



August 31, 2023

CALL AND NOTICE OF A REGULAR MEETING OF THE
EXECUTIVE COMMITTEE
OF THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY

NOTICE is hereby given that a regular meeting of the Executive Committee will be held Wednesday, September 6, 2023, at 9:00 a.m., in the Airport Skyroom of Hollywood Burbank Airport, 2627 N. Hollywood Way, Burbank, California 91505.

In addition to attending the meeting in person, members of the public may observe the meeting telephonically and may offer comment in real time through the following number:

Dial In: (818) 862-3332

Terri Williams, Board Secretary
Burbank-Glendale-Pasadena Airport Authority

REGULAR MEETING
OF THE
EXECUTIVE COMMITTEE
Airport Skyroom
Wednesday, September 6, 2023
9:00 a.m.

The public comment period is the opportunity for members of the public to address the Committee on agenda items and on airport-related non-agenda matters that are within the Committee's subject matter jurisdiction. At the discretion of the presiding officer, public comment on an agenda item may be presented when that item is reached.

Members of the public are requested to observe the following decorum when attending or participating in meetings of the Committee:

- *Turn off cellular telephones and pagers.*
- *Refrain from disorderly or boisterous conduct, including loud, threatening, profane, or abusive language, clapping, whistling, stamping, or other acts that disrupt or otherwise render unfeasible the orderly conduct of the meeting.*
- *If you desire to address the Committee during the public comment period, fill out a speaker request card and present it to the Board Secretary.*
- *Confine remarks to agenda items or to airport-related non-agenda matters that are within the Committee's subject matter jurisdiction.*
- *Limit comments to three minutes or to such other period of time as may be specified by the presiding officer.*



The following activities are prohibited:

- *Allocation of speaker time to another person.*
- *Video presentations requiring use of Authority equipment.*



Any disclosable public records related to an open session item on a regular meeting agenda and distributed by the Authority to the Committee less than 72 hours prior to that meeting are available for public inspection at Hollywood Burbank Airport (2627 N. Hollywood Way, Burbank) in the administrative office during normal business hours.



In accordance with the Americans with Disabilities Act of 1990, if you require a disability-related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Board Secretary at (818) 840-8840 at least 48 hours prior to the meeting.

AGENDA

Wednesday, September 6, 2023

1. Roll Call
2. Approval of Agenda
3. Public Comment
4. Approval of Minutes
 - a. August 2, 2023 **[See page 1]**
5. Items for Approval
 - a. Approval of Additional Aid-in-Construction Deposit for Temporary Power Replacement Passenger Terminal Project **[See page 4]**

Staff seeks a recommendation from the Executive Committee to the Commission to approve an Aid-In-Construction deposit proposal, copy attached, with the City of Burbank in the amount of \$1,411,000 for additional material and labor cost of Burbank Water and Power to bring temporary power to the Replacement Passenger Terminal Project site.
 - b. Replacement Passenger Terminal Sustainability Certification System and Level **[See page 7]**

Staff seeks a recommendation from the Executive Committee to the Commission that the Replacement Passenger Terminal Project sustainability goal shall be:
 - 1) Apply for the United States Green Building Council Leadership in Energy and Environment (“LEED”) sustainability rating system certification; and***
 - 2) Achieve the required minimum LEED Silver certification with an aspirational goal to obtain LEED Gold certification.***
6. Items for Information
 - a. Committee Pending Items **[See page 15]**

7. Closed Session

- a. PUBLIC EMPLOYEE PERFORMANCE EVALUATION
(California Government Code Section 54957(b))
Title: Executive Director
- b. CONFERENCE WITH LABOR NEGOTIATOR
(California Government Code Section 54957.6)
Authority Representative: Terence R. Boga, Esq.
Unrepresented Employee: Executive Director

8. Adjournment

**MINUTES OF THE SPECIAL MEETING OF THE
EXECUTIVE COMMITTEE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY**

WEDNESDAY, AUGUST 2, 2023

A special meeting of the Executive Committee was called to order on this date in the Airport Skyroom, 2627 N. Hollywood Way, Burbank, California, at 12:07 p.m., by Commissioner Williams.

