEEMod Inputs"

Energy Mitigation -

Table Name	Column Name	Default Value	New Value

tblAreaCoating	Area_Nonresidential_Interior	2348270	1963310
tblProjectCharacteristics	OperationalYear	2014	2015
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	2.59	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.2984	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Energy	0.1546	1.4058	1.1808	8.4300e-003		0.1068	0.1068		0.1068	0.1068		1,686.9004	1,686.9004	0.0323	0.0309	1,697.1666
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.4530**	**1.4145**	**2.0869**	**8.5000e-003**	**0.0000**	**0.1101**	**0.1101**	**0.0000**	**0.1101**	**0.1101**		**1,688.7780**	**1,688.7780**	**0.0378**	**0.0309**	**1,699.1584**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.2984	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Energy	0.1148	1.0432	0.8763	6.2600e-003		0.0793	0.0793		0.0793	0.0793		1,251.8585	1,251.8585	0.0240	0.0230	1,259.4771
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.4131**	**1.0520**	**1.7824**	**6.3300e-003**	**0.0000**	**0.0826**	**0.0826**	**0.0000**	**0.0826**	**0.0826**		**1,253.7361**	**1,253.7361**	**0.0294**	**0.0230**	**1,261.4689**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.04**	**25.63**	**14.59**	**25.53**	**0.00**	**25.03**	**25.03**	**0.00**	**25.03**	**25.03**	**0.00**	**25.76**	**25.76**	**22.08**	**25.80**	**25.76**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.515437	0.060435	0.179988	0.139880	0.041945	0.006639	0.015487	0.028746	0.001918	0.002517	0.004333	0.000596	0.002079

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	lb/day										lb/day					
NaturalGas Mitigated	0.1148	1.0432	0.8763	6.2600e-003		0.0793	0.0793		0.0793	0.0793		1,251.8585	1,251.8585	0.0240	0.0230	1,259.4771
NaturalGas Unmitigated	0.1546	1.4058	1.1808	8.4300e-003		0.1068	0.1068		0.1068	0.1068		1,686.9004	1,686.9004	0.0323	0.0309	1,697.1666

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	kBTU/yr	lb/day										lb/day					
Government Office Building	6947.29	0.0749	0.6811	0.5721	4.0900e-003		0.0518	0.0518		0.0518	0.0518		817.3280	817.3280	0.0157	0.0150	822.3021
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2444.08	0.0264	0.2396	0.2013	1.4400e-003		0.0182	0.0182		0.0182	0.0182		287.5386	287.5386	5.5100e-003	5.2700e-003	289.2885
General Light Industry	4947.29	0.0534	0.4850	0.4074	2.9100e-003		0.0369	0.0369		0.0369	0.0369		582.0338	582.0338	0.0112	0.0107	585.5760
Total		**0.1546**	**1.4058**	**1.1808**	**8.4400e-003**		**0.1068**	**0.1068**		**0.1068**	**0.1068**		**1,686.9004**	**1,686.9004**	**0.0323**	**0.0309**	**1,697.1666**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	5.01786	0.0541	0.4920	0.4132	2.9500e-003		0.0374	0.0374		0.0374	0.0374		590.3366	590.3366	0.0113	0.0108	593.9293
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.76339	0.0190	0.1729	0.1452	1.0400e-003		0.0131	0.0131		0.0131	0.0131		207.4575	207.4575	3.9800e-003	3.8000e-003	208.7201
General Light Industry	3.85955	0.0416	0.3784	0.3179	2.2700e-003		0.0288	0.0288		0.0288	0.0288		454.0644	454.0644	8.7000e-003	8.3200e-003	456.8277
Total		**0.1148**	**1.0432**	**0.8763**	**6.2600e-003**		**0.0793**	**0.0793**		**0.0793**	**0.0793**		**1,251.8585**	**1,251.8585**	**0.0240**	**0.0229**	**1,259.4771**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	92.2984	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Unmitigated	92.2984	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	8.7178					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	83.4910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0896	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Total	**92.2984**	**8.7700e-003**	**0.9061**	**7.0000e-005**		**3.2800e-003**	**3.2800e-003**		**3.2800e-003**	**3.2800e-003**		**1.8776**	**1.8776**	**5.4400e-003**		**1.9918**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	8.7178					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	83.4910					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0896	8.7700e-003	0.9061	7.0000e-005		3.2800e-003	3.2800e-003		3.2800e-003	3.2800e-003		1.8776	1.8776	5.4400e-003		1.9918
Total	**92.2984**	**8.7700e-003**	**0.9061**	**7.0000e-005**		**3.2800e-003**	**3.2800e-003**		**3.2800e-003**	**3.2800e-003**		**1.8776**	**1.8776**	**5.4400e-003**		**1.9918**

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Appendix F.8 Operational Emissions: Terminal Building

F.8-2 Adjacent Property Option

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Burbank AP Operations (NEQ)

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Unenclosed Parking with Elevator	3,600.00	Space	32.40	1,440,000.00	0
Parking Lot	3,037.00	Space	27.33	1,214,800.00	0
Unrefrigerated Warehouse-No Rail	980.32	1000sqft	22.50	980,317.00	0
General Light Industry	98.00	1000sqft	2.25	98,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Mobile emissions modeled separately.

Area Coating - Architectural coatings adjusted for parking lot striping, see "Operational CalEEMod Inputs"

Energy Mitigation -

Construction Phase - Not a construction run

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	4364642	2150971
tblConstructionPhase	NumDays	1,550.00	245.00
tblConstructionPhase	PhaseStartDate	2/23/2019	2/24/2019
tblLandUse	LandUseSquareFeet	980,320.00	980,317.00
tblLandUse	LotAcreage	22.51	22.50
tblProjectCharacteristics	OperationalYear	2014	2025
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	2.59	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	16.8710	9.3000e-004	0.1027	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	0.2003	0.2003	5.2000e-004	0.0000	0.2112
Energy	0.0357	0.3243	0.2724	1.9500e-003		0.0247	0.0247		0.0247	0.0247	0.0000	8,180.3509	8,180.3509	0.2139	0.0493	8,200.1304
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	278.7411	0.0000	278.7411	16.4731	0.0000	624.6768
Water						0.0000	0.0000		0.0000	0.0000	101.4850	2,309.6819	2,411.1669	10.4846	0.2588	2,711.5600
Total	**16.9067**	**0.3252**	**0.3751**	**1.9600e-003**	**0.0000**	**0.0250**	**0.0250**	**0.0000**	**0.0250**	**0.0250**	**380.2261**	**10,490.2331**	**10,870.4592**	**27.1721**	**0.3081**	**11,536.5784**

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Area	16.8710	9.3000e-004	0.1027	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	0.2003	0.2003	5.2000e-004	0.0000	0.2112
Energy	0.0263	0.2394	0.2011	1.4400e-003		0.0182	0.0182		0.0182	0.0182	0.0000	7,652.7938	7,652.7938	0.2006	0.0452	7,671.0308
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	278.7411	0.0000	278.7411	16.4731	0.0000	624.6768
Water						0.0000	0.0000		0.0000	0.0000	101.4850	2,309.6819	2,411.1669	10.4827	0.2584	2,711.3981
Total	**16.8974**	**0.2404**	**0.3039**	**1.4500e-003**	**0.0000**	**0.0186**	**0.0186**	**0.0000**	**0.0186**	**0.0186**	**380.2261**	**9,962.6760**	**10,342.9021**	**27.1569**	**0.3036**	**11,007.3169**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.06**	**26.10**	**19.00**	**26.02**	**0.00**	**25.78**	**25.78**	**0.00**	**25.78**	**25.78**	**0.00**	**5.03**	**4.85**	**0.06**	**1.45**	**4.59**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.500116	0.060136	0.182997	0.141937	0.043982	0.006974	0.016541	0.035595	0.002005	0.002529	0.004193	0.000558	0.002437

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,392.1511	7,392.1511	0.1956	0.0405	7,408.8018
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,827.3163	7,827.3163	0.2071	0.0429	7,844.9473
NaturalGas Mitigated	0.0263	0.2394	0.2011	1.4400e-003		0.0182	0.0182		0.0182	0.0182	0.0000	260.6428	260.6428	5.0000e-003	4.7800e-003	262.2290
NaturalGas Unmitigated	0.0357	0.3243	0.2724	1.9500e-003		0.0247	0.0247		0.0247	0.0247	0.0000	353.0346	353.0346	6.7700e-003	6.4700e-003	355.1831

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Government Office Building	3.88015e+006	0.0209	0.1902	0.1598	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.0596	207.0596	3.9700e-003	3.8000e-003	208.3197
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	892088	4.8100e-003	0.0437	0.0367	2.6000e-004		3.3200e-003	3.3200e-003		3.3200e-003	3.3200e-003	0.0000	47.6052	47.6052	9.1000e-004	8.7000e-004	47.8950
General Light Industry	1.84338e+006	9.9400e-003	0.0904	0.0759	5.4000e-004		6.8700e-003	6.8700e-003		6.8700e-003	6.8700e-003	0.0000	98.3698	98.3698	1.8900e-003	1.8000e-003	98.9684
Total		**0.0357**	**0.3243**	**0.2724**	**1.9400e-003**		**0.0247**	**0.0247**		**0.0247**	**0.0247**	**0.0000**	**353.0346**	**353.0346**	**6.7700e-003**	**6.4700e-003**	**355.1831**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	643637	3.4700e-003	0.0316	0.0265	1.9000e-004		2.4000e-003	2.4000e-003		2.4000e-003	2.4000e-003	0.0000	34.3469	34.3469	6.6000e-004	6.3000e-004	34.5560
General Light Industry	1.43808e+006	7.7500e-003	0.0705	0.0592	4.2000e-004		5.3600e-003	5.3600e-003		5.3600e-003	5.3600e-003	0.0000	76.7416	76.7416	1.4700e-003	1.4100e-003	77.2086
Government Office Building	2.80254e+006	0.0151	0.1374	0.1154	8.2000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	149.5542	149.5542	2.8700e-003	2.7400e-003	150.4644
Total		**0.0263**	**0.2394**	**0.2011**	**1.4300e-003**		**0.0182**	**0.0182**		**0.0182**	**0.0182**	**0.0000**	**260.6428**	**260.6428**	**5.0000e-003**	**4.7800e-003**	**262.2290**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.1809e+006	587.1336	0.0155	3.2100e-003	588.4562
Government Office Building	5.15815e+006	2,564.5892	0.0679	0.0140	2,570.3659
Parking Lot	1.06902e+006	531.5098	0.0141	2.9100e-003	532.7071
Unenclosed Parking with Elevator	4.0608e+006	2,018.9959	0.0534	0.0111	2,023.5437
Unrefrigerated Warehouse-No Rail	4.27418e+006	2,125.0877	0.0562	0.0116	2,129.8745
Total		**7,827.3164**	**0.2071**	**0.0428**	**7,844.9473**

Mitigated

Land Use	Electricity Use	Total CO2	CH4	N2O	CO2e
	kWh/yr	MT/yr			
General Light Industry	1.10328e+006	548.5436	0.0145	3.0000e-003	549.7792
Government Office Building	4.58356e+006	2,278.9084	0.0603	0.0125	2,284.0417
Parking Lot	1.06902e+006	531.5098	0.0141	2.9100e-003	532.7071
Unenclosed Parking with Elevator	4.0608e+006	2,018.9959	0.0534	0.0111	2,023.5437
Unrefrigerated Warehouse-No Rail	4.05114e+006	2,014.1933	0.0533	0.0110	2,018.7302
Total		**7,392.1511**	**0.1956**	**0.0405**	**7,408.8018**

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
	tons/yr										MT/yr					
Mitigated	16.8710	9.3000e-004	0.1027	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	0.2003	0.2003	5.2000e-004	0.0000	0.2112
Unmitigated	16.8710	9.3000e-004	0.1027	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	0.2003	0.2003	5.2000e-004	0.0000	0.2112

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0891					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	14.7724					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.4600e-003	9.3000e-004	0.1027	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	0.2003	0.2003	5.2000e-004	0.0000	0.2112
Total	**16.8710**	**9.3000e-004**	**0.1027**	**1.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**0.2003**	**0.2003**	**5.2000e-004**	**0.0000**	**0.2112**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0891					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	14.7724					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.4600e-003	9.3000e-004	0.1027	1.0000e-005		3.7000e-004	3.7000e-004		3.7000e-004	3.7000e-004	0.0000	0.2003	0.2003	5.2000e-004	0.0000	0.2112
Total	**16.8710**	**9.3000e-004**	**0.1027**	**1.0000e-005**		**3.7000e-004**	**3.7000e-004**		**3.7000e-004**	**3.7000e-004**	**0.0000**	**0.2003**	**0.2003**	**5.2000e-004**	**0.0000**	**0.2112**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,411.1669	10.4827	0.2584	2,711.3981
Unmitigated	2,411.1669	10.4846	0.2588	2,711.5600

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	22.6625 / 0	153.9053	0.7423	0.0182	175.1487
Government Office Building	70.5242 / 43.2245	717.7064	2.3164	0.0581	784.3524
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	226.699 / 0	1,539.5552	7.4258	0.1825	1,752.0589
Total		**2,411.1669**	**10.4846**	**0.2588**	**2,711.5600**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	22.6625 / 0	153.9053	0.7422	0.0182	175.1372
Government Office Building	70.5242 / 43.2245	717.7064	2.3160	0.0580	784.3167
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	226.699 / 0	1,539.5552	7.4245	0.1822	1,751.9442
Total		**2,411.1669**	**10.4827**	**0.2584**	**2,711.3981**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	278.7411	16.4731	0.0000	624.6768
Unmitigated	278.7411	16.4731	0.0000	624.6768

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	121.52	24.6675	1.4578	0.0000	55.2814
Government Office Building	330.15	67.0175	3.9606	0.0000	150.1905
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	921.5	187.0562	11.0547	0.0000	419.2049
Total		**278.7411**	**16.4731**	**0.0000**	**624.6768**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	121.52	24.6675	1.4578	0.0000	55.2814
Government Office Building	330.15	67.0175	3.9606	0.0000	150.1905
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	921.5	187.0562	11.0547	0.0000	419.2049
Total		**278.7411**	**16.4731**	**0.0000**	**624.6768**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Burbank AP Operations (NEQ)

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Unenclosed Parking with Elevator	3,600.00	Space	32.40	1,440,000.00	0
Parking Lot	3,037.00	Space	27.33	1,214,800.00	0
Unrefrigerated Warehouse-No Rail	980.32	1000sqft	22.50	980,317.00	0
General Light Industry	98.00	1000sqft	2.25	98,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Mobile emissions modeled separately.

Area Coating - Architectural coatings adjusted for parking lot striping, see "Operational CalEEMod Inputs"

Energy Mitigation -

Construction Phase - Not a construction run

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	4364642	2150971
tblConstructionPhase	NumDays	1,550.00	245.00
tblConstructionPhase	PhaseStartDate	2/23/2019	2/24/2019
tblLandUse	LandUseSquareFeet	980,320.00	980,317.00
tblLandUse	LotAcreage	22.51	22.50
tblProjectCharacteristics	OperationalYear	2014	2025
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	2.59	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.4677	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Energy	0.1955	1.7770	1.4927	0.0107		0.1351	0.1351		0.1351	0.1351		2,132.3508	2,132.3508	0.0409	0.0391	2,145.3280
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.6632**	**1.7844**	**2.3145**	**0.0107**	**0.0000**	**0.1380**	**0.1380**	**0.0000**	**0.1380**	**0.1380**		**2,134.1171**	**2,134.1171**	**0.0455**	**0.0391**	**2,147.1907**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.4677	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Energy	0.1443	1.3119	1.1020	7.8700e-003		0.0997	0.0997		0.0997	0.0997		1,574.2984	1,574.2984	0.0302	0.0289	1,583.8793
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.6120**	**1.3194**	**1.9239**	**7.9300e-003**	**0.0000**	**0.1026**	**0.1026**	**0.0000**	**0.1026**	**0.1026**		**1,576.0646**	**1,576.0646**	**0.0348**	**0.0289**	**1,585.7420**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.06**	**26.06**	**16.88**	**26.03**	**0.00**	**25.61**	**25.61**	**0.00**	**25.61**	**25.61**	**0.00**	**26.15**	**26.15**	**23.54**	**26.17**	**26.15**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.500116	0.060136	0.182997	0.141937	0.043982	0.006974	0.016541	0.035595	0.002005	0.002529	0.004193	0.000558	0.002437

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1443	1.3119	1.1020	7.8700e-003		0.0997	0.0997		0.0997	0.0997		1,574.2984	1,574.2984	0.0302	0.0289	1,583.8793
NaturalGas Unmitigated	0.1955	1.7770	1.4927	0.0107		0.1351	0.1351		0.1351	0.1351		2,132.3508	2,132.3508	0.0409	0.0391	2,145.3280

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	10630.5	0.1146	1.0422	0.8755	6.2500e-003		0.0792	0.0792		0.0792	0.0792		1,250.6527	1,250.6527	0.0240	0.0229	1,258.2640
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2444.08	0.0264	0.2396	0.2013	1.4400e-003		0.0182	0.0182		0.0182	0.0182		287.5386	287.5386	5.5100e-003	5.2700e-003	289.2885
General Light Industry	5050.36	0.0545	0.4951	0.4159	2.9700e-003		0.0376	0.0376		0.0376	0.0376		594.1596	594.1596	0.0114	0.0109	597.7755
Total		**0.1955**	**1.7770**	**1.4927**	**0.0107**		**0.1351**	**0.1351**		**0.1351**	**0.1351**		**2,132.3508**	**2,132.3508**	**0.0409**	**0.0391**	**2,145.3280**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.76339	0.0190	0.1729	0.1452	1.0400e-003		0.0131	0.0131		0.0131	0.0131		207.4575	207.4575	3.9800e-003	3.8000e-003	208.7201
General Light Industry	3.93995	0.0425	0.3863	0.3245	2.3200e-003		0.0294	0.0294		0.0294	0.0294		463.5241	463.5241	8.8800e-003	8.5000e-003	466.3450
Government Office Building	7.67819	0.0828	0.7528	0.6323	4.5200e-003		0.0572	0.0572		0.0572	0.0572		903.3168	903.3168	0.0173	0.0166	908.8142
Total		**0.1443**	**1.3119**	**1.1020**	**7.8800e-003**		**0.0997**	**0.0997**		**0.0997**	**0.0997**		**1,574.2984**	**1,574.2984**	**0.0302**	**0.0289**	**1,583.8793**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	92.4677	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Unmitigated	92.4677	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4474					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.9447					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0757	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Total	**92.4677**	**7.4500e-003**	**0.8218**	**6.0000e-005**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**		**1.7662**	**1.7662**	**4.5900e-003**		**1.8627**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4474					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.9447					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0757	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Total	**92.4677**	**7.4500e-003**	**0.8218**	**6.0000e-005**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**		**1.7662**	**1.7662**	**4.5900e-003**		**1.8627**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Burbank AP Operations (NEQ)

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Unenclosed Parking with Elevator	3,600.00	Space	32.40	1,440,000.00	0
Parking Lot	3,037.00	Space	27.33	1,214,800.00	0
Unrefrigerated Warehouse-No Rail	980.32	1000sqft	22.50	980,317.00	0
General Light Industry	98.00	1000sqft	2.25	98,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Mobile emissions modeled separately.

Area Coating - Architectural coatings adjusted for parking lot striping, see "Operational CalEEMod Inputs"

Energy Mitigation -

Construction Phase - Not a construction run

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	4364642	2150971
tblConstructionPhase	NumDays	1,550.00	245.00
tblConstructionPhase	PhaseStartDate	2/23/2019	2/24/2019
tblLandUse	LandUseSquareFeet	980,320.00	980,317.00
tblLandUse	LotAcreage	22.51	22.50
tblProjectCharacteristics	OperationalYear	2014	2025
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	2.59	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.4677	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Energy	0.1955	1.7770	1.4927	0.0107		0.1351	0.1351		0.1351	0.1351		2,132.3508	2,132.3508	0.0409	0.0391	2,145.3280
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.6632**	**1.7844**	**2.3145**	**0.0107**	**0.0000**	**0.1380**	**0.1380**	**0.0000**	**0.1380**	**0.1380**		**2,134.1171**	**2,134.1171**	**0.0455**	**0.0391**	**2,147.1907**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.4677	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Energy	0.1443	1.3119	1.1020	7.8700e-003		0.0997	0.0997		0.0997	0.0997		1,574.2984	1,574.2984	0.0302	0.0289	1,583.8793
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.6120**	**1.3194**	**1.9239**	**7.9300e-003**	**0.0000**	**0.1026**	**0.1026**	**0.0000**	**0.1026**	**0.1026**		**1,576.0646**	**1,576.0646**	**0.0348**	**0.0289**	**1,585.7420**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.06**	**26.06**	**16.88**	**26.03**	**0.00**	**25.61**	**25.61**	**0.00**	**25.61**	**25.61**	**0.00**	**26.15**	**26.15**	**23.54**	**26.17**	**26.15**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.500116	0.060136	0.182997	0.141937	0.043982	0.006974	0.016541	0.035595	0.002005	0.002529	0.004193	0.000558	0.002437

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1443	1.3119	1.1020	7.8700e-003		0.0997	0.0997		0.0997	0.0997		1,574.2984	1,574.2984	0.0302	0.0289	1,583.8793
NaturalGas Unmitigated	0.1955	1.7770	1.4927	0.0107		0.1351	0.1351		0.1351	0.1351		2,132.3508	2,132.3508	0.0409	0.0391	2,145.3280

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	10630.5	0.1146	1.0422	0.8755	6.2500e-003		0.0792	0.0792		0.0792	0.0792		1,250.6527	1,250.6527	0.0240	0.0229	1,258.2640
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2444.08	0.0264	0.2396	0.2013	1.4400e-003		0.0182	0.0182		0.0182	0.0182		287.5386	287.5386	5.5100e-003	5.2700e-003	289.2885
General Light Industry	5050.36	0.0545	0.4951	0.4159	2.9700e-003		0.0376	0.0376		0.0376	0.0376		594.1596	594.1596	0.0114	0.0109	597.7755
Total		**0.1955**	**1.7770**	**1.4927**	**0.0107**		**0.1351**	**0.1351**		**0.1351**	**0.1351**		**2,132.3508**	**2,132.3508**	**0.0409**	**0.0391**	**2,145.3280**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	7.67819	0.0828	0.7528	0.6323	4.5200e-003		0.0572	0.0572		0.0572	0.0572		903.3168	903.3168	0.0173	0.0166	908.8142
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.76339	0.0190	0.1729	0.1452	1.0400e-003		0.0131	0.0131		0.0131	0.0131		207.4575	207.4575	3.9800e-003	3.8000e-003	208.7201
General Light Industry	3.93995	0.0425	0.3863	0.3245	2.3200e-003		0.0294	0.0294		0.0294	0.0294		463.5241	463.5241	8.8800e-003	8.5000e-003	466.3450
Total		**0.1443**	**1.3119**	**1.1020**	**7.8800e-003**		**0.0997**	**0.0997**		**0.0997**	**0.0997**		**1,574.2984**	**1,574.2984**	**0.0302**	**0.0289**	**1,583.8793**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	92.4677	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Unmitigated	92.4677	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4474					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.9447					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0757	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Total	**92.4677**	**7.4500e-003**	**0.8218**	**6.0000e-005**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**		**1.7662**	**1.7662**	**4.5900e-003**		**1.8627**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.4474					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.9447					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0757	7.4500e-003	0.8218	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7662	1.7662	4.5900e-003		1.8627
Total	**92.4677**	**7.4500e-003**	**0.8218**	**6.0000e-005**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**		**1.7662**	**1.7662**	**4.5900e-003**		**1.8627**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix F.8 Operational Emissions: Terminal Building

F.8-3 Southwest Quadrant Options

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Burbank AP Operations (SWQ)

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Unenclosed Parking with Elevator	3,600.00	Space	32.40	1,440,000.00	0
Parking Lot	3,037.00	Space	27.33	1,214,800.00	0
Unrefrigerated Warehouse-No Rail	971.82	1000sqft	22.31	971,817.00	0
General Light Industry	98.00	1000sqft	2.25	98,000.00	0

1.2 Other Project Characteristics

Urbanization Urban **Wind Speed (m/s)** 2.2 **Precipitation Freq (Days)** 31

Climate Zone 11 **Operational Year** 2025

Utility Company Burbank Water & Power

CO2 Intensity (lb/MWhr) 1096.12 **CH4 Intensity (lb/MWhr)** 0.029 **N2O Intensity (lb/MWhr)** 0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Mobile emissions modeled separately.

Area Coating - Architectural coatings adjusted for parking lot striping, see "Operational CalEEMod Inputs"

Energy Mitigation -

Construction Phase - Not a construction run

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	4351892	2138221
tblConstructionPhase	NumDays	1,550.00	245.00
tblConstructionPhase	PhaseEndDate	2/22/2019	2/23/2019
tblConstructionPhase	PhaseEndDate	7/26/2019	7/26/2024
tblConstructionPhase	PhaseStartDate	2/24/2019	2/24/2024
tblProjectCharacteristics	OperationalYear	2014	2025
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	2.59	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	16.8304	9.3000e-004	0.1026	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	0.2001	0.2001	5.2000e-004	0.0000	0.2110
Energy	0.0356	0.3239	0.2721	1.9400e-003		0.0246	0.0246		0.0246	0.0246	0.0000	8,161.5122	8,161.5122	0.2134	0.0492	8,181.2477
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	277.1192	0.0000	277.1192	16.3773	0.0000	621.0420
Water						0.0000	0.0000		0.0000	0.0000	100.8614	2,296.9566	2,397.8180	10.4202	0.2572	2,696.3685
Total	**16.8661**	**0.3249**	**0.3747**	**1.9500e-003**	**0.0000**	**0.0250**	**0.0250**	**0.0000**	**0.0250**	**0.0250**	**377.9806**	**10,458.6689**	**10,836.6495**	**27.0114**	**0.3064**	**11,498.8692**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	16.8304	9.3000e-004	0.1026	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	0.2001	0.2001	5.2000e-004	0.0000	0.2110
Energy	0.0263	0.2392	0.2009	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	7,635.0316	7,635.0316	0.2001	0.0451	7,653.2274
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	277.1192	0.0000	277.1192	16.3773	0.0000	621.0420
Water						0.0000	0.0000		0.0000	0.0000	100.8614	2,296.9566	2,397.8180	10.4183	0.2568	2,696.2076
Total	**16.8568**	**0.2401**	**0.3035**	**1.4400e-003**	**0.0000**	**0.0185**	**0.0185**	**0.0000**	**0.0185**	**0.0185**	**377.9806**	**9,932.1883**	**10,310.1688**	**26.9962**	**0.3019**	**10,970.6880**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.06**	**26.10**	**19.00**	**26.15**	**0.00**	**25.78**	**25.78**	**0.00**	**25.78**	**25.78**	**0.00**	**5.03**	**4.86**	**0.06**	**1.46**	**4.59**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.500116	0.060136	0.182997	0.141937	0.043982	0.006974	0.016541	0.035595	0.002005	0.002529	0.004193	0.000558	0.002437

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,374.6867	7,374.6867	0.1951	0.0404	7,391.2981
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	7,808.8904	7,808.8904	0.2066	0.0427	7,826.4799
NaturalGas Mitigated	0.0263	0.2392	0.2009	1.4300e-003		0.0182	0.0182		0.0182	0.0182	0.0000	260.3449	260.3449	4.9900e-003	4.7700e-003	261.9294
NaturalGas Unmitigated	0.0356	0.3239	0.2721	1.9400e-003		0.0246	0.0246		0.0246	0.0246	0.0000	352.6218	352.6218	6.7600e-003	6.4600e-003	354.7678

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Light Industry	1.84338e+006	9.9400e-003	0.0904	0.0759	5.4000e-004		6.8700e-003	6.8700e-003		6.8700e-003	6.8700e-003	0.0000	98.3698	98.3698	1.8900e-003	1.8000e-003	98.9684
Government Office Building	3.88015e+006	0.0209	0.1902	0.1598	1.1400e-003		0.0145	0.0145		0.0145	0.0145	0.0000	207.0596	207.0596	3.9700e-003	3.8000e-003	208.3197
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	884353	4.7700e-003	0.0434	0.0364	2.6000e-004		3.2900e-003	3.2900e-003		3.2900e-003	3.2900e-003	0.0000	47.1925	47.1925	9.0000e-004	8.7000e-004	47.4797
Total		**0.0356**	**0.3239**	**0.2721**	**1.9400e-003**		**0.0246**	**0.0246**		**0.0246**	**0.0246**	**0.0000**	**352.6218**	**352.6218**	**6.7600e-003**	**6.4700e-003**	**354.7678**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Government Office Building	2.80254e+006	0.0151	0.1374	0.1154	8.2000e-004		0.0104	0.0104		0.0104	0.0104	0.0000	149.5542	149.5542	2.8700e-003	2.7400e-003	150.4644
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	638056	3.4400e-003	0.0313	0.0263	1.9000e-004		2.3800e-003	2.3800e-003		2.3800e-003	2.3800e-003	0.0000	34.0491	34.0491	6.5000e-004	6.2000e-004	34.2563
General Light Industry	1.43808e+006	7.7500e-003	0.0705	0.0592	4.2000e-004		5.3600e-003	5.3600e-003		5.3600e-003	5.3600e-003	0.0000	76.7416	76.7416	1.4700e-003	1.4100e-003	77.2086
Total		**0.0263**	**0.2392**	**0.2009**	**1.4300e-003**		**0.0182**	**0.0182**		**0.0182**	**0.0182**	**0.0000**	**260.3449**	**260.3449**	**4.9900e-003**	**4.7700e-003**	**261.9294**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.1809e+006	587.1336	0.0155	3.2100e-003	588.4562
Government Office Building	5.15815e+006	2,564.5892	0.0679	0.0140	2,570.3659
Parking Lot	1.06902e+006	531.5098	0.0141	2.9100e-003	532.7071
Unenclosed Parking with Elevator	4.0608e+006	2,018.9959	0.0534	0.0111	2,023.5437
Unrefrigerated Warehouse-No Rail	4.23712e+006	2,106.6618	0.0557	0.0115	2,111.4071
Total		**7,808.8904**	**0.2066**	**0.0427**	**7,826.4799**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Light Industry	1.10328e+006	548.5436	0.0145	3.0000e-003	549.7792
Government Office Building	4.58356e+006	2,278.9084	0.0603	0.0125	2,284.0417
Parking Lot	1.06902e+006	531.5098	0.0141	2.9100e-003	532.7071
Unenclosed Parking with Elevator	4.0608e+006	2,018.9959	0.0534	0.0111	2,023.5437
Unrefrigerated Warehouse-No Rail	4.01601e+006	1,996.7289	0.0528	0.0109	2,001.2265
Total		**7,374.6867**	**0.1951**	**0.0404**	**7,391.2981**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	16.8304	9.3000e-004	0.1026	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	0.2001	0.2001	5.2000e-004	0.0000	0.2110
Unmitigated	16.8304	9.3000e-004	0.1026	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	0.2001	0.2001	5.2000e-004	0.0000	0.2110

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0793					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	14.7417					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.4500e-003	9.3000e-004	0.1026	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	0.2001	0.2001	5.2000e-004	0.0000	0.2110
Total	**16.8304**	**9.3000e-004**	**0.1026**	**1.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**	**0.0000**	**0.2001**	**0.2001**	**5.2000e-004**	**0.0000**	**0.2110**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.0793					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	14.7417					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.4500e-003	9.3000e-004	0.1026	1.0000e-005		3.6000e-004	3.6000e-004		3.6000e-004	3.6000e-004	0.0000	0.2001	0.2001	5.2000e-004	0.0000	0.2110
Total	**16.8304**	**9.3000e-004**	**0.1026**	**1.0000e-005**		**3.6000e-004**	**3.6000e-004**		**3.6000e-004**	**3.6000e-004**	**0.0000**	**0.2001**	**0.2001**	**5.2000e-004**	**0.0000**	**0.2110**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,397.8180	10.4183	0.2568	2,696.2076
Unmitigated	2,397.8180	10.4202	0.2572	2,696.3685

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	22.6625 / 0	153.9053	0.7423	0.0182	175.1487
Government Office Building	70.5242 / 43.2245	717.7064	2.3164	0.0581	784.3524
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	224.733 / 0	1,526.2063	7.3614	0.1809	1,736.8675
Total		**2,397.8180**	**10.4202**	**0.2572**	**2,696.3685**

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Light Industry	22.6625 / 0	153.9053	0.7422	0.0182	175.1372
Government Office Building	70.5242 / 43.2245	717.7064	2.3160	0.0580	784.3167
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	224.733 / 0	1,526.2063	7.3601	0.1806	1,736.7537
Total		**2,397.8180**	**10.4183**	**0.2568**	**2,696.2076**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	277.1192	16.3773	0.0000	621.0420
Unmitigated	277.1192	16.3773	0.0000	621.0420

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	121.52	24.6675	1.4578	0.0000	55.2814
Government Office Building	330.15	67.0175	3.9606	0.0000	150.1905
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	913.51	185.4343	10.9589	0.0000	415.5702
Total		**277.1192**	**16.3773**	**0.0000**	**621.0420**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Light Industry	121.52	24.6675	1.4578	0.0000	55.2814
Government Office Building	330.15	67.0175	3.9606	0.0000	150.1905
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	913.51	185.4343	10.9589	0.0000	415.5702
Total		**277.1192**	**16.3773**	**0.0000**	**621.0420**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Burbank AP Operations (SWQ)

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Unenclosed Parking with Elevator	3,600.00	Space	32.40	1,440,000.00	0
Parking Lot	3,037.00	Space	27.33	1,214,800.00	0
Unrefrigerated Warehouse-No Rail	971.82	1000sqft	22.31	971,817.00	0
General Light Industry	98.00	1000sqft	2.25	98,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Mobile emissions modeled separately.

Area Coating - Architectural coatings adjusted for parking lot striping, see "Operational CalEEMod Inputs"

Energy Mitigation -

Construction Phase - Not a construction run

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	4351892	2138221
tblConstructionPhase	NumDays	1,550.00	245.00
tblConstructionPhase	PhaseEndDate	2/22/2019	2/23/2019
tblConstructionPhase	PhaseEndDate	7/26/2019	7/26/2024
tblConstructionPhase	PhaseStartDate	2/24/2019	2/24/2024
tblProjectCharacteristics	OperationalYear	2014	2025
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	2.59	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.2454	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Energy	0.1952	1.7749	1.4909	0.0107		0.1349	0.1349		0.1349	0.1349		2,129.8577	2,129.8577	0.0408	0.0391	2,142.8196
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.4406**	**1.7823**	**2.3119**	**0.0107**	**0.0000**	**0.1378**	**0.1378**	**0.0000**	**0.1378**	**0.1378**		**2,131.6220**	**2,131.6220**	**0.0454**	**0.0391**	**2,144.6804**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.2454	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Energy	0.1442	1.3104	1.1008	7.8600e-003		0.0996	0.0996		0.0996	0.0996		1,572.4996	1,572.4996	0.0301	0.0288	1,582.0695
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.3895**	**1.3179**	**1.9217**	**7.9200e-003**	**0.0000**	**0.1025**	**0.1025**	**0.0000**	**0.1025**	**0.1025**		**1,574.2639**	**1,574.2639**	**0.0347**	**0.0288**	**1,583.9303**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.06**	**26.06**	**16.88**	**26.05**	**0.00**	**25.61**	**25.61**	**0.00**	**25.61**	**25.61**	**0.00**	**26.15**	**26.15**	**23.52**	**26.17**	**26.15**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.500116	0.060136	0.182997	0.141937	0.043982	0.006974	0.016541	0.035595	0.002005	0.002529	0.004193	0.000558	0.002437

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1442	1.3104	1.1008	7.8600e-003		0.0996	0.0996		0.0996	0.0996		1,572.4996	1,572.4996	0.0301	0.0288	1,582.0695
NaturalGas Unmitigated	0.1952	1.7749	1.4909	0.0107		0.1349	0.1349		0.1349	0.1349		2,129.8577	2,129.8577	0.0408	0.0391	2,142.8196

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	5050.36	0.0545	0.4951	0.4159	2.9700e-003		0.0376	0.0376		0.0376	0.0376		594.1596	594.1596	0.0114	0.0109	597.7755
Government Office Building	10630.5	0.1146	1.0422	0.8755	6.2500e-003		0.0792	0.0792		0.0792	0.0792		1,250.6527	1,250.6527	0.0240	0.0229	1,258.2640
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2422.89	0.0261	0.2375	0.1995	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.0454	285.0454	5.4600e-003	5.2300e-003	286.7802
Total		**0.1952**	**1.7749**	**1.4909**	**0.0107**		**0.1349**	**0.1349**		**0.1349**	**0.1349**		**2,129.8577**	**2,129.8577**	**0.0408**	**0.0391**	**2,142.8196**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	7.67819	0.0828	0.7528	0.6323	4.5200e-003		0.0572	0.0572		0.0572	0.0572		903.3168	903.3168	0.0173	0.0166	908.8142
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.7481	0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.6587	205.6587	3.9400e-003	3.7700e-003	206.9103
General Light Industry	3.93995	0.0425	0.3863	0.3245	2.3200e-003		0.0294	0.0294		0.0294	0.0294		463.5241	463.5241	8.8800e-003	8.5000e-003	466.3450
Total		**0.1441**	**1.3104**	**1.1008**	**7.8700e-003**		**0.0996**	**0.0996**		**0.0996**	**0.0996**		**1,572.4996**	**1,572.4996**	**0.0301**	**0.0288**	**1,582.0695**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	92.2454	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Unmitigated	92.2454	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.3934					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.7764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0756	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Total	**92.2454**	**7.4400e-003**	**0.8210**	**6.0000e-005**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**		**1.7644**	**1.7644**	**4.5900e-003**		**1.8607**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.3934					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.7764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0756	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Total	**92.2454**	**7.4400e-003**	**0.8210**	**6.0000e-005**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**		**1.7644**	**1.7644**	**4.5900e-003**		**1.8607**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Burbank AP Operations (SWQ)

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Government Office Building	355.00	1000sqft	8.15	355,000.00	0
Unenclosed Parking with Elevator	3,600.00	Space	32.40	1,440,000.00	0
Parking Lot	3,037.00	Space	27.33	1,214,800.00	0
Unrefrigerated Warehouse-No Rail	971.82	1000sqft	22.31	971,817.00	0
General Light Industry	98.00	1000sqft	2.25	98,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2025
Utility Company	Burbank Water & Power				
CO2 Intensity (lb/MWhr)	1096.12	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Vehicle Trips - Mobile emissions modeled separately.

Area Coating - Architectural coatings adjusted for parking lot striping, see "Operational CalEEMod Inputs"

Energy Mitigation -

Construction Phase - Not a construction run

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	4351892	2138221
tblConstructionPhase	NumDays	1,550.00	245.00
tblConstructionPhase	PhaseEndDate	2/22/2019	2/23/2019
tblConstructionPhase	PhaseEndDate	7/26/2019	7/26/2024
tblConstructionPhase	PhaseStartDate	2/24/2019	2/24/2024
tblProjectCharacteristics	OperationalYear	2014	2025
tblVehicleTrips	ST_TR	1.32	0.00
tblVehicleTrips	ST_TR	2.59	0.00
tblVehicleTrips	SU_TR	0.68	0.00
tblVehicleTrips	SU_TR	2.59	0.00
tblVehicleTrips	WD_TR	6.97	0.00
tblVehicleTrips	WD_TR	68.93	0.00
tblVehicleTrips	WD_TR	2.59	0.00

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.2454	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Energy	0.1952	1.7749	1.4909	0.0107		0.1349	0.1349		0.1349	0.1349		2,129.8577	2,129.8577	0.0408	0.0391	2,142.8196
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.4406**	**1.7823**	**2.3119**	**0.0107**	**0.0000**	**0.1378**	**0.1378**	**0.0000**	**0.1378**	**0.1378**		**2,131.6220**	**2,131.6220**	**0.0454**	**0.0391**	**2,144.6804**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	92.2454	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Energy	0.1442	1.3104	1.1008	7.8600e-003		0.0996	0.0996		0.0996	0.0996		1,572.4996	1,572.4996	0.0301	0.0288	1,582.0695
Mobile	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**92.3895**	**1.3179**	**1.9217**	**7.9200e-003**	**0.0000**	**0.1025**	**0.1025**	**0.0000**	**0.1025**	**0.1025**		**1,574.2639**	**1,574.2639**	**0.0347**	**0.0288**	**1,583.9303**

	ROG	**NOx**	**CO**	**SO2**	**Fugitive PM10**	**Exhaust PM10**	**PM10 Total**	**Fugitive PM2.5**	**Exhaust PM2.5**	**PM2.5 Total**	**Bio- CO2**	**NBio-CO2**	**Total CO2**	**CH4**	**N20**	**CO2e**
Percent Reduction	**0.06**	**26.06**	**16.88**	**26.05**	**0.00**	**25.61**	**25.61**	**0.00**	**25.61**	**25.61**	**0.00**	**26.15**	**26.15**	**23.52**	**26.17**	**26.15**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Light Industry	0.00	0.00	0.00		
Government Office Building	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Unrefrigerated Warehouse-No Rail	0.00	0.00	0.00		
Total	0.00	0.00	0.00		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
Government Office Building	16.60	8.40	6.90	33.00	62.00	5.00	50	34	16
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unenclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-No Rail	16.60	8.40	6.90	59.00	0.00	41.00	92	5	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.500116	0.060136	0.182997	0.141937	0.043982	0.006974	0.016541	0.035595	0.002005	0.002529	0.004193	0.000558	0.002437

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1442	1.3104	1.1008	7.8600e-003		0.0996	0.0996		0.0996	0.0996		1,572.4996	1,572.4996	0.0301	0.0288	1,582.0695
NaturalGas Unmitigated	0.1952	1.7749	1.4909	0.0107		0.1349	0.1349		0.1349	0.1349		2,129.8577	2,129.8577	0.0408	0.0391	2,142.8196

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Light Industry	5050.36	0.0545	0.4951	0.4159	2.9700e-003		0.0376	0.0376		0.0376	0.0376		594.1596	594.1596	0.0114	0.0109	597.7755
Government Office Building	10630.5	0.1146	1.0422	0.8755	6.2500e-003		0.0792	0.0792		0.0792	0.0792		1,250.6527	1,250.6527	0.0240	0.0229	1,258.2640
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	2422.89	0.0261	0.2375	0.1995	1.4300e-003		0.0181	0.0181		0.0181	0.0181		285.0454	285.0454	5.4600e-003	5.2300e-003	286.7802
Total		**0.1952**	**1.7749**	**1.4909**	**0.0107**		**0.1349**	**0.1349**		**0.1349**	**0.1349**		**2,129.8577**	**2,129.8577**	**0.0408**	**0.0391**	**2,142.8196**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Government Office Building	7.67819	0.0828	0.7528	0.6323	4.5200e-003		0.0572	0.0572		0.0572	0.0572		903.3168	903.3168	0.0173	0.0166	908.8142
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-No Rail	1.7481	0.0189	0.1714	0.1440	1.0300e-003		0.0130	0.0130		0.0130	0.0130		205.6587	205.6587	3.9400e-003	3.7700e-003	206.9103
General Light Industry	3.93995	0.0425	0.3863	0.3245	2.3200e-003		0.0294	0.0294		0.0294	0.0294		463.5241	463.5241	8.8800e-003	8.5000e-003	466.3450
Total		**0.1441**	**1.3104**	**1.1008**	**7.8700e-003**		**0.0996**	**0.0996**		**0.0996**	**0.0996**		**1,572.4996**	**1,572.4996**	**0.0301**	**0.0288**	**1,582.0695**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	92.2454	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Unmitigated	92.2454	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.3934					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.7764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0756	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Total	**92.2454**	**7.4400e-003**	**0.8210**	**6.0000e-005**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**		**1.7644**	**1.7644**	**4.5900e-003**		**1.8607**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	11.3934					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	80.7764					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0756	7.4400e-003	0.8210	6.0000e-005		2.9200e-003	2.9200e-003		2.9200e-003	2.9200e-003		1.7644	1.7644	4.5900e-003		1.8607
Total	**92.2454**	**7.4400e-003**	**0.8210**	**6.0000e-005**		**2.9200e-003**	**2.9200e-003**		**2.9200e-003**	**2.9200e-003**		**1.7644**	**1.7644**	**4.5900e-003**		**1.8607**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

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Appendix F.9
Operational Emissions: Mobile Sources (All Options)

Appendix F.9 Operational Emissions: Mobile Sources (All Options)

F.9-1 Inputs: Bob Hope Airport Commuter Survey Results

Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment

Average Trip Distance to BUR Airport

Zip Code	County	Respondents	Miles to Bob Hope Airport [a] Route 1	Route 2	Average
92337	SB	1	62.1	62.3	62.2
92706	OC	1	46.6	61.7	54.2
92735	OC	1	51.6	61.1	56.4
92780	OC	1	50.4	65.7	58.1
92606	OC	1	57	61.2	59.1
91361	VEN	11	49.5	43.7	46.6
91360	VEN	3	41.9	37.9	39.9
91362	VEN	6	42.8	35.7	39.3
91320	VEN	3	48	40.7	44.4
93041	VEN	3	55.9	54.5	55.2
93065	VEN	16	30.2		30.2
91307	VEN	2	29	27.1	28.1
93063	VEN	3	25.3		25.3
93021	VEN	2	36.7	46.2	41.5
93015	VEN	2	46		46
93060	VEN	1	60.7	60.8	60.8
93010	VEN	3	56.5	49.2	52.9
93004	VEN	2	53.2	61.8	57.5
93003	VEN	4	57.6	65.4	61.5
93001	VEN	3	69.4	62.1	65.8
93030	VEN	5	62.2	54.9	58.6
93035	VEN	1	68.6	61.3	65
93041	VEN	3	59.9	58.5	59.2
93536	LA	3	64.5	61.7	63.1
93535	LA	1	67.1	71.1	69.1
93534	LA	4	58.3	55.5	56.9
91384	LA	3	36.2		36.2
91390	LA	6	32.4		32.4
93551	LA	5	53.9	51.2	52.6
93550	LA	1	36.9	45.4	41.2
93552	LA	2	52.4	48.6	50.5
93543	LA	1	48	55.6	51.8
91381	LA	3	22.7		22.7
91355	LA	8	24.3		24.3
91354	LA	4	27	31.1	29.1
91350	LA	5	25.9	24	25
91351	LA	6	24.3		24.3
91387	LA	6	25.1	24.2	24.7
91321	LA	2	19.7		19.7
91311	LA	5	19.3		19.3

91326	LA	4	16.7	19.6	18.2
91344	LA	11	12.2		12.2
91340	LA	4	11.3	9.1	10.2
91345	LA	2	9.8	9.5	9.7
91324	LA	4	17.7	17.1	17.4
91325	LA	2	15	12.9	14
91343	LA	4	12.9	10.5	11.7
91402	LA	5	8	8.5	8.3
91331	LA	6	7.8	8	7.9
91040	LA	1	10.7	12.4	11.6
91352	LA	4	4.2	5	4.6
91042	LA	8	14.5	16.2	15.4
91342	LA	8	10.6	12.9	11.8
91214	LA	5	13	15	14
91020	LA	2	12.3	14.3	13.3
91208	LA	3	12.5	14.5	13.5
91207	LA	4	6.8	8.2	7.5
91501	LA	7	5.4	4.8	5.1
91504	LA	16	2.4		2.4
91505	LA	9	3.2		3.2
91506	LA	15	3.3	3.7	3.5
91201	LA	1	6.6	5.6	6.1
91202	LA	4	6.9	8.3	7.6
91206	LA	2	12	11.8	11.9
91205	LA	5	10.5		10.5
91304	LA	3	25.3	20.7	23
91303	LA	8	23.1	19.4	21.3
91306	LA	7	21.2	18.3	19.8
91335	LA	5	18.2	11.6	14.9
91405	LA	1	7		7
91605	LA	2	4		4
91411	LA	3	7.9	7.5	7.7
91401	LA	11	6	6.4	6.2
91606	LA	2	2.9	3.6	3.3
91607	LA	11	5.6	5.2	5.4
91601	LA	11	3.4	3.5	3.5
91403	LA	14	9.8		9.8
91436	LA	1	10.8	12.3	11.6
91316	LA	4	12.1	14	13.1
91356	LA	8	13.4	14.7	14.1
91364	LA	11	17	18	17.5
91367	LA	7	16.9	18	17.5
91302	LA	8	23.1	25.4	24.3
91301	LA	3	29.4	31.7	30.6
90265	LA	1	38.7	41	39.9
90272	LA	1	27.6	29.5	28.6
90049	LA	6	20.8	22.3	21.6
90025	LA	9	18.6	20.1	19.4
90077	LA	7	20.2	21.7	21
90210	LA	2	11.9	12.7	12.3

90069	LA	1	10.6	10	10.3
91423	LA	4	8.2	8.6	8.4
91604	LA	9	7.8	7.7	7.8
90046	LA	1	8.8	8.5	8.7
91602	LA	7	4.5	4.4	4.5
90068	LA	3	7.1	11.3	9.2
90027	LA	7	11.6	12.2	11.9
90039	LA	1	14.5	11.1	12.8
90024	LA	3	15.8	16.8	16.3
90048	LA	1	11.8	13.7	12.8
90036	LA	2	14.5	10.7	12.6
90004	LA	3	13.3	10.7	12
90038	LA	3	12.1	8.7	10.4
90029	LA	3	13.5	12.9	13.2
90028	LA	19	11.2	7.8	9.5
90064	LA	1	20	23	21.5
90066	LA	1	22	24.1	23.1
90291	LA	6	24.3	26.3	25.3
90292	LA	1	26.4	28.4	27.4
90034	LA	3	16.7	24.3	20.5
90035	LA	1	15.9	25.3	20.6
90019	LA	3	13.6	12	12.8
90026	LA	22	13.4	13.1	13.3
90057	LA	2	15.7	15.3	15.5
90008	LA	1	17.7	15.7	16.7
90043	LA	1	19.4	24.1	21.8
90062	LA	1	21.4	19.4	20.4
90037	LA	7	20	18	19
90011	LA	2	20.3	20.9	20.6
90001	LA	3	25.7	22.6	24.2
90021	LA	3	21.4	18.1	19.8
90014	LA	2	20.3	17.6	19
90012	LA	11	14.8	17.7	16.3
90033	LA	2	16	19.1	17.6
90031	LA	2	17	14.7	15.9
90065	LA	6	14	15	14.5
90042	LA	5	15.4	14.5	15
90032	LA	6	18.8	18.6	18.7
90041	LA	8	12.3	15	13.7
91105	LA	2	15.8	20.3	18.1
91030	LA	2	17.9	19.9	18.9
91801	LA	5	20.7	22.3	21.5
91108	LA	2	19.2	22.6	20.9
91106	LA	5	17.1	20.5	18.8
91104	LA	6	18.2	21.6	19.9
91103	LA	4	16.7	17.7	17.2
91001	LA	14	20.6	20	20.3
91107	LA	3	20	23.5	21.8
91024	LA	2	22.9	26.4	24.7
91006	LA	3	25.1	28.6	26.9

91016	LA	2	24.3	27.8	26.1
91010	LA	3	31	34.5	32.8
91702	LA	2	43.9	47.3	45.6
91773	LA	1	36.1	39.5	37.8
91789	LA	1	45.3	48.8	47.1
91790	LA	1	32.7	32	32.4
91780	LA	1	23.7	27.2	25.5
91770	LA	2	25.2	24	24.6
90640	LA	2	25.5	25.7	25.6
91754	LA	1	22	22.7	22.4
91803	LA	2	20.5	20.8	20.7
90022	LA	2	22.2		22.2
90023	LA	1	19	18.9	19
90605	LA	1	44.7	37.3	41
90242	LA	1	30.7	30.5	30.6
90703	LA	1	38.1	34.4	36.3
90713	LA	1	36.7	35.1	35.9
90277	LA	1	37.5	38.3	37.9
90501	LA	1	33.8	31.7	32.8
90506	LA	1	30.2	35.1	32.7
90731	LA	6	42.4	44	43.2
90744	LA	6	36.2	40	38.1
				Weighted Average Distance [b]	20.2

Notes:

a. Distance is estimated based on mapped travel distance from the zip code to BUR Airport using Google Maps. For most zip codes, the average distance is calculated as the average of two potential routes to the Airport.

b. The weighted average distance is based on the number of survey respondents from each zip code.

Source: Unison Consulting, Inc., Bob Hope Airport Ground Access Study, Data Collection and Analysis, Surveys of Airport Passengers and Employees, Figure 2, (2012); ESA PCR, 2016.

Appendix F.9 Operational Emissions: Mobile Sources (All Options)

F.9-2 Inputs: Passenger Trip Emission Factors

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Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment

Passenger Trip Emission Factors

Year	Criteria Pollutant Emission Factors (pounds/mile)									
	ROG	NOx	CO	SOx	PM10 RD	PM10 TW+BW+EXH	PM10 Total	PM2_5 RD	PM2_5 TW+BW+EXH	PM2_5 Total
Existing	4.63E-04	3.65E-04	3.90E-03	8.22E-06	6.61E-04	1.05E-04	7.66E-04	1.62E-04	4.47E-05	2.07E-04
2023	2.43E-04	1.57E-04	1.94E-03	6.45E-06	6.61E-04	1.04E-04	7.65E-04	1.62E-04	4.40E-05	2.06E-04
2025	2.19E-04	1.31E-04	1.70E-03	5.97E-06	6.61E-04	1.04E-04	7.65E-04	1.62E-04	4.39E-05	2.06E-04

Source: EMFAC2014, Region: Southern California Association of Governments, Mode: "Emissions" (or "Burden"), Vehicles: LDA, LDT1, LDT2.

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Appendix F.9 Operational Emissions: Mobile Sources (All Options)

F.9-3 Inputs: Parking Emission Factors

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Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment

Passenger Trip Emission Factors (Parking)

Year	Criteria Pollutant Emission Factors (pounds/mile)									
	ROG	NOx	CO	SOx	PM10 RD	PM10 EXH	PM10 Total	PM2_5 RD	PM2_5 EXH	PM2_5 Total
Existing	4.08E-04	4.85E-04	5.58E-03	2.44E-05	6.61E-04	2.80E-05	6.89E-04	1.62E-04	2.59E-05	1.88E-04
2023	1.64E-04	2.21E-04	2.64E-03	1.91E-05	6.61E-04	2.58E-05	6.87E-04	1.62E-04	2.38E-05	1.86E-04
2025	1.39E-04	1.87E-04	2.31E-03	1.76E-05	6.61E-04	2.52E-05	6.86E-04	1.62E-04	2.32E-05	1.85E-04

Source: EMFAC2014, Region: Southern California Association of Governments, Mode: "Emissions" (or "Burden"), Vehicles: LDA, LDT1, LDT2, Speed: 5 MPH.

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Appendix F.9 Operational Emissions: Mobile Sources (All Options)

F.9-4 Inputs: Paved Road Dust Emission Factors

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Paved Road Dust Emission Factors (Assumes No Precipitation)

Formula: $EF_{Dust,P} = (k\ (sL)^{0.91} \times (W)^{1.02})$

Where:

$EF_{Dust,P}$ = Paved Road Dust Emission Factor (having the same units as k)
k = particle size multiplier
sL = road surface silt loading (g/m^2)
W = average fleet vehicle weight (tons) (CARB uses 2.4 tons as a fleet average vehicle weight factor)

Emission Factor (grams per VMT)		
	PM10	PM2.5
k	0.9979	0.2449
sL	0.1	0.1
W	2.4	2.4
$EF_{Dust,P}$	3.00E-01	7.36E-02

Sources:

SCAQMD, CalEEMod, Version 2013.2.2.

CARB, *Entrained Dust from Paved Road Travel: Emission Estimation Methodology Background Document* , (1997).

USEPA, *AP-42* , Fifth Edition, Volume I, Chapter 13.2.1 - Paved Roads, (2011).

ESA PCR, 2016.

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Appendix F.9 Operational Emissions: Mobile Sources (All Options)

F.9-5 Output: Passenger Trip Emissions

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Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment

Passenger Trip Emissions

Year	Trips/Day [a]	VMT/Trip	ROG	NOx	CO	SOx	PM10 Dust	PM10 EXH	PM10 Total	PM2_5 Dust	PM2_5 EXH	PM2_5 Total
			Criteria Pollutant Emissions (pounds/day)									
Existing	14,156	20.2	132.3	104.3	1,116.6	2.4	189.0	29.9	219.0	46.4	12.8	59.2
2023	17,839	20.2	87.4	56.5	699.3	2.3	238.2	37.5	275.7	58.5	15.9	74.3
2025	18,460	20.2	81.6	49.0	634.0	2.2	246.5	38.7	285.2	60.5	16.4	76.9

Notes:

a. Gibson Transportation Consulting, Inc., 2016. Daily trips provided by consultant and are used in the roadway intersection traffic volume analysis.

