2.2 TERMINAL/PASSENGER PROCESSING FACILITIES - ALTERNATIVE D

The passenger processing facilities for Alternative D consists of four major distinct types of facilities each serving its own varying purpose. Those facilities include the redeveloped CTA, the GTC, the ITC, and a RAC. The redeveloped CTA would be the primary passenger check-in and processing center and serve as the transition point to and from the new landside facilities.

The GTC, ITC, and RAC facilities are designed to accommodate a specific type of activity, and to distribute the landside demand over a wider geographic area. A more detailed description of each facility is included below.

Consistent with Alternatives A, B, and C the LAWA FlyAway program would be expanded under Alternative D.

RECONFIGURED CENTRAL TERMINAL AREA

The existing CTA would be reconfigured for Alternative D. The new terminal buildings and modifications to existing terminal buildings would be developed to meet all TSA recommendations and directives and provide the highest level of passenger safety and convenience. The CTA reconfiguration would prohibit private and commercial vehicle access to the area, eliminating the threat of vehicular blast at the curbfront, which exists today in the CTA. All public parking facilities in the CTA would be relocated, further eliminating the current threat of blast from parked or moving vehicles adjacent to the terminal facilities.

2.2.1 NEW TERMINALS 1 THROUGH 4

Four new terminals (Terminals 1 through 4) would be provided within the CTA as indicated in **Figure 2.2-1**. The new terminals, designated Terminals 1, 2, 3, and 4, would provide the highest level of passenger security and convenience available. These facilities would incorporate TSA directives to the greatest extent possible, including 100 percent EDS screening of all checked bags. The EDS system would be fully automated, utilizing the most current EDS equipment. The system would separate bags that fail the initial screening process to an isolated blast proof room for further investigation before integration with any outbound baggage matrix.

The existing parking garages currently occupy the CTA land envelope identified for the new passenger and baggage processing facilities (terminals). The new terminals would be multi-level

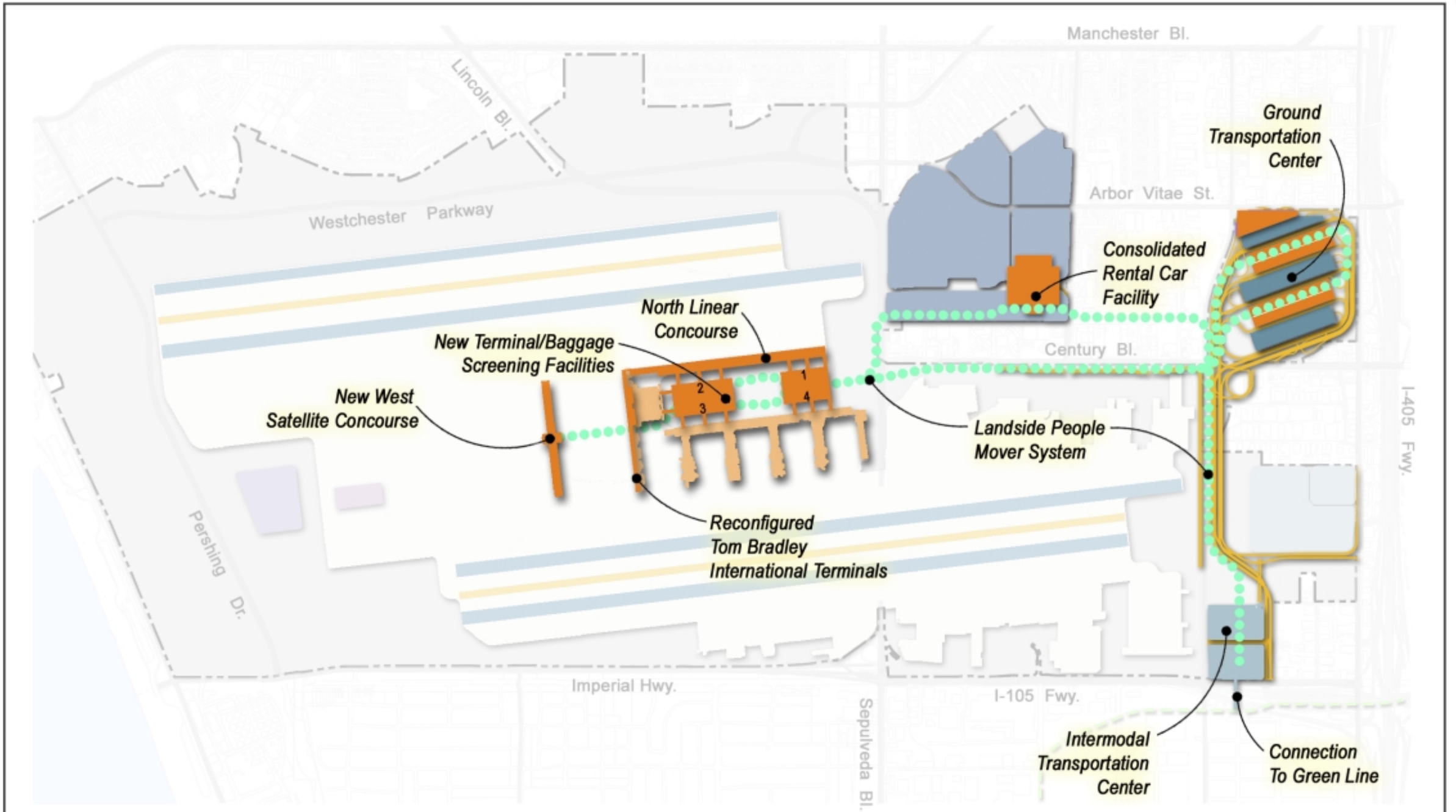
passenger processing facilities replacing all ticketing, baggage claim, FIS facilities, inbound/outbound baggage sortation, screening and distribution systems. The new terminals would also contain the APM system (discussed further in Section 2.4), platforms and new secondary passenger security screening areas. The new terminals would be designed to meet current dimensional criteria for large international terminals. Current CTA deficiencies such as inadequate ticket lobby depths, baggage claim circulation, undersized security screening areas, and insufficient passenger queue space would be eliminated.