1. ROLL CALL

Present: Commissioners Williams, Najarian and Talamantes

Absent: None

Also Present: Staff: Frank Miller, Executive Director;
John Hatanaka, Senior Deputy Executive Director

Authority Counsel: Terence Boga, Esq.,
Richards, Watson & Gershon

Roger Johnson, Executive Program Manager,
Jacobs Project Management Co.; Kevin Fauvell,
HPTJV ; Jeanne Heston, Director, Preconstruction,
Holder Construction

2. Approval of Agenda

Motion Commissioner Najarian moved approval of the agenda; seconded by Commissioner Talamantes.

Motion Approved The motion was approved (3–0).

3. Public Comment There were no public comments.

4. Approval of Minutes

a. June 7, 2023 Commissioner Najarian moved approval of the Committee minutes of the June 7, 2023 meeting, seconded by Commissioner Williams. There being no objection, the motion was approved (2–0, 1 abstention).

5. Items for Approval

a. Award of Professional Services Agreements – Replacement Passenger Terminal Project

As progress continues with the development of the Replacement Passenger Terminal (“RPT”) Project, staff presented for the Committee’s consideration Professional Services Agreements for seven consultants to continue their services assisting staff, the Project Manager, and the Design-Build Team with the project development. These consultants have provided the following services supporting the RPT Project for several years: strategic planning, outreach and support services, financial feasibility, forecasting and advisory services, Passenger Facility Charge applications and implementation, and airline coordination and technical support services.

The proposed PSAs reflect support services needed through the forecasted schedule for Phase 1 of the RPT Project (design and construction of the RPT and associated improvements) and the start of Phase 2 (demolition of the current terminal).

The seven firms being proposed for consideration are Georgino Development, Woodward & Associates, Ricondo & Associates, Public Resources Advisory Group, THU Consulting Services, Conway Consulting and Airport & Aviation Professionals.

Motion

Commissioner Najarian moved approval; seconded by Commissioner Talamantes.

Motion Approved

The motion was approved (3–0).

6. Items for Discussion

a. Hollywood Burbank Airport Replacement Passenger Terminal Project – Subcontractor Procurement Overview

With the progress continuing with the development of the RPT, this item was agendaized for the Project Manager and the Design-Build Team representatives to brief the Executive Committee on the contractual requirements for subcontractor’s trade package procurements. Subcontractor procurements do not require Authority approval, and this was an informational item for the Project Manager and Design-Build Team to describe its commitment to community participation in the RPT Project.

7. Items for Information

a. Status of Replacement Passenger Terminal Project Dashboard for Commissioners

Jacobs presented to the Committee a draft of a Replacement Passenger Terminal Project dashboard specifically for the Commissioners.

b. Committee Pending Items

Staff informed the Committee of future pending items that will come to the Committee for review.

8. Adjournment

There being no further business, the meeting was adjourned at 12:55 a.m.

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
EXECUTIVE COMMITTEE
SEPTEMBER 6, 2023**

**APPROVAL OF ADDITIONAL AID-IN-CONSTRUCTION DEPOSIT
FOR TEMPORARY POWER
REPLACEMENT PASSENGER TERMINAL PROJECT**

Presented by Patrick Lammerding
Deputy Executive Director, Planning and Development

SUMMARY

Staff seeks a recommendation from the Executive Committee (“Committee”) to the Commission to approve an Aid-In-Construction (“AIC”) deposit proposal, copy attached, with the City of Burbank in the amount of \$1,411,000 for additional material and labor cost of Burbank Water and Power (“BWP”) to bring temporary power to the Replacement Passenger Terminal (“RPT”) Project site.

BACKGROUND

On December 19, 2022, the Commission awarded Holder, Pankow, TEC – A Joint Venture (“HPTJV”) a design-build agreement for the RPT Project. The design and preconstruction efforts are well underway and have reached a few milestones, including the design concept selection by the Commission on April 17, 2023. As part of the preconstruction efforts, the project team (which includes airport staff, Jacobs Project Management staff and members of the design-build team) has begun coordinating with BWP representatives for the initial temporary and ultimate permanent power of the RPT along with the ancillary facilities.