Source: ESA PCR, 2016.

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Appendix F.9 Operational Emissions: Mobile Sources (All Options)

F.9-6 Output: Parking Emissions

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Burbank AP Terminal Replacement
Air Quality and Greenhouse Gas Assessment

Parking Emissions (On-site parking areas affected by the Project)

Year	Trips/Day [a]	On-Airport Parking Lot	Percent of Total [b]	VMT/Trip	Criteria Pollutant Emissions (pounds/day)									
					ROG	NOx	CO	SOx	PM10 Dust	PM10 EXH	PM10 Total	PM2_5 Dust	PM2_5 EXH	PM2_5 Total
Existing Conditions														
Existing	14,156	No Parking (Dropped Off) [c]	57.0%	0.91	3.00	3.56	40.97	0.18	4.85	0.21	5.06	1.19	0.19	1.38
		Lot A	7.7%	0.67	0.30	0.35	4.07	0.02	0.48	0.02	0.50	0.12	0.02	0.14
		Lot E	2.6%	0.39	0.06	0.07	0.79	0.00	0.09	0.00	0.10	0.02	0.00	0.03
		Short-Term	3.4%	0.52	0.10	0.12	1.40	0.01	0.17	0.01	0.17	0.04	0.01	0.05
		Valet	11.6%	0.65	0.44	0.52	5.96	0.03	0.71	0.03	0.74	0.17	0.03	0.20
2023	17,839	No Parking (Dropped Off) [c]	57.0%	0.91	1.52	2.05	24.47	0.18	6.12	0.24	6.36	1.50	0.22	1.72
		Lot A	7.7%	0.67	0.15	0.20	2.43	0.02	0.61	0.02	0.63	0.15	0.02	0.17
		Lot E	2.6%	0.39	0.03	0.04	0.47	0.00	0.12	0.00	0.12	0.03	0.00	0.03
		Short-Term	3.4%	0.52	0.05	0.07	0.84	0.01	0.21	0.01	0.22	0.05	0.01	0.06
		Valet	11.6%	0.65	0.22	0.30	3.56	0.03	0.89	0.03	0.92	0.22	0.03	0.25
2025	18,460	No Parking (Dropped Off) [c]	57.0%	0.91	1.33	1.79	22.10	0.17	6.33	0.24	6.57	1.55	0.22	1.78
		Lot A	7.7%	0.67	0.13	0.18	2.19	0.02	0.63	0.02	0.65	0.15	0.02	0.18
		Lot E	2.6%	0.39	0.03	0.03	0.43	0.00	0.12	0.00	0.13	0.03	0.00	0.03
		Short-Term	3.4%	0.52	0.05	0.06	0.75	0.01	0.22	0.01	0.22	0.05	0.01	0.06
		Valet	11.6%	0.65	0.19	0.26	3.22	0.02	0.92	0.04	0.96	0.23	0.03	0.26
NEQ (Adjacent Full-Size)														
2023	17,839	No Parking (Dropped Off) [d]	57.0%	1.27	2.12	2.86	34.16	0.25	8.54	0.33	8.87	2.10	0.31	2.40
		Parking (includes Valet) [e]	28.8%	1.87	1.58	2.13	25.42	0.18	6.35	0.25	6.60	1.56	0.23	1.79
2025	18,460	No Parking (Dropped Off) [d]	57.0%	1.27	1.85	2.50	30.85	0.24	8.83	0.34	9.17	2.17	0.31	2.48
		Parking (includes Valet) [e]	28.8%	1.87	1.38	1.86	22.96	0.18	6.57	0.25	6.83	1.61	0.23	1.84
SWQ (Full-Size and Same-Size)														
2023	17,839	No Parking (Dropped Off) [d]	57.0%	1.20	2.00	2.70	32.27	0.23	8.07	0.32	8.38	1.98	0.29	2.27
		Parking [e]	17.2%	1.78	0.90	1.21	14.45	0.10	3.61	0.14	3.75	0.89	0.13	1.02
		Valet	11.6%	1.27	0.43	0.58	6.93	0.05	1.73	0.07	1.80	0.43	0.06	0.49
2025	18,460	No Parking (Dropped Off) [d]	57.0%	1.20	1.75	2.36	29.15	0.22	8.35	0.32	8.67	2.05	0.29	2.34
		Parking [e]	17.2%	1.78	0.78	1.06	13.05	0.10	3.74	0.14	3.88	0.92	0.13	1.05
		Valet	11.6%	1.27	0.38	0.51	6.26	0.05	1.79	0.07	1.86	0.44	0.06	0.50

Notes:

a. Gibson Transportation Consulting, Inc., 2016. Daily trips provided by consultant and are used in the roadway intersection traffic volume analysis.

b. Unison Consulting, Inc., Bob Hope Airport Ground Access Study, Data Collection and Analysis, Surveys of Airport Passengers and Employees, Figure 4, (2012).

c. Assumes all vehicles enter and exit at Hollywood Way/Thornton Avenue and that all vehicles make one return loop around Airport Way.

d. Assumes all vehicles make one return loop around the drop off/pickup area.

e. Assumes all vehicles make four loops inside the parking structure.

Source: ESA PCR, 2016.

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Appendix F.10
Unison Survey, Bob Hope Airport Ground Access Study Data Collection and Analysis (2012) (select pages)

BOB HOPE AIRPORT

GROUND ACCESS STUDY
DATA COLLECTION AND ANALYSIS

SURVEYS OF AIRPORT PASSENGERS AND EMPLOYEES

Conducted on May 7-16, 2012

REPORT ON THE SURVEY FINDINGS

Draft – August 30, 2012

By

UNISON Consulting, Inc.

Maroon Society
research strategy solutions

Montbury Consulting Inc

David Brownstone, Ph.D.

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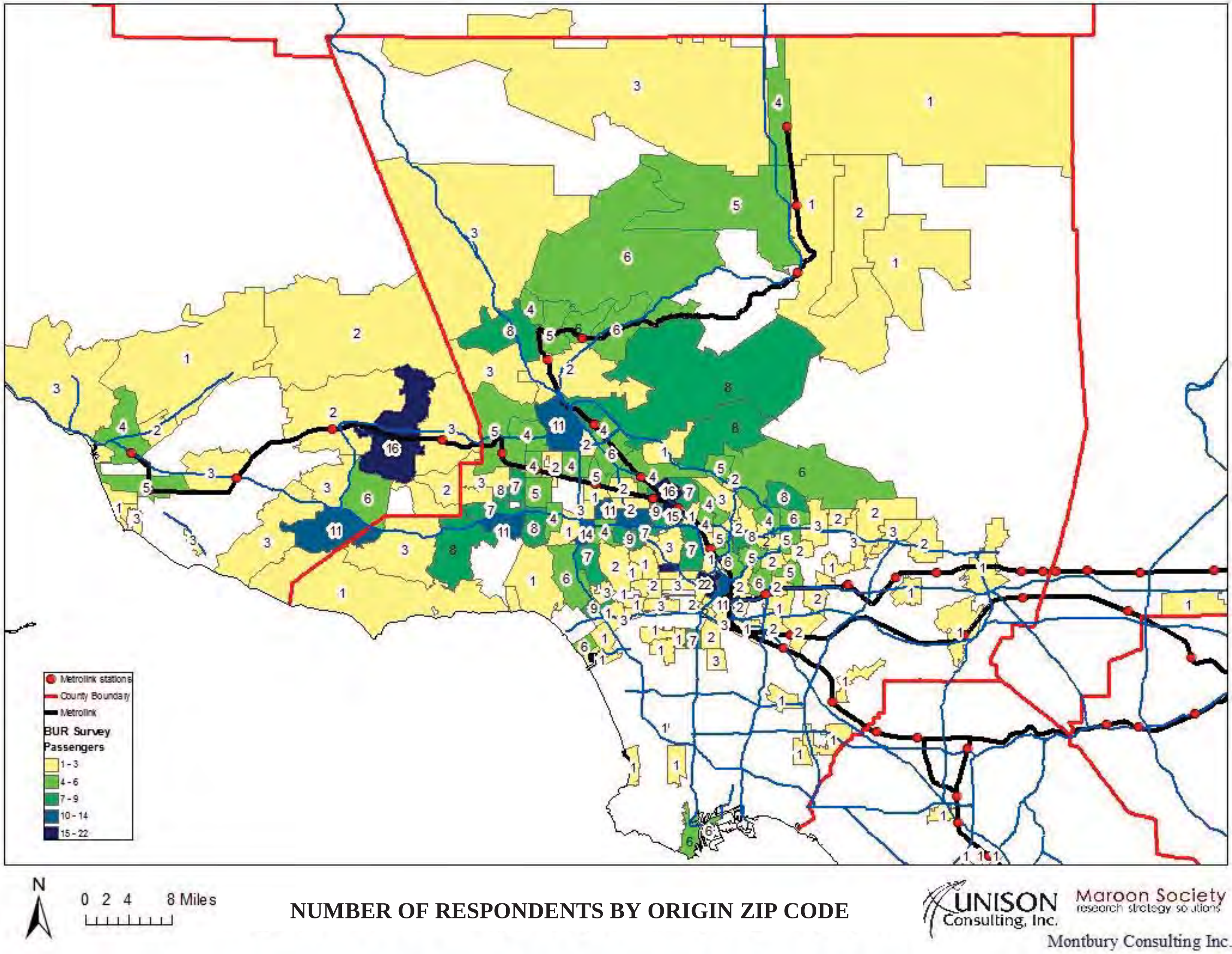
Figure 2. PASSENGER TRIP ORIGIN BY ZIP CODE



NUMBER OF RESPONDENTS BY ORIGIN ZIP CODE

PRIVATE VEHICLE USE

Private vehicle trips account for 73 percent of all passenger trips to the Airport.

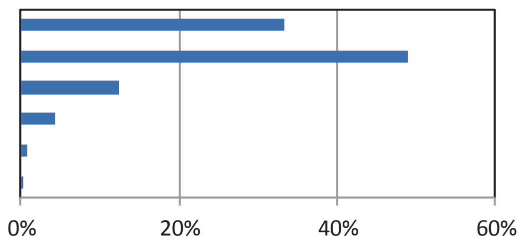
Vehicle Occupancy

Private vehicle trips to the airport have an average of two occupants, including the driver. As shown in **Figure 4,** 49 percent of respondents using private vehicles reported two occupants, followed by 33 percent with one occupant, and 12 percent with three occupants.

Figure 4. PRIVATE VEHICLES - OCCUPANCY AND PARKING

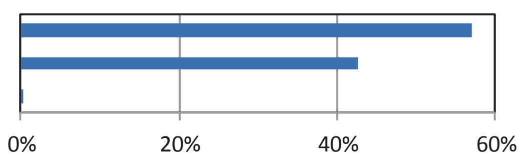
Passengers who used a private vehicle: How many people were in the vehicle (including you) (Q27)

	Frequency	Percent
1	181	33%
2	266	49%
3	67	12%
4	23	4%
5	4	1%
6	1	0%
Total	**542**	**100%**
Mean		1.9
Median		2.0
Std. Deviation		0.8



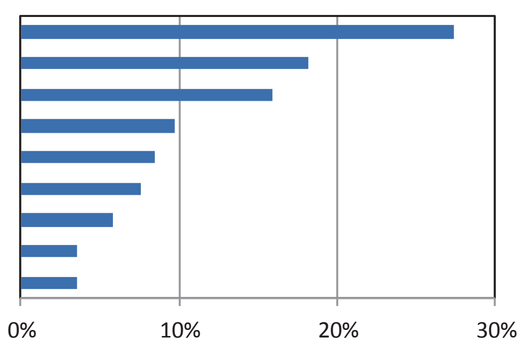
Passengers who used a private vehicle: Was the vehicle parked? (Q28)

	Frequency	Percent
No (dropped Off)	312	57%
Yes	233	43%
NA (Not Applicable)	2	0%
Total	**547**	**100%**



Passengers who used a private vehicle: Where was the vehicle parked? (Q28)

	Frequency	Percent
Valet Parking	62	27%
Economy Lot A	41	18%
Economy Lot C	36	16%
Non-Airport Parking	22	10%
Economy Lot B	19	8%
Short Term Parking Structure	17	8%
Economy Lot E	13	6%
Carter's VSP Parking	8	4%
Economy Lot D	8	4%
Total	**226**	**100%**



Parking

A majority of passengers who use private vehicles do not park. **Figure 4** shows that 57 percent of respondents using private vehicles were dropped off and did not park. Of the remaining 43

Appendix F.11
Operational Localized Significance Threshold Analysis

F.11-1 AERMOD Source Emission Rates

F.11-2 Localized Operational Emissions (Adjacent Property Option)

F.11-3 Localized Operational Emissions (Southwest Quadrant Options)

Appendix F.11 Operational Localized Significance Threshold Analysis

F.11-1 AERMOD Source Emission Rates

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
Bob Hope Airport Replacement Terminal Project

AERMOD SOURCE EMISSION RATES

Emissions Source	Model Source Group	Source ID	Source Type	Averaging Period	Emission Rates (per each source)							
					NO_X		CO		PM10		PM2.5	
				(hours/day)	(lbs/day)	(g/s)	(lbs/day)	(g/s)	(lbs/day)	(g/s)	(lbs/day)	(g/s)
Existing (2015)												
Aircraft	A	AIRCRAFT	Line Vol	15	2.12E+03	**1.78E+01**	6.32E+03	**5.31E+01**	2.69E+01	**2.26E-01**	2.69E+01	**2.26E-01**
GSE	B	GSE	Line Vol	17	1.18E+02	**8.78E-01**	1.08E+03	**8.00E+00**	4.89E+00	**3.63E-02**	4.64E+00	**3.44E-02**
APU	C	APU	Volume	17	8.89E+01	**6.59E-01**	1.11E+02	**8.25E-01**	1.22E+01	**9.02E-02**	1.22E+01	**9.02E-02**
APU (each gate)	C	APU#	Volume	17	6.35E+00	**4.71E-02**	7.95E+00	**5.90E-02**	8.69E-01	**6.44E-03**	8.69E-01	**6.44E-03**
Terminal Ops	D	TERMINAL	Area Poly	24	1.87E-01	**9.79E-04**	3.16E-01	**1.66E-03**	1.95E-02	**1.02E-04**	1.95E-02	**1.02E-04**
Hangars	E	HANGARS	Area Poly	24	8.01E-01	**4.21E-03**	1.36E+00	**7.13E-03**	8.38E-02	**4.40E-04**	8.38E-02	**4.40E-04**
ARFF	F	ARFF	Area	24	6.43E-02	**3.38E-04**	1.09E-01	**5.72E-04**	6.73E-03	**3.53E-05**	6.73E-03	**3.53E-05**
Parking A	G	PARKING1	Line Vol	17	7.06E-01	**5.23E-03**	8.13E+00	**6.03E-02**	1.00E+00	**7.44E-03**	2.74E-01	**2.03E-03**
Parking D-G, Valet, Structure	G	PARKING2	Line Vol	17	1.42E+00	**1.05E-02**	1.63E+01	**1.21E-01**	2.01E+00	**1.49E-02**	5.50E-01	**4.08E-03**
Pick-up/Drop-off Idling	H	MOBILE	Line Vol	17	7.12E+00	**5.28E-02**	8.19E+01	**6.07E-01**	1.01E+01	**7.50E-02**	2.76E+00	**2.05E-02**
Adjacent Property Option (2025)												
Aircraft (Project - Existing)	A	AIRCRAFT	Line Vol	15	6.61E+02	**5.56E+00**	7.62E+02	**6.40E+00**	4.56E+00	**3.83E-02**	4.56E+00	**3.83E-02**
GSE	B	GSE	Line Vol	17	1.44E+02	**1.07E+00**	1.31E+03	**9.71E+00**	5.60E+00	**4.15E-02**	5.60E+00	**4.15E-02**
APU	C	APU	Volume	17	1.09E+02	**8.12E-01**	1.08E+02	**8.03E-01**	1.33E+01	**9.85E-02**	1.33E+01	**9.85E-02**
APU (each gate)	C	APU#	Volume	17	7.82E+00	**5.80E-02**	7.74E+00	**5.74E-02**	9.49E-01	**7.03E-03**	9.49E-01	**7.03E-03**
Terminal Ops	D	TERMINAL	Volume	24	3.27E-01	**1.72E-03**	4.76E-01	**2.50E-03**	2.54E-02	**1.33E-04**	2.54E-02	**1.33E-04**
General Aviation Hangars	E	HANGARS	Volume	24	9.02E-01	**4.74E-03**	1.32E+00	**6.91E-03**	7.02E-02	**3.68E-04**	7.02E-02	**3.68E-04**
ARFF	F	ARFF	Area Poly	24	7.36E-02	**3.87E-04**	1.07E-01	**5.64E-04**	5.73E-03	**3.01E-05**	5.73E-03	**3.01E-05**
Airline Cargo Building	G	CARGO	Area	24	7.36E-03	**3.87E-05**	1.07E-02	**5.64E-05**	5.73E-04	**3.01E-06**	5.73E-04	**3.01E-06**
GSE Building	I	GSEBUILD	Area	24	9.20E-03	**4.83E-05**	1.34E-02	**7.05E-05**	7.16E-04	**3.76E-06**	7.16E-04	**3.76E-06**
Parking Valet & Structure	J	PARKING	Line Vol	17	1.86E+00	**1.38E-02**	2.30E+01	**1.70E-01**	6.83E+00	**5.06E-02**	1.84E+00	**1.37E-02**
Pick-up/Drop-off Idling	K	MOBILE	Line Vol	17	2.50E+00	**1.85E-02**	3.08E+01	**2.29E-01**	9.17E+00	**6.80E-02**	2.48E+00	**1.84E-02**
Southwest Quadrant (2025)												
Aircraft (Project - Existing)	A	AIRCRAFT	Line Vol	15	7.52E+02	**6.32E+00**	1.35E+03	**1.14E+01**	5.23E+00	**4.40E-02**	5.23E+00	**4.40E-02**
GSE	B	GSE	Line Vol	17	1.44E+02	**1.07E+00**	1.31E+03	**9.71E+00**	5.91E+00	**4.38E-02**	5.60E+00	**4.15E-02**
APU	C	APU	Volume	17	1.09E+02	**8.12E-01**	1.08E+02	**8.03E-01**	1.33E+01	**9.85E-02**	1.33E+01	**9.85E-02**
APU (each gate)	C	APU#	Volume	17	7.82E+00	**5.80E-02**	7.74E+00	**5.74E-02**	9.49E-01	**7.03E-03**	9.49E-01	**7.03E-03**
Terminal Ops	D	TERMINAL	Volume	24	3.28E-01	**1.72E-03**	4.79E-01	**2.51E-03**	2.55E-02	**1.34E-04**	2.55E-02	**1.34E-04**
General Aviation Hangars	D	HANGARS	Volume	24	8.42E-01	**4.42E-03**	1.23E+00	**6.44E-03**	6.55E-02	**3.44E-04**	6.55E-02	**3.44E-04**
ARFF	D	ARFF	Area	24	7.40E-02	**3.88E-04**	1.08E-01	**5.66E-04**	5.76E-03	**3.02E-05**	5.76E-03	**3.02E-05**
GSE Building	G	GSECARGO	Area	24	1.66E-02	**8.74E-05**	2.43E-02	**1.27E-04**	1.30E-03	**6.80E-06**	1.30E-03	**6.80E-06**
All Cargo Carrier Building	I	ALLCARGO	Area	24	5.71E-02	**3.00E-04**	8.32E-02	**4.37E-04**	4.44E-03	**2.33E-05**	4.44E-03	**2.33E-05**
Parking Valet & Structure	J	PARKING	Line Vol	17	1.56E+00	**1.16E-02**	1.93E+01	**1.43E-01**	5.74E+00	**4.25E-02**	1.55E+00	**1.15E-02**
Pick-up/Drop-off Idling	E	MOBILE	Line Vol	17	2.36E+00	**1.75E-02**	2.91E+01	**2.16E-01**	8.67E+00	**6.42E-02**	2.34E+00	**1.74E-02**

Note:

a. Additional analysis is used to determined the three-year average of the 98th percentile (8th highest) concentration for comparision to the 1-hour NAAQS for NO_2.

Source: PCR Services Corporation, 2016

Appendix F.11 Operational Localized Significance Threshold Analysis

F.11-2 Localized Operational Emissions (Adjacent Property Option)

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
Bob Hope Airport Replacement Terminal Project

ADJACENT PROPERTY FULL-SIZE TERMINAL OPTION

	Project Concentrations (µg/m^3)			
Source	NO_2	CO	PM10	PM2.5
Project On-Site Construction Emissions [a]				
1-hour average	66.57	182.66	—	—
1-hour average (3-year avg of 98th per.)	61.98	—	—	—
8-hour average	—	119.93	—	—
24-hour average	—	—	1.82	0.92
Annual	—	—	0.57	0.40
Background [b]				
1-hour average	137.6	3,433	—	—
1-hour average (3-year avg of 98th per.)	114.2	—	—	—
8-hour average	—	3,433	—	—
24-hour average	—	—	—	—
Annual	—	—	—	—
Total (Project + Background)				
1-hour average	204.2	3,616	—	—
1-hour average (3-year avg of 98th per.)	176.2	—	—	—
8-hour average	—	3,553	—	—
24-hour average	—	—	1.82	0.92
Annual	—	—	0.57	0.40
Localized Significance Thresholds				
1-hour average	339.0	23,000	—	—
1-hour average (3-year avg of 98th per.)	188.0	—	—	—
8-hour average	—	10,000	—	—
24-hour average	—	—	10.40	10.40
Annual	—	—	2.50	2.50
Exceeds Thresholds?				
1-hour average	NO	NO	—	—
1-hour average (3-year avg of 98th per.)	NO	—	—	—
8-hour average	—	NO	—	—
24-hour average	—	—	NO	NO
Annual	—	—	NO	NO

Notes:

a. Based on the results from the AERMOD dispersion model. NO2 concentrations are based on NOx to NO2 conversion ratios in the SCAQMD Final Localized Significance Threshold Methodology.

b. Background concentrations are based on the maximum of the most recent three years for which data is available from the SCAQMD for the Burbank Monitoring Station (2012-2014). See SCAQMD website: http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year. The 1-hour CO concentration is based on data from the same time period from the USEPA. See USEPA website: http://www.epa.gov/airdata/ad_rep_mon.html.

Source: PCR Services Corporation, 2016

Appendix F.11 Operational Localized Significance Threshold Analysis

F.11-3 Localized Operational Emissions (Southwest Quadrant Options)

BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
Bob Hope Airport Replacement Terminal Project

SOUTHWEST QUADRANT SAME-SIZED AND FULL-SIZE TERMINAL OPTIONS

	Project Concentrations (µg/m^3)			
Source	NO_2	CO	PM10	PM2.5
Project On-Site Construction Emissions [a]				
1-hour average	65.90	249.44	—	—
1-hour average (3-year avg of 98th per.)	63.77	—	—	—
8-hour average	—	168.37	—	—
24-hour average	—	—	5.46	2.39
Annual	—	—	2.30	0.99
Background [b]				
1-hour average	137.6	3,433	—	—
1-hour average (3-year avg of 98th per.)	114.2	—	—	—
8-hour average	—	3,433	—	—
24-hour average	—	—	—	—
Annual	—	—	—	—
Total (Project + Background)				
1-hour average	203.5	3,682	—	—
1-hour average (3-year avg of 98th per.)	178.0	—	—	—
8-hour average	—	3,601	—	—
24-hour average	—	—	5.46	2.39
Annual	—	—	2.30	0.04
Localized Significance Thresholds				
1-hour average	339.0	23,000	—	—
1-hour average (3-year avg of 98th per.)	188.0	—	—	—
8-hour average	—	10,000	—	—
24-hour average	—	—	10.40	10.40
Annual	—	—	2.50	2.50
Exceeds Thresholds?				
1-hour average	NO	NO	—	—
1-hour average (3-year avg of 98th per.)	NO	—	—	—
8-hour average	—	NO	—	—
24-hour average	—	—	NO	NO
Annual	—	—	NO	NO

Notes:

a. Based on the results from the AERMOD dispersion model. NO2 concentrations are based on NOx to NO2 conversion ratios in the SCAQMD Final Localized Significance Threshold Methodology.

b. Background concentrations are based on the maximum of the most recent three years for which data is available from the SCAQMD for the Burbank Monitoring Station (2012-2014). See SCAQMD website: http://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year. The 1-hour CO concentration is based on data from the same time period from the USEPA. See USEPA website: http://www.epa.gov/airdata/ad_rep_mon.html.

Source: PCR Services Corporation, 2016

Appendix F.12
Operational Health Risk Assessment

F.12-1 Adjacent Property Option – Existing Risk (2015)

B.12-1-a. AERMOD Inputs: Source Characteristics

B.12-1-b. AERMOD Results

B.12-1-c. Cancer Risk Calculations: Residents

F.12-2 Adjacent Property Option – Risk No Project (2023)

B.12-2-a. AERMOD Inputs: Source Characteristics

B.12-2-b. AERMOD Results

B.12-2-c. Cancer Risk Calculations: Residents

F.12-3 Adjacent Property Option – Risk With Project (2023)

B.12-3-a. AERMOD Inputs: Source Characteristics

B.12-3-b. AERMOD Results

B.12-3-c. Cancer Risk Calculations: Residents

F.12-4 Southwest Quadrant Options – Existing Risk (2015)

B.12-4-a. AERMOD Inputs: Source Characteristics

B.12-4-b. AERMOD Results

B.12-4-c. Cancer Risk Calculations: Residents

F.12-5 Southwest Quadrant Options – Risk No Project (2023)

B.12-5-a. AERMOD Inputs: Source Characteristics

B.12-5-b. AERMOD Results

B.12-5-c. Cancer Risk Calculations: Residents

F.12-6 Southwest Quadrant Options – Risk With Project (2023)

B.12-6-a. AERMOD Inputs: Source Characteristics

B.12-6-b. AERMOD Results

B.12-6-c. Cancer Risk Calculations: Residents

Appendix F.12 Operational Health Risk Assessment

F.12-1 Adjacent Property Option – Existing Risk (2015)

F.12-1-a. AERMOD Inputs: Source Characteristics

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - Existing (NEQ Receptor)

AERMOD Source Characteristics

Emission Source	Source Type	Number of Sources	Length of Line (m)	ource Grou Unitized Emission Rate (g/s)	Release Height (m)	Length of Side X (m)	Length of Side Y (m)	Initial Lateral (m)	Initial Vertical (m)	Plume Height (m)	Plume Width (m)	Exit Temp (°F)	Inside Diameter (ft)	Exit Flow Rate (ft^3/s)
Source Group 1														
APU Gates	Volume	14	n/a	0.0005	5	40	40	9.30	20.00	n/a	n/a	n/a	n/a	n/a
Aircraft LTO and Taxi	Line-Volume	1	16144	0.9926	n/a	n/a	n/a	n/a	n/a	20.0	40.0	n/a	n/a	n/a
Source Group 3														
Ground Services Equipment	Line-Volume	1	10404.2	1.0000	n/a	n/a	n/a	n/a	n/a	10.2	40.0	n/a	n/a	n/a

Source: PCR Services Corporation, 2016

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Appendix F.12 Operational Health Risk Assessment

F.12-1 Adjacent Property Option – Existing Risk (2015)

F.12-1-b. AERMOD Results

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - Existing (NEQ Receptor)

AERMOD Results

Emission Source	Source Type	Source Group Unitized Max AERMOD Concentration (µg/m³)		
		Annual	8 hr	1 hr
Source Group 1		0.55	3.62	9.03
APU Gates *Aircraft LTO and Taxi*	*Volume* *Line-Volume*			
Source Group 2		0.95	4.36	9.52
Ground Services Equipment	*Line-Volume*			

Source: Lakes Environmental, AERMOD View 9.1.0 (Version 15181), 2016; PCR Services Corporation, 2016

Appendix F.12 Operational Health Risk Assessment

F.12-1 Adjacent Property Option – Existing Risk (2015)

F.12-1-c. Cancer Risk Calculations: Residents

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - Existing (NEQ Receptor)

Maximum Noncancer Chronic Hazards / Toxicological Endpoints*

Pollutant	Tons/yr	g/s	CAS	CREL[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**2.907**	0.135657757	106-99-0	2	0.075007	0.037503265											0.037503			1.0	NO
Acetaldehyde	**7.449**	0.347614252	75-07-0	140	0.192199	0.001372853												0.001372853		1.0	NO
Acrolein	**4.194**	0.195716764	107-02-8	0.35	0.108214	0.30918216												0.30918216		1.0	NO
Benzene	**3.029**	0.141350996	71-43-2	3	0.078154	0.02605146							0.026051							1.0	NO
Diesel Particulates	**0.893**	0.041672644		5	0.039429	0.007885798												0.007885798		1.0	NO
Ethylbenzene	**0.338**	0.015773073	100-41-4	2000	0.008721	4.36054E-06	4.36054E-06													1.0	NO
Formaldehyde	**21.675**	1.011483275	50-00-0	9	0.559259	0.062139913												0.062139913		1.0	NO
Methyl alcohol	**2.905**	0.135564425	67-56-1	4000	0.074955	1.87387E-05				1.87387E-05										1.0	NO
M-xylene	**0.111**	0.005179914	108-38-3	700	0.002864	4.09147E-06						4.09147E-06				4.09147E-06		4.09147E-06		1.0	NO
Naphthalene	**0.933**	0.04353928	91-20-3	9	0.024073	0.002674811												0.002674811		1.0	NO
N-hexane	**0.091**	0.004246596	110-54-3	7000	0.002348	3.35427E-07										3.35427E-07				1.0	NO
O-xylene	**0.343**	0.016006402	95-47-6	700	0.00885	1.2643E-05						1.2643E-05				1.2643E-05		1.2643E-05		1.0	NO
Phenol (carbolic acid)	**1.195**	0.055765745	108-95-2	200	0.030833	0.000154167	0.000154167		0.000154						0.000154	0.000154167				1.0	NO
Propylene	**7.952**	0.371087198	115-07-1	3000	0.205178	6.83926E-05												6.83926E-05		1.0	NO
Styrene	**0.543**	0.025339581	100-42-5	900	0.014011	1.55672E-05										1.55672E-05				1.0	NO
Toluene	**1.271**	0.059312353	108-88-3	300	0.032794	0.000109315				0.000109315						0.000109315		0.000109315		1.0	NO
Total							0.000158528	0	0.000154	0.000128053	0	1.67345E-05	0.026051	0	0.000154	0.000296119	0.037503	0.383449977	0	1.0	NO

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
Tables last updated: April 26,2016

Maximum Noncancer Acute (1-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/hr	g/s	CAS	AREL-1[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**0.000731645**	**0.184371614**	106-99-0	660	1.664053	0.002521293				0.002521293										1.0	NO
Acetaldehyde	**0.001874794**	**0.472440368**	75-07-0	470	4.264029	0.009072403						0.009072403						0.009072403		1.0	NO
Acrolein	**0.001055563**	**0.265997437**	107-02-8	2.5	2.400771	0.960308201						0.960308201						0.960308201		1.0	NO
Benzene	**0.000762351**	**0.19210926**	71-43-2	27	1.73389	0.064218141				0.064218141			0.064218	0.064218						1.0	NO
Formaldehyde	**0.005455251**	**1.374700629**	50-00-0	55	12.40742	0.225589373						0.225589373								1.0	NO
Methyl alcohol	**0.000731142**	**0.184244767**	67-56-1	28000	1.662909	5.93896E-05										5.93896E-05				1.0	NO
M-xylene	**2.79369E-05**	**0.007039989**	108-38-3	22000	0.06354	2.88817E-06						2.88817E-06				2.88817E-06		2.88817E-06		1.0	NO
O-xylene	**8.63276E-05**	**0.021754201**	95-47-6	22000	0.196343	8.9247E-06						8.9247E-06				8.9247E-06		8.9247E-06		1.0	NO
Phenol (carbolic acid)	**0.000300762**	**0.075790877**	108-95-2	5800	0.684054	0.00011794						0.00011794						0.00011794		1.0	NO
Styrene	**0.000136664**	**0.034438867**	100-42-5	21000	0.310829	1.48014E-05				1.48014E-05		1.48014E-05					1.48E-05	1.48014E-05		1.0	NO
Toluene	**0.00031989**	**0.08061105**	108-88-3	37000	0.727558	1.96637E-05				1.96637E-05		1.96637E-05				1.96637E-05	1.97E-05	1.96637E-05		1.0	NO
Total							0	0	0	0.066773899	0	1.195134196	0.064218	0.064218	0	9.08662E-05	3.45E-05	0.969544823	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
Tables last updated: April 26,2016

Maximum Noncancer Acute (8-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/8hr	g/s	CAS	AREL-8[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**5.85E-03**	**1.84E-01**	106-99-0	9	6.68E-01	0.07423088				0.07423088										1.0	NO
Acetaldehyde	**1.50E-02**	**4.72E-01**	75-07-0	300	1.71E+00	0.005706355												0.005706355		1.0	NO
Acrolein	**8.44E-03**	**2.66E-01**	107-02-8	0.7	9.64E-01	1.37693193												1.37693193		1.0	YES
Benzene	**6.10E-03**	**1.92E-01**	71-43-2	3	6.96E-01	0.232038529							0.232039							1.0	NO
Formaldehyde	**4.36E-02**	**1.37E+00**	50-00-0	9	4.98E+00	0.553475857												0.553475857		1.0	NO
Total							0	0	0	0.07423088	0	0	0.232039	0	0	0	0	1.936114143	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
Tables last updated: April 26,2016

Where:

AREL	Acute Reference Exposure Level (1 hour or 8 hour)
$CONC_{WF}$	Pollutant Concentration ($\mu g/m^3$) multiplied by the weight fraction
CREL	Chronic Reference Exposure Level
HI	Hazard Index
MEI	Maximally Exposed Individual
WFrac	Weight fraction of speciated component

* Key to Toxicological Endpoints

ALIM	Alimentary Tract	EYE	Eye	NS	Nervous System
BN	Bone	HEM	Hematologic System	REPRO	Reproductive System
CVS	Cardiovascular System	IMMUN	Immune System	RESP	Respiratory System
DEV	Developmental System	KIDN	Kidney	SK	Skin
ENDC	Endocrine System				

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - Existing (NEQ Receptor)

3rd Trimester

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	361	1	350	0.25	1	25550	10	7.50E-02	9.27E-02	6.00E-01	5.56E-01
Acetaldehyde	7.449	0.347614252	75-07-0	361	1	350	0.25	1	25550	10	1.92E-01	2.38E-01	1.00E-02	2.38E-02
Benzene	3.029	0.141350996	71-43-2	361	1	350	0.25	1	25550	10	7.82E-02	9.66E-02	1.00E-01	9.66E-02
Diesel Particulates	0.893	0.041672644		361	1	350	0.25	1	25550	10	3.94E-02	4.87E-02	1.10E+00	5.36E-01
Ethylbenzene	0.338	0.015773073	100-41-4	361	1	350	0.25	1	25550	10	8.72E-03	1.08E-02	8.70E-03	9.38E-04
Formaldehyde	21.675	1.011483275	50-00-0	361	1	350	0.25	1	25550	10	5.59E-01	6.91E-01	2.10E-02	1.45E-01
Naphthalene	0.933	0.04353928	91-20-3	361	1	350	0.25	1	25550	10	2.41E-02	2.98E-02	1.20E-01	3.57E-02

0<2

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	1090	1	350	2	0.85	25550	10	7.50E-02	1.90E+00	6.00E-01	1.14E+01
Acetaldehyde	7.449	0.347614252	75-07-0	1090	1	350	2	0.85	25550	10	1.92E-01	4.88E+00	1.00E-02	4.88E-01
Benzene	3.029	0.141350996	71-43-2	1090	1	350	2	0.85	25550	10	7.82E-02	1.98E+00	1.00E-01	1.98E+00
Diesel Particulates	0.893	0.041672644		1090	1	350	2	0.85	25550	10	3.94E-02	1.00E+00	1.10E+00	1.10E+01
Ethylbenzene	0.338	0.015773073	100-41-4	1090	1	350	2	0.85	25550	10	8.72E-03	2.21E-01	8.70E-03	1.93E-02
Formaldehyde	21.675	1.011483275	50-00-0	1090	1	350	2	0.85	25550	10	5.59E-01	1.42E+01	2.10E-02	2.98E+00
Naphthalene	0.933	0.04353928	91-20-3	1090	1	350	2	0.85	25550	10	2.41E-02	6.11E-01	1.20E-01	7.33E-01

2<16

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	745	1	350	14	0.72	25550	3	7.50E-02	7.72E+00	6.00E-01	1.39E+01
Acetaldehyde	7.449	0.347614252	75-07-0	745	1	350	14	0.72	25550	3	1.92E-01	1.98E+01	1.00E-02	5.93E-01
Benzene	3.029	0.141350996	71-43-2	745	1	350	14	0.72	25550	3	7.82E-02	8.04E+00	1.00E-01	2.41E+00
Diesel Particulates	0.893	0.041672644		745	1	350	14	0.72	25550	3	3.94E-02	4.06E+00	1.10E+00	1.34E+01
Ethylbenzene	0.338	0.015773073	100-41-4	745	1	350	14	0.72	25550	3	8.72E-03	8.97E-01	8.70E-03	2.34E-02
Formaldehyde	21.675	1.011483275	50-00-0	745	1	350	14	0.72	25550	3	5.59E-01	5.75E+01	2.10E-02	3.62E+00
Naphthalene	0.933	0.04353928	91-20-3	745	1	350	14	0.72	25550	3	2.41E-02	2.48E+00	1.20E-01	8.92E-01

16<30

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	335	1	350	14	0.73	25550	1	7.50E-02	3.52E+00	6.00E-01	2.11E+00
Acetaldehyde	7.449	0.347614252	75-07-0	335	1	350	14	0.73	25550	1	1.92E-01	9.01E+00	1.00E-02	9.01E-02
Benzene	3.029	0.141350996	71-43-2	335	1	350	14	0.73	25550	1	7.82E-02	3.67E+00	1.00E-01	3.67E-01
Diesel Particulates	0.893	0.041672644		335	1	350	14	0.73	25550	1	3.94E-02	1.85E+00	1.10E+00	2.03E+00
Ethylbenzene	0.338	0.015773073	100-41-4	335	1	350	14	0.73	25550	1	8.72E-03	4.09E-01	8.70E-03	3.56E-03
Formaldehyde	21.675	1.011483275	50-00-0	335	1	350	14	0.73	25550	1	5.59E-01	2.62E+01	2.10E-02	5.51E-01
Naphthalene	0.933	0.04353928	91-20-3	335	1	350	14	0.73	25550	1	2.41E-02	1.13E+00	1.20E-01	1.35E-01

31<70

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	290	1	350	40	0.73	25550	1	7.50E-02	8.70E+00	6.00E-01	5.22E+00
Acetaldehyde	7.449	0.347614252	75-07-0	290	1	350	40	0.73	25550	1	1.92E-01	2.23E+01	1.00E-02	2.23E-01
Benzene	3.029	0.141350996	71-43-2	290	1	350	40	0.73	25550	1	7.82E-02	9.07E+00	1.00E-01	9.07E-01
Diesel Particulates	0.893	0.041672644		290	1	350	40	0.73	25550	1	3.94E-02	4.57E+00	1.10E+00	5.03E+00
Ethylbenzene	0.338	0.015773073	100-41-4	290	1	350	40	0.73	25550	1	8.72E-03	1.01E+00	8.70E-03	8.80E-03
Formaldehyde	21.675	1.011483275	50-00-0	290	1	350	40	0.73	25550	1	5.59E-01	6.49E+01	2.10E-02	1.36E+00
Naphthalene	0.933	0.04353928	91-20-3	290	1	350	40	0.73	25550	1	2.41E-02	2.79E+00	1.20E-01	3.35E-01

30 Yr	
Pollutant	**MICR**
1,3-butadiene	27.97949
Acetaldehyde	1.194927
Benzene	4.858954
Diesel Particulates	26.96484
Ethylbenzene	0.047171
Formaldehyde	7.301665
Naphthalene	1.796
Total	**70.14305**
Threshold	10
Over	No

70 Yr	
Pollutant	**MICR**
1,3-butadiene	3.32E+01
Acetaldehyde	1.42E+00
Benzene	5.77E+00
Diesel Particulates	3.20E+01
Ethylbenzene	5.60E-02
Formaldehyde	8.66E+00
Naphthalene	2.13E+00
Total	**83.23044**
Threshold	10
Over	No

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   23-Apr-16
2. Office of Environmental Health Hazard Assessment, The Air Toxics Hot Spots Program Guidance for Preparation of Health Risk Assessments, (2015).

Exposure factors used to calculate cancer risk:

CPF	Cancer Potency Factor $(mg/kg\text{-}day)^{-1}$.
CONC	Pollutant Concentration ($\mu g/m^3$) from AERMOD.
WFrac	Weight fraction of speciated component
$CONC_{WF}$	Pollutant Concentration ($\mu g/m^3$) multiplied by the speciated component weight fraction
DBR	Daily breathing rate (L/kg (body weight) per day).
A	Inhalation absorption factor (default = 1).
EF	Exposure frequency (days/year).
ED	Exposure duration (years).
AT	Average time period over which exposure is averaged in days (days).
Dose	Dose = DBR × A × EF × ED / AT.

Appendix F.12 Operational Health Risk Assessment

F.12-2 Adjacent Property Option – Risk No Project (2023)

F.12-2-a. AERMOD Inputs: Source Characteristics

Burbank AP Terminal Replacement

Operational Health Risk Assessment - No Project Future (NEQ Receptor)

AERMOD Source Characteristics

Emission Source	Source Type	Number of Sources	Length of Line (m)	ource Grou Unitized Emission Rate (g/s)	Release Height (m)	Length of Side X (m)	Length of Side Y (m)	Initial Lateral (m)	Initial Vertical (m)	Plume Height (m)	Plume Width (m)	Exit Temp (°F)	Inside Diameter (ft)	Exit Flow Rate (ft^3/s)
Source Group 1														
APU Gates	Volume	14	n/a	0.0005	5	40	40	9.30	20.00	n/a	n/a	n/a	n/a	n/a
Aircraft LTO and Taxi	Line-Volume	1	16144	0.9937	n/a	n/a	n/a	n/a	n/a	20.0	40.0	n/a	n/a	n/a
Source Group 3														
Ground Services Equipment	Line-Volume	1	10404.2	1.0000	n/a	n/a	n/a	n/a	n/a	10.2	40.0	n/a	n/a	n/a

Source: PCR Services Corporation, 2016

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Appendix F.12 Operational Health Risk Assessment

F.12-2 Adjacent Property Option – Risk No Project (2023)

F.12-2-b. AERMOD Results

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - No Project Future (NEQ Receptor)

AERMOD Results

Emission Source	Source Type	Source Group Unitized Max AERMOD Concentration ($\mu g/m^3$)		
		Annual	8 hr	1 hr
Source Group 1		0.55	3.62	9.03
APU Gates *Aircraft LTO and Taxi*	*Volume* *Line-Volume*			
Source Group 2		0.95	4.36	9.52
Ground Services Equipment	*Line-Volume*			

Source: Lakes Environmental, AERMOD View 9.1.0 (Version 15181), 2016; PCR Services Corporation, 2016

Appendix F.12 Operational Health Risk Assessment

F.12-2 Adjacent Property Option – Risk No Project (2023)

F.12-2-c. Cancer Risk Calculations: Residents

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - No Project Future (NEQ Receptor)

Maximum Noncancer Chronic Hazards / Toxicological Endpoints*

Pollutant	Tons/yr	g/s	CAS	CREL[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**3.365**	0.154879631	106-99-0	2	0.085634	0.042817248											0.042817248			1.0	NO
Acetaldehyde	**8.624**	0.396933711	75-07-0	140	0.219469	0.001567633												0.001567633		1.0	NO
Acrolein	**4.855**	0.223459319	107-02-8	0.35	0.123553	0.353008263												0.353008263		1.0	NO
Benzene	**3.511**	0.16159952	71-43-2	3	0.08935	0.02978333							0.029783							1.0	NO
Diesel Particulates	**1.079**	0.04966274		5	0.046989	0.00939778												0.00939778		1.0	NO
Ethylbenzene	**0.394**	0.018134495	100-41-4	2000	0.010027	5.01337E-06	5.01337E-06													1.0	NO
Formaldehyde	**25.09**	1.154808303	50-00-0	9	0.638505	0.070945007												0.070945007		1.0	NO
Methyl alcohol	**3.368**	0.155017711	67-56-1	4000	0.085711	2.14277E-05				2.14277E-05										1.0	NO
M-xylene	**0.134**	0.006167569	108-38-3	700	0.00341	4.87159E-06						4.87159E-06				4.87159E-06		4.87159E-06		1.0	NO
Naphthalene	**1.08**	0.049708767	91-20-3	9	0.027484	0.00305383												0.00305383		1.0	NO
N-hexane	**0.11**	0.00506293	110-54-3	7000	0.002799	3.99906E-07										3.99906E-07				1.0	NO
O-xylene	**0.4**	0.018410654	95-47-6	700	0.010179	1.4542E-05						1.4542E-05				1.4542E-05		1.4542E-05		1.0	NO
Phenol (carbolic acid)	**1.385**	0.063746891	108-95-2	200	0.035246	0.000176231	0.000176231		0.000176						0.000176	0.000176231				1.0	NO
Propylene	**9.209**	0.423859293	115-07-1	3000	0.234356	7.81187E-05												7.81187E-05		1.0	NO
Styrene	**0.628**	0.028904728	100-42-5	900	0.015982	1.77575E-05										1.77575E-05				1.0	NO
Toluene	**1.481**	0.068165448	108-88-3	300	0.037689	0.000125631				0.000125631						0.000125631		0.000125631		1.0	NO
Total							0.000181245	0	0.000176	0.000147059	0	1.94136E-05	0.029783	0	0.000176	0.000339434	0.042817248	0.438195676	0	1.0	NO

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.

Tables last updated: April 26,2016

Maximum Noncancer Acute (1-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/hr	g/s	CAS	AREL-1[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**0.000859322**	**0.216545686**	106-99-0	660	1.954442	0.002961275				0.002961275										1.0	NO
Acetaldehyde	**0.002202317**	**0.554974738**	75-07-0	470	5.008947	0.010657333						0.010657333						0.010657333		1.0	NO
Acrolein	**0.001239825**	**0.312430699**	107-02-8	2.5	2.819856	1.12794231						1.12794231						1.12794231		1.0	YES
Benzene	**0.000896607**	**0.22594113**	71-43-2	27	2.039241	0.075527434				0.075527434			0.075527	0.075527						1.0	NO
Formaldehyde	**0.006407251**	**1.614600669**	50-00-0	55	14.57264	0.264957144						0.264957144								1.0	NO
Methyl alcohol	**0.000860089**	**0.216738743**	67-56-1	28000	1.956184	6.98637E-05										6.98637E-05				1.0	NO
M-xylene	**3.42197E-05**	**0.008623216**	108-38-3	22000	0.077829	3.53769E-06						3.53769E-06				3.53769E-06		3.53769E-06		1.0	NO
O-xylene	**0.000102148**	**0.025740943**	95-47-6	22000	0.232326	1.05603E-05						1.05603E-05				1.05603E-05		1.05603E-05		1.0	NO
Phenol (carbolic acid)	**0.000353688**	**0.089128016**	108-95-2	5800	0.804428	0.000138695						0.000138695						0.000138695		1.0	NO
Styrene	**0.000160373**	**0.040413281**	100-42-5	21000	0.364752	1.73691E-05				1.73691E-05		1.73691E-05					1.73691E-05	1.73691E-05		1.0	NO
Toluene	**0.000378204**	**0.095305843**	108-88-3	37000	0.860187	2.32483E-05				2.32483E-05		2.32483E-05				2.32483E-05	2.32483E-05	2.32483E-05		1.0	NO
Total							0	0	0	0.078529326	0	1.403750197	0.075527	0.075527	0	0.00010721	4.06174E-05	1.138793053	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.

Tables last updated: April 26,2016

Maximum Noncancer Acute (8-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/8hr	g/s	CAS	AREL-8[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**6.87E-03**	**2.17E-01**	106-99-0	9	7.85E-01	0.087184661				0.087184661										1.0	NO
Acetaldehyde	**1.76E-02**	**5.55E-01**	75-07-0	300	2.01E+00	0.006703244												0.006703244		1.0	NO
Acrolein	**9.92E-03**	**3.12E-01**	107-02-8	0.7	1.13E+00	1.617293052												1.617293052		1.0	YES
Benzene	**7.17E-03**	**2.26E-01**	71-43-2	3	8.19E-01	0.272902241							0.272902							1.0	NO
Formaldehyde	**5.13E-02**	**1.61E+00**	50-00-0	9	5.85E+00	0.650063345												0.650063345		1.0	NO
Total							0	0	0	0.087184661	0	0	0.272902	0	0	0	0	2.274059641	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.

Tables last updated: April 26,2016

Where:

AREL	Acute Reference Exposure Level (1 hour or 8 hour)
$CONC_{WF}$	Pollutant Concentration (μg/m^3) multiplied by the weight fraction
CREL	Chronic Reference Exposure Level
HI	Hazard Index
MEI	Maximally Exposed Individual
WFrac	Weight fraction of speciated component

* Key to Toxicological Endpoints

ALIM	Alimentary Tract	EYE	Eye	NS	Nervous System
BN	Bone	HEM	Hematologic System	REPRO	Reproductive System
CVS	Cardiovascular System	IMMUN	Immune System	RESP	Respiratory System
DEV	Developmental System	KIDN	Kidney	SK	Skin
ENDC	Endocrine System				

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Operational Health Risk Assessment - No Project Future (NEQ Receptor)

3rd Trimester

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	361	1	350	0.25	1	25550	10	8.68E-02	1.07E-01	6.00E-01	6.44E-01
Acetaldehyde	8.624	0.402446679	75-07-0	361	1	350	0.25	1	25550	10	2.23E-01	2.75E-01	1.00E-02	2.75E-02
Benzene	3.511	0.163843958	71-43-2	361	1	350	0.25	1	25550	10	9.06E-02	1.12E-01	1.00E-01	1.12E-01
Diesel Particulates	1.079	0.050352501		361	1	350	0.25	1	25550	10	4.76E-02	5.89E-02	1.10E+00	6.48E-01
Ethylbenzene	0.394	0.018386363	100-41-4	361	1	350	0.25	1	25550	10	1.02E-02	1.26E-02	8.70E-03	1.09E-03
Formaldehyde	25.09	1.170847307	50-00-0	361	1	350	0.25	1	25550	10	6.47E-01	8.00E-01	2.10E-02	1.68E-01
Naphthalene	1.08	0.050399167	91-20-3	361	1	350	0.25	1	25550	10	2.79E-02	3.45E-02	1.20E-01	4.13E-02

0<2

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	1090	1	350	2	0.85	25550	10	8.68E-02	2.20E+00	6.00E-01	1.32E+01
Acetaldehyde	8.624	0.402446679	75-07-0	1090	1	350	2	0.85	25550	10	2.23E-01	5.65E+00	1.00E-02	5.65E-01
Benzene	3.511	0.163843958	71-43-2	1090	1	350	2	0.85	25550	10	9.06E-02	2.30E+00	1.00E-01	2.30E+00
Diesel Particulates	1.079	0.050352501		1090	1	350	2	0.85	25550	10	4.76E-02	1.21E+00	1.10E+00	1.33E+01
Ethylbenzene	0.394	0.018386363	100-41-4	1090	1	350	2	0.85	25550	10	1.02E-02	2.58E-01	8.70E-03	2.25E-02
Formaldehyde	25.09	1.170847307	50-00-0	1090	1	350	2	0.85	25550	10	6.47E-01	1.64E+01	2.10E-02	3.45E+00
Naphthalene	1.08	0.050399167	91-20-3	1090	1	350	2	0.85	25550	10	2.79E-02	7.07E-01	1.20E-01	8.49E-01

2<16

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	745	1	350	14	0.72	25550	3	8.68E-02	8.93E+00	6.00E-01	1.61E+01
Acetaldehyde	8.624	0.402446679	75-07-0	745	1	350	14	0.72	25550	3	2.23E-01	2.29E+01	1.00E-02	6.87E-01
Benzene	3.511	0.163843958	71-43-2	745	1	350	14	0.72	25550	3	9.06E-02	9.32E+00	1.00E-01	2.80E+00
Diesel Particulates	1.079	0.050352501		745	1	350	14	0.72	25550	3	4.76E-02	4.90E+00	1.10E+00	1.62E+01
Ethylbenzene	0.394	0.018386363	100-41-4	745	1	350	14	0.72	25550	3	1.02E-02	1.05E+00	8.70E-03	2.73E-02
Formaldehyde	25.09	1.170847307	50-00-0	745	1	350	14	0.72	25550	3	6.47E-01	6.66E+01	2.10E-02	4.20E+00
Naphthalene	1.08	0.050399167	91-20-3	745	1	350	14	0.72	25550	3	2.79E-02	2.87E+00	1.20E-01	1.03E+00

16<30

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	335	1	350	14	0.73	25550	1	8.68E-02	4.07E+00	6.00E-01	2.44E+00
Acetaldehyde	8.624	0.402446679	75-07-0	335	1	350	14	0.73	25550	1	2.23E-01	1.04E+01	1.00E-02	1.04E-01
Benzene	3.511	0.163843958	71-43-2	335	1	350	14	0.73	25550	1	9.06E-02	4.25E+00	1.00E-01	4.25E-01
Diesel Particulates	1.079	0.050352501		335	1	350	14	0.73	25550	1	4.76E-02	2.23E+00	1.10E+00	2.46E+00
Ethylbenzene	0.394	0.018386363	100-41-4	335	1	350	14	0.73	25550	1	1.02E-02	4.77E-01	8.70E-03	4.15E-03
Formaldehyde	25.09	1.170847307	50-00-0	335	1	350	14	0.73	25550	1	6.47E-01	3.04E+01	2.10E-02	6.38E-01
Naphthalene	1.08	0.050399167	91-20-3	335	1	350	14	0.73	25550	1	2.79E-02	1.31E+00	1.20E-01	1.57E-01

31<70

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	290	1	350	40	0.73	25550	1	8.68E-02	1.01E+01	6.00E-01	6.04E+00
Acetaldehyde	8.624	0.402446679	75-07-0	290	1	350	40	0.73	25550	1	2.23E-01	2.58E+01	1.00E-02	2.58E-01
Benzene	3.511	0.163843958	71-43-2	290	1	350	40	0.73	25550	1	9.06E-02	1.05E+01	1.00E-01	1.05E+00
Diesel Particulates	1.079	0.050352501		290	1	350	40	0.73	25550	1	4.76E-02	5.53E+00	1.10E+00	6.08E+00
Ethylbenzene	0.394	0.018386363	100-41-4	290	1	350	40	0.73	25550	1	1.02E-02	1.18E+00	8.70E-03	1.03E-02
Formaldehyde	25.09	1.170847307	50-00-0	290	1	350	40	0.73	25550	1	6.47E-01	7.51E+01	2.10E-02	1.58E+00
Naphthalene	1.08	0.050399167	91-20-3	290	1	350	40	0.73	25550	1	2.79E-02	3.23E+00	1.20E-01	3.88E-01

30 Yr	
Pollutant	**MICR**
1,3-butadiene	32.38768
Acetaldehyde	1.383414
Benzene	5.632152
Diesel Particulates	32.58125
Ethylbenzene	0.054987
Formaldehyde	8.452078
Naphthalene	2.078971
Total	**82.57054**
Threshold	10
Over	No

70 Yr	
Pollutant	**MICR**
1,3-butadiene	3.84E+01
Acetaldehyde	1.64E+00
Benzene	6.68E+00
Diesel Particulates	3.87E+01
Ethylbenzene	6.52E-02
Formaldehyde	1.00E+01
Naphthalene	2.47E+00
Total	**97.97667**
Threshold	10
Over	No

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   23-Apr-16
2. Office of Environmental Health Hazard Assessment, The Air Toxics Hot Spots Program Guidance for Preparation of Health Risk Assessments, (2015).

Exposure factors used to calculate cancer risk:

CPF	Cancer Potency Factor $(mg/kg\text{-}day)^{-1}$.
CONC	Pollutant Concentration ($\mu g/m^3$) from AERMOD.
WFrac	Weight fraction of speciated component
$CONC_{WF}$	Pollutant Concentration ($\mu g/m^3$) multiplied by the speciated component weight fraction
DBR	Daily breathing rate (L/kg (body weight) per day).
A	Inhalation absorption factor (default = 1).
EF	Exposure frequency (days/year).
ED	Exposure duration (years).
AT	Average time period over which exposure is averaged in days (days).
Dose	Dose = DBR × A × EF × ED / AT.