The existing initial sorting and outbound/inbound baggage systems at Terminals 4 through 7 and Concourse 8 would be reconfigured to support delivery of bags to and from apron areas. New baggage functions would be provided in the new terminal facilities and in the landside facilities. **Figures 2.2-2** and **2.2-3** depict a conceptual illustration of the new CTA facility.

The new terminals and reconfigured CTA would be connected to the GTC, ITC, and RAC via the APM. The landside components of Alternative D are described in Sections 2.3 and 2.4.

A baggage tunnel running below the existing Lot C area and located below the public right-of-way east of Airport Boulevard would connect the new terminals to the GTC. This tunnel would allow passengers to check baggage at the GTC. Passengers arriving at LAX could use the system to re-check their baggage back to the GTC.

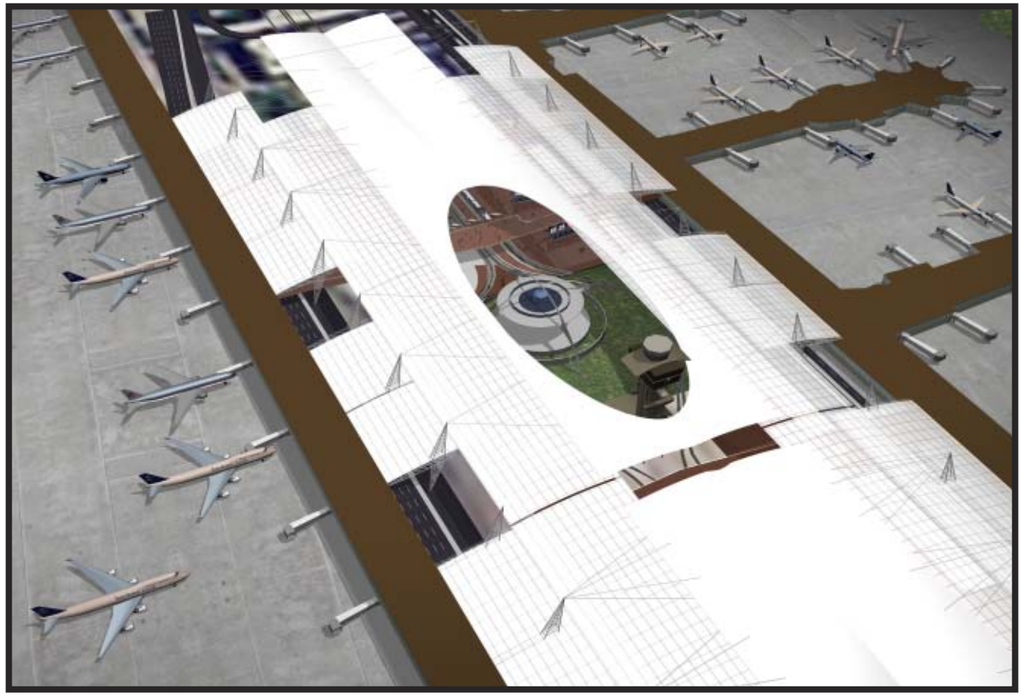
The new terminals would be equipped with video surveillance systems monitoring all activity, particularly at secondary passenger screening areas. Any security breach would immediately be compartmentalized allowing only a portion of a facility to be evacuated and searched so passengers can be re-screened. The entire new terminal area can be evacuated to the exterior without any disruption to any airport operation.