On June 26, 2023, the Commission approved an initial AIC deposit for temporary construction power equipment in the amount of \$494,000. The proposed AIC deposit being presented today includes the procurement and installation of cabling and switches for the feeder lines which will provide temporary power to the RPT until a new substation on airport property is developed. These feeder lines will not be discarded. Rather, upon the establishment of the permanent power to the RPT, they will be redeployed to serve as redundant backup lines to ensure power resiliency for the RPT.

The new AIC deposit is a requirement of BWP to enable the ordering of long-lead time equipment for this installation as well as the cost of estimated labor related to design, plan preparation, and permitting. This AIC deposit will cover the following estimates as provided by BWP:

- BWP Office engineering: \$150,000;
- Offsite conduit design and plan preparation, including permitting: \$100,000;
- Three Phase Primary cable (8,855 feet) material: \$923,000;
- Three primary pad mount switch material: \$132,000; and
- Splices and Terminations material (estimated quantity): \$106,000.

The total amount of this AIC deposit is \$1,411,000.00, which BWP will charge against for the actual costs and quantities. Any remaining funds will be refunded or credited to future work.

STAFF REPORT\EXECUTIVE\09-06-2023
APPROVAL OF ADDITIONAL AID-IN-CONSTRUCTION DEPOSIT
FOR TEMPORARY POWER
REPLACEMENT PASSENGER TERMINAL PROJECT
2859015.2

FUNDING

The approved FY 2023-2024 Facility Improvement Program Budget includes \$157,829,049 for the RPT Project. The cost of the proposed AIC deposit will be covered under this appropriation.

STAFF RECOMMENDATION

Staff seeks the Committee's recommendation to the Commission that it approve the proposed AIC deposit with the City of Burbank and authorize staff to remit payment.



**WATER AND
POWER**

August 1, 2023

Hollywood Burbank Airport
2627 N Hollywood Way
Burbank, CA 91505
Attn: Stephanie Gunawan-Piraner

Re: Temporary Power Material and Engineering Deposit for Hollywood Burbank Airport Replacement Terminal

Dear Ms. Gunawan-Piraner:

Burbank Water and Power (BWP) requires the payment of an aid-in-construction deposit, in accordance with the rules and regulations, to recover costs incurred by the Department in pre-ordering long lead time items for temporary power, to Hollywood Burbank Airport Replacement Terminal Project at 2761 N Hollywood Way, temporary power to be provided until the new onsite substation is operational. The new substation requires an agreement that requires council approval. The estimated cost related to the above project is as follows:

BWP Office engineering	\$150,000
Offsite conduit design and plan preparation, including permitting	\$100,000
3 Phase Primary cable (8,855 feet) material only	\$923,000
(3) primary padmount switch material only	\$132,000
Splices and Terminations material only (estimated quantity)	\$106,000
TOTAL amount to be paid by the customer	\$1,411,000.00

The \$1,411,000.00 is a deposit that will be credited toward the actual charges if you proceed with this project to its completion. The project will be charged for actual costs and actual quantities installed. Both the quoted material price and lead time are subject to change by the manufacturer and any difference will be passed on to the project. An additional deposit will be required for the balance of the final estimate once the design is complete and before work is started by our department. If BWP is notified that your project is terminated during the design phase, BWP will charge against the deposit for BWP work completed to that point and refund any remaining balance. Payment of the above amount must be received before material pre-orders are finalized by our department.

The check should be made payable to the City of Burbank. If mailed, please address the envelope to Burbank Water and Power, ATTN: Sven Knauth, 164 W. Magnolia Blvd., Burbank, CA 91502. Payments by check must match the customer account previously created by BWP with the bill-to information provided. BWP will not accept any payments nor refund any accounts that do not match the customer account. Please verify that the name addressed on this letter matches the check you intend to make payment with. Please include the cashier's receipt checklist with your mailed payment, to ensure proper payment processing.

Should you have any further questions, or identify any discrepancies, please call Sven Knauth of our Engineering Department at 818-238-3568.