Appendix F.12 Operational Health Risk Assessment

F.12-3 Adjacent Property Option – Risk With Project (2023)

F.12-3-a. AERMOD Inputs: Source Characteristics

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment -NEQ

AERMOD Source Characteristics

Emission Source	Source Type	Number of Sources	Length of Line (m)	ource Grou Unitized Emission Rate (g/s)	Release Height (m)	Length of Side X (m)	Length of Side Y (m)	Initial Lateral (m)	Initial Vertical (m)	Plume Height (m)	Plume Width (m)	Exit Temp (°F)	Inside Diameter (ft)	Exit Flow Rate (ft^3/s)
Source Group 1														
APU Gates	Volume	14	n/a	0.0005	5	40	40	9.30	20.00	n/a	n/a	n/a	n/a	n/a
Aircraft LTO and Taxi	Line-Volume	1	16930.9	0.9936	n/a	n/a	n/a	n/a	n/a	20.0	40.0	n/a	n/a	n/a
Source Group 3														
Ground Services Equipment	Line-Volume	1	10404.2	1.0000	n/a	n/a	n/a	n/a	n/a	10.0	40.0	n/a	n/a	n/a

Source: PCR Services Corporation, 2016

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Appendix F.12 Operational Health Risk Assessment

F.12-3 Adjacent Property Option – Risk With Project (2023)

F.12-3-b. AERMOD Results

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment -NEQ

AERMOD Results

Emission Source	Source Type	Source Group Unitized Max AERMOD Concentration (µg/m^3)		
		Annual	8 hr	1 hr
Source Group 1		0.59	3.86	9.43
APU Gates *Aircraft LTO and Taxi*	*Volume* *Line-Volume*			
Source Group 2		1.04	4.46	7.99
Ground Services Equipment	*Line-Volume*			

Source: Lakes Environmental, AERMOD View 9.1.0 (Version 15181), 2016; PCR Services Corporation, 2016

Appendix F.12 Operational Health Risk Assessment

F.12-3 Adjacent Property Option – Risk With Project (2023)

F.12-3-c. Cancer Risk Calculations: Residents

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Operational Health Risk Assessment -NEQ

Maximum Noncancer Chronic Hazards / Toxicological Endpoints*

Pollutant	Tons/yr	g/s	CAS	CREL[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**3.34E+00**	0.155724092	106-99-0	2	0.0917215	0.045860745											0.045860745			1.0	NO
Acetaldehyde	**8.55E+00**	0.3991334	75-07-0	140	0.2350896	0.001679211												0.001679211		1.0	NO
Acrolein	**4.82E+00**	0.224696285	107-02-8	0.35	0.1323461	0.378131748												0.378131748		1.0	NO
Benzene	**3.48E+00**	0.162537313	71-43-2	3	0.0957345	0.031911492							0.031911							1.0	NO
Diesel Particulates	**1.02E+00**	0.047692545		5	0.0496312	0.009926249												0.009926249		1.0	NO
Ethylbenzene	**3.91E-01**	0.018246365	100-41-4	2000	0.0107471	5.37355E-06	5.37E-06													1.0	NO
Formaldehyde	**2.49E+01**	1.161327465	50-00-0	9	0.6840219	0.076002431												0.076002431		1.0	NO
Methyl alcohol	**3.34E+00**	0.155770758	67-56-1	4000	0.091749	2.29372E-05				2.29372E-05										1.0	NO
M-xylene	**1.34E-01**	0.00625323	108-38-3	700	0.0036832	5.26165E-06						5.26165E-06				5.26165E-06		5.26165E-06		1.0	NO
Naphthalene	**1.07E+00**	0.049979174	91-20-3	9	0.0294377	0.003270859												0.003270859		1.0	NO
N-hexane	**1.10E-01**	0.005133248	110-54-3	7000	0.0030235	4.31926E-07										4.31926E-07				1.0	NO
O-xylene	**3.98E-01**	0.018573026	95-47-6	700	0.0109395	1.56279E-05						1.56279E-05				1.56279E-05		1.56279E-05		1.0	NO
Phenol (carbolic acid)	**1.37E+00**	0.064072274	108-95-2	200	0.0377386	0.000188693	0.000189		0.000189						0.000189	0.000188693				1.0	NO
Propylene	**9.13E+00**	0.426246285	115-07-1	3000	0.2510591	8.36864E-05												8.36864E-05		1.0	NO
Styrene	**6.23E-01**	0.029072853	100-42-5	900	0.0171239	1.90266E-05										1.90266E-05				1.0	NO
Toluene	**1.47E+00**	0.068598866	108-88-3	300	0.0404047	0.000134682				0.000134682						0.000134682		0.000134682		1.0	NO
Total							0.000194	0	0.000189	0.00015762	0	2.08895E-05	0.031911	0	0.000189	0.000363723	0.045860745	0.469249757	0	1.0	NO

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   Tables last updated: April 26,2016

Maximum Noncancer Acute (1-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/hr	g/s	CAS	AREL-1[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**8.52E-04**	**0.214743819**	106-99-0	660	2.0247954	0.003067872				0.003067872										1.0	NO
Acetaldehyde	**2.18E-03**	**0.55040572**	75-07-0	470	5.1897139	0.011041944						0.011041944						0.011041944		1.0	NO
Acrolein	**1.23E-03**	**0.309856605**	107-02-8	2.5	2.9216032	1.16864129						1.16864129						1.16864129		1.0	YES
Benzene	**8.89E-04**	**0.224139264**	71-43-2	27	2.113384	0.078273482				0.078273482			0.078273	0.078273						1.0	NO
Formaldehyde	**6.36E-03**	**1.601472788**	50-00-0	55	15.100108	0.27454741						0.27454741								1.0	NO
Methyl alcohol	**8.52E-04**	**0.214808172**	67-56-1	28000	2.0254022	7.23358E-05										7.23358E-05				1.0	NO
M-xylene	**3.42E-05**	**0.008623216**	108-38-3	22000	0.0813073	3.69579E-06						3.69579E-06				3.69579E-06		3.69579E-06		1.0	NO
O-xylene	**1.02E-04**	**0.025612239**	95-47-6	22000	0.2414949	1.0977E-05						1.0977E-05				1.0977E-05		1.0977E-05		1.0	NO
Phenol (carbolic acid)	**3.51E-04**	**0.088355788**	108-95-2	5800	0.8330968	0.000143637						0.000143637						0.000143637		1.0	NO
Styrene	**1.59E-04**	**0.040091519**	100-42-5	21000	0.3780184	1.80009E-05				1.80009E-05		1.80009E-05					1.80009E-05	1.80009E-05		1.0	NO
Toluene	**3.75E-04**	**0.094597967**	108-88-3	37000	0.8919536	2.41069E-05				2.41069E-05		2.41069E-05				2.41069E-05	2.41069E-05	2.41069E-05		1.0	NO
Total							0	0	0	0.081383462	0	1.454431062	0.078273	0.078273	0	0.000111115	4.21077E-05	1.179883652	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   Tables last updated: April 26,2016

Maximum Noncancer Acute (8-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/8hr	g/s	CAS	AREL-8[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**6.82E-03**	**2.15E-01**	106-99-0	9	8.29E-01	0.09209742				0.09209742										1.0	NO
Acetaldehyde	**1.75E-02**	**5.50E-01**	75-07-0	300	2.12E+00	0.007081593												0.007081593		1.0	NO
Acrolein	**9.84E-03**	**3.10E-01**	107-02-8	0.7	1.20E+00	1.708567026												1.708567026		1.0	YES
Benzene	**7.12E-03**	**2.24E-01**	71-43-2	3	8.65E-01	0.288380565							0.288381							1.0	NO
Formaldehyde	**5.08E-02**	**1.60E+00**	50-00-0	9	6.18E+00	0.686825414												0.686825414		1.0	NO
Total							0	0	0	0.09209742	0	0	0.288381	0	0	0	0	2.402474033	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   Tables last updated: April 26,2016

Where:

AREL	Acute Reference Exposure Level (1 hour or 8 hour)
$CONC_{WF}$	Pollutant Concentration ($\mu g/m^3$) multiplied by the weight fraction
CREL	Chronic Reference Exposure Level
HI	Hazard Index
MEI	Maximally Exposed Individual
WFrac	Weight fraction of speciated component

* Key to Toxicological Endpoints

ALIM	Alimentary Tract	EYE	Eye	NS	Nervous System
BN	Bone	HEM	Hematologic System	REPRO	Reproductive System
CVS	Cardiovascular System	IMMUN	Immune System	RESP	Respiratory System
DEV	Developmental System	KIDN	Kidney	SK	Skin
ENDC	Endocrine System				

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment -NEQ

3rd Trimester

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.34E+00	0.155724092	106-99-0	361	1	350	0.25	1	25550	10	9.17E-02	1.13E-01	6.00E-01	6.80E-01
Acetaldehyde	8.55E+00	0.3991334	75-07-0	361	1	350	0.25	1	25550	10	2.35E-01	2.91E-01	1.00E-02	2.91E-02
Benzene	3.48E+00	0.162537313	71-43-2	361	1	350	0.25	1	25550	10	9.57E-02	1.18E-01	1.00E-01	1.18E-01
Diesel Particulates	1.02E+00	0.047692545		361	1	350	0.25	1	25550	10	4.96E-02	6.14E-02	1.10E+00	6.75E-01
Ethylbenzene	3.91E-01	0.018246365	100-41-4	361	1	350	0.25	1	25550	10	1.07E-02	1.33E-02	8.70E-03	1.16E-03
Formaldehyde	2.49E+01	1.161327465	50-00-0	361	1	350	0.25	1	25550	10	6.84E-01	8.46E-01	2.10E-02	1.78E-01
Naphthalene	1.07E+00	0.049979174	91-20-3	361	1	350	0.25	1	25550	10	2.94E-02	3.64E-02	1.20E-01	4.37E-02

0<2

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.34E+00	0.155724092	106-99-0	1090	1	350	2	0.85	25550	10	9.17E-02	2.33E+00	6.00E-01	1.40E+01
Acetaldehyde	8.55E+00	0.3991334	75-07-0	1090	1	350	2	0.85	25550	10	2.35E-01	5.97E+00	1.00E-02	5.97E-01
Benzene	3.48E+00	0.162537313	71-43-2	1090	1	350	2	0.85	25550	10	9.57E-02	2.43E+00	1.00E-01	2.43E+00
Diesel Particulates	1.02E+00	0.047692545		1090	1	350	2	0.85	25550	10	4.96E-02	1.26E+00	1.10E+00	1.39E+01
Ethylbenzene	3.91E-01	0.018246365	100-41-4	1090	1	350	2	0.85	25550	10	1.07E-02	2.73E-01	8.70E-03	2.37E-02
Formaldehyde	2.49E+01	1.161327465	50-00-0	1090	1	350	2	0.85	25550	10	6.84E-01	1.74E+01	2.10E-02	3.65E+00
Naphthalene	1.07E+00	0.049979174	91-20-3	1090	1	350	2	0.85	25550	10	2.94E-02	7.47E-01	1.20E-01	8.97E-01

2<16

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.34E+00	0.155724092	106-99-0	745	1	350	14	0.72	25550	3	9.17E-02	9.44E+00	6.00E-01	1.70E+01
Acetaldehyde	8.55E+00	0.3991334	75-07-0	745	1	350	14	0.72	25550	3	2.35E-01	2.42E+01	1.00E-02	7.26E-01
Benzene	3.48E+00	0.162537313	71-43-2	745	1	350	14	0.72	25550	3	9.57E-02	9.85E+00	1.00E-01	2.95E+00
Diesel Particulates	1.02E+00	0.047692545		745	1	350	14	0.72	25550	3	4.96E-02	5.11E+00	1.10E+00	1.68E+01
Ethylbenzene	3.91E-01	0.018246365	100-41-4	745	1	350	14	0.72	25550	3	1.07E-02	1.11E+00	8.70E-03	2.89E-02
Formaldehyde	2.49E+01	1.161327465	50-00-0	745	1	350	14	0.72	25550	3	6.84E-01	7.04E+01	2.10E-02	4.43E+00
Naphthalene	1.07E+00	0.049979174	91-20-3	745	1	350	14	0.72	25550	3	2.94E-02	3.03E+00	1.20E-01	1.09E+00

16<30

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.34E+00	0.155724092	106-99-0	335	1	350	14	0.73	25550	1	9.17E-02	4.30E+00	6.00E-01	2.58E+00
Acetaldehyde	8.55E+00	0.3991334	75-07-0	335	1	350	14	0.73	25550	1	2.35E-01	1.10E+01	1.00E-02	1.10E-01
Benzene	3.48E+00	0.162537313	71-43-2	335	1	350	14	0.73	25550	1	9.57E-02	4.49E+00	1.00E-01	4.49E-01
Diesel Particulates	1.02E+00	0.047692545		335	1	350	14	0.73	25550	1	4.96E-02	2.33E+00	1.10E+00	2.56E+00
Ethylbenzene	3.91E-01	0.018246365	100-41-4	335	1	350	14	0.73	25550	1	1.07E-02	5.04E-01	8.70E-03	4.39E-03
Formaldehyde	2.49E+01	1.161327465	50-00-0	335	1	350	14	0.73	25550	1	6.84E-01	3.21E+01	2.10E-02	6.74E-01
Naphthalene	1.07E+00	0.049979174	91-20-3	335	1	350	14	0.73	25550	1	2.94E-02	1.38E+00	1.20E-01	1.66E-01

31<70

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.34E+00	0.155724092	106-99-0	290	1	350	40	0.73	25550	1	9.17E-02	1.06E+01	6.00E-01	6.38E+00
Acetaldehyde	8.55E+00	0.3991334	75-07-0	290	1	350	40	0.73	25550	1	2.35E-01	2.73E+01	1.00E-02	2.73E-01
Benzene	3.48E+00	0.162537313	71-43-2	290	1	350	40	0.73	25550	1	9.57E-02	1.11E+01	1.00E-01	1.11E+00
Diesel Particulates	1.02E+00	0.047692545		290	1	350	40	0.73	25550	1	4.96E-02	5.76E+00	1.10E+00	6.33E+00
Ethylbenzene	3.91E-01	0.018246365	100-41-4	290	1	350	40	0.73	25550	1	1.07E-02	1.25E+00	8.70E-03	1.08E-02
Formaldehyde	2.49E+01	1.161327465	50-00-0	290	1	350	40	0.73	25550	1	6.84E-01	7.93E+01	2.10E-02	1.67E+00
Naphthalene	1.07E+00	0.049979174	91-20-3	290	1	350	40	0.73	25550	1	2.94E-02	3.41E+00	1.20E-01	4.10E-01

30 Yr

Pollutant	MICR
1,3-butadiene	3.42E+01
Acetaldehyde	1.461580858
Benzene	5.951930468
Diesel Particulates	33.94199376
Ethylbenzene	0.058130008
Formaldehyde	8.93056151
Naphthalene	2.196216204
Total	**86.75504153**

70 Yr

Pollutant	MICR
1,3-butadiene	4.06E+01
Acetaldehyde	1.73E+00
Benzene	7.06E+00
Diesel Particulates	4.03E+01
Ethylbenzene	6.90E-02
Formaldehyde	1.06E+01
Naphthalene	2.61E+00
Total	**102.9419**

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   23-Apr-16
2. Office of Environmental Health Hazard Assessment, The Air Toxics Hot Spots Program Guidance for Preparation of Health Risk Assessments, (2015).

Exposure factors used to calculate cancer risk:

CPF	Cancer Potency Factor $(mg/kg\text{-}day)^{-1}$.
CONC	Pollutant Concentration ($\mu g/m^3$) from AERMOD.
WFrac	Weight fraction of speciated component
$CONC_{WF}$	Pollutant Concentration ($\mu g/m^3$) multiplied by the speciated component weight fraction
DBR	Daily breathing rate (L/kg (body weight) per day).
A	Inhalation absorption factor (default = 1).
EF	Exposure frequency (days/year).
ED	Exposure duration (years).
AT	Average time period over which exposure is averaged in days (days).
Dose	Dose = DBR × A × EF × ED / AT.

Appendix F.12 Operational Health Risk Assessment

F.12-4 Southwest Quadrant Options – Existing Risk (2015)

F.12-4-a. AERMOD Inputs: Source Characteristics

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - Existing (SWQ Receptor)

AERMOD Source Characteristics

Emission Source	Source Type	Number of Sources	Length of Line (m)	ource Grou Unitized Emission Rate (g/s)	Release Height (m)	Length of Side X (m)	Length of Side Y (m)	Initial Lateral (m)	Initial Vertical (m)	Plume Height (m)	Plume Width (m)	Exit Temp (°F)	Inside Diameter (ft)	Exit Flow Rate (ft^3/s)
Source Group 1														
APU Gates	Volume	14	n/a	0.0005	5	40	40	9.30	20.00	n/a	n/a	n/a	n/a	n/a
Aircraft LTO and Taxi	Line-Volume	1	16144	0.9926	n/a	n/a	n/a	n/a	n/a	20.0	40.0	n/a	n/a	n/a
Source Group 3														
Ground Services Equipment	Line-Volume	1	10404.2	1.0000	n/a	n/a	n/a	n/a	n/a	10.2	40.0	n/a	n/a	n/a

Source: PCR Services Corporation, 2016

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Appendix F.12 Operational Health Risk Assessment

F.12-4 Southwest Quadrant Options – Existing Risk (2015)

F.12-4-b. AERMOD Results

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - Existing (SWQ Receptor)

AERMOD Results

Emission Source	Source Type	Source Group Unitized Max AERMOD Concentration ($\mu g/m^3$)		
		Annual	8 hr	1 hr
Source Group 1		0.89	4.60	6.57
APU Gates *Aircraft LTO and Taxi*	*Volume* *Line-Volume*			
Source Group 2		1.69	7.75	6.67
Ground Services Equipment	*Line-Volume*			

Source: Lakes Environmental, AERMOD View 9.1.0 (Version 15181), 2016; PCR Services Corporation, 2016

Appendix F.12 Operational Health Risk Assessment

F.12-4 Southwest Quadrant Options – Existing Risk (2015)

F.12-4-c. Cancer Risk Calculations: Residents

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - Existing (SWQ Receptor)

Maximum Noncancer Chronic Hazards / Toxicological Endpoints*

Pollutant	Tons/yr	g/s	CAS	CREL[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**2.907**	0.135657757	106-99-0	2	0.1201073	0.060053654											0.060053654			1.0	NO
Acetaldehyde	**7.449**	0.347614252	75-07-0	140	0.3077672	0.002198337												0.002198337		1.0	NO
Acrolein	**4.194**	0.195716764	107-02-8	0.35	0.1732818	0.495090718												0.495090718		1.0	NO
Benzene	**3.029**	0.141350996	71-43-2	3	0.1251479	0.041715977							0.041716							1.0	NO
Diesel Particulates	**0.893**	0.041672644		5	0.0703522	0.014070435												0.014070435		1.0	NO
Ethylbenzene	**0.338**	0.015773073	100-41-4	2000	0.013965	6.9825E-06	6.98E-06													1.0	NO
Formaldehyde	**21.675**	1.011483275	50-00-0	9	0.8955369	0.099504105												0.099504105		1.0	NO
Methyl alcohol	**2.905**	0.135564425	67-56-1	4000	0.1200247	3.00062E-05				3.00062E-05										1.0	NO
M-xylene	**0.111**	0.005179914	108-38-3	700	0.0045861	6.55163E-06						6.55163E-06				6.55163E-06		6.55163E-06		1.0	NO
Naphthalene	**0.933**	0.04353928	91-20-3	9	0.0385484	0.004283152												0.004283152		1.0	NO
N-hexane	**0.091**	0.004246596	110-54-3	7000	0.0037598	5.37116E-07										5.37116E-07				1.0	NO
O-xylene	**0.343**	0.016006402	95-47-6	700	0.0141716	2.02451E-05						2.02451E-05				2.02451E-05		2.02451E-05		1.0	NO
Phenol (carbolic acid)	**1.195**	0.055765745	108-95-2	200	0.0493733	0.000246867	0.000247		0.000247						0.000247	0.000246867				1.0	NO
Propylene	**7.952**	0.371087198	115-07-1	3000	0.3285495	0.000109516												0.000109516		1.0	NO
Styrene	**0.543**	0.025339581	100-42-5	900	0.0224349	2.49277E-05										2.49277E-05				1.0	NO
Toluene	**1.271**	0.059312353	108-88-3	300	0.0525134	0.000175045				0.000175045						0.000175045		0.000175045		1.0	NO
Total							0.000254	0	0.000247	0.000205051	0	2.67968E-05	0.041716	0	0.000247	0.000474173	0.060053654	0.615458106	0	1.0	NO

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
Tables last updated: April 26,2016

Maximum Noncancer Acute (1-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/hr	g/s	CAS	AREL-1[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**0.000731645**	**0.184371614**	106-99-0	660	1.2116349	0.001835811				0.001835811										1.0	NO
Acetaldehyde	**0.001874794**	**0.472440368**	75-07-0	470	3.1047364	0.006605822						0.006605822						0.006605822		1.0	NO
Acrolein	**0.001055563**	**0.265997437**	107-02-8	2.5	1.7480554	0.699222141						0.699222141						0.699222141		1.0	NO
Benzene	**0.000762351**	**0.19210926**	71-43-2	27	1.2624844	0.046758682				0.046758682			0.046759	0.046759						1.0	NO
Formaldehyde	**0.005455251**	**1.374700629**	50-00-0	55	9.0341201	0.164256729						0.164256729								1.0	NO
Methyl alcohol	**0.000731142**	**0.184244767**	67-56-1	28000	1.2108013	4.32429E-05										4.32429E-05				1.0	NO
M-xylene	**2.79369E-05**	**0.007039989**	108-38-3	22000	0.0462647	2.10294E-06						2.10294E-06				2.10294E-06		2.10294E-06		1.0	NO
O-xylene	**8.63276E-05**	**0.021754201**	95-47-6	22000	0.1429621	6.49828E-06						6.49828E-06				6.49828E-06		6.49828E-06		1.0	NO
Phenol (carbolic acid)	**0.000300762**	**0.075790877**	108-95-2	5800	0.4980749	8.5875E-05						8.5875E-05						8.5875E-05		1.0	NO
Styrene	**0.000136664**	**0.034438867**	100-42-5	21000	0.2263219	1.07772E-05				1.07772E-05		1.07772E-05					1.07772E-05	1.07772E-05		1.0	NO
Toluene	**0.00031989**	**0.08061105**	108-88-3	37000	0.5297516	1.43176E-05				1.43176E-05		1.43176E-05				1.43176E-05	1.43176E-05	1.43176E-05		1.0	NO
Total							0	0	0	0.048619588	0	0.870204264	0.046759	0.046759	0	6.61617E-05	2.50948E-05	0.705947535	0	1.0	NO

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
Tables last updated: April 26,2016

Maximum Noncancer Acute (8-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/8hr	g/s	CAS	AREL-8[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**5.85E-03**	**1.84E-01**	106-99-0	9	8.48E-01	0.094272484				0.094272484										1.0	NO
Acetaldehyde	**1.50E-02**	**4.72E-01**	75-07-0	300	2.17E+00	0.007247015												0.007247015		1.0	NO
Acrolein	**8.44E-03**	**2.66E-01**	107-02-8	0.7	1.22E+00	1.748689947												1.748689947		1.0	YES
Benzene	**6.10E-03**	**1.92E-01**	71-43-2	3	8.84E-01	0.294686639							0.294687							1.0	NO
Formaldehyde	**4.36E-02**	**1.37E+00**	50-00-0	9	6.33E+00	0.702908871												0.702908871		1.0	NO
Total							0	0	0	0.094272484	0	0	0.294687	0	0	0	0	2.458845833	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
Tables last updated: April 26,2016

Where:

AREL	Acute Reference Exposure Level (1 hour or 8 hour)
$CONC_{WF}$	Pollutant Concentration ($\mu g/m^3$) multiplied by the weight fraction
CREL	Chronic Reference Exposure Level
HI	Hazard Index
MEI	Maximally Exposed Individual
WFrac	Weight fraction of speciated component

* Key to Toxicological Endpoints

ALIM	Alimentary Tract	EYE	Eye	NS	Nervous System
BN	Bone	HEM	Hematologic System	REPRO	Reproductive System
CVS	Cardiovascular System	IMMUN	Immune System	RESP	Respiratory System
DEV	Developmental System	KIDN	Kidney	SK	Skin
ENDC	Endocrine System				

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - Existing (SWQ Receptor)

3rd Trimester

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	361	1	350	0.25	1	25550	10	1.20E-01	1.48E-01	6.00E-01	8.91E-01
Acetaldehyde	7.449	0.347614252	75-07-0	361	1	350	0.25	1	25550	10	3.08E-01	3.80E-01	1.00E-02	3.80E-02
Benzene	3.029	0.141350996	71-43-2	361	1	350	0.25	1	25550	10	1.25E-01	1.55E-01	1.00E-01	1.55E-01
Diesel Particulates	0.893	0.041672644		361	1	350	0.25	1	25550	10	7.04E-02	8.70E-02	1.10E+00	9.57E-01
Ethylbenzene	0.338	0.015773073	100-41-4	361	1	350	0.25	1	25550	10	1.40E-02	1.73E-02	8.70E-03	1.50E-03
Formaldehyde	21.675	1.011483275	50-00-0	361	1	350	0.25	1	25550	10	8.96E-01	1.11E+00	2.10E-02	2.33E-01
Naphthalene	0.933	0.04353928	91-20-3	361	1	350	0.25	1	25550	10	3.85E-02	4.77E-02	1.20E-01	5.72E-02

0<2

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	1090	1	350	2	0.85	25550	10	1.20E-01	3.05E+00	6.00E-01	1.83E+01
Acetaldehyde	7.449	0.347614252	75-07-0	1090	1	350	2	0.85	25550	10	3.08E-01	7.81E+00	1.00E-02	7.81E-01
Benzene	3.029	0.141350996	71-43-2	1090	1	350	2	0.85	25550	10	1.25E-01	3.18E+00	1.00E-01	3.18E+00
Diesel Particulates	0.893	0.041672644		1090	1	350	2	0.85	25550	10	7.04E-02	1.79E+00	1.10E+00	1.96E+01
Ethylbenzene	0.338	0.015773073	100-41-4	1090	1	350	2	0.85	25550	10	1.40E-02	3.54E-01	8.70E-03	3.08E-02
Formaldehyde	21.675	1.011483275	50-00-0	1090	1	350	2	0.85	25550	10	8.96E-01	2.27E+01	2.10E-02	4.77E+00
Naphthalene	0.933	0.04353928	91-20-3	1090	1	350	2	0.85	25550	10	3.85E-02	9.78E-01	1.20E-01	1.17E+00

2<16

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	745	1	350	14	0.72	25550	3	1.20E-01	1.24E+01	6.00E-01	2.22E+01
Acetaldehyde	7.449	0.347614252	75-07-0	745	1	350	14	0.72	25550	3	3.08E-01	3.17E+01	1.00E-02	9.50E-01
Benzene	3.029	0.141350996	71-43-2	745	1	350	14	0.72	25550	3	1.25E-01	1.29E+01	1.00E-01	3.86E+00
Diesel Particulates	0.893	0.041672644		745	1	350	14	0.72	25550	3	7.04E-02	7.24E+00	1.10E+00	2.39E+01
Ethylbenzene	0.338	0.015773073	100-41-4	745	1	350	14	0.72	25550	3	1.40E-02	1.44E+00	8.70E-03	3.75E-02
Formaldehyde	21.675	1.011483275	50-00-0	745	1	350	14	0.72	25550	3	8.96E-01	9.21E+01	2.10E-02	5.80E+00
Naphthalene	0.933	0.04353928	91-20-3	745	1	350	14	0.72	25550	3	3.85E-02	3.97E+00	1.20E-01	1.43E+00

16<30

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	335	1	350	14	0.73	25550	1	1.20E-01	5.63E+00	6.00E-01	3.38E+00
Acetaldehyde	7.449	0.347614252	75-07-0	335	1	350	14	0.73	25550	1	3.08E-01	1.44E+01	1.00E-02	1.44E-01
Benzene	3.029	0.141350996	71-43-2	335	1	350	14	0.73	25550	1	1.25E-01	5.87E+00	1.00E-01	5.87E-01
Diesel Particulates	0.893	0.041672644		335	1	350	14	0.73	25550	1	7.04E-02	3.30E+00	1.10E+00	3.63E+00
Ethylbenzene	0.338	0.015773073	100-41-4	335	1	350	14	0.73	25550	1	1.40E-02	6.55E-01	8.70E-03	5.70E-03
Formaldehyde	21.675	1.011483275	50-00-0	335	1	350	14	0.73	25550	1	8.96E-01	4.20E+01	2.10E-02	8.82E-01
Naphthalene	0.933	0.04353928	91-20-3	335	1	350	14	0.73	25550	1	3.85E-02	1.81E+00	1.20E-01	2.17E-01

31<70

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	2.907	0.135657757	106-99-0	290	1	350	40	0.73	25550	1	1.20E-01	1.39E+01	6.00E-01	8.36E+00
Acetaldehyde	7.449	0.347614252	75-07-0	290	1	350	40	0.73	25550	1	3.08E-01	3.57E+01	1.00E-02	3.57E-01
Benzene	3.029	0.141350996	71-43-2	290	1	350	40	0.73	25550	1	1.25E-01	1.45E+01	1.00E-01	1.45E+00
Diesel Particulates	0.893	0.041672644		290	1	350	40	0.73	25550	1	7.04E-02	8.16E+00	1.10E+00	8.98E+00
Ethylbenzene	0.338	0.015773073	100-41-4	290	1	350	40	0.73	25550	1	1.40E-02	1.62E+00	8.70E-03	1.41E-02
Formaldehyde	21.675	1.011483275	50-00-0	290	1	350	40	0.73	25550	1	8.96E-01	1.04E+02	2.10E-02	2.18E+00
Naphthalene	0.933	0.04353928	91-20-3	290	1	350	40	0.73	25550	1	3.85E-02	4.47E+00	1.20E-01	5.37E-01

30 Yr	
Pollutant	**MICR**
1,3-butadiene	44.80332
Acetaldehyde	1.913427
Benzene	7.780601
Diesel Particulates	48.1127
Ethylbenzene	0.075535
Formaldehyde	11.69209
Naphthalene	2.87592
Total	**117.2536**
Threshold	10
Over	No

70 Yr	
Pollutant	**MICR**
1,3-butadiene	5.32E+01
Acetaldehyde	2.27E+00
Benzene	9.23E+00
Diesel Particulates	5.71E+01
Ethylbenzene	8.96E-02
Formaldehyde	1.39E+01
Naphthalene	3.41E+00
Total	**139.1309**
Threshold	10
Over	No

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values," http://www.arb.ca.gov/toxics/healthval/healthval.htm. 23-Apr-16
2. Office of Environmental Health Hazard Assessment, The Air Toxics Hot Spots Program Guidance for Preparation of Health Risk Assessments, (2015).

Exposure factors used to calculate cancer risk:

CPF	Cancer Potency Factor $(mg/kg\text{-}day)^{-1}$.
CONC	Pollutant Concentration ($\mu g/m^3$) from AERMOD.
WFrac	Weight fraction of speciated component
$CONC_{WF}$	Pollutant Concentration ($\mu g/m^3$) multiplied by the speciated component weight fraction
DBR	Daily breathing rate (L/kg (body weight) per day).
A	Inhalation absorption factor (default = 1).
EF	Exposure frequency (days/year).
ED	Exposure duration (years).
AT	Average time period over which exposure is averaged in days (days).
Dose	Dose = DBR × A × EF × ED / AT.

Appendix F.12 Operational Health Risk Assessment

F.12-5 Southwest Quadrant Options – Risk No Project (2023)

F.12-5-a. AERMOD Inputs: Source Characteristics

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - No Project Future (SWQ Receptor)

AERMOD Source Characteristics

Emission Source	Source Type	Number of Sources	Length of Line (m)	ource Grou Unitized Emission Rate (g/s)	Release Height (m)	Length of Side X (m)	Length of Side Y (m)	Initial Lateral (m)	Initial Vertical (m)	Plume Height (m)	Plume Width (m)	Exit Temp (°F)	Inside Diameter (ft)	Exit Flow Rate (ft^3/s)
Source Group 1														
APU Gates	Volume	14	n/a	0.0005	5	40	40	9.30	20.00	n/a	n/a	n/a	n/a	n/a
Aircraft LTO and Taxi	Line-Volume	1	16144	0.9937	n/a	n/a	n/a	n/a	n/a	20.0	40.0	n/a	n/a	n/a
Source Group 3														
Ground Services Equipment	Line-Volume	1	10404.2	1.0000	n/a	n/a	n/a	n/a	n/a	10.2	40.0	n/a	n/a	n/a

Source: PCR Services Corporation, 2016

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Appendix F.12 Operational Health Risk Assessment

F.12-5 Southwest Quadrant Options – Risk No Project (2023)

F.12-5-b. AERMOD Results

Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - No Project Future (SWQ Receptor)

AERMOD Results

Emission Source	Source Type	Source Group Unitized Max AERMOD Concentration ($\mu g/m^3$)		
		Annual	8 hr	1 hr
Source Group 1		0.89	4.60	6.57
APU Gates *Aircraft LTO and Taxi*	*Volume* *Line-Volume*			
Source Group 2		1.69	7.75	6.67
Ground Services Equipment	*Line-Volume*			

Source: Lakes Environmental, AERMOD View 9.1.0 (Version 15181), 2016; PCR Services Corporation, 2016

Appendix F.12 Operational Health Risk Assessment

F.12-5 Southwest Quadrant Options – Risk No Project (2023)

F.12-5-c. Cancer Risk Calculations: Residents

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - No Project Future (SWQ Receptor)

Maximum Noncancer Chronic Hazards / Toxicological Endpoints*

Pollutant	Tons/yr	g/s	CAS	CREL[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**3.365**	0.157030737	106-99-0	2	0.1390303	0.069515152											0.069515			1.0	NO
Acetaldehyde	**8.624**	0.402446679	75-07-0	140	0.3563142	0.002545102												0.002545		1.0	NO
Acrolein	**4.855**	0.226562921	107-02-8	0.35	0.200592	0.573120037												0.57312		1.0	NO
Benzene	**3.511**	0.163843958	71-43-2	3	0.1450625	0.048354175							0.048354							1.0	NO
Diesel Particulates	**1.079**	0.050352501		5	0.0850056	0.017001119												0.017001		1.0	NO
Ethylbenzene	**0.394**	0.018386363	100-41-4	2000	0.0162787	8.13937E-06	8.14E-06													1.0	NO
Formaldehyde	**25.09**	1.170847307	50-00-0	9	1.0366331	0.115181453												0.115181		1.0	NO
Methyl alcohol	**3.368**	0.157170735	67-56-1	4000	0.1391543	3.47886E-05				3.47886E-05										1.0	NO
M-xylene	**0.134**	0.00625323	108-38-3	700	0.0055364	7.90917E-06						7.90917E-06				7.91E-06		7.91E-06		1.0	NO
Naphthalene	**1.08**	0.050399167	91-20-3	9	0.0446219	0.00495799												0.004958		1.0	NO
N-hexane	**0.11**	0.005133248	110-54-3	7000	0.0045448	6.49261E-07										6.49E-07				1.0	NO
O-xylene	**0.4**	0.018666358	95-47-6	700	0.0165266	2.36095E-05						2.36095E-05				2.36E-05		2.36E-05		1.0	NO
Phenol (carbolic acid)	**1.385**	0.064632265	108-95-2	200	0.0572235	0.000286117	0.000286		0.000286						0.000286	0.000286				1.0	NO
Propylene	**9.209**	0.429746228	115-07-1	3000	0.3804844	0.000126828												0.000127		1.0	NO
Styrene	**0.628**	0.029306182	100-42-5	900	0.0259468	2.88298E-05										2.88E-05				1.0	NO
Toluene	**1.481**	0.069112191	108-88-3	300	0.0611899	0.000203966				0.000203966						0.000204		0.000204		1.0	NO
Total							0.000294	0	0.000286	0.000238755	0	3.15187E-05	0.048354	0	0.000286	0.000551	0.069515	0.713168	0	1.0	NO

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
Tables last updated: April 26,2016

Maximum Noncancer Acute (1-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/hr	g/s	CAS	AREL-1[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**0.000859322**	**0.216545686**	106-99-0	660	1.4230733	0.002156172				0.002156172										1.0	NO
Acetaldehyde	**0.002202317**	**0.554974738**	75-07-0	470	3.6471275	0.007759846						0.007759846						0.00776		1.0	NO
Acrolein	**0.001239825**	**0.312430699**	107-02-8	2.5	2.0532008	0.821280331						0.821280331						0.82128		1.0	NO
Benzene	**0.000896607**	**0.22594113**	71-43-2	27	1.4848173	0.054993234				0.054993234			0.054993	0.054993						1.0	NO
Formaldehyde	**0.006407251**	**1.614600669**	50-00-0	55	10.610671	0.192921295						0.192921295								1.0	NO
Methyl alcohol	**0.000860089**	**0.216738743**	67-56-1	28000	1.424342	5.08694E-05										5.09E-05				1.0	NO
M-xylene	**3.42197E-05**	**0.008623216**	108-38-3	22000	0.0566692	2.57587E-06						2.57587E-06				2.58E-06		2.58E-06		1.0	NO
O-xylene	**0.000102148**	**0.025740943**	95-47-6	22000	0.1691618	7.68917E-06						7.68917E-06				7.69E-06		7.69E-06		1.0	NO
Phenol (carbolic acid)	**0.000353688**	**0.089128016**	108-95-2	5800	0.5857226	0.000100987						0.000100987						0.000101		1.0	NO
Styrene	**0.000160373**	**0.040413281**	100-42-5	21000	0.265584	1.26469E-05				1.26469E-05		1.26469E-05					1.26E-05	1.26E-05		1.0	NO
Toluene	**0.000378204**	**0.095305843**	108-88-3	37000	0.6263214	1.69276E-05				1.69276E-05		1.69276E-05				1.69E-05	1.69E-05	1.69E-05		1.0	NO
Total							0	0	0	0.05717898	0	1.022102297	0.054993	0.054993	0	7.81E-05	2.96E-05	0.829181	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
Tables last updated: April 26,2016

Maximum Noncancer Acute (8-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/8hr	g/s	CAS	AREL-8[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**6.87E-03**	**2.17E-01**	106-99-0	9	9.97E-01	0.110723659				0.110723659										1.0	NO
Acetaldehyde	**1.76E-02**	**5.55E-01**	75-07-0	300	2.55E+00	0.008513053												0.008513		1.0	NO
Acrolein	**9.92E-03**	**3.12E-01**	107-02-8	0.7	1.44E+00	2.053946197												2.053946		1.0	YES
Benzene	**7.17E-03**	**2.26E-01**	71-43-2	3	1.04E+00	0.346583149							0.346583							1.0	NO
Formaldehyde	**5.13E-02**	**1.61E+00**	50-00-0	9	7.43E+00	0.825574026												0.825574		1.0	NO
Total							0	0	0	0.110723659	0	0	0.346583	0	0	0	0	2.888033	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
Tables last updated: April 26,2016

Where:

AREL	Acute Reference Exposure Level (1 hour or 8 hour)
$CONC_{WF}$	Pollutant Concentration ($\mu g/m^3$) multiplied by the weight fraction
CREL	Chronic Reference Exposure Level
HI	Hazard Index
MEI	Maximally Exposed Individual

* Key to Toxicological Endpoints

ALIM	Alimentary Tract	EYE	Eye	NS	Nervous System
BN	Bone	HEM	Hematologic System	REPRO	Reproductive System
CVS	Cardiovascular System	IMMUN	Immune System	RESP	Respiratory System
DEV	Developmental System	KIDN	Kidney	SK	Skin
ENDC	Endocrine System				

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Burbank AP Terminal Replacement
Draft Environmental Impact Report
Operational Health Risk Assessment - No Project Future (SWQ Receptor)

3rd Trimester

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	361	1	350	0.25	1	25550	10	1.39E-01	1.72E-01	6.00E-01	1.03E+00
Acetaldehyde	8.624	0.402446679	75-07-0	361	1	350	0.25	1	25550	10	3.56E-01	4.41E-01	1.00E-02	4.41E-02
Benzene	3.511	0.163843958	71-43-2	361	1	350	0.25	1	25550	10	1.45E-01	1.79E-01	1.00E-01	1.79E-01
Diesel Particulates	1.079	0.050352501		361	1	350	0.25	1	25550	10	8.50E-02	1.05E-01	1.10E+00	1.16E+00
Ethylbenzene	0.394	0.018386363	100-41-4	361	1	350	0.25	1	25550	10	1.63E-02	2.01E-02	8.70E-03	1.75E-03
Formaldehyde	25.09	1.170847307	50-00-0	361	1	350	0.25	1	25550	10	1.04E+00	1.28E+00	2.10E-02	2.69E-01
Naphthalene	1.08	0.050399167	91-20-3	361	1	350	0.25	1	25550	10	4.46E-02	5.52E-02	1.20E-01	6.62E-02

0<2

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	1090	1	350	2	0.85	25550	10	1.39E-01	3.53E+00	6.00E-01	2.12E+01
Acetaldehyde	8.624	0.402446679	75-07-0	1090	1	350	2	0.85	25550	10	3.56E-01	9.04E+00	1.00E-02	9.04E-01
Benzene	3.511	0.163843958	71-43-2	1090	1	350	2	0.85	25550	10	1.45E-01	3.68E+00	1.00E-01	3.68E+00
Diesel Particulates	1.079	0.050352501		1090	1	350	2	0.85	25550	10	8.50E-02	2.16E+00	1.10E+00	2.37E+01
Ethylbenzene	0.394	0.018386363	100-41-4	1090	1	350	2	0.85	25550	10	1.63E-02	4.13E-01	8.70E-03	3.59E-02
Formaldehyde	25.09	1.170847307	50-00-0	1090	1	350	2	0.85	25550	10	1.04E+00	2.63E+01	2.10E-02	5.53E+00
Naphthalene	1.08	0.050399167	91-20-3	1090	1	350	2	0.85	25550	10	4.46E-02	1.13E+00	1.20E-01	1.36E+00

2<16

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	745	1	350	14	0.72	25550	3	1.39E-01	1.43E+01	6.00E-01	2.57E+01
Acetaldehyde	8.624	0.402446679	75-07-0	745	1	350	14	0.72	25550	3	3.56E-01	3.67E+01	1.00E-02	1.10E+00
Benzene	3.511	0.163843958	71-43-2	745	1	350	14	0.72	25550	3	1.45E-01	1.49E+01	1.00E-01	4.48E+00
Diesel Particulates	1.079	0.050352501		745	1	350	14	0.72	25550	3	8.50E-02	8.74E+00	1.10E+00	2.89E+01
Ethylbenzene	0.394	0.018386363	100-41-4	745	1	350	14	0.72	25550	3	1.63E-02	1.67E+00	8.70E-03	4.37E-02
Formaldehyde	25.09	1.170847307	50-00-0	745	1	350	14	0.72	25550	3	1.04E+00	1.07E+02	2.10E-02	6.72E+00
Naphthalene	1.08	0.050399167	91-20-3	745	1	350	14	0.72	25550	3	4.46E-02	4.59E+00	1.20E-01	1.65E+00

16<30

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	335	1	350	14	0.73	25550	1	1.39E-01	6.52E+00	6.00E-01	3.91E+00
Acetaldehyde	8.624	0.402446679	75-07-0	335	1	350	14	0.73	25550	1	3.56E-01	1.67E+01	1.00E-02	1.67E-01
Benzene	3.511	0.163843958	71-43-2	335	1	350	14	0.73	25550	1	1.45E-01	6.80E+00	1.00E-01	6.80E-01
Diesel Particulates	1.079	0.050352501		335	1	350	14	0.73	25550	1	8.50E-02	3.99E+00	1.10E+00	4.39E+00
Ethylbenzene	0.394	0.018386363	100-41-4	335	1	350	14	0.73	25550	1	1.63E-02	7.63E-01	8.70E-03	6.64E-03
Formaldehyde	25.09	1.170847307	50-00-0	335	1	350	14	0.73	25550	1	1.04E+00	4.86E+01	2.10E-02	1.02E+00
Naphthalene	1.08	0.050399167	91-20-3	335	1	350	14	0.73	25550	1	4.46E-02	2.09E+00	1.20E-01	2.51E-01

31<70

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.365	0.157030737	106-99-0	290	1	350	40	0.73	25550	1	1.39E-01	1.61E+01	6.00E-01	9.68E+00
Acetaldehyde	8.624	0.402446679	75-07-0	290	1	350	40	0.73	25550	1	3.56E-01	4.13E+01	1.00E-02	4.13E-01
Benzene	3.511	0.163843958	71-43-2	290	1	350	40	0.73	25550	1	1.45E-01	1.68E+01	1.00E-01	1.68E+00
Diesel Particulates	1.079	0.050352501		290	1	350	40	0.73	25550	1	8.50E-02	9.86E+00	1.10E+00	1.08E+01
Ethylbenzene	0.394	0.018386363	100-41-4	290	1	350	40	0.73	25550	1	1.63E-02	1.89E+00	8.70E-03	1.64E-02
Formaldehyde	25.09	1.170847307	50-00-0	290	1	350	40	0.73	25550	1	1.04E+00	1.20E+02	2.10E-02	2.53E+00
Naphthalene	1.08	0.050399167	91-20-3	290	1	350	40	0.73	25550	1	4.46E-02	5.18E+00	1.20E-01	6.21E-01

30 Yr	
Pollutant	**MICR**
1,3-butadiene	51.86211
Acetaldehyde	2.215249
Benzene	9.018716
Diesel Particulates	58.13393
Ethylbenzene	0.08805
Formaldehyde	13.53424
Naphthalene	3.329039
Total	**138.1813**
Threshold	10
Over	No

70 Yr	
Pollutant	**MICR**
1,3-butadiene	6.15E+01
Acetaldehyde	2.63E+00
Benzene	1.07E+01
Diesel Particulates	6.90E+01
Ethylbenzene	1.04E-01
Formaldehyde	1.61E+01
Naphthalene	3.95E+00
Total	**163.9634**
Threshold	10
Over	No

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   23-Apr-16
2. Office of Environmental Health Hazard Assessment, The Air Toxics Hot Spots Program Guidance for Preparation of Health Risk Assessments, (2015).

Exposure factors used to calculate cancer risk:

CPF	Cancer Potency Factor $(mg/kg\text{-}day)^{-1}$.
CONC	Pollutant Concentration ($\mu g/m^3$) from AERMOD.
WFrac	Weight fraction of speciated component
$CONC_{WF}$	Pollutant Concentration ($\mu g/m^3$) multiplied by the speciated component weight fraction
DBR	Daily breathing rate (L/kg (body weight) per day).
A	Inhalation absorption factor (default = 1).
EF	Exposure frequency (days/year).
ED	Exposure duration (years).
AT	Average time period over which exposure is averaged in days (days).
Dose	Dose = DBR × A × EF × ED / AT.

Appendix F.12 Operational Health Risk Assessment

F.12-6 Southwest Quadrant Options – Risk With Project (2023)

F.12-6-a. AERMOD Inputs: Source Characteristics

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Draft Environmental Impact Report
Operational Health Risk Assessment -SWQ

AERMOD Source Characteristics

Emission Source	Source Type	Number of Sources	Length of Line (m)	ource Grou Unitized Emission Rate (g/s)	Release Height (m)	Length of Side X (m)	Length of Side Y (m)	Initial Lateral (m)	Initial Vertical (m)	Plume Height (m)	Plume Width (m)	Exit Temp (°F)	Inside Diameter (ft)	Exit Flow Rate (ft^3/s)
Source Group 1														
APU Gates	Volume	14	n/a	0.0005	5	40	40	9.30	20.00	n/a	n/a	n/a	n/a	n/a
Aircraft LTO and Taxi	Line-Volume	1	16930.9	0.9926	n/a	n/a	n/a	n/a	n/a	20.0	40.0	n/a	n/a	n/a
Source Group 3														
Ground Services Equipment	Line-Volume	1	10404.2	1.0000	n/a	n/a	n/a	n/a	n/a	10.0	40.0	n/a	n/a	n/a

Source: PCR Services Corporation, 2016

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Appendix F.12 Operational Health Risk Assessment

F.12-6 Southwest Quadrant Options – Risk With Project (2023)

F.12-6-b. AERMOD Results

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Operational Health Risk Assessment -SWQ

AERMOD Results

Emission Source	Source Type	Source Group Unitized Max AERMOD Concentration (µg/m^3)		
		Annual	8 hr	1 hr
Source Group 1		1.06167	5.46	7.81
APU Gates *Aircraft LTO and Taxi*	*Volume* *Line-Volume*			
Source Group 2		1.96856	6.71	7.77
Ground Services Equipment	*Line-Volume*			

Source: Lakes Environmental, AERMOD View 9.1.0 (Version 15181), 2016; PCR Services Corporation, 2016

Appendix F.12 Operational Health Risk Assessment

F.12-6 Southwest Quadrant Options – Risk With Project (2023)

F.12-6-c. Cancer Risk Calculations: Residents

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Maximum Noncancer Chronic Hazards / Toxicological Endpoints*

Pollutant	Tons/yr	g/s	CAS	CREL[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**3.56E+00**	0.165943923	106-99-0	2	0.176178	0.088088842											0.088089			1.0	NO
Acetaldehyde	**9.11E+00**	0.425079638	75-07-0	140	0.451294	0.003223531												0.003223531		1.0	NO
Acrolein	**5.13E+00**	0.239396042	107-02-8	0.35	0.25416	0.726170273												0.726170273		1.0	NO
Benzene	**3.70E+00**	0.172803809	71-43-2	3	0.183461	0.06115354							0.061154							1.0	NO
Diesel Particulates	**1.08E+00**	0.050352501		5	0.099122	0.019824384												0.019824384		1.0	NO
Ethylbenzene	**4.13E-01**	0.019273015	100-41-4	2000	0.020462	1.02308E-05	1.02308E-05													1.0	NO
Formaldehyde	**2.65E+01**	1.236692885	50-00-0	9	1.31296	0.145884415												0.145884415		1.0	NO
Methyl alcohol	**3.56E+00**	0.166037255	67-56-1	4000	0.176277	4.40692E-05				4.40692E-05										1.0	NO
M-xylene	**1.34E-01**	0.00625323	108-38-3	700	0.006639	9.4841E-06						9.4841E-06				9.4841E-06		9.4841E-06		1.0	NO
Naphthalene	**1.14E+00**	0.053245786	91-20-3	9	0.056529	0.00628105												0.00628105		1.0	NO
N-hexane	**1.10E-01**	0.005133248	110-54-3	7000	0.00545	7.78545E-07										7.78545E-07				1.0	NO
O-xylene	**4.19E-01**	0.01955301	95-47-6	700	0.020759	2.96555E-05						2.96555E-05				2.96555E-05		2.96555E-05		1.0	NO
Phenol (carbolic acid)	**1.46E+00**	0.068272204	108-95-2	200	0.072483	0.000362413	0.000362413		0.000362						0.000362	0.000362413				1.0	NO
Propylene	**9.72E+00**	0.453779164	115-07-1	3000	0.481764	0.000160588												0.000160588		1.0	NO
Styrene	**6.63E-01**	0.030939488	100-42-5	900	0.032848	3.64973E-05										3.64973E-05				1.0	NO
Toluene	**1.55E+00**	0.072425469	108-88-3	300	0.076892	0.000256306				0.000256306						0.000256306		0.000256306		1.0	NO
Total							0.000372644	0	0.000362	0.000300376	0	3.91396E-05	0.061154	0	0.000362	0.000695135	0.088089	0.901839687	0	1.0	NO

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   Tables last updated: April 26,2016

Maximum Noncancer Acute (1-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/hr	g/s	CAS	AREL-1[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**9.08E-04**	**0.228836986**	106-99-0	660	1.787922	0.002708972				0.002708972										1.0	NO
Acetaldehyde	**2.33E-03**	**0.586185631**	75-07-0	470	4.579915	0.0097445						0.0097445						0.0097445		1.0	NO
Acrolein	**1.31E-03**	**0.330127598**	107-02-8	2.5	2.579313	1.031725333						1.031725333						1.031725333		1.0	YES
Benzene	**9.46E-04**	**0.238296783**	71-43-2	27	1.861832	0.068956734				0.068956734			0.068957	0.068957						1.0	NO
Formaldehyde	**6.77E-03**	**1.705401846**	50-00-0	55	13.32444	0.242262565						0.242262565								1.0	NO
Methyl alcohol	**9.09E-04**	**0.228965691**	67-56-1	28000	1.788927	6.38903E-05										6.38903E-05				1.0	NO
M-xylene	**3.42E-05**	**0.008623216**	108-38-3	22000	0.067374	3.06245E-06						3.06245E-06				3.06245E-06		3.06245E-06		1.0	NO
O-xylene	**1.07E-04**	**0.026963638**	95-47-6	22000	0.210669	9.57587E-06						9.57587E-06				9.57587E-06		9.57587E-06		1.0	NO
Phenol (carbolic acid)	**3.74E-04**	**0.0941475**	108-95-2	5800	0.735582	0.000126824						0.000126824						0.000126824		1.0	NO
Styrene	**1.69E-04**	**0.042665614**	100-42-5	21000	0.33335	1.58738E-05				1.58738E-05		1.58738E-05					1.59E-05	1.58738E-05		1.0	NO
Toluene	**3.96E-04**	**0.09987486**	108-88-3	37000	0.78033	2.109E-05				2.109E-05		2.109E-05				2.109E-05	2.11E-05	2.109E-05		1.0	NO
Total							0	0	0	0.07170267	0	1.283908825	0.068957	0.068957	0	9.76186E-05	3.7E-05	1.04164626	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   Tables last updated: April 26,2016

Maximum Noncancer Acute (8-Hour) Hazards / Toxicological Endpoints*

Pollutant	Tons/8hr	g/s	CAS	AREL-8[1]	CONC	HI	ALIM	BN	CVS	DEV	ENDC	EYE	HEM	IMMUN	KIDN	NS	REPRO	RESP	SK	Threshold	Over?
1,3-butadiene	**7.26E-03**	**2.29E-01**	106-99-0	9	1.25E+00	0.138760392				0.138760392										1.0	NO
Acetaldehyde	**1.86E-02**	**5.86E-01**	75-07-0	300	3.20E+00	0.010663401												0.010663401		1.0	NO
Acrolein	**1.05E-02**	**3.30E-01**	107-02-8	0.7	1.80E+00	2.573745494												2.573745494		1.0	YES
Benzene	**7.57E-03**	**2.38E-01**	71-43-2	3	1.30E+00	0.433489649							0.43349							1.0	NO
Formaldehyde	**5.41E-02**	**1.71E+00**	50-00-0	9	9.31E+00	1.034108307												1.034108307		1.0	YES
Total							0	0	0	0.138760392	0	0	0.43349	0	0	0	0	3.618517202	0	1.0	YES

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values" and "OEHHA/ARB Approved Chronic Reference Exposure Levels and Target Organs," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
   Tables last updated: April 26,2016

Where:

AREL	Acute Reference Exposure Level (1 hour or 8 hour)
$CONC_{WF}$	Pollutant Concentration (μg/m^3) multiplied by the weight fraction
CREL	Chronic Reference Exposure Level
HI	Hazard Index
MEI	Maximally Exposed Individual
WFrac	Weight fraction of speciated component

* Key to Toxicological Endpoints

ALIM	Alimentary Tract	EYE	Eye	NS	Nervous System
BN	Bone	HEM	Hematologic System	REPRO	Reproductive System
CVS	Cardiovascular System	IMMUN	Immune System	RESP	Respiratory System
DEV	Developmental System	KIDN	Kidney	SK	Skin
ENDC	Endocrine System				

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3rd Trimester

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.56E+00	0.165943923	106-99-0	361	1	350	0.25	1	25550	10	1.76E-01	2.18E-01	6.00E-01	1.31E+00
Acetaldehyde	9.11E+00	0.425079638	75-07-0	361	1	350	0.25	1	25550	10	4.51E-01	5.58E-01	1.00E-02	5.58E-02
Benzene	3.70E+00	0.172803809	71-43-2	361	1	350	0.25	1	25550	10	1.83E-01	2.27E-01	1.00E-01	2.27E-01
Diesel Particulates	1.08E+00	0.050352501		361	1	350	0.25	1	25550	10	9.91E-02	1.23E-01	1.10E+00	1.35E+00
Ethylbenzene	4.13E-01	0.019273015	100-41-4	361	1	350	0.25	1	25550	10	2.05E-02	2.53E-02	8.70E-03	2.20E-03
Formaldehyde	2.65E+01	1.236692885	50-00-0	361	1	350	0.25	1	25550	10	1.31E+00	1.62E+00	2.10E-02	3.41E-01
Naphthalene	1.14E+00	0.053245786	91-20-3	361	1	350	0.25	1	25550	10	5.65E-02	6.99E-02	1.20E-01	8.39E-02

0<2

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.56E+00	0.165943923	106-99-0	1090	1	350	2	0.85	25550	10	1.76E-01	4.47E+00	6.00E-01	2.68E+01
Acetaldehyde	9.11E+00	0.425079638	75-07-0	1090	1	350	2	0.85	25550	10	4.51E-01	1.15E+01	1.00E-02	1.15E+00
Benzene	3.70E+00	0.172803809	71-43-2	1090	1	350	2	0.85	25550	10	1.83E-01	4.66E+00	1.00E-01	4.66E+00
Diesel Particulates	1.08E+00	0.050352501		1090	1	350	2	0.85	25550	10	9.91E-02	2.52E+00	1.10E+00	2.77E+01
Ethylbenzene	4.13E-01	0.019273015	100-41-4	1090	1	350	2	0.85	25550	10	2.05E-02	5.19E-01	8.70E-03	4.52E-02
Formaldehyde	2.65E+01	1.236692885	50-00-0	1090	1	350	2	0.85	25550	10	1.31E+00	3.33E+01	2.10E-02	7.00E+00
Naphthalene	1.14E+00	0.053245786	91-20-3	1090	1	350	2	0.85	25550	10	5.65E-02	1.43E+00	1.20E-01	1.72E+00

2<16

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.56E+00	0.165943923	106-99-0	745	1	350	14	0.72	25550	3	1.76E-01	1.81E+01	6.00E-01	3.26E+01
Acetaldehyde	9.11E+00	0.425079638	75-07-0	745	1	350	14	0.72	25550	3	4.51E-01	4.64E+01	1.00E-02	1.39E+00
Benzene	3.70E+00	0.172803809	71-43-2	745	1	350	14	0.72	25550	3	1.83E-01	1.89E+01	1.00E-01	5.66E+00
Diesel Particulates	1.08E+00	0.050352501		745	1	350	14	0.72	25550	3	9.91E-02	1.02E+01	1.10E+00	3.36E+01
Ethylbenzene	4.13E-01	0.019273015	100-41-4	745	1	350	14	0.72	25550	3	2.05E-02	2.10E+00	8.70E-03	5.49E-02
Formaldehyde	2.65E+01	1.236692885	50-00-0	745	1	350	14	0.72	25550	3	1.31E+00	1.35E+02	2.10E-02	8.51E+00
Naphthalene	1.14E+00	0.053245786	91-20-3	745	1	350	14	0.72	25550	3	5.65E-02	5.82E+00	1.20E-01	2.09E+00

16<30

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.56E+00	0.165943923	106-99-0	335	1	350	14	0.73	25550	1	1.76E-01	8.26E+00	6.00E-01	4.96E+00
Acetaldehyde	9.11E+00	0.425079638	75-07-0	335	1	350	14	0.73	25550	1	4.51E-01	2.12E+01	1.00E-02	2.12E-01
Benzene	3.70E+00	0.172803809	71-43-2	335	1	350	14	0.73	25550	1	1.83E-01	8.60E+00	1.00E-01	8.60E-01
Diesel Particulates	1.08E+00	0.050352501		335	1	350	14	0.73	25550	1	9.91E-02	4.65E+00	1.10E+00	5.11E+00
Ethylbenzene	4.13E-01	0.019273015	100-41-4	335	1	350	14	0.73	25550	1	2.05E-02	9.60E-01	8.70E-03	8.35E-03
Formaldehyde	2.65E+01	1.236692885	50-00-0	335	1	350	14	0.73	25550	1	1.31E+00	6.16E+01	2.10E-02	1.29E+00
Naphthalene	1.14E+00	0.053245786	91-20-3	335	1	350	14	0.73	25550	1	5.65E-02	2.65E+00	1.20E-01	3.18E-01

31<70

Pollutant	Tons/Yr	Grams/s	CAS No.	DBR	A	EF	ED	FAH	AT	ASF	CONC	DOSE	CPF	MICR
1,3-butadiene	3.56E+00	0.165943923	106-99-0	290	1	350	40	0.73	25550	1	1.76E-01	2.04E+01	6.00E-01	1.23E+01
Acetaldehyde	9.11E+00	0.425079638	75-07-0	290	1	350	40	0.73	25550	1	4.51E-01	5.24E+01	1.00E-02	5.24E-01
Benzene	3.70E+00	0.172803809	71-43-2	290	1	350	40	0.73	25550	1	1.83E-01	2.13E+01	1.00E-01	2.13E+00
Diesel Particulates	1.08E+00	0.050352501		290	1	350	40	0.73	25550	1	9.91E-02	1.15E+01	1.10E+00	1.26E+01
Ethylbenzene	4.13E-01	0.019273015	100-41-4	290	1	350	40	0.73	25550	1	2.05E-02	2.37E+00	8.70E-03	2.06E-02
Formaldehyde	2.65E+01	1.236692885	50-00-0	290	1	350	40	0.73	25550	1	1.31E+00	1.52E+02	2.10E-02	3.20E+00
Naphthalene	1.14E+00	0.053245786	91-20-3	290	1	350	40	0.73	25550	1	5.65E-02	6.56E+00	1.20E-01	7.87E-01

30 Yr	
Pollutant	**MICR**
1,3-butadiene	6.57E+01
Acetaldehyde	2.805752
Benzene	11.40597
Diesel Particulates	67.78785
Ethylbenzene	0.110675
Formaldehyde	17.14195
Naphthalene	4.217407
Total	**169.1887**

70 Yr	
Pollutant	**MICR**
1,3-butadiene	7.80E+01
Acetaldehyde	3.33E+00
Benzene	1.35E+01
Diesel Particulates	8.04E+01
Ethylbenzene	1.31E-01
Formaldehyde	2.03E+01
Naphthalene	5.00E+00
Total	**200.7562**

Sources:

1. California Air Resources Board, "Consolidated Table of OEHHA/ARB Approved Risk Assessment Health Values," http://www.arb.ca.gov/toxics/healthval/healthval.htm.
23-Apr-16
2. Office of Environmental Health Hazard Assessment, The Air Toxics Hot Spots Program Guidance for Preparation of Health Risk Assessments, (2015).

