

ATTACHMENT H
PUBLIC UTILITIES CODE SECTION 21661.6(e) AMENDMENTS
TO
LOT A and A-1 NORTH PROPERTIES
(FYI only)

**SUPPLEMENT TO APPLICATION FOR PUBLIC UTILITIES CODE SECTION
21661.6(e) APPROVAL OF AMENDMENT TO ADJACENT PROPERTY LAND
USE PLAN (REPLACEMENT TERMINAL PROJECT)**

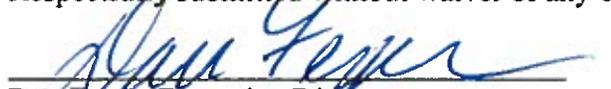
TO: Honorable Mayor and City Council
City of Burbank

FROM: Dan Feger, Executive Director
Burbank-Glendale-Pasadena Airport Authority

DATE: June 15, 2016

The Burbank-Glendale-Pasadena Airport Authority (“Authority”), owner and operator of the Bob Hope Airport, submits this supplement to its May 6, 2016 application to the Burbank City Council for a contingent Public Utilities Code Section 21661.6(e) approval of an amendment to the Amended and Restated Plan for Use of Adjacent Property (“Adjacent Property Land Use Plan”). Specifically, this supplement provides clarification about the substitute Adjacent Property Land Use Plan that the Authority requests be applicable depending on whether it chooses to construct the Adjacent Property Full-Size Terminal development option or the Southwest Quadrant Full-Size Terminal development option studied in the Draft Environmental Impact Report for the Replacement Terminal Project.

Respectfully submitted without waiver of any existing or future legal rights or claims:



Dan Feger, Executive Director
Burbank-Glendale-Pasadena Airport Authority

ATTACHMENT A

Proposed Text for Substitute Amended and Restated Plan for Use of Adjacent Property for the Adjacent Property Full-Size Terminal Development Option

Amended and Restated Plan for Use of Adjacent Property
Pursuant to California Public Utilities Code Section 21661.6(e)

Burbank-Glendale-Pasadena Airport Authority, Applicant

The following description of the Airport Authority's amended and restated plan (the "Plan") to use the Adjacent Property accompanies and describes the site plans submitted by the Authority for development and use of the property for the Adjacent Property Full-Size Terminal development option studied in the Environment Impact Report for the Replacement Terminal Project ("Project"). This Plan will become effective only when, and shall be effective only if, the Authority records with the Los Angeles County Registrar-Recorder/County Clerk a Memorandum of Adjacent Property Replacement Passenger Terminal Selection as specified in the Modification to Amended and Restated Grant of Easements, Declaration of Use Restrictions and Agreement for Adjacent Property executed by the City and the Authority for the Project.

1. Until such time as they are demolished to clear the way for Project, the Plan authorizes the development and use of the Adjacent Property for the following facilities only:
 - 25 acres at the north end of the property are authorized for use by Desmond's Studio Production Services for a storage facility for movie production equipment and vehicles. The facility is authorized to have surface paving, fencing, lighting, and non-permanent office or similar trailers only. No other structures or any permanent buildings are authorized. This facility shall be demolished in its entirety as part of the Project.
 - 16.7 acres at the south end of the property are authorized for construction and operation by the Authority of a surface airport parking facility for use by airport passengers and employees. The surface parking facility shall be utilized as a portion of Airport Parking Lot A only and shall not be utilized for other parking purposes or separately from the balance of Lot A as depicted on the submitted plans. The parking facility is authorized to have surface paving, fee collection booths for use by parking attendants, bus shelters for use by airport passengers and employees waiting for shuttle buses, light standards, and fencing as depicted on the submitted plans. No other structures are authorized. Parking Lot A shall have a maximum of 1,592 passenger parking spaces and 581 employee parking spaces, inclusive of spaces located off of the Adjacent Property. The number of actual vehicles parked at the facility shall not exceed the number of approved parking spaces. This facility shall be demolished as part of the Project, in phases, as permanent replacement parking facilities are developed on the Adjacent Property.

