



The 14-Gate Replacement Terminal Project and Protections for Burbank



UNITED AIRPORT





1934



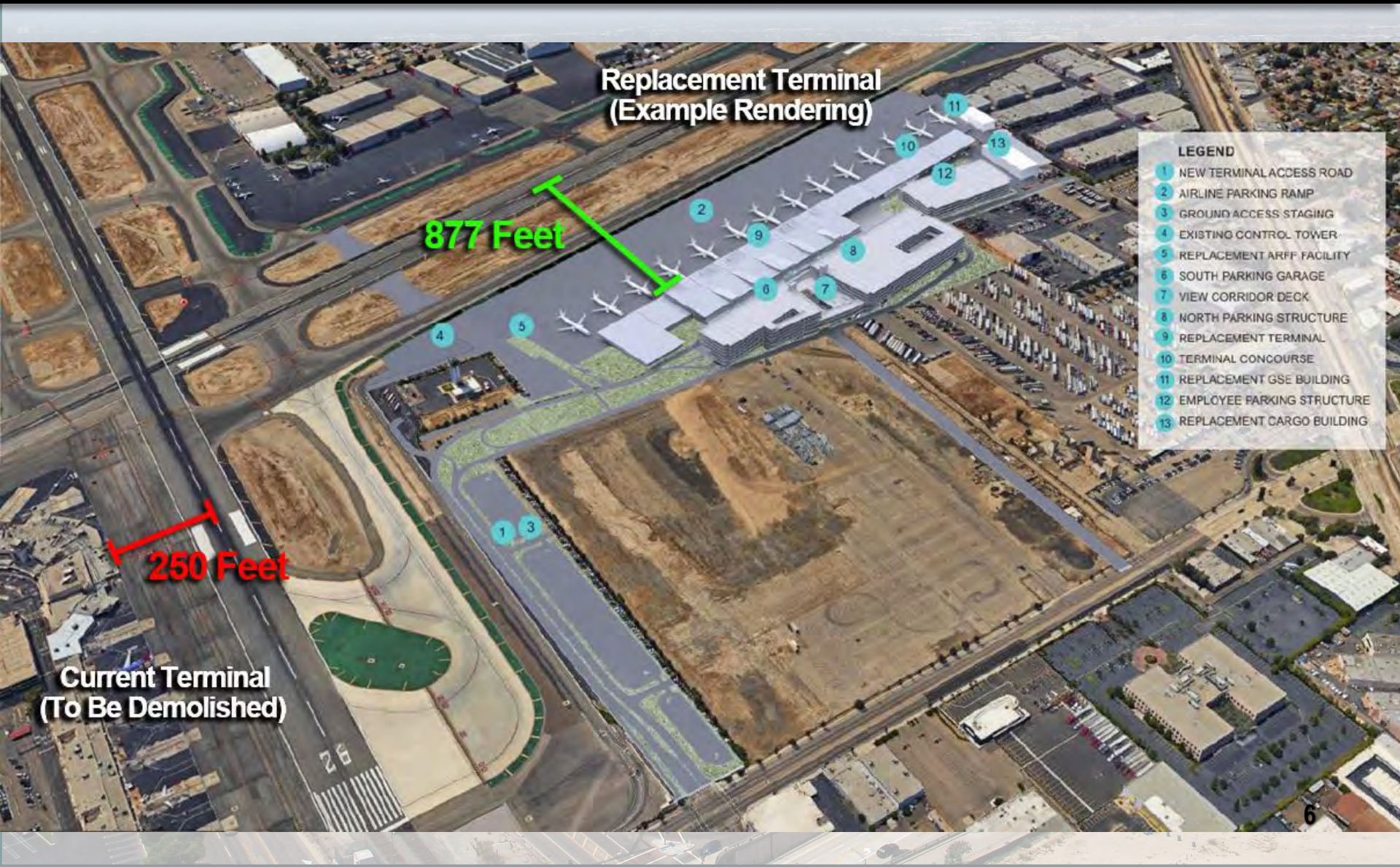
The Airport Needs A Safer, Modern, and More Convenient Replacement Terminal



Why the Airport Needs a Replacement Terminal

**Safer Distance Between Airport Runways and Terminal
Building That Meets Today's Seismic Design Standards
Increased Passenger Convenience**

Safer Distance From the Runways



Safety

- **Current terminal does not meet current earthquake design standards:**
 - Central portion of the current terminal does not meet current California earthquake design standards, despite a 1995 retrofitting to satisfy City of Burbank ordinances
 - Unreinforced masonry from 1930 construction still exists