Sincerely,

David Hernandez
David Hernandez

Manager T&D Engineering

164 WEST MAGNOLIA BOULEVARD
BURBANK, CA 91502

BURBANKWATERANDPOWER.COM
BWPCUSTOMERSERVICE@BURBANKCA.GOV

**STAFF REPORT PRESENTED TO THE
BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
EXECUTIVE COMMITTEE
SEPTEMBER 6, 2023**

**REPLACEMENT PASSENGER TERMINAL
SUSTAINABILITY CERTIFICATION SYSTEM AND LEVEL**

Presented by Roger Johnson
Executive Program Manager, Jacobs Project Management Company

SUMMARY

Staff seeks a recommendation from the Executive Committee (“Committee”) to the Commission that the Replacement Passenger Terminal (“RPT”) Project sustainability goal shall be:

- 1) Apply for the United States Green Building Council (“USGBC”) Leadership in Energy and Environment (“LEED”) sustainability rating system certification; and
- 2) Achieve the required minimum LEED Silver certification with an aspirational goal to obtain LEED Gold certification.

BACKGROUND

From the outset of taking over as program manager in May 2022, Jacobs Project Management Company (“Jacobs”) has understood the importance of achieving a level of sustainability for the RPT Project. The Commission selected Holder, Pankow, TEC – A Joint Venture (“HPTJV”) as design-builder for the RPT Project in December 2022. Jacobs and HPTJV immediately retained architects, engineers, and sustainability consultants, including Corgan, Greenwood Consulting Group, and Trifiletti Consulting (“Trifiletti”), to assist in the design of the RPT and achieving a level of project sustainability.

On May 31, 2023, staff, Jacobs, and members of the HPTJV design team held a Sustainability Review Workshop to solicit input into sustainability alternatives for design and construction of the RPT.

On July 10, 2023, Jacobs and Trifiletti presented to the Commission various sustainability rating systems and possible sustainability options for the RPT. Trifiletti also presented the sustainable design and construction features that have already been committed to in the Development Agreement between the Authority and the City of Burbank. The report also included a discussion of sustainability rating systems used at other airports, and the different sustainability systems that could be used to measure and promote sustainability for the RPT Project. Jacobs indicated that a sustainability recommendation would be forthcoming to the Commission. Since then, HPTJV has completed the Basis of Design phase and analyzed the RPT Project relative to the LEED rating system and what certification level(s) could be achieved while recognizing the physical, legal, and financial constraints.

DETAILS

The USGBC LEED rating system was designed to promote sustainable practices in design and construction. It is a holistic system that does not simply focus on one building element, such as energy, water, or health. Instead, its approach is one that considers all critical elements that work together to create the most sustainable building possible. LEED is the most widely recognized sustainability rating system for buildings in the world and most airports have chosen LEED for sustainability certification for facilities such as terminals and other occupied spaces. LEED offers many different paths to achieve certification and it is adaptable to the airport environment and terminal operations. The LEED system is complimentary to the California Green Building Code ("CALGreen") which offers an Alternate Compliance Path that streamlines the LEED process for California code-compliant projects. LEED certification is noted for bringing accountability to building design and system performance and certification is transparent.

To achieve a LEED certification, points are earned by adhering to prerequisites and credits that address sustainable practices in carbon, energy, water, waste, transportation, materials, health, and indoor environmental quality. Within the LEED system, sustainable design and/or construction features are assigned points based on their assumed environmental benefits. There are a total of 110 points available. LEED provides different levels of certification corresponding to the number of points a project can demonstrate it has achieved as determined by the USGBC. To achieve a LEED Platinum certification, a project must achieve 80+ points, a LEED Gold level requires between 60-79 points, while LEED Silver requires 50-59 points.

Current analysis indicates that the existing design commitments for the RPT achieve 52 points under the LEED criteria, which is a Silver certification. There are several additional sustainability features under consideration for the project design that could provide additional points, leading to a possible path to achieve a LEED Gold certification. However, the general cost estimate for these design measures is in the approximate range of \$5 to \$10 million above the design to build project cost estimate.

HPTJV and Jacobs have also investigated the potential points that would be required to move up from a Gold certification. Unfortunately, although 16 to 18 additional points might not seem to be much, there are physical and legal constraints related to the RPT project site which preclude the RPT Project from reaching a LEED Platinum certification.

The design team has identified a total of 31 points under LEED that are not feasible for the RPT Project. The majority of these points fall under what are usually sustainability features such as rainwater management, optimized energy performance, renewable energy, and indoor water use reduction. For the RPT Project, it is not feasible to achieve credits toward rainwater management for storm water infiltration because the project is on an identified Superfund site which requires the capture of stormwater and off-site treatment. There are points for optimizing energy performance. However, the RPT Project cannot achieve these points due to the maximum allowed size of the terminal with on-site renewable energy limited to one mega-watt. This limit is well below the level necessary to qualify for renewable energy credits. Indoor water use reduction for the project also has limitations due to the City of Burbank not being able to provide sufficient recycled water to the RPT's systems. The City of Burbank's enactment of an electric vehicle charging station ("EVCS") requirement that significantly exceeds CALGreen's requirements is another factor. The amount of EVCS increases the energy usage, which indirectly counts against the project.

It should also be noted that the orientation of the RPT in the north/south direction precludes the facility from obtaining significant points toward a certification level. Further, because the current terminal will remain in operation during the construction of the RPT, points that could be earned for utilization of material recycled from the current terminal are unable to be achieved. Use of recycled material for LEED points require the material be from an on-site facility not an off-site location.

SCHEDULE IMPACT













In order to maintain project schedule, staff, Jacobs and HPTJV seek the Committee's recommendation to the Commission on sustainability certification and level of prior to the 30% design level scheduled for completion this fall.

RECOMMENDATION

For the reasons stated above, staffs recommend that the Committee recommend to the Commission pursuit of a LEED certification for the RPT Project with a commitment to achieve a LEED Silver certification and an aspirational goal of reaching a LEED Gold certification.

Hollywood Burbank Airport Replacement Passenger Terminal Project

LEED Analysis
SEPTEMBER 6, 2023

	Option #1 LEED Silver	Option #2 LEED Gold	Option #3 LEED Platinum
SUMMARY			
TOTAL BLDG AREA (SF)	355,000 SF	355,000 SF	355,000 SF
AFFECTED BLDG AREA (SF)	355,000 SF	355,000 SF	355,000 SF
SCHEDULE (MO)	No Impact	No Impact	NA
			
LEED SCORE			
TOTAL ESTIMATED PROJECT CREDITS	52 CONFIRMED POINTS (50PTS MIN FOR SILVER)	52PTS + 12 "POSSIBLE" POINTS = 64 (60PTS MIN FOR GOLD)	NOT FEASIBLE FOR PROJECT AS REQUIRED (80PTS MIN FOR PLATINUM)
COST SUMMARY			
COST PREMIUM TO DESIGN-TO-BUDGET	Included	ROM Cost Included in BOD Estimate: \$5,000,000 - \$10,000,000	NOT FEASIBLE
ANALYSIS			
	Enhanced Air Quality Plan	Energy Performance Optimized with Equipment & Envelope Enhancements	31 Points Not Feasible Due to Site/Operational Constraints
	High Priority Site With Some Surrounding Density	Indoor Air Quality Flushout to be Coordinated with Project Schedule	Rainwater Mgmt Practices Limited Due to Superfund Site & Wildlife Mitigation
	Supports Electrical Vehicle Use	Open Space Availability To Be Confirmed	Enhanced Mechanical System Would Require More Than the Max 355,000SF
	Water Use Reduction	Light Pollution Reduction Conforming with FAA Light Level Requirements	Enhanced Surrounding Density Not within 1/4 Mile
	Optimized Energy Performance	Life-Cycle-Impact Reduction % To Be confirmed	Indoor Water Use Reduction Not Possible Due to Lack of Sufficient Public Recycled Water Supply
SUMMARY			
COST	\$	\$\$	\$\$\$
SCHEDULE			
QUALITY			
SAFETY			
CLARIFICATIONS			
<p>1. Silver and Gold options are anticipated to require similar schedule durations, level of perceivable quality, and safety practices during construction.</p> <p>2. Option #1 LEED Silver certification is accounted for within the design to budget and is a proven, achievable certification for this project with aviation precedents well established.</p> <p>3. Option #2 LEED Gold are potential options for this project but will require \$5 to \$10 million additional dollars not included in any previous pricing. Design will need to progress to confirm exact makeup of credits for LEED Gold certification.</p> <p>4. Option #3 LEED Platinum was researched by design-build team and found to be unattainable due to project superfund site challenges and airport operational conditions.</p>			