Prepared by: Landrum & Brown
Draft: July 31, 2002

Not to Scale

Los Angeles International Airport Master Plan	Alternative D Terminal Modifications	Figure 2.2-1

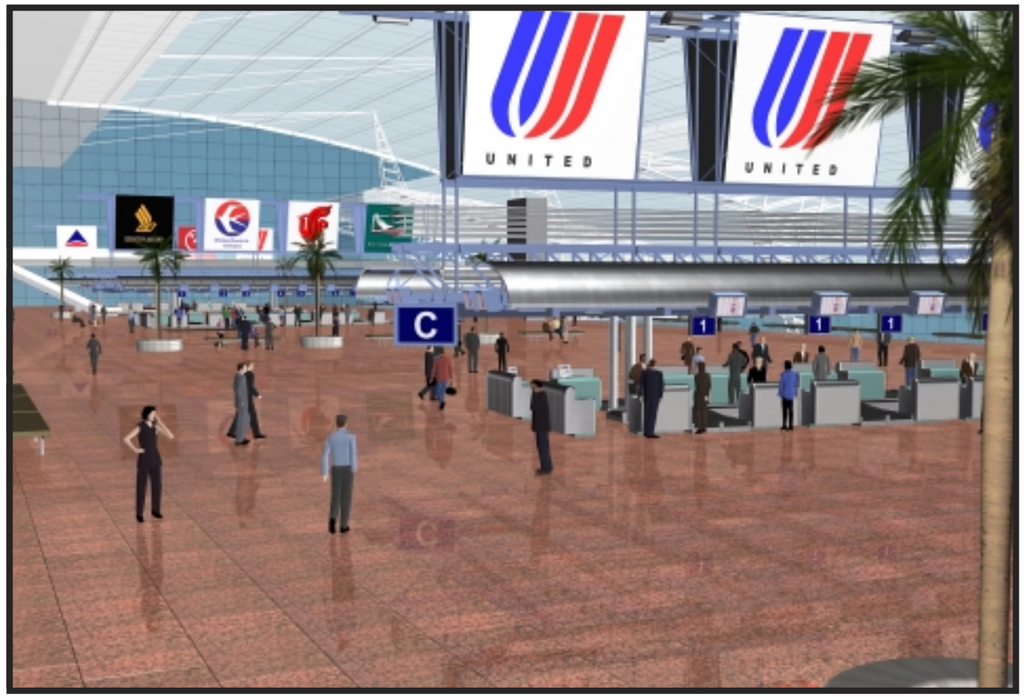


Overhead View of Reconfigured CTA Terminals

Interior View of New CTA Terminals with Automated People Mover

Prepared by: Landrum & Brown
Draft: June 2003

Los Angeles International Airport Master Plan	Alternative D Exterior and Interior CTA Views	Figure 2.2-2



New Ticketing Hall at CTA

New Baggage Claim Area at CTA

Prepared by: Landrum & Brown
Draft: June 2003

Los Angeles International Airport Master Plan	Alternative D CTA Interior Views	Figure 2.2-3

2.2.2 NEW NORTH LINEAR CONCOURSE

The north airfield modifications would require demolition of part, and reconfiguration of the remaining portions of existing Terminals 1, 2, and 3. The north concourse of the TBIT would have to be demolished to accommodate the taxiway-to-taxiway and object-to-taxiway separation requirements for Taxiway E. These facilities would be reconfigured as an east-west linear facility with a continuous line of approximately 15 contact gates. This concourse would be connected to the processing facilities in the new Terminals 1 through 4 via a series of enclosed pedestrian bridges as indicated in Figure 2.2-1. Processing for passengers departing from the new North Linear Concourse would most likely occur in two of the four processing facilities.