Still Convenient With More Amenities

- Replacement terminal will provide improved passenger amenities:
 - Indoor baggage claims
 - Shorter walks to furthest gates
 - Current Terminal: 1,600 ft.
 - Replacement Terminal: 1,276 ft.
 - Shorter distances to walkable public parking
 - Current Terminal: 1,675 ft.
 - Replacement Terminal: 645 ft.
 - Centralized TSA screening
 - New restaurants and concessions
 - A lactation room and more family restrooms
 - A more distinctive terminal that enhances the community's image and sense of place

Still Convenient With More Amenities

- Replacement terminal will provide improved passenger amenities (continued):
 - Improved facilities for passengers with disabilities
 - More spacious corridors
 - Current Terminal: 7 to 20 ft. wide
 - Replacement Terminal: 25 ft. wide
 - More spacious hold rooms
 - Current Terminal: 1,788 sq. ft.
 - Replacement Terminal: 2,500 sq. ft.
 - More curb space
 - Current Terminal: 950 ft.
 - Replacement Terminal: 1,500 ft.

About the Replacement Terminal

- A safer, modern, 14-gate Replacement Terminal with protections for Burbank

Replacement Terminal by the Numbers

14 Number of gates remains the same

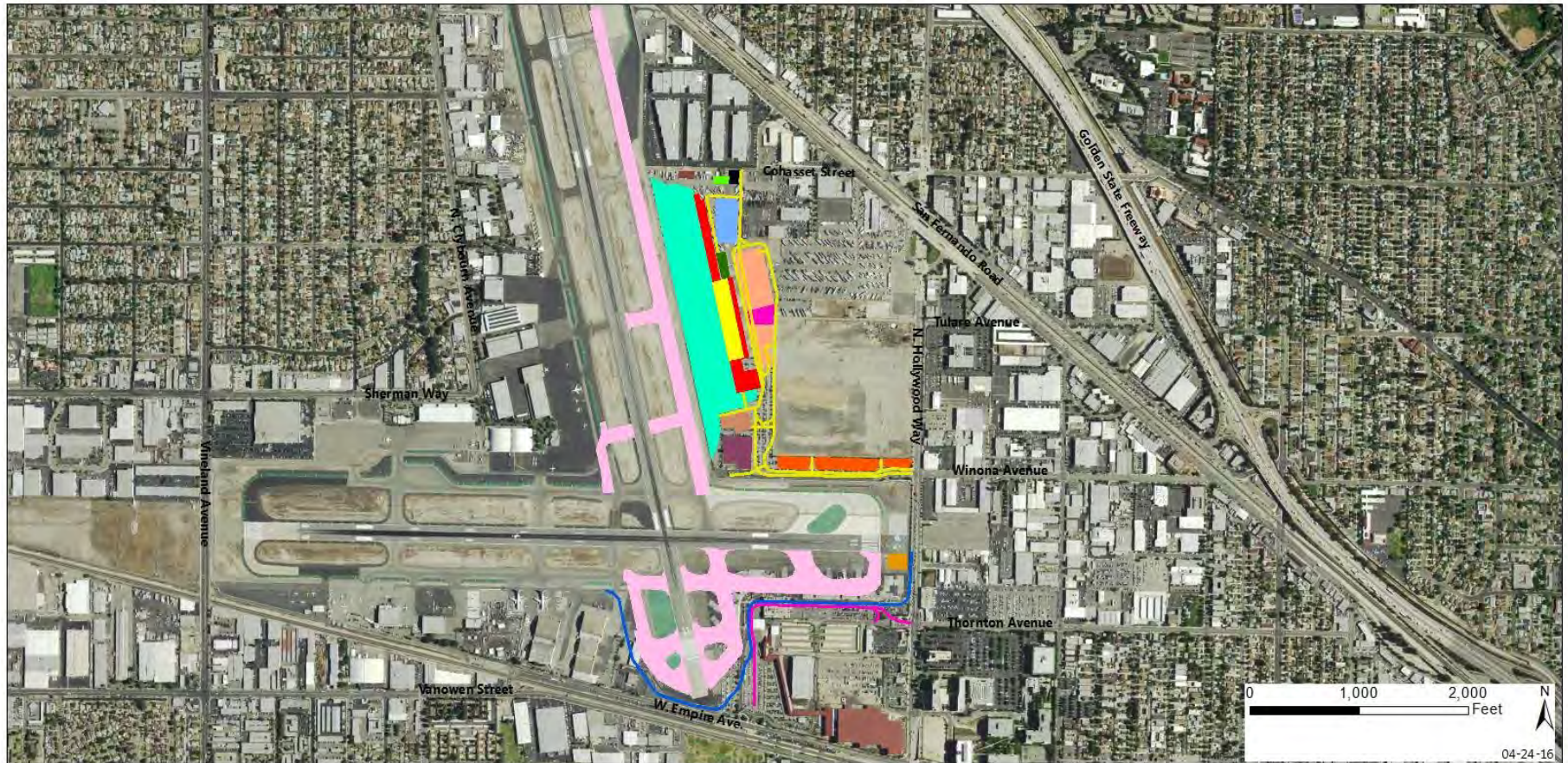
6,637 Public parking spaces remain the same