Exposure factors used to calculate cancer risk:

CPF	Cancer Potency Factor (mg/kg-day)$^{-1}$.
CONC	Pollutant Concentration (μg/m^3) from AERMOD.
WFrac	Weight fraction of speciated component
$CONC_{WF}$	Pollutant Concentration (μg/m^3) multiplied by the speciated component weight fraction
DBR	Daily breathing rate (L/kg (body weight) per day).
A	Inhalation absorption factor (default = 1).
EF	Exposure frequency (days/year).
ED	Exposure duration (years).
AT	Average time period over which exposure is averaged in days (days).
Dose	Dose = DBR × A × EF × ED / AT.

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APPENDIX G
CULTURAL RESOURCES

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HISTORICAL RESOURCES ASSESSMENT
AND ENVIRONMENTAL IMPACTS ANALYSIS

BURBANK BOB HOPE AIRPORT
2627 N. HOLLYWOOD WAY
BURBANK, CALIFORNIA

PREPARED FOR:

BURBANK-GLENDALE-PASADNEA AIRPORT AUTHORITY
2627 Hollywood Way, Terminal A, 2nd Floor
Burbank, California 91505

Prepared by:

Margarita C. Jerabek, Ph.D.
Amanda Y. Kainer, M.S.
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PCR Services Corporation
201 Santa Monica Boulevard, Suite 500
Santa Monica, California 90401

APRIL 2016

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I. INTRODUCTION

A. EXECUTIVE SUMMARY

The purpose of this Historic Resources Assessment and Environmental Impact Analysis ("Report"), completed by PCR Services Corporation (PCR), is to identify and evaluate historical resources that may be affected by the implementation of the Burbank Bob Hope Airport ("Airport") Replacement Terminal Project. The Airport is located, at 2627 North Hollywood Way, in Burbank, California ("subject property"). This Report was prepared to comply with the California Environmental Quality Act (CEQA), to assess the existing buildings, hangars, and landscapes on the subject property for eligibility as historical resources at the federal, state, and local levels, both as individual structures and as contributors to a potential historic district, and to analyze the potential impacts of the three proposed development options on identified historical resources. The Report includes a discussion of the survey methods used, a brief historic context of the property and surrounding area, the identification and evaluation of the subject property, and an impacts analysis.

In this Report, PCR analyzed the potential for a historic district compromised of facilities associated with the former United Air Terminal. Although historic research determined that the United Air Terminal was significantly associated with early commercial air travel, the facility has lost a majority of its character defining features associated with that historic context. Features commonly associated with historic air terminals are Hangars/Aircraft Shelters, Passenger Terminals, Control Towers, Ground Service Facilities, Administration Facilities, and Flight Training Facilities. In the case of United Air Terminal, only Hangars (Hangar 1, 2, 4, 5, 6, 7, 7A, 34, and 35) remain from the period of significance (1929-1949) and convey high enough integrity to be considered contributors to a potential historic district. Although the original Terminal (Building 10) completed in 1929 remains on the site, the building has experienced significant alterations dating from after the period of significance, including near total devastation from a fire in 1966. Due to the alterations, the Terminal (Building 10), which also acted as the Airport's control tower and administration offices until a new control tower was constructed in 1992, lacks enough integrity to be considered a contributor to the potential historic district. Furthermore, the Airport has also been associated with Lockheed Aircraft but a majority of those facilities related to that historic association have been demolished. Therefore, based on these findings PCR has determined that the Airport does not qualify as a historic district associated with early commercial air travel or events related to Lockheed Aircraft's history.

While the Airport does not appear eligible as a historic district, PCR evaluated the individual eligibility of eleven (11) hangars and buildings over 45 years in age. Based upon our evaluation, PCR found the Terminal (Building 10), Building 3, Hangars 4 and 5, Hangars 6, 7 and 7A, and Hangars 34 and 35 ineligible at the federal, state, and local levels. Furthermore, Terminal (Building 10), Building 3, Hangars 4 and 5, and Hangars 6, 7 and 7A were also recommended ineligible in previous evaluations from 1987 and 2002. Therefore, PCR recommends the Terminal (Building 10), Building 3, Hangars 4 and 5, Hangars 6, 7 and 7A, and Hangars 34 and 35 be assigned a California Historical Resources ("CHR") Status Code of 6Z, "Found ineligible for National Register, California Register or Local designation through survey evaluation." However, PCR found Hangars 1 and 2 eligible for the National Register, California Register and local listing. As such, PCR recommends Hangars 1 and 2 be assigned a CHR Status Codes of 3S, 3CS and 5S3.[1]

[1] *3S: Appears eligible for the National Register as an individual property through survey evaluation.*

The Burbank Glendale Pasadena Airport Authority ("Authority") is considering three different development options: Adjacent Property Full-Size Terminal Option, the Southwest Quadrant Full-Size Terminal Option, and the Southwest Quadrant Same-Size Terminal Option. The preferred option, the Adjacent Property Fill-Size Terminal Option, would include the demolition of the airline cargo building, Terminal (Building 10), and the interior demolition of Hangar 35. Both the Terminal (Building 10) and Hangar 35 have been identified in this Report as ineligible as district contributors and individually ineligible for listing at the national, state, and local levels. The airline cargo building was constructed between 1980 and 1989 and does not meet the 45 year age threshold to qualify as a historical resource. Therefore, the Adjacent Property Fill-Size Terminal Option would result in no impacts to historical resources.

The other two alternatives, the Southwest Quadrant Full-Size Terminal Option and the Southwest Quadrant Same-Size Terminal Option, would not only result in the removal of ineligible buildings and hangars, but would also involve removal of Hangars 1 and 2, both recommended eligible listing at the national, state, and local levels. Potentially significant impacts could be avoided, however, if Hangars 1 and 2 would be relocated, and both the Southwest Quadrant Full-Size Terminal Option and the Southwest Quadrant Same-Size Terminal Option would have a less than significant impact on historical resources with mitigation incorporated. Therefore, Mitigation Measures 1, 2 and 3 are recommended to reduce impacts to less than significant for relocation of Hangars 1 and 2. These mitigation measures include Recordation (MM1), Relocation, Storage and Rehabilitation (MM2), and Interpretive Plaque/Marker (MM3).

B. PROJECT SITE

The Project Site is improved with the Airport encompassing approximately 550 acres, including two intersecting runways, a 232,000 square foot terminal with 14 aircraft parking positions for passenger airlines, an Federal Aviation Administration ("FAA") tower, vehicle parking, and associated development needed for tenants and airport operations, including but not limited to maintenance, ground transportation, security and emergency response, aircraft fueling, cargo operations, and general aviation, as shown on Figure 1, *Regional Local and Project Vicinity Map*. The Project Site is an irregular shape and bounded by West Empire Avenue to the south; North Hollywood Way to the east; San Fernando Road, and Sherman Way, and industrial and commercial buildings to the north; and Vineland Avenue, Clybourn Avenue, and industrial and commercial building to the west. Figure 2, *Aerial Photograph of Project Site and Vicinity*, illustrates the boundary of the Project Site, as well as structures over 45-years of age evaluated in this Report within the Project Site.

C. PROJECT DESCRIPTION

The Authority is considering three different development options:

- Adjacent Property Full-Size Terminal Option: A 355,000-square-foot replacement passenger terminal constructed on the B-6 Adjacent Property and the Authority's preferred development option.
- Southwest Quadrant Full-Size Terminal Option: A 355,000-square-foot replacement passenger terminal constructed in the Southwest Quadrant.
- Southwest Quadrant Same-Size Terminal Option: A 232,000-square-foot replacement passenger terminal constructed in the Southwest Quadrant.

3CS: Appears eligible for the California Register as an individual property through survey evaluation.

5S3: Appears to be individually eligible for local listing or designation through survey evaluation.

The site plans showing the three development options are included in Appendix A.

D. METHODOLOGY

This Report was conducted by PCR's Historic Resources Division personnel, including Margarita C. Jerabek, Ph.D., Director of Historic Resources, Amanda Y. Kainer, M.S., Senior Architectural Historian, Chris Taylor, M.H.P, Assistant Architectural Historian, and Stephanie Hodal, M.H.C. Candidate, all of whom meet and exceed the Secretary of the Interior's Professional Qualification Standards in history and architectural history.[2] Professional qualifications are provided in Appendix D of this report.

The historical resources evaluation involved a review of the National Register and its annual updates, the California Register, the Statewide Historical Resources Inventory (HRI) database maintained by the State Office of Historic Preservation (OHP), and the City of Los Angeles's inventory of historic properties to identify any previously recorded properties within or near the Project Site, as well as environmental review assessments for other projects in the vicinity. An intensive pedestrian survey was also undertaken to document the existing conditions of the property and Project vicinity. In addition, the following tasks were performed for the study:

- Searched records of the National Register, California Register, and the City of Burbank Historic Resources designations.
- Conducted field inspections of the study area and the subject property, and utilized the survey methodology of the State OHP.
- Photographed the subject property and examined other properties in the area that exhibited potential architectural and/or historical associations.
- Conducted site-specific research on the property utilizing building permits, assessor's records, Sanborn fire insurance maps, City directories, historical photographs, California Index, Avery Index, Online Archive of California, USC Digital Collections, historical Los Angeles Times, and other published sources. Reviewed historic as-built plans archived by the Burbank-Glendale-Pasadena Airport Authority's facilities department. Conducted at the City of Burbank Building Division and Los Angeles County Assessor. ***[Note to Team: PCR is waiting for LA County Assessor to retrieve files and schedule an appointment once the files are found to review found files.]***
- Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation, designation assessment processes, and related programs.
- Evaluated potential historic resources based upon criteria used by the National Register, California Register, and City of Burbank Historic Resource Management Ordinance.
- Assessed the Project against the CEQA thresholds for determining the significance of impacts to historical resources.

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[2] *The Professional Qualification Standards are requirements used by the National Park Service and have been published in the Code of Federal Regulations ("CFR"), 36 CFR Part 61.*

Figure 1. Regional Local and Project Vicinity Map

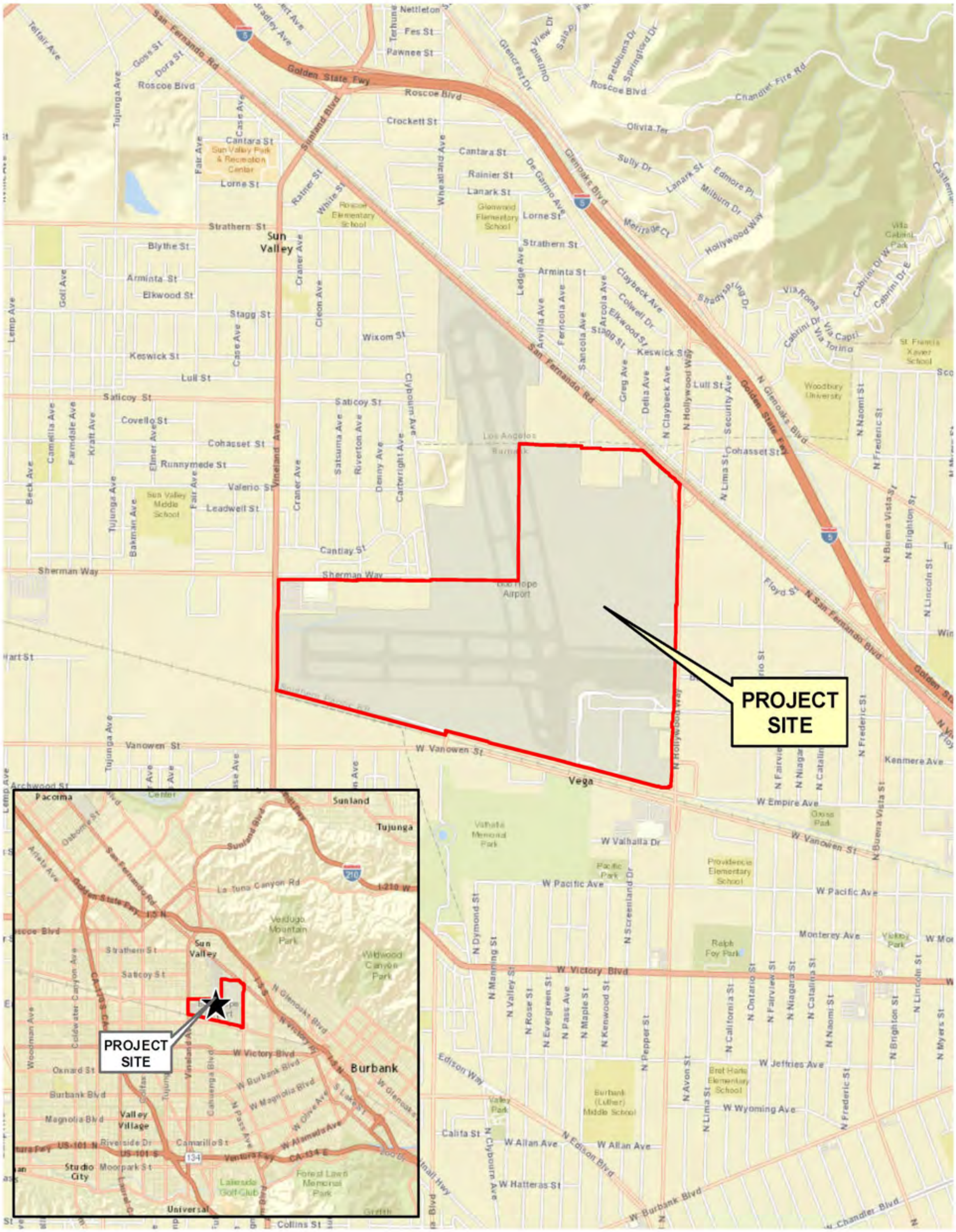

Figure 2. Aerial Photograph of Project Site and Vicinity

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II. REGULATORY FRAMEWORK

Historic resources fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification, and in certain instances, protection of historic resources. Additionally, states and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended and the California Public Resources Code (PRC), Section 5024.1, are the primary federal and state laws and regulations governing the evaluation and significance of historic resources of national, State, regional, and local importance. Descriptions of these relevant laws and regulations are presented below.

A. FEDERAL LEVEL

1. National Register of Historic Places

The National Register was established by the NHPA as "an authoritative guide to be used by federal, state, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[3] The National Register recognizes properties that are significant at the national, state, and/or local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Four criteria for evaluation have been established to determine the significance of a resource:

A. It is associated with events that have made a significant contribution to the broad patterns of our history;

B. It is associated with the lives of persons significant in our past;

C. It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;

D. It yields, or may be likely to yield, information important in prehistory or history.[4]

Districts, sites, buildings, structures, and objects that are 50 years in age must meet one or more of the above criteria *and* retain integrity (this is, convey their significance) to be eligible for listing. Under the National Register, a property can be significant not only for the way it was originally constructed, but also for the way it was adapted at a later period, or for the way it illustrates changing tastes, attitudes, and uses over a period of time.[5]

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3 *36 CFR Section 60.2.*

4 *"Guidelines for Completing National Register Forms," in National Register Bulletin 16, U.S. Department of Interior, National Park Service, September 30, 1986. This bulletin contains technical information on comprehensive planning, survey of cultural resources and registration in the NRHP.*

5 *National Register Bulletin 15, p. 19.*

Within the concept of integrity, the National Register recognizes seven aspects or qualities that, in various combinations, define integrity: Location, Design, Setting, Materials, Workmanship, Feeling, and Association:

1. *Location* is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.

2. *Design* is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials. A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount and style of ornamental detailing; and arrangement and type of plantings in a designed landscape.

3. *Setting* is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historic role. It involves *how*, not just where, the property is situated and its relationship to surrounding features and open space.

4. *Workmanship* is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components.

5. *Materials* are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. A property must retain key exterior materials dating from the period of its historic significance.

6. *Feeling* is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character.

7. *Association* is the direct link between an important historic event or person and a historic property. A property retains association if it *is* the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer.[6]

[6] *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 44-45, http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf, (accessed July 7, 2013).*

To retain historic integrity, a property will always possess most of the aspects and depending upon its significance, retention of specific aspects of integrity may be paramount for a property to convey its significance.[7] Determining which of these aspects are most important to a particular property requires knowing why, where and when a property is significant.[8] For properties that are considered significant under National Register Criteria A and B, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation ("National Register Bulletin 15")* explains, "a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s)."[9] In assessing the integrity of properties that are considered significant under National Register Criterion C, *National Register Bulletin 15* states, "a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique."[10]

B. STATE LEVEL

1. California Register of Historical Resources

The OHP, as an office of the California Department of Parks and Recreation (DPR), implements the policies of the NHPA on a statewide level. The OHP also carries out the duties as set forth in the PRC and maintains the HRI and the California Register. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the State's jurisdictions. Also implemented at the State level, CEQA requires projects to identify any substantial adverse impacts which may affect the significance of identified historical resources.

The California Register was created by Assembly Bill 2881 which was signed into law on September 27, 1992. The California Register is "an authoritative listing and guide to be used by State and local agencies, private groups, and citizens in identifying the existing historical resources of the State and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change."[11] The criteria for eligibility for the California Register are based upon National Register criteria.[12] Certain resources are determined by the statute to be automatically included in the California Register by operation of law, including California properties formally determined eligible for, or listed in, the National Register.[13]

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7 *The National Register defines a property as an "area of land containing a single historic resource or a group of resources, and constituting a single entry in the National Register of Historic Places." A "Historic Property" is defined as "any prehistoric or historic district, site, building, structure, or object at the time it attained historic significance. Glossary of National Register Terms, http://www.nps.gov/nr/publications/bulletins/nrb16a/nrb16a_appendix_IV.htm, (accessed June 1, 2013).*

8 *National Register Bulletin 15, p. 44.*

9 *"A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register." Ibid, p. 46.*

10 *"A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of the features that once characterized its style." Ibid.*

11 *PRC Section 5024.1(a).*

12 *PRC Section 5024.1(b).*

13 *PRC Section 5024.1(d).*

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register and those formally Determined Eligible for the National Register;
- California Registered Historical Landmarks from No. 770 onward;
- Those Point of Historical Interest (PHI) that have been evaluated by the OHP and have been recommended to the State Historical Commission for inclusion on the California Register.[14]

Other resources which may be nominated to the California Register include:

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5;
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an Historic Preservation Overlay Zone (HPOZ).[15]

To be eligible for the California Register, a historic resource must be significant at the local, State, or national level, under one or more of the following four criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Additionally, a historic resource eligible for listing in the California Register must meet one or more of the criteria of significance described above and retain enough of its historic character or appearance to be recognizable as a historic resource and to convey the reasons for its significance. Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of seven aspects of integrity similar to the National Register, location, design, setting, materials, workmanship, feeling, and association. Also like the National Register, it must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost

[14] *Ibid.*

[15] *PRC Section 5024.1(e)*

its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.[16]

2. California Office of Historic Preservation Survey Methodology

The evaluation instructions and classification system prescribed by the California OHP in its manual, *Instructions for Recording Historical Resources* (March 1995) provide a three-digit evaluation rating code ("Status Code") for use in classifying potential historic resources. The first digit indicates one of the following general evaluation categories for use in conducting cultural resources surveys:

1. Listed on the National Register or the California Register;
2. Determined eligible for listing in the National Register or the California Register;
3. Appears eligible for the National Register or the California Register through survey evaluation;
4. Appears eligible for the National Register or the California Register through other evaluation;
5. Recognized as Historically Significant by Local Government;
6. Not eligible for any Listing or Designation; and
7. Not evaluated for the National Register or California Register or needs re-evaluation.

The second digit of the Status Code is a letter code indicating whether the resource is separately eligible (S), eligible as part of a district (D), or both (B). The third digit is a number that is used to further specify significance and refine the relationship of the property to the National Register and/or California Register. Under this evaluation system, categories 1 through 4 pertain to various levels of National Register and California Register eligibility. Locally eligible resources are given a rating code level 5. Properties found ineligible for listing in the National Register, California Register, or for designation under a local ordinance are given an evaluation Status Code of 6. Properties given an evaluation Status Code of 6Z are "found ineligible for the National Register, California Register, or Local designation through survey evaluation."[17]

3. Criteria and Procedures for Removal of an Historical Resource from the California Register of Historical Resources.

Historical resources are formally determined eligible for, or listed in, the California Register on the basis of an evaluation of the historical data by qualified professionals. The Commission may, at its discretion, consider a request for formal delisting after a public hearing has taken place.[18]

(a) The Commission may remove an historical resource from the California Register if one of the following criteria is satisfied:

(1) The historical resource, through demolition, alteration, or loss of integrity has lost its historical qualities or potential to yield information; or

[16] *Codified in California Code of Regulations, Title 14, Chapter 11.5, Section 4852(c) which can be accessed on the internet at http://ohp.parks.ca.gov*

[17] *Ibid.*

[18] *California PRC, Section 5023.1 (e).*

(2) New information or analysis shows that the historical resource was not eligible at the time of its listing.

(b) Documentation supporting a request for removal of an historical resource from the California Register shall be provided to the Commission for its review. The documentation shall include:

(1) A written request from the Officer, resource owner, a member of the public, or local government in which the historical resource is located recommending the removal of the resource, including a detailed justification based on the criteria listed in Section 4856(a)(1) or (2);

(2) Photographs and other documentation regarding the current condition of the historical resource;

(3) Photographic and archival documentation of the historical resource at the time of listing; and

(4) Complete current ownership information for historical resources included in the listing.

(c) The Office shall notify the resource owners, the local government in which the historical resource is located, the general public, and the individual, organization, or government authority which made the original nomination at least sixty (60) calendar days prior to the date scheduled for the public hearing. At the hearing, the Commission shall hear comments and receive information regarding whether or not the criteria for removal of an historical resource from the California Register have been met. If the criteria have been met, the resource shall be removed from the California Register. If the criteria for removal have not been met, the historical resource shall remain in the California Register. The decision of the Commission shall be final unless a request for reconsideration is made pursuant to Section 4857 of this chapter.

(d) The Office shall notify the resource owners, the local government described above, the general public, and the individual, organization, or government agency which made the original nomination within sixty (60) days after reaching a final decision. The decision of the Commission shall be binding.

C. LOCAL LEVEL

1. City of Burbank

Seeking to develop guidelines for historic preservation, the City of Burbank formed an ordinance drafting committee in 1992 comprised of members from the Historical Society and the Chamber of Commerce. Several versions of the ordinance were considered by the committee. The rights of property owners being a major consideration throughout the process, a somewhat unusual compromise was reached allowing landmarks to be designated only with owner consent to the entire review and designation processes, including background historical research. Burbank Ordinance 3381 was adopted on September 6, 1994 establishing the Heritage Commission and regulating historic preservation.

a. Burbank Historic Resource Management Ordinance[19]

The intent of the Historic Resource Management Ordinance is to recognize, preserve, and protect historic Resources in the interest of the health, prosperity, social and cultural enrichment, and general welfare of the people. Prior to any Resource being approved as a Designated Historic Resource, the City Council shall find that the Resource satisfies one or more of the following criteria. The Resource:

- Is associated with events that have made a significant contribution to the broad patterns of Burbank's or California's history and cultural heritage.
- Is associated with the lives of persons important in the past.
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
- Has yielded, or may be likely to yield, information important in prehistory or history.

Applications for approval of Designated Historic Resources shall be reviewed by the Heritage Commission at a public meeting. The Commission shall determine whether the Resource meets one or more of the criteria for approval as a Designated Historic Resource and, based on this determination, shall recommend to the City Council that the application be approved or denied. The Heritage Commission shall adopt a resolution stating its recommendation, focusing on the criteria set forth in Section 10-1-926, and incorporating its reasons in support or denial of the application.

Following the Heritage Commission's consideration of the application, the City Council shall hold a public hearing to consider the application. The applicant shall be provided with at least 15 days notice of the hearing date. Following the public hearing, the City Council shall adopt a resolution to approve or deny the application based on the criteria specified in Section 10-1-927. If the application is approved by the City Council, the Designated Historic Resource shall be added to the City's Register of Historic Resources.

[19] *"Division 6. Historic Preservation Regulations," City of Burbank Historic Preservation http://www.burbankca.gov/home/showdocument?id=4384, (accessed December 29, 2015), 1-3.*

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III. HISTORIC CONTEXT

The historic context developed below presents the background necessary to evaluate the historical and architectural significance of the Airport including the ownership and construction history. This section includes a brief overview of historical themes associated with the Project Site including the Early Development of the City of Burbank (1888-1950), United Air Terminal (1929-1949), Lockheed Aircraft (1912-1989), and the Aircraft Hangar Property Type. The period of significance for the Project Site is 1929 to 1949, beginning with the airports initial construction in 1929 and ending with the 1949, the year when Los Angeles Municipal Airport (now known as Los Angeles International Airport) began to surpass the Burbank Airport in annual passengers served.

1. Early Development of the City of Burbank (1888-1933)

The City of Burbank was originally part of the Tongva Native American region, which spread from what is today Los Angeles County and the northern section of Orange County. In 1798, the Spanish Crown granted 36,000 acres of the Tongva land to Corporal José Maria Verdugo, which was called Rancho San Rafael. Verdugo had been active in the army until that time, but decided to retire and became a rancher. He raised herds of cattle, horses, sheep and mules on the Rancho and also grew watermelons, corn, beans, pepper and fruit. The Rancho also included what is today Glendale, Eagle Rock and Highland Park. By 1850 there were roughly 10 dwellings on the Rancho. In 1857, the Verdugos traded roughly 4,000 acres of Rancho San Rafael to Jonathan R. Scott for a roughly 6,000-acre portion of Rancho La Cañada which bordered the north end of Rancho San Rafael.[20]

In 1843, a 4,600-acre Mexican land grant was granted to Commandante General Jose Castro. The land grant, Rancho La Providencia, bordered the southwestern boundary of Rancho San Rafael and includes the current boundaries of the City of Burbank. By 1851, two original members of the Los Angeles City Council, Alexander Bell and David W. Alexander, purchased Rancho La Providencia. In 1866, Dr. David Burbank (1821-1895) purchased the 4,600 acre Rancho Providencia from Bell and Alexander and a 4,600 acre portion of Rancho San Rafael from Jonathan Scott. The 9,200 acres of land that Burbank purchased was largely undeveloped at that time. By the following year he was involved in sheep ranching and had constructed a residence on the former Rancho Providencia portion of his land holdings, which was located at what is today the Warner Brothers Studios in the southwest section of Burbank. By the end of the decade, Burbank had one of the largest and most successful sheep farms in southern California. As a result of his success, Burbank decided to retire from dentistry in 1872 and began to devote much of his time investing in Los Angeles real estate.[21]

In 1872 to 1873, the Southern Pacific Railway constructed an extension of a rail line from downtown Los Angeles through the area owned by Burbank. The right-of-way went through Burbank's ranch property and terminated at what is now North Hollywood. The extension was completed on April 15, 1874. As a result of the new rail line, many parts of what is now San Fernando Valley, including Glendale, were platted as it provided a vital commercial link to Los Angeles. The rail brought a number of settlers to the area during the late 1870s and early 1880s. Burbank began as a small farming town at its founding in 1887, and

[20] *Galvin Preservation Associates, City of Burbank: Citywide Historic Context Report, Prepared for the Burbank Heritage Commission and City of Burbank Planning Division (September 2009).*

[21] *Ibid.*

improvements to the existing water system were made during the 1890s. Agriculture remained the dominant industry in Burbank during the first decade of the 20th century.[22]

Following incorporation in 1911 the city quickly grew into a residential and industrial community. In 1911 the Pacific Electric Railway line was extended from neighboring Glendale. The line became the second and more accessible link to downtown Los Angeles for Burbank. Until this point, the new city was only connected to Los Angeles via the Southern Pacific and a single largely unpaved road. The rail line was laid out along what is now Glenoaks Boulevard and terminated at Cypress Avenue. A combination passenger and freight depot was constructed on the south side of 4th Street between Orange Grove and Palm Avenues. The railway was important to the residential development of Burbank.[23]

The period between 1911 and 1928 was a period of growth and development in the commercial and industrial areas of the newly incorporated city. New industries came to town and the city began to build up its infrastructure to support the growing community. During the 1920s, both Warner Brothers Studios and Lockheed were centered in Burbank, which further led to the creation of residential developments. Also, the construction of the United Aircraft and Transportation Company airfield in 1929 further validated the establishment of Burbank as a metropolitan center. The City's industries sustained Burbank through the difficult periods of the Great Depression and World War II and the city experienced its biggest growth during the late 1940s and 1950s.[24] Despite a lull period during the 1960s and 1970s, the city has grown to a community with a population of 103,340 (according to the 2010 census).

2. United Air Terminal (1929-1949)

The Kelly Air Mail Act (1926) and the Air Commerce Act (1927) encouraged private investment in aviation, as did the 1926 establishment of the Daniel Guggenheim Fund for the promotion of Aeronautics. The growing enthusiasm for aviation prompted the Aeronautics Board of the U.S. Department of Commerce to conduct a survey identifying new locations for airfields. The Aeronautics Board reported that Burbank had the most favorable airport location surveyed.[25] In 1929, with the support of the Burbank Chamber of Commerce, United Aircraft and Transportation Company hired the Austin Company to begin construction on Los Angeles' new airport. Occupying approximately 234 acres of land, the airport boasted more paved landing area than any airfield at the time. "Over one hundred large oak trees were removed from the field and from property adjoining the field, by arrangements with the owners, in an effort to eliminate every possible hazard."[26] The architecturally pleasing Terminal (Building 10) included administrative offices, ticket offices, baggage room, a telegraph office and other conveniences. The airfield's layout was carefully planned, locating public structures like the Terminal (Building 10) near the southeast corner of the field, separate from the industrial, support, and private facilities on the property.[27]

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[22] *Ibid.*

[23] *Ibid.*

[24] *Ibid.*

[25] *Jackson Mayers, Burbank History (Burbank, CA: Soldado Publishing Company, 1974), 83.*

[26] *United Airport Bespeaks Aviation's Progress, Airports, July 1930.*

[27] *The United Airport at Burbank, California, Airway Age, July 1930.*

Figure 3. Aircraft formation passing the United Airport Terminal, circa 1930 (Courtesy of the Burbank-Glendale-Pasadena Airport Authority photographic archives)

Memorial Day weekend, 1930 marked the opening of the world's first million dollar airport (Figure 3). Airplane races and a staged air battle with military bombers and fighter planes entertained the crowds on the ground below. "More than 25,000 automobiles jammed the new airport facilities, and the overflow crowds included many of neighboring Hollywood's brightest movie stars."[28] Only Pacific Air Transport (later acquired by United Airlines) operated from the airfield at first but "by 1933, when the airport was renamed Union Air Terminal, it had become the major facility for the greater Los Angeles area—used by all the major airlines of the day."[29]

The terminal was originally named United Airport but changed its name to Union Air Terminal after the United Aircraft and Transportation Corporation was broken up in 1934. The dismantling of the United Aircraft and Transportation Corporation resulted in Boeing Airplane Company, United Aircraft Company, and United Airlines. United Airlines assumed control of the Burbank airfield until 1940. During that time, several major airlines began operating from Union Air Terminal, including Pan American, Western Airlines, and Trans-World Airlines.[30] The 1930s were a historic decade for the Burbank airfield. The field welcomed aviation pioneers like Howard Hughes, Amelia Earhart, Wiley Post, and Charles Lindbergh.[31] Despite its growth however, United Airlines was forced to sell the terminal due to financial hardships incurred during the Great Depression. In 1940, the terminal was sold to neighboring Lockheed Aircraft, who continued to operate the terminal, supporting passenger and airfreight operations, while utilizing the airfield to manufacture and test new aircraft.

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28 *E. Caswell Perry, Burbank: An Illustrated History. (Northridge, CA: Windsor Publications, Inc., 1987), 126.*

29 *Ibid. 127.*

30 *J. Ron Dickson, Hamilton Aero Hangar, United Airport, Burbank, Application for California Point of Historical Interest, December 16, 1993, 19.*

31 *Perry, Burbank: An Illustrated History, 127.*

Lockheed's period of ownership (1940-1978) saw a massive expansion of the airfield to over 500 acres and growth in commercial air services. During that time, 1946 marked the terminal's (then known as Lockheed Air Terminal) highest period of activity, servicing 1.25 million passengers.[32] "In December 1946 Los Angeles Municipal Airport, forerunner of Los Angeles International, opened and quickly drew nearly all the major airlines' flights. During 1947 only 175,000 passengers used the Burbank Terminal, a drop of more than one million in a single year."[33] Although the airport's passenger totals dwindled during the post-war years, up to that point the facility played a significant role in early commercial aviation history as Los Angeles' first trans-continental air terminal. Between 1929 and 1949, the Burbank-Glendale-Pasadena Airport was "the model airport in the United States."[34]

3. The Austin Company

Founded in 1878 by Samuel Austin, a carpenter who emigrated from England in 1872, the Austin Company (commonly abbreviated as "Austin") came to specialize in factory design and construction. Significantly, it also became a pioneer in combining design, engineering, and construction under one roof.[35] Known as the Austin Method, this concept was the brainchild of engineer Wilbert J. Austin, the founder's son, who joined the Company in 1904. The title of a promotional publication dating from 1925 describes the Austin Method forcefully; "From Plans to Pour."[36]

Until 1916, the Company was known as Austin and Son Company. Originally established in Cleveland, Ohio, Austin moved its offices to East Cleveland in 1911, where its headquarters remained until 1960; since that time, it has been based in nearby Cleveland Heights. An important early commission came in 1911 from The National Electric Lamp Association (NELA) to erect a vast industrial research complex in East Cleveland, currently Nela Park, General Electric's headquarters. Through the teens, Austin continued to receive contracts for industrial and other buildings throughout the United States and Canada. During World War I, the Austin and Son Company built plants for the production of war materials. Excelling in prefabricated construction by this time, Austin also produced modular factories for export to Europe. Through the 1920s and 1930s, Austin continued to expand and diversify; its activities extended to aviation and the automobile industry. In 1928, it designed and constructed the Upper Carnegie Building in Cleveland, the world's first all-welded structural steel commercial building. With the outbreak of World War II, Austin shifted its focus to defense-related facilities.[37]

4. Lockheed Aircraft (1912-1989)

The history of Lockheed aircraft began in San Francisco in 1912 when two brothers, Allan and Malcolm Loughead formed the Alco Hydro-Aeroplane Company. The company specialized in seaplanes, the first of which was the Model G. "A biplane, its upper wingspread was 46 feet and its triangular fuselage was 30 feet

32 *Ibid.*

33 *Ibid.*

34 *Ibid, 129.*

35 *The Austin Company, accessed August 28, 2015, http://www.theaustin.com/austin-company-history*

36 *The Austin Company, From Plans to Pour: The Austin Method, 1925.*

37 *Information in this paragraph was taken from The Austin Company, accessed January 28, 2016, http://www.theaustin.com/austin-company-history*

long."[38] In June of 1913, the Loughead brothers successfully tested their aircraft with a 10-mile flight circling the San Francisco Bay. However, a rough landing and financial difficulties made the Loughead brothers put the plane in storage for a few years. It was not until the San Francisco Panama-Pacific Exposition in 1915, that the brothers found another opportunity to display the Model G's capabilities. "During fifty flying days at the fair, they safely carried more than 600 passengers and made themselves $4,000."[39]

In 1916, the brothers renamed their company the Loughead Aircraft Company and in 1919 they developed the S-1 biplane with folding wings. Unfortunately the new aircraft design was unsuccessful and the company was forced to close in 1921.[40] While Malcolm relocated to Detroit and became involved in the automotive industry, Allan remained in Los Angeles. The two brothers continued to work together manufacturing automobile brakes. Utilizing the phonetic spelling of their family name, they formed the Lockheed Hydraulic Break Company, however they never gave up on their desire to design and manufacture aircraft. With the help of a former employer, Jack Northrop, they designed a new aircraft, the Lockheed Vega and in 1926, the Lockheed Aircraft Company was formed.[41]

Figure 4. Former glass factory along Empire Avenue, Lockheed's first Burbank facility, circa 1928. (Courtesy of the Burbank-Glendale-Pasadena Airport Authority photographic archives)

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[38] *Richard Sanders Allen, Revolution of the Sky, (Brattleboro, VT: The Stephen Greene Press, 1964), 6.*

[39] *Ibid, 10.*

[40] *Ibid, 12.*

[41] *Ibid. 14.*

The history of the Lockheed Aircraft Company and Burbank are closely intertwined. While the United Aircraft and Transportation Company began constructing their airfield in 1929, Lockheed had already established their headquarters in an old glass factory on Empire Avenue and were using a nearby landing strip to test their aircraft (Figure 4). The company had changed hands from the Alan Lockheed and his investors to the Detroit Aircraft Corporation. In 1932, the Detroit Aircraft Corporation sold the company for $40,000 to Robert Gross who renamed it the Lockheed Aircraft Corporation (now known as Lockheed Aircraft). While Lockheed continued to use their own field, Jack Northrop left the company to form his own aircraft design firm. By the 1930s, Northrop Aircraft Corporation "became one of the first corporations to move into United Airport."[42]

While Lockheed's new ownership expanded the company's operation, supplying new aircraft to airline companies like Pan Am, the owners of the nearby United Airport were struggling. By the end of the 1930s, the airport was for sale. "Neighboring Lockheed Aircraft purchased the facility in 1940 and renamed it Lockheed Air Terminal."[43] Lockheed continued to own and operate the airfield until 1978, and more than doubled its size "to nearly 500 acres and extended the runways to 6,000 feet."[44] During its ownership, Lockheed developed multiple aircraft, civilian and military, significant to the history of American aviation.

In the 1930s, Lockheed Aircraft developed the all metal Model 10 Electra, the most famous of which was piloted by Amelia Earhart when she disappeared during her attempted around-the-world flight in 1937. During World War II, Lockheed established itself as a major force in military aircraft development with the P-38 Lightning fighter aircraft and the B-17 Flying Fortress bomber (Figures 5 and 6). Lockheed also produced the first production jet fighter, the P-80 Shooting Star near the war's end.[45]

Figure 5. P-38 Lightning (Courtesy of Lockheed Martin, http://www.lockheedmartin.com/us/100years/stories/p-38.html)

42 *Erin K. and Jamie C. Schonauer, Images of America: Early Burbank, (Charleston, SC: Arcadia Publishing, 2014), 65.*

43 *Perry, Burbank: An Illustrated History, 127.*

44 *Ibid.*

45 *Ibid, 110.*

Figure 6. The Spirit of Boyle Heights, B-17 Flying Fortress, 1943 (Los Angeles Public Library, Photographic Collection)

Despite transferring ownership of the Airport to the Hollywood-Burbank Airport Authority (later renamed the Burbank-Glendale-Pasadena Airport Authority) in June of 1978, Lockheed Aircraft continued to design new aircraft on the site, operating from multiple hangars and manufacturing facilities. However, a majority of the facilities have been demolished, the last of which made news in the 1990s for their association with Lockheed's Advanced Development Company known as The Skunk Works.

Established in 1943, Skunk Works' mission was "to satisfy any national need for prototyping or specialized technology to produce a limited quantity of rapidly required aircraft in a quick, quiet, and cost effective manner using all the strengths of Lockheed Corporation."[46] Skunk Works was responsible for developing some of America's most advanced aircraft, including the U2 reconnaissance aircraft, the SR-71 Blackbird, and the F117 stealth fighter (Figures 7 to 9).

Skunk Works operated from plant B-5 for one year in 1944 and then from plant B-6 for the majority of its history (Figure 10).[47] Although portions of the B-5 plant still exist today (Hangars 4, 5, 6, 7, and 7A), Skunk Works was only housed there for one year. A majority of Skunk Works' important developments occurred in the B-6 plant that was demolished in the late 1990s after the group relocated to Palmdale, California in 1989.

[46] *Steve Pace, Lockheed Skunk Works, (Osceola, WI: Motorbooks International Publishers & Wholesalers, 1992), 9.*

[47] *Jay Miller, Lockheed Martin's Skunk Works, (Arlington, TX: Aerofax, Inc. 1993), 207.*

Figure 7. Prototype U-2R, circa 1967. (Jay Miller, Lockheed Martin's Skunk Works, 1995)

Figure 8. SR-71A Blackbird, date unknown (Jay Miller, Lockheed Martin's Skunk Works, 1995)

Figure 9. F-117A Stealth Fighter, date unknown (Jay Miller, Lockheed Martin's Skunk Works, 1995)

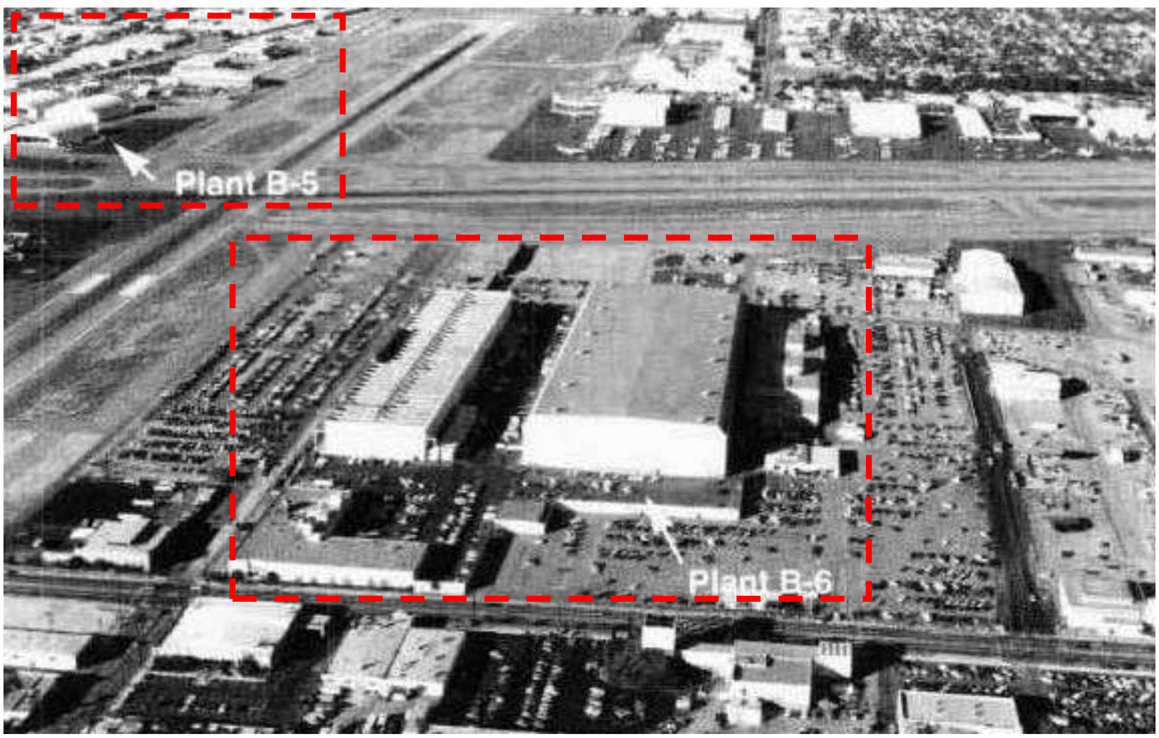

Figure 10. Aerial view of Lockheed's B-5 and B-6 Plants, date unknown (Jay Miller, Lockheed Martin's Skunk Works, 1995)

5. The Aircraft Hangar Property Type

Historically, hangars were constructed to store aircraft but as the size and complexity of airplanes increased, the function of hangars evolved from simple storage spaces to enclosed workspaces for aircraft maintenance. "The earliest hangars were wood-frame construction and resembled barns or garages."[48] Due to World War I, an increased amount of aviators, airfields, and aircraft were

[48] *Jayne Aaron, Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War, Prepared for the Department of Defense Legacy Resource Management Program, June 2011, 4-10.*

introduced in the States resulting in innovations in the design and construction of hangars and support facilities on military airfields. Architect Albert Kahn designed standardized plans for hangar construction that included wood-frame structures with gambrel roofs, and sliding doors on tracks that extended beyond the building at the gable ends.[49] Albert Kahn's standard design for the hangars at Langley Fields, referred to as the Signal Corps Mobilization Hangar Plan, exhibit his creation of standardized plans for hangars.[50]

As aviation programs expanded, permanent steel frame and masonry hangars became the standard airfield hangar types. In 1926, noted architect Albert Kahn revolutionized hangar design in the United States with the design of the Ford Hangar at the Lansing Municipal Airport. Earlier hangars were poorly designed, dark, temporary buildings with doors difficult to open in poor weather conditions. So Albert Kahn incorporated a number of innovations into the Ford Hangar that included cantilevered construction to open the building without the need of columns, designed hangar doors on a wheeled track located inside the building so they could be easily moved by one person, and provided more windows for greater natural light.[51] Hangars 1 and 2 constructed on the Project Site in 1929 by the Austin Company are examples of these innovations. They feature Fenestra Round-the-Corner doors, standard equipment included in all hangars built by the Austin Company.[52]

Designed to be fireproof, the more modern hangars featured a steel frame clad with brick or stucco-covered hollow clay tile. "The typical hangar constructed in the early 1930s was rectangular with a gable roof, distinct corner piers, concrete floor, steel sash windows along the side elevations, and sliding metal doors on overhead tracks at the gabled ends."[53]

Over time, hangar sizes increased to accommodate the growing size of aircraft throughout World War II and the Cold War era. As hangars grew larger, engineers developed new structural forms and stylistic references and the distinctive corner piers were replaced with standardized and simplified hangar designs. Following the lead set-forth by the United States Army Corps of Engineers ("USACE"), the new hangar designs of the 1940s resembled a large-scale Quonset hut featuring reinforced concrete slabs, corrugated metal siding, a segmental-arch roof supported by Warren roof steel trusses or steel bowstring trusses, and manually operated sliding doors.[54] Eventually the design of hangars became standardized and shipped as prefabricated steel hangar kits.[55]

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49 *Ibid, 4-12.*

50 *David Trojan, "Building a World War One Aerodome," American Aviators of World WWI, http://www.usaww1.com/USAS-Aerodromes-Payne-Field.php4, accessed February 8, 2016.*

51 *"Persistence Gains Honor," The Times (September 23, 1985).*

52 *"Fenestra hanger doors and windows - 1929." https://archive.org/stream/FenestraHangerDoorsAndWindows-1929/FenestraAirplaneHangerDoors_djvu.txt, accessed February 9, 2016.*

53 *Jayne Aaron, 4-12.*

54 *Jayne Aaron, 4-13 to 4-14.*

55 *Janna Eggebeen, Airport Age: Architecture and Modernity in America, Dissertation Submitted to the Graduate faculty in Art History, The City University of New York (2007): 25,*

The varying forms of aircraft hangars can be analyzed to help determine their history. In a report prepared for the Department of Defense, architectural historian Jayne Aaron described the common structural materials and cross section types associated with aviation hangars from different eras. Aaron writes, "Building material is the most important characteristic in defining hangar types."[56] In addition to analyzing the hangar's structural materials analysis of its cross section can be important in establishing a hangar's history.

Due to its versatility and high strength-to-weight ratio, steel is the most common material used in hangar construction. "The first steel hangars were constructed as early as 1916 (one still stands at Naval Air Station Pensacola), and by 1917 the Navy had adopted a standardized steel design developed by Albert Kahn (the U.S. All Steel Hangar)."[57] Steel hangars are often associated with three structural roof systems: truss, girder, and long-span joist construction. However, most steel hangars are truss systems based on bridge design, making it highly suitable for hangar construction due to its ability to support a structure over a long span allowing for broad open spaces with little to no support columns. This is an important characteristic when constructing spaces to house large aircraft. Often resembling the form of the trusses in wood hangars, steel trusses can be configured in a wide variety of configurations.

Another feature helpful in identifying aircraft hangars is the cross section. "A cross section is the view that results from a plane cutting through a building perpendicular to a specified axis."[58] While gables and arches are the most common cross section types found in hangar design, another important cross section is the gambrel. "This is a form that looks similar to a traditional barn in that it has a double slope with the lower pitch greater than the upper pitch."[59]

In addition to studying the structural materials and support systems used in hangar design, studying attached offices and maintenance shops can help further evaluate the building. "Early hangars were relatively rudimentary structures that were designed for a simple purpose—the storage and maintenance of aircraft. As such, they usually were large open structures that provided little or no space dedicated to supporting activities."[60] By the 1930s aircraft hangar design incorporated dedicated spaces for support offices and maintenance shops.

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https://books.google.com/books?id=ivDDT3nI8NwC&pg=PA23&dq=hangar+design+and+albert+kahn&hl=en&sa=X&ved=0ahUKEwi9-fCoh-vKAhVDy2MKHSYbAE4Q6AEIMTAC#v=onepage&q=hangar%20design%20and%20albert%20kahn&f=false, accessed February 9, 2016.

56 *Ibid, 5-1.*

57 *Ibid, 5-2.*

58 *Ibid, 5-4.*

59 *Ibid, 5-7.*

60 *Ibid.*

6. Construction History

The building permits on file at the City of Burbank's Building Department were reviewed to determine the history of construction and alterations for the subject property. Over 3,000 pages of building permits were reviewed, most of which were associated with changes to the Terminal (Building 10) and its two additions (Building 9 and 11). These alterations were intended to modernize the Terminal as well as address updated security protocols developed after the terror attacks on September 11, 2001. Review of the building permits revealed that the Terminal has undergone significant changes throughout its history since its construction by the Austin Company of California in 1929 (Figure 11). During the 1960s, the Terminal suffered a catastrophic fire, damaging most of the building (Figure 12). Multiple permits document the Terminal's reconstruction during this time. While the Terminal appears to be significantly altered, the hangars dating from the period of significance (1929-1949) appear to be fairly intact. The limited number permits for each hangar demonstrate few documented alterations. However, the permits found for the hangars are limited to more recent years and may not reflect earlier undocumented alterations.

Figure 11. Front view of the United Airport Terminal, circa 1930 (Courtesy of the Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015)

Figure 12. Front view of the Burbank-Glendale-Pasadena Airport terminal and PSA Concourse, circa 1978 (Courtesy of the Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015)

a. Terminal (Building 10)

The Terminal (Building 10) was built in 1929 for owner United Airport by the contractor The Austin Company of California at a cost of $60,000. In 1939, architect/engineer H. L. Fogerty designed an addition to the Terminal at a cost of $3,700. In 1945, additional offices were added to and existing partitions removed from what was now being called the Lockheed Air Terminal; the architect/engineer for these modifications was Charles Stickney with contractor Reginold Vestey at a cost of $15,000. Table 1, below, lists the building permits on file for the Terminal between 1929 and 1949. Between 1950 and 1959 there were no permits on file for the Terminal, however historic plans on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department show the construction of Building 9, attached to the east end of the Terminal in 1956.