2. Upon demolition of the facilities specified in Section 1, the Plan authorizes the development and use of the Adjacent Property as follows:

- Replacement 14-gate Passenger Terminal Building with a maximum size of 355,000 square feet in two stories and one partial basement.
- Public Parking Structure with a maximum capacity of 3,180 parking spaces and a maximum size of seven levels plus a basement. Such structure may be utilized for any combination of valet parking and self-parking, and the Authority may change such combination at any time and from time-to-time in its discretion.
- Employee Parking Structure with a maximum capacity of 600 parking spaces and a maximum size of three levels.
- Replacement Air Cargo Building with a maximum size of 8,000 square feet, of which no more than 30% (2,400 square feet) shall be used for office space.
- Ground Service Equipment/Terminal Maintenance Building with a maximum size of 8,000 square feet, of which no more than 25% (2,000 square feet) shall be used for office space.
- Electrical Substation with a maximum size of 10,000 square feet.
- Airline Parking Ramp with a maximum size of 413,000 square feet and a maximum of 14 narrow body (wingspan less than 118 feet) aircraft parking positions.
- Delivery Truck/Contractor Staging Area with a maximum size of 48,130 square feet.
- View Corridor Deck (elevated) with a maximum size of 35,175 square feet.
- Valet/Cashier Office (beneath the View Corridor Deck) with a maximum size of 5,000 square feet.
- Taxiway Access Pavement (144,369 square feet on Adjacent Property).
- Replacement Aircraft Rescue and Firefighting Station/ Emergency Operations Center Building with a maximum size of 25,000 square feet.
- Ground Access Vehicle Staging Area with a maximum size of 113,340 square feet.
- Access Roads (approximately 7,000 lineal feet).

Changes to the Plan: If the Community Development Director determines that a proposed revision to Project is in substantial conformance with the Development Agreement executed by the City and the Authority for the Project, and with the provisions and the general intent of the approved Plan, the Community Development Director shall have the authority to reconcile the Plan with such revision.

ATTACHMENT B

Proposed Text for Substitute Amended and Restated Plan for Use of Adjacent Property for the Southwest Quadrant Full-Size Terminal Development Option

Amended and Restated Plan for Use of Adjacent Property
Pursuant to California Public Utilities Code Section 21661.6(e)

Burbank-Glendale-Pasadena Airport Authority, Applicant

The following description of the Airport Authority's amended and restated plan (the "Plan") to use the Adjacent Property accompanies and describes the site plans submitted by the Authority for development and use of the property for the Southwest Quadrant Full-Size Terminal development option studied in the Environment Impact Report for the Replacement Terminal Project ("Project"). This Plan will become effective only when, and shall be effective only if, the Authority records with the Los Angeles County Registrar-Recorder/County Clerk a Memorandum of Southwest Quadrant Replacement Passenger Terminal Selection as specified in the Modification to Amended and Restated Grant of Easements, Declaration of Use Restrictions and Agreement for Adjacent Property executed by the City and the Authority for the Project.

1. Until such time as they are demolished to clear the way for Project, the Plan authorizes the development and use of the Adjacent Property for the following facilities only:
 - 25 acres at the north end of the property are authorized for use by Desmond's Studio Production Services for a storage facility for movie production equipment and vehicles. The facility is authorized to have surface paving, fencing, lighting, and non-permanent office or similar trailers only. No other structures or any permanent buildings are authorized. This facility shall be demolished in its entirety as part of the Project.
 - 16.7 acres at the south end of the property are authorized for construction and operation by the Authority of a surface airport parking facility for use by airport passengers and employees. The surface parking facility shall be utilized as a portion of Airport Parking Lot A only and shall not be utilized for other parking purposes or separately from the balance of Lot A as depicted on the submitted plans. The parking facility is authorized to have surface paving, fee collection booths for use by parking attendants, bus shelters for use by airport passengers and employees waiting for shuttle buses, light standards, and fencing as depicted on the submitted plans. No other structures are authorized. Parking Lot A shall have a maximum of 1,592 passenger parking spaces and 581 employee parking spaces, inclusive of spaces located off of the Adjacent Property. The number of actual vehicles parked at the facility shall not exceed the number of approved parking spaces. This facility shall be demolished as part of the Project, in phases, as permanent replacement parking facilities are developed on the southwest quadrant of the airport and placed into service.