355,000 Maximum square footage size;
current terminal size is 232,000

Build Alternatives

1. **Preferred B-6 Full-Size Terminal on Hollywood Way: 355,000-square-foot terminal**
2. **Southwest Quadrant Full-Size Terminal on Empire Avenue: 355,000-square-foot terminal with relocation of general aviation to B-6 Hollywood Way site**
3. **Southwest Quadrant Same-Size Terminal on Empire Avenue: 232,233-square-foot terminal with no new development on B-6 Hollywood Way site**

Adjacent Property Full-Size Preferred Development Option

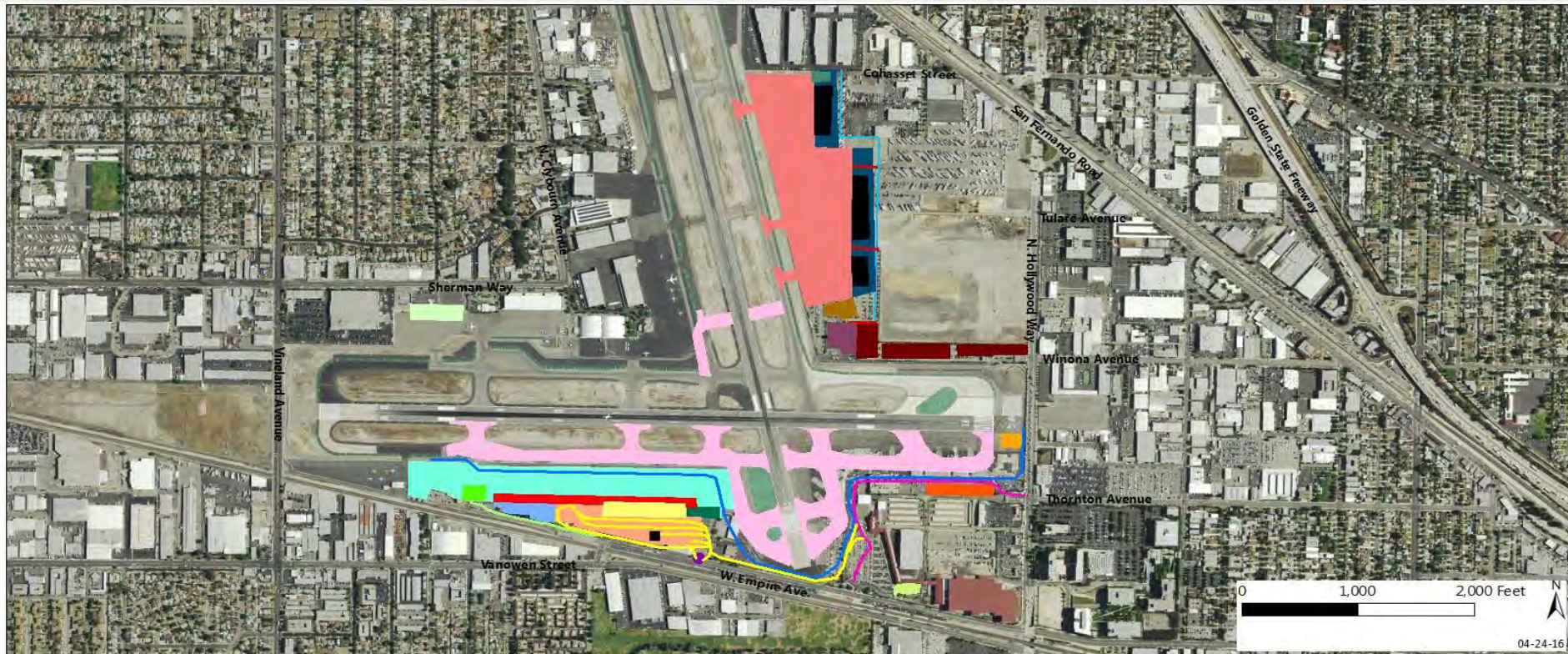


Sources: Esri, 2016; Authority, 2016; RS&H, 2016

Legend

■ Replacement Passenger Terminal Building - 1st Floor	■ Replacement Structured Employee Parking	■ Electric Substation	■ Ground Access Vehicle Storage
■ Replacement Passenger Terminal Building - 2nd Floor (includes Central Utility Plant)	■ Replacement Structured Public Parking	■ Replacement ARFF	■ Taxiway Improvements (see Figure 2-8 for Details)
— Terminal Access Road	■ Valet Drop-off and Pick-up	■ GSE Maintenance Building	■ Engineered Materials Arresting System (EMAS)
— Terminal Loop Road Realignment	■ Delivery Truck Staging	■ Aircraft Ramp	
— Airport Service Road Realignment	■ Replacement Air Cargo Facility	■ Air Traffic Control Tower (ATCT)	