Table 1

Airport Terminal (Building 10) Building Permits (1929 – 1949)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
10/02/1929	7682	United Airport	None	The Austin Co. of California	$60,000	New Construction of an Airport Station
09/15/1939	15215	United Airports	H. L. Fogerty	Unknown	$3,700	Addition to Administration Building
09/27/1945	47584	Lockheed Air terminal	Chas Stickney	Reginold Vestey	$15,000	Build addition offices and remove partition – Building 10 (Terminal)

Between 1960 and 1969 a number of modifications were made to the Lockheed Air Terminal, the most significant changing its original features in the aftermath of a large fire in 1966, as listed in Table 2 below. "The $2 million fire destroyed the control tower and part of the Terminal in a blaze which started in the kitchen of the Sky Room Restaurant in the building" (Figure 13).[61]

In 1961, an interior glass and plaster partition was extended for $800 with contractor Reginold Vestey. In March 1962 two permits were issued, one for interior alterations to the first floor lunch room and to the second floor restaurant for $10,000 with architect/engineer George P. Holes and a second for a glass separation wall between the skyroom and an exit stair for $300 with contractor Reginold Vestey. In April 1963, a 20'x30' I.F.R. Control Room was added to the 4th Level for $12,500 with architect/engineer C. E. Stickney. In August 1963 an existing stud wall was removed and 2"x3" wood hangars were added to support the existing ceiling at a cost of $100 with the owner as contractor. In 1964, a $20,000 addition was made to the existing building by architect/engineer C. E. Stickney and contractor Roy Anderson. In July 1966, McNeil Construction Company demolished portions of the building damaged by fire for $25,000 and in November of that year replaced the burned second story and added to the remaining first story at a cost of $395,000 with architect/engineer Charles Stickney.

61 *"Fire Fails to Slow Planning," Los Angeles Times, February 15, 1966, SF8.*

In 1968 and 1969, contractors Goodson Company working with architect/engineer Charles Stickney added offices and field operations facilities to the Terminal's mezzanine at a cost of $15,000, revised the main entrance doors for $8,920 and added to the existing arcades on the east and south on buildings #9-10-11 at a cost of $80,000.

Figure 13. The fire in the Terminal destroyed the tower and second floor spaces, including the "Skyroom", circa 1966 (Courtesy of the Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015)

Table 2

Airport Terminal (Building 10) Building Permits (1960 – 1969)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
11/07/1961	19651	Lockheed Air Terminal Inc.	None	Reginold Vestey	$800	Extend interior glass and plaster partition
03/29/1962	20289	Lockheed Aircraft Corp.	George P. Holes	None	$10,000	Interior only alterations to lunch room 1st floor and to restaurant 2nd floor.

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
03/29/1962	20514	Lockheed Air Terminal Inc.	None	Reginold Vestey	$300	Install glass separation wall between Skyroom and exit stair.
04/09/1963	22736	Lockheed Air Terminal Inc.	C. E. Stickney	None	$12,500	Add 30' x 30' I.F.R. Control Room on 4th Level.
08/12/1963	23161	Lockheed Air Terminal Inc.	None	Owner	$100	Remove existing stud wall and install 2" x 3" wood hangars to support existing ceiling.
01/21/1964	24445	Lockheed Air Terminal Inc.	C. E. Stickney	Roy Anderson	$20,000	Addition to existing building #10.
07/05/1966	29689	Lockheed Aircraft Corp.	None	McNeil Construction Company	$25,000	Demolition of portions of buildings damaged by fire.
11/07/1966	32453	Lockheed Air Terminal Inc.	Chas Stickney	McNeil Construction Company	$395,000	Replace 2nd story and adding to first story to existing.
06/09/1967	30480	Lockheed Air Terminal Inc.	Charles E. Stickney	McNeil Construction Company	$395,000	Replace 2nd story and adding to first story to existing terminal bldg (due to fire).
12/04/1968	34943	Lockheed Air Terminal Inc.	Chas Stickney	Goodson Company	$15,000	Offices and field operations on mezzanine added to Bldg 10.
01/20/1969	35165	Lockheed Air Terminal Inc.	Chas Stickney	Goodson Company	$8,920	Revision of main entrance doors
07/16/1969	35318	Lockheed Air Terminal	Chas Stickney	Goodson Company	$80,000	Addition to existing arcades – East and South – Bldgs # 9-10-11

Between 1970 and 1979 another group of projects further changed the appearance of the original Terminal, as listed in Table 3. In 1971, architect/engineer Charles Stickney remodeled the men's restroom adding six urinals and two lavatories as well as replacing all fixtures, partitions, and plumbing at a cost of $15,000. In 1974, architect/engineer Pederson and Stice with contractor Samuelson Brothers added a one story passenger concourse to the existing Terminal at a cost of $375,000 including demolition of select areas.

In 1975, four projects were permitted. In February, architect/engineer Charles Stickney and contractor Reginold Vestey enlarged and remodeled portions of the Air West offices on the interior for $10,000. In September architect/engineer Pederson Stice and Associates with the owner as contractor altered the Terminal to connect a new PSA Concourse (Building 11) and with contractor Samulson Constructors installed a new ceiling and lighting and relocated exit doors for $6000. In October architect/engineer Charles

Stickney with contractors Catthann and Mitchell worked with the Terminal's food service vendor, Prophet Foods Inc., to remodel the existing Luther's restaurant, bar, and coffee shop for $75,000.

Table 3

Terminal (Building 10) Building Permits (1970 – 1979)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
05/18/1971	38742	Lockheed Air Terminal Inc.	Chas Stickney	Owner	$15,000	Remodel men's restroom Bldg #10. Add 6 urinals, and two lavatories, replace all fixtures, partitions, and plumbing.
10/23/1974	44300	Lockheed Air Terminal Inc.	Pederson and Stice	Samuelson Brothers	$375,000	Addition of 1 story passenger concourse to existing terminal buildings and demo certain areas.
02/18/1975	45339	Lockheed Air Terminal Inc.	Chas Stickney	Reginold Vestey	$10,000	Enlarge and remodel portion of Air West offices interior
09/22/1975	45372	Lockheed Air Terminal Inc.	Pederson, Stice and Associates	Owner	$9,000	Alter existing structure Bldg #10 to connect new PSA Concourse.
09/22/1975	46163	Lockheed Air Terminal Inc.	Pederson and Stice	Samulson Constructors	$6,000	New ceiling and lighting, relocation of exit doors.
10/16/1975	46392	Prophet Foods Inc.	Charles E Stickney	Catthann and Mitchell	$75,000	Remodeling of existing restaurant and coffee shop. Luthers is an expansion of an existing restaurant and bar.
11/15/1977	50402	Lockheed Corp	Pederson and Stice	Fred E. Potboo	$5,000	Minor partition remodeling Bldg 10, Coffee Shop

In 1977, architect/engineer Pederson and Stice with contractor Fred Potboo remodeled the partitions in the existing coffee shop for $5,000.

Numerous interior and tenant alterations and several functional Terminal alterations occurred between 1980 and 1989 for the client now called, alternately, Burbank Airport, Burbank Glendale Pasadena Airport and Burbank Airport Authority, as listed in Table 4. In 1982, architect/engineer Leo Klabbets with contractor Vestey Kaufman Inc., carried out first phase interior alterations to the second floor of the Terminal for $6,000. In 1983, W. Haas Associates architect/engineer with CSA Constructors altered existing office spaces and ticket counters, a new storage trailer, and signage for $40,000. In 1985, architect/engineer Robert Real Associates with contractor Columbia Showcase and Cabinet Company altered the existing gift shop interior partitions and ceiling for tenant Duty Free Shoppers for $60,000. In 1986 architect/engineer Rivers and Christian with contractor CA Construction remodeled the airport office for $35,000.

In April 1987, four projects were permitted. On the first, architect/engineer Rivers and Christian with contractor Robert E. McKee renovated the ATO counters, back office facilities, and patched an overhead exterior door for tenant American Airlines Properties and Facilities at a cost of $223,200. On the second project, contractor Mission Construction worked with tenant and in-house design Greyhound Food Management to remodel the dining area of the coffee shop for $40,000. On the third project, Robert Gaugenmaier as both architect/engineer and contractor installed new signage for tenant R.L.G and Company at a cost of $15,000. On the fourth project the architect/engineer Airport Authority and contractor Sierra Pacific Development Company installed one 8' x 10' high non-bearing partition for owner Burbank Airport for $1800. In 1988, architect/engineer Rivers and Christian with contractor CSA Constructors carried out tenant improvements for Alaska Airlines for $20,000. In 1989, three projects were permitted. In January, architect/engineer Rivers and Christian with Ardent Construction Inc completed airline tenant improvements at a cost of $2000 for owner Burbank Glendale Pasadena Airport. In October architect/engineer Charles Walton Associates with contractor Bruce Conkey constructed a new stairway and remodeled the existing dining/meeting room (Skyroom) for owner Burbank Glendale Pasadena Airport. Also in October, architect/engineer Rivers and Christian with contractor CSA Constructors carried out general tenant improvements including new partitions and a new ceiling for the Burbank Airport Authority at a cost of $40,000.

Table 4

Terminal (Building 10) Building Permits (1980 – 1989)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
07/28/1982	57725	Burbank Airport	Leo Klabbets	Vestey Kaufman Inc.	$6,000	Interior alteration Bldg #10, 2nd Floor, 1st Phase.
08/09/1983	59103	American Airlines	W. Haas Associates	CSA Constructors	$40,000	Alterations to existing office spaces and ticket counters, new storage trailer and signage.
08/23/1985	62278	Duty Free Shoppers	Robert Real Associates	Columbia Showcase and Cabinet Company	$60,000	Alteration to existing gift shop interior partitions and ceiling.
01/29/1986	63466	Air Cal	Rivers and Christian	CA Construction	$35,000	Airport Office Remodel
04/11/1987	63027	American Air Lines Inc. Properties and Facilities	Rivers and Christian	Robert E. McKee	$223,200	Renovation of the ATO counters and back office facilities for American Airlines, Patch Exterior overhead door.

Table 4 (Continued)

Terminal (Building 10) Building Permits (1980 – 1989)

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
04/11/1987	64102	Greyhound Food Management	Greyhound Food Management	Mission Construction	$40,000	Remodeling of dining area of coffee shop
04/11/1987	64623	R. L. G. and Company	Robert Gaugenmaier	Robert Gaugenmaier	$15,000	New Signage
04/11/1987	63292	Burbank Airport	Airport Authority	Sierra Pacific Development Company	$1,800	Install (one) 8ft long x 10ft high non-bearing partition.
02/03/1988	68095	Alaska Airlines	Rivers and Christian	CSA Constructors	$20,000	Tenant improvements – Alaska Airlines
01/10/1989	70416	Burbank, Glendale, Pasadena Airport	Rivers and Christian	Ardent Construction Inc.	$2,000	Airline Tenant improvements
10/30/1989	71734	Burbank, Glendale, Pasadena Airport	Charles Walton Associates	Bruce Conkey	$200,000	New stairway, remodel existing dining/meeting room (Skyroom)
10/30/1989	71763	Burbank Airport Authority	Rivers and Christian	CSA Constructors	$40,000	Tenant improvements – New partitions, new ceiling.

b. Hangar 1

Although no original building permit for Hangar 1 was found, a previous evaluation of the building identified the Austin Company as the builder of Hangars 1 and 2 as part of the original United Airport in 1930.[62] Historic aerial photographs show Hangar 1 and Hangar 2 flanking the Terminal early in its history (Figure 14). Documents on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department reveal Hangar 1 was relocated in 1968. Hangar 1's relocation is confirmed by historic aerials from 1964 and 1972 (Figures 15 and 16). In august of 1968, new offices were added to the south elevation of Hangar 1.[63] Additional alterations to Hangar 1 are documented in two permits issued in 1991. In April of 1991 contractor Eberhard Roofing tore off and reroofed a flat roof using Firestone modified ply at a cost of $20,000 for the Department of Airports-Burbank. In October of the same year, contractor Zora Sheffner worked on prefab partition offices for tenant Ameriflight Inc. for $45,000.

Table 5

Hangar 1 Building Permits

[62] *The United Airport at Burbank, California, Airway Age, July 1930.*

[63] *New Office Additions, Hangar 1, Historic plans on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department.*

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
04/1/1991	97408	Department of Airports – Burbank	None	Eberhard Roofing	$20,000	Tear off and reroof flat roof – Firestone modified ply
10/22/1991	05786	Ameriflight Inc.	None	Zora Sheffner	$45,000	Office Platform – Pre Fab Partition Offices

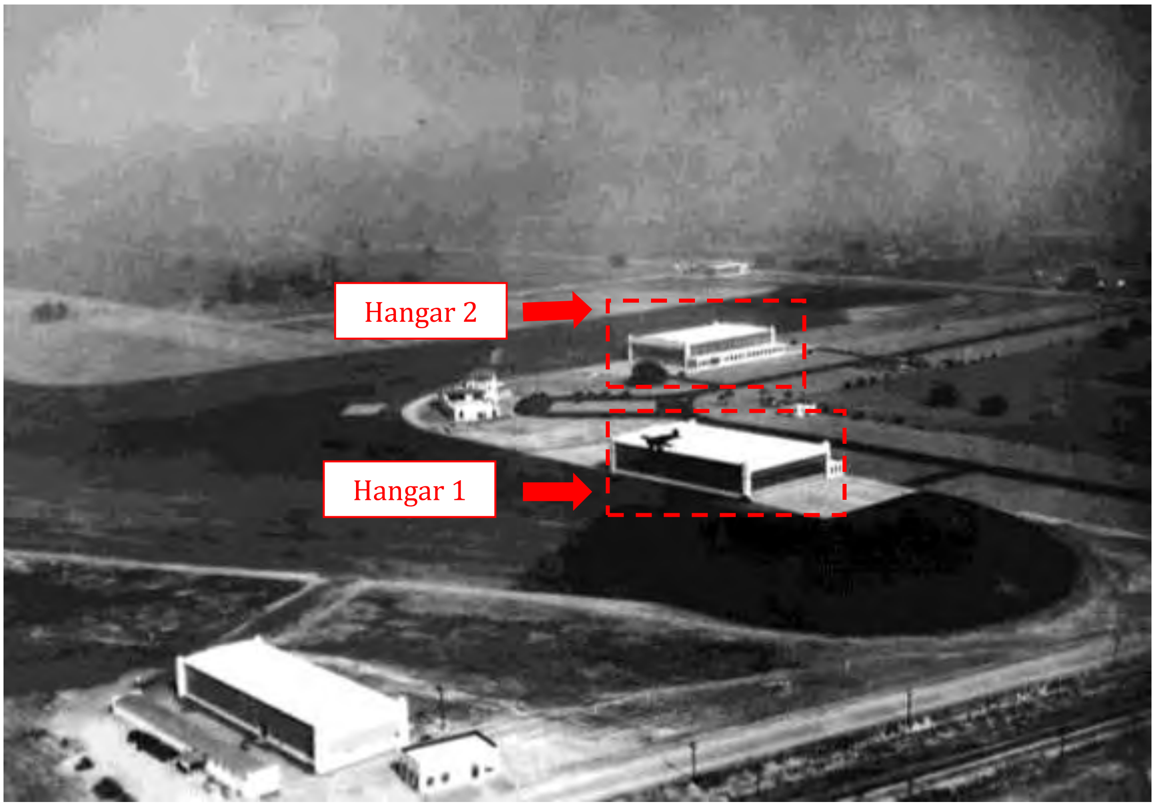

Figure 14. Early image of United Airport, red boxes identify Hangars 1 and 2, circa 1929. (Courtesy of the Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015)

Figure 15. Historic aerial depicting original locations of Hangar 1 and Hangar 2 (The red boxes identify the hangars' new locations), circa 1964 (Courtesy of historicaerials.com, 2016)

Figure 16. Historic aerial depicting new locations of Hangar 1 and Hangar 2 (The red boxes identify the hangars' original locations), circa 1972 (Courtesy of historicaerials.com, 2016)

c. Hangar 2

Although no original building permit for Hangar 2 was found, a previous evaluation of the building identified the Austin Company as the builder of Hangars 1 and 2 as part of the original United Airport in 1930.[64] Historic aerial photographs show Hangar 1 and Hangar 2 flanking the Terminal early in its history (Figure 14). Documents on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department reveal Hangar 2 was relocated in 1967. Hangar 2's relocation is confirmed by historic aerials from 1964 and 1972 (Figures 15 and 16). In July of 1967, new offices were added to the south elevation of Hangar 2.[65] In 1990, a permit was issued to owner Burbank Glendale Pasadena Airport with contractor Calderone Construction for services regarding a patio roof at the entrance measuring 20' x 6' for $1,500.

Table 6

Hangar 2 Building Permits

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
08/28/1990	05786	Burbank Glendale Pasadena Airport	None	Calderone Construction	$1,500	Patio Roof at entrance (20' x 6')

d. Hangars 4 and 5

Although no original building permits for Hangars 4 and 5 were found, a previous evaluation of the buildings identified 1946 as the date of construction.[66] Between 1989 and 1992 four permits were granted for Hangar 4 and 5. In 1989, architect/engineer Rivers and Christian with contractor CEA Construction Inc. carried out the alteration of existing offices and restrooms in an existing warehouse for Federal Express at a cost of $100,000. Later that year contractor Horner Construction remodeled a non-bearing partition for Ameriflight for $15,000. In 1990, contractor Heney Doug and Associates provided new offices and a shop in the hangar for tenant First Interstate at a cost of $36,540. In 1992, contractor Laughlin Corporation carried out $100,000 of tenant improvements for Jet Aviation including deleting restrooms, building two new handicap restrooms, moving partition walls, building a maintenance room, and restriping the parking area. In 2013,

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[64] *Ibid.*

[65] *New Office Additions, Hangar 2, Historic plans on file with the Burbank-Glendale-Pasadena Airport Authority's facilities department.*

[66] *Stacey C. Jordan, Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California, Prepared for the Burbank-Glendale-Pasadena Airport Authority, October 2002. 23.*

contractor Unicon Group replaced and repaired lateral braces in Hangars 4 and 5 for the Burbank Glendale Pasadena Airport for $110,000.

Table 7

Hangars 4 and 5 Building Permits

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
07/13/1989	72013	Federal Express	Rivers and Christian	CEA Construction Inc.	$100,000	Alteration of existing offices and restrooms in existing warehouse.
12/20/1989	78373	Ameriflight	None	Horner Construction	$15,000	Remodel non-bearing partition
08/28/1990	86150	First Interstate	None	Heney Doug and Associates	$36,540	Tenant improvements – New offices and shop in existing hangar
08/14/1992	16603	Jet Aviation	None	Laughlin Corp	$100,000	Tenant Improvements – Delete Restrooms, build 2 new handicap restrooms, move partition walls, build maintenance room, restripe parking area.
06/19/2013	BS1306261	Burbank Glendale Pasadena Airport Authority	None	Unicon Group	$110,000	Replace/Repair Lateral Braces in Hangars 4, 5, 7 and 7A

e. Hangars 6, 7, and 7A

No original building permits for Hangars 6, 7, and 7A were found. However, a previous evaluation of the buildings identified 1942 as the date of construction for Hangars 6 and 7 and 1950 for Hangar 7A.[67] However, Hangar 7A appears in the 1948 photograph below (Figure 17), indicating the previous documentation may be inaccurate. Hangars 6, 7, and 7A were part of Lockheed's Plant B-5. Plant B-5 housed the company's Field Services Program, which included technicians familiar with Lockheed's various aircraft. The Field Services Program was responsible for providing service to Lockheed's customers when the aircraft they had purchased experienced problems. During World War II, many of the Field Services Program employees were given remote assignments to service military aircraft.[68]

In 1994, contractor Innovative Storage Systems installed a free-standing mezzanine structure inside of the maintenance area of Hangar 6 on behalf of Arco Aviation for $20,000. Two projects were permitted in 2013. In June, contractor Unicon Group replaced and repaired lateral braces in hangars 7 and 7a for $110,000 for

67 *Ibid.*

68 *Gil Cefaratt, Lockheed: The People Behind the Story (New York, NY: Turner Publishing Company, 2002), 82.*

Burbank Glendale Pasadena Airport Authority. In December, contractor Ventura Construction Inc. replaced wall bracing in hangar 6 for Bob Hope Airport at a cost of $47,000.

Figure 17. Aerial image showing Hangar 6, 7, and 7A, circa 1948. The hangar was part of Lockheed's B-5 Plant. (Courtesy of the Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015)

Table 8

Hangar 6, 7, and 7A Building Permits

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
10/19/1994	83016	Arco Aviation	None	Innovative Storage Systems	$20,000	Install free standing mezzanine structure inside maintenance area of hangar.
06/19/2013	BS1306261	Burbank Glendale Pasadena Airport Authority	None	Unicon Group	$110,000	Replace/Repair Lateral Braces in Hangars 4, 5, 7 and 7A
12/20/2013	BS1312246	Bob Hope Airport Lic.	None	Ventura Construction Inc.	$47,000	Hangar 6, Replace Wall Bracing

f. Hangar 34

Although no original building permit for Hangar 34 was found, historic aerials from 1952 show the building in its current location (Figure 18). Original building plans for Hangar 34 could not be located, however plans for neighboring Hangar 35 dated September 30, 1950 indicate Hangar 34 had been constructed by that time. In 2011, contractor Tredick Brothers Demolition and Recycling Inc. demolished 5,500 square feet of office partitions for the Burbank Glendale Pasadena Airport Authority at a cost of $15,000. In 2012 architect/engineer John Bruce Camino and contractor Bara Infoware carried out office tenant improvements within the hangar for the Bob Hope Airport at a cost of $1.2M.

Table 9

Hangar 34 Building Permits

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
04/29/2011	BS1104131	Burbank Glendale Pasadena Airport Authority	None	Tredick Brothers Demolition & Recycling Inc.	$15,000	Interior demolition of 5,550 square feet of office partitions.
08/21/2012	BS1202667	Bob Hope Airport Lic.	John Bruce Camino	Bara Infoware, Inc.	$1,200,000	Office tenant improvement within existing hangar building (BLDG 34)

Figure 18. Front view of the Burbank-Glendale-Pasadena Airport Terminal and PSA Concourse, circa 1978 (Courtesy of historicaerials.com, 2016)

g. Hangar 35

Although no original building permit for Hangar 35 was found, historic aerials from 1952 show the building in its current location (Figure 18). Original building plans for Hangar 35 archived by the Burbank-Glendale-Pasadena Airport Authority's facilities department show September 30, 1950. In 1991, architect/engineer Charles Walton and Associates with contractor Emma Corporation built a temporary fire/rescue facility for $130,000 for the BGP Airport Authority. In 2011, contractor US Dash Construction provided tenant improvements for the existing airport fire station trailer for Bob hope Airport at a cost of $117,000. Two permits were issued in April 2012. On April 10, a permit was issued to owner Bob Hope Airport allowing J. Evans Construction to replace missing/damaged rod bracings at a cost of $7,562. On April 16, a permit was issued to Ameriflight allowing contractor Horner Construction to remodel a non-bearing partition(s) at a cost of $15,000.

Table 10

Hangar 35 (Fire Department) Building Permits

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
11/15/1991	08010	BGP Airport Authorities	Charles Walton and Associates	Emma Corp	$130,000	Temporary Fire/Rescue Facility
03/15/2011	BS1009700	Bob Hope Airport Lic.	None	U S Dash Construction Inc.	$117,000	Tenant improvement for existing Airport Fire Station trailer.
04/10/2012	BS1203062	Bob Hope Airport Lic.	None	J. Evans Construction	$7,562	Replace missing/damaged rod bracings
04/16/2012	BS1203062	Ameriflight	None	Horner Construction	$15,000	Remodel non-bearing partition

h. Building 3

Although no permits were discovered documenting alterations to Building 3, a careful study of historic aerials reveals that Building 3 had a much larger footprint than it does today. The California State Architect designed and built Building 3 for the National Guard in 1941. The Building originally had an attached hangar.[69] However, in 2004 the hangar portion of the building (on the north side of the current building) was demolished (Figures 19 and 20).

Table 11

Building 3 Building Permits

Issued	Permit#	Owner	Architect/ Engineer	Contractor	Valuation	Description
No permits found for Building 3						

Figure 19. (Left) Aerial view of Hangar 3, 1994 (Courtesy of historicaerials.com, 2016)
Figure 20 (Right) Aerial view of Hangar 3, 2004 (Courtesy of historicaerials.com, 2016)

7. Ownership History

Throughout the airport's history, it has gone by several names, including United Airport, Union Air Terminal, Lockheed Air Terminal, the Hollywood-Burbank Airport, the Burbank-Glendale-Pasadena Airport, and most recently the Bob Hope Airport. Most of the name changes mark transfers of ownership. In 1929, the airport was built, owned and operated by the United Aircraft and Transportation Company. When the United Aircraft and Transportation Company was dissolved, a subsidiary, United Airlines assumed ownership of the facility. United Airlines operated the Terminal for five years and then sold it to Lockheed Aircraft in 1940. Lockheed was the last private company to own the airport, operating it for 38 years. In 1978, the Hollywood-Burbank Airport Authority purchased the property from Lockheed for $51 million.[70] The Hollywood-

[69] *Jordan, Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, 22.*

[70] *Perry, Burbank: An Illustrated History, 127.*

Burbank Airport Authority was renamed the Burbank-Glendale-Pasadena Airport Authority in 1979 and has continued to operate the Terminal.

Table 12

Ownership History for the Burbank-Glendale-Pasadena Airport

Year	Name
1929-1935	United Aircraft and Transportation Company
1935-1940	United Airlines
1940-1978	Lockheed Aircraft
1978-Present	The Hollywood-Burbank Airport Authority (Renamed Burbank-Glendale-Pasadena Airport Authority in 1979)

IV. EVALUATION

A. PREVIOUS EVALUATIONS

1. Historical Resources in the Project Vicinity

The records search for cultural resources within the project vicinity (approximately 0.25-mile radius) involved review of previous surveys records and reports on file at the South Central Coastal Information Center (SCCIC) records center and PCR's in-house files. Located within a dense, urban setting with limited visibility, the 0.50-mile radius records search was conducted to capture all known resources within the project vicinity which may have views of the project site for the purpose of analyzing potential indirect impacts. PCR also consulted the National Register, California Register, Statewide Historical Resources Inventory (HRI), California Points of Historical Interest (PHI), California Historical Landmarks (CHL), and Historic Properties in Burbank list to identify previously identified historical resources within the project vicinity. For greater detail on Previous Evaluations, see the results of the SCCIC records search in Appendix B.

There is one (1) historical resource, the Portal of the Folded Wings Shrine to Aviation (Primary # 19-180686), located 0.30 miles (1,690 feet) to the south of the Project Site at the entrance to the Pierce Brothers Valhalla Memorial Park Cemetery. The Portal of the Folded Wings Shrine to Aviation is listed on the National Register. Because the Portal of the Folded Wings Shrine to Aviation is shielded from the Project Site by industrial buildings improved along the south side of Vanowen Street, the historical resource has no views of the Project Site. There are no other historical resources within a 0.50-mile vicinity of the Project Site

2. Previous Evaluations of the Airport

The Burbank AP has undergone several evaluations since 1994. Several buildings and hangars have been evaluated and/or demolished. The Hamilton Aero Company Hangar, listed as a California Historical Point of Interest, was demolished due to damage inflicted by the 1994 Northridge Earthquake. In August 1997, the Lockheed Martin B-6 site was found ineligible for the National Register due to a lack of integrity.[71] In 2004, the property was evaluated as a district and found ineligible for National Register listing.

Fifteen properties were evaluated during the district survey (Primary # 19-187105), included in Table 13 below, of the United Airport District and found ineligible in 1986, however, the Office of Historic Preservation Directory of Historic Property Data File for Los Angeles County lists the buildings with a National Register Status code of 7R, “identified in reconnaissance survey; not evaluated.” One of the buildings, the Terminal, was included in the evaluation and found ineligible.

Four resources located within the Project Site were previously evaluated and found ineligible. Because multiple hangars are physically connected, they were evaluated as one hangar. For example, Hangars 4 and 5 are connected, so they were evaluated as one building. In 2002, a historic property survey of the Burbank

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[71] *Kessler, David B., AICP, and Edward L. Melisky, Federal Aviation Administration. “U.S. Department ofTransportation Federal Aviation Administration “No Eligibility Determination” regarding the Lockheed-Martin B-6 Site for inclusion in the National Register of Historic Places.” August 1997.*

AP found Hangar 3 (Primary# 19-187327), Hangar 4 and 5 (Primary# 19-187328), Hangar 6, 7, 7A and 7B (Primary# 19-187329), and Hangar 22 (Primary# 19-187330) ineligible for the National Register, California Register and local designation.[72] These four DPR forms are included in Appendix C.

Table 13

2004 Evaluation of Potential Burbank AP Historic District

Building Type	Property #	Primary #	Year Constructed	Building Type	PRG #	National Register Status Code	NOTES
Bldg 10 Main Terminal	033696	19-187105	1929	Bldg 10 Main Terminal	1510.002.0001	7R	
Hangar 22	033699	19-187105	1960	Hangar 22	1510.002.0004	7R	Martin Aviation
Hangar 28	033707	19-187105	1940	Hangar 28	1510.002.0012	7R	Lockheed Aircraft
Building 24	033701	19-187105	1960	Building 24	1510.002.0006	7R	
Building 23	033700	19-187105	1960	Building 23	1510.002.0005	7R	
Building 9	033697	19-187105	1956	Building 9	1510.002.0002	7R	Stickney
Building 11	033698	19-187105	1956	Building 11	1510.002.0003	7R	Pederson+ Stice
Hangar 35	033710	19-187105	1940	Hangar 35	1510.002.0015	7R	Lockheed
Hangar 34	033709	19-187105	1940	Hangar 34	1510.002.0014	7R	Lockheed
Hangar 27	033704	19-187105	1960	Hangar 27	1510.002.0009	7R	Martin Aviation
Hangar 31	033706	19-187105	1960	Hangar 31	1510.002.0011	7R	Martin Aviation
Hangar 30	033705	19-187105	1960	Hangar 30	1510.002.0010	7R	Martin Aviation
Hangar 26	033703	19-187105	1960	Hangar 26	1510.002.0008	7R	Martin Aviation
Building 25	033702	19-187105	1960	Building 25	1510.002.0007	7R	
Hangar 29	033708	19-187105	1940	Hangar 29	1510.002.0013	7R	Lockheed Aircraft

B. EVALUATION OF POTENTIAL HISTORICAL DISTRICT WITHIN THE PROJECT SITE

1. Property Type: Air Terminal

The National Park Service issued a bulletin (*National Register Bulletin 43: Guidelines for Evaluating and Documenting Historic Aviation Properties*) providing guidelines for evaluation of historic resources associated with aviation history.[73] The National Park Service identifies Air Terminals as places where aircraft

[72] *Jordan, Stacey C., PH.D., Environmental Science Associates and Mooney & Associates. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Submitted to Burbank-Glendale-Pasadena Airport Authority. October 2002.*

[73] *National Register Bulletin 43: Guidelines for Evaluating and Documenting Historic Aviation Properties, 22-23, http://www.nps.gov/nr/publications/bulletins/pdfs/nrb43.pdf, (accessed January 27, 2016).*

usually take off and land. Air Terminals can include different types of properties, including runways, airfields, and taxi ways. Land based Air Terminals typical consist of Hangars and/or Aircraft Shelters, Passenger Terminals, Control Towers, Ground Service Facilities, Administration Facilities, and Flight Training Facilities. PCR used the information provided by the National Register as a baseline for developing a more thorough property type description. The identified features were further evaluated as "Significant" or "Contributing" using standards presented in the National Park Service's *Preservation Brief 17, Architectural Character—Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character.*[74] Based upon the idea that some features are more significant to the character of a site than others, PCR identified "Significant" features as those directly related to providing commercial air travel services, while other features associated with supporting roles were identified as "Contributing" features.

Air Terminals: Essential Physical Features[75]

Significant Features

- Hangars/Aircraft Shelters
- Passenger Terminals
- Control Towers

Contributing Features

- Ground Service Facilities (Maintenance, Fuel, Storage)
- Administration Facilities
- Flight Training Facilities

2. Architectural Description, Significance Evaluation, and Integrity Analysis, of The United Air Terminal

a. Architectural Description

In 1929, the United Aircraft and Transportation Company constructed what would eventually be known as United Air Terminal. Los Angeles's first major airport consisted of two hangars and a Terminal constructed by the Austin Company. Oriented to the southeast, the Terminal was originally designed with a Spanish Colonial Revival aesthetic with elements of the Art Deco style to convey the modern activity of air travel. However, throughout its history, the Terminal has been redesigned with a more Mid-Century Modern style. The Terminal has an arched footprint with a centrally located main entrance that has changed significantly throughout its history (alterations). Above the main entry the Terminal rises to a control tower, while two-story wings break off to the south and east (alterations). Many of the support buildings and facilities associated with Lockheed Aircraft have been demolished to make way for parking areas and new passenger terminals (alterations). The original Hangars 1 and 2 have been relocated, no longer flanking the Terminal, but standing alone near the facility's south west corner (alterations). The United Air Terminal site is dominated by wide open space containing the facility's runways and taxiways, both of which have been

[74] *Preservation Brief 17: Architectural Character: Identifying the Visual Aspects of Historic Buildings as an Aid to Preserving their Character http://www.nps.gov/tps/how-to-preserve/briefs/17-architectural-character.htm(accessed January 27, 2016).*

[75] *Ibid. p. 22.*

reconfigured to keep up with advancements in aviation technology (alteration). In addition to Hangars 1 and 2, Hangars 4, 5 6, 7, and 7A, once the home of Lockheed's Field Service Department, are grouped along the Property's southern boundary, next to Empire Avenue. Hangars 34 and 35 are isolated to the north of the other hangars on the opposite side of the runaway. These hangars were once the home of the Flying Tigers Line Inc., an airfreight company and precursor of FedEx.

b. Integrity Analysis

National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation states "For a district to retain integrity as a whole, the majority of the components that make up the district's historic character must possess integrity even if they are individually undistinguished."[76] PCR categorized each potential contributor using the list of Essential Physical Features identified for the Air Terminal property type (developed by PCR and discussed on pages 42 to 43 of this report). To determine if the Airport retained enough historic character to convey its significance, a potential contributor needed to retain the integrity aspects of Location, Design, Feeling, Materials, and Association.[77] To determine which of the extant buildings dating from the period of significance (1929-1949) should be considered contributors, PCR applied integrity analysis to each individual building, determining if the building contributed to the overall integrity of the potential district.

Essential Physical Features

1. Significant Features

Description	Integrity	Significance
Hangars/Aircraft Shelters		
Hangar 1	Location: No	Contributor and Individually Eligible for National, State and Local Listing
	Feeling: Yes	
	Design: Yes	
	Materials: Yes	
	Association: Yes	
Hangar 2	Location: No	Contributor and Individually Eligible for National, State and Local Listing
	Feeling: Yes	
	Design: Yes	
	Materials: Yes	
	Association: Yes	
Hangar (Building 3)	Location: Yes	Non-Contributor
	Feeling: No	
	Design: No	
	Materials: No	
	Association: No	
Hangar 4 and 5	Location: Yes	Contributor
	Feeling: Yes	

76 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation, 44-45, http://www.nps.gov/nr/publications/bulletins/pdfs/nrb15.pdf, accessed July 7, 2013.* 46.

77 *SurveyLA Historic Context Outline and Summary Tables: Aviation and Aerospace, 1911-1989, 39, http://www.preservation.lacity.org/files/Industrial%20Development%2C%201850-1980.pdf, accessed January 27, 2015. (Appendix K)*

Description	Integrity	Significance
Hangars/Aircraft Shelters		
	Design: Yes	
	Materials: Yes	
	Association: Yes	
Hangar 6, 7, and 7A	Location: Yes	Contributor
	Feeling: Yes	
	Design: Yes	
	Materials: Yes	
	Association: Yes	
Hangar 34	Location: NA	Non-Contributor, Outside the Period of Significance
	Feeling: NA	
	Design: NA	
	Materials: NA	
	Association: NA	
Hangar 35	Location: NA	Non-Contributor, Outside the Period of Significance
	Feeling: NA	
	Design: NA	
	Materials: NA	
	Association: NA	

Description	Integrity	Significance
Passenger Terminals		
Building 9	Location: NA	Non-Contributor, Outside the Period of Significance
	Feeling: NA	
	Design: NA	
	Materials: NA	
	Association: NA	
Terminal (Building 10)	Location: Yes	Non-Contributor
	Feeling: No	
	Design: No	
	Materials: No	
	Association: No	
Building 11	Location: NA	Non-Contributor, Outside the Period of Significance
	Feeling: NA	
	Design: NA	
	Materials: NA	
	Association: NA	

Description	Integrity	Significance
Control Tower		
Terminal (Building 10)	Location: Yes	Contributor
	Feeling: No	
	Design: No	
	Materials: No	
	Association: No	

2. Contributing Features

Description	Integrity	Significance
Ground Service Facilities (Maintenance, Fuel, Storage)		
The previous evaluation of the Burbank-Glendale-Pasadena Airport did not identify features of this type dating from the period of significance.[78]		

Description	Integrity	Significance
Administration Facilities		
Terminal (Building 10)	Location: Yes	Non-Contributor
	Feeling: No	
	Design: No	
	Materials: No	
	Association: No	

Description	Integrity	Significance
Flight Training Facilities		
The previous evaluation of the Burbank-Glendale-Pasadena Airport did not identify features of this type dating from the period of significance.[79]		

Based on the integrity analysis, the only essential feature retained by the United Air Terminal are multiple examples of hangars dating from the period of significance (1929-1949). Hangars 1, 2, 4, 5, 6, 7, and 7A possess enough integrity to be considered contributors to a potential historic district. However, the United Air Terminal does not possess the necessary complement of buildings to be considered eligible as a potential historic district. The Terminal (Building 10) served as the facility's Passenger Terminal, Control Tower, and Administration Facility. However, significant alterations to the Terminal have resulted in a loss of essential features related to a historic air terminal. Furthermore, the Airport lacks examples of flight training facilities and ground service facilities. Therefore, the former United Air Terminal possesses insufficient integrity for consideration as a historic district.

c. Significance Evaluation

The Airport is associated with the three themes presented in the historic context: Early Development of the City of Burbank (1888-1950), United Air Terminal (1929-1949), and Lockheed Aircraft (1912-1989). Based upon the identified historic themes, the former United Air Terminal appears potentially significant for its association with commercial air travel, as Los Angeles' first trans-continental airport. PCR identified a period of significance of 1929 to 1949, beginning with the airports initial construction in 1929 and ending with the 1949, the year when Los Angeles Municipal Airport (now known as Los Angeles International Airport) began

78 *Stacey C. Jordan, Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California, Prepared for the Burbank-Glendale-Pasadena Airport Authority, October 2002.*

79 *Ibid.*

to surpass the Burbank terminal in annual passengers served. However, despite its historical association with commercial air travel, the Airport lacks key character-defining features associated with early air terminals and therefore no longer conveys this historical association. Although the Airport is also associated with the Lockheed Aircraft Company, who owned and operated the facility from 1940 to 1978, a majority of the buildings associated with Lockheed's operations have been demolished and therefore the Airport no longer conveys that historical association.

Broad Patterns of History

With regard to broad patterns of history, the following are the relevant criteria:

> **National Register Criterion A:** Is associated with events that have made a significant contribution to the broad patterns of our history.
>
> **California Register Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
>
> **Burbank Historic Resource Management Ordinance:** Is associated with events that have made a significant contribution to the broad patterns of Burbank's or California's history and cultural heritage.

The growing enthusiasm for aviation prompted the Aeronautics Board of the U.S. Department of Commerce to conduct a survey identifying new locations for airfields. The Aeronautics Board reported that Burbank had the most favorable airport location surveyed.[80] The former United Air Terminal's advanced design, safety features, and close proximity to Los Angeles attracted several major airlines, including Pan American, Western Airlines, and Trans-World Airlines. The airfield quickly became a main transportation hub for the Los Angeles area, providing trans-continental air travel to millions of Americans until it was overshadowed by Los Angeles Municipal Airport (Los Angeles International Airport) by 1949. Based on this historic context, the period of significance for the former United Air Terminal is 1929-1949. However, after careful analysis of the key features associated with historic air terminals, PCR determined that the airport lacked the integrity necessary to convey its historic association with the history of commercial air travel. In its current condition, the Airport only contains Hangar facilities with a high enough integrity to be considered contributors to a district. However, the United Air Terminal does not possess the necessary complement of buildings to be considered eligible as a potential historic district. The Terminal/Tower/Administration Facilities (Building 10) has been significantly altered after the period of significance and does not qualify as a contributing feature to the potential district. Furthermore, the Airport lacks examples of flight training facilities and ground service facilities. **Therefore, the former United Air Terminal lacks sufficient character defining features to convey its historic significance and does not appear eligible for the National Register under criterion A, for the California Register under Criterion 1, and for local designation as a resource associated with events that have made a significant contribution to the broad patterns of our history.**

Significant Persons

With regard to associations with important persons, the following are the relevant criteria:

[80] *Jackson Mayers, Burbank History, (Burbank, CA: Soldado Publishing Company, 1974), 83.*

> **National Register Criterion B:** Is associated with the lives of persons significant in our past.
>
> **California Register Criterion 2:** Is associated with the lives of persons important in our past.
>
> **Burbank Historic Resource Management Ordinance:** Is associated with the lives of persons important in the past.

As a potential historic district, the subject property is not significantly associated with persons significant to local, state, or national history. Although the early history of the Airport is associated with important aviators like Amelia Earhart and Charles Lindbergh, their achievements and associations are more closely tied to individual hangars on the airfield, such as Lindbergh's office in Hangar 14 (no longer extant), and not the facility as a whole. Furthermore, research of the Airport's ownership history did not reveal any personages significant to local, State, or national history. **Therefore, the Airport does not appear eligible for listing under the National Register Criterion B, California Register Criterion 2, or local designation as a resource associated with the lives of persons significant in our past.**

Architecture

With regard to architecture, design or construction, the following are the relevant criteria:

> **National Register Criterion C:** Embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
>
> **California Register Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
>
> **Burbank Historic Resource Management Ordinance:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

When the Airport was constructed in 1929, it occupied 234 acres of land and was widely regarded as "the model airport in the United States."[81] Fair weather conditions year-round and ample wide open space made the former United Air Terminal one of the safest air terminals in the country. Furthermore, its close proximity to the major metropolis of Los Angeles made it one of the nation's premier terminals. However, significant alterations throughout its history have resulted in the Airport no longer conveying its original design, configuration, and date of construction. After purchasing the facility in 1940, Lockheed Aircraft extended the runways and doubled the size of the Airport to over 500 acres. Multiple hangars and factories added by Lockheed have since been demolished, while hangars that were built in 1929 have been relocated on site. Furthermore, the Terminal (Building 10) has undergone multiple alterations, including the near complete reconstruction following a catastrophic fire in 1966. Other significant alterations to the Terminal include the addition of 1-story passenger concourses to the south and east in the 1970s. **Therefore, due to a significant lack of integrity associated with the Airport's original date of construction, the former United Air Terminal does not appear to meet National Register Criterion C, California Register**

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[81] *Ibid, 129.*

Criterion 3 or the local criteria as an exceptional, distinctive, outstanding, or singular example of its type or style.

Archaeology

National Register Criterion D. It yields, or may be likely to yield, information important in prehistory or history.

California Register Criterion 4. Has yielded, or may be likely to yield, information important in prehistory or history.

Burbank Historic Resource Management Ordinance: Has yielded, or may be likely to yield, information important in prehistory or history.

The Airport is a highly developed property that has undergone many changes throughout its history and is not likely to yield any information important to prehistory or history. **Therefore, the Airport does not meet the above criterion at the national, State, or local level.**

C. EVALUATION OF POTENTIAL INDIVIDUAL HISTORICAL RESOURCES WITHIN THE PROJECT SITE

In addition to investigating the Airport's eligibility as a historic district, PCR evaluated each building's eligibility as an individual resource. Within the Project Site there are eleven (11) hangars and buildings over 45 years in age. These consist of nine (9) hangar structures, one (1) building, and one (1) terminal. A number of the hangars are identical or are physically connected; therefore, these hangars are discussed below as single units. An architectural description, significance evaluation, and an integrity analysis were written for each building and hangar.

1. Architectural Description, Integrity Analysis, and Significance Evaluation of the Terminal (Building 10)

a. Architectural Description

Constructed in 1929, the Terminal was originally designed in the Spanish Colonial Revival style with Art Deco elements (Figure 21). However, over time the structure has been remolded, losing its original architectural style (alteration) (Figures 22 and 23). A fire destroyed most of the Terminal in 1966, resulting in a complete reconstruction of the second floor and control tower (alteration). Despite the reconstruction, the Terminal has maintained its unique arced footprint (Figure 24). Two wings, one to the south and one to the east, extend from a centrally located tower. In 1956, Building 9 was constructed and attached to the terminal's east end. In 1974, the PSA Concourse (Building 11) was built and attached to the south end of the Terminal. The primary entrance to the Terminal is located at the base of the tower and consists of automatic sliding glass doors (alteration). A flat roofed awning extends from the building and reads "Terminal A" (alteration). The Terminal is clad in stucco siding and features rows of fixed plate glass windows on the second floor (alterations).

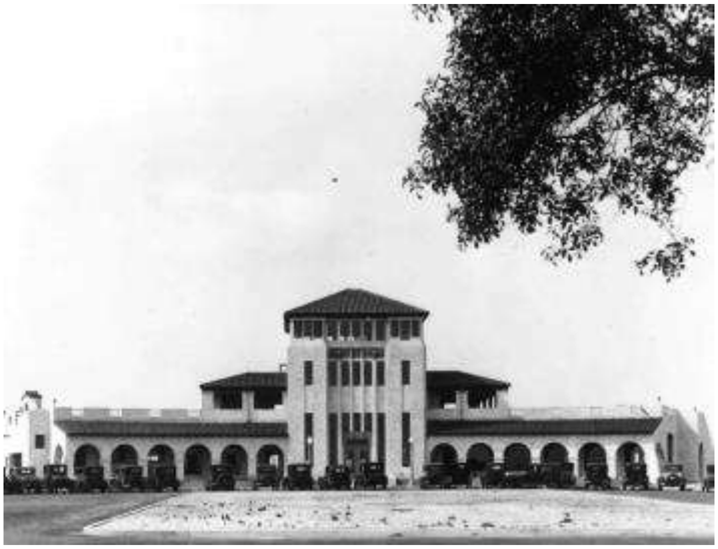

Figure 21 (Left). Exterior view of Air Terminal, circa 1930 (Courtesy of the Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015)

Figure 22 (Right). Exterior view of Air Terminal, date unknown (Courtesy of the Burbank-Glendale-Pasadena Airport Authority photographic archives, 2015)

Figure 23. Exterior view of Air Terminal, Present *(PCR 2015)*

Figure 24. Overhead view of Terminal identified by the red box (Google Earth, 2016)

Figure 25 (Left). Connection to adjacent Building 11 (Passenger Concourse) (Alteration) View Northwest (PCR 2015)
Figure 26 (Right): View from tower, looking down on second floor windows (alterations) View Northeast (PCR 2015)


Figure 27 (Left): Rear elevation of the Terminal, View Southeast (PCR 2015)
Figure 28 (Right): Rear elevation of the Terminal, including addition near south end, View East (PCR 2015)

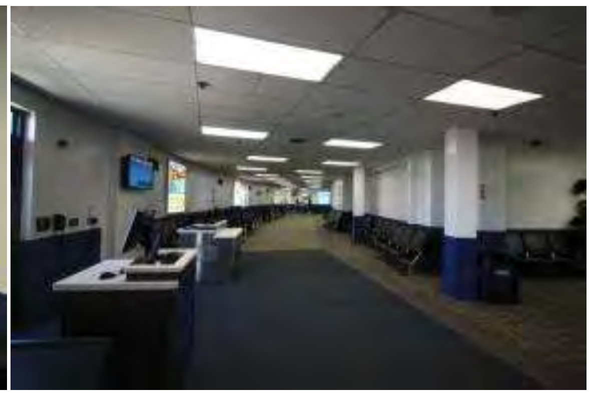

Figure29 (Left). Interior of Air Terminal (PCR 2015)
Figure 30. (Right) Interior of Air Terminal (PCR 2015)

b. Integrity Analysis

The Terminal has experienced significant alterations since the date of its original construction in 1929. Very few features of the original building remain other than the unique arced footprint. The original Spanish Colonial Revival style has been replaced by a more modern aesthetic, while new building have been connected to the south and east of the structure. Over three thousand pages of building permits were collected from the City of Burbank's Building Department, most of which document changes to the Terminal throughout its eighty year history. The building remains in its original location and the use of this building has remained substantially the same, as a passenger terminal, control tower, and administrative offices, over the years. Therefore, based on the large volume of alterations identified through physical inspection and historic documentation, the Terminal retains its integrity of location and association but lacks integrity of design, workmanship, materials, feeling, and setting.

c. Significance Evaluation

The Terminal is associated with early commercial air travel; however it no longer conveys its historical association due to a significant lack of integrity of design, workmanship, materials, feeling, and setting. There is no evidence that the building is significantly associated with historic personages important to local, State, or national history. Furthermore, the Terminal does not appear to be an excellent example of a particular type or style of architecture. Although it was constructed by the Austin Company, the original Spanish Colonial Revival-style Terminal has been significantly altered and no longer reflects its original design as it was constructed in 1929. The Terminal was previously evaluated in 1987, and found ineligible for historic designation because it was determined that the building lacked its original design integrity. PCR agrees with the previous determination. **Based on our evaluation, the Terminal does not appear eligible as a historic resource under any of the applicable Federal, State, or local criteria. Furthermore, the Terminal does not appear to retain sufficient integrity for consideration as a contributor to a potential historic district.**

2. Architectural Description, Integrity Analysis, and Significance Evaluation of Hangars 1 and 2

a. Architectural Description

Constructed in 1929, Hangars 1 and 2 were identical in design and construction. Originally constructed flanking the Terminal, Hangars 1 and 2 were moved in 1967 and 1968 to their current locations in the western portion of the Project Site to the west of Building 3 and Hangars 4 and 5. The hangars are of identical design now with subtle differences due to alterations and additions. Both hangars have a rectangular footprint approximately 200 feet by 125 feet, concrete foundation (alteration, new foundation was poured for the hangars when they were moved), steel hangar doors of the "slide around the corner type," slight gable roof with a parapet extending above the roofline, and closed truss construction. The hangars are anchored by concrete, square piers located at the four corners of the building (alteration, unsure of original construction materials as they may have been replaced when hangars were moved) sheathed in corrugated metal (alteration) to resemble fluting.

The large steel multi-glass-paned sliding doors known as "Fenestra Airplane Hangar Doors" comprise the east and west sides of the hangars. The doors are broken into segments, and each segment generally consists of four panels of sixteen-light windows. Each segment is equipped with wheel mechanisms at the base that fit a curved track mounted on the concrete floor of the hangar. As a result, when the doors are opened, the segments roll inside the central portion of the hangar along the north and south walls. Above these doors is a band of twelve-light clerestory windows with metal sash that align vertically with the windows in the doors. Spanning between the two piers is a concrete, stepped parapet.

The side (north and south) elevations have steel sash industrial style windows (alteration, it appears some of the glass panes have been replaced as there is a variety of different glass types and some panes are missing). Both hangars have one-story, rectangular plan offices attached to the south elevations that stretch the length (approximately 200 feet) of the south elevation (alteration, the offices were added to each hangar shortly after the buildings were moved, however, historically the hangars had a similar addition attached to the south elevation).

Hangar 1 has two additions located on the north elevation, while Hangar 2 does not. The two additions consist of a one-story corrugated metal addition and a two-story concrete block addition. It appears that the two-story addition was constructed abutting the north elevation and wall of sash windows are intact despite some overpainting on the lower windows. The one-story addition removed some panels of windows on the lower east corner of the south elevation.

Figure 31. Aerial of Hangar 2 (Front) and Hangar 1 (Back) (Bing Maps)

Figure 32 (Left): East Elevation, View West (PCR 2015)
Figure 33 (Right): North Elevation, View Southeast (PCR 2015)

Figure 34 (Left): West and South Elevations, View Northeast (PCR 2015)
Figure 35 (Right): South Elevation, View Northeast (PCR 2015)


Figure 36 (Left): East Elevation of Hangar 1, View West (PCR 2015)
Figure 37 (Right): South and East Elevations of Hangar 1, View Northwest (PCR 2015)


Figure 38 (Left): North Elevation of Hangar 1, View Southwest (PCR 2015)
Figure 39 (Right): West Elevation of Hangar 1, View South (PCR 2015)


Figure 40 (Left). Interior of Hangar 1 (PCR 2015)
Figure 41 (Right). Interior of Hangar 1 (PCR 2015)


Figure 42 (Left). Interior of Hangar 2, View East (PCR 2015)
Figure 43 (Right). Interior of Hangar 2, View South (PCR 2015)

Figure 44. "Fenestra Airplane Hangar Doors, Detroit Steel Product Company" Label on Doors (PCR 2015)

b. Integrity Analysis

Hangars 1 and 2 largely retain their integrity of design, setting, materials, workmanship, and association nearly intact. Despite some alterations such as the replacement of window panes, additions on the north elevation of Hangar 1, the replacement of the one-story office buildings on the south elevations with a building of a similar design, and the in-kind replacement of the four corner piers, the hangars appear to retain their primary exterior and interior character-defining features Because the hangars retain integrity of design, workmanship and feeling, they also retain their feeling as excellent architectural examples of the early hangar property type. Furthermore, Hangars 1 and 2 are still in use and therefore convey their early historical associations. The only aspect of integrity Hangars 1 and 2 are missing is location, as they were moved from their original location flanking the Terminal.

c. Significance Evaluation

Hangars 1 and 2, constructed in 1929, are associated with the early development of the Project Site and the theme of the United Air Terminal (1929-1949) and the Hangar Property Type. Originally Hangars 1 and 2 were located on either side of the Terminal (Building 10). Despite their relocation to another area of the Airport, Hangars 1 and 2 retain a high level of integrity and therefore clearly convey the historical associations of early commercial air travel. However, there is no evidence that Hangars 1 and 2 are significantly associated with historic personages important to local, State, or national history. Furthermore, Hangars 1 and 2 were designed and constructed by the Austin Company, highly proficient construction firm specializing in the development of large-scale industrial complexes. Hangars 1 and 2 are excellent examples of late 1920's hangars innovative in their use of engineering technology to use steel trusses to provide greater light and space, as well as the ease in which the doors moved around an interior track.

Therefore, Hangars 1 and 2 appear to meet the threshold of significance to be eligible for the National Register, California Register, and local listing for their association with patterns of history and architecture.

3. Architectural Description, Integrity Analysis, and Significance Evaluation of Building 3

a. Architectural Description

In its current form Building 3 does not represent its historical appearance. Building 3 was attached to the south end of a long rectangular hangar (Hangar 3) demolished circa 2004. When Hangar 3 was constructed in 1941, the present two-story Building 3 was appended to the rear (south) of the hangar and extended slightly beyond the hangar's side (east and west) elevations. As a result of Hangar 3's removal, it appears the north elevation was infilled with concrete.

In its present condition, Building 3 is a utilitarian, two-story concrete building with a rectangular footprint, concrete foundation, reinforced concrete walls with a board form finish, and flat roof with a short parapet. Raised concrete bands encircle the building at locations above and below the first and second floor window openings and at the roof-line with the exception of the altered north elevation. Overall, the windows are a mixture of original and replaced windows, with the multi-pane metal sash industrial style windows dating from the initial construction.

The east elevation is characterized by two rows of single and triple industrial style metal sash windows. Located at the north and south ends of the east elevation are triple industrial style metal sash windows that wrap around to the north and south elevations (alteration, the window panes of one first-floor window were replaced with AC equipment). A single-door entrance with transom windows (alteration, both appear replaced) is located on the second-floor. A metal stairway attached to the east elevation leads to the second-floor entrance. Beneath the second-story window to the immediate north of the entrance, the exterior concrete has been patched.

The west elevation has four single-pane fixed windows (alteration, appears to be replacements) and a tall multi-light metal sash industrial style window centered over an oversized garage door opening (alteration, the metal door appears to be a replacement). The primary entrance into the building is centered on the west elevation and consists of glass double doors (alteration). A concrete pathway lined with metal railings (alteration) leads up to the entrance shielded by a wood cover supported by four wood posts (alteration).

The north elevation is a combination of openings of various sizes and windows and doors of various types resulting from the removal of the hangar once attached to this elevation. While the other elevations are board-form concrete, this elevation is finished with smooth concrete. Along the first floor are single and double door openings (alteration, doors replaced) and a large oversized opening. The second- floor has four multi-pane metal sash windows and one single-pane fixed window (alteration). Also, on the second floor are two single doors accessed by a metal spiral staircase and a long concrete balcony.