The new North Linear Concourse would consist of three levels. The lower level of the concourse would include a combination of airline operations space, baggage transfer belts from the new processors and storage for ramp service equipment and vehicles. The second level would be equipped with horizontal moving walks to connect holdrooms, concessions and passenger convenience facilities. The partial third level would contain a sterile corridor to facilitate the movement of international arriving passengers from the aircraft to the new FIS facilities that would be developed in the terminal buildings.

2.2.3 RECONFIGURED TOM BRADLEY INTERNATIONAL TERMINAL

The TBIT would be reconfigured in Alternative D to replace some of the gates demolished for the north airfield reconfigurations as well as the existing remote gates at the west pad facility. The north concourse of the TBIT would be linked to the new North Linear Concourse to allow greater flexibility for airline operations and passenger movements. A portion of the north concourse of the TBIT would be demolished to accommodate the relocation of Taxiway E. In addition, an Airside Automated People Mover (APM) station would be provided at the TBIT as part of the secure airside train system connecting the new West Satellite Concourse (Section 2.2.5) and the redeveloped CTA. The reconfigured TBIT facility would provide a total of approximately 22 gates.

2.2.4 RECONFIGURED EXISTING TERMINALS 4 THROUGH 7

Reconfigured Terminals 4 through 7 and Concourse 8 would provide a total of 73 gates. Refer to **Table 2.2-1** provides a comparison of existing and future gates. The existing departure concourses in

Terminals 4 through 7 and Concourse 8 would remain primarily unchanged. The existing ticketing levels of Terminals 4 though 7 and Concourse 8 would be reconfigured and utilized for additional airline club space and concessions. There may be improvements to existing concession areas and/or holdroom capacity, as existing airline clubs and concessions may be relocated to the ticketing areas. An overhead conceptual view of the CTA including the reconfigured existing terminals 4 through 7 and Concourse 8 appears in Figure 2.2-2.

The existing baggage claim level would be primarily used for additional airline space, and for expanded inbound/outbound baggage sortation. The automated transfer of bags from the new terminal buildings to the individual airline's bag operations would also be accommodated.

2.2.5 WEST SATELLITE CONCOURSE

A new linear West Satellite Concourse would be constructed west of the TBIT and be accessed via an airside secure underground APM from the reconfigured CTA. The concourse would replace the remote gates now located on the west pad facility as well as accommodate the overall net loss of gates created by reconfiguring Terminals 1, 2, and 3 into a continuous linear flightline. The concourse would accommodate approximately 41 aircraft gates.

2.2.6 TERMINAL FUNCTIONAL SPACE ALLOCATIONS

Table 2.2-1 compares the existing terminal space to the proposed Alternative D terminal space.

Table 2.2-1

ALTERNATIVE D – COMPARISON OF EXISTING AND PROPOSED TERMINAL FACILITIES

	Existing (1996)		2015	
	Nominal	NBEG[1/]	Nominal	NBEG[1/]
TOTAL NOMINAL GATES (DOMESTIC AND INTERNATIONAL)				
Commuter (Group I)	45	18.0	12	4.8
Commuter (Group II)	0	0.0	20	14.0
Narrowbody (Group III)	34	34.0	40	40.0
Boeing 757 (Group IIIa)	10	11.0	23	25.3
Widebody (Group IV)	38	57.0	30	42.0
Boeing 747/Airbus A340 (Group V)	38	64.6	22	39.6
New Large Aircraft (Group VI)	0	0	6	13.2
Total Nominal Gates	**165**	**184.6**	**153**	**178.9**
TOTAL INTERNATIONAL GATES				
Narrowbody (Group III)	7	7.0	17	17.0
Boeing 757 (Group IIIa)	1	1.1	11	12.1
Widebody (Group IV)	8	12.0	22	30.8
Boeing 747/Airbus A340 (Group V)	41	69.7	22	39.6
New Large Aircraft (Group VI)	0	0.0	6	13.2
Total International Gate	**57**	**89.8**	**78**	**112.7**
TERMINAL FUNCTION AREAS				
Departure Lounge	360,000 sf.		416,000 sf.	
Concession	209,000 sf.		579,000 sf.	
Public Space	932,000 sf.		1,706,000 sf.	
Federal Inspection Service	399,000 sf.		636,000 sf.	
Airline	1,503,000 sf.		2,135,000 sf.	
Non-Public	236,000 sf.		407,000 sf.	
Mechanical	358,000 sf.		676,000 sf.	
Total Terminal - Gross Area	**3,997,000**		**6,550,000**	