Southwest Quadrant Full-Size Development Alternative Option

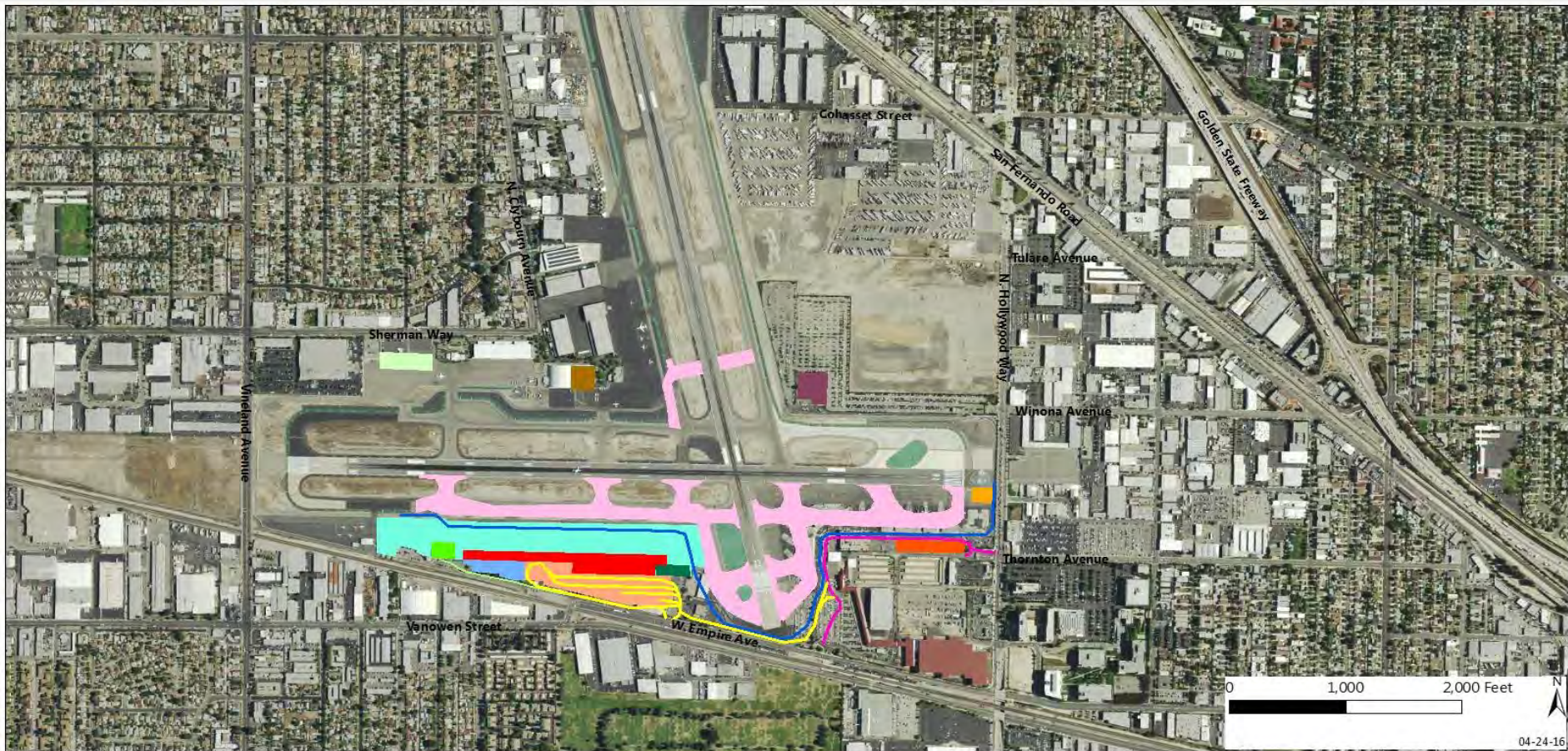


Sources: Esri, 2016; Authority, 2016; RS&H, 2016

Legend

■ Replacement Passenger Terminal Building - 1st Floor	■ Delivery Truck Staging	■ Air Freighter Facility	— Airport Service Road
■ Replacement Passenger Terminal Building - 2nd Floor (includes Central Utility Plant)	■ Aircraft Ramp	■ Taxiway Improvements (see Figure 2-8 for Details)	■ General Aviation Hangar
— Terminal Access Road	● Signalized Intersection	■ Engineered Materials Arresting System (EMAS)	■ General Aviation Leasable Landside
— Terminal Loop Road Realignment	■ Replacement Air Cargo/GSE Maintenance Facility	■ Replacement ARFF	— General Aviation Parcel Roadway
— Airport Service Road Realignment	— Air Cargo Facility Access Road	■ Air Traffic Control Tower (ATCT)	■ Rental Car Storage Area
■ Structured Employee Parking	■ Shuttle Bus Drop-off and Pick-up Area	■ Electric Substation	■ Valet Drop-off and Pick-up
■ Structured Public Parking	■ Ground Access Vehicle Storage Area	■ General Aviation Ramp	

Southwest Quadrant Same-Size Development Option Only If Voters Reject the Agreement



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

Legend

█ Replacement Passenger Terminal Building (includes Central Utility Plant)	█ Structured Employee Parking	█ Replacement Air Cargo/GSE Maintenance Facility	█ Engineered Materials Arresting System (EMAS)
█ Terminal Access Road	█ Structured Public Parking	█ Air Cargo/GSE Maintenance Facility Access Road	█ ARFF Building to Remain
█ Terminal Loop Road Realignment	█ Delivery Truck Staging	█ Air Freight Facility	█ Air Traffic Control Tower (ATCT)
█ Airport Service Road Realignment	█ Aircraft Ramp	█ Taxiway Improvements (see Figure 2-8 for Details)	█ Ground Access Vehicle Staging Area

Will the City of Burbank Pay for the Replacement Terminal?

NO!

Airports are funded by the passengers, airlines, and tenants who use the facility. Airport funding sources include:

