ELEVATE BUR
GET READY FOR AN UPGRADE

Industry Day
Airport Information

- Medium Hub Airport
- All domestic
- 14 gates
- Approaching 6 MAP
- Common Use Terminal
- Residual cost agreement
- Air Carriers
  - Alaska, American, Delta, Jetblue, Southwest, Spirit, United
Why replace the current terminal?

- Runway separation does not meet current standards
- Seismically deficient
- Inconsistent capability between gates
- Complicated maneuvers required on airfield
- Aging terminal building
- Limited concessions and amenities
- Underserves users with disabilities
Why replace the current terminal?
Passenger convenience and accessibility
Concessions
Benefits

• Safety
  • Proper runway separation
  • Meets current seismic design standards

• Customer Convenience
  • ADA
  • Amenities
  • Maintain easy access and convenience

• Community
  • Resilience (Natural disasters)
  • Sustainability/Energy efficiency
  • Reduced emissions
Benefits

• Operations
  • Reduction in taxi times and runway crossings
  • **Simplified aircraft maneuvers**
  • **Consistency and capability at all gates**
  • Increased concessions revenue
  • Expanded holdroom size
  • Faster check-in
  • Centralized TSA checkpoint
  • Centralized bag check/screening
Program Schedule

- Development Agreement ✓
- CEQA – FEIR ✓
- Concept Validation Complete ✓
- Program Manager Selected ✓
- Design-BUILDER Selection
- EIS ongoing Q4-2020 completion
- Design Starts Q4-2020
- Construction Starts Q3-2021
- RPT Opens Q3-2024
- Existing Terminal Demolished Q3-2025
Development Agreement with City of Burbank

- 2016, 20 year duration
- 355,000 sq ft terminal (232,000 current)
- 14 gates (same as current)
- Public design charrettes workshop process
- 6,637 public parking spaces (same as current)
- Demolish existing terminal within 12 months of opening
Preferred Location

NE Quadrant
- Green field, no utilities, not graded, narrow width
- Elevation change 30+ ft north to south
- Greater distance from Regional Intermodal Transportation Center

Alternative Location
SW Quadrant
HOLLYWOOD BURBANK AIRPORT REPLACEMENT PASSENGER TERMINAL CONCEPT VALIDATION

The proposed Replacement Passenger Terminal is feasible in the preferred location.
CONCLUSION

The proposed Replacement Passenger Terminal works in the preferred location

✓ ADG III Aircraft Layout (Same capability at all gates)
✓ 14 Gates
✓ 355,000 SF Terminal
PEAK HOUR CAPACITY

Departure Busy Hour

\[14 \times \text{MAX 8} = 2,646\]

Arrival Busy Hour

\[9 \times \text{MAX 8} = 1,701\]
MASSING

Replacement Passenger Terminal

Parking

GSE & Maint.

ARFF

ATCT

Parking

GSE & Maint.

ARFF

ATCT
PROPOSED LAYOUT: GROUND FLOOR

Total Floor Area = 247,601 SF
PROPOSED LAYOUT: BASEMENT

Total Floor Area = 53,354 SF
PROPOSED LAYOUT: SECOND FLOOR

Total Floor Area = **54,045 SF**
ELEVATION LOOKING EAST

SLOPE DOWN ~20 FEET
OPPORTUNITIES TO BE ADDRESSED IN DESIGN PHASE

1. Terminal Depth
2. Site Grade
3. Airport Access
4. Employee Parking
5. Public Parking Structure
6. Air Traffic Control Tower
7. Aircraft Rescue and Fire Fighting Facility
Public Design Charrettes Workshops

- Last workshop was held October 26, 2019
- Deliverable will be part of PDM and selection criteria for RFP
Design Charrette Workshop 1
Design Charrette Workshop 1 - Vision Boards
Design Charrette Workshop 1 - Vision Boards
Design Charrette Workshop 1 - Sketches/Board Shots
Design Charrette Workshop 2
Design Charrette Workshop 2 - Posters
Design Charrette Workshop 2 - Posters
Design Charrette Workshop 3 & 4
Design Charrette Workshop 3 & 4 - Posters
Financial Feasibility

The Authority is developing a Plan of Finance based on the availability of:

• Airport Improvement Program funds
• PFC revenue backed bonds
• U.S. DOT Credit Programs
• Authority equity
• General Aviation Revenue Bonds
Program components - not just a terminal

Design-Build Scope Elements
• Replacement Passenger Terminal
• Roadways/utilities/parking structures
• Aircraft apron
• Air Cargo/GSE

Other Program Elements to be Delivered Under Separate Contracts
• Demo Existing Terminal Building
• Aircraft Rescue Fire Fighting Facility/EOC
• Taxiways A & C extensions
Why Progressive Design Build

• Facilitates coordination & cooperation between Airport, Airlines, Designer and Builder

• Integration of Design and Build staff critical to accurate understanding of construction cost and schedule in real time as design progresses

• Single procurement / Single contract

• Establish Project Cost Expectations during D-B procurement and design to the defined target budget

• Allows Construction to start prior to finalizing design
# Program Schedule

## Hollywood Burbank Airport

<table>
<thead>
<tr>
<th>Year</th>
<th>Months</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
</tr>
</tbody>
</table>

### Program Manager
- Monthly report submission
- Program Charter/Management Manual
- Program Definition/Plan
- Target/Design-to-Budget
- Support preparation of CEIS

### Industry Days

<table>
<thead>
<tr>
<th>Year</th>
<th>Months</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10</td>
<td>11</td>
<td>12</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5</td>
<td>6</td>
<td>7</td>
<td>8</td>
<td>9</td>
<td>10</td>
<td>11</td>
</tr>
<tr>
<td></td>
<td></td>
<td>12</td>
<td>1</td>
<td>2</td>
<td>3</td>
<td>4</td>
<td>5</td>
<td>6</td>
</tr>
</tbody>
</table>

### Design/Builder (NCD)
- Design
- Construction
- CEIS

### SCW Work
- Final Planning
- Owners
- Airside Work
- Landscape Work

### Design
- Design
- Construction
# Program Schedule

## Hollywood Burbank Airport

<table>
<thead>
<tr>
<th>Year</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Month</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>EIS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design Charettes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Airline Technical Committee</td>
<td>⚫</td>
<td>☑</td>
<td>⚫</td>
</tr>
<tr>
<td>Program Manager</td>
<td>☑</td>
<td>☑</td>
<td>☑</td>
</tr>
<tr>
<td>Industry Day</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commission &amp; AAAC Input</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design-Builder (NEO)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Legend:
- RFQ: Request for Qualifications
- SOQ: Statement of Qualifications
- SIPP: Statement of Project Performance
- Prop: Proposal
- NTP: Not Time Critical

**Notes:**
- Mobilizes to local office
- Program Charter / Management Manual
- Program Definition Manual
- Target "Design-to-Budget"
- Supports preparation of DB RFP

**Design:**
- Constructability/Design Mgmt/Estimating
- Construction NE Quadrant
Today’s attendees list, project updates, and a portal to submit questions are available on elevatebur.com

If you do not wish to be included in the attendees list, please alert the staff at the check-in desk.