H.7 INTERMODAL TRANSPORTATION CENTER OPTIONS

The ITC (illustrated in **Figures H-43 through H-45**) is intended to serve as the premier short-term/business traveler parking option for the airport. The ITC also serves as the airport's connection to the MTA Green Line regional transportation system. In all of the options the APM maintenance facility is located in the basement of the ITC.

Figure H-43 is a conceptual plan depicting potential Issues, Opportunities and Site Constraints for the ITC.

Figure H-44 is a conceptual plan depicting the ITC with a curbfront for pick-up and drop-off located on Imperial Highway.

Figure H-45 is a conceptual plan depicting the ITC with an east-west curbfront located between 111th Street and Imperial Highway.

H.8 ALTERNATIVE D RECONFIGURED CTA AND COMPONENT ANALYSIS

The Alternative D refined sketch concepts illustrated in the following **Figures H-46** through **H-61** represent a more detailed look at the potential interface for the APM at the ITC, GTC, RAC, and CTA. These refined sketch concepts are based upon the preferred site plan Alternative D8 previously illustrated in Figure H33. The figures are composite illustrations, which contain floor plans for the pertinent levels to understand the various horizontal relationships between functional components and the APM, and building sections to help understand the various vertical relationships between the functional components and the APM.

The Consolidated Rental Car Facility illustrated in **Figure H-46**, depicts a two level APM station on the south side of the RAC. The APM trains are separated vertically to facilitate passenger circulation and reduce the number of vertical movements for passengers and their baggage. A second more traditional APM station configuration is also included in the upper right hand corner of the sketch.

H.9 INTERMODAL TRANSPORTATION CENTER AND AUTOMATED PEOPLE MOVER OPTIONS

ITC Concept 1 (**Figure H-47**) places the APM station and maintenance facility in the basement level of the ITC. MTA Green Line passengers would traverse a pedestrian bridge across Imperial Highway to the center of the ITC and make a two level vertical movement down to the APM station.

ITC Concept 2 (**Figure H-48**) places the APM platform on the second level of the ITC. MTA Green Line passengers would traverse a pedestrian bridge across Imperial Highway at the same level of the APM platform.

ITC Concept 3 (**Figure H-49**) is similar to Concept 2 however it places the APM station on the south side of the ITC thereby reducing the walking distance for the Green Line passengers to the station location.

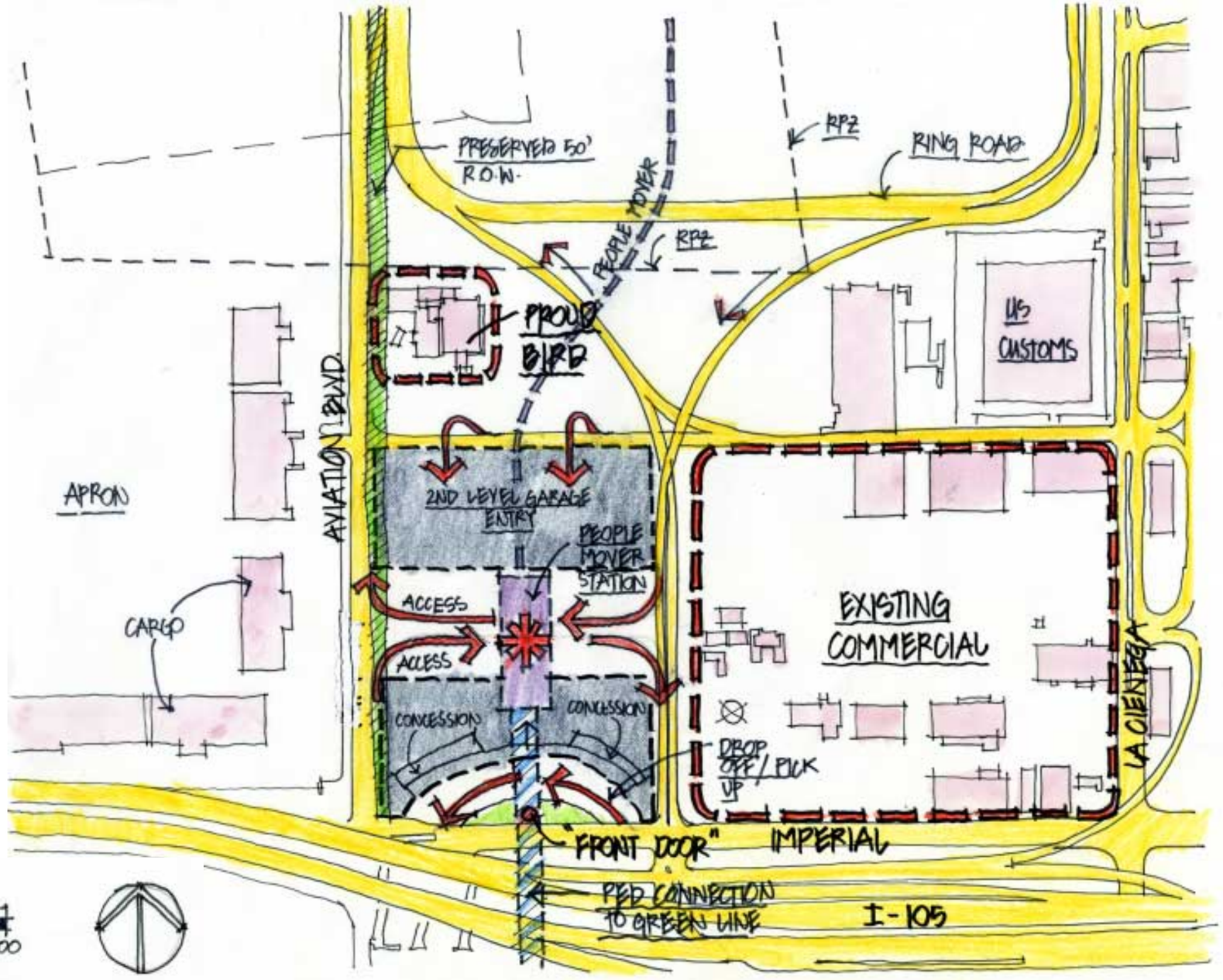
ITC Concept 4 (**Figure H-50**) creates two APM stations at the second level of the ITC. One station would be elevated directly above Imperial Highway to reduce the walking distance for Green Line passengers and the second station would be located on the north side of the facility for the ITC passengers.

ITC Concept 5 (**Figure H-51**) places the APM station on the second level to the far west side of the facility along Aviation Boulevard. In this option the MTA Green Line has a spur extended across Imperial Highway adjacent to the ITC.

H.10 GROUND TRANSPORTATION CENTER AND AUTOMATED PEOPLE MOVER OPTIONS

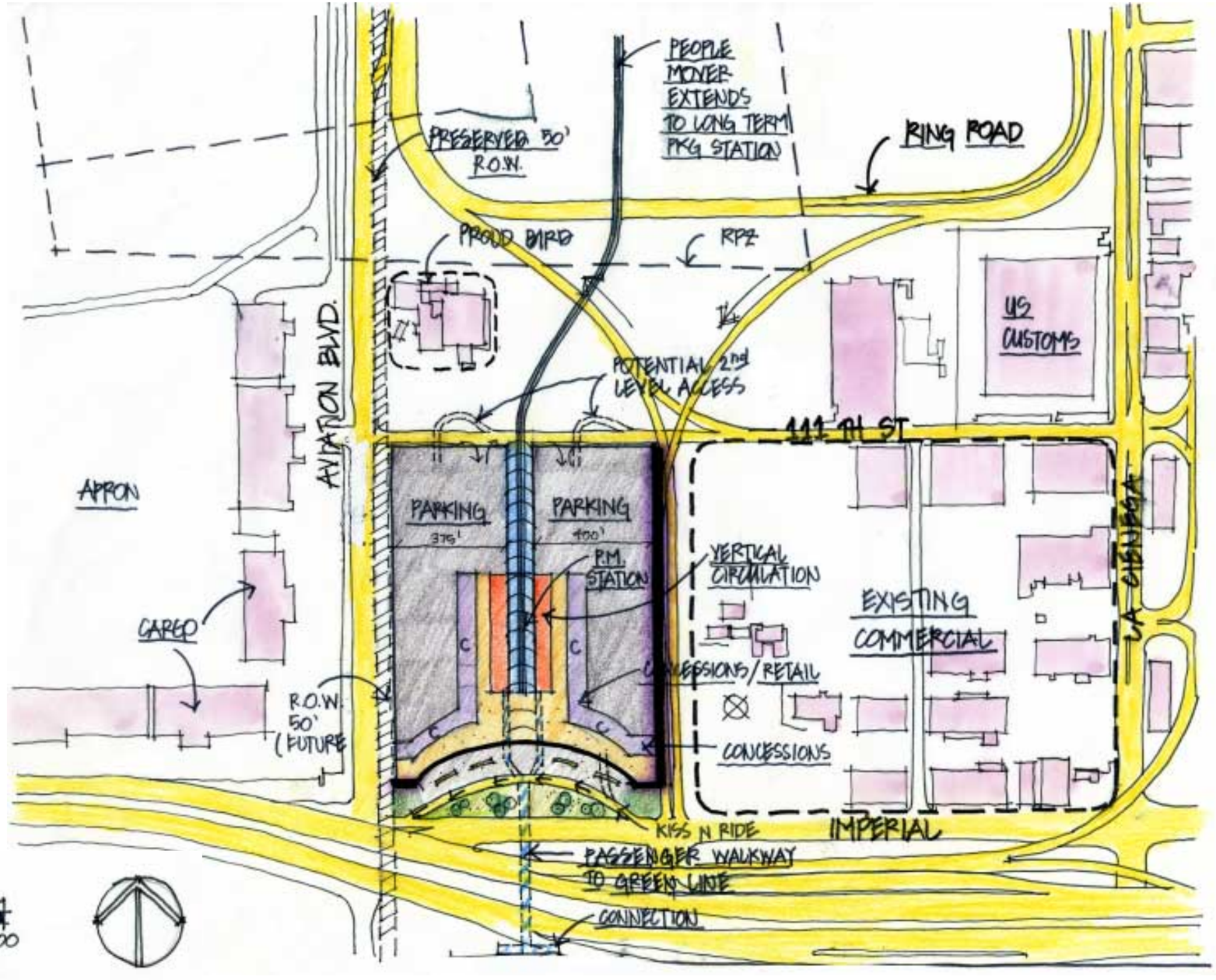
The GTC at Manchester Square (illustrated in **Figures H-52 through H-54**) serves as the main new curbfront at the airport for Alternative D. All private and commercial vehicles going to the curbfront would utilize this facility. Short and long-term parking would be provided.

GTC Concept 1 (**Figure H-52**) is a two level GTC facility that places the APM station at an interstitial level between the upper and lower curbfronts. There would be a pedestrian bridge at the interstitial level to facilitate passenger access to and from the parking garages.



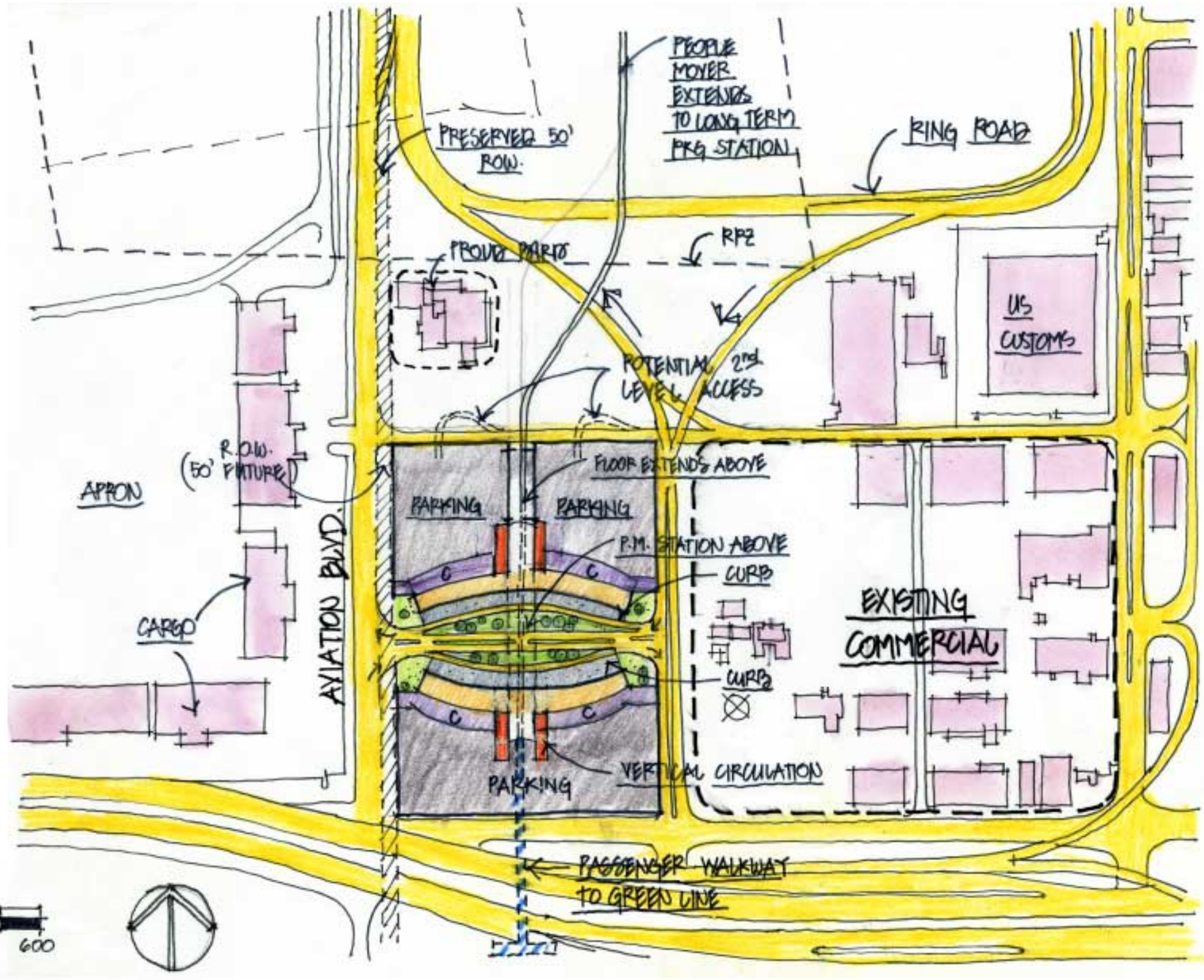
Prepared by: Landrum & Brown
Draft: 05/28/03

Los Angeles International Airport Master Plan	Accessibility Issues	Figure H-43



Prepared by: Landrum & Brown
Draft: 05/28/03

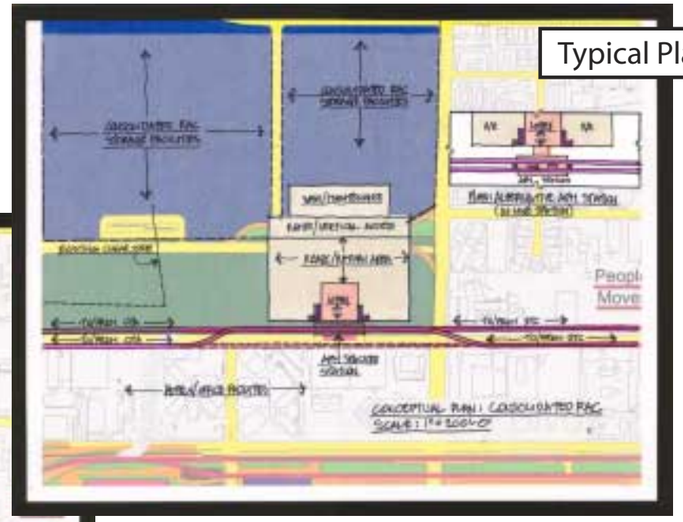
Los Angeles International Airport Master Plan	ITC Option 1	Figure H-44



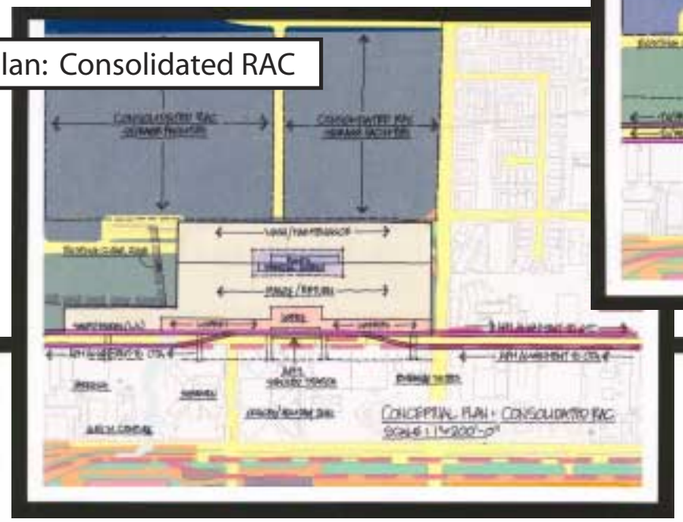
Prepared by: Landrum & Brown
Draft: 05/28/03

Los Angeles International Airport Master Plan	ITC Option 2	Figure H-45

Typical Plan: Consolidated RAC

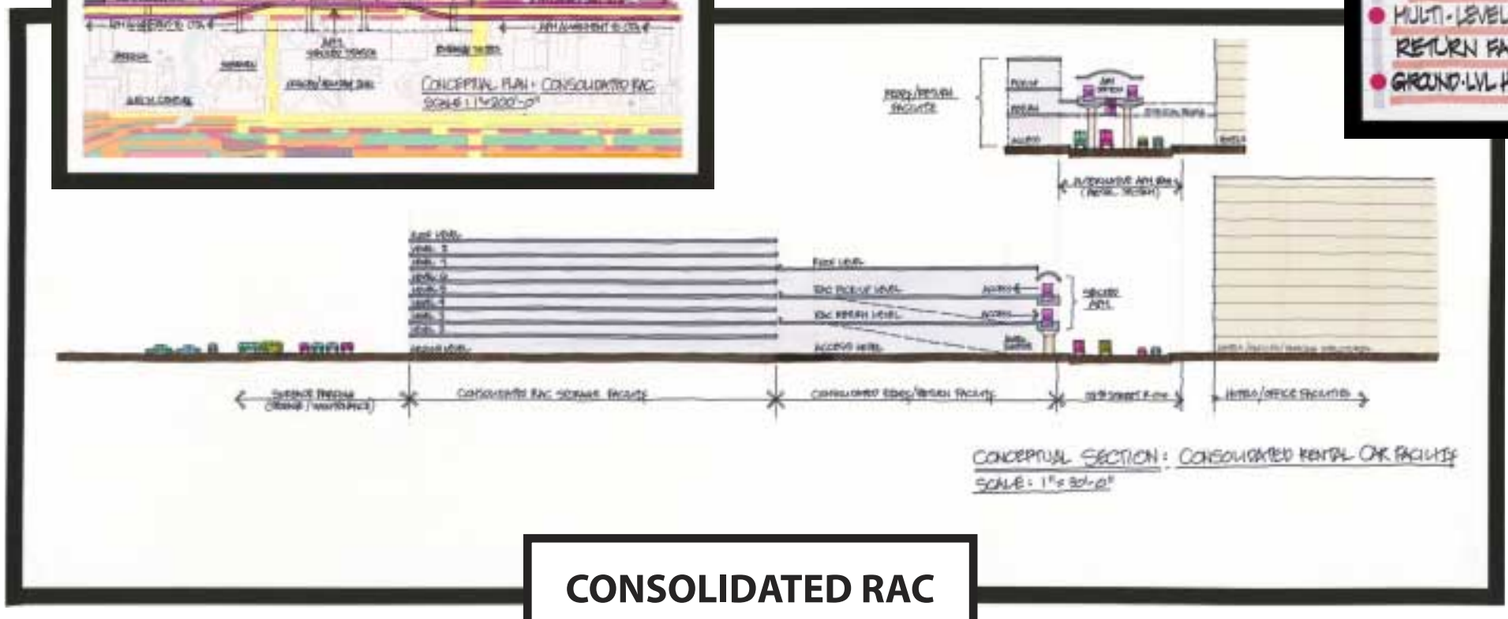


Alternate Plan: Consolidated RAC



CONSOLIDATED RAC

- APM ALIGNMENT OPTIONS:
  - STACKED FOR MULTI-LEVEL ACCESS/EGRESS
  - IN-LINE FOR SINGLE-LVL BRIDGE ACCESS
- MULTI-LEVEL READY/RETURN FACILITY
- GROUND-LVL HOTEL STOP



CONSOLIDATED RAC

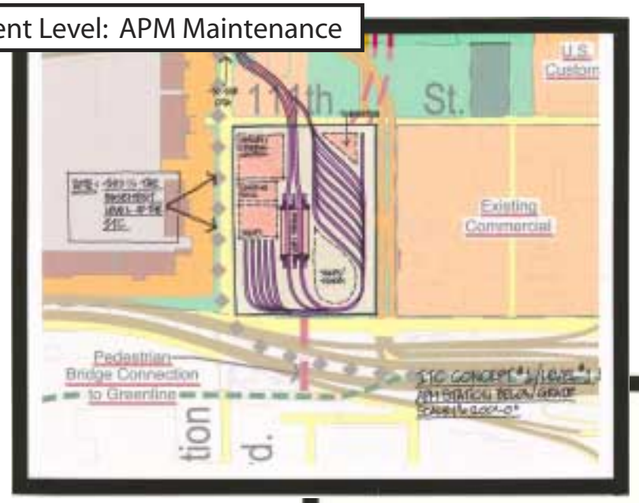
Alternative APM Station Alignments

Not to Scale

Prepared by: Landrum & Brown
Draft: 05/28/03

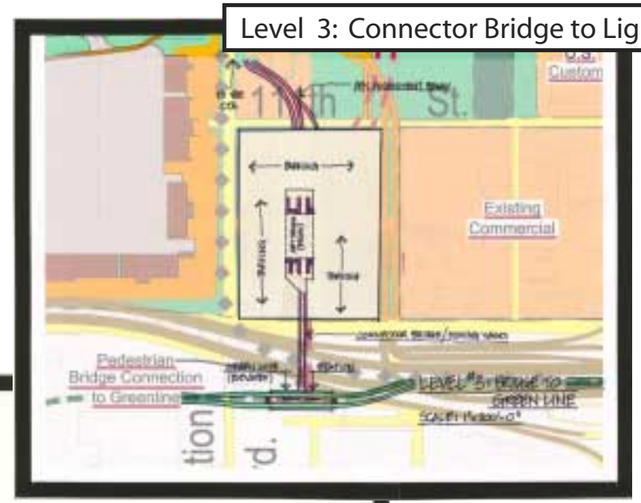
Los Angeles International Airport Master Plan	Consolidated RAC/APM	Figure H-46

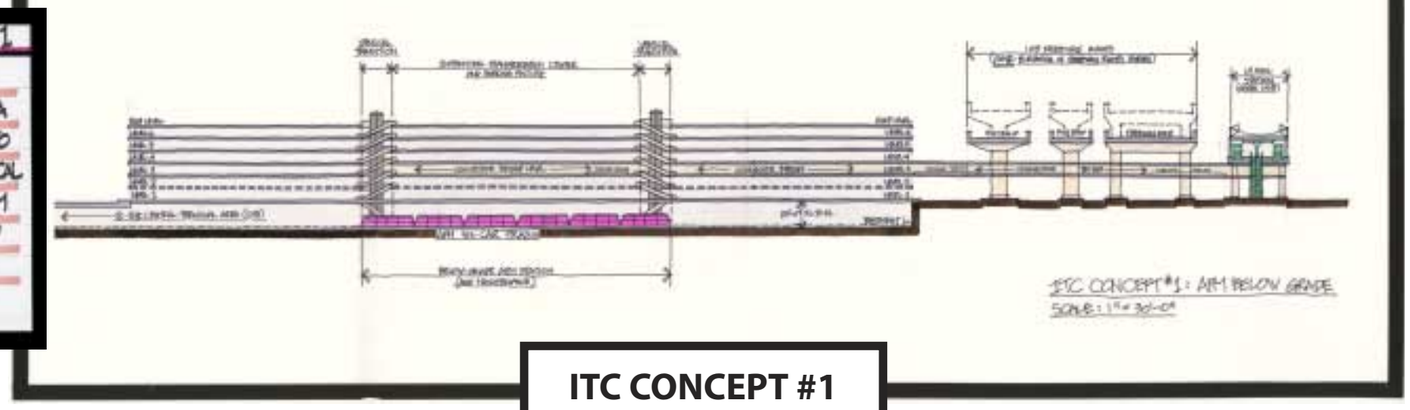
Basement Level: APM Maintenance



Level 1 & 2/4, 5 & 6 ITC Parking

Level 3: Connector Bridge to Light Rail





ITC CONCEPT #1

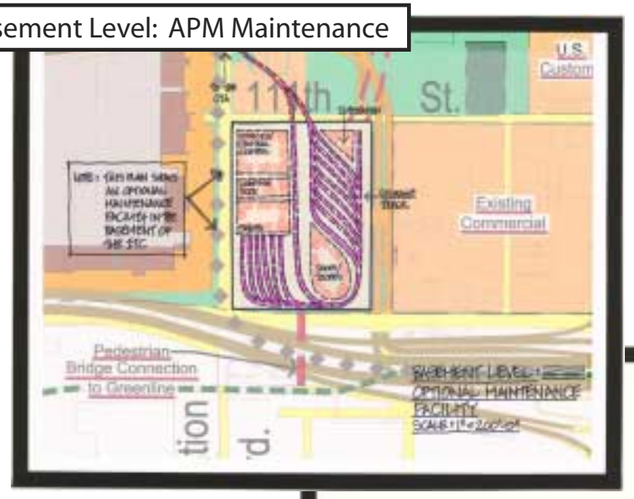
Below Grade APM Alignment/Station

Not to Scale

Prepared by: Landrum & Brown
Draft: 05/28/03

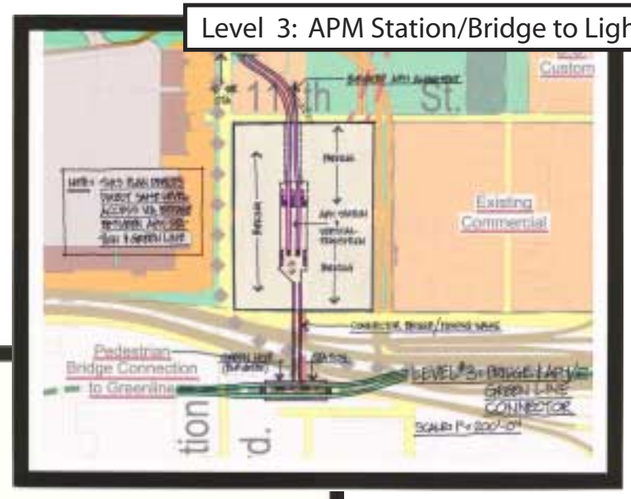
Los Angeles International Airport Master Plan	ITC/APM Concept 1	Figure H-47

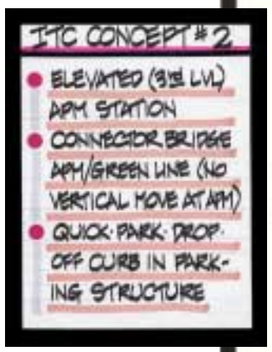
Basement Level: APM Maintenance

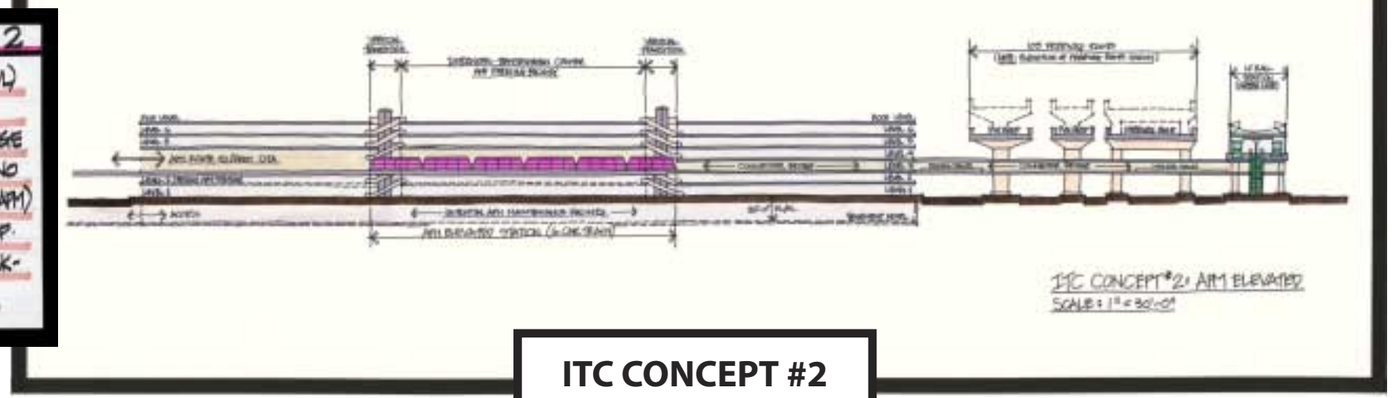


Level 1 & 2/4, 5 & 6 ITC Parking

Level 3: APM Station/Bridge to Light Rail







ITC CONCEPT #2

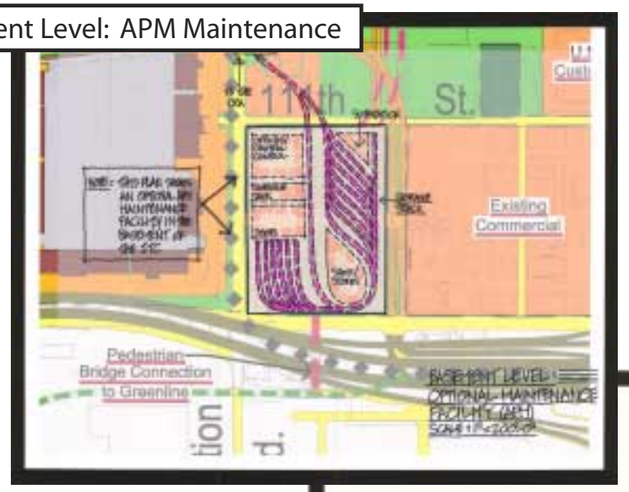
Elevated APM Alignment/Station

Not to scale

Prepared by: Landrum & Brown
Draft: 05/28/03

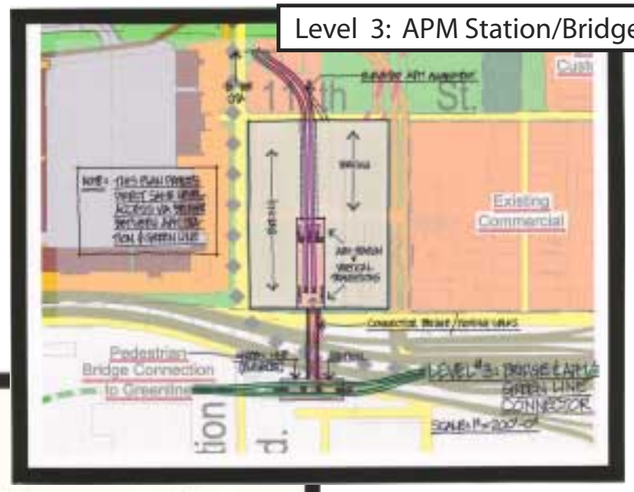
Los Angeles International Airport Master Plan	ITC/APM Concept 2	Figure H-48

Basement Level: APM Maintenance



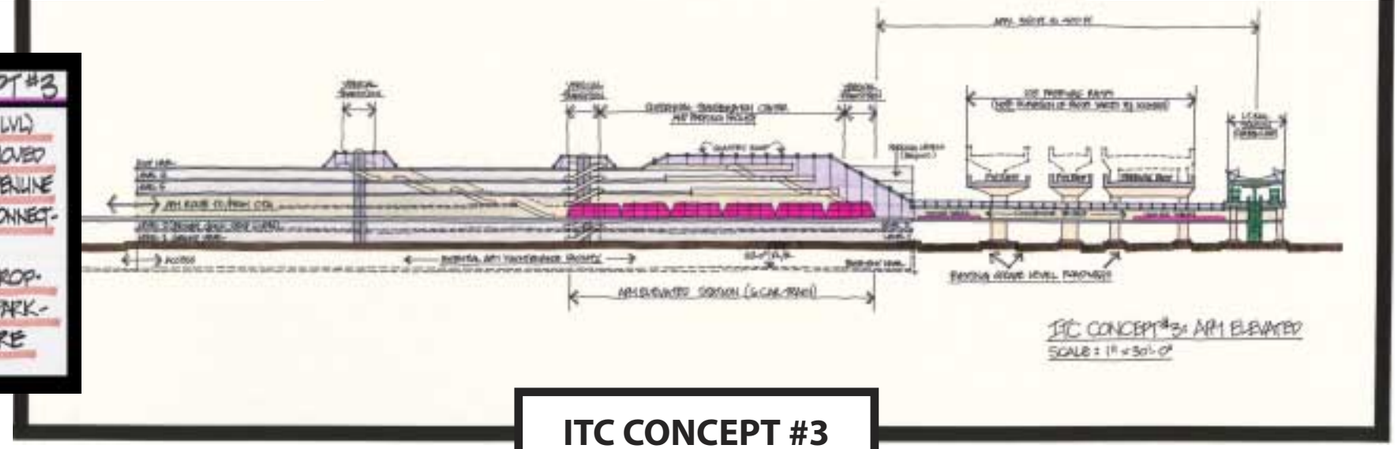
Level 1 & 2/4, 5 & 6 Parking/Curbs

Level 3: APM Station/Bridge Level



ITC CONCEPT #3

- ELEVATED (3RD LVL) APM STATION MOVED CLOSER TO GREENLINE
- SAME LEVEL CONNECTOR BRIDGE
- QUICK-PARK-DROP-OFF CURB IN PARKING STRUCTURE



ITC CONCEPT #3

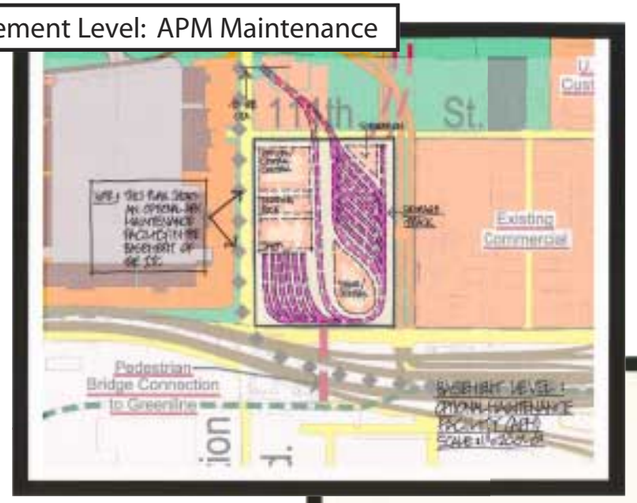
APM Station Closer to Greenline

Not to Scale

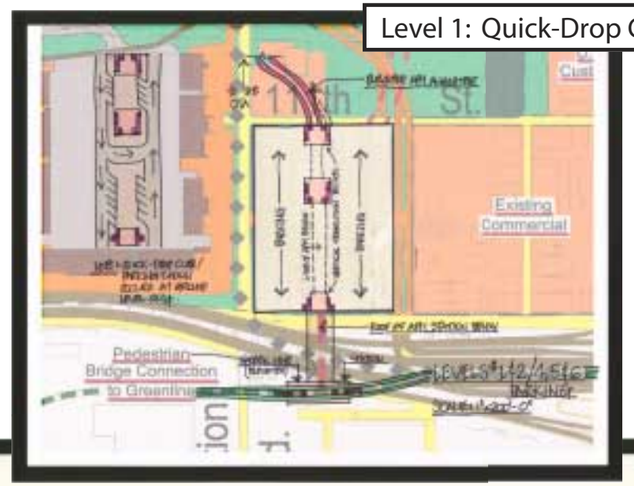
Prepared by: Landrum & Brown
Draft: 05/28/03

Los Angeles International Airport Master Plan	ITC/APM Concept 3	Figure H-49

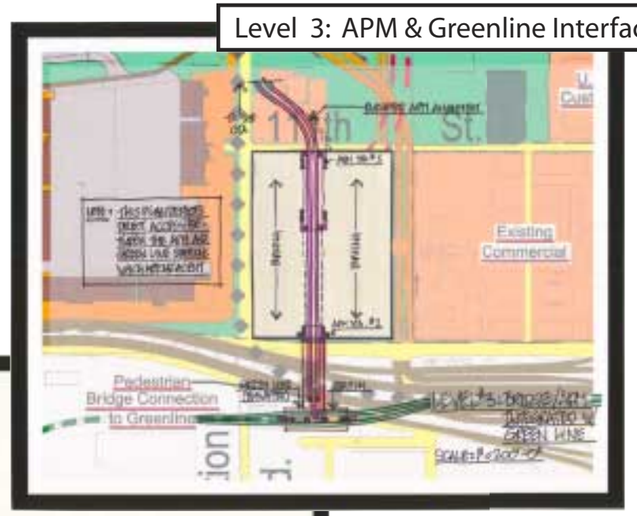
Basement Level: APM Maintenance



Level 1: Quick-Drop Curb & Parking

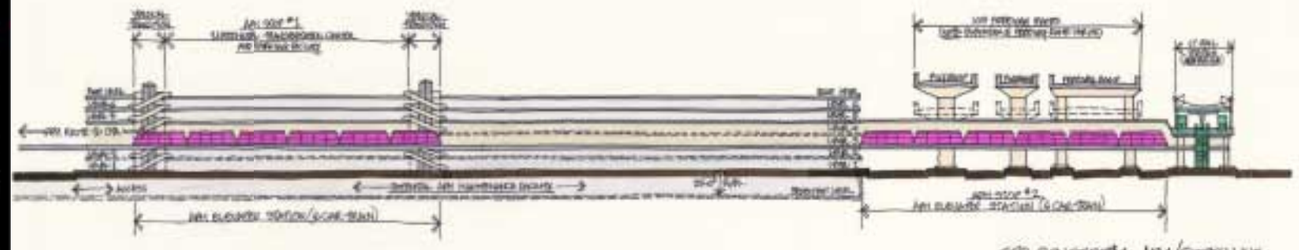


Level 3: APM & Greenline Interface



ITC CONCEPT 4

- APM EXTENDED SOUTH FOR DIRECT INTERFACE WITH GREEN LINE
- TWO APM STATIONS NEEDED TO COVER PARKING AND GREEN LINE
- TWO-WAY CURB FLOW ON CENTRAL APM ALIGN.



ITC CONCEPT #4

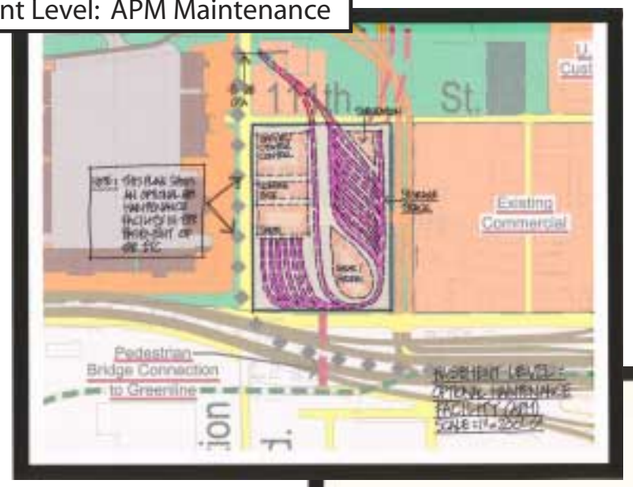
APM Extension Direct to Greenline

Not to Scale

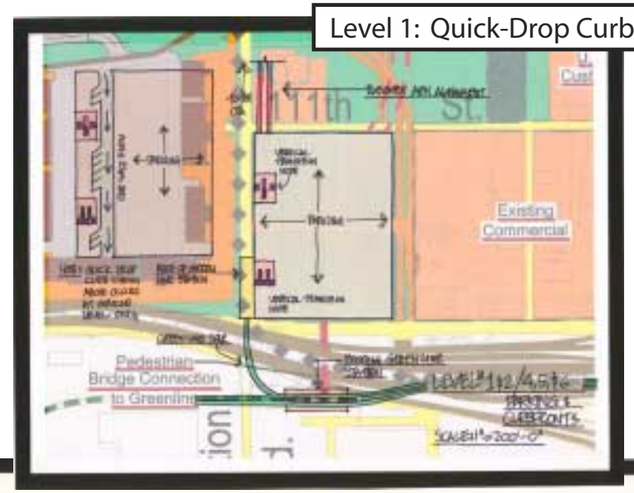
Prepared by: Landrum & Brown
Draft: 05/28/03

Los Angeles International Airport Master Plan	ITC/APM Concept 4	Figure H-50

Basement Level: APM Maintenance



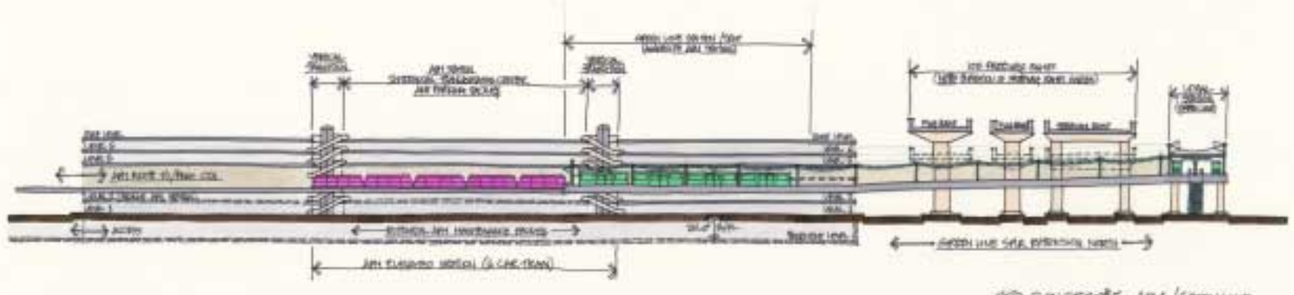
Level 1: Quick-Drop Curb & Parking



Level 3: APM & Greenline Interface

ITC CONCEPT 5

- GREEN LINE SPUR NORTH TO INTERFACE WITH APM
- SAME LEVEL INTERCHANGE BETWEEN APM AND GREEN LINE STATIONS
- APM ALIGNMENT AND STATION MOVED WEST
- ONE-WAY CURB FLOW



ITC CONCEPT #5

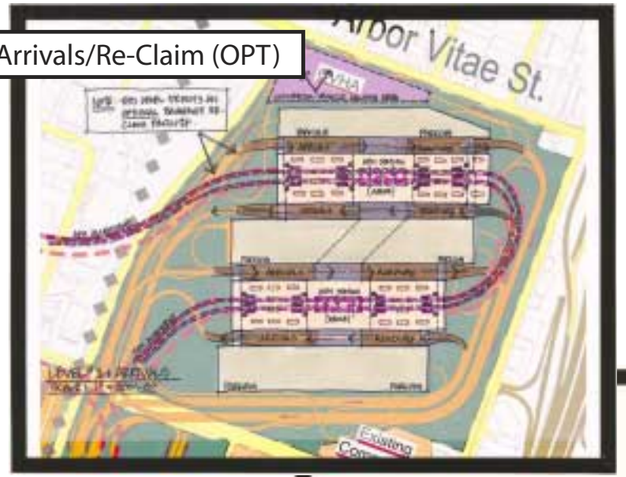
Greenline Spur North to APM Station

Not to Scale

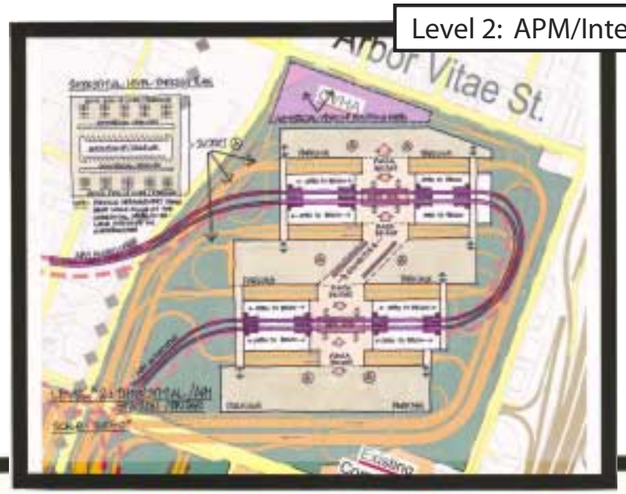
Prepared by: Landrum & Brown
Draft: 05/28/03

Los Angeles International Airport Master Plan	ITC/APM Concept 5	Figure H-51

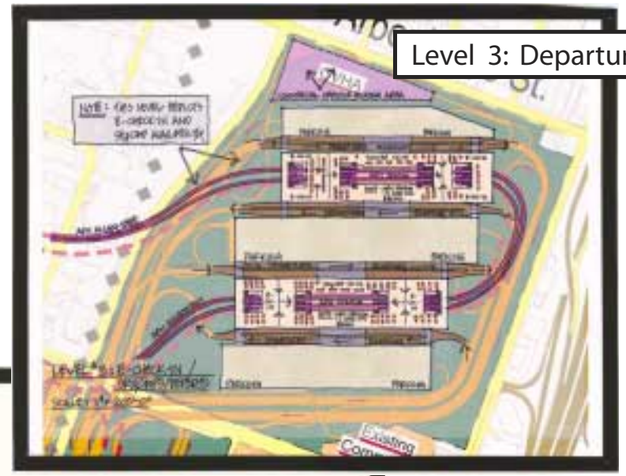
Level 1: Arrivals/Re-Claim (OPT)



Level 2: APM/Interstital Bridge

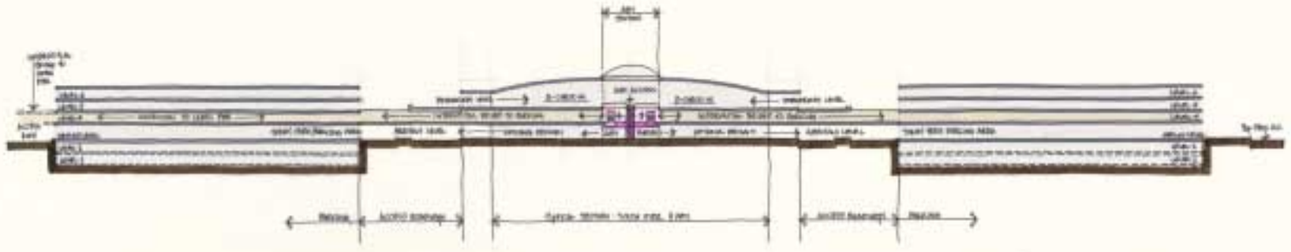


Level 3: Departures/E-CK-In



GTC CONCEPT #1

- DUAL-LEVEL ROADWAYS
- DUAL-LEVEL GTC W/ INTERSTITIAL BRIDGE TO PARKING/APM STA.
- E-CHECK-IN AND SKY-CAPS FOR BAGGAGE PROCESSING (FEE)
- CONNECTING PLAZA



GTC CONCEPT #1

Dual Level GTC/Intersitial APM

Not to Scale

Prepared by: Landrum & Brown
Draft: 05/28/03

Los Angeles International Airport Master Plan	GTC/APM Concept 1	Figure H-52

GTC Concept 2 (**Figure H-53**) is a single level GTC with the APM located on the lowest level. The arrivals and departures functions would be located on the opposite sides of the GTC piers. There is a pedestrian bridge located above the terminal curbfront for access to and from parking garages.

GTC Concept 3 (**Figure H-54**) is a dual level curbfront and a single level GTC facility with the departures on the upper level and the arrivals on the lower level. The APM platform is located at the level of the pedestrian bridges that link the parking garages to the GTC pier.

In Alternative D the redeveloped CTA was originally envisioned to be a four-track people mover system served from the RAC, GTC and ITC. The next series of figures was intended to investigate how the APM may interface on a conceptual level with the redeveloped terminal area.

CTA Alternative 1 (**Figure H-55**) places the APM at the existing grade of the lower level roadway system. This level becomes the APM and baggage handling level within the redeveloped CTA. Passengers would make a vertical movement up one level to the ticketing and baggage claim levels.

CTA Alternative 2 (**Figure H-56**) elevates the APM to a level above the existing upper level roadway system. Passengers would traverse down one level to the security screening and concourse level, and two levels to the ticketing and baggage claim areas.

CTA Alternative 3 (**Figure H-57**) places the APM on an interstitial level between the third level baggage claim area and the second level ticketing check in area. This would allow passengers with baggage carts to utilize downhill ramps in the direction of travel to access to and from the APM platform.

CTA Alternative 4 (**Figure H-58**) is similar to Alternative 1 in that it places the APM at grade level however it separates the ticketing and baggage claim levels. Ticket counters and Airline Ticketing Offices (ATO) are located on the second level and baggage claim is located on the third level.

As the process of refinement of the alternatives moved forward there was a change in the direction regarding the strategy for the APM system. The new APM strategy called for two distinct APM routes. One system goes from the ITC and connects to the RAC and terminates at the CTA, and the second goes directly from the GTC to the CTA. The ITC-RAC-CTA route is a two-track system, and the GTC-CTA route is a two two-track systems. The following

Figures H-59 through H-61 illustrate various alignments and vertical orientation for incorporating the APM alignments into the redeveloped CTA.

CTA Concept E (**Figure H-59**) locates the APM systems on the existing grade level within the CTA, and is collocated with the Baggage Claim area of the terminal. Baggage sortation and security screening would occur at a basement level. The ticket counters and the ATO functions would be located at the same elevation that existing ticketing are at.

CTA Concept F (**Figure H-60**) is similar to Concept E in locating the APM system on the existing grade level however, the baggage claim level is moved up to level two and the ticket counters and the ATO functions are on level three.

CTA Concept G (**Figure H-61**) is similar to Concept E in all regards with the exception that a new basement level baggage processing is not provided but the exiting terminals first level would be redeveloped for baggage sortation and security screening functions.

H.11 ALTERNATIVE D CTA DEVELOPMENT SKETCHES

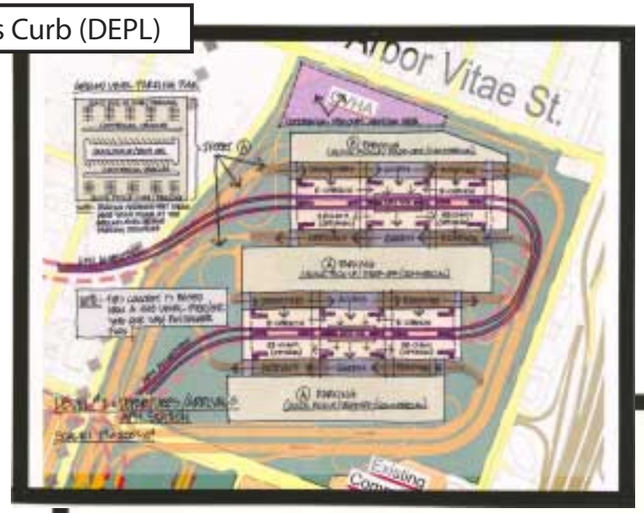
The refinement of Alternative D included developing and identifying a variety of architectural approaches to the existing CTA. LAX stands as the premier gateway into Los Angeles for both domestic and international travelers. In keeping with the iconographic significance of both the Theme Building and Air Traffic Control tower, concepts were explored which looked at ways to articulate the reconfigured CTA. The removal of all parking garages from the core to develop new passenger processing facilities creates the opportunity to develop dramatic spaces and views centered on the Theme Building and Control Tower Complex.

Figure H-62 depicts a potential plan layout of four new terminal processing facilities in the central core. The buildings span the entire available area.

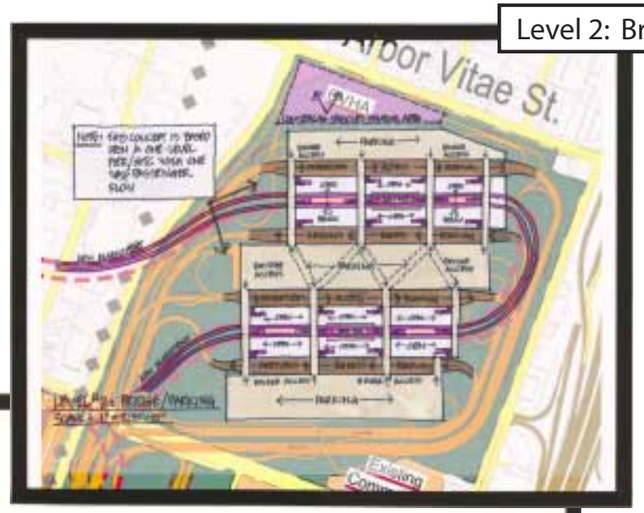
Figure H-63 depicts a potential plan for the four new terminal processing facilities in the central core. The concept suggests a garden or outdoor park in between terminal blocks.

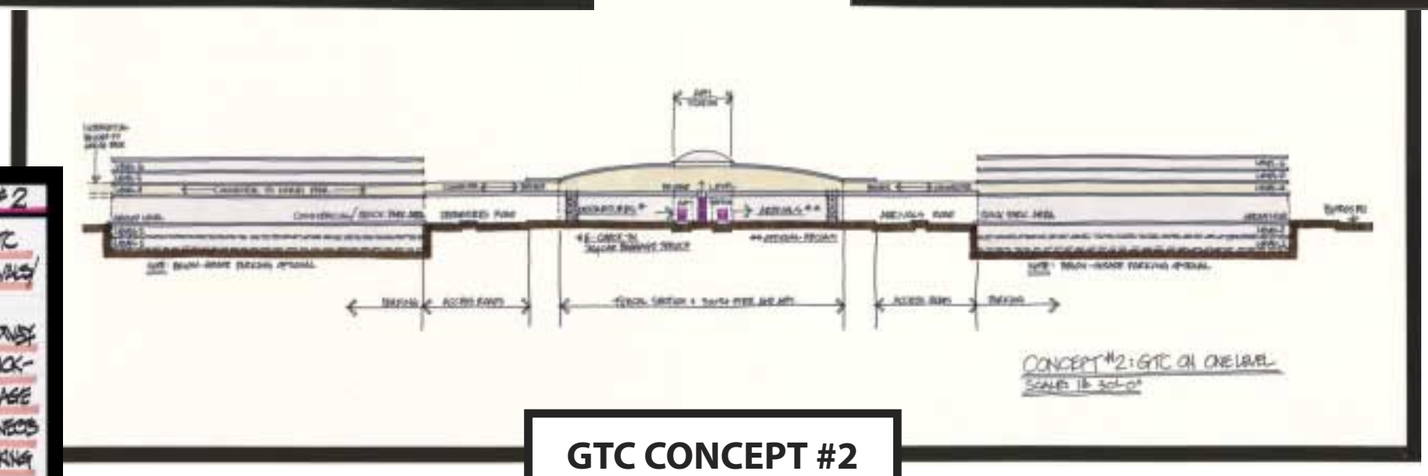
Figure H-64 is a section sketch showing a potential architectural statement for the new processors and integration with the Theme Building.

Level 1: Arrivals Curb (DEPL)



Level 2: Bridge Connector





GTC CONCEPT #2

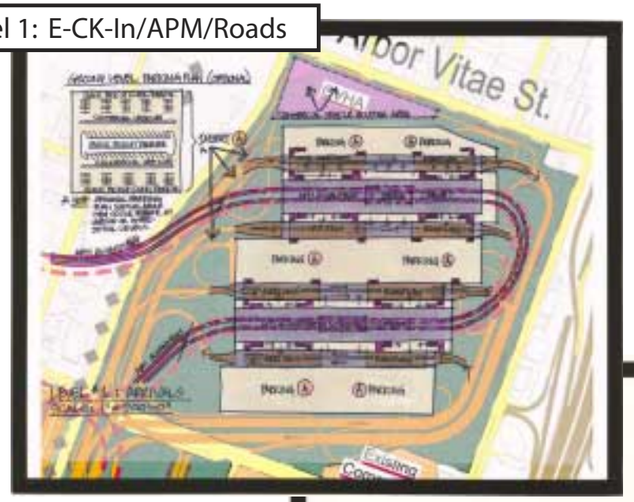
Single Level GTC/Grade Level APM

Not to Scale

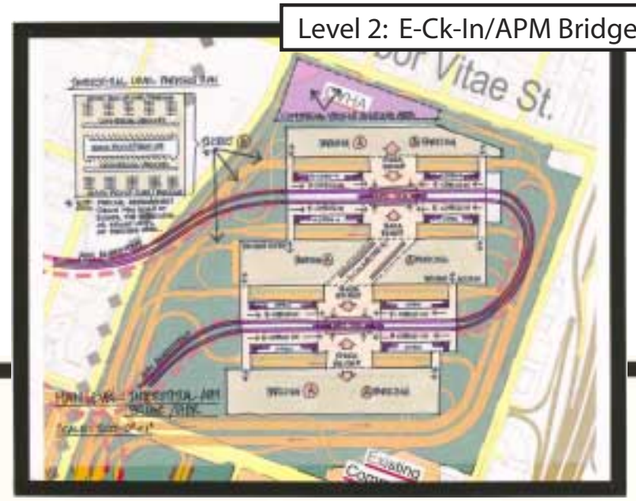
Prepared by: Landrum & Brown
Draft: 05/28/03

Los Angeles International Airport Master Plan	GTC/APM Concept 2	Figure H-53

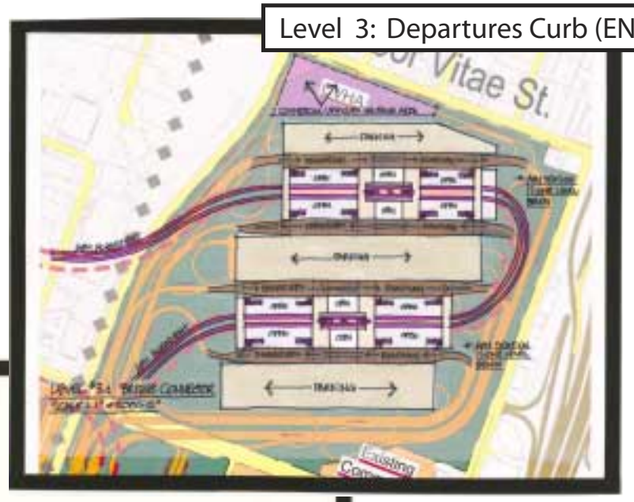
Level 1: E-CK-In/APM/Roads

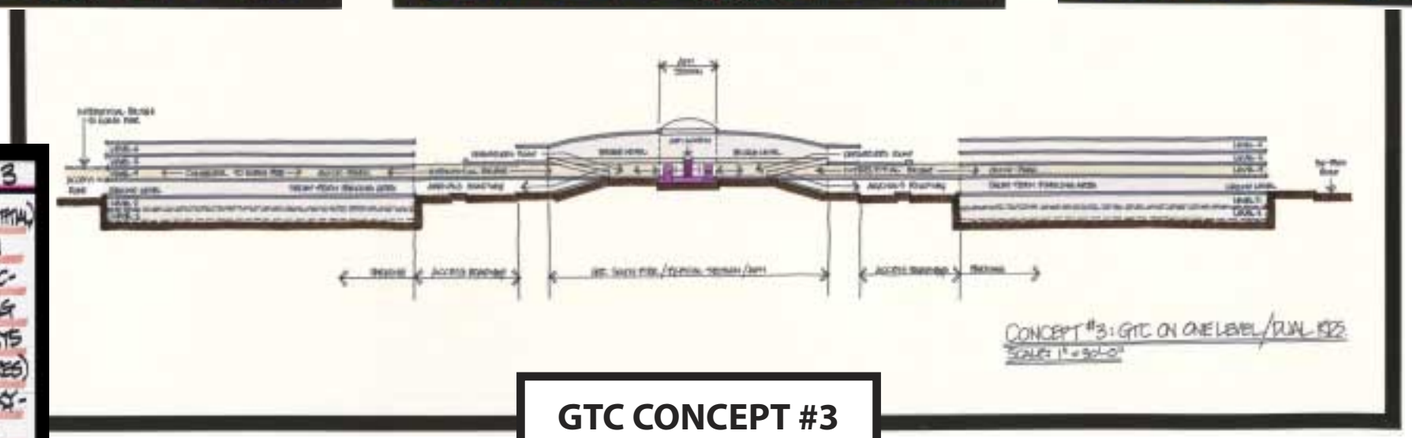


Level 2: E-Ck-In/APM Bridge



Level 3: Departures Curb (ENPL)





GTC CONCEPT # 3

- SINGLE LVL (INTERSTITIAL) WITH APM STATION
- BRIDGE LVL CONNECTIONS TO PARKING
- DUAL LVL ROADWAYS (ARRIVALS/DEPARTURES)
- E-CHECK-IN AND SKY-CAPS FOR BAGGAGE

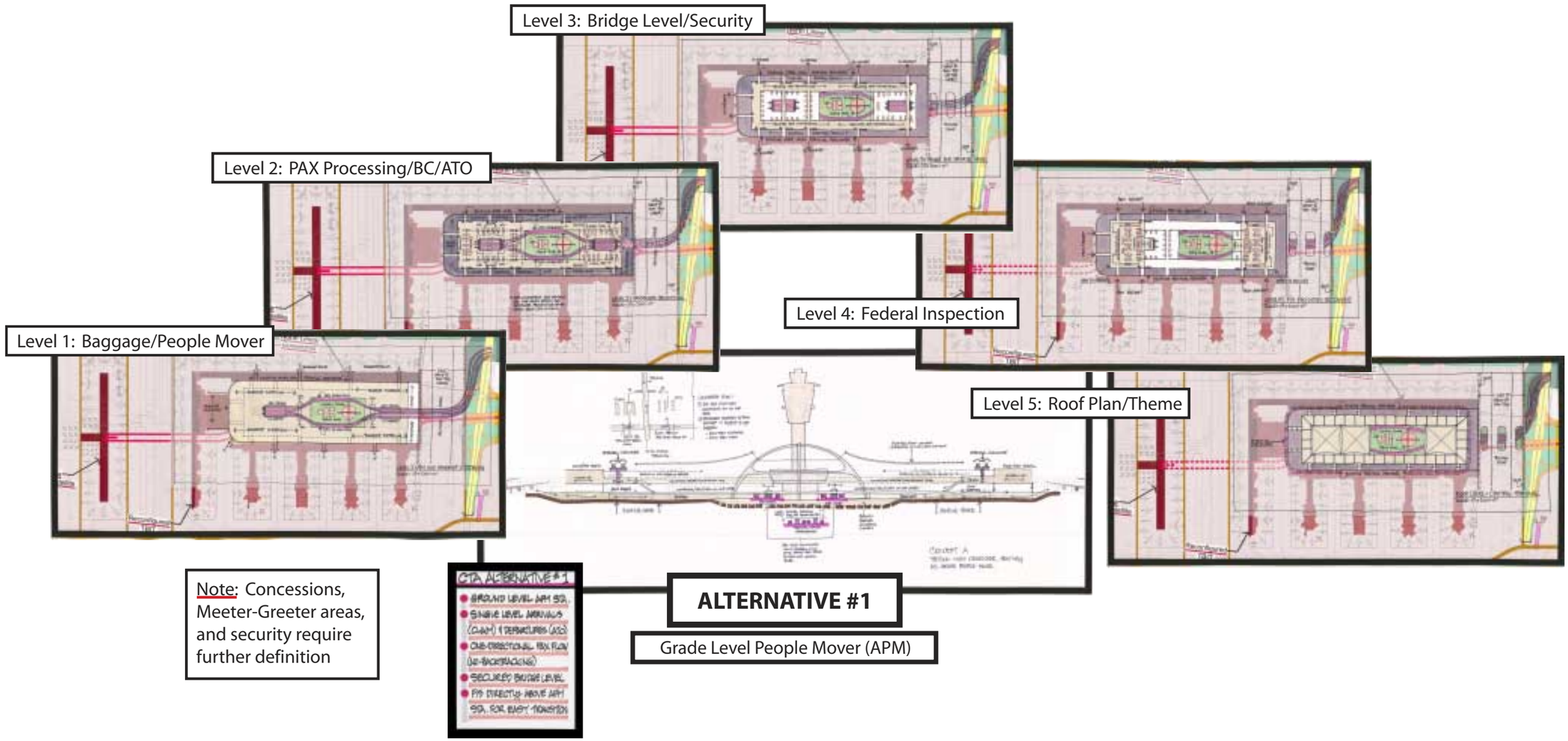
GTC CONCEPT #3

Dual Level Roads/Single Level GTC

Not to Scale

Prepared by: Landrum & Brown
Draft: 05/28/03

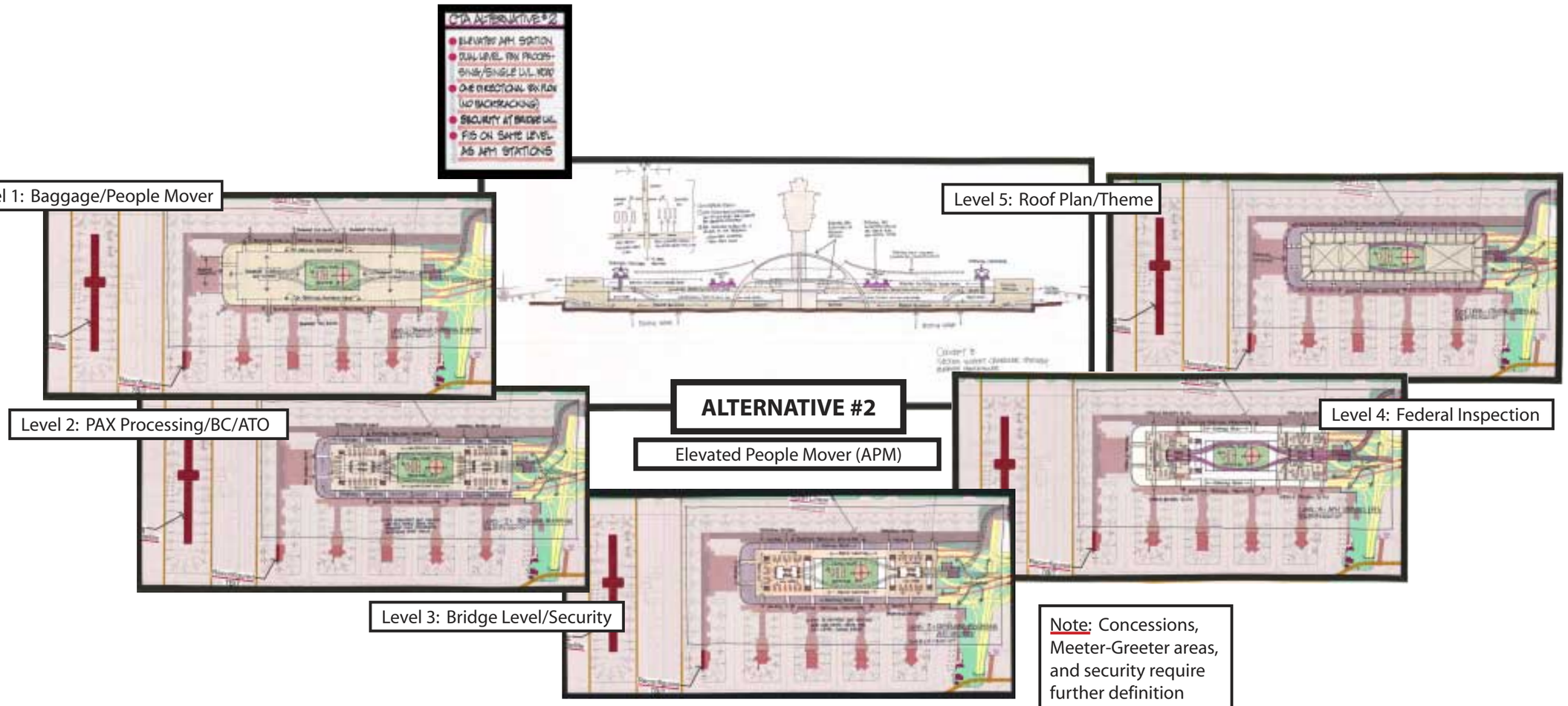
Los Angeles International Airport Master Plan	GTC/APM Concept 3	Figure H-54



Not to Scale

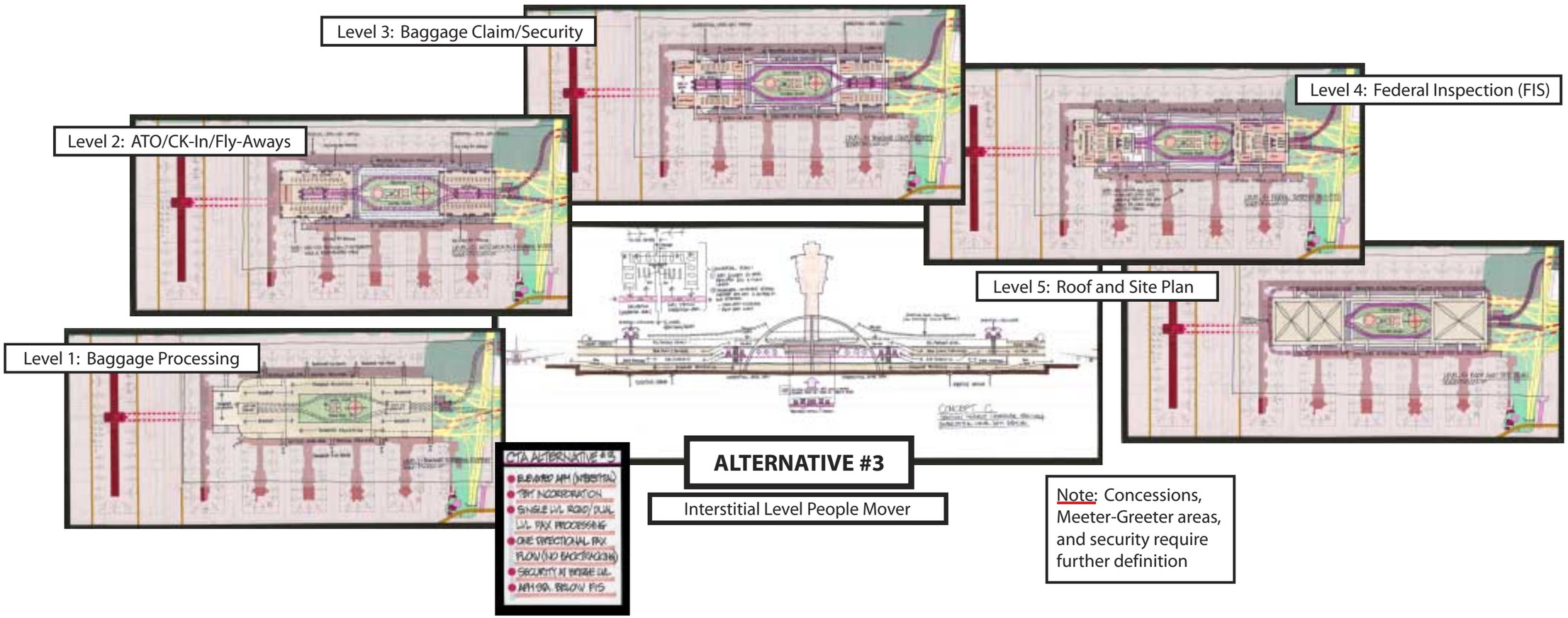
Prepared by: Landrum & Brown
Draft: 05/28/03

Los Angeles International Airport Master Plan	CTA/APM Alignment Alternative 1	Figure H-55



Prepared by: Landrum & Brown
Draft: 05/28/03

Los Angeles International Airport Master Plan	CTA/APM Alignment Alternative 2	Figure H-56



ALTERNATIVE #3

Interstitial Level People Mover

Note: Concessions, Meeter-Greeter areas, and security require further definition

Not to Scale

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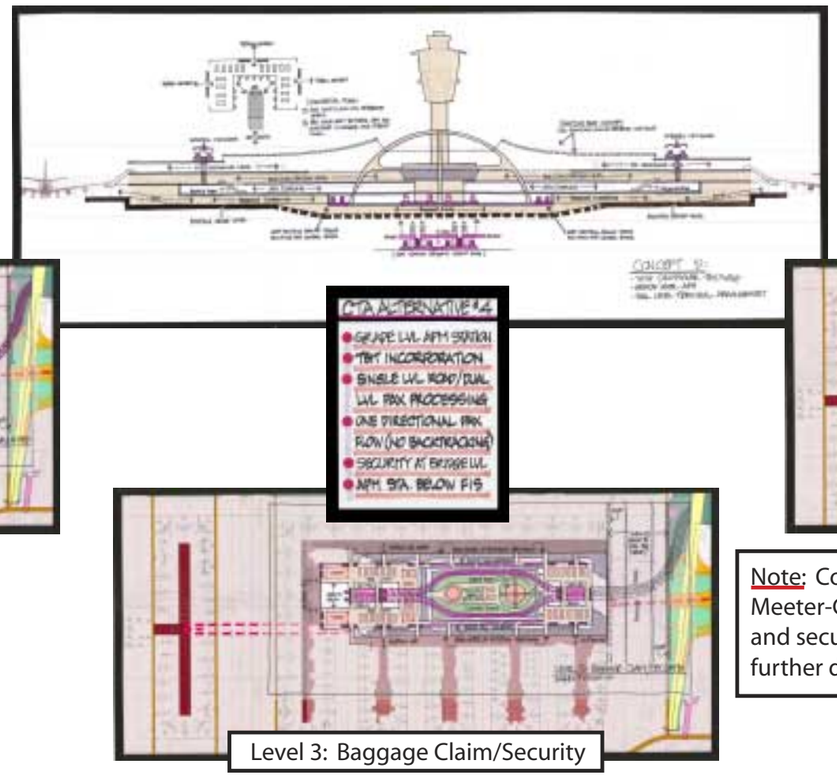
Draft: 05/28/03

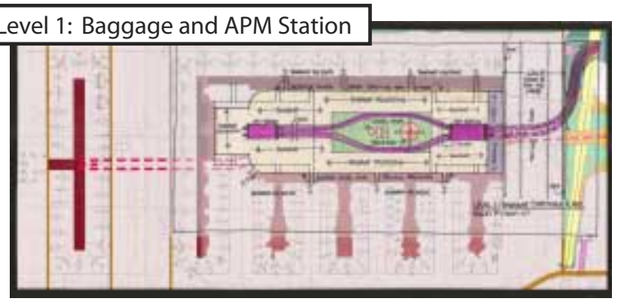
Los Angeles International Airport Master Plan	CTA/APM Alignment Alternative 3	Figure H-57

ALTERNATIVE #4

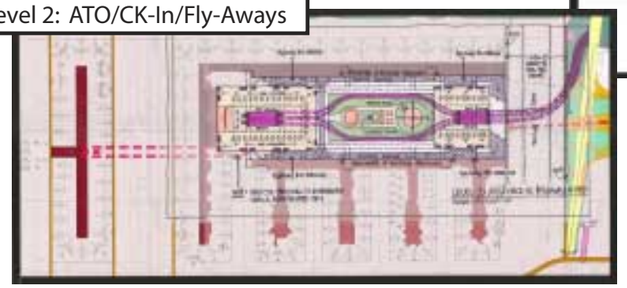
At-Grade People Mover (APM)



Level 1: Baggage and APM Station

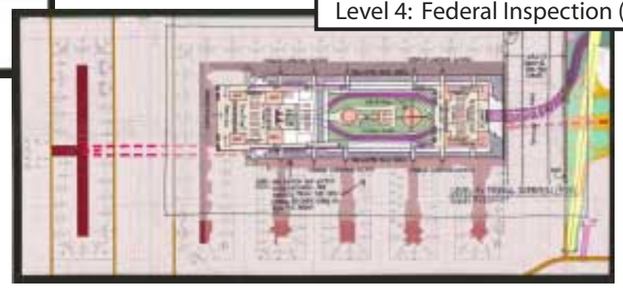


Level 2: ATO/CK-In/Fly-Aways

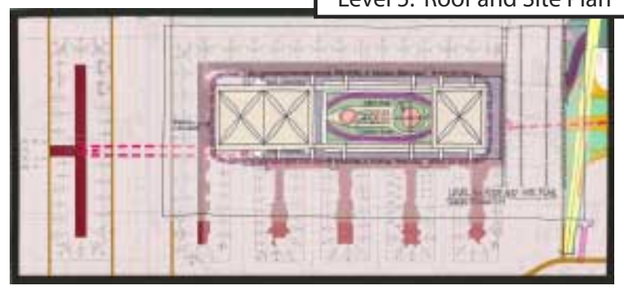


Level 3: Baggage Claim/Security

Level 4: Federal Inspection (FIS)



Level 5: Roof and Site Plan



Note: Concessions, Meeter-Greeter areas, and security require further definition

Not to Scale

Prepared by: Landrum & Brown
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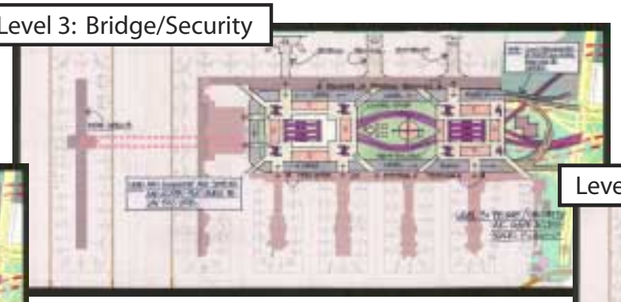
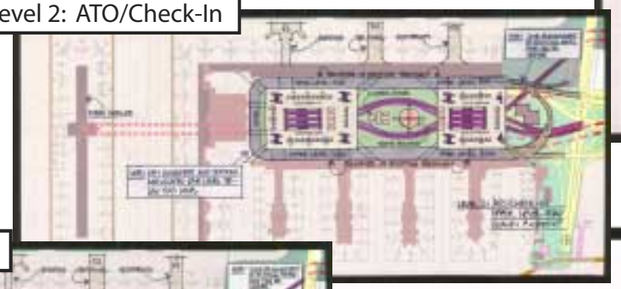
Los Angeles International Airport Master Plan	CTA/APM Alignment Alternative 4	Figure H-58

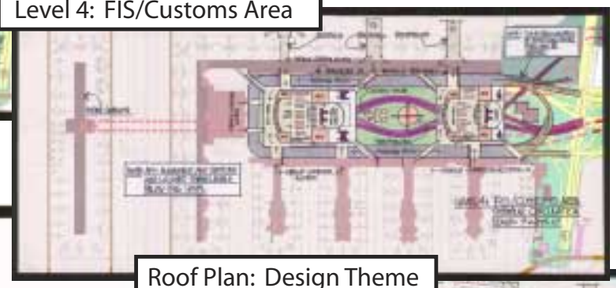
Level 3: Bridge/Security



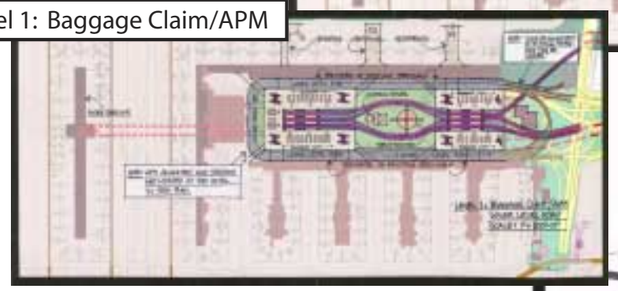
Level 2: ATO/Check-In



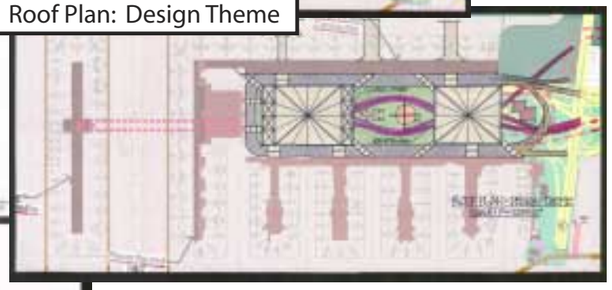
Level 4: FIS/Customs Area

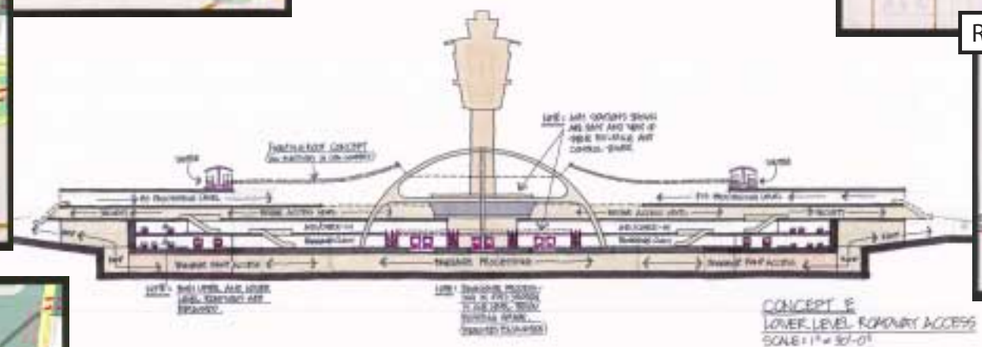


Level 1: Baggage Claim/APM

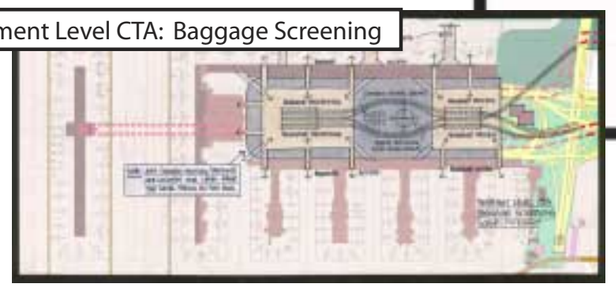


Roof Plan: Design Theme





Basement Level CTA: Baggage Screening



CONCEPT - E

Lower Level Roadway Access

Note: Concessions, Meeter-Greeter areas, and security require further definition

Not to Scale

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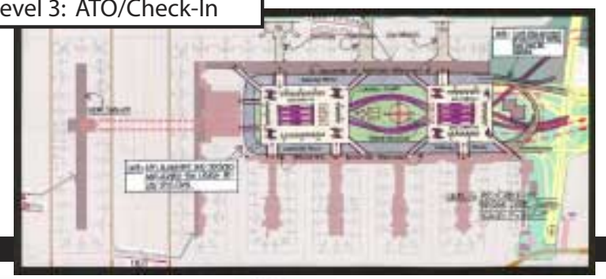
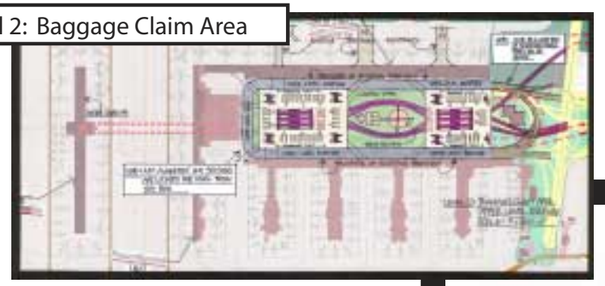
Draft: 05/28/03

Los Angeles International Airport Master Plan	CTA/APM Alignment Concept E	Figure H-59

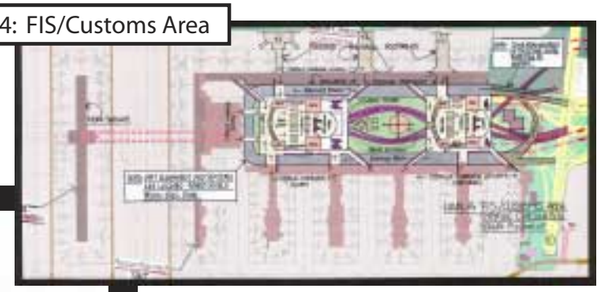
Level 3: ATO/Check-In



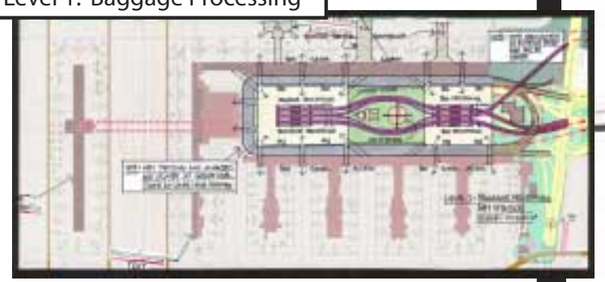
Level 2: Baggage Claim Area

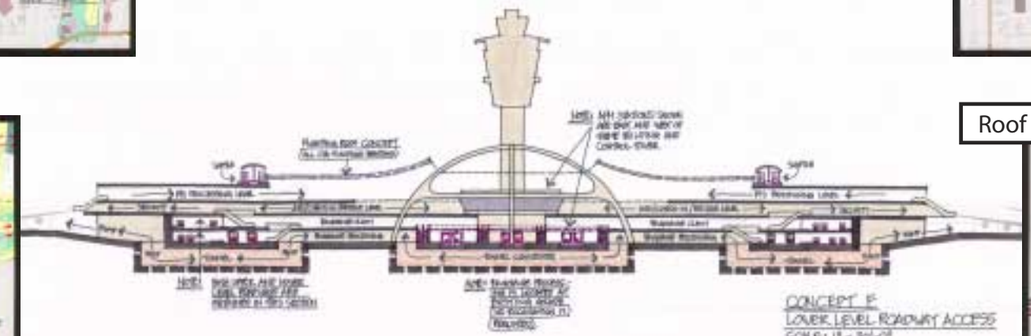


Level 4: FIS/Customs Area

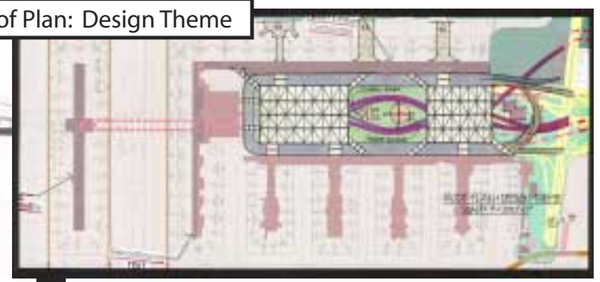


Level 1: Baggage Processing





Roof Plan: Design Theme



CONCEPT - F

Lower Level Roadway Access

Note: Concessions, Meeter-Greeter areas, and security require further definition

Not to Scale

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Draft: 05/28/03

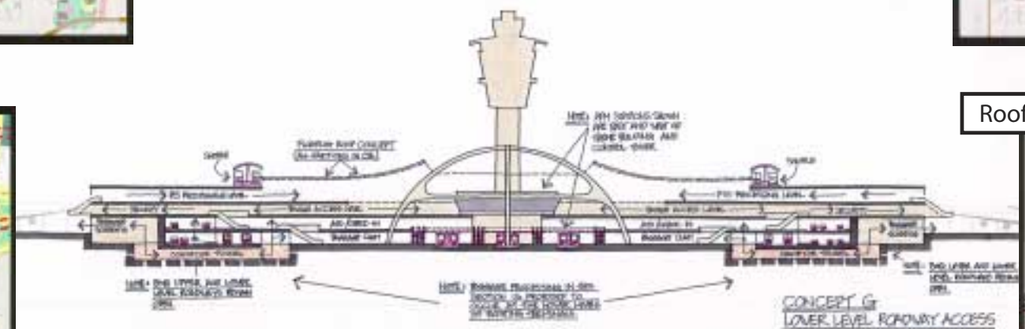
Los Angeles International Airport Master Plan	CTA/APM Alignment Concept F	Figure H-60

Level 3: Bridge Level/AC

Level 2: ATO/Check-In Area

Level 4: FIS/Customs Area

Level 1: Bag Claim/Processing



Roof Plan: Design Theme

CONCEPT - G

Lower Level Roadway Access

Note: Concessions, Meeter-Greeter areas, and security require further definition

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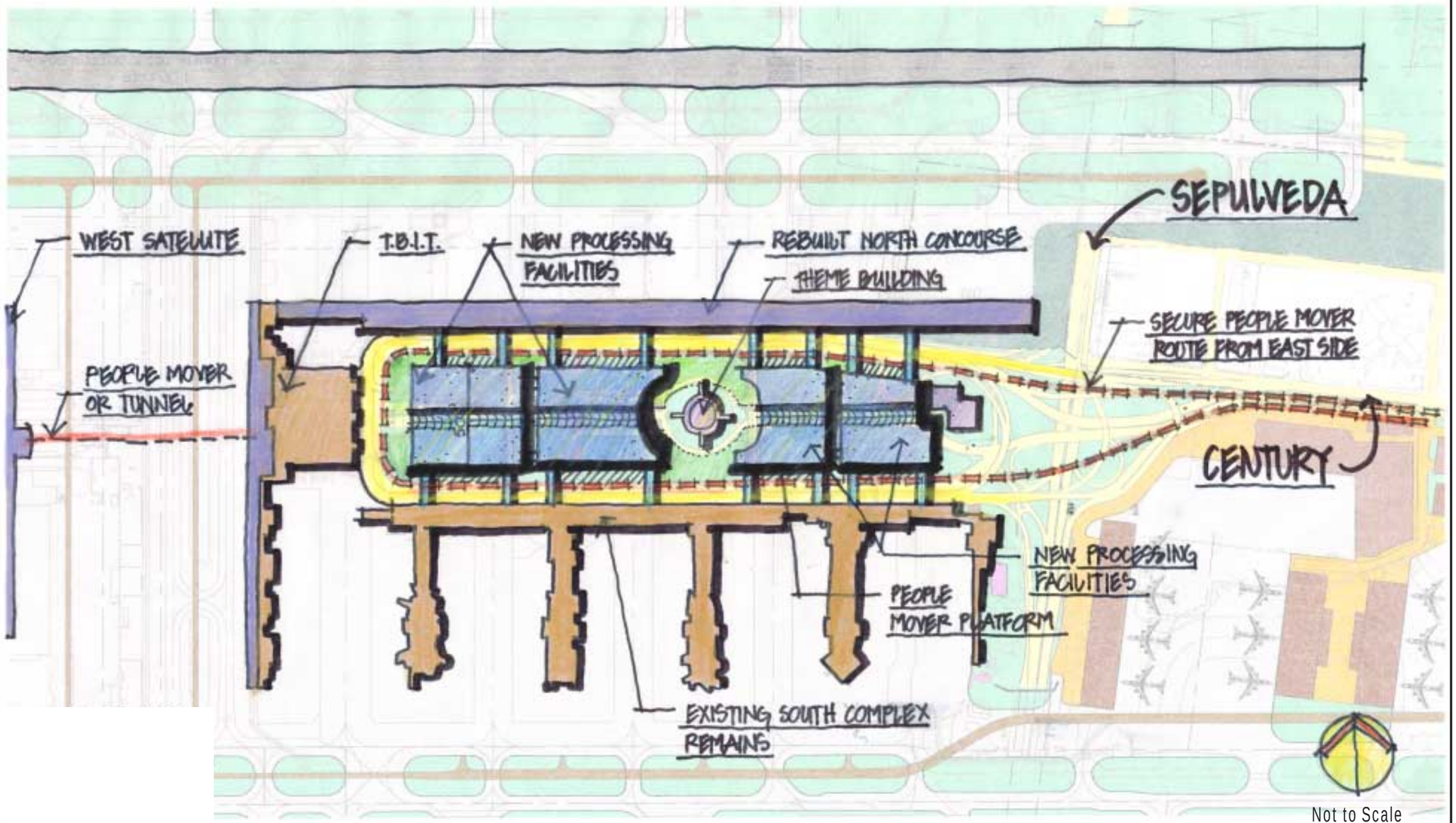
Draft: 05/28/03

Los Angeles International Airport Master Plan	CTA/APM Alignment Concept G	Figure H-61



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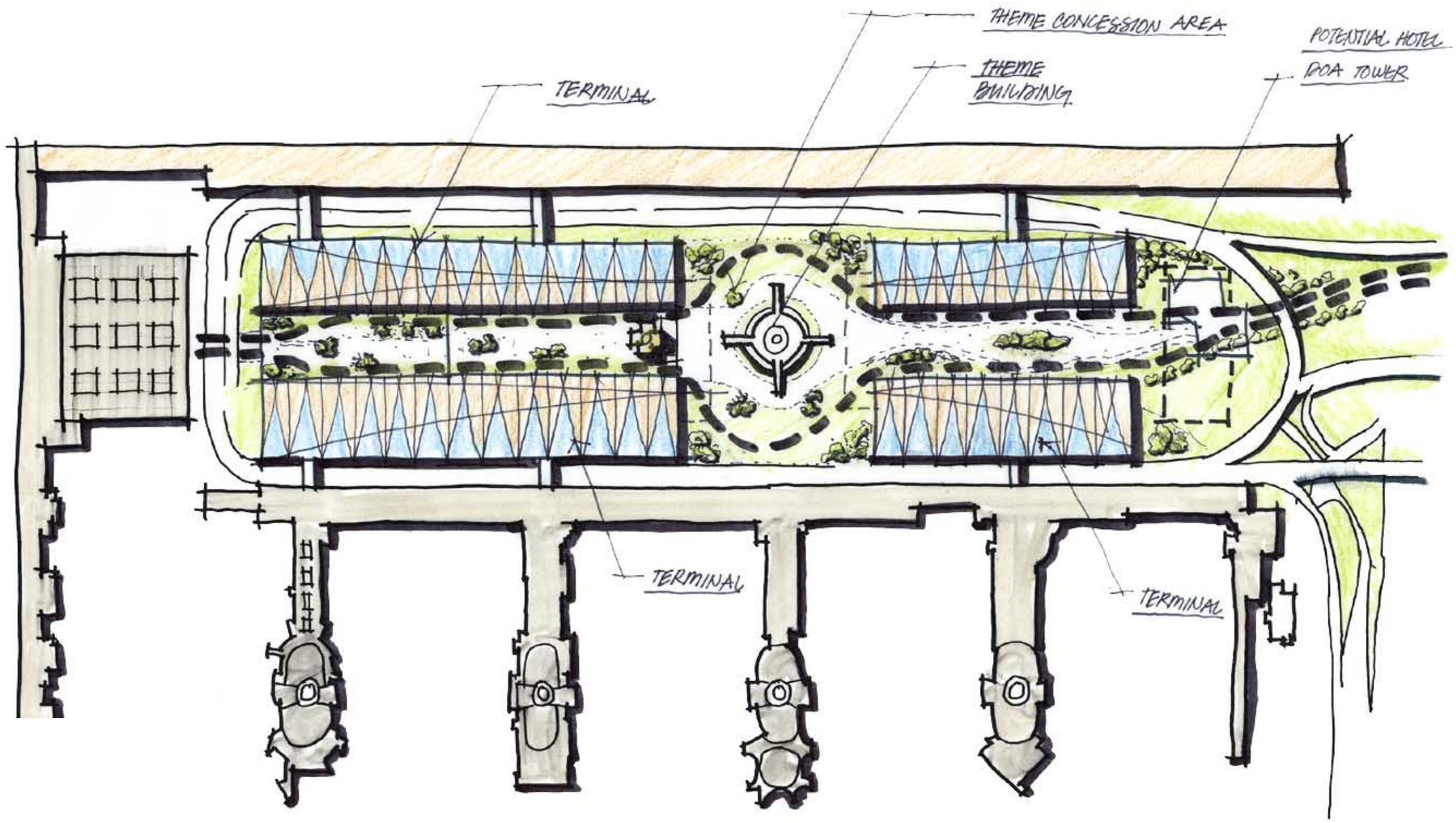
Los Angeles International Airport Master Plan	Reconfigured CTA	Figure H-62



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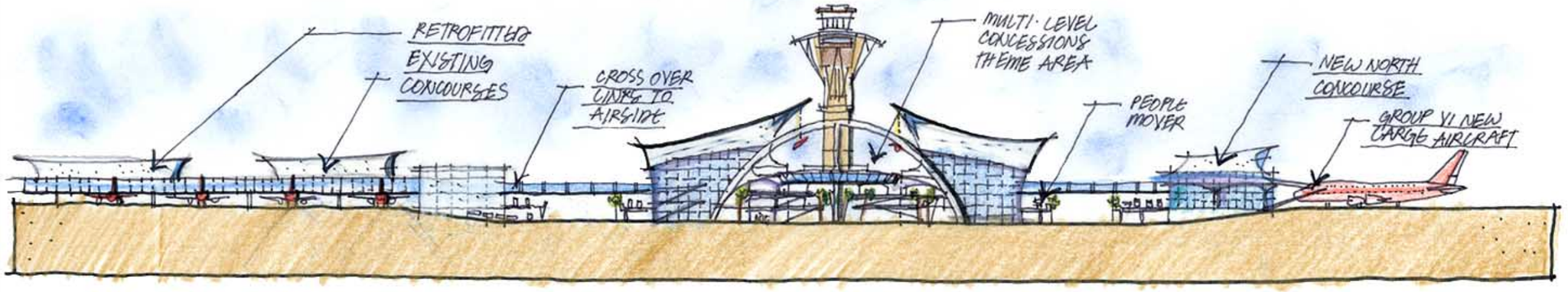
Draft: June 2003

Los Angeles International Airport Master Plan	Plan - Terminal/Open Theme Building	Figure H-63



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Los Angeles International Airport Master Plan	N/S Section - Terminal/Open Theme Building	Figure H-64

Figure H-65 is a section sketch depicting an idea for developing the area around the Theme Building as a multi-level concessions and entertainment area open to the sky.

Figure H-66 depicts a potential plan for developing the entire land area of the central core essentially enclosing the Theme Building.

Figures H-67 and **H-68** is a section depicting the plan for enclosing the entire land area of the central core.

Figure H-69 is a conceptual plan and perspective of a ramping system from an APM platform to security screening areas and a concessions and entertainment complex around the Theme Building.

Figure H-70 are conceptual ideas depicting a central core terminal processor and a concessions and entertainment complex around the Theme Building.

Figure H-71 depicts additional conceptual ideas for the development of the terminal processor within the central core of the CTA.

Figure H-72 is a preliminary section through a GTC pier. Subsequent revisions have altered the GTC concept allowing for a much more open and lightweight structure and relocated the APM to the interstitial level.

H.12 ALTERNATIVE D COMPARISON MODIFICATIONS

The purpose of developing **Figure H-73** through **H-75** was to show that similar Alternative D security elements could be incorporated into Alternatives A, B, and C.

Alternative A Modification for Comparison to Alternative D (**Figure H-73**)

Alternative B Modification for Comparison to Alternative D (**Figure H-74**)

Alternative C Modification for Comparison to Alternative D (**Figure H-75**)

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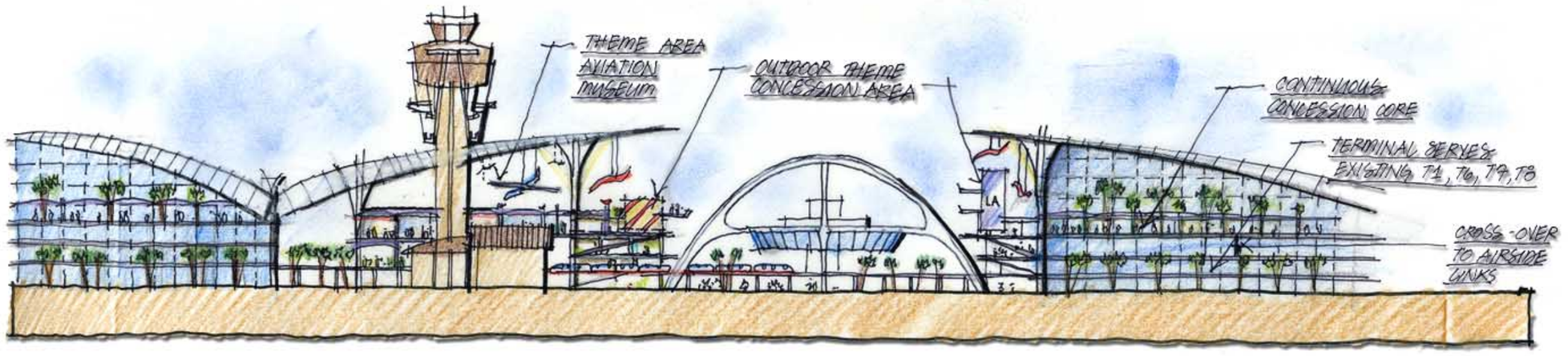

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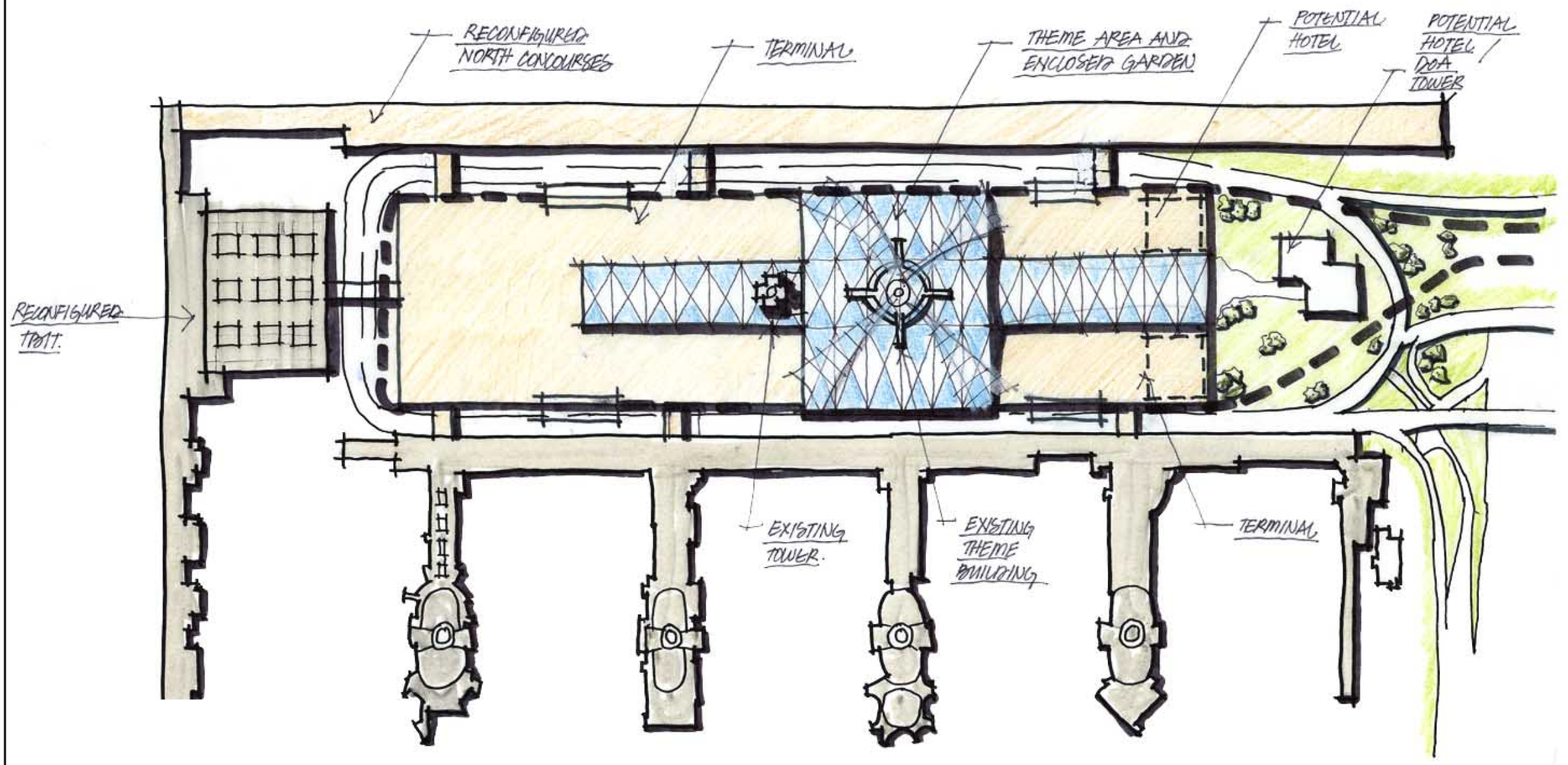
Los Angeles International Airport Master Plan	E/W Section - Terminal/Open Theme Building	Figure H-65



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Los Angeles International Airport Master Plan	Plan - Terminal/Enclosed Theme Building	Figure H-66

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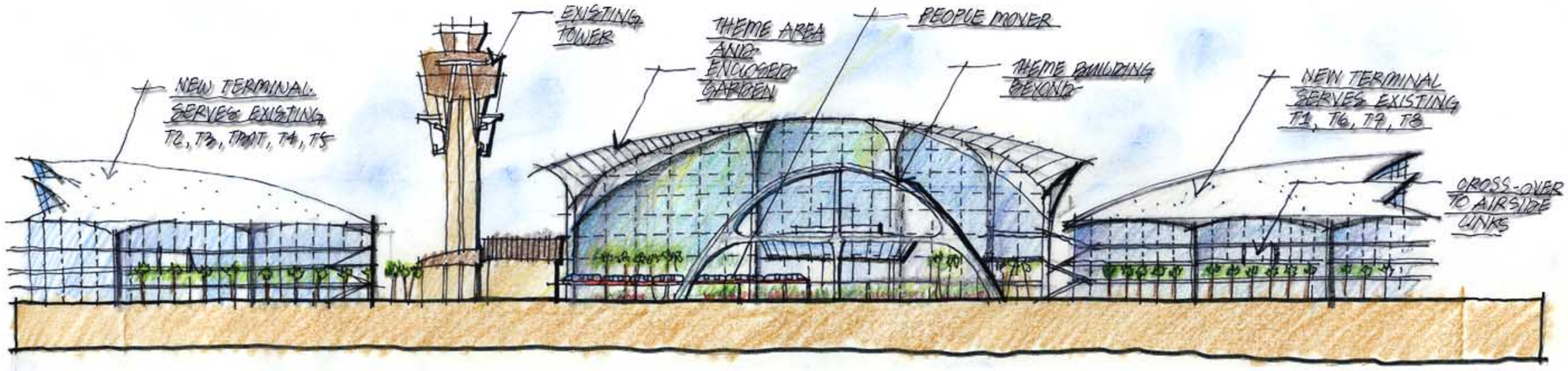
Los Angeles International Airport Master Plan	N/S Section - Terminal/Enclosed Theme Building	Figure H-67



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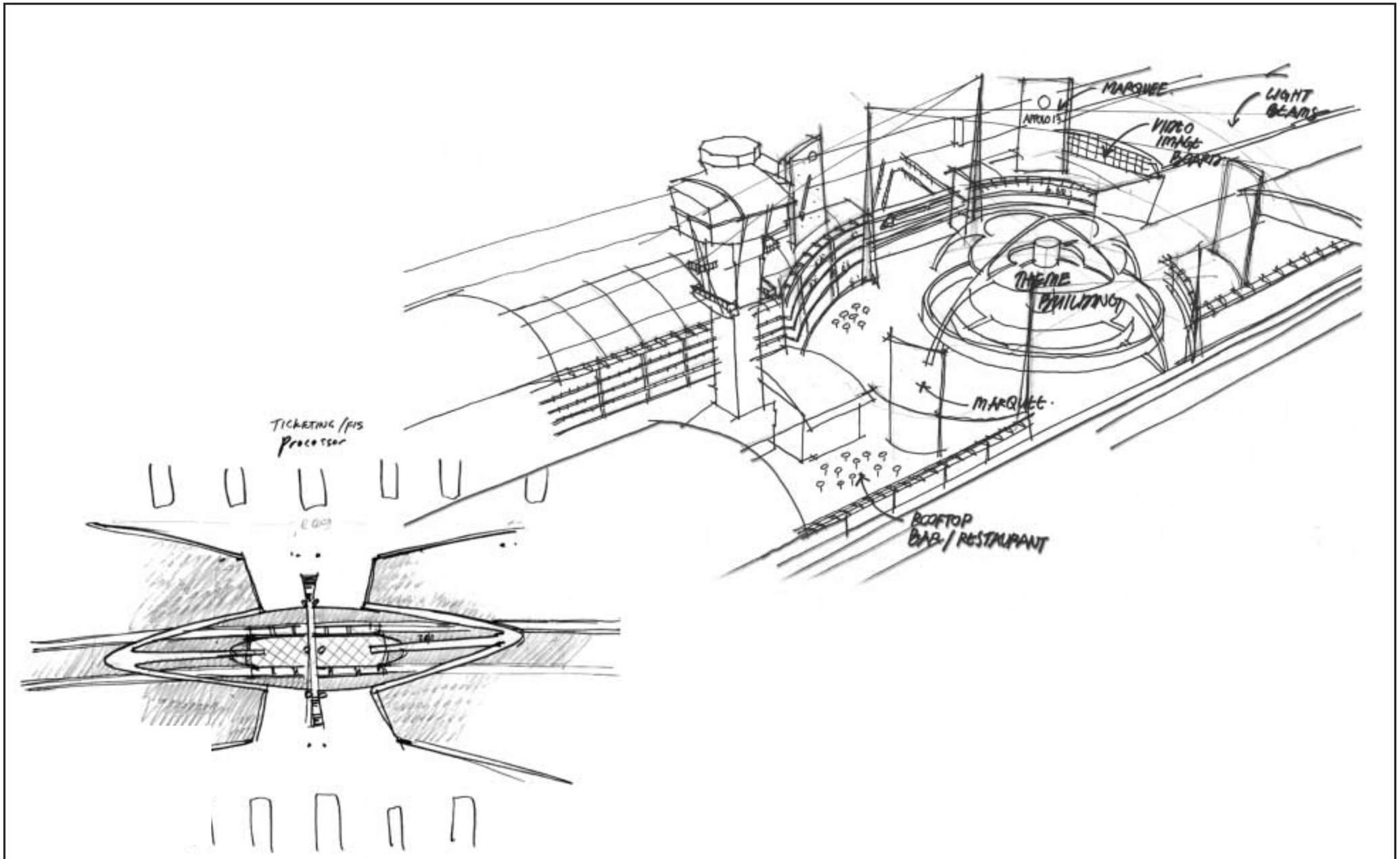
Los Angeles International Airport Master Plan	E/W Section - Terminal/Enclosed Theme Building	Figure H-68



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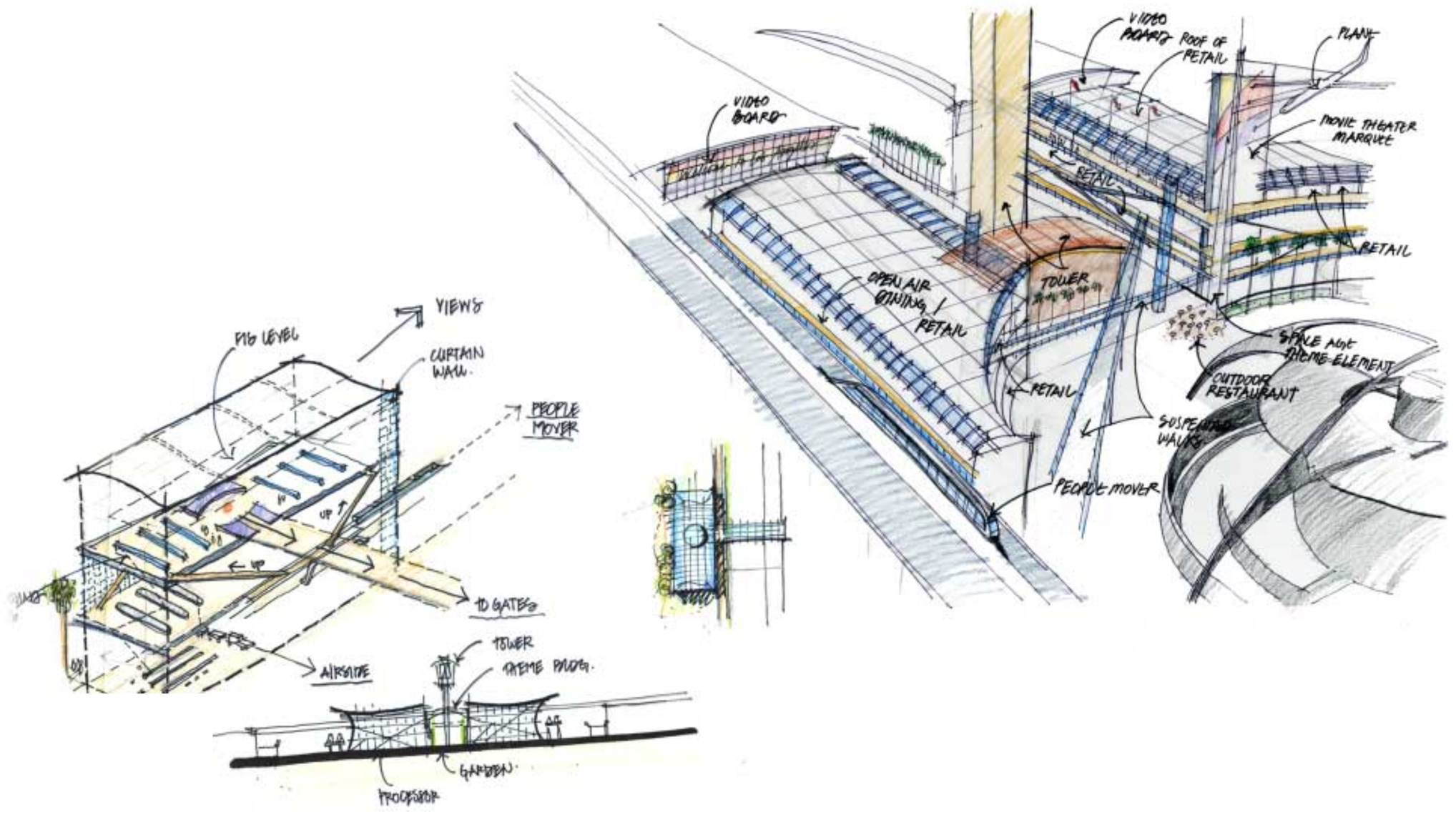
Los Angeles International Airport Master Plan	Potential Terminal/Theme Building Environment	Figure H-69



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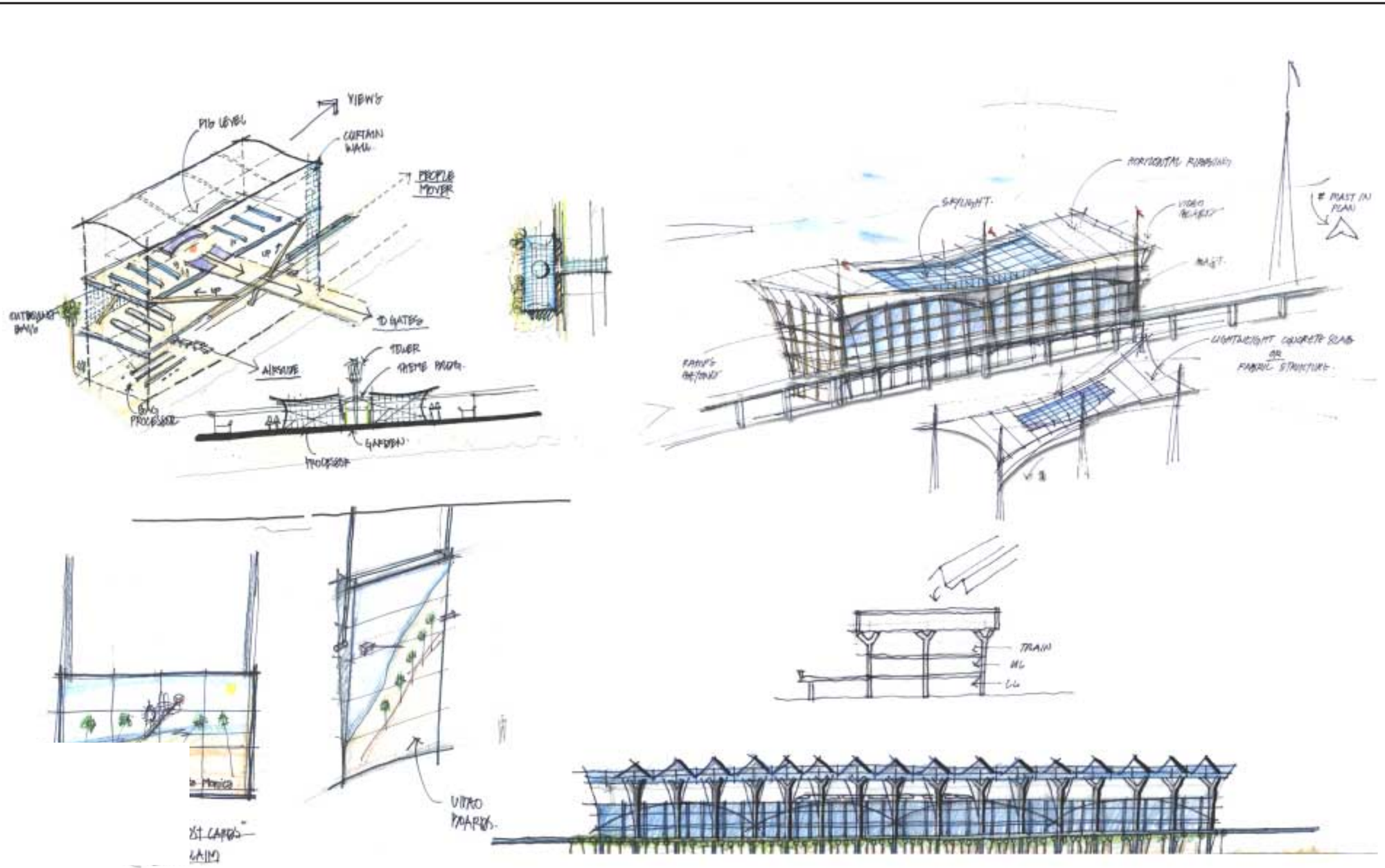
Los Angeles International Airport Master Plan	Potential Terminal Building Sketches	Figure H-70



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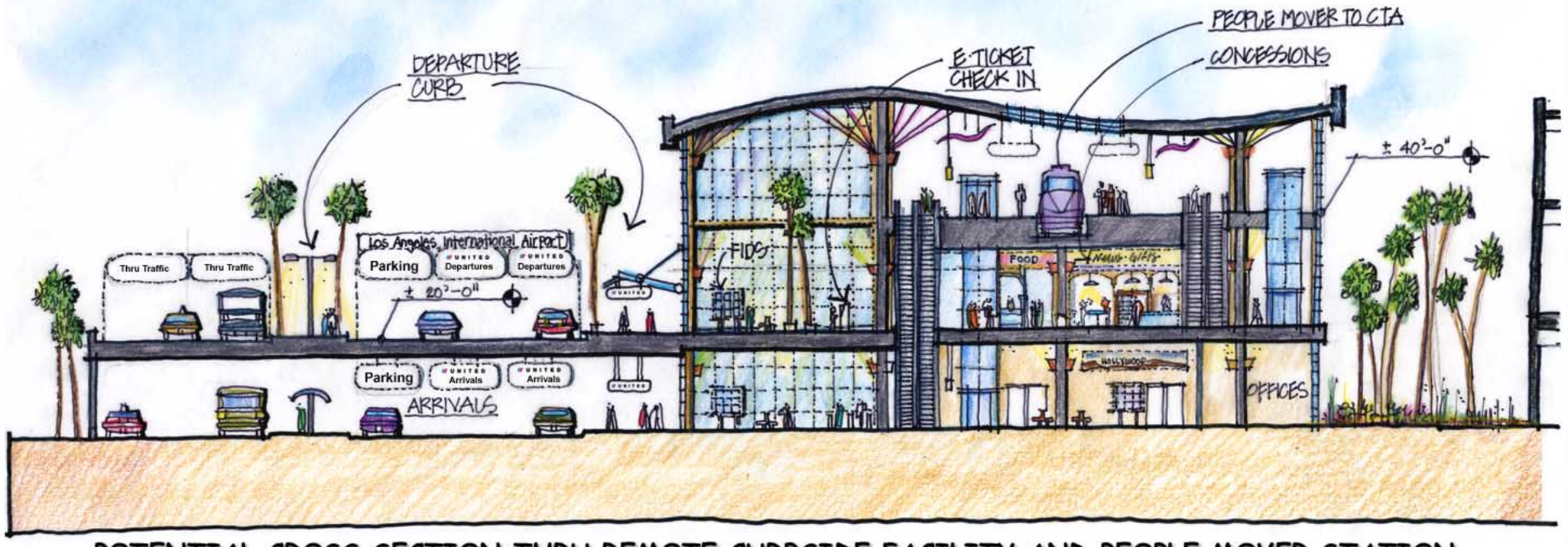
Los Angeles International Airport Master Plan	Potential Terminal Building Sketches (cont.)	Figure H-71



POTENTIAL CROSS SECTION THRU REMOTE CURBSIDE FACILITY AND PEOPLE MOVER STATION

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Los Angeles International Airport Master Plan	GTC Cross Section	Figure H-72

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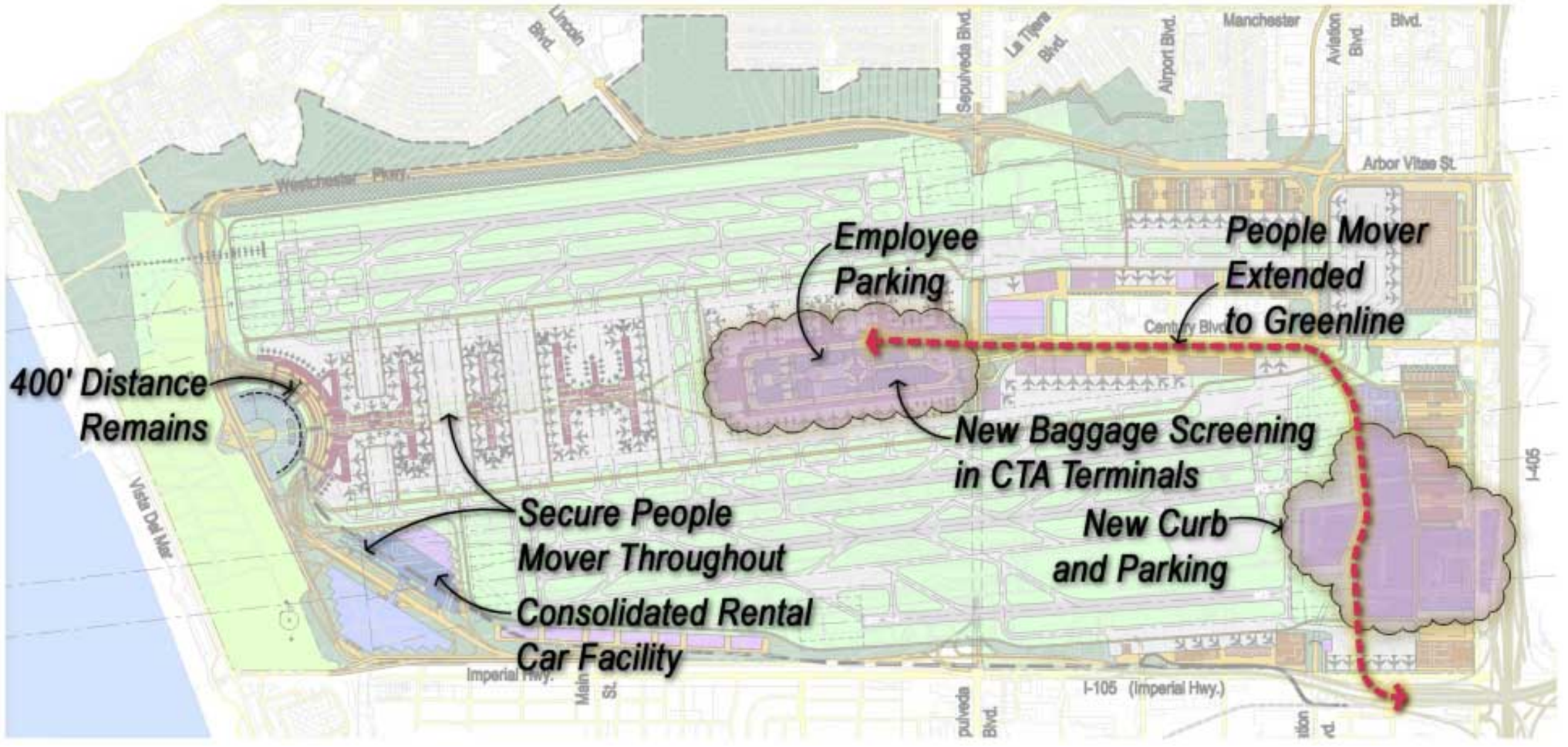
Los Angeles International Airport Master Plan	Alt "A" Modifications for Comparison to Alt "D"	Figure H-73



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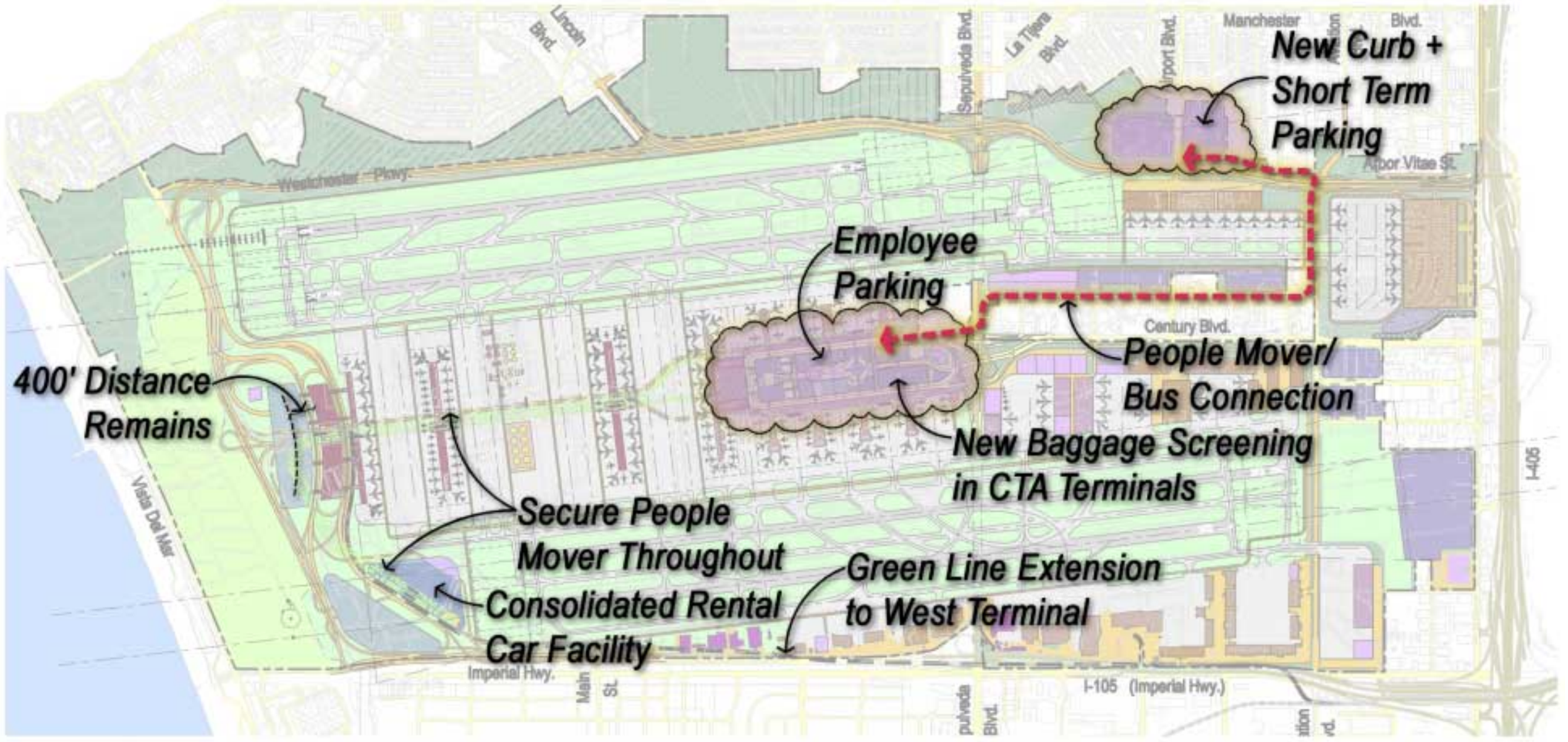
Los Angeles International Airport Master Plan	Alt "B" Modifications for Comparison to Alt "D"	Figure H-74



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Los Angeles International Airport Master Plan	Alt "C" Modifications for Comparison to Alt "D"	Figure H-75