TOTAL PROJECT SCORE			PTS				COST IMPACT		NOTES
Certified: 40-49 pts; Silver: 50-59 pts; Gold: 60-79 pts; Platinum: 80-110 pts			52	27	31				
				Y	?	N			
SS	Prereq 1	Construction Activity Pollution Prevention	P	Y			Included in BOD	Required per DA	
WE	Prereq 1	Outdoor Water Use Reduction: No Irrigation or 30% Reduction	P	Y			Included in BOD	Required per DA	
WE	Prereq 2	Indoor Water Use Reduction: 20% Reduction	P	Y			Included in BOD	ENERGY STAR commercial appliances and high-efficiency plumbing fixtures required per the DA	
WE	Prereq 3	Building-Level Water Metering	P	Y			Included in BOD		
EA	Prereq 1	Fundamental Commissioning and Verification	P	Y			Included in BOD	Cx activities in line with ASHRAE Guideline 0-2005 and ASHRAE Guideline 1.1–2007 for HVAC&R Systems	
EA	Prereq 2	Minimum Energy Performance	P	Y			Included in BOD		
EA	Prereq 3	Building-Level Energy Metering	P	Y			Included in BOD		
EA	Prereq 4	Fundamental Refrigerant Management	P	Y			Included in BOD		
MR	Prereq 1	Storage & Collection of Recyclables	P	Y			Included in BOD	Required per DA	
MR	Prereq 2	Construction & Demolition Waste Management Planning	P	Y			Included in BOD		
IEQ	Prereq 1	Minimum Indoor Air Quality Performance	P	Y			Included in BOD		
IEQ	Prereq 2	Environmental Tobacco Smoke Control	P	Y			Included in BOD		
IP	Credit 1	Integrative Process v4.1	1	1			Included in BOD		
LT	Credit 2	Sensitive Land Protection	1	1			Included in BOD		
LT	Credit 3	High Priority Site	2	2			Included in BOD	Confirmed brownfield compliance documentation available but need copy of closure letter referenced in the EIS	
LT	Credit 4	Surrounding Density and Diverse Uses v4.1	5	2			Included in BOD		
LT	Credit 5	Access to Quality Transit	5	3			Included in BOD	Confirmed there will be shuttles to/ from the transportation hub; Calculations from nearby stations qualify for 3pts; DA requires provision of incentives, such as discounted public transportation passes	
LT	Credit 5	Access to Quality Transit	5	1			Included in BOD		
RP	Credit 1.3	Regional Priority: Access to Quality Transit, 3pts	1	1			Included in BOD	Earned per above	
LT	Credit 6	Bicycle Facilities	1	1			Included in BOD	3 showers in current design; 50 total bike racks in the DA	
LT	Credit 8	Electric Vehicles v4.1	1	1			Included in BOD	Will exceed LEED based on BUR code; DA requires 10% of all employee parking while LEED is 5% of all parking, DA requires pre-wire or install conduit and panel capacity for, EV charging for a minimum of 5% of onsite relocated parking spaces	
SS	Credit 1	Site Assessment	1	1			Included in BOD		
SS	Credit 5	Heat Island Reduction	2	2			Included in BOD		
WE	Credit 1	Outdoor Water Use Reduction	2	2			Included in BOD		
WE	Credit 2	Indoor Water Use Reduction: 25-50% Reduction	6	2			Included in BOD	30% Threshold	