2. Upon demolition of the facilities specified in Section 1, the Plan authorizes the development and use of the Adjacent Property as follows:
- Three general aviation leaseholds with a maximum size of: 1,294,257 square feet of aircraft ramp; 215,771 square feet of hangar, work space and office space; and 208,950 square feet of leasable public access and tenant parking area.
 - Landscape/drainage area (approximately 115,000 square feet).
 - Access roads (approximately 2,950 lineal feet).
 - Electrical Substation with a maximum size of 10,000 square feet.
 - Rental Car Storage Area with a maximum size of 196,360 square feet.

Changes to the Plan: If the Community Development Director determines that a proposed revision to Project is in substantial conformance with the Development Agreement executed by the City and the Authority for the Project, and with the provisions and the general intent of the approved Plan, the Community Development Director shall have the authority to reconcile the Plan with such revision.

SUPPLEMENT TO APPLICATION FOR PUBLIC UTILITIES CODE SECTION 21661.6(e) APPROVAL OF AMENDMENT TO A-1 NORTH PROPERTY LAND USE PLAN (REPLACEMENT TERMINAL PROJECT)

TO: Honorable Mayor and City Council
City of Burbank

FROM: Dan Feger, Executive Director
Burbank-Glendale-Pasadena Airport Authority

DATE: June 15, 2016

The Burbank-Glendale-Pasadena Airport Authority (“Authority”), owner and operator of the Bob Hope Airport, submits this supplement to its May 6, 2016 application to the Burbank City Council for a contingent Public Utilities Code Section 21661.6(e) approval of an amendment to the Amended and Restated Plan for Use of A-1 North Property (“A-1 North Land Use Plan”). Specifically, this supplement provides clarification about the substitute A-1 North Land Use Plan that the Authority requests be applicable if it chooses to construct the Southwest Quadrant Full-Size Terminal development option studied in the Draft Environmental Impact Report for the Replacement Terminal Project.

Respectfully submitted without waiver of any existing or future legal rights or claims:



Dan Feger, Executive Director
Burbank-Glendale-Pasadena Airport Authority

ATTACHMENT A

Proposed Text for Substitute Amended and Restated Plan for Use of A-1 North Property for the Southwest Quadrant Property Full-Size Terminal Development Option

Amended and Restated Plan for Use of A-1 North Property
Pursuant to California Public Utilities Code Section 21661.6(e)

2555 N. Hollywood Way
Burbank-Glendale-Pasadena Airport Authority, Applicant

The following description of the Airport Authority's amended and restated plan (the "Plan") to use the A-1 North Property accompanies and describes the site plans submitted by the Authority for development and use of the property for the Southwest Quadrant Full-Size Terminal development option studied in the Environment Impact Report for the Replacement Terminal Project ("Project"). This Plan will become effective only when, and shall be effective only if, the Authority records with the Los Angeles County Registrar-Recorder/County Clerk a Memorandum of Southwest Quadrant Replacement Passenger Terminal Selection as specified in the Modification to Amended and Restated Grant of Easements, Declaration of Use Restrictions and Agreement for Adjacent Property executed by the City and the Authority for the Project.