1/ To standardize the definition of "gate" and to provide a consistent means for evaluating apron utilization, the Narrow Body Equivalent Gate (NBEG) index was developed. This index converts the gate requirements of diverse aircraft – from small commuters to new large aircraft – so they are equivalent to the apron capacity of a typical narrow body aircraft gate. The amount of space each aircraft requires is based on maximum wingspan; the aircraft is classified according to FAA Taxiway Design Groups.

Source: Hirsch and Associates, 2002

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2.2.7 AIRCRAFT GATES

A comparison of the existing number of gates to those proposed in Alternative D is contained in **Table 2.2-2**. Alternative D would provide a total of 153 contact and commuter gates in 2015. The 2015 gate facilities are shown on **Figure 2.2-4**. There are more gates available in 2005 (163) but these include the remote jet and commuter gates, which offer a lower level of service than the contact gates. The remote commuter gates are located in two locations, the United maintenance ramp and to the east of the American Airlines low bay hangar. These facilities are accessed via shuttle buses from Terminal 7 and 4 respectively. The facilities have limited amenities in terms of holdrooms, concessions, and airline club lounges.

The remote jet gates are located at the west pad facility at the west end of the airport north of World Way West. The west pad facility is a complex of 19 aircraft parking positions, 9 of which have remote boarding gate structures and 10 positions without. These facilities are used primarily for international flights and are scheduled for use on a regular basis. Passengers and their carry on baggage are transported to and from the aircraft via a LAWA operated shuttle bus. The remote boarding facilities do not contain any concessions, holdrooms or restroom facilities.

Alternative D would require the use of fewer gates to achieve the same level due to the higher utilization rates of contact gates at a level of service that exceeds the No Action/No Project Alternative. The number of existing gates was reduced from 165 (Table 2.2-1 Existing 1996) to 163 (Table 2.2-2 Existing 2002) due to the consolidation of four narrowbody domestic gates into two Group V international gates.