WE	Credit 4	Water Metering	1	1		Included in BOD	Coordinate with CalGreen requirements; (Irrigation, Reclaimed Water, Domestic Hot Water, Concessions)
EA	Credit 1	Enhanced Commissioning	6	3		Included in BOD	Project Requirement (PR) 25 requires Cx that aligns with LEED Enhanced Cx. This meets CALGreen Cx requirements but LEED also requires 1) verification of seasonal testing 2) a review of building operations 10 months after substantial completion 3) an on-going Cx plan.
EA	Credit 1	Enhanced Commissioning - MBCx	6	1		Included in BOD	Perry Martin issuing RFP for CxA.
EA	Credit 1	Enhanced Commissioning - BECx	6	2		Included in BOD	Building envelope commissioning is included in PR-25. Once third-party CxA is hired.
EA	Credit 2	Optimize Energy Performance (90.1 2010 baseline)	18	2		Included in BOD	
EA	Credit 3	Advanced Energy Metering	1	1		Included in BOD	
MR	Credit 1	Building Life-Cycle Impact Reduction v4.1	5	1		Included in BOD	
MR	Credit 2	Bldg Product Disclosure & Opt: Environmental Product Declarations v4.1	2	1		Included in BOD	
MR	Credit 3	Bldg Product Disclosure & Opt: Sourcing of Raw Materials v4.1 - 15%	2	1		Included in BOD	10% RC required by DA and CALGreen Tier 1 elective for RC/ Regional
MR	Credit 4	Bldg Product Disclosure & Opt: Material Ingredients v4.1	2	2		Included in BOD	
MR	Credit 5	Construction & Demolition Waste Management	2	2		Included in BOD	75% required by LEED and the DA; 85% required by CALGreen
IEQ	Credit 1	Enhanced Indoor Air Quality Strategies	2	2		Included in BOD	MERV 13 (DA requires MERV 11) /Entry Mats/ + CO2 Sensors (required by CalGreen)
IEQ	Credit 2	Low-Emitting Materials v4.1	3	3		Included in BOD	
IEQ	Credit 3	Construction Indoor Air Quality Management Plan	1	1		Included in BOD	CALGreen Tier 1 Elective
IEQ	Credit 6	Interior Lighting (Retail pathway) v4.1	2	2		Included in BOD	Retail Pathway
IEQ	Credit 9	Acoustic Performance v4.1	1	1		Included in BOD	HVAC and STC pathways
ID	Credit 1.1	Exemplary Performance: EPDs or HPDs	1	1		Included in BOD	
ID	Credit 1.2	Exemplary Performance: Enhanced IAQ Strategies or Low Emitting Materials	1	1		Included in BOD	
ID	Credit 1.4	Pilot Credit: Procurement of Low Carbon Construction Materials	1	1		Included in BOD	
ID	Credit 1.5	Innovation in Design: Green Education	1	1		Included in BOD	
ID	Credit 1.3	Innovation in Design: TBD	1	1		Included in BOD	Potential alignment with CalGreen/DA: Clean Construction, WELL Features
ID	Credit 2	LEED Accredited Professional	1	1		Included in BOD	
Total Pathway to Silver (50pts minimum; Recommend 53-58 range)			52	--	--		