1. Until such time as the Authority commences construction of the Project, the Plan authorizes the development and use of the A-1 North Property for the following facilities only:
 - A. The Plan authorizes the construction and operation of an Airport access road, surface parking lot for self-parking and valet parking for air passengers, a Regional Intermodal Transportation Center (RITC), and various other structures as discussed below. The property may not be used in whole or in part for any uses or structures not specified herein, including but not limited to other airport related uses.
 - B. The Plan authorizes the construction and/or maintenance of the following structures:
 - Regional Intermodal Transportation Center (RITC) with solar panels on top (footprint of about 182,000 square feet; about 20,000 square feet of enclosed space)
 - Parking structure with solar panels on top (footprint of about 67,000 square feet)
 - Compressed natural gas (CNG) fueling facility with no less than four fueling positions with related equipment enclosures and shade canopy
 - Elevated, covered, non-enclosed pedestrian walkway with moving sidewalks with solar panels on top (total footprint about 132,000 square feet)

- Shade canopies for portions of surface parking lot with solar panels on top (totaling about 85,000 square feet)
- Car wash building (about 2,300 square feet)
- Valet building (about 3,200 square feet)
- Column-supported awning (about 3,000 square feet)
- Porte cochere (about 5,000 square feet)
- Parking attendant fee collections booths
- Shuttle bus shelters

C. The RITC structure may include the following:

- Air passenger parking
- Bicycle parking/storage
- Rental car ready/return facilities including parking and storage for rental cars, customer service rooms and kiosks, offices, restrooms, and related facilities
- Rental car cleaning, fueling, and maintenance facilities
- Bus transit facility for MTA, BurbankBus, Amtrak, shuttle buses, charter buses, and other shuttles and buses, with a transit center building

D. The elevated pedestrian walkway shall comply with the following:

- The walkway shall not be physically connected to the terminal building.
- The walkway may be covered but shall not be enclosed or climate controlled.
- The walkway shall serve only as a means to get people to and from the terminal building, parking structure, and RITC structure.
- The walkway shall not incorporate any functions that are traditionally or commonly included within a terminal building, including but not limited to retail or food concessions. This is not intended to prohibit signs beneath the walkway covering and intended for viewing by pedestrians using the walkway, including flight information boards.

E. The number of parking spaces on the property shall not exceed 2,940. This total number of spaces includes all valet and self-park spaces but does not include spaces for parking or storage of rental cars or parking in the RITC structure for rental car customers. At no time shall the number of actual parked valet and self-park vehicles exceed the number of parking spaces.

F. The Plan allows the Community Development Director to approve changes to the footprint and/or height of the parking structure at the Director's discretion to accommodate a different number of parking spaces, so long as the total number of valet and self-park Airport passenger spaces does not exceed 2,940.

- G. The Plan does not allow billboards. To ensure that the art panels on the RITC structure do not function as de facto billboards, the panels shall be used for bona fide public art only. The panels shall not be used for advertising any product or service.
- H. The Plan requires that the CNG fueling station remain open and accessible for use by the general public.
- I. The Plan requires that all landscaping, subject to approval by City Council, and other improvements shown on the site and building plans be installed.

2. At such time as the Authority commences construction of the Project, the Plan shall be modified as follows (Section 1 remains in effect):

- A. The Plan additionally authorizes construction and operation of a surface Airport shuttle drop-off and pick-up area (about 5,000 square feet).

Changes to the Plan: If the Community Development Director determines that a proposed revision to the planned development that provides the zoning for the property subject to the Plan is in substantial conformance with the provisions of the general intent of the approved planned development zone, the Community Development Director shall have the authority to reconcile the Plan with the planned development revision.

In the event there is an inconsistency between the uses authorized in Project No. 2004-169 and the uses authorized in the Plan, the Community Development Director shall have the authority to reconcile the Plan with the planned development authorized uses.

PRELIMINARY ANALYSIS OF PLAN OF USE

As explained above, the Airport Authority has filed various entitlement applications, one of which is a request for California Public Utilities Code Section 21661.6 (e) ("PUC") amendment to previously approved plan of use. The PUC grants the City the right to approve a plan of use for certain airport properties, such as the Adjacent Property and the A-1 North property, which is also the site of the RITC. The City has already granted limited use of the Adjacent Property under the PUC through Resolution Nos. 25,633, 26,348 and 28,191 approved a plan of use for A-1 North through Resolution Nos. 26,893 and 28,190. The City adopted procedures for processing such a request requires a preliminary analysis of the request, which is the purpose of this part of the staff report.

The Airport Authority is seeking approval of a new plan of use for the Adjacent Property under both the Adjacent Property Option and Southwest Quadrant Full Size Terminal Option (Southwest Option). The plan of use for the Adjacent Property for each option is as follows:

Adjacent Property Option

1. Replacement Passenger Terminal – 14 gates, up to 355,000 Square Feet
2. Structured Public Parking (Valet plus Self Park) – 3,180 Spaces
 - a. View Corridor Deck – 35,175 Square Feet
 - b. Valet Office Under View Corridor Deck – 5,000 Square Feet
3. Structured Employee Parking – 600 Spaces
4. Replacement Airport Rescue & Fire Fighting Building – 25,000 Square Feet
5. Replacement Air Cargo Building – 8,000 Square Feet
6. Ground Service Equipment/Terminal Maintenance Building – 8,000 Square Feet
7. Airline Parking Ramp – 413,600 Square Feet
8. Taxiway Access Pavement (on Adjacent Property) – 144,639 Square Feet
9. New Terminal Access Roads – 7,000 Lineal Feet
10. Delivery Truck Staging – 48,130 Square Feet
11. Ground Access Vehicle Staging – 113,340 Square Feet
12. Electric Substation – 10,000 Square Feet

Southwest Option

1. General Aviation Hangar, Parcel 1, 2, 3 – 215,771 Square Feet
2. General Aviation Ramp, Parcel 1, 2, 3 – 1,294,257 Square Feet
3. Leasable Public Access/Road – 208,950 Square Feet
4. Replacement ARFF Facility – 25,000 Square Feet
5. Rental Car Storage Area – 196,360 Square Feet
6. Landscape/Drainage Area – 115,000 Square Feet
7. Public Access Road – 2,950 Lineal Feet

8. Electrical Substation – 10,000 Square Feet

If the Authority ultimately chooses to build the replacement terminal on the Southwest Quadrant, then the plan of use for A-1 North will need to be amended to allow for a shuttle drop off and pick-up area, as shown in Exhibit C to the Development Agreement, Southwest Quadrant, Overall Site Plan, #24.

If approved by the City Council, neither plan will take effect until the Airport Authority chooses either the Adjacent Property or Southwest Quadrant for the Replacement Terminal. Even once a site is selected, the current uses on the Adjacent Property would remain through different stages of construction. For example, use of Parking Lot A on the Adjacent Property would remain until replacement parking was constructed.

Preliminary Analysis

The FEIR studied the Adjacent Property Option, the Southwest Option, as well as a no project alternative (No Project). The existing passenger terminal does not meet current FAA safety standards and CA seismic standards. A new terminal will be built to these safety standards, as well as being a modern, convenient and efficient passenger terminal.

The FEIR identified only certain air quality impacts as being significant and unavoidable, meaning that no mitigation measure is feasible that would bring the impact to a level of less than significant (FEIR, Vol. 1, ES-5-6), although mitigation measures were identified to reduce some of the impacts (FEIR, Vol.1, 5-1). Impacts that are significant and unavoidable as to the Adjacent Property, Southwest Option and No Project are “violation of operational air quality standards” and “increase in non-attainment criteria pollutants” (FEIR, Vol. 1, ES-5). Cumulative Air Quality Impacts are significant and unavoidable as to the Southwest Option and No Project, whereas impacts are less than significant for Adjacent Property Option (FEIR, Vol. 1, ES-6). The Southwest Option causes significant and unavoidable impacts for generation of toxic contaminants, whereas the Adjacent Property and No Project are less than significant (FEIR, Vol. 1, ES-5). There are two impacts listed that are significant for No Project, but less than significant for the Adjacent Property and Southwest Option (FEIR, Vol. 1, ES-5). The No Project causes air quality significant impacts in part because the growth projections are the same for all alternatives studied including the “no project alternative.” (For more details please see FEIR, Vol. 1, Chapter 3.4.)

The impacts of Noise are analyzed in Chapter 3.13 of the FEIR. According to the FEIR both the Adjacent Property and Southwest Options may increase the CNEL 65 contour, which increase would encompass 311 homes (FEIR, Vol. 1, 3.13-18 and 3.13-26). However, comparing the possible increase to the noise impact area for the 2023 and 2025 no project scenarios to these project alternatives, the same growth is projected to occur whether or not either the Adjacent Property or Southwest Option is built. (Id.) Plus all 311 homes would be eligible for acoustical treatment paid for by the Authority and 75% have already been treated (Id.). Overall the Adjacent Property Option has no

significant environmental impacts as to noise and Southwest Option has one that is less than significant with mitigation (FEIR, Vol. 1, E-9). As is typical for other development projects, non-airfield related construction will comport with the Burbank Municipal Code §9-1-1-105.8. The code requires that construction take place between the hours of 7:00 a.m. to 7:00 p.m. Monday – Friday and 8:00 a.m. to 5:00 p.m. on Saturday. The code also allows the Community Development Director to grant exceptions to these hours. This code provision will be restated in one of the noise Conditions of Approval to the Development Agreement.

Traffic is analyzed in Chapter 3.17 of the FEIR. All traffic related impacts under either option are less than significant with appropriate mitigation measures (FEIR, Vol. 1, E-10). Mitigation measures range from adding new turn lanes to signaling an intersection. Each Option requires a Construction Management Plan that will include street closure information, a detour plan, haul routes and staging plans (FEIR, Vol. 1, 3.17- 20 and 3.17-29). Besides the required mitigation measures, another traffic Condition of Approval to the Development Agreement will require a traffic plan that addresses internal circulation at the Airport during construction and upon completion of the planned improvements.

In the City's comment letter to the Draft EIR, the City suggested a dedicated transit lane for the loop road in and out of the new terminal. The City suggested this measure to ensure transit connectivity and to promote transit ridership. The Authority responded that the site plan for both Options provides a two-lane bus-only bypass for pick-up and drop-off in front of the terminal primarily for Airport shuttles (FEIR, Vol. 6, N-168, response 2-79). This lane could be used by other transit operators. To promote the use of public transit and to ensure connectivity, staff recommends that a condition to the PUC approval will include that this bus-only bypass lane shall be available to all public transit operators, as well as providing a dedicated curb (FEIR, Vol. 6, N-168-169, response 2-79).

Besides the air quality impacts referenced above, all other environmental impacts caused by either the Adjacent Property Option or Southwest Option are non-existent, less than significant or less than significant with implementation of mitigation measures (FEIR, Vol. 1, ES-5-6). Both Options also have design features that lessen environmental impacts (FEIR, Vol. 6, Appendix R, for a list of such features).

Based on the required design features, mitigation measures and the conditions of approval the environmental impacts created by the Adjacent Property Option are no greater than the No Project alternative. Therefore, the advantages of having a modern and safer passenger terminal, do not create any "disadvantages to the public or environment." As to the Southwest Option there is only one air quality impact of generation of toxic air contaminants that is significant and unavoidable. Still, based on all of the designed features, mitigation measures and conditions of approval, the advantages to the public and environment outweigh this one unavoidable significant adverse impact.

Any PUC approval for either Option will include conditions that the plan of use be in conformity with the approvals and may not be changed without further amendment to such PUC approvals.