Because of dense vegetation and a fence, the south elevation was obscured. Also, PCR did not survey the interior of Building 3.

Figure 45 Aerial of Building 3, Note Outline of the Former Footprint of Hangar 3 to the Right of Building 3 (Bing Maps)


Figure 46 (Left): North and Side (West) Elevation, View Southeast (PCR 2015)
Figure 47 (Right): North and Side (East) Elevation, View Southwest (PCR 2015)


Figure 48 (Left): East Elevation, View West (PCR 2015)
Figure 49 (Right): West Elevation, View East (PCR 2015)

b. Integrity Analysis

Due to the removal of Hangar 3 previously attached to the present north elevation of Building 3, Building 3 no longer retains integrity of design, materials, and workmanship. Furthermore, the side (east and west) elevations independent of the hangar have suffered alterations such as the replacement of windows and doors and infill of openings. Building 3 was designed as a secondary appendage onto the primary hangar, because of the loss of the primary hangar Building 3 no longer conveys feeling or association from the period of significance, 1941, when the hangar was constructed. Furthermore, the setting of Building 3 has been partially compromised by the removal of Hangar 3, contemporary construction, and the relocation of Hangars 1 and 2 to the direct west. Building 3 only retains integrity of location.

c. Significance Evaluation

A previous evaluation from 2002 recommended Building 3 ineligible under any of the National Register criteria.[82] At the time of this evaluation in 2002, the hangar attached to Building 3 was extant. PCR agrees with the recommendations provided in the previous evaluation. Based on our evaluation, Building 3 is substantially altered due to the removal of a hangar once attached to its north elevation and does not retain integrity, as described above. **Because of the severe alterations, Building 3 no longer conveys its historical significance at the national, state, or local levels. Furthermore, Building 3 is ineligible as a contributor to a potential historic district.**

4. Architectural Description, Integrity Analysis, and Significance Evaluation of Hangars 4 and 5

a. Architectural Description

Hangars 4 and 5 are examples of Quonset style hangars exhibiting open two hinge truss construction. Hangar 4 (located to the north) and Hangar 5 (located to the south) are both of identical design, construction and materials connected at their side elevations by a one-story building with a rectangular plan. The hangars have concrete foundations, are sheathed with corrugated metal sheeting, and covered by round arched roofs. The roof appears to be covered with tar. Located on the east and west elevations of both Hangars 4 and 5 are oversize outrigger doors divided into twelve equal sections, stepped to slide into the side door pockets that extend past the arched roof. There are single-doors centered on these door pockets. Extending the length of the oversize opening is a narrow, corrugated metal, sloped roof overhang attached to the primary Quonset structure. At the center of the arch on the east and west elevations there is an adjustable door to accommodate the tailgate of the plane (alteration, the east elevation of Hangar 5 has a replacement roll-up, metal door).

A one-story building sheathed in corrugated metal with a long rectangular plan is located between the south elevation of Hangar 4 and the north elevation of Hangar 5 connecting the hangars together. The west elevation of this connector building has a concrete ramp leading up to sliding barn style doors set-back behind the door pocket wings. While the opposite east elevation, is recessed behind the east elevations of the hangars and protected by a tall chain link fence. The east elevation appears to be a corrugated metal surface without openings.

[82] *Stacey C. Jordan, Historic Property Inventory and Evaluation for the Burbank-Glendale- Pasadena Airport, Burbank California. Prepared by Mooney & Associates (2002).*

In the interior of the hangars, the open two hinge truss construction is apparent and is the primary feature of the open spaces. It appears long one-story bands of offices were added to the north and south sides of both hangars

Figure 50. Aerial View of Hangar 4 (Right) and Hangar 5 (Left) (Bing Maps)

Figure 51. East Elevation of Hangars 4 and 5, View Southwest (PCR 2015)

Figure 52 (Left): East Elevation of Hangar 5, View West (PCR 2015)

Figure 53 (Right): East Elevation of Hangar 4, View West (PCR 2015)


Figure 54 (Left): One-Story Connector Building, East Elevation, View West
Figure 55 (Right): Quonset Roof, Side (North) Elevation, View South


Figure 56 (Left): One-Story Connector Building, West Elevation, View East
Figure 57 (Right): West Elevation of Hangars 4 and 5, View Southeast


Figure 58 (Left): West Elevation of Hangar 4, View West (PCR 2015)
Figure 59 (Right): West Elevation of Hangar 5, View West (PCR 2015)


Figure 60 (Left): Interior of Hangar 4, View East
Figure 61 (Right): Interior of Hangar 5, View East

b. Integrity Analysis

Hangars 4 and 5 largely retain their integrity of location, design, setting, materials, workmanship, and association nearly intact. The hangars appear to be unaltered and are situated in their original location. Therefore, the hangars retain their exterior and interior character-defining features and physical and spatial relationships with the other buildings and hangars on the Airport. Because the hangars retain integrity of design, workmanship and feeling, they also retain their feeling as Mid-Century hangars. Furthermore, the hangars are still in use and therefore retain integrity of association.

c. Significance Evaluation

Hangars 4 and 5 retain integrity from their period of significance, 1946, their date of construction. These hangars were evaluated under the themes of United Air Terminal (1929-1949), Lockheed Aircraft (1912-1989), and the Hangar Property Type. Due to their construction in 1946, Hangars 4 and 5 were constructed shortly after WWII ended. As such, Hangars 4 and 5 do not appear to have direct significance tied to events associated with WWII, or Lockheed Aircraft design and production. The original use of Hangars 4 and 5 are unknown and were most likely built as aircraft storage facilities. In 1989, the first permit of record lists Federal Express as the tenant, who continues the use today. Additionally, there is no evidence that Hangars 4 and 5 are significantly associated with historic personages important to local, State, or national history. Furthermore, Hangars 4 and 5 do not appear to be an excellent example of a pre-fabricated steel Quonset hut style hangar. Hangars of this type were ubiquitous during the 1940s, especially on military facilities, and their construction persists to the present day. Hangars 4 and 5 do not appear to be custom designed to accommodate a particular function or specific airplane model nor do they appear to be designed by a master architect or contractor.

A previous evaluation from 2002 recommended Hangars 4 and 5 ineligible under any of the National Register criteria.[83] PCR agrees with the recommendations provided in the previous evaluation. **Based on our evaluation, Hangars 4 and 5 do not appear eligible as a historic resource under any of the applicable Federal, State, or local criteria. Furthermore, Hangars 4 and 5 are ineligible as a contributor to a potential historic district.**

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83 *Stacey C. Jordan, Historic Property Inventory and Evaluation for the Burbank-Glendale- Pasadena Airport, Burbank California. Prepared by Mooney & Associates (2002).*

5. Architectural Description, Integrity Analysis, and Significance Evaluation of Hangars 6, 7 and 7a

a. Architectural Description

Located to the east of Hangars 4 and 5, Hangars 6, 7, and 7A are examples of Quonset style hangars exhibiting two types of construction: closed warren truss and open two hinge truss. Hangars 7 and 7A are of similar size, design and both exhibit closed warren truss construction. Hangars 7 and 7A are connected on their north and south elevations by two, one-story shed roof additions. While Hangar 6 is larger in size and exhibits open two hinge truss construction. Hangar 6 is connected to the north elevation of Hangar 7 by a one-story building with rectangular plan. The three hangars have concrete foundations, are sheathed with corrugated metal sheeting, and covered by round arched roofs. The oversize openings for plane entry and exit are located on the east and west elevations of the hangars. The subtle differences between Hangars 7 and 7A compared to Hangar 6 are described in the following paragraphs.

Located on the east and west elevations of Hangars 7 and 7A are oversize outrigger doors divided into multiple narrow sections, stepped to slide into the side door pockets that extend past the arched roof. Extending the length of the oversize opening is a narrow, corrugated metal, sloped roof overhang attached to the primary Quonset structure. Attached to the south elevation of Hangar 7A is a one-story office building extending beyond the east elevation of Hangar 7A. Sheathed in corrugated metal, the office buildings has a slightly sloping roof, an aluminum slider window, fixed aluminum windows and a pair of glass doors covered by a fabric awning. The closed warren truss construction is apparent in the interior of Hangars 7 and 7A. Offices are located in the one-story shed additions located on the north elevation of Hangar 7A and south elevation of Hangar 7 and these offices are accessed from the interior of the hangars. Within Hangar 7 there is a passageway to Hangar 6 on the north wall.

Although Hangar 6 is taller and wider, Hangar 6 has a similar design to Hangars 7 and 7A, using an open hinge truss. Hangar 6 also has oversize outrigger doors divided into twelve sections that slide into the side door pockets that extend past the arched roof framed above by a narrow, corrugated metal, sloped roof overhang. At the center of the arch on the east and west elevations there is an adjustable door to accommodate the tailgate of the plane. A one-story building sheathed in corrugated metal with a long rectangular plan is located between the south elevation of Hangar 6 and the north elevation of Hangar 7 connecting the hangars together. The one-story addition is the same length as Hangar 6 and extends past the primary elevations of Hangar 7. The east elevation of this connector building has a concrete ramp leading up to corrugated metal sliding barn style doors, a tall fixed window, and a single-glass door covered by a fabric awning. While the opposite west elevation, has corrugated metal sliding barn style doors, a single panel door, and a one-room addition with a lower roof height. Within Hangar 6 the open two hinge truss is visible. There are built-in offices located on the north and south walls of the hangar.

Figure 62. Aerial View of Hangar 34 (Left) and Hangar 35 (Right) (Bing Maps)

Figure 63 (Left): East Elevation of Hangar 7A, View Southwest
Figure 64 (Right): East Elevation of Hangar 7, View West

Figure 65 (Left). East Elevations of Hangar 7 and 6, View Northwest
Figure 66 (Left). East Elevation of Hangar 6, View Northwest

Figure 67. West Elevation of Hangar 6 and Hangars 7 and 7A in the Distance, View Southeast

Figure 68 (Left). West Elevation of Hangars 6 and 7, View Northeast
Figure 69 (Right). West Elevation of Hangar 7A, View Southeast

Figure 70 (Left). Interior of Hangar 7A, View North
Figure 71 (Right). Interior of Hangar 6, View West


Figure 72 (Left). Interior of Hangar 6, View Northeast
Figure 73 (Right). Interior of Hangar 6, View of Office Built into Hangar 6 on South Side

b. Integrity Analysis

Hangars 6, 7 and 7A largely retain their integrity of location, design, setting, materials, workmanship, and association nearly intact. First, the hangars are situated in their original location. Secondly, despite alterations such as additions of ancillary one-story support buildings onto secondary elevations, the hangars retain their exterior and interior character-defining features, such as sheathing materials, hangar form, steel truss work, and doors. Because the hangars retain integrity of design, workmanship and feeling, they also retain their feeling as Mid-Century hangars. Also, the hangars retain their physical and spatial relationships with the other buildings and hangars on the Airport. Furthermore, the hangars still maintain their historical airplane use and therefore retain integrity of association.

c. Significance Evaluation

Hangars 6, 7 and 7A retain integrity from their period of significance, 1942 to circa 1948, the period of time the hangars were constructed in a row with their side elevations conjoined. These hangars were evaluated under the themes of United Air Terminal (1929-1949), Lockheed Aircraft (1912-1989), and the Hangar Property Type. Lockheed's B-5 Plant (Hangars 6, 7, and 7A) was the home of the Field Service Program providing customer service, maintenance advice and services to Lockheed customers when their aircraft was in need of service. During the war years, most of the work performed by the Field Service employees was completed off site, requiring remote assignments at military installations. Therefore, Hangars 6, 7 and 7A do not appear to have direct significance tied to events associated with WWII, or Lockheed Aircraft design and production. Additionally, there is no evidence that Hangars 6, 7, and7A are significantly associated with historic personages important to local, State, or national history. Furthermore, Hangars 6, 7, and7A do not appear to be an excellent example of a pre-fabricated steel Quonset hut style hangar constructed during WWII. Hangars of this type were ubiquitous during the 1940s, especially on military facilities, and their construction persists to the present day. Hangars 6, 7 and 7A do not appear to be custom designed to accommodate a particular function or specific airplane model nor do they appear to be designed by a master architect or contractor.

A previous evaluation from 2002 recommended Hangars 6, 7, and 7A ineligible under any of the National Register criteria.[84] **PCR agrees with the recommendations provided in the previous evaluation. Based on our evaluation, Hangars 6, 7 and 7A do not appear eligible as a historic resource under any of the**

[84] *Stacey C. Jordan, Historic Property Inventory and Evaluation for the Burbank-Glendale- Pasadena Airport, Burbank California. Prepared by Mooney & Associates (2002).*

applicable Federal, State, or local criteria. Furthermore, Hangars 6, 7 and 7A are ineligible as a contributor to a potential historic district.

6. Architectural Description, Integrity Analysis, and Significance Evaluation of Hangars 34 and 35

a. Architectural Description

Located across the airfield from Hangars 4 and 5 and Hangars 6, 7 and 7A, Hangars 34 and 35 are also examples of Quonset style hangars exhibiting open two hinge truss construction. Hangar 34 (located to the west) and Hangar 35 (located to the east) are both of identical design, construction and materials connected at their side elevations by two hyphens. The hangars have concrete foundations, are sheathed with corrugated metal sheeting, and covered by round arched roofs. Located on the north and south elevations of both Hangars 34 and 35 are oversize outrigger doors divided into twelve equal sections, stepped to slide into the side door pockets that extend past the arched roof. There are single-doors centered on these door pockets. Extending the length of the oversize opening is a narrow, corrugated metal, sloped roof overhang attached to the primary Quonset structure. At the center of the arch on the north and south elevations there is an adjustable door to accommodate the tailgate of the plane. In the interior of the hangars, the open two hinge truss construction is apparent and is the primary feature of the open spaces.

Located besides the west elevation of Hangar 34 is small one-story concrete building that appears to be used for maintenance or storage. The south elevation has two eight-light metal frame windows, one single-door (alteration, door replaced) and an attached metal cover (alteration). The west elevation has barn-style metal corrugated doors and two eight-light metal frame windows (alteration, it appears one window opening has been infilled). The east elevation and rear (north) elevations were obscured from view.

Figure 74. Aerial View of Hangar 34 (Left) and Hangar 35 (Right) (Bing Maps)

Figure 75. South Elevations of Hangars 34 and 35, View North (PCR 2015)

Figure 76 (Left): South Elevation of Hangar 34, View Northwest (PCR 2015)
Figure 77 (Right): South Elevation of Hangar 34, View Northeast (PCR 2015)

Figure78 (Left). Interior of Hangar 35, View North (PCR 2015)
Figure 79. Interior of Hangar 34, View West (PCR 2015)


Figure 80 (Left). South Elevation of Building 34A, View North (PCR 2015)
Figure 81 (Right). West Elevation of Building 34A, View Northeast (PCR 2015)

b. Integrity Analysis

Hangars 34 and 35 largely retain their integrity of location, design, setting, materials, workmanship, and feeling nearly intact. The hangars appear to be unaltered and are situated in their original location. Therefore, the hangars retain their exterior and interior character-defining features and physical and spatial relationships with the other buildings on the Airport. Because the hangars retain integrity of design, workmanship and feeling, they also retain their feeling as Mid-Century hangars. However, the hangars are no longer used by Flying Tigers or an airplane associated use. Hangar 35 is currently being used by the fire station. As result, the hangars do not retain integrity of association.

c. Significance Evaluation

Hangars 34 and 35 retain integrity from their period of significance, 1952, their approximate date of construction. These hangars were evaluated under the themes of United Air Terminal (1929-1949), Lockheed Aircraft (1912-1989), and the Hangar Property Type. Due to their late construction in 1952, Hangars 34 and 35 were constructed approximately seven years after the end of WWII. As such, Hangars 34 and 35 do not appear to have direct significance tied to events associated with WWII, or Lockheed Aircraft design and production. Also, Hangars 34 and 35 fall outside of the period where they could be associated with the theme of United Air Terminal (1929-1949). The original use of Hangars 34 and 35 are unknown and were most likely built as aircraft storage facilities. Additionally, there is no evidence that Hangars 34 and 35 are significantly associated with historic personages important to local, State, or national history. Furthermore, Hangars 34 and 35 do not appear to be an excellent example of a pre-fabricated steel Quonset hut style hangar. Hangars of this type were ubiquitous during the 1940s, especially on military facilities, and their construction persists to the present day. Hangars 34 and 35 do not appear to be custom designed to accommodate a particular function or specific airplane model nor do they appear to be designed by a master architect, engineer, or contractor. **Based on our evaluation, Hangars 34 and 35 do not appear eligible as a historic resource under any of the applicable Federal, State, or local criteria. Furthermore, Hangars 34 and 35 are ineligible as a contributor to a potential historic district.**

D. CONCLUSION

In this report, PCR analyzed the potential for a historic district compromised of facilities associated with the former United Air Terminal. Although historic research determined that the United Air Terminal was significantly associated with early commercial air travel, the facility has lost a majority of its character defining features associated with that historic context. The National Park Service identified six features commonly associated with historic air terminals, Hangars/Aircraft Shelters, Passenger Terminals, Control Towers, Ground Service Facilities, Administration Facilities, and Flight Training Facilities. In the case of United Air Terminal, only Hangars (Hangar 1, 2, 4, 5, 6, 7, 7A, 34, and 35) remain from the period of significance (1929-1949) and convey high enough integrity to be considered contributors to a potential historic district. Although the original Terminal (Building 10) completed in 1929 remains on the site, the building has experienced significant alterations dating from after the period of significance, including near total devastation from a fire in 1966. Due to the alterations, the Terminal (Building 10), which also acted as the airports control tower and administration offices, lacks enough integrity to be considered a contributor to the potential historic district. Furthermore, the Airport has also been associated with Lockheed Aircraft but a majority of those facilities related to that historic association have been demolished. Therefore, based on these findings PCR has determined that the Airport does not qualify as historic district associated with early commercial air travel or events related to Lockheed Aircraft's history.

While the Airport does not appear eligible as a historic district, PCR evaluated the individual eligibility of eleven (11) hangars and buildings over 45 years in age. Based upon our evaluation, PCR found the Terminal (Building 10), Building 3, Hangars 4 and 5, Hangars 6, 7 and 7A, and Hangars 34 and 35 appear to be ineligible at the federal, state, and local levels. Of these buildings and Hangars, Terminal (Building 10), Building 3, Hangars 4 and 5, and Hangars 6, 7 and 7A were recommended ineligible in previous evaluations from 1987 and 2002. Therefore, PCR recommends Terminal (Building 10), Building 3, Hangars 4 and 5, Hangars 6, 7 and 7A, and Hangars 34 and 35 be assigned a CHR Status Code of 6Z, "Found ineligible for National Register, California Register or Local designation through survey evaluation." However, PCR found Hangars 1 and 2 appear eligible for the National Register, California Register and local listing. As such, PCR recommends Hangars 1 and 2 be assigned a CHR Status Codes of 3S, 3CS and 5S3.[85]

[85] *3S: Appears eligible for the National Register as an individual property through survey evaluation.*

3CS: Appears eligible for the California Register as an individual property through survey evaluation.

5S3: Appears to be individually eligible for local listing or designation through survey evaluation.

V. CEQA IMPACTS ANALYSIS

A. SIGNIFICANCE THRESHOLDS

The thresholds for determining the significance of environmental effects on historical resources identified below are derived from the CEQA Guidelines as defined in §15064.5. Pursuant to this guidance, a project that would physically detract, either directly or indirectly, from the integrity and significance of the historical resource such that its eligibility for listing in the National Register, California Register or as a City of Burbank Designated Historic Resource would no longer be maintained, is considered a project that would result in a significant impact on the historical resource. Adverse impacts, that may or may not rise to a level of significance, result when one or more of the following occurs to a historical resource: demolition, relocation, conversion, rehabilitation, or alteration, or new construction on the site or in the vicinity.

1. CEQA Guidelines

According to the State *CEQA Guidelines*, Section 15064.5(b) a project involves a "substantial adverse change" in the significance of the resource when one or more of the following occurs:

- Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
- The significance of a historical resource is materially impaired when a project:

    a. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register of Historical Resources; or

    b. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the PRC or its identification in a historical resources survey meeting the requirements of Section 5024.1(g) of the PRC, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or

    c. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Under CEQA, a proposed development must be evaluated to determine how it may impact the potential eligibility of a structure(s) or a site for designation as a historical resource. The Secretary of the Interior's Standards were developed as a means to evaluate and approve work for federal grants for historic buildings and then for the federal rehabilitation tax credit (see 36 Code of Federal Regulations ("CFR") Section 67.7). Similarly, CEQA recognizes the value of the Standards by using them to demonstrate that a project may be approved without an EIR. In effect, CEQA has a "safe harbor" by providing either a categorical exemption or a negative declaration for a project which meets the Standards (see State *CEQA Guidelines* Section 15331 and 15064.5(b)(3)).

B. ANALYSIS OF PROJECT IMPACTS

1. Project Description

The Authority is considering three different development options:

- A 355,000-square-foot replacement passenger terminal constructed on the B-6 Adjacent Property. This is the Adjacent Property Full-Size Terminal Option and is the Authority's preferred development option.
- A 355,000-square-foot replacement passenger terminal constructed in the Southwest Quadrant. This is the Authority's Southwest Quadrant Full-Size Terminal Option.
- A 232,000-square-foot replacement passenger terminal constructed in the Southwest Quadrant. This is the Authority's Southwest Quadrant Same-Size Terminal Option.

The site plans showing the three development options are included in Appendix A and described in detail below. The existing terminal has portions that are over 85 years old and do not meet current California seismic design or FAA airport design standards. The following components are common to all development options and include the construction of: an aircraft ramp, employee and public parking facilities, a central utility plant, a replacement airline cargo building, a ground service equipment maintenance building and an airport traffic control tower. An adjacent public parking structure and an existing public and employee parking in the southeast quadrant of the Airport are also planned to be demolished. The existing Terminal Loop Road in the southeast quadrant of the Airport would also be realigned after the demolition of the existing terminal and parking structure. Taxiways A and C would be extended and Taxiway G would be realigned. The airside service road and perimeter security fencing in the southeast quadrant of the Airport would be relocated. Taxiways A and C would be extended and Taxiway G would be realigned.

Adjacent Property Full-Size Terminal Option

This option is the preferred development option and proposes to replace the existing 14-gate 232,000-square-foot passenger terminal with a 355,000-square-foot passenger terminal constructed on the B-6 Adjacent Property. The unique components of this option would include a new terminal access road, construction of a new Aircraft Rescue and Fire Fighting Station (ARFF). The Adjacent Property Full-Size Terminal Option will result in the redevelopment of parking lots along the Airport's eastern boundary, relocation of the ARFF to a new facility to be built near the existing FAA tower (with interior demolition within Hangar 35), and the demolition of the airline cargo/GSE building near the southern boundary

Southwest Quadrant Full-Size Terminal Option

Under the Southwest Quadrant Full-Size Terminal Option, the Authority proposes to replace the existing 14-gate 232,000-square-foot passenger terminal with a 355,000-square-foot passenger terminal constructed in the Southwest Quadrant. The unique components of this option would include the extension of the Terminal Loop Road, the construction of a new ARFF station in the northeast quadrant of the Airport near the existing

FAA tower, removal of the existing General Aviation facilities (in the southwest quadrant) and relocation to the northeast quadrant of the Airport, and the relocation of the rental car storage and air cargo facilities.

Southwest Quadrant Same-Sized Terminal Option

Under the Southwest Quadrant Same-Size Terminal Option, the Authority proposes to replace the existing 14-gate 232,000-square-foot passenger terminal with a 232,000-square-foot passenger terminal constructed on the Southwest Quadrant. The unique components of this option would include extending the existing on-Airport Terminal Loop Road to provide access to the replacement passenger terminal and parking structures. The existing General Aviation facilities in the southwest quadrant would be removed to construct the Southwest Quadrant Same-Sized Terminal Option and the rental car storage and air cargo facilities would be relocated. The ARFF would remain in Hangar 35.

2. Direct and Indirect Impacts

Adjacent Property Full-Size Terminal Option

a. Direct Impacts

The preferred option, the Adjacent Property Full-Size Terminal Option, would include the demolition of the airline cargo building, Terminal (Building 10), and ARFF station located inside Hangar 35. Terminal (Building 10) and Hangar 35 have been identified in this Report as ineligible as district contributors and ineligible individually for listing at the national, state, and local levels. Due to the ineligibility of Terminal (Building 10) and Hangar 35, the removal of Terminal (Building 10) and interior demolition of Hangar 35 would result in no direct impacts to both of these structures over 45 years in age. Furthermore, the preferred option does not propose to alter the exterior of Hangar 35, therefore the exterior would remain intact. The airline cargo/GSE building was constructed in 1982 and does not meet the 45 year age threshold to qualify as a historical resource. Therefore, the Adjacent Property Full-Size Terminal Option would result in no impacts to historical resources.

b. Indirect Impacts

Indirect impacts were analyzed to determine if the Adjacent Property Full-Size Terminal Option would result in a substantial material change to the integrity of historical resources and their immediate surroundings that would detract from the significance of historical resources within the Project vicinity. For the purpose of this assessment, the Indirect Impacts Study Area is defined as the area occupied by properties within viewing range of all components of the Adjacent Property Full-Size Terminal Option.

Located on the Project Site are Hangars 1 and 2, recommended as eligible for national, state and local listing in this Report. Standing in front of Hangars 1 and 2, one would have a view of the Adjacent Property Full-Size Terminal Option located across the runway in the northeast portion of the Project Site. The proposed construction of a new Terminal would alter the current visual setting of Hangar 1 and 2. However, Hangars 1 and 2 have been moved from their original locations flanking the current Terminal (Building 10), resulting in a loss of the historic setting. Therefore, impacts to the current setting of Hangars 1 and 2 would not be significant despite the implementation of the Adjacent Property Full-Size Terminal Option because historic setting has already been lost.

With regard to off-site historical resources within view of the Adjacent Property Full-Size Terminal Option, there would be no indirect impacts because the historical significance of the identified resources within the area would remain unimpaired. Located within a 0.5 mile radius of the Project Site is one (1) historical resource, the Portal of the Folded Wings Shrine to Aviation, listed on the National Register. The Portal of the Folded Wings Shrine to Aviation would have no views of the Adjacent Property Full-Size Terminal Option. Thus, there are no indirect impacts under the Adjacent Property Full-Size Terminal Option.

Southwest Quadrant Full-Size Terminal Option

a. Direct Impacts

The Southwest Quadrant Full-Size Terminal Option would result in the removal of Hangars 1 and 2, or the reuse of Hangar 1 as an air cargo facility and the relocation of Hangar 2 on the Airport property. Both Hangars are eligible for listing at the national, state, and local levels in this Report. While the option to reuse Hangar 1 would result in a reduced impact to historic resources, the impact of the Southwest Quadrant Full-Size Terminal Option on historic resources would be significant due to the removal of Hangar 2. Potentially significant impacts could be reduced to a less than significant level through the implementation of the following mitigation measures. Mitigation Measures (MM) 1, 2 and 3 are recommended to reduce impacts to less than significant for relocation of Hangars 1 and 2 (see Subsection C below). These mitigation measures include Recordation (MM1), Relocation, Storage and Rehabilitation (MM2), and Interpretive Plaque/Marker (MM3). Mitigation Measure 4 (MM4) is recommended if Hangar 1 is reused as an air cargo facility.

b. Indirect Impacts

Indirect impacts were analyzed to determine if the Southwest Quadrant Full-Size Terminal Option would result in a substantial material change to the integrity of historical resources and their immediate surroundings that would detract from the significance of historical resources within the Project vicinity. For the purpose of this assessment, the Indirect Impacts Study Area is defined as the area occupied by properties within viewing range of the Southwest Quadrant Full-Size Terminal Option.

There are no historical resources on the Project Site that would be affected by views of the Southwest Quadrant Full-Size Terminal Option.

With regard to off-site historical resources within view of the Southwest Quadrant Full-Size Terminal Option, there would be no indirect because the historical significance of the nearby properties would be retained unimpaired. Located within a 0.5 mile radius of the Project Site is one (1) historical resource, the Portal of the Folded Wings Shrine to Aviation, listed on the National Register. The Portal of the Folded Wings Shrine to Aviation would have no views of Southwest Quadrant Full-Size Terminal Option. Thus, there are no indirect impacts under the Southwest Quadrant Full-Size Terminal Option.

Southwest Quadrant Same-Sized Terminal Option

a. Direct Impacts

Because the Southwest Quadrant Same-Sized Terminal Option would result in the removal of Hangars 1 and 2, both recommended eligible listing at the national, state, and local levels, the removal of Hangars 1 and 2 would be considered a significant impact.

Hangar 1 could be reused as the air cargo building under the Southwest Quadrant Same-Size Terminal Option. Hangar 2 would be relocated to the Northwest Quadrant of the Airport. While the option to reuse Hangar 1 would result in a reduced impact to historic resources, the impact of the Southwest Quadrant Same-Size Terminal Option on historic resources would be significant due to the removal of Hangar 2. Potentially significant impacts could be reduced to a less than significant level through the implementation of the mitigation measures (see Subsection C below). Mitigation Measures 1, 2 and 3 are recommended to reduce impacts to less than significant for relocation of Hangars 1 and 2 including Recordation (MM1), Relocation, Storage and Rehabilitation (MM2), and Interpretive Plaque/Marker (MM3). The Southwest Quadrant Same-Sized Terminal Option could also reuse Hangar 1 as an air cargo facility. Mitigation Measure 4 (MM4) is recommended if Hangar 1 is reused.

b. Indirect Impacts

Indirect impacts were analyzed to determine if the Southwest Quadrant Same-Size Terminal Option would result in a substantial material change to the integrity of historical resources and their immediate surroundings that would detract from the significance of historical resources within the Project vicinity. For the purpose of this assessment, the Indirect Impacts Study Area is defined as the area occupied by properties within viewing range of the Southwest Quadrant Same-Size Terminal Option.

There are no historical resources on the Project Site that would be affected by views of the Southwest Quadrant Same-Size Terminal Option.

With regard to off-site historical resources within view of the Southwest Quadrant Same-Size Terminal Option, there are no indirect impacts because the historical significance of the nearby properties would be retained unimpaired. Located within a 0.5 mile radius of the Project Site is one (1) historical resource, the Portal of the Folded Wings Shrine to Aviation, listed on the National Register. The Portal of the Folded Wings Shrine to Aviation would have no views of Southwest Quadrant Same-Size Terminal Option. Thus, there are no impacts under the Southwest Quadrant Same-Size Terminal Option.

C. RECOMENDATIONS

Under the Southwest Quadrant Full-Size Terminal Option and the Southwest Quadrant Same-Size Terminal Option, two eligible resources, Hangars 1 and 2 would be removed; therefore, the incorporation of appropriate mitigation measures to reduce potential adverse impacts to affected historical resources and the historic setting is recommended. PCR recommends the incorporation of Mitigation Measure 1 (MM1) Recordation, Mitigation Measure 2 (MM2) Relocation, Storage, and Rehabilitation, and Mitigation Measure 3 (MM3) Interpretative Plaque/Marker. If Hangar 1 is retained and adapted for reuse as an air cargo facility, PCR recommends Mitigation Measure 4 (MM4) Plan Review. After project completion, with mitigation incorporated, potentially significant impacts to historical resources could be reduced to less than significant.

In the event that no appropriate location is found to which Hangars 1 and 2 could be relocated, as contemplated by Mitigation Measures 2 and 3, the impact to Hangars 1 and 2 would remain significant and unmitigable, but the hangars and their importance in Burbank airport history would be recorded as part of our national architectural heritage for the benefit of current and future generations by the documentation requirements of Mitigation Measure 1.

Mitigation Measure 1 (MM1) – Recordation Prior to the issuance of a relocation permit for the Hangars 1 and 2, a recordation document in accordance with Historic American Buildings Survey (HABS) Level II requirements shall be completed for the existing buildings. The HABS document shall be prepared by a qualified architectural historian or historic preservation professional. This document shall include a historical narrative on the architectural and historical importance of the United Air Terminal, Austin Company, and record the existing appearance of Hangars 1 and 2 in professional large format HABS photographs. The building exteriors, representative interior spaces, character-defining features, as well as the setting and contextual views shall be documented. All documentation components shall be completed in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (HABS standards). Original archivally-sound copies of the report shall be submitted to the HABS collection at the Library of Congress, and South Central Coastal Information Center, California State University, Fullerton, CA. Non-archival copies will be distributed to the City of Burbank and Burbank Public Library. In addition, any existing and available design and/or as-built drawings shall be compiled, reproduced, and incorporated into the recordation document.

Mitigation Measure 2 (MM2) – Relocation, Storage, and Rehabilitation Hangars 1 and 2 shall be moved to another location on the airport property, a new location within the City of Burbank, an air and space museum, or another appropriate location. A Relocation and Rehabilitation Plan shall be commission by the applicant and developed by a qualified historic preservation consultant. The Plan shall include relocation methodology recommended by the National Park Service (NPS), which are outlined in the booklet entitled "Moving Historic Buildings," by John Obed Curtis (1979). The Plan shall include an assessment of the condition of both hangars by a qualified engineer, and a shoring plan for relocation and storage, and relocation to the final site. If temporary storage is required, the storage conditions should closely follow the recommendations of *NPS Preservation Brief 31: Mothballing Historic Buildings* with regard to recommendations for structural stabilization, pest control, protection against vandalism, fire, and moisture, adequate ventilation which should be applied to the hangars at the temporary storage location to ensure the safety of the building during storage. A periodic maintenance and monitoring plan shall also be included in the Plan and implemented during the storage period in accordance with the guidance outlined in *NPS Preservation Brief 31*. The Relocation and Rehabilitation Plan shall be reviewed and approved by the City of Burbank prior to its implementation.

Upon relocation of the hangars to the new site, any maintenance, repair, stabilization, rehabilitation, preservation, conservation, or reconstruction work performed in conjunction with the relocation of the hangars shall be undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Properties. In addition, a plaque describing the date of the move and the original location shall be placed in a visible location on each of the hangars. The removal, storage, relocation and rehabilitation process shall be monitored by a qualified historic preservation consultant at key intervals to ensure conformance with the Standards and NPS guidelines. The preservation consultant shall also be available to provide technical expertise to reduce potential impacts to historical resources from unforeseen circumstances.

Mitigation Measure 3 (MM3) – Interpretative Plaque/Marker A permanent metal plaque will be affixed to the primary elevation of the relocated hangars or a marker will be imbedded in the pavement in front, which will briefly explain the relocation of the hangars and their original site.

Mitigation Measure 4 (MM4) – Plan Review If Hangar 1 is reused as an airline cargo facility, or other owner or tenant improvements are proposed that have the potential to materially impair the historical significance of Hangar 1, the improvements shall be designed and undertaken to comply with the Standards. Prior to designing or implementing owner or tenant improvements that have the potential to alter the identified significant character defining features of the building, the owner or tenant, as appropriate, shall engage a qualified preservation consultant to review the proposed improvements and the compatibility of new design and construction components with retained historic features. A qualified preservation consultant is an architectural historian, historic architect, or historic preservation professional who satisfies the Secretary of the Interior's Professional Qualification Standards for History, Architectural History, or Architecture, pursuant to 36 CFR 61, and has at least 10 years experience in reviewing architectural plans for conformance to the Secretary's Standards and Guidelines. The preservation consultant shall review the final project plans for conformance to the Secretary of the Interior's Standards and prepare a memorandum commenting on the projects adherence to the Standards and pertinent preservation recommendations, if any. The memorandum shall be submitted to the City's Community Development Department for review and approval prior to project approval or issuance of a building permit, if any. The owner or tenant shall undertake and complete construction in a manner consistent with the preservation consultant's and City's recommendations, and the preservation consultant shall complete and submit a monitoring report to the City at project completion to ensure that the Project meets the Standards to the degree feasible and does not materially impair the historical significance of Hangar 1.

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Trojan, David, "Building a World War One Aerodome," American Aviators of World WWI, http://www.usaww1.com/USAS-Aerodromes-Payne-Field.php4, accessed February 8, 2016.

Widell, Cherilyn E., State Historic Preservation Officer, State of California Office of Historic Preservation. "Burbank-Glendale-Pasadena Airport, National Register of Historic Place Eligibility Evaluation for the Lockheed martin B-6 Site, Los Angeles County." Addressed to David Kessler, Environmental Protection Specialist, Planning Section, Federal Avenue Administration, Western-Pacific Region Airports Division. August 26, 1997.

Appendix A – Project Plans

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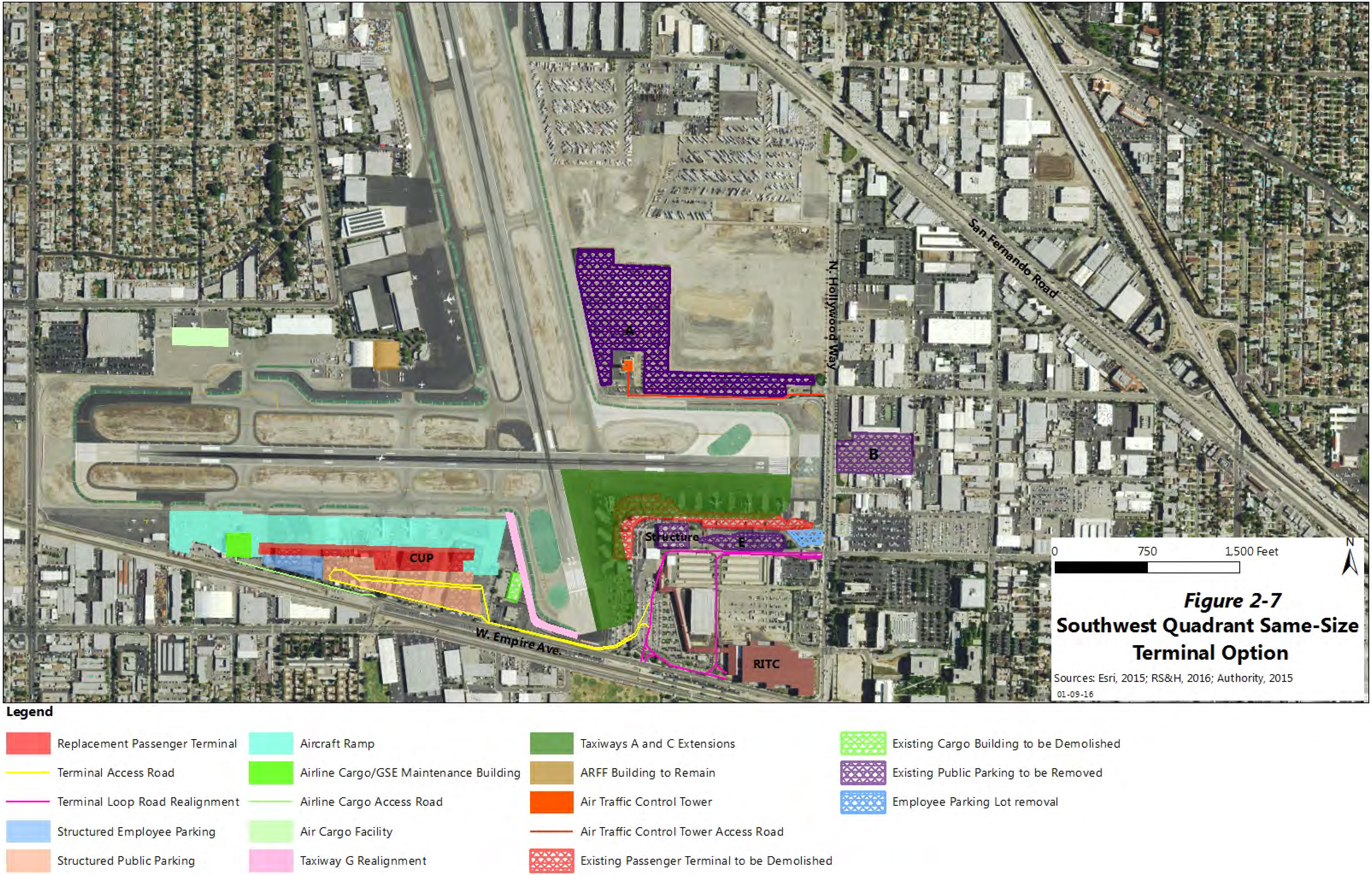

Figure 2-7
Southwest Quadrant Same-Size Terminal Option

Sources: Esri, 2015; RS&H, 2016; Authority, 2015

01-09-16

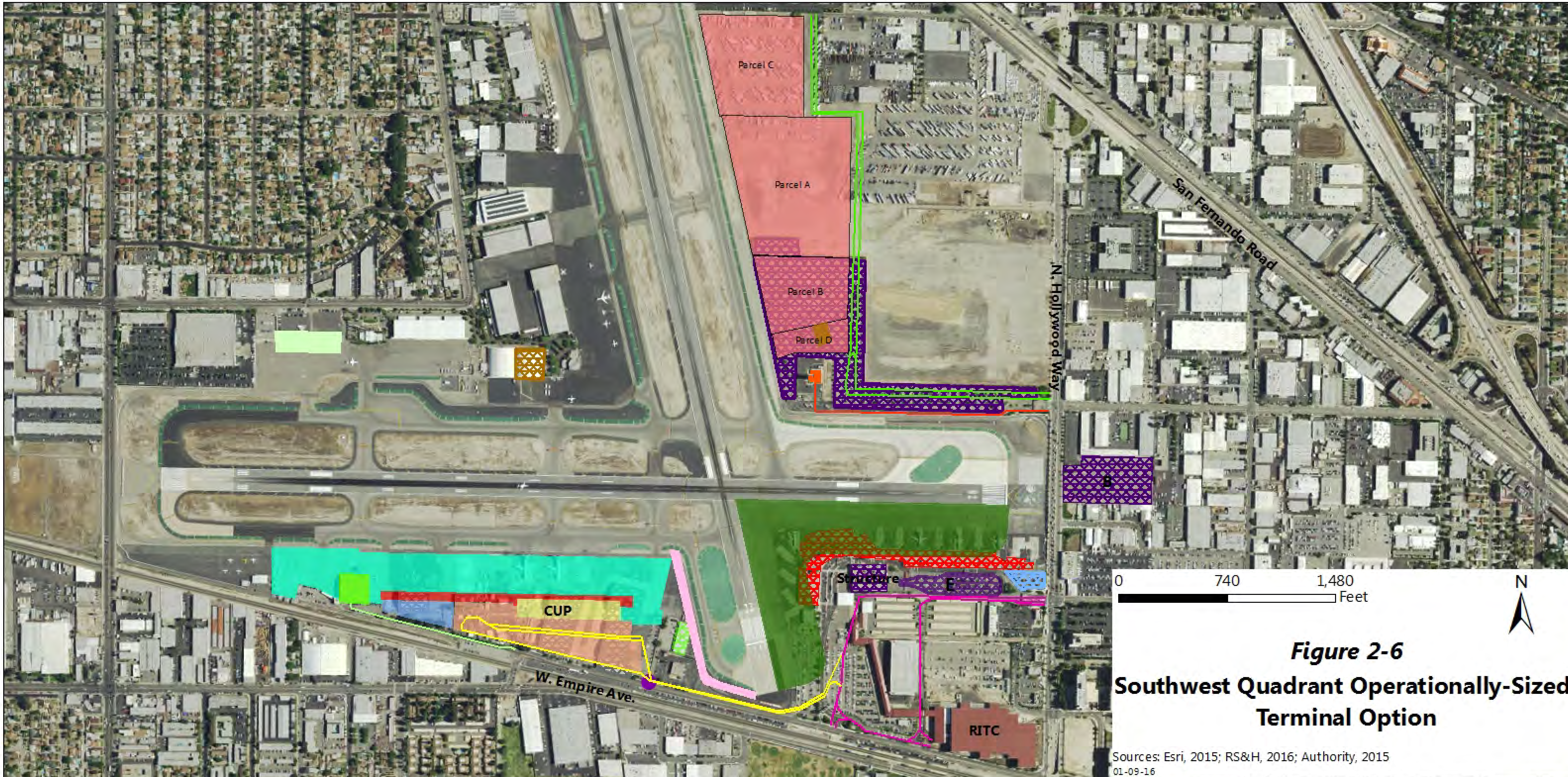

Figure 2-6

Southwest Quadrant Operationally-Sized Terminal Option

Sources: Esri, 2015; RS&H, 2016; Authority, 2015

01-09-16

Legend

- Replacement Passenger Terminal - 1st Floor
- Replacement Passenger Terminal - 2nd Floor
- Terminal Access Road
- Terminal Loop Road Realignment
- Structured Employee Parking
- Structured Public Parking
- Airline Cargo Access Road
- Signalized Intersection
- Airline Cargo/GSE Maintenance Building
- Air Cargo Facility
- Taxiway G Realignment
- Location of Taxiways A & C Extensions (see Figure 2-8 for Details)
- Aircraft Ramp
- Replacement ARFF
- General Aviation Parcels
- General Aviation Parcels Roadway
- Air Traffic Control Tower Access Road
- Air Traffic Control Tower
- Existing Passenger Terminal to be Demolished
- Existing Airline Cargo Building to be Demolished
- Existing Public Parking to be Removed
- Employee Parking to be Removed
- Existing ARFF to be Removed

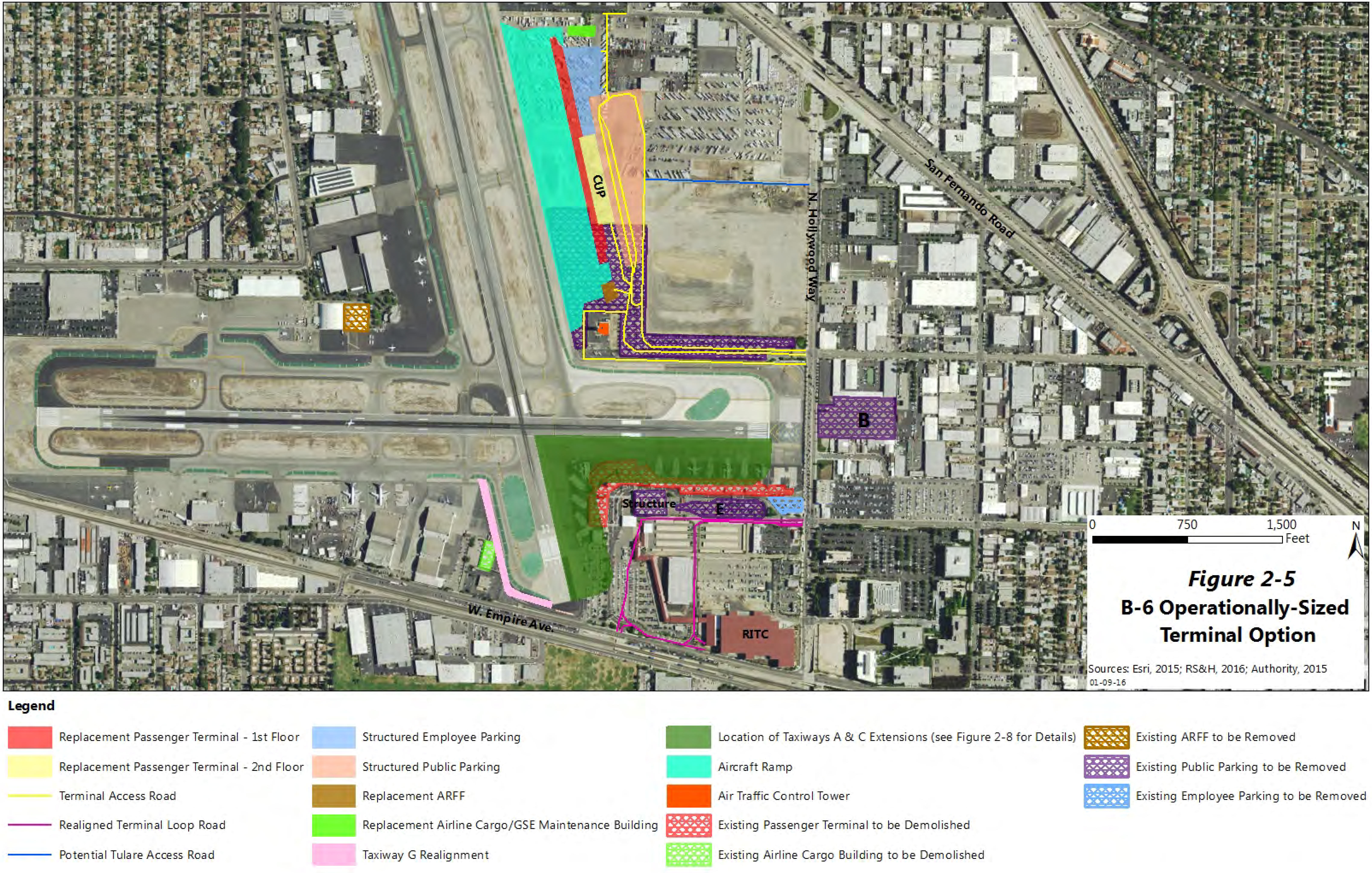

Figure 2-5
B-6 Operationally-Sized Terminal Option

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Appendix B – SCCIC Records Search

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Report List

Burbank A.P.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-00160		1988	Dames and Moore	Phase 1 Cultural Resources Survey Fiber Optic Cable Project Burbank to Santa Barbara, California for Us Sprint Communications Company	Dames & Moore	56-000027, 56-000196, 56-000202, 56-000240, 56-000241, 56-000341, 56-000342, 56-000343, 56-000550, 56-000643, 56-000644, 56-000655, 56-000729, 56-000789, 56-000895, 56-000916, 56-000917, 56-000918
LA-02645		1991	Peak and Associates, Inc.	Class 3 Cultural Resource Assessment of the Proposed Carpintera and Southern Reroutes, Santa Barbara, Ventura, and Los Angeles Counties, California	Peak and Associates, Inc.	56-001089
LA-02950		1992	Anonymous	Consolidated Report: Cultural Resource Studies for the Proposed Pacific Pipeline Project	Peak & Associates, Inc.	19-000007, 19-000021, 19-000034, 19-000089, 19-000251, 19-000357, 19-000385, 19-000389, 19-000390, 19-000407, 19-000409, 19-000668, 19-000781, 19-000830, 19-000887, 19-000901, 19-000963, 19-001097, 19-001112, 19-001124, 19-001575, 19-001620
LA-03726		1977	Anonymous	Historic Property Survey Hollywood Way Between Golden State Freeway and Cohasset Street W.o. 21149	Department of Public Works	
LA-03979		1998	McLean, Deborah K.	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La133-02, Sherman Way, Sun Valley, City and County of Los Angeles, California	LSA Associates, Inc.	
LA-06599		2002	Foster, John M.	Historic Resource Evaluation Report Mason Avenue At-grade Crossing and Safety Improvements Project Los Angeles City, California	Greenwood and Associates	
LA-06740		2000	Sylvia, Barbara	Highway Project to Construct Soundwalls at Three Locations Along Interstate 5 in the San Fernando Valley Area of Los Angeles County	Caltrans District 7	
LA-06748		2001	Christy, Juliet L.	Archaeological Survey for Sun Valley Health Center	Greenwood and Associates	
LA-06753		1999	Kessler, David B. and Edward L. Melisky	No Eligibility Determination for Inclusion in the National Register of Historic Places Regarding the Remains of Building 360 at the Former Lockheed-martin B-6 Site, Burbank, California	Burbank-Glendale-Pasedena Airport Authority	

Report List

Burbank A.P.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-06754		1997	Widell, Cherilyn E.	Burbank-glendale-pasadena Airport, National Register of Historic Places Eligibility Evaluation for the Lockheed-martin B-6 Site, Los Angeles County	Burbank-Glendale-Pasadena-Airport Authority	
LA-07833		2003	Foster, John M.	Archaeological Survey for Sun Valley Watershed Management Plan Coutny of Los Angeles, California	Greenwood and Associates	
LA-07949		2006	Billat, Lorna	Personal Storage, La-0073c	EarthTouch, Inc.	19-187327, 19-187328, 19-187329
LA-08104		2002	Jordan, Stacey C.	Historic Properties Inventory and Evaluation for the Burbank-glendale-pasadena Airport, Burbank, California	Mooney & Associates	19-187327, 19-187328, 19-187329, 19-187330
LA-08255		2006	Arrington, Cindy and Nancy Sikes	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and Ii	SWCA Environmental Consultants, Inc.	
LA-08692		2006	Bonner, Wayne H.	Cultural Resource Records Search Results and Site Visit for T-mobile Usa Candidate Sv00908e (extra Storage), 7670 North Hollywood Way, Burbank, Los Angeles County, California	Michael Brandman Associates	
LA-09250		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV00908F (Public Storage), 7475 North San Fernando Road, Burbank, Los Angeles County, California	Michael Brandman Associates	
LA-09251		2007	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate SV01471C(R) (Fry's Electronics), 2311 North Hollywood Way, Burbank Los Angeles County, California	Michael Brandman Associates	19-187328, 19-187329
LA-10512		2010	Robert J. Wlodarski	A Phase I Archaeological Study for the Media Studies North Planned Development (PD) Project, City of Burbank, Los Angeles County, California	H.E.A.R.T.	19-000060

Report List

Burbank A.P.

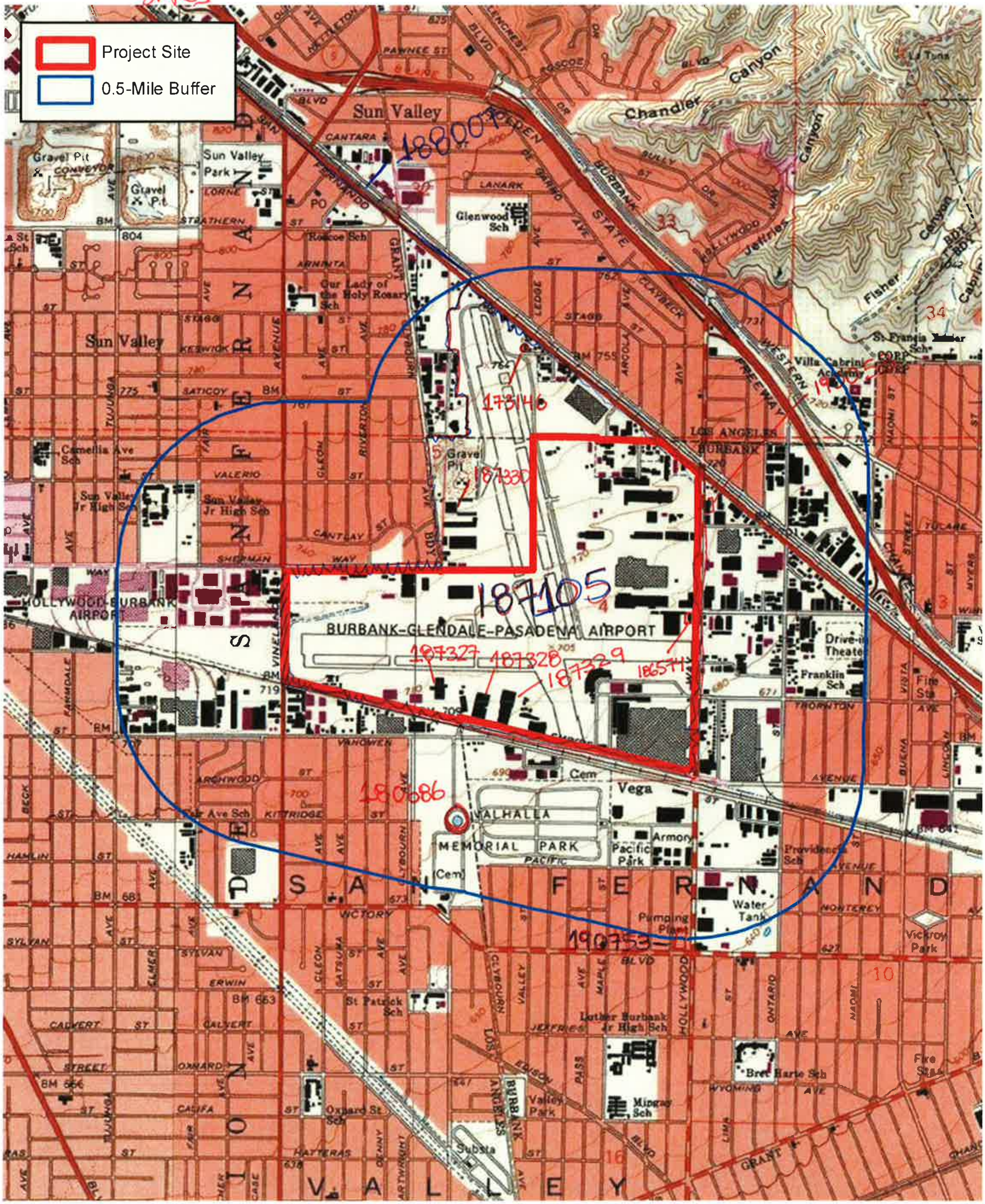
Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-10756		2010	McKenna, Jeanette	A Cultural Resources Overview and Preliminary Assessment of the Pacoima/Panorama City Redevelopment Plan Amendment/Expansion Project Area, Los Angeles County, California	McKenna, et al.	19-000002, 19-000005, 19-000034, 19-000054, 19-000055, 19-000060, 19-000063, 19-000095, 19-000150, 19-000169, 19-000300, 19-000407, 19-000408, 19-000409, 19-000410, 19-000411, 19-000412, 19-000475, 19-000490, 19-000491, 19-000492, 19-000495, 19-000642, 19-000643, 19-000646, 19-001124, 19-001945, 19-002003, 19-002006, 19-002073, 19-002087, 19-002089, 19-002090, 19-002681, 19-002760, 19-002766, 19-003182, 19-003416, 19-100431, 19-100436, 19-150411, 19-150417, 19-167231, 19-167264, 19-167268, 19-167292, 19-167303, 19-170966, 19-170967, 19-171020, 19-173060, 19-173146, 19-174268, 19-180686, 19-180721, 19-180722, 19-186526, 19-186537, 19-186558, 19-186559, 19-186560, 19-186574, 19-186676, 19-186902, 19-186958, 19-187328, 19-187329, 19-187330, 19-187899, 19-187900, 19-188089, 19-188173, 19-188183, 19-188272, 19-188465, 19-188473
LA-11156		1999	Morrison, Andrea Sue	Historic Resource Evaluation Report for the Proposed Improvements of Route 39 Including Drainage Rehabilitation, Repairing an Existing Retaining Wall the Construction of Two New Retaining Walls, and Roadway Widening, ARR05-01-0575, ARR05-01-0573	California Department of Transportation	
LA-11307		2010	Kessler, David	Proposed Construction of a Regional Intermodel Transportation Center and Runway 33 Runway Safety Area Restoration Bob Hope Airport Burbank, Los Angeles county, California Section 106 Coordination	Federal Aviation Administration	19-187327, 19-187328, 19-187329
LA-11885		2012	Supernowicz, Dana	Cultural Resources Study of the Burbank Das Hub Project, MetroPCS California, LLC Site No. LAD093A, 3024 N Hollywood Way, Burbank, Los Angeles County, California	Historic Resource Associates	19-186991, 19-187105, 19-190053
LA-11921		2012	Wyard, Kimberly	Clinic Renovation, 7223 N Fair Avenue, Sun Valley, CA	Northeast Valley Health Coporation	

Report List

Burbank A.P.

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
LA-12029		2002	Lassell, Susan	Final Inventory and Evaluation of National Register of Historic Places Eligibility of California Army National Guard Armories	Jones & Stokes	19-190112
LA-12526		2013	Ehringer, Candace, Ramirez, Katherine, and Vader, Michael	Santa Clarita Valley Sanitation District Chloride TMDL Facilities Plan Project, Phase I Cultural Resources Assessment	ESA	19-002150, 19-002233, 19-002234, 19-002681, 19-004321, 19-179645, 19-186112, 19-186541, 19-186567, 19-186859, 19-187055, 19-188007, 19-190312, 19-190313, 19-190314, 19-190315, 19-190316, 19-190317, 19-190318, 19-190319, 19-190320, 19-190321, 19-190322, 56-001262, 56-151768

Sites



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0 2,000 Feet 0 600 Meters

Record Search Map

Burbank Airport Terminal Replacement Project

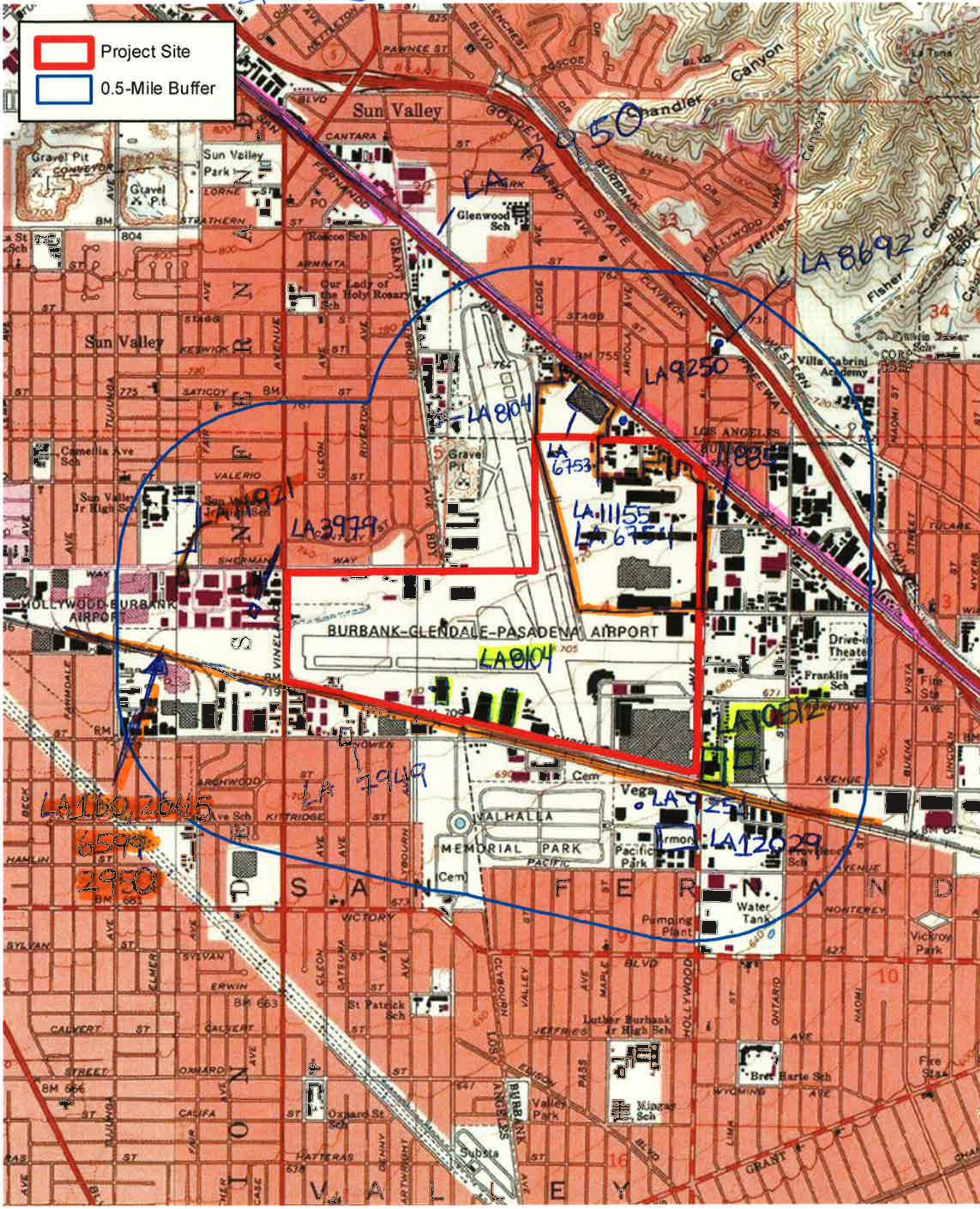
Source: USGS Topographic Series (Van Nuys, Burbank, CA); PCR Services Corporation, 2015.

FIGURE

1

PCR

studies



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Record Search Map

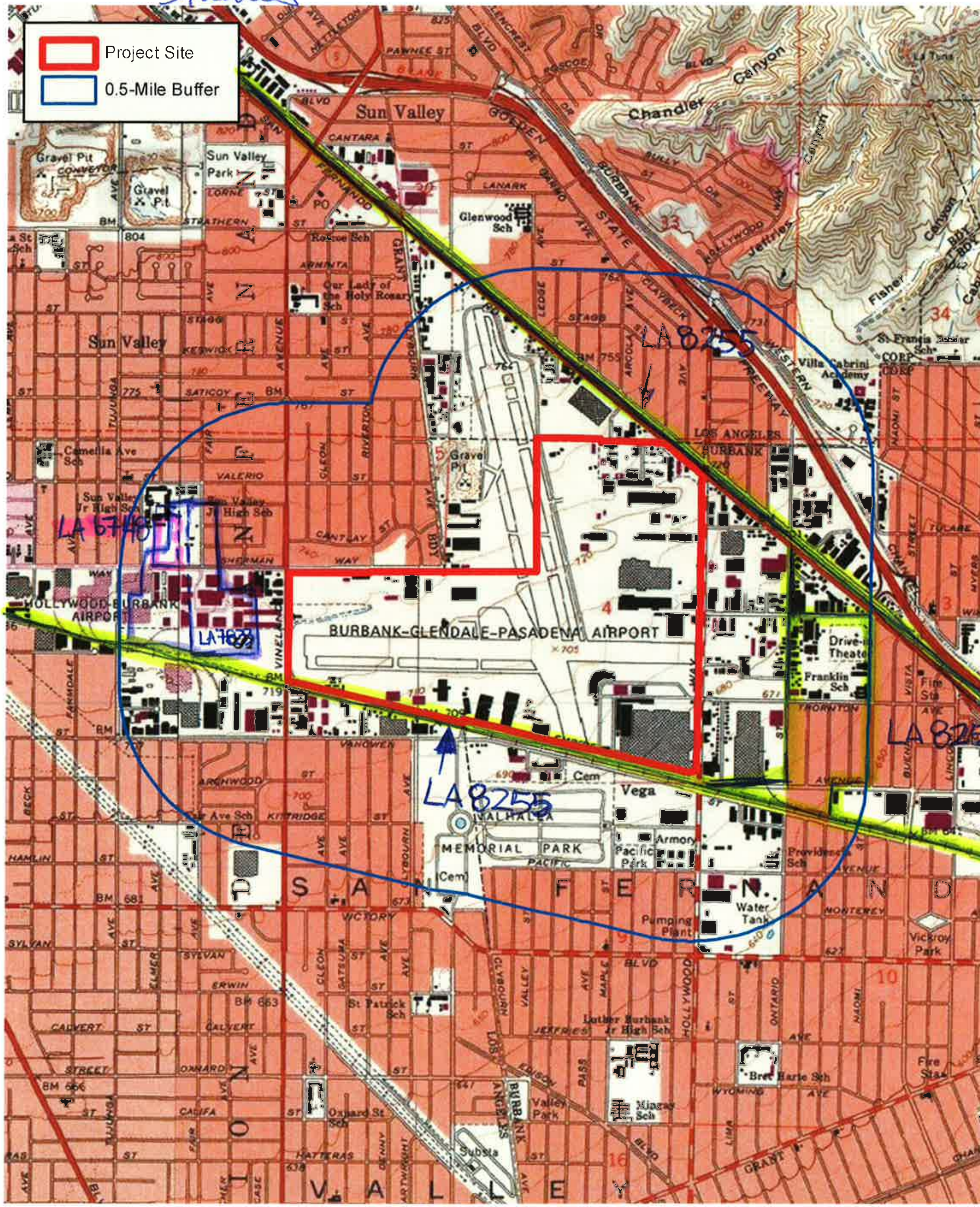
Burbank Airport Terminal Replacement Project

Source: USGS Topographic Series (Van Nuys, Burbank, CA); PCR Services Corporation, 2015.

FIGURE

1

Studies



Record Search Map

Burbank Airport Terminal Replacement Project

Source: USGS Topographic Series (Van Nuys, Burbank, CA); PCR Services Corporation, 2015.

0 2,000 Feet

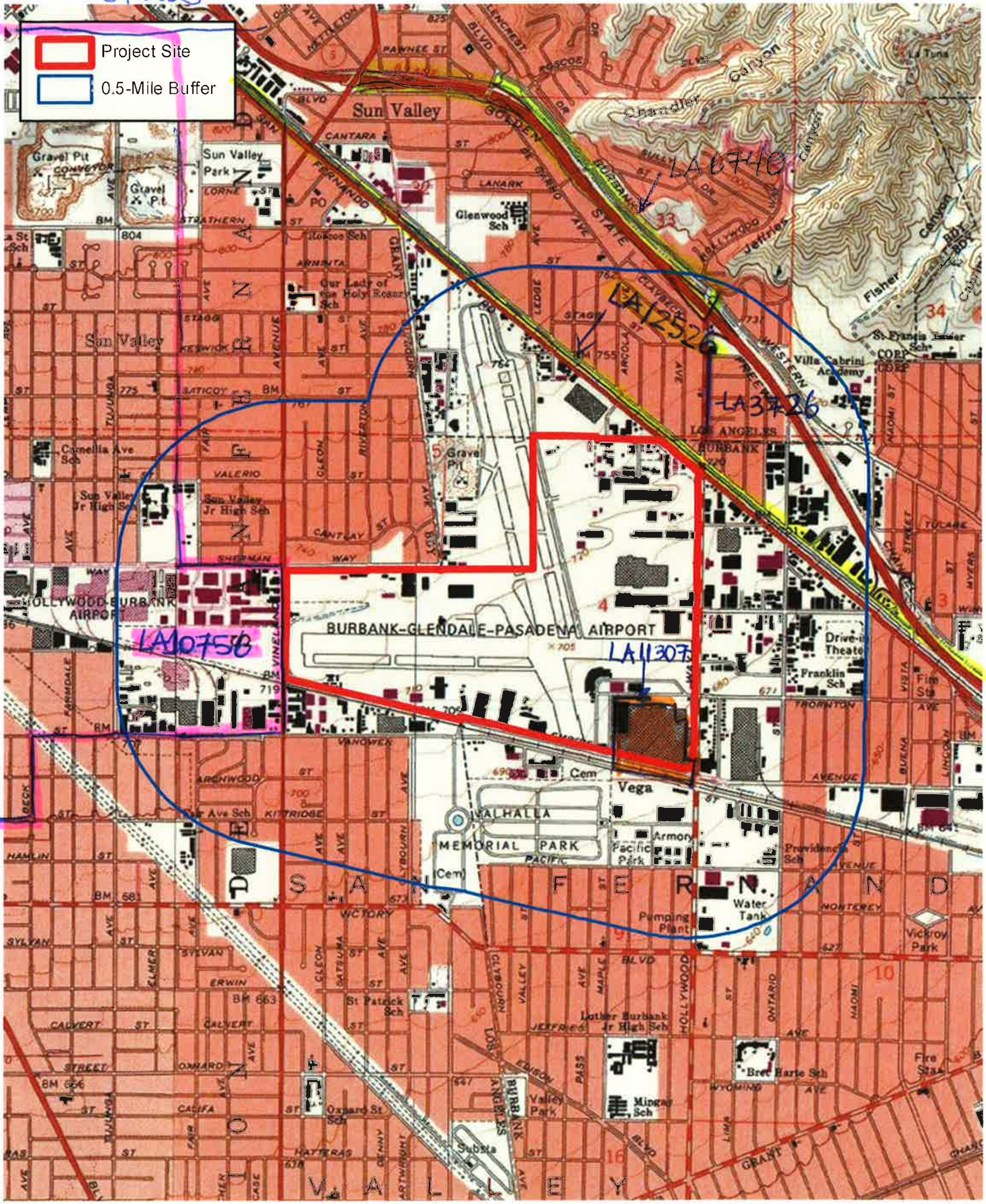
0 600 Meters

FIGURE

1

PCR

Studies



0 2,000 Feet 0 600 Meters

PCR

Record Search Map

Burbank Airport Terminal Replacement Project

Source: USGS Topographic Series (Van Nuys, Burbank, CA); PCR Services Corporation, 2015.

FIGURE

1

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS............	NAMES............................	CITY.NAME........	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	FCC011101HH	12/17/01	2S2	AC
							HIST.SURV.	0213-0068-0000		3S	
							HIST.SURV.	0053-0104-0000		3S	
027801	19-177125	9930 TOWER LANE	J.R. PINKHAM RESIDENCE	BEVERLY HILLS	P	1923	HIST.SURV.	0213-0069-0000		3S	
027802	19-177126	1143 TOWER RD	IMERMAN RESIDENCE	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0070-0000		5S2	
027803	19-177127	1146 TOWER RD	KOLB ESTATE	BEVERLY HILLS	P	1927	HIST.SURV.	0213-0071-0000		3S	
027804	19-177128	1162 TOWER RD	SCOTT RESIDENCE	BEVERLY HILLS	P	1933	HIST.SURV.	0213-0072-0000		5S2	
120064		9333 W 3RD ST	SALVAGE AND STREET MAINTENANCE BUI	BEVERLY HILLS	M	1948	HIST.RES.	DOE-19-99-0075-0000	03/23/99	6Y	
							PROJ.REVW.	FEMA990203J	03/23/99	6Y	
027805	19-177129	516 WALDEN DR	WILLAT STUDIO/LASCELLE HOUSE, SPAD	BEVERLY HILLS	P	1920	ST.FND.PRG	619.0-HP-88-19-005	12/19/88	3	
							HIST.SURV.	0213-0073-0000		3S	
027778	19-177102	WHITTIER DR	BEVERLY HILLS SCHOOLS THEMATIC GRO	BEVERLY HILLS	M	1924	HIST.SURV.	0213-0046-9999		5S2	
027774	19-177098	605 WHITTIER DR	EL RODEO DE OLAS AGUAS SCHOOL, EL	BEVERLY HILLS	D	1927	HIST.RES.	DOE-19-94-0501-0000	04/17/94	2S2	C
							PROJ.REVW.	HRG940202Z	04/17/94	2S2	C
							HIST.SURV.	0213-0046-0002		7N	
027993	19-177317	WILSHIRE BLVD	BEV HILLS NEIGHBORHOOD THTRS.	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0094-9999		5S2	
028001	19-177325	WILSHIRE BLVD	WILSHIRE BOULEVARD SPECIALTY STORE	BEVERLY HILLS	P	1935	HIST.SURV.	0213-0098-9999		5S2	
027988	19-177312	8423 WILSHIRE BLVD	CLOCK MARKET, BEVERLY HILLS PORSCH	BEVERLY HILLS	P	1929	HIST.SURV.	0213-0092-0000		5S2	
027989	19-177313	8440 WILSHIRE BLVD	FOX WILSHIRE THEATRE, WILSHIRE THE	BEVERLY HILLS	P	1930	NAT.REG.	19-0615	10/19/11	7J	
							HIST.SURV.	0213-0093-0000		7N	
027990	19-177314	8554 WILSHIRE BLVD	REGINA WILSHIRE THEATRE, FINE ARTS	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0094-0001		3S	
027994	19-177318	8810 WILSHIRE BLVD	COLUMBIA SAVINGS	BEVERLY HILLS	P	1929	HIST.SURV.	0213-0095-0000		5S2	
179167		9033 WILSHIRE BLVD		BEVERLY HILLS	P	1958	PROJ.REVW.	FCC100216J	03/09/10	6Y	
027991	19-177315	9036 WILSHIRE BLVD	ELITE THEATRE, MUSIC HALL THEATRE	BEVERLY HILLS	P	1936	HIST.SURV.	0213-0094-0002		5S2	
128601		9111 WILSHIRE BLVD		BEVERLY HILLS	P	1955	HIST.RES.	DOE-19-01-0188-0000	09/19/01	6Y	
							PROJ.REVW.	FCC010705N	09/19/01	6Y	
027995	19-177319	9400 WILSHIRE BLVD	WARNER BROTHERS THEATRE, BEVERLY T	BEVERLY HILLS	P	1930	HIST.SURV.	0213-0096-0000		3S	
027996	19-177320	9429 WILSHIRE BLVD	CALIFORNIA BANK BUILDING	BEVERLY HILLS	P	1929	HIST.SURV.	0213-0097-0000		7N	
027705	19-177029	9528 WILSHIRE BLVD	BEVERLY WILSHIRE HOTEL	BEVERLY HILLS	P	1926	HIST.RES.	NPS-87000908-0000	06/12/87	1S	C
							HIST.SURV.	0213-0008-0000	10/01/76	3S	C
027997	19-177321	9536 WILSHIRE BLVD	W. & J. SLOAN, HAGGARTY'S, BONWIT	BEVERLY HILLS	P	1935	HIST.SURV.	0213-0098-0001		3S	
027998	19-177322	9544 WILSHIRE BLVD	W. AND J. SLOAN, HAGGARTY'S, BONWI	BEVERLY HILLS	P	1935	HIST.SURV.	0213-0098-0002		3S	
027999	19-177323	9600 WILSHIRE BLVD	SAKS FIFTH AVENUE	BEVERLY HILLS	P	1938	HIST.SURV.	0213-0098-0003		3S	
181253		9601 WILSHIRE BLVD	CA-LOS4784A	BEVERLY HILLS	P	1965	PROJ.REVW.	FCC100824D	01/18/11	6Y	
028000	19-177324	9634 WILSHIRE BLVD	I. MAGNIN & COMPANY	BEVERLY HILLS	P	1946	HIST.SURV.	0213-0098-0004		7N	
185507		INDIANA AVE	651, 655, 665, 671 INDIANA AVE, 4-	BRENTWOOD	P	1938	PROJ.REVW.	HUD100504D	05/13/10	6Y	
128779			BRIDGE #53-0535 / SAN FERNANDO B P	BURBANK	S	1942	HIST.RES.	DOE-19-01-0217-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128777			BRIDGE #53-1109 / SAN FERNANDO NB	BURBANK	S	1960	HIST.RES.	DOE-19-01-0215-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128776			BRIDGE #53-1215 / SAN FERNANDO BOU	BURBANK	S	1960	HIST.RES.	DOE-19-01-0214-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128775			BRIDGE #53-1673M / BURBANK WEST C	BURBANK	S	1960	HIST.RES.	DOE-19-01-0213-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128774			BRIDGE #53-1089 / BURBANK BOULEVAR	BURBANK	S	1960	HIST.RES.	DOE-19-01-0212-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128778			BRIDGE #53-0535K / SAN FERNANDO B	BURBANK	S	1942	HIST.RES.	DOE-19-01-0216-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128757		1116 BROADWAY ST		BURBANK	P	1937	HIST.RES.	DOE-19-01-0200-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128758		1200 BROADWAY ST		BURBANK	P	1938	HIST.RES.	DOE-19-01-0201-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128767		1521 BROADWAY ST		BURBANK	P	1952	HIST.RES.	DOE-19-01-0210-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	

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PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
128768		1530 BROADWAY ST		BURBANK	P	1938	HIST.RES.	DOE-19-01-0211-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
084227		1534 BROADWAY ST		BURBANK	P	1920	PROJ.REVW.	HUD930820A	09/17/93	6Y	
100355		1920 CLARK AVE	BURROUGHS HIGH SCHOOL	BURBANK	D	1945	PROJ.REVW.	FEMA970415C	04/22/97	6Y	
							HIST.RES.	DOE-19-95-0109-0000	03/30/95	6Y	
							PROJ.REVW.	HRG940202Z	03/30/95	6Y	
095726		4713 CLARK AVE		BURBANK	P	1928	PROJ.REVW.	HUD950323J	05/03/95	6Y	
067203		1240 CORDOVA ST	PROPERTY REHABILITATION	BURBANK	U		PROJ.REVW.	HUD900316Q	04/05/90	6Y	
067174		703 E ANGELENO AVE	PROPERTY REHABILITATION	BURBANK	U		PROJ.REVW.	HUD900223H	03/21/90	6Y	
088542		449 E BUENA VISTA DR		BURBANK	P	1937	PROJ.REVW.	HUD940211B	03/21/94	6Y	
072916		925 E CEDAR AVE		BURBANK	U	1940	PROJ.REVW.	HUD910819B	08/23/91	6Y	
095732		222 E CEDAR ST		BURBANK	P	1931	PROJ.REVW.	HUD950323P	05/03/95	6Y	
069971		811 E CYPRESS AVE		BURBANK	U	1941	PROJ.REVW.	HUD910122D	01/31/91	6Y	
070140		317 E ELMWOOD AVE		BURBANK	U	1937	PROJ.REVW.	HUD910308D	04/10/91	6Y	
065604		1040 E ELMWOOD AVE		BURBANK	U		PROJ.REVW.	HUD881205A	12/28/88	6Y	
184070		60 E MAGNOLIA BLVD		BURBANK	P	1946	PROJ.REVW.	FCC091210B	03/04/10	6Y	
122584		201 E MAGNOLIA BLVD	LOOFF, CHARLES, 20-SWEEP MENAGERIE	BURBANK	P	1895	NAT.REG.	19-0280			
033695		125 E OLIVE AVE	DOWNTOWN BURBANK STATION/U. S. POS	BURBANK	F	1937	HIST.RES.	NPS-85000127-0000	01/11/85	1S	
							HIST.SURV.	1510-0001-0000	01/01/85	1S	
095500		275 E OLIVE AVE	BURBANK CITY HALL	BURBANK	M	1941	HIST.RES.	NPS-96000426-0000	04/18/96	1S	AC
							NAT.REG.	19-0208	11/17/95	3S	
101615		465 E OLIVE AVE	BELLARMINE JEFFERSON HIGH SCHOOL	BURBANK	P	1945	HIST.RES.	DOE-19-94-0505-0000	10/19/95	2S2	C
							PROJ.REVW.	HRG94202Z	10/19/95	2S2	C
066895		820 E OLIVE AVE		BURBANK	U		PROJ.REVW.	HUD890921A	10/19/89	6Y	
075404		353 E SAN JOSE AVE		BURBANK	U	1927	PROJ.REVW.	HUD920302C	03/24/92	6Y	
087398		908 E SAN JOSE AVE		BURBANK	P	1924	PROJ.REVW.	HUD931230A	02/02/94	6Y	
065203		223 E SANTA ANITA AVE	RESIDENCE	BURBANK	U		PROJ.REVW.	HUD870518B	06/10/87	6Y	
084078		369 E SANTA ANITA AVE		BURBANK	P	1920	PROJ.REVW.	HUD930721C	09/03/93	6Y	
095965		715 E TUJUNGA AVE		BURBANK	P	1921	PROJ.REVW.	HUD950410I	05/30/95	6Y	
067302		264 E VERDUGO AVE	PROPERTY REHABILITATION	BURBANK	U		PROJ.REVW.	HUD900411C	04/25/90	6Y	
081341		830 E VERDUGO AVE		BURBANK	U	1942	PROJ.REVW.	HUD930326F	05/06/93	6Y	
074185		903 E VERDUGO AVE		BURBANK	U	1938	PROJ.REVW.	HUD911127D	12/31/91	6Y	
070066		915 E VERDUGO AVE		BURBANK	U	1929	PROJ.REVW.	HUD910215B	03/14/91	6Y	
081411		1050 E VERDUGO AVE		BURBANK	U	1927	PROJ.REVW.	HUD921106H	12/07/92	6Y	
169428		1515 GLENOAKS BLVD	MCCAMBRIDGE RECREATION CENTER AND	BURBANK	M	1957	PROJ.REVW.	FEMA071116A	12/08/07	6Y	
033696		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK-GLENDALE-P	BURBANK	D	1929	HIST.SURV.	1510-0002-0001		7R	
033699		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST.SURV.	1510-0002-0004		7R	
033707		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT HA	BURBANK	D	1940	HIST.SURV.	1510-0002-0012		7R	
033701		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST.SURV.	1510-0002-0006		7R	
033700		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST.SURV.	1510-0002-0005		7R	
033697		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK-GLENDALE-P	BURBANK	D	1956	HIST.SURV.	1510-0002-0002		7R	
033698		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK-GLENDALE-P	BURBANK	D	1956	HIST.SURV.	1510-0002-0003		7R	
033711		2627 HOLLYWOOD WY	UNITED AIRPORT DISTRICT, BURBANK,	BURBANK	D	1929	HIST.SURV.	1510-0002-9999		7R	
033710		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT HA	BURBANK	D	1940	HIST.SURV.	1510-0002-0015		7R	
033709		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT HA	BURBANK	D	1940	HIST.SURV.	1510-0002-0014		7R	
033704		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST.SURV.	1510-0002-0009		7R	
033706		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST.SURV.	1510-0002-0011		7R	
033705		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST.SURV.	1510-0002-0010		7R	
033703		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST.SURV.	1510-0002-0008		7R	
033702		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT BL	BURBANK	D	1960	HIST.SURV.	1510-0002-0007		7R	
033708		2627 HOLLYWOOD WY	UNITED AIRPORT, BURBANK AIRPORT HA	BURBANK	D	1940	HIST.SURV.	1510-0002-0013		7R	
084960		2761 HOLLYWOOD WY	HAMILTON AERO HANGAR, UNITED AIRPO	BURBANK	P	1930	HIST.RES.	SPHI-LAN-060	03/11/94	7L	
							ST.PT.INT.	19-0155	02/18/94	7L	
074173		1718 LANDIS ST		BURBANK	U	1924	PROJ.REVW.	HUD911118A	12/03/91	6Y	
128759		1210 LELAND WY		BURBANK	P	1939	HIST.RES.	DOE-19-01-0202-0000	04/13/01	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128761		1230 LELAND WY		BURBANK	P	1940	HIST.RES.	DOE-19-01-0204-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128760		1300 LELAND WY		BURBANK	P	1941	HIST.RES.	DOE-19-01-0203-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128762		1312 LELAND WY		BURBANK	P	1939	HIST.RES.	DOE-19-01-0205-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128763		1318 LELAND WY		BURBANK	P	1943	HIST.RES.	DOE-19-01-0206-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128764		1410 LELAND WY		BURBANK	P	1943	HIST.RES.	DOE-19-01-0207-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128765		1420 LELAND WY		BURBANK	P	1943	HIST.RES.	DOE-19-01-0208-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
128766		1504 LELAND WY		BURBANK	P	1944	HIST.RES.	DOE-19-01-0209-0000	04/13/01	6Y	
							PROJ.REVW.	FHWA010307A	04/13/01	6Y	
095728		218 LINCOLN ST		BURBANK	P	1923	PROJ.REVW.	HUD950323L	05/03/95	6Y	
073930		317 LUTGE AVE		BURBANK	U	1939	PROJ.REVW.	HUD911008A	11/06/91	6Y	
067196		721 MAPLE ST		BURBANK	U		PROJ.REVW.	HUD900312D	04/03/90	6Y	
065780		1515 MORNINGSIDE DR		BURBANK	U		PROJ.REVW.	HUD890414C	05/10/89	6Y	
097872		154 N 5TH ST	ST. ROBERT BELLARMINE ELEMENTARY S	BURBANK	M		HIST.RES.	DOE-19-94-0631-0000	09/30/94	6Y	
							PROJ.REVW.	HRG940202Z	09/30/94	6Y	
123991		115 N AVON ST		BURBANK	P	1932	HIST.RES.	DOE-01-00-0007-0000	01/24/00	6Y	
							PROJ.REVW.	FHWA000124B	01/24/00	6Y	
123990		117 N AVON ST		BURBANK	P	1951	HIST.RES.	DOE-01-00-0006-0000	01/24/00	6Y	
							PROJ.REVW.	FHWA0000124B	01/24/00	6Y	
127357		121 N AVON ST		BURBANK	P	1951	HIST.RES.	DOE-19-00-0384-0000	01/24/00	6Y	
123987		125 N AVON ST		BURBANK	FF	1951	HIST.RES.	DOE-01-00-0005-0000	01/24/00	6Y	
							PROJ.REVW.	FHWA000124B	01/24/00	6Y	
123986		129 N AVON ST		BURBANK	P	1951	HIST.RES.	DOE-01-00-0012-0000	01/24/00	6Y	
							PROJ.REVW.	FHWA000124B	01/24/00	6Y	
123977		133 N AVON ST		BURBANK	P	1951	HIST.RES.	DOE-01-00-0011-0000	01/24/00	6Y	
							PROJ.REVW.	FHWA000124B	01/24/00	6Y	
080379		1620 N AVON ST		BURBANK	U	1939	PROJ.REVW.	HUD930126A	02/16/93	6Y	
074237		1800 N AVON ST		BURBANK	U	1940	PROJ.REVW.	HUD911213C	01/08/92	6Y	
080537		1133 N BEACHWOOD DR		BURBANK	U	1941	PROJ.REVW.	HUD930211C	03/11/93	6Y	
065626		400 N BEL AIRE DR	RFEHAB RESID	BURBANK	P	1940	PROJ.REVW.	HUD950323G	05/03/95	6Y	
							PROJ.REVW.	HUD881212D	01/10/89	6Y	
065774		815 N BEL AIRE DR	REHABILITATION	BURBANK	U		PROJ.REVW.	HUD890406B	05/05/89	6Y	
067175		740 N BRIGHTON ST	PROPERTY REHABILITATION	BURBANK	U		PROJ.REVW.	HUD900223H	03/21/90	6Y	
081912		930 N BRIGHTON ST	RESIDENCE	BURBANK	U	1938	PROJ.REVW.	HUD930416E	05/27/93	6Y	
095727		1300 N BRIGHTON ST		BURBANK	P	1939	PROJ.REVW.	HUD950323K	05/03/95	6Y	
065781		1720 N BRIGHTON ST		BURBANK	U		PROJ.REVW.	HUD890414D	05/10/89	6Y	
074298		2132 N BRIGHTON ST		BURBANK	U	1941	PROJ.REVW.	HUD920106A	01/16/92	6Y	
097871		330 N BUENA VISTA ST	ADMINISTRATION BUILDING- BURBANK U	BURBANK	D		PROJ.REVW.	FEMA970415D	04/22/97	6Y	
							HIST.RES.	DOE-19-94-0289-0000	04/24/94	6Y	
							PROJ.REVW.	HRG940202Z	04/24/94	6Y	
084223		619 N BUENA VISTA ST		BURBANK	P	1939	PROJ.REVW.	HUD930823D	09/17/93	6Y	
095961		647 N BUENA VISTA ST		BURBANK	P	1940	PROJ.REVW.	HUD950410E	05/30/95	6Y	
065605		1324 N BUENA VISTA ST		BURBANK	U		PROJ.REVW.	HUD881205B	12/28/88	6Y	
080532		1640 N BUENA VISTA ST		BURBANK	U	1941	PROJ.REVW.	HUD930211B	03/11/93	6Y	
066938		4287 N BUENA VISTA ST		BURBANK	U		PROJ.REVW.	HUD891010D	11/09/89	6Y	
066941		534 N CALIFORNIA ST		BURBANK	U		PROJ.REVW.	HUD891005A	11/07/89	6Y	
082396		621 N CALIFORNIA ST		BURBANK	P	1939	PROJ.REVW.	HUD930428C	06/17/93	6Y	
067369		1110 N CATALINA ST		BURBANK	U		PROJ.REVW.	HUD900420B	05/29/90	6Y	
072873		1220 N CATALINA ST		BURBANK	U	1941	PROJ.REVW.	HUD910809C	08/22/91	6Y	
067213		1703 N CATALINA ST	1703 N. CATALINA STREET	BURBANK	U		PROJ.REVW.	HUD900326H	04/11/90	6Y	

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066576		2226 N CATALINA ST	BLDG REHABILITATION	BURBANK	U		PROJ.REVW.	HUD880330D	04/28/88	6Y	
088921		2300 N CATALINA ST		BURBANK	P	1941	PROJ.REVW.	HUD940228G	04/06/94	6Y	
095725		853 N CORDOVA ST		BURBANK	P	1926	PROJ.REVW.	HUD950323I	05/03/95	6Y	
095723		907 N CORDOVA ST		BURBANK	P	1926	PROJ.REVW.	HUD950323F	05/03/95	6Y	
095730		931 N CORDOVA ST		BURBANK	P	1927	PROJ.REVW.	HUD950323N	05/03/95	6Y	
095729		105 N EVERGREEN ST		BURBANK	P	1935	PROJ.REVW.	HUD950323M	05/03/95	6Y	
073406		927 N EVERGREEN ST		BURBANK	U	1924	PROJ.REVW.	HUD910923E	10/29/91	6Y	
070260		1420 N EVERGREEN ST		BURBANK	U	1940	PROJ.REVW.	HUD910405B	05/08/91	6Y	
066054		2043 N EVERGREEN ST		BURBANK	U		PROJ.REVW.	HUD890727K	08/25/89	6Y	
067411		340 N FAIRVIEW ST		BURBANK	P	0	PROJ.REVW.	HUD900509A	06/06/90	6Y	
079778		1021 N FAIRVIEW ST		BURBANK	U	1924	PROJ.REVW.	HUD921215A	01/05/93	6Y	
073190		1729 N FAIRVIEW ST		BURBANK	U	1941	PROJ.REVW.	HUD910913A	10/23/91	6Y	
095731		437 N FLORENCE ST		BURBANK	P	1927	PROJ.REVW.	HUD950323O	05/03/95	6Y	
077916		731 N FLORENCE ST		BURBANK	U	1924	PROJ.REVW.	HUD920925D	11/03/92	6Y	
065476		1020 N FLORENCE ST		BURBANK	U		PROJ.REVW.	HUD881013A	11/09/88	6Y	
080674		1040 N FLORENCE ST		BURBANK	U	1941	PROJ.REVW.	HUD930219B	03/16/93	6Y	
095964		900 N FORD ST		BURBANK	P	1923	PROJ.REVW.	HUD950410H	05/30/95	6Y	
077390		501 N FREDERIC ST		BURBANK	U	1929	PROJ.REVW.	HUD920630A	07/22/92	6Y	
065606		522 N FREDERIC ST		BURBANK	U		PROJ.REVW.	HUD881205C	12/28/88	6Y	
073085		620 N FREDERIC ST		BURBANK	U	1941	PROJ.REVW.	HUD910826A	09/11/91	6Y	
066075		644 N FREDERIC ST		BURBANK	U		PROJ.REVW.	HUD890801A	08/28/89	6Y	
067222		824 N FREDERIC ST	824 N. FREDERIC STREET	BURBANK	U		PROJ.REVW.	HUD900328B	04/11/90	6Y	
066090		1231 N FREDERIC ST		BURBANK	U		PROJ.REVW.	HUD890807E	09/07/89	6Y	
082589		1405 N FREDERIC ST		BURBANK	P	1941	PROJ.REVW.	HUD930525B	07/01/93	6Y	
066955		1636 N FREDERIC ST		BURBANK	U		PROJ.REVW.	HUD891017A	11/21/89	6Y	
076953		2235 N FREDERIC ST		BURBANK	U	1924	PROJ.REVW.	HUD920420B	05/26/92	6Y	
136569		2101 N GLENOAKS BLVD		BURBANK	P	1946	HIST.RES.	DOE-19-02-1172-0000	11/19/02	6Y	
							PROJ.REVW.	FCC021022H	11/19/02	6Y	
072869		1708 N KEELER ST		BURBANK	U	1941	PROJ.REVW.	HUD910812N	08/22/91	6Y	
069962		903 N KENWOOD ST		BURBANK	U	1927	PROJ.REVW.	HUD910107C	01/25/91	6Y	
066970		1039 N KENWOOD ST		BURBANK	U		PROJ.REVW.	HUD891023X	11/27/89	6Y	
089383		1300 N KENWOOD ST		BURBANK	U	1944	PROJ.REVW.	HUD940426B	06/01/94	6Y	
086841		2033 N KENWOOD ST		BURBANK	P	1940	PROJ.REVW.	HUD931223E	02/02/94	6Y	
079700		2049 N KENWOOD ST		BURBANK	U	1940	PROJ.REVW.	HUD921029E	12/03/93	6Y	
074330		2121 N KENWOOD ST		BURBANK	U	1940	PROJ.REVW.	HUD920108C	01/23/92	6Y	
081920		1031 N KEYSTONE ST	RESIDENCE	BURBANK	U	1939	PROJ.REVW.	HUD930412R	05/26/93	6Y	
066987		1238 N KEYSTONE ST		BURBANK	U		PROJ.REVW.	HUD891106C	12/05/89	6Y	
067012		1447 N KEYSTONE ST		BURBANK	U		PROJ.REVW.	HUD891122D	12/26/89	6Y	
087627		503 N LAMER ST		BURBANK	P	1924	PROJ.REVW.	HUD940211X	02/18/94	6Y	
067577		631 N LAMER ST		BURBANK	U	1937	PROJ.REVW.	HUD900705B	08/06/90	6Y	
065871		1016 N LAMER ST	HOUSING REHABILITATION	BURBANK	U		PROJ.REVW.	HUD890505A	06/02/89	6Y	
084983		1059 N LAMER ST		BURBANK	P	1940	PROJ.REVW.	HUD931102F	12/15/93	6Y	
073303		2219 N LAMER ST		BURBANK	U	1929	PROJ.REVW.	HUD910923F	10/29/91	6Y	
070425		1321 N LIMA ST		BURBANK	U	0	PROJ.REVW.	HUD910515H	06/06/91	6Y	
067304		1425 N LIMA ST	PROPERTY REHABILITATION	BURBANK	U		PROJ.REVW.	HUD900404A	04/23/90	6Y	
077534		136 N LINCOLN ST		BURBANK	U	1925	PROJ.REVW.	HUD920806A	09/04/92	6Y	
077502		221 N LINCOLN ST		BURBANK	U	1939	PROJ.REVW.	HUD920819E		6Y	
067119		337 N LINCOLN ST	REHABILITATION BLDG	BURBANK	U		PROJ.REVW.	HUD900129D	02/23/90	6Y	
089199		731 N LINCOLN ST		BURBANK	P	1940	PROJ.REVW.	HUD940408B	04/26/94	6Y	
072793		1717 N LINCOLN ST		BURBANK	U	1937	PROJ.REVW.	HUD910712D	08/06/91	6Y	
066792		2322 N LINCOLN ST	WASHINGTON ELEMENTARY SCHOOL	BURBANK	U	1925	PROJ.REVW.	FEMA970415B	04/22/97	6Y	
							PROJ.REVW.	HUD940718F	11/23/94	6Y	
							PROJ.REVW.	HUD880705I	08/09/88	6Y	
069968		325 N LOMITA ST		BURBANK	U	1942	PROJ.REVW.	HUD910111A	01/29/91	6Y	
156674		247 N MAPLE ST		BURBANK	P	1953	PROJ.REVW.	FHWA051005G	11/09/05	6Y	
067010		723 N MAPLE ST		BURBANK	U		PROJ.REVW.	HUD891120D	12/26/89	6Y	

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073994		1027 N MAPLE ST		BURBANK	U	1935	PROJ.REVW.	HUD911105B	11/25/91	6Y	
065734		2032 N MAPLE ST		BURBANK	U		PROJ.REVW.	HUD890227E	03/30/89	6Y	
089244		1141 N MARIPOSA ST		BURBANK	P	1943	PROJ.REVW.	HUD940418R	04/29/94	6Y	
097252		210 N MYERS ST		BURBANK	P	1937	PROJ.REVW.	HUD950703D	08/30/95	6Y	
073198		335 N MYERS ST		BURBANK	U	1937	PROJ.REVW.	HUD910918F	10/23/91	6Y	
077061		521 N MYERS ST		BURBANK	U	1941	PROJ.REVW.	HUD920513B	06/03/92	6Y	
072774		815 N MYERS ST		BURBANK	U	1929	PROJ.REVW.	HUD910630X	08/01/91	6Y	
065441		1230 N MYERS ST		BURBANK	U		PROJ.REVW.	HUD880926A	10/20/88	6Y	
069976		1447 N MYERS ST		BURBANK	U	1940	PROJ.REVW.	HUD910111B	01/29/91	6Y	
073111		1417 N NAOMI ST		BURBANK	U	1941	PROJ.REVW.	HUD910910J	09/17/91	6Y	
076955		1502 N NAOMI ST		BURBANK	U	1941	PROJ.REVW.	HUD920424O	05/26/92	6Y	
068271		1509 N NAOMI ST		BURBANK	U		PROJ.REVW.	HUD881129A	12/27/88	6Y	
067140		2321 N NAOMI ST		BURBANK	U		PROJ.REVW.	HUD900208A	03/07/90	6Y	
067212		2344 N NAOMI ST	2344 N. NAOMI STREET	BURBANK	U		PROJ.REVW.	HUD900322E	04/11/90	6Y	
065732		809 N NIAGARA ST		BURBANK	U		PROJ.REVW.	HUD890227B	03/30/89	6Y	
073110		1227 N NIAGARA ST		BURBANK	U	1941	PROJ.REVW.	HUD910910I	09/17/91	6Y	
065400		1329 N NIAGARA ST		BURBANK	U		PROJ.REVW.	HUD880908A	10/07/88	6Y	
080779		1820 N NIAGARA ST		BURBANK	U	1939	PROJ.REVW.	HUD930303C	04/02/93	6Y	
067046		920 N ONTARIO ST	PROPERTY REHABILITATION	BURBANK	U		PROJ.REVW.	HUD891218A	01/12/90	6Y	
067193		1024 N ONTARIO ST	REHABILITATION	BURBANK	U		PROJ.REVW.	HUD900306D	03/29/90	6Y	
095734		1200 N ONTARIO ST		BURBANK	P	1939	PROJ.REVW.	HUD950323R	05/03/95	6Y	
084228		1204 N ONTARIO ST		BURBANK	P	1940	PROJ.REVW.	HUD930820B	09/17/93	6Y	
073931		247 N ORCHARD DR		BURBANK	U	1941	PROJ.REVW.	HUD911009A	11/06/91	6Y	
065458		706 N ORCHARD DR		BURBANK	U		PROJ.REVW.	HUD881004L	10/26/88	6Y	
066940		534 N PARISH PL		BURBANK	U		PROJ.REVW.	HUD891002E	11/07/89	6Y	
066575		1341 N PARISH PL	BLDG REHABILITATION	BURBANK	U		PROJ.REVW.	HUD880330D	04/28/88	6Y	
069972		1953 N PARISH PL		BURBANK	U	1943	PROJ.REVW.	HUD910122E	01/31/91	6Y	
080673		1616 N PASS AVE		BURBANK	U	1941	PROJ.REVW.	HUD930217a	03/16/93	6Y	
083590		1750 N PASS AVE		BURBANK	P	1939	PROJ.REVW.	HUD930720B	08/12/93	6Y	
066986		1933 N PASS AVE		BURBANK	U		PROJ.REVW.	HUD891108A	12/05/89	6Y	
073970		1525 N PEPPER ST		BURBANK	U	1937	PROJ.REVW.	HUD911029G	11/18/91	6Y	
084123		2311 N REESE PL		BURBANK	P	1941	PROJ.REVW.	HUD930803I	09/03/93	6Y	
095962		2354 N REESE PL		BURBANK	P	1941	PROJ.REVW.	HUD950410F	05/30/95	6Y	
067587		130 N ROSE ST	RESIDENCE	BURBANK	U		PROJ.REVW.	HUD891130A	12/28/89	6Y	
066058		914 N ROSE ST		BURBANK	U		PROJ.REVW.	HUD890727A	08/28/89	6Y	
077347		915 N ROSE ST		BURBANK	U	1942	PROJ.REVW.	HUD920605G	06/30/92	6Y	
081421		1534 N ROSE ST		BURBANK	U	1941	PROJ.REVW.	HUD921119A	12/22/92	6Y	
079697		1606 N ROSE ST		BURBANK	U	1941	PROJ.REVW.	HUD921029D	12/03/92	6Y	
156675		215 N SCREENLAND DR		BURBANK	P	1951	PROJ.REVW.	FHWA051005G	11/09/05	6Y	
066892		926 N SCREENLAND DR		BURBANK	U		PROJ.REVW.	HUD890918G	10/19/89	6Y	
084366		1125 N SCREENLAND DR		BURBANK	P	1939	PROJ.REVW.	HUD930903A	09/30/93	6Y	
065744		118 N SPARKS ST		BURBANK	U		PROJ.REVW.	HUD890327C	04/04/89	6Y	
065457		541 N SPARKS ST		BURBANK	U		PROJ.REVW.	HUD881004K	10/26/88	6Y	
066083		1334 N SPARKS ST		BURBANK	U		PROJ.REVW.	HUD890727B	08/25/89	6Y	
066069		1334 N SPARKS ST		BURBANK	U		PROJ.REVW.	HUD890727B	08/25/89	6Y	
089094		2374 N SPARKS ST		BURBANK	P	1942	PROJ.REVW.	HUD940311F	04/13/94	6Y	
070060		1129 N VALLEY ST		BURBANK	U	1940	PROJ.REVW.	HUD910205A	03/13/91	6Y	
084365		1240 N VALLEY ST		BURBANK	P	1940	PROJ.REVW.	HUD930903B	09/30/93	6Y	
097253		225 N WHITNALL SR		BURBANK	P	1941	PROJ.REVW.	HUD950703C	08/30/95	6Y	
067057		1103 NAOMI ST		BURBANK	U		PROJ.REVW.	HUD891226B	01/16/90	6Y	
067198		4234 NATIONAL AVE		BURBANK	U		PROJ.REVW.	HUD900308H	04/03/90	6Y	
076986		2016 OAK ST		BURBANK	U	1921	PROJ.REVW.	HUD920505R	05/29/92	6Y	
095963		1716 ONTARIO ST		BURBANK	P	1943	PROJ.REVW.	HUD950410G	05/30/95	6Y	
066541		1345 ORCHARD DR	PROPERTY REHABILITATION	BURBANK	U		PROJ.REVW.	HUD880330C	04/14/88	6Y	
072867		1811 PARKSIDE AVE		BURBANK	U	1938	PROJ.REVW.	HUD910726H	08/22/91	6Y	
077528		4211 RIVERSIDE DR	BOB'S BIG BOY RESTAURANT AND SIGN	BURBANK	P	1949	HIST.RES.	SPHI-LAN-054	11/12/92	7L	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
							ST.PT.INT.	19-0080	08/13/92	7L	
086680		1711 ROSE ST		BURBANK	P	1941	PROJ.REVW.	HUD931213f	01/12/94	6Y	
067504		644 ROSEMARY LANE		BURBANK	P	1944	PROJ.REVW.	HUD900625N	07/25/90	6Y	
080405		141 S BEACHWOOD DR		BURBANK	U	1939	PROJ.REVW.	HUD930217J	02/25/93	6Y	
087397		421 S BEACHWOOD DR		BURBANK	P	1940	PROJ.REVW.	HUD931227A	02/02/94	6Y	
077950		401 S BEL AIRE DR		BURBANK	U	1936	PROJ.REVW.	HUD921001B	11/02/92	6Y	
079729		446 S FAIRVIEW ST		BURBANK	U	1927	PROJ.REVW.	HUD921014F	12/02/92	6Y	
069977		233 S GLENWOOD PL		BURBANK	U	1938	PROJ.REVW.	HUD910111C	01/29/91	6Y	
069808		429 S GLENWOOD PL		BURBANK	U	1944	PROJ.REVW.	HUD901207A	01/02/91	6Y	
070111		414 S KENNETH RD		BURBANK	U	1920	PROJ.REVW.	HUD910228A	03/25/91	6Y	
066979		514 S KENNETH RD		BURBANK	U		PROJ.REVW.	HUD891030G	11/29/89	6Y	
181027		124 S LAKE ST	STREET SUPERVISOR'S OFFICE	BURBANK	M	1959	PROJ.REVW.	FEMA100915A	01/21/11	6Y	
084987		316 S LAMER ST		BURBANK	P	1936	PROJ.REVW.	HUD931110E	12/16/93	6Y	
067225		313 S LOMITA ST	313 S. LOMITA STREET	BURBANK	U		PROJ.REVW.	HUD900330B	04/11/90	6Y	
073109		231 S MYERS ST		BURBANK	U	1925	PROJ.REVW.	HUD910910H	09/17/91	6Y	
067197		123 S PARISH PL		BURBANK	U		PROJ.REVW.	HUD900308G	04/03/90	6Y	
073191		530 S REESE PL		BURBANK	U	1938	PROJ.REVW.	HUD910913B	10/23/91	6Y	
066093		548 S SPARKS ST		BURBANK	U		PROJ.REVW.	HUD890810A	09/07/89	6Y	
186708		210 S VICTORY BLVD	SOUTHWEST MUSEUM WAREHOUSE	BURBANK	P	1950	PROJ.REVW.	FEMA111006A	11/16/11	6Y	
069814		224 S VIRGINIA AVE		BURBANK	U	1944	PROJ.REVW.	HUD901212A	01/03/91	6Y	
095722		233 S VIRGINIA AVE		BURBANK	P	1944	PROJ.REVW.	HUD950323E	05/03/95	6Y	
067110		924 TUJUNGA AVE	PROPERTY REHABILITATION	BURBANK	U		PROJ.REVW.	HUD900122K	02/15/90	6Y	
154813		3800 VALHALLA DR	BURBANK ARMORY	BURBANK	S	1951	PROJ.REVW.	USA030317K	03/26/03	6Y	
124005		3510 W ALAMEDA AVE		BURBANK	M	1941	HIST.RES.	01-00-0002-0000	02/02/00	6Y	
							PROJ.REVW.	FHWA000124B	02/02/00	6Y	
123971		3600 W ALAMEDA AVE		BURBANK	P	1950	HIST.RES.	DOE-01-00-0010-0000	01/24/00	6Y	
							PROJ.REVW.	FHWA000124B	02/02/00	6Y	
065772		167 W ASH AVE		BURBANK	U		PROJ.REVW.	HUD890406F	05/05/89	6Y	
095733		211 W ASH AVE		BURBANK	P	1928	PROJ.REVW.	HUD950323Q	05/03/95	6Y	
084085		1803 W CHANDLER BLVD		BURBANK	P	1939	PROJ.REVW.	HUD930721D	09/03/93	6Y	
066901		1801 W CLARK AVE		BURBANK	U		PROJ.REVW.	HUD890925C	10/23/89	6Y	
161661		160 W ELM CT		BURBANK	P		PROJ.REVW.	HUD060307E	03/13/06	6Y	
161662		159 W LINDEN AVE		BURBANK	P		PROJ.REVW.	HUD060307E	03/13/06	6Y	
179038		225 W LINDEN AVE		BURBANK	P	1940	PROJ.REVW.	HUD100401G	04/23/10	6Y	
069999		364 W LINDEN AVE		BURBANK	U	1927	PROJ.REVW.	HUD910124A	02/22/91	6Y	
066913		1915 W OAK ST		BURBANK	U		PROJ.REVW.	HUD890929C	10/25/89	6Y	
095724		2920 W OAK ST		BURBANK	P	1933	PROJ.REVW.	HUD950323H	05/03/95	6Y	
097873		1111 W OLIVE AVE	OLIVE RECREATION CENTER	BURBANK	M		HIST.RES.	DOE-19-94-0290-0000	04/17/94	6Y	
							PROJ.REVW.	HRG940202Z	04/17/94	6Y	
164271		1420 W OLIVE AVE	GENIO'S RESTAURANT	BURBANK	P	1952	PROJ.REVW.	GSA060718A	07/24/06	6Y	
065742		235 W PROVIDENCIA AVE		BURBANK	U		PROJ.REVW.	HUD890313E	04/04/89	6Y	
077349		259 W SANTA ANITA AVE		BURBANK	U	1928	PROJ.REVW.	HUD920526B	06/25/92	6Y	
071107		349 W VALENCIA	McKINLEY ELEMENTARY SCHOOL	BURBANK	U	1925	PROJ.REVW.	FEMA970415A	04/22/97	6Y	
							PROJ.REVW.	HUD910426F	06/25/91	6Y	
081431		2010 W VERDUGO AVE		BURBANK	U	1941	PROJ.REVW.	HUD921014E	12/02/92	6Y	
065477		2205 W VERDUGO AVE		BURBANK	U		PROJ.REVW.	HUD881013B	11/09/88	6Y	
067305		2210 W VERDUGO AVE	PROPERTY REHABILITATION	BURBANK	U		PROJ.REVW.	HUD900405A	04/23/90	6Y	
069978		2309 W VERDUGO AVE		BURBANK	U	1936	PROJ.REVW.	HUD910116B	01/31/91	6Y	
066095		2620 W VERDUGO AVE		BURBANK	U		PROJ.REVW.	HUD890811E	09/07/89	6Y	
065699		2811 W VERDUGO AVE	REHABILITATION	BURBANK	U		PROJ.REVW.	HUD890209B	03/07/89	6Y	
181026		3323 W VICTORY BLVD	NORTHWEST LIBRARY	BURBANK	M		PROJ.REVW.	FCC100805E	01/10/11	6Y	
136573		3525 W VICTORY BLVD		BURBANK	P	1951	HIST.RES.	DOE-19-03-0021-0000	01/16/03	6Y	
							PROJ.REVW.	FCC021226D	01/16/03	6Y	
070046		3615 W VICTORY BLVD		BURBANK	U	1941	PROJ.REVW.	HUD910201B	03/06/91	6Y	
085093		3306 WYOMING ST		BURBANK	P	1925	PROJ.REVW.	HUD931124A	12/31/93	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS	NAMES	CITY.NAME	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
123921		N HOLLYWOOD WY	BLDG 360/SKUNK WORKS/BURBANK-GLEND	(VIC) BURBANK	F		HIST.RES.	DOE-19-99-0346-0000	06/01/99	6Y	
							PROJ.REVW.	FAA910128A	06/01/99	6Y	
171573			BRANDT HOUSE GARAGE	CALABASAS	P		PROJ.REVW.	NPS070424A	05/16/07	6Y	
171566			GILLETTE RESIDENCE	CALABASAS	P	1928	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171580			CISTERN AND RESERVOIR RUINS	CALABASAS	U		PROJ.REVW.	NPS070424A	05/16/07	6Y	
171579			TENNIS COURTS	CALABASAS	P	1937	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171578			SWIMMING POOL	CALABASAS	P	1937	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171577			CONCRETE BRIDGE	CALABASAS	U	1928	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171576			BARBEQUE	CALABASAS	P	1928	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171575			POND AND DAM	CALABASAS	P	1928	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171567			GILLETTE GARAGE	CALABASAS	P	1929	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171574			FRISK HOUSE	CALABASAS	P	1927	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171572			BRANDT HOUSE	CALABASAS	P		PROJ.REVW.	NPS070424A	05/16/07	6Y	
171571			WHITE HOUSE GARAGE	CALABASAS	P	1928	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171570			WHITE HOUSE	CALABASAS	P	1928	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171569			STABLE	CALABASAS	P	1928	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171568			COOKS HOUSE	CALABASAS	P	1928	PROJ.REVW.	NPS070424A	05/16/07	6Y	
171565			GILLETTE-BROWN RANCH	CALABASAS	P	1926	PROJ.REVW.	NPS070424A	05/16/07	6Y	
072960		0 CALABASAS RD	OLD TOWN CALABASAS	CALABASAS	U	0	ST.PT.INT.	19-0039	09/01/89	7L	
079354		23537 CALABASAS RD	LEONIS ADOBE	CALABASAS	P	1880	HIST.RES.	SPHI-LAN-055	02/16/93	7L	
							ST.PT.INT.	19-0083	10/13/92	7L	
							HIST.RES.	NPS-75000433-000	05/29/75	1S	
							HIST.SURV.	1302-0001-0000	01/01/75	1S	
179985		4803 EL CANON AVE		CALABASAS	P	1940	PROJ.REVW.	HUD090209C	02/10/09	6U	
100625		1925 LAS VIRGENES RD	SEPULVEDA ADOBE	CALABASAS	S	1863	PROJ.REVW.	FEMA980327S	04/23/98	2S2	AC
							HIST.RES.	DOE-19-94-0528-0000	08/11/94	6Y	
							PROJ.REVW.	HRG940202Z	08/11/94	6Y	
097875		2577 LAS VIRGENES RD	WHITE OAK HOUSE	CALABASAS	S	1890	HIST.RES.	DOE-19-94-0529-0000	08/11/94	6Y	
							PROJ.REVW.	HRG940202Z	08/11/94	6Y	
157523		4276 OLD TOPANGA CANYON RD	UTILITY POLE	CALABASAS	P	1959	PROJ.REVW.	FCC051208D	12/12/05	6Y	
116063		26800 W MULHOLLAND SR	GILLETTE RANCH HOUSE - CENTRAL HAL	CALABASAS	P	1928	CHRIS	19-150295	01/01/92	7	
116088		26800 W MULHOLLAND SR	GATE HOUSE	CALABASAS	P	1989	CHRIS	19-150317	01/31/92	7	
116062		26800 W MULHOLLAND SR	MINUTEMAN HALL	CALABASAS	P	1954	CHRIS	19-150294	01/31/92	7	
116064		26800 W MULHOLLAND SR	GARAGE - FACULTY/STUDENT HOUSING	CALABASAS	P	1929	CHRIS	19-150296	01/31/92	7	
116067		26800 W MULHOLLAND SR	WISDOM HALL	CALABASAS	P	1960	CHRIS	19-150298	01/31/92	7	
116068		26800 W MULHOLLAND SR	COOK'S HOUSE/MEADOW HOUSE	CALABASAS	P	1928	CHRIS	19-150297	01/31/92	7	
116069		26800 W MULHOLLAND SR	STABLES / CLASSROOM BUILDING	CALABASAS	P	1929	CHRIS	19-150299	01/31/92	7	
116070		26800 W MULHOLLAND SR		CALABASAS	P	1970	CHRIS	19-150300	01/31/92	7	
116071		26800 W MULHOLLAND SR	WHITE HOUSE / RESIDENCE	CALABASAS	P	1928	CHRIS	19-150301	01/31/92	7	
116072		26800 W MULHOLLAND SR	RESIDENCE & GARAGE	CALABASAS	P	1927	CHRIS	19-150302	01/31/92	7	
116073		26800 W MULHOLLAND SR	RESIDENCE	CALABASAS	P	1927	CHRIS	19-150303	01/31/92	7	
116074		26800 W MULHOLLAND SR	CABIN - RESIDENCE	CALABASAS	P	1947	CHRIS	19-150304	01/31/92	7	
116075		26800 W MULHOLLAND SR	RESIDENCE	CALABASAS	P		CHRIS	19-150305	01/31/92	7	
116076		26800 W MULHOLLAND SR	DINING HALL - OFFICE	CALABASAS	P	1948	CHRIS	19-150306	01/31/92	7	
116077		26800 W MULHOLLAND SR	SADDLE HOUSE / BARN	CALABASAS	P	1922	CHRIS	19-150307	01/31/92	7	
116078		26800 W MULHOLLAND SR	BARN	CALABASAS	P		CHRIS	19-150308	01/31/92	7	
116079		26800 W MULHOLLAND SR	CRAFT ROOM	CALABASAS	P		CHRIS	19-150309	01/31/92	7	
116080		26800 W MULHOLLAND SR	STORAGE BUNGALOW - GUEST RESIDENCE	CALABASAS	P	1948	CHRIS	19-150310	01/31/92	7	
116081		26800 W MULHOLLAND SR	RESIDENCE	CALABASAS	P	1938	CHRIS	19-150311	01/31/92	7	
116082		26800 W MULHOLLAND SR	STORAGE SHED	CALABASAS	P		CHRIS	19-150312	01/31/92	7	
116083		26800 W MULHOLLAND SR	RESIDENCE	CALABASAS	P	1936	CHRIS	19-150313	01/31/92	7	
116085		26800 W MULHOLLAND SR	CABANA - POOL HOUSE	CALABASAS	P	1952	CHRIS	19-150314	01/31/92	7	
116086		26800 W MULHOLLAND SR	GARAGE	CALABASAS	P	1938	CHRIS	19-150315	01/31/92	7	
116090		26800 W MULHOLLAND SR	GATE	CALABASAS	P	1927	CHRIS	19-150318	01/31/92	7	
116095		26800 W MULHOLLAND SR	TRAILERS/MOUNTAIN VIEW	CALABASAS	P		CHRIS	19-150319	01/31/92	7	

Appendix C – DPR Forms for Previously Evaluated Buildings on Project Site

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19-187329

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #: ______
HRI #: ______
Trinomial: ______
NRHP Status Code: ______

Other Listings: ______
Review Code: ______ Reviewer: ______ Date: ______

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars 6/7/7a/7b

P1. Other Identifier: n/a

P2. **Location:** ☐ Not for Publication ■ Unrestricted
a. **County**: Los Angeles
b. **USGS 7.5' Quad**: Burbank Date: 1966 (photorev. 1972); T1N R14W, SW ¼ sec. 4, S.B.M.
c. Address: 2627 Hollywood Way City: Burbank Zip: 91505
d. UTM: Zone 11 ; NAD 27 ; 374903mE/3784397mN
e. Other Locational Data: Southwest portion of Burbank-Glendale-Pasadena Airport

P3a. **Description:**Hangar 6 is a rectangular Quonset hangar, constituted of corrugated metal sheeting over Warren truss stress arch metal girders. Large sliding symmetrical or outrigger doors comprise the east and west faces. The sliding leaves sit within a small eave and, when open, are contained in corrugated metal facade extensions on the north and south ends. Each extension has a single panel door. The facades also have projecting central portions extending from the apex of the arch to the top of the door awning; the lower portion of this section accommodates a square tailgate. Hangar 6 is connected to Hangar 7 to the south by a flat-roofed, corrugated metal passageway running the length of the structures. On the western entry of the passage, a sliding door sits on the left and a once-story enclosed porch with a glass doorway sits to the right; on the southern end of the porch is a small shed-roofed, corrugated metal addition.