Pathway to Gold (Maybe Options)				Y	?	N		
TOTAL PROJECT SCORE				PTS			COST IMPACT	NOTES
SS	Credit 3	Open Space v4.1	1		1		Low Cost	OJB to perform calcs. Further study required to confirm %
SS	Credit 6	Light Pollution Reduction	1		1		Low Cost	Lupita, Syska, HLB to confirm feasibility. Will use LEED for Airports guidance for exemptions for airports; Syska for PD, HLB for site; Review north side light spill
EA	Credit 2	Optimize Energy Performance (90.1 2010) - 4% Additional Savings (Total 12%)	18		2		\$5.0-\$10M - ROM	Syska is evaluating these options. (Options TBD - Potential to include DCV in lobby, optimizing roof insulation, optimizing SHGC/ electrochromic glazing); project must be 15% better than T24
MR	Credit 1	Building Life-Cycle Impact Reduction v4.1	5		1		TBD	Structural/ Enclosure Engineer to confirm. Earned if 5% reduction achieved.
MR	Credit 2	Bldg Product Disclosure & Opt: Environmental Product Declarations v4.1	2		1		Low Cost	Requires further focused material selection
MR	Credit 3	Bldg Product Disclosure & Opt: Sourcing of Raw Materials v4.1 - 30%	2		1		Low Cost	HPT to confirm
IEQ	Credit 4	Indoor Air Quality Assessment	2		2		\$125,000 - ROM	CALGreen Tier 1 elective; Assess feasibility with schedule based on flushout calcs; 2nd point for IAQ testing before occupancy. <i>Allowance</i>
IEQ	Credit 5	Thermal Comfort	1		1		Low Cost	Confirm pathway with GBCI.
EA	Credit 6	Enhanced Refrigerant Management	1		1			Syska to inform whether this is feasible with RTUs
MR	Credit 1	Building Life-Cycle Impact Reduction v4.1	5		1		TBD	Structural/ Enclosure Engineer to confirm. Earned if 10% reduction achieved
Additional Maybe Credits				--	12	--	\$5.0 - \$10M	Included in BOD Pricing
Total Pathway to Gold (60 pts minimum; Recommend 65-70 range)				--	64	--		

Not Feasible			Y ? N				
TOTAL PROJECT SCORE			Pts.		COST IMPACT		NOTES
WE	Credit 2	Indoor Water Use Reduction: 40-50% Reduction	6		3	--	Not possible, unsure of even reaching the 35% reduction above in the pathway to Platinum.
LT	Credit 4	Surrounding Density and Diverse Uses v4.1	5		3	--	Site is not within 1/4 mi of required density
LT	Credit 5	Access to Quality Transit	5		1	--	Requires additional bus/ train stops
LT	Credit 7	Reduced Parking Footprint	1		1	--	3180 max parking spaces per DA in deck; surface parking TBD; Confirm BUR Municipal Code and if exempt; Reduction required for LEED not feasible
RP	Credit 1.4	Regional Priority: Reduced Parking, Surrounding D/DU, 5pts, Opt Energy, 10pts	1		1	--	Bonus point only earned if compliant with not-achievable LT Credit 7 above
SS	Credit 2	Site Development: Protect or Restore Habitat	2		2	--	Not typically achieved at airports due to limited vegetation for wildlife mitigation.
SS	Credit 4	Rainwater Management v4.1	3		3	--	Stormwater has to be managed onsite through Low-Infrastructure Development (i.e. infiltration) and the site cannot be infiltrated as it is a Superfund site. Additionally, raingardens, etc. are not favorable as they attract wildlife and birds not desired at airports.
RP	Credit 1.1	Regional Priority: Rainwater Mgt, 2pts v4.1	1		1	--	Stormwater has to be managed onsite through Low-Infrastructure Development (i.e. infiltration) and the site cannot be infiltrated as it is a Superfund site. Additionally, raingardens, etc. are not favorable as they attract wildlife and birds not desired at airports.
WE	Credit 3	Cooling Tower Water Use	2		2	--	Not eligible; No Cooling Tower on Project.
EA	Credit 2	Optimize Energy Performance (90.1 2010) - 28% - 50%	18		8	--	Switching mechanical systems would require additional interior square footage beyond the allotted 355,000SF project maximum. Would require beyond \$30M of mechanical system changes.
MR	Credit 1	Building Life-Cycle Impact Reduction	5		2	--	No existing building for reuse.
IEQ	Credit 7	Daylight v4.1	3		3	--	Not feasible based on current daylight study.
IEQ	Credit 8	Quality Views v4.1	1		1	--	This is not possible as <55% of regularly occupied spaces have quality views.
Not Feasible			-- --		31		

**BURBANK-GLENDALE-PASADENA AIRPORT AUTHORITY
EXECUTIVE COMMITTEE
SEPTEMBER 6, 2023**

COMMITTEE PENDING ITEMS

Future

1. Replacement Airport Use Agreement