- **FAA grants**
- **Rents from concessionaires and other tenants**
- **Parking fees**
- **Passenger Facility Charges (PFCs)**
- **Landing fees**
- **Federal taxes on every airline ticket sold**

The Airport Is an Important Direct Contributor to Burbank's Budget

Over \$12 million* in tax revenues that the Airport generates for Burbank is **equivalent to:**



The annual salary and benefits for 77 police officers; or

Nearly double the Library's annual budget; or



The annual salary and benefits for 93 firefighters

*Total annual revenues to the City of Burbank include \$9.1 million in secured and unsecured property taxes, \$2.1 million in parking taxes, and \$1.2 million in sales tax.

SOURCE: CITY OF BURBANK FINANCIAL SERVICES DEPARTMENT

Protections for Burbank

- Supermajority voting gives Burbank control over critical decisions about the Airport's future



The Replacement Terminal Conceptual Term Sheet

- **In November 2015, the City of Burbank and the Airport endorsed a Conceptual Term Sheet that proposes a Development Agreement that would give both parties what they want**



Working Together

Benefits for Burbank

With supermajority voting, Burbank will have control over certain future Airport Authority actions, including the ability to:

1. STOP any attempts to increase the number of airline gates
2. STOP the acquisition of land
3. STOP any attempt to end the voluntary nighttime curfew on scheduled airline operations
4. STOP any attempt to change the existing noise rules and how they are enforced
5. STOP expansion of the existing terminal or any new terminal
6. STOP abandonment of the Airport's support for Congressional approval to implement a mandatory nighttime curfew on all aircraft
7. STOP the approval of management contracts or leases in excess of 35 years

Working Together

Benefits for the Airport

The City will provide the Airport with discretionary and ministerial approvals for the Replacement Terminal.

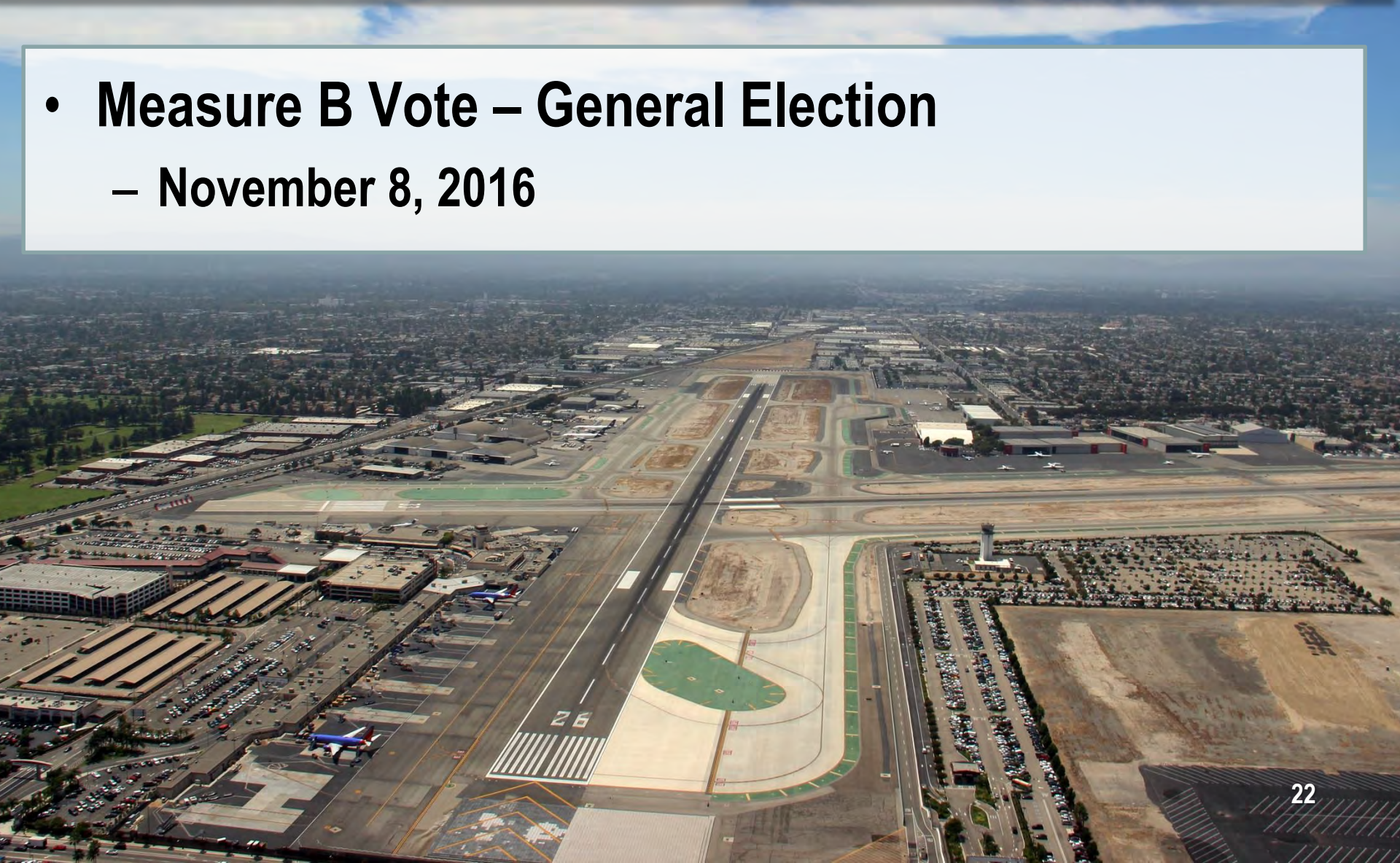


Measure B

Measure B states that no agreement between the City of Burbank and the Airport Authority for a Replacement Terminal, or any other discretionary act by the City relating to the approval of a Replacement Terminal, will be effective until approved by Burbank voters.

Schedule

- **Measure B Vote – General Election**
– **November 8, 2016**



For More Information

- www.BURreplacementterminal.com
 - Information includes ability to subscribe to the Airport's monthly online newsletter
- Facebook: facebook.com/bobhopeairport
- Twitter: @fly_BUR, #replaceBURterminal
- Instagram: @fly_BUR, #replaceBURterminal
- www.BurbankCA.gov/BURinfo