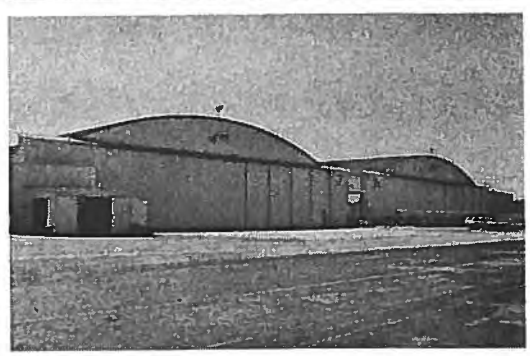
Hangars 7 and 7A are rectangular structures with arched roofs supported by interior stress arch metal girders. Roofing material appears to be corrugated metal sheeting. Large sliding symmetrical or outrigger doors comprise the east and west faces. The sliding leaves sit within a small eave and, when open, are contained in corrugated metal facade extensions on the north and south ends. A single panel metal door is set into of the left and right leaves of Hangar 7 and into the penultimate leaves of Hangar 7A. Hangars 7 and 7A are connected by a one-story corrugated metal passage comprised of two eaves which meet in the center between the hangars, creating an inverted gable roof. Structure 7B is a small rectangular two-story warehouse attached to the south end of Hangar 7A. Directly to the west is a small rectangular, one-story, shed-roofed storage building.

P3b. **Resource Attributes**: HP6. Commercial Building

P4. **Resources Present**: ☐ Building ■ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photograph or Drawing:

P5b. Description of Photo: Hangar 6, west face, looking northeast
Hangars 7, 7A, 7B, west face, looking southeast



P6. **Age and Sources**: ■ Historic ☐Prehistoric ☐Both

P7. **Owner and Address**:
Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

P8. **Recorded by**:
Stacey C. Jordan
Mooney & Associates
9903-B Businesspark Avenue
San Diego, CA 92131

P9. **Date Recorded**: 23 July 2002

P10. **Survey Type**: Pedestrian, Interior and Exterior

P11. **Report Citation**: Jordan, S. 2002. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Prepared by Mooney & Associates.

Attachments: ☐NONE ■ Location Map ☐Sketch Map ☐Continuation Sheet ■ Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other:

Required information is bold

19-187329

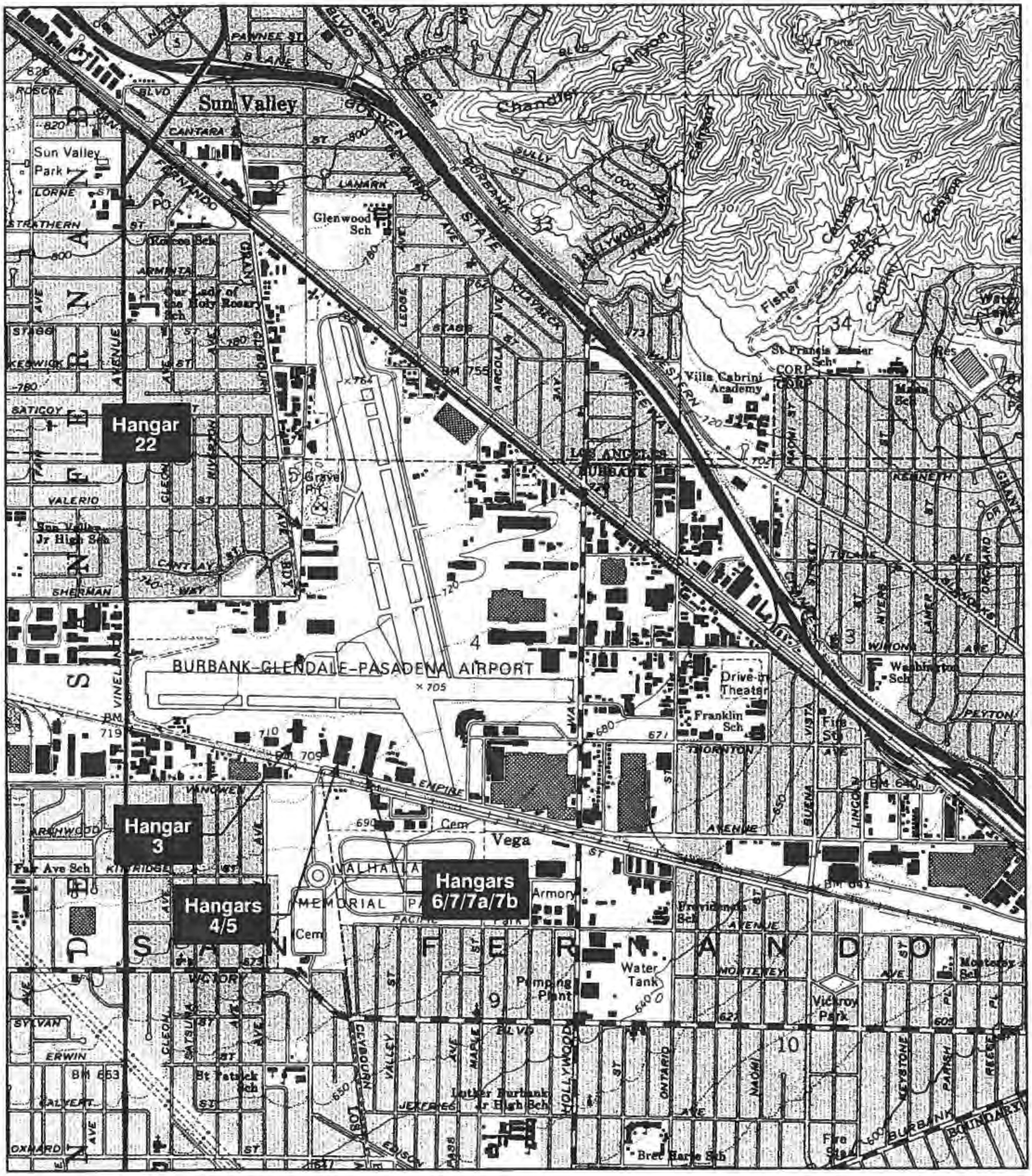
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #:
Trinomial:

LOCATION MAP

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars

Map Name: Burbank, CA **Scale:** 1:24,000 **Date of Map:** 1994



19-187329

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #: ______________________________
Trinomial: ______________________________

NRHP Status Code: 6z

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 6/7/7a/7b

B1. Historic Name: n/a

B2. Common Name: Hangars 6, 7, 7A, and 7B

B3. Original Use: aircraft hangars

B4. Present Use: private aviation hangars and support facilities

B5. Architectural Style: Vernacular aircraft hangar

B6. Construction History: According to the Engineering Department records of the Burbank-Glendale-Pasadena Airport, Hangars 6 and 7 were constructed in 1942. Construction on Hangar 7A and the associated structure 7B began in 1950.

B7. Moved? ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:**

B8. Related Features: Enclosed passageways between hangars; small rectangular storage facility directly west of 7B

B9a. Architect: Unknown b. Builder: Unknown

B10. Significance: **Theme**: Aviation Architecture **Area**: Los Angeles County
Period of Significance: 1940-1990 **Property Type:** Aircraft Hangars and associated office space
Applicable Criteria: N/A

Constructed between 1942 and 1950, this complex of structures represent the burgeoning of the Burbank-Glendale-Pasadena Airport during wartime and the early post-war era. Research conducted for this study, however, indicates that while contributing to the general development of aviation technology and related facilities in the area, the buildings are not clearly associated with any particular events or individuals important in regional, state, or national history. As such, they do not qualify as significant under National Register criteria (a) or (b).

This complex of hangars does not represent the work of a master architect or builder, and is not of high artistic value under criterion (c). Standardized hangar construction was employed and, while efficient and functional, the design and construction techniques are neither unique nor characteristic of a particular type, period, or method of construction.

Further, this complex does not represent a source of significant historical or architectural information. Information regarding the development of aviation in the mid-twentieth century is well documented in historical and archival literature, and these hangars do not constitute an important information resource which can contribute to this theme. Therefore, Hangars 6-7B do not qualify for NRHP eligibility under criterion (d).

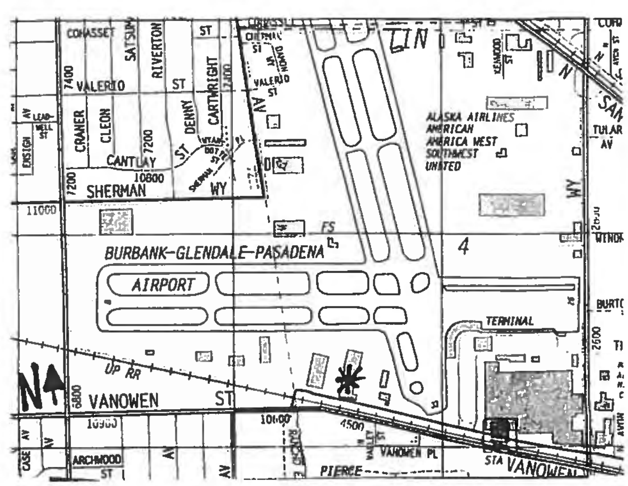
B11. Additional Resource Attributes: N/A

B12. References: Dickson, Ron. 2002. Pers. Comm.
Engineering Dept. Burbank-Glendale-Pasadena Airport.

B13. Remarks:

B14. Evaluator: Stacey Jordan, 7/23/02

(This space reserved for official comments.)



19-187328

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #: ____________
HRI #: ____________
Trinomial: ____________
NRHP Status Code: ____________
Other Listings: ____________
Review Code: ____________ Reviewer: ____________ Date: ____________

 Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars 4/5

P1. Other Identifier: n/a

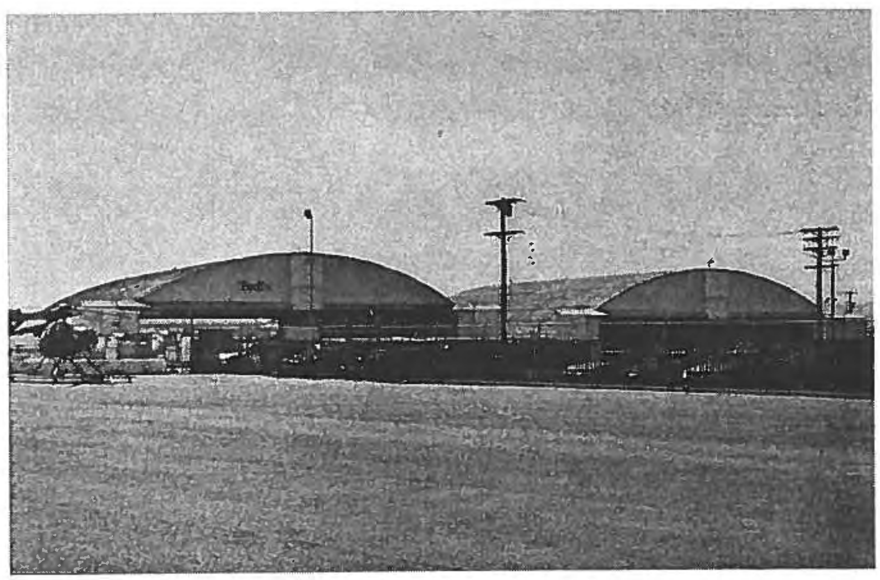
P2. **Location:** ☐ Not for Publication ■ Unrestricted
a. **County**: Los Angeles
b. **USGS 7.5' Quad**: Burbank Date: 1966 (photorev. 1972); T1N R14W, SW ¼ sec. 4, S.B.M.
c. Address: 2627 Hollywood Way City: Burbank Zip: 91505
d. UTM: Zone 11 ; NAD 27 ; 374791mE/3784417mN
e. Other Locational Data: Southwest portion of Burbank-Glendale-Pasadena Airport

P3a. **Description**: Hangars 4 and 5 are immediately adjacent rectangular Quonset hangars, constituted of corrugated metal sheeting over Warren truss stress arch metal girders. Large sliding symmetrical or outrigger doors comprise the east and west faces of both hangars. The sliding leaves sit under a small eave and, when open, are contained in corrugated metal facade extensions on the north and south ends of each hangar. Each extension has a single panel door. The facades of the hangars also have projecting central portions extending from the apex of the arch to the top of the door awning; the lower portion of this section accommodates a square tailgate.

P3b. **Resource Attributes**: HP6. Commercial Building

P4. **Resources Present**: ☐ Building ■ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photograph or Drawing:



P5b. Description of Photo: West faces, looking east

P6. **Age and Sources**: ■ Historic ☐Prehistoric ☐Both

P7. **Owner and Address**:

Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

P8. **Recorded by**:

Stacey C. Jordan
Mooney & Associates
9903-B Businesspark Avenue
San Diego, CA 92131

P9. **Date Recorded**: 23 July 2002

P10. **Survey Type**: Pedestrian, Interior and Exterior

P11. **Report Citation**: Jordan, S. 2002. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Prepared by Mooney & Associates.

Attachments: ☐NONE ■ Location Map ☐Sketch Map ☐Continuation Sheet ■ Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other:

19-187328

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #:
Trinomial:

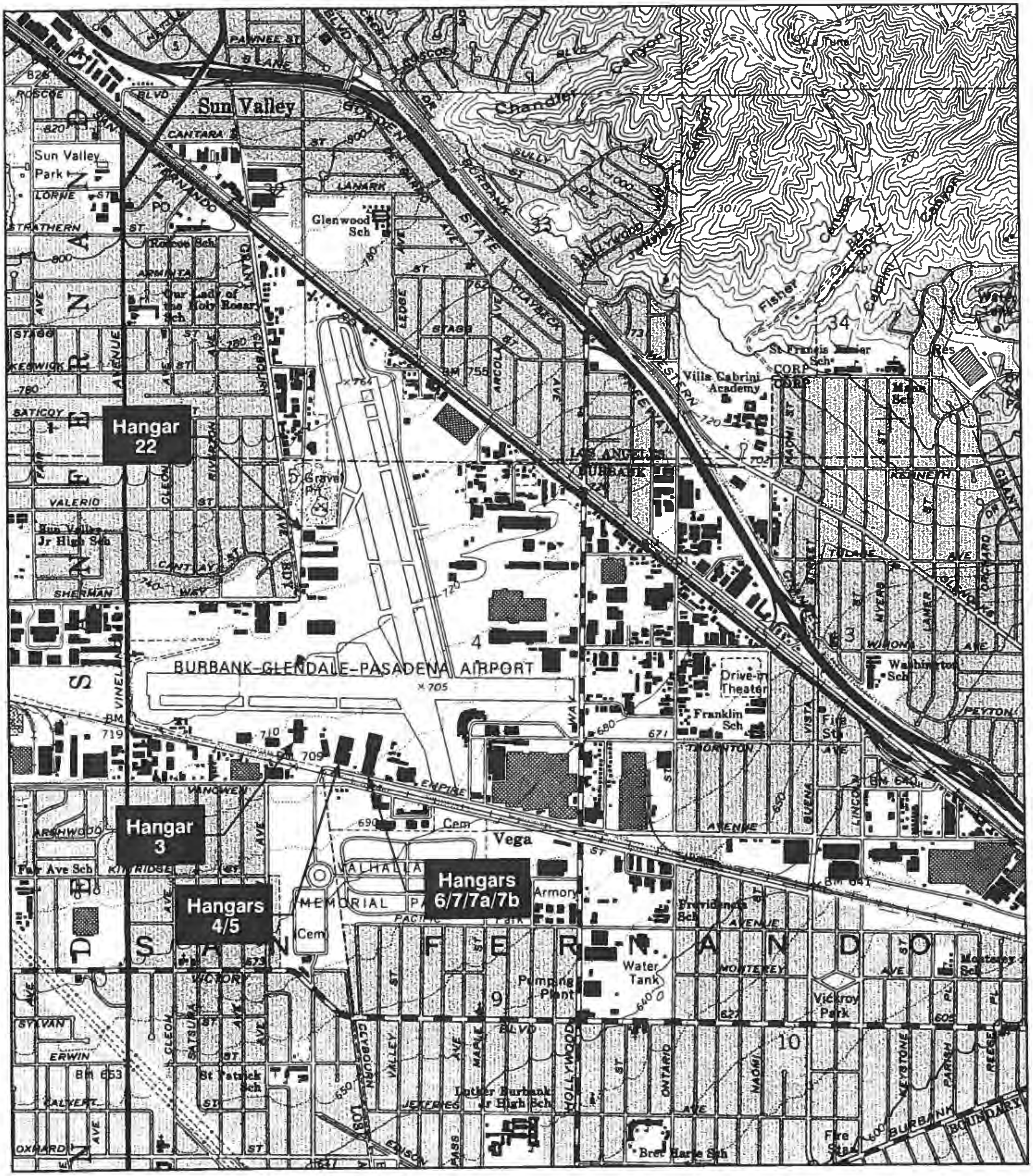
Page 2 of 3

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars

Map Name: Burbank, CA

Scale: 1:24,000

Date of Map: 1994



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19-187328

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #: ______________________________
Trinomial: ______________________________

NRHP Status Code: 6z

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 4/5

B1. Historic Name: n/a

B2. Common Name: Hangars 4 and 5

B3. Original Use: Airplane hangars

B4. Present Use: Hangar 4 currently serves as a warehouse supporting Federal Express' air cargo business and hangar 5, presently abandoned, once served as a facility of Jet Aviation, a business aviation service company.

B5. Architectural Style: Vernacular aircraft hangar

B6. Construction History: Both hangars were constructed in 1946.

B7. Moved? ■ **No** □ **Yes** □ **Unknown** Date: **Original Location:**

B8. Related Features: None

B9a. Architect:Unknown b. Builder: Unknown

B10. Significance: **Theme:** Aviation Architecture **Area:** Los Angeles County
Period of Significance: 1940-1990 **Property Type:** Aircraft Hangar
Applicable Criteria: N/A

Erected in 1946, Hangars 4 and 5 are on the cusp of wartime construction at the Burbank-Glendale-Pasadena Airport. Archival and documentary research indicates, however, that these structures have no association with wartime air efforts or with events or persons important in regional, state, or national history. As such, they do not qualify for significance under either criterion (a) or (b).

Criterion (c) applies to architectural design and construction, and includes not only the architecture itself, but the importance of the architect and the presence or absence of artistic values. These simple structures were built as aircraft storage facilities, though one now serves as a warehouse support facility for Federal Express and one is abandoned. Fundamentally utilitarian buildings, these hangars are representative of functional, low-cost structures and lacks architectural or engineering distinction. No architect is known, and their architectural style and method of construction are not distinctive. As such, they do not qualify under criterion (c).

Further, the lack of historical and architectural distinction of Hangars 4 and 5 preclude them from having the potential to yield significant information relating to wartime or post-war general aviation and private flying. Therefore, the buildings do not represent a principal source of significant information under criterion (d).

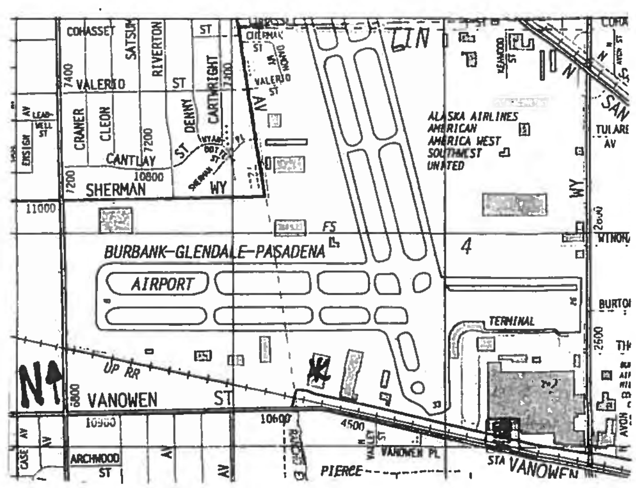
B11. Additional Resource Attributes: N/A

B12. References: Dickson, Ron. 2002. Pers. Comm.
Engineering Dept. Burbank-Glendale-Pasadena Airport.

B13. Remarks:

B14. Evaluator: Stacey Jordan, 7/23/02

(This space reserved for official comments.)



19-187327

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #: ______
HRI #: ______
Trinomial: ______
NRHP Status Code: ______

Other Listings: ______
Review Code: ______ Reviewer: ______ Date: ______

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 3

P1. Other Identifier: n/a

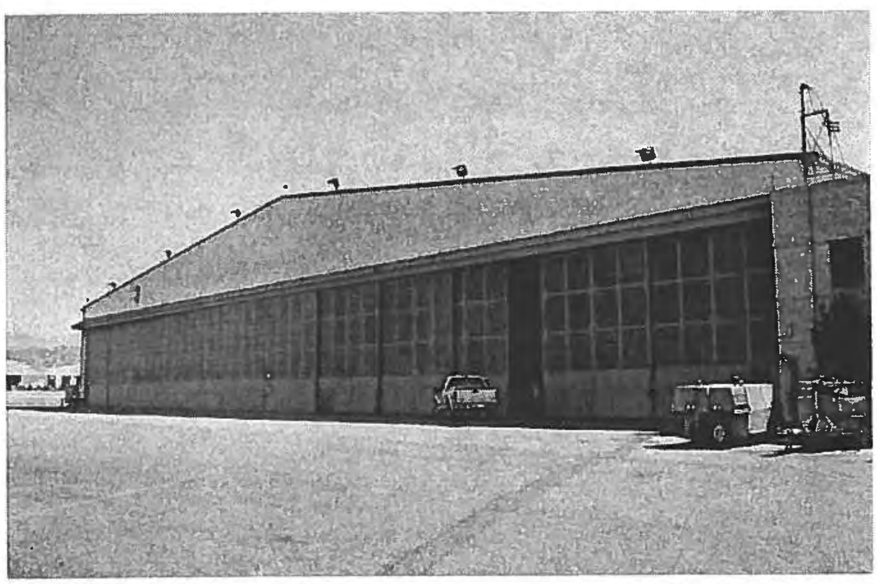
P2. **Location:** ☐ Not for Publication ■ Unrestricted
a. **County:** Los Angeles
b. **USGS 7.5' Quad:** Burbank Date: 1966 (photorev. 1972); T1N R14W, SE ¼ sec. 5, S.B.M.
c. Address: 2627 Hollywood Way City: Burbank Zip: 91505
d. UTM: Zone 11 ; NAD 27 ; 374588 mE/3784498 mN
e. Other Locational Data: Southwest portion of Burbank-Glendale-Pasadena Airport

P3a. **Description:** Hangar 3 is a rectangular hangar with a low-pitched gable roof comprised of steel girders and horizontal trusses; roofing material is unknown. The west, main face has a multi-leaf crossover hangar door; each leaf holds twelve rectangular twelve-light windows. The north face is comprised of corrugated metal sheets with two large vents centered on the facade. On the east face, two large sliding metal doors offer access, though an overhang and a set of tracks on the ground indicate that this face also once was comprised of a multi-leaf crossover hangar door. On the north and south ends of the hangar space are vertical steel beams with cross-bracing and a section of subdivided Warren truss along the upper section of the interior walls. The southern end of the structure consists of an attached, two-story concrete structure which extends slightly east and west of the hangar. Various single panel metal doors and a set of double glass doors connect the hangar with the concrete structure and a spiral metal staircase leads from the floor to two single panel metal doors on the concrete structure's second story; two nine-light fixed windows face into the hangar. The east face of the concrete portion carries a single panel door as well as a centered double door entrance beneath a horizontal wood awning supported by metal posts. Two fixed windows are set on the second story, as is a multi-light aluminum frame window above a large metal garage door.

P3b. **Resource Attributes:** HP6. Commercial Building

P4. **Resources Present:** ☐ Building ■ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photograph or Drawing:



P5b. Description of Photo: West face, looking northeast

P6. **Age and Sources:** ■ Historic ☐Prehistoric ☐Both

P7. **Owner and Address:**

Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

P8. **Recorded by:**

Stacey C. Jordan
Mooney & Associates
9903-B Businesspark Avenue
San Diego, CA 92131

P9. **Date Recorded:** 23 July 2002

P10. **Survey Type:** Pedestrian, Interior and Exterior

P11. **Report Citation:** Jordan, S. 2002. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Prepared by Mooney & Associates.

Attachments: ☐NONE ■ Location Map ☐Sketch Map ☐Continuation Sheet ■ Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other:

19-187327

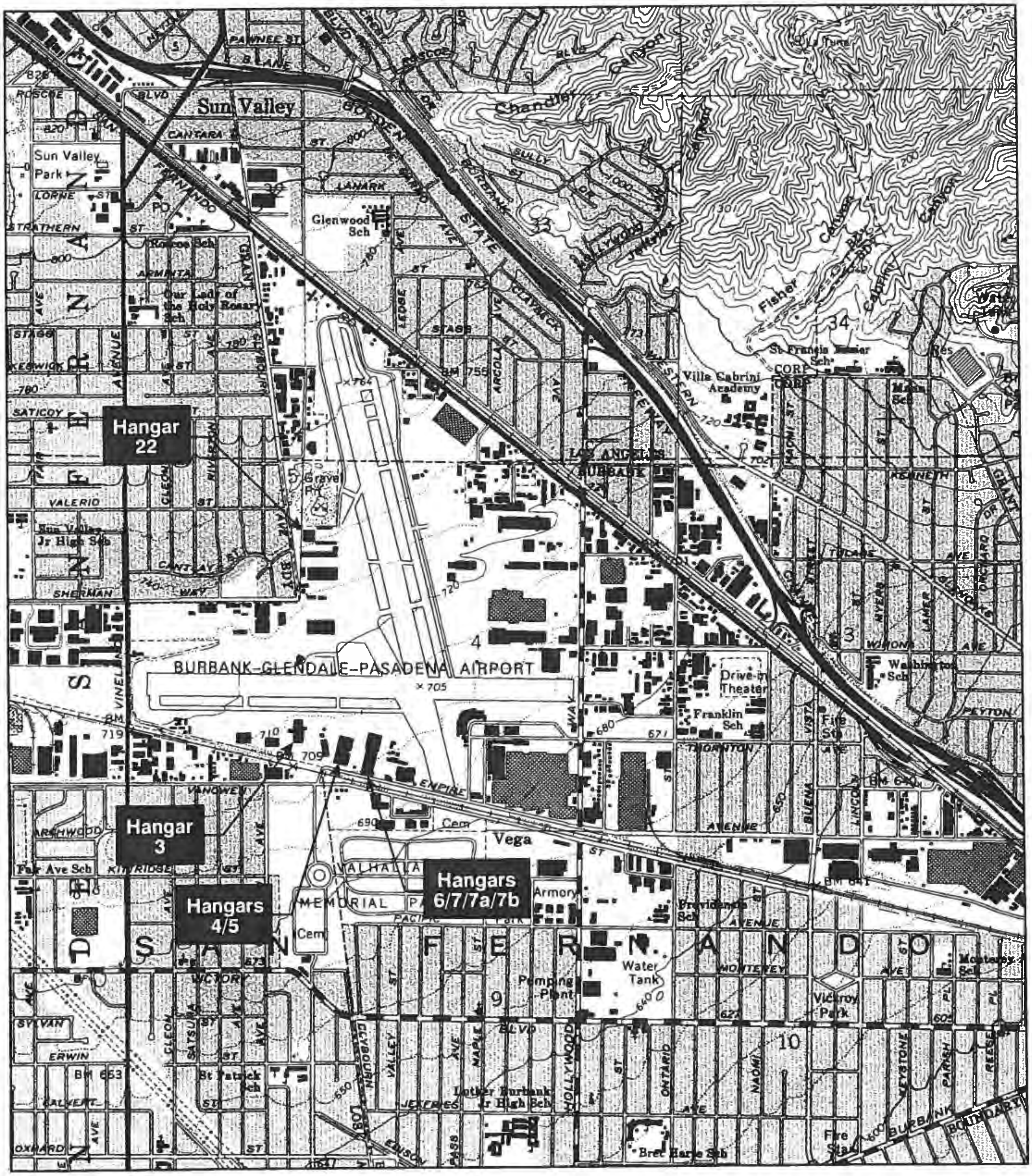
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #:
Trinomial:

LOCATION MAP

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars

Map Name: Burbank, CA **Scale:** 1:24,000 **Date of Map:** 1994



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19-187327

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #: ______________________________
Trinomial: ______________________________

NRHP Status Code: 6z

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 3

B1. Historic Name: n/a

B2. Common Name: Hangar 3

B3. Original Use: National Guard Facility; private aviation facility

B4. Present Use: Abandoned

B5. Architectural Style: Vernacular military aircraft hangar

B6. Construction History: The structure was built in 1941 as a facility for the California Air National Guard. The hangar served as an air support and storage facility, and the concrete portion of the structure served initially as the drill hall, locker room, and office facility. Originally open through both stories, the drill hall was eventually closed, as was the locker room, to enable the construction of more office space once the building no longer served the National Guard. The structure later served as part of Avjet's private aviation facilities.

B7. Moved? ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:** n/a

B8. Related Features: None

B9a. Architect: Unknown b. Builder: U.S. Government/California Air National Guard

B10. Significance: **Theme:** World War II Aviation Architecture **Area** :Los Angeles County
Period of Significance: 1940-1990 **Property Type:** Aircraft hangar
Applicable Criteria: N/A

Application of criteria (a) and (b) to this 1941 California Air National Guard facility indicates that it is not associated with significant events nor is it associated with the lives of significant persons. While the hangar was part of World War II construction and training efforts undertaken at the airfield, the history of the building is one of shifting occupation and extensive physical modification. A number of different squadrons were based at the Burbank-Glendale-Pasadena airport for periods of time and no specific event, owner, or occupant lends the buildings significance. In the context of mid-twentieth-century military aviation, the airport infrastructure and facilities themselves prevented this building from playing a significant role. Jet engine technology and the increased size of transport aircraft made the airports role as a military air base untenable. Applying criterion (c), field observation and historical research indicate that the hangar does not represent the work of a master architect or builder, and is not of high artistic value. This standardized, utilitarian building was constructed by the federal government to serve its purpose as efficiently as possible. Its design and construction techniques are neither unique nor characteristic of a particular type, period, or method of construction. Further, Hangar 3 does not represent a source of significant historical or architectural information. Information regarding the development of military aviation in the mid-twentieth century is well documented in historical and archival literature, and the hangar itself does not constitute an important information resource which can contribute to this theme. Therefore, Hangar 3 does not qualify for NRHP eligibility under criterion (d).The construction of new facilities at the airport as a whole has compromised the integrity of setting and feeling of Hangar 3 as a World War II-related structure. As a result, it no longer reflects its historic context. As seen above, Hangar 3 is not distinguished in any way according to criteria set forth in 36 CFR 60.0 and therefore is not considered eligible for the National Register of Historic Places.

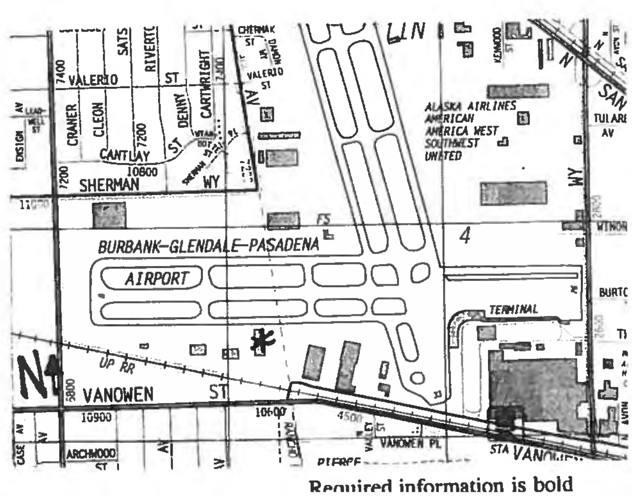
B11. Additional Resource Attributes: N/A

B12. References: Dickson, Ron. 2002. Pers. Comm.
Engineering Dept. Burbank-Glendale-Pasadena Airport.

B13. Remarks:

B14. Evaluator: Stacey Jordan, 7/23/02

(This space reserved for official comments.)



Required information is bold

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #: 19-187330
HRI #:
Trinomial:
NRHP Status Code:

Other Listings:
Review Code: Reviewer: Date:

 Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 22

P1. Other Identifier: n/a

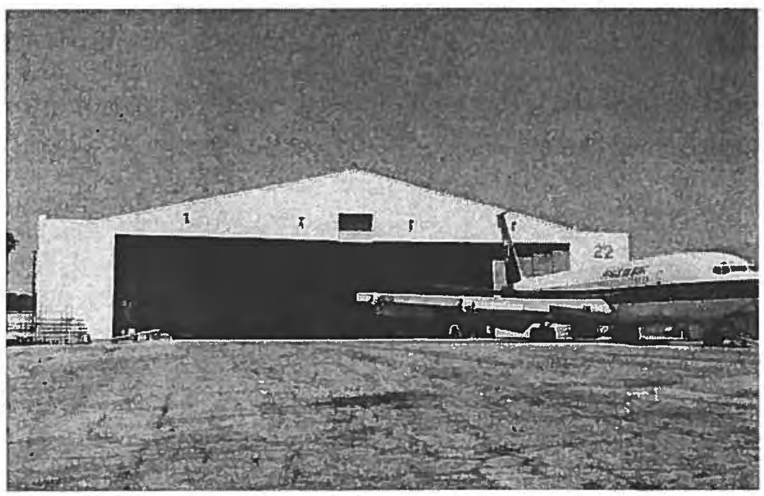
P2. **Location:** ☐ Not for Publication ■ Unrestricted
a. **County**: Los Angeles
b. **USGS 7.5' Quad**: Burbank Date: 1966 (photorev. 1972); T2N R14W, SE ¼ of SE ¼ of SE ¼ sec. 32, S.B.M.
c. Address: 2627 Hollywood Way City: Burbank Zip: 91505
d. UTM: Zone 11 ; NAD 27 ; 374649mE/3785372mN
e. Other Locational Data: Northwest portion of Burbank-Glendale-Pasadena Airport

P3a. **Description**: Hangar 22 is a square hangar with a medium pitch gable roof on a gabled steel girder frame; regularly spaced rectangular skylights punctuate the roof. The roofing material is unknown. Large sliding single-side outrigger doors comprise the east face. The door leaves are set under the gable and open into a flush facade extension on the north end. A similar extension is present on the south end. Centered under the gable is a square tailgate. The hangar is enclosed on the west side.

P3b. **Resource Attributes**: HP6. Commercial Building

P4. **Resources Present**: ☐ Building ■ Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photograph or Drawing:



P5b. Description of Photo: East face, looking west

P6. **Age and Sources**: ■ Historic ☐Prehistoric ☐Both

P7. **Owner and Address**:

Burbank-Glendale-Pasadena Airport Authority
2627 Hollywood Way
Burbank, California 91505

P8. **Recorded by:**

Stacey C. Jordan
Mooney & Associates
9903-B Businesspark Avenue
San Diego, CA 92131

P9. **Date Recorded:** 23 July 2002

P10. **Survey Type**: Pedestrian, Interior and Exterior

P11. **Report Citation**: Jordan, S. 2002. Historic Properties Inventory and Evaluation for the Burbank-Glendale-Pasadena Airport, Burbank, California. Prepared by Mooney & Associates.

Attachments: ☐NONE ■ Location Map ☐Sketch Map ☐Continuation Sheet ■ Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other:

19-187330

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #:
Trinomial:

Resource Name or #: Burbank-Glendale-Pasadena Airport Hangars

Map Name: Burbank, CA **Scale:** 1:24,000 **Date of Map:** 1994

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #: ______________________________
Trinomial: ______________________________

NRHP Status Code: 6z

 Resource Name or #: Burbank-Glendale-Pasadena Airport Hangar 22

B1. Historic Name: n/a

B2. Common Name: Hangar 22

B3. Original Use: Aircraft hangar

B4. Present Use :Private aircraft hangar

B5. Architectural Style: Vernacular aircraft hangar

B6. Construction History: According to the Engineering Department of the Burbank-Glendale-Pasadena Airport, Hangar 22 was constructed in 1955. It currently serves as a private aircraft maintenance facility.

B7. Moved? ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** **Original Location:** n/a

B8. Related Features: None.

B9a. Architect: Unknown b. Builder: Unknown

B10. Significance: **Theme:** Aviation Architecture **Area:** Los Angeles County
Period of Significance: 1940-1990 **Property Type:** Aircraft Hangar
Applicable Criteria: N/A

Constructed in 1955, Hangar 22 represents the post-World War II development of the Burbank-Glendale-Pasadena Airport. While the growth of commercial and freight aviation helped maintain the airport's utility through the second half of the twentieth century, research conducted for this study does not indicate that the building is associated with any particular events or individuals important in regional, state, or national history. As such, it does not qualify as significant under National Register criteria (a) or (b).

This hangar does not represent the work of a master architect or builder, and is not of high artistic value under criterion (c). A traditional vernacular aircraft hangar, this structure is efficient and functional. However, the design and construction techniques are neither unique nor characteristic of a particular type, period, or method of construction.

In addition, Hangar 22 does not represent a source of significant historical or architectural information and does not constitute an important information resource which can contribute to this theme. Therefore, it does not qualify for NRHP eligibility under criterion (d).

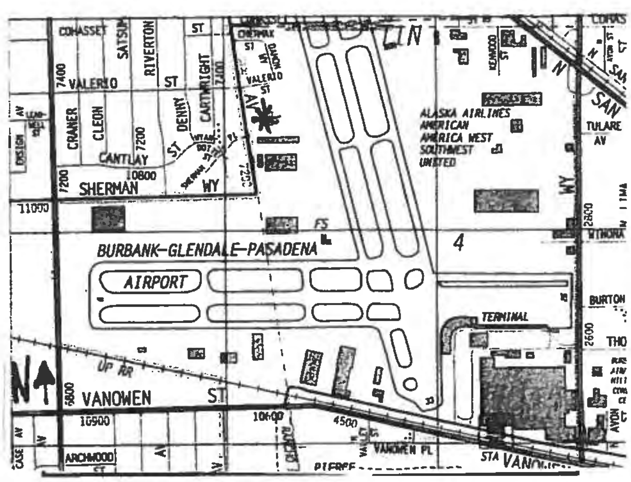
B11. Additional Resource Attributes: N/A

B12. References: Dickson, Ron. 2002. Pers. Comm.
Engineering Dept. Burbank-Glendale-Pasadena Airport.

B13. Remarks:

B14. Evaluator: Stacey Jordan, 7/23/02

(This space reserved for official comments.)



Appendix D – Professional Qualification

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Margarita Jerabek, Ph.D.

ASSOCIATE PRINCIPAL, DIRECTOR OF HISTORIC RESOURCES

SUMMARY

Margarita Jerabek has 25 years of professional practice in the United States with an extensive background in historic preservation, architectural history, art history and decorative arts, and historical archaeology. She specializes in Visual Art and Culture, 19th-20th Century American Architecture, Modern and Contemporary Architecture, Architectural Theory and Criticism, Urbanism, and Cultural Landscape, and is a regional expert on Southern California architecture. Her qualifications and experience meet and exceed the Secretary of the Interior's Professional Qualification Standards in History, Archaeology, and Architectural History. She has managed and conducted a wide range of technical studies in support of environmental compliance projects, developed preservation and conservation plans, and implemented preservation treatment projects for public and private clients in California and throughout the United States.

EXPERIENCE

Dr. Jerabek has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area and Southern California counties. She provides expert assistance to public agencies and private clients in environmental review, from due diligence through planning/design review and permitting and when necessary, implements mitigation and preservation treatment measures on behalf of her clients. As primary investigator and author of hundreds of technical reports, plan review documents, preservation and conservation plans, HABS/HAER/HALS reports, construction monitoring reports, salvage reports and relocation plans, she is a highly experienced practitioner and expert in addressing historical resources issues while supporting and balancing project goals.

She is an expert in the evaluation, management and treatment of historic properties for compliance with Sections 106 and 110 of the NHPA, NEPA, Section 4(f) of the Department of Transportation Act, CEQA, and local ordinances and planning requirements. Dr. Jerabek regularly performs assessments to ensure conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties, and assists clients with adaptive reuse/rehabilitation projects by providing preservation design and treatment consultation, agency coordination, legally defensible documentation, construction monitoring and conservation treatment.

She is a regional expert on Southern California architecture. She has prepared a broad range of environmental documentation and conducted preservation projects throughout the Los Angeles metropolitan area as well as in Ventura, Orange, Riverside, San Bernardino and San Diego counties. Beyond her technical skill, Dr. Jerabek is a highly experienced project manager with broad national experience throughout the United States. She currently manages PCR's on-call preservation services with the City of Santa Monica, County of San Bernardino Department of Public Works, City of Hermosa Beach, Los Angeles Unified School District, and Long Beach Unified School District.

Education

Ph.D., Art History, University of California, Los Angeles, 2005

M.A., Architectural History, School of Architecture, University of Virginia, Charlottesville, 1991

Certificate of Historic Preservation, School of Architecture, University of Virginia, Charlottesville, 1991

B.A., Art History, Oberlin College, Oberlin, Ohio, 1983

Awards/Recognition

2014 Preservation Award, *The Dunbar Hotel*, L.A. Conservancy

2014 Westside Prize, *The Dunbar Hotel*, Westside Urban Forum,

2014Design Award: *Tongva Park & Ken Genser Square*, Westside Urban Forum

2012 California Preservation Foundation Award, *RMS Queen Mary Conservation Management Plan*, California Preservation Foundation

Professional Affiliations

California Preservation Foundation

Santa Monica Conservancy

Los Angeles Conservancy

Society of Architectural Historians

National Trust for Historic Preservation Leadership Forum

American Institute of Architects (AIA), National Allied Member

American Architectural Foundation

Association for Preservation Technology

Amanda Kainer, M.S.

SENIOR ARCHITECTURAL HISTORIAN

SUMMARY

Amanda Kainer has more than eight years of professional and academic experience in the practice of historic preservation and architectural history. Ms. Kainer has conducted extensive archival research, field observation, recordation, and prepared survey documentation and assisted in database management for numerous PCR historic resources projects. She has training and substantial experience in the evaluation and conservation of art and architecture and passion for interior design.

EXPERIENCE

Ms. Kainer has completed and co-authored a wide range of architectural investigations including historic resources assessment and impacts analysis reports for compliance with CEQA, character-defining features reports, plan reviews, investment tax credit applications, Section 106 significance evaluations, and HABS documentations. She has also performed extensive research, survey work, and prepared numerous landmark and preliminary assessment reports as a part of PCR's On-Call Historic Preservation Contract with the City of Santa Monica.

She is involved a diverse set of projects and analyses. These include anything from a California Register nomination for the UCLA Faculty Center to a paint analysis for a Churrigueresque style 1920s commercial building in Santa Monica. She has co-authored Section 106 reports for the residential development in Thousand Oaks, Santa Monica Pier, Avalon Fuel Dock on Catalina Island, and a Mid-Century roadside motel in Bakersfield. For LAUSD, Ms. Kainer authored a character-defining features analysis for seven historic schools, provided historic analysis for an MND, and preliminary resource evaluations and plan reviews for various historic schools.

Historic Resources Assessments: Ms. Kainer has contributed to the research, site inspections, and report preparation of a number of historic resources assessments in the Los Angeles metropolitan area for compliance with CEQA. Ms. Kainer has evaluated a number of different types of potential historical resources, including single-family and multi-family residences, banks, commercial buildings, schools, hotels, and cultural landscapes in Beverly Hills, Venice, Los Angeles, and Santa Monica.

Large Scale Survey Experience: She was a contributing author for three major Community Redevelopment Agency of the City of Los Angeles–Adelante Eastside, Wilshire Center/Koreatown, and Normandie 5 Redevelopment Areas. Ms. Kainer also served as PCR Survey Team Leader and co-author for the comprehensive survey of over 4,000 objects of fine and decorative arts aboard the RMS Queen Mary in Long Beach. Additionally, Ms. Kainer helped complete the district-wide survey and evaluation of the Long Beach Unified School District and a windshield survey of Hermosa Beach for the Historic Resources Chapter of the Hermosa Beach General Plan Update.

Education

M.S., Historic Preservation (Emphasis: Conservation Science), Columbia University, New York, New York, 2008

B.S., Design (Emphasis: Interior Architecture), University of California, Davis, 2002

B.A., Art History, University of California, Davis, 2002

Awards/Recognition

Joel Polsky Academic Achievement Award, American Society of Interior Designers, 2008

Continuing Education

CEQA and Historic Resources: Thresholds, Mitigation & Case Studies, California Preservation Foundation Workshop, March 2011

Professional Affiliations

California Preservation Foundation

Los Angeles Conservancy

Santa Monica Conservancy (Volunteer Docent for the Shotgun House)

Docomomo SoCal

Association of Preservation Technology Western Chapter

PCR

Christian Taylor, M.H.P.

ASSISTANT ARCHITECTURAL HISTORIAN

SUMMARY

Christian Taylor is a historic resources specialist with academic and professional experience in assessing historic structures and contributing to California Environmental Quality Act (CEQA)-level documents.

With completion of his Master's Degree imminent, Mr. Taylor will continue to hone his skills in Management of rehabilitation and restoration projects, preparation of documentation of historic contexts, and the use of non-invasive material investigation methods.

EXPERIENCE

Working for the California Department of Parks & Recreation (DPR), restoration contractors, and environmental consultants, Mr. Taylor has become versed in the research, writing, and assessment of historic resources from the public and private perspective.

Serving first as a History Intern and then Interpretive Specialist for the DPR, Mr. Taylor served as the lead representative for the Crystal Cove State Historic Park during the second phase of the cottage restoration project program. His primary role was to liaise with contractors ensure the project met both the Parks Department and Secretary of the Interior's Standards. Also with the DPR,

Mr. Taylor worked alongside resident historians to organize the contributing documentation and assist with the historic landscape report documenting La Purisima Mission's structures and their significance in relation to the original restoration work done in the 1930s.

Mr. Taylor also familiarized himself with historic restoration field through the preparation of thousands of pages of documentation associated with the Wilshire Temple and Atascadero City Hall projects.

While with PCR, Mr. Taylor has performed architectural history research, survey and assessment work for the Hermosa Beach General Plan Update, the Capitol Mills project in Los Angeles, and assisted with historic resources assessments for a commercial property and an education center in West Hollywood, as well as multiple residential properties in Venice and Los Angeles.

RESEARCH PROJECTS

Mission La Purisima: Civilian Conservation Corps Historic Garden and Cultural Landscape Report, California Department of Parks and Recreation, January 2011

Manufacturing America: Alexander Hamilton's Efforts to Industrialize the Nation, University of Southern California, November 2009

Sculpting Liberty: Augustus Saint-Gaudens's Standing Lincoln, University of Southern California, May 2010

Googie: Unsavory Design or Tasteless Inspiration?, University of Southern California, May 2009

The Shankland House, 715 West 28th Street: Assessment of Materials and Recommendations for Treatment and Maintenance (Metal), University of Southern California, May 2009

Education

Master's Degree, Historic Preservation, University of Southern California, Los Angeles, 2015

B.A., History, University of Oklahoma, Norman, 2008

Stephanie Hodal

ARCHITECTURAL HISTORIAN INTERN

SUMMARY

Stephanie Hodal is an experienced professional with expertise in communications for the architectural and engineering sector. She will apply her corporate communication and marketing expertise and academic experience in historic preservation/conservation to support the Historic Resources Division.

Ms. Hodal provides research and writing support regarding permit and assessor information, construction and owner chronologies, architectural descriptions, and historic context. Thus far, she has provided a brief history of golf course design for the Verdugo Hills Golf Course, the history of San Fernando Valley development as context for an early house in Studio City; and LGBT history as context for an office/retail/restaurant complex in West Hollywood. Ms. Hodal has also prepared an architectural description for a multi-building mid-century apartment complex in Hollywood and comprehensive research on the land development, corporate, and design history regarding a factory complex in Whittier.

RELEVANT COURSEWORK

History of the American City
History of American Architecture and Urbanism
Cross Cultural Issues in Landscape Design
Topics in Modern Architecture in Southern California
Global History of Architecture to 1500

Introduction to Historic Site Documentation
Fundamentals of Historic Preservation
Historic Preservation Management, Planning and Development
Historic Preservation Philosophy

Conservation Methods and Materials
Historic Materials and Construction
Sustainable Conservation of the Built Environment

Smart Growth Planning
Urban Villages
Design Skills for Urban Planners
Introduction to City Planning
Communicating City Design

Education

Candidate, Master of Heritage Conservation, University of Southern California School of Architecture, 2016

Certificate of Historic Preservation, Boston Architectural College, 2009

A.B., American Studies, Smith College, Northhampton, Massachusetts, 1980

Continuing Education

Historic Real Estate Finance + Real Estate Deal Structuring, National Trust for Historic Preservation, Philadelphia, PA + Washington, D.C.

RS&H