Table 2.2-2

ALTERNATIVE D
EXISTING VS. PROPOSED AIRCRAFT GATES

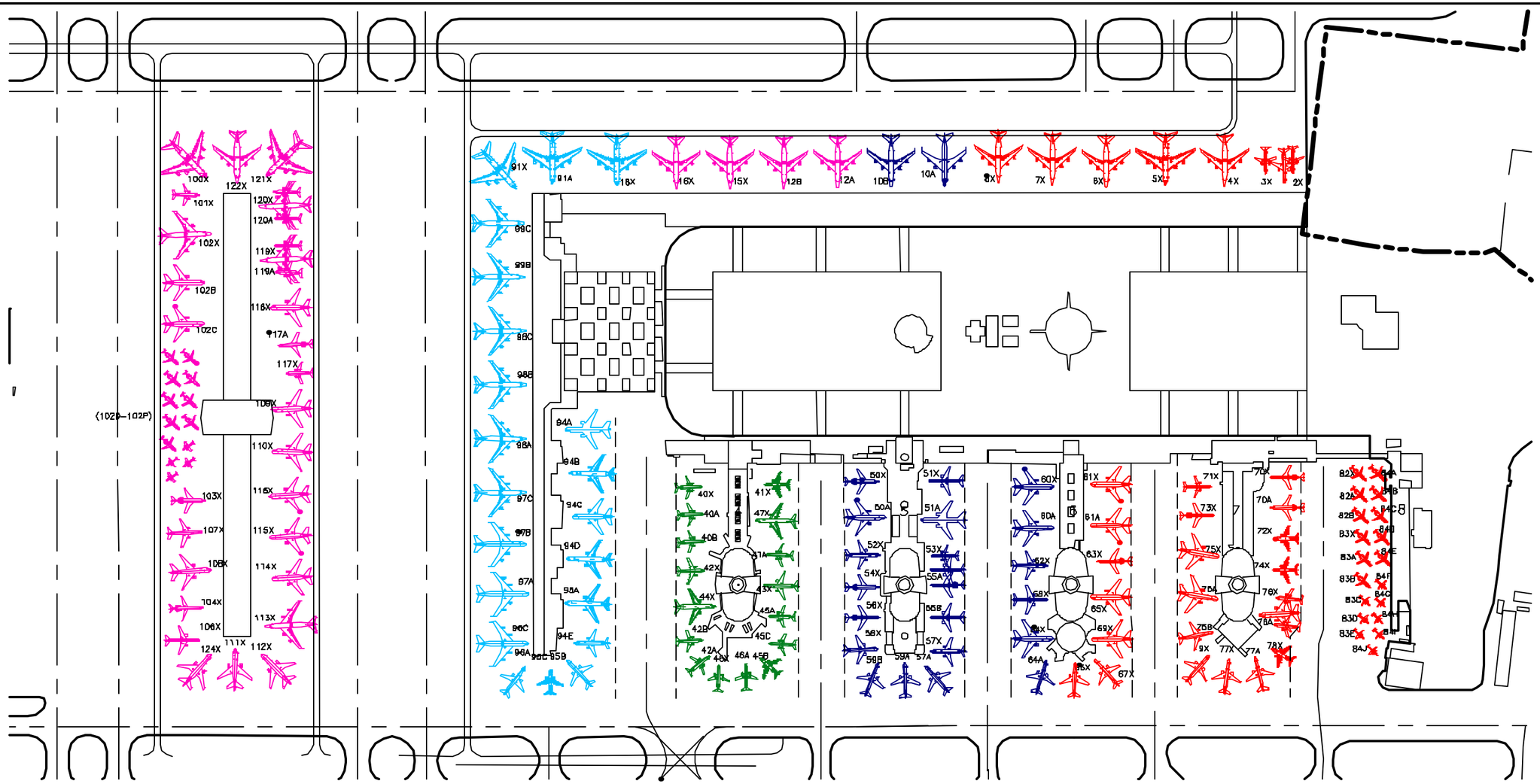
Gates	Existing (2002) Gate Positions	2015 Gate Positions
Commuter	32	32
Narrowbody (Group III)	45	40
Boeing 757 (Group IIIa)	12	23
Widebody (Group IV)	37	30
Boeing 747/Airbus 340 (Group V)	37	22
New Large Aircraft (Group VI)	0	6
Total Nominal Gates	**163**	**153**

While Alternative D would provide new gates, the relocation of Runway 6R/24L and Taxiway E to the south would require the demolition of Terminals 1, 2, and 3. Today, many flights must park at remote positions and passengers are transferred to and from the terminal on airport operated buses. Alternative D would discontinue the use of remote gate positions at the west pad. **Table 2.2-3** summarizes the difference between the No Action/No Project gates and Alternative D.

Table 2.2-3

NUMBER OF GATES BY AIRCRAFT GROUP

	Number of Gates	
Aircraft Group	**No Action/No Project**	**Alternative D**
Terminal Positions		
Commuter	3	32
Narrowbody	45	40
Boeing 757	12	23
Widebody	37	30
Boeing 747/Airbus 340	18	22
New Large Aircraft (NLA)	0	6
Total Gates at the Terminal	**115**	**153**
Remote Positions		
Remote Air Carrier Jet Positions	19	0
Remote Commuter Positions	29	0
Total Positions	**163**	**153**



Prepared by: Landrum & Brown
Draft: July 31, 2002

Los Angeles International Airport Master Plan

2015 Alternative D
Gate Layout and Utilization

Figure
2.2-4

ON-AIRPORT GROUND TRANSPORTATION FACILITIES

The on-airport landside system would be composed of three primary facilities: the GTC, ITC, and RAC facilities.

2.2.8 GROUND TRANSPORTATION CENTER (GTC)

The new GTC would be created north of Century Boulevard and south of Arbor Vitae Street, between Aviation and La Cienega Boulevards. This facility, in conjunction with the ITC, would serve all commercial and private vehicular traffic for departing and arriving passengers at LAX.

The GTC is designed to provide a conventional airport landside environment for air passengers at a separate location from the CTA. The layout is also designed to address a variety of safety and security issues as well as improve the landside system that currently exists in the CTA. Alternative D would separate the commercial and private vehicle landside components from the passenger terminal facilities and gates in the CTA. This would eliminate the threat of blast in close proximity to large congregations of queuing passengers at functions such as ticketing and baggage claim. As the primary pick-up and drop-off point for the airport, all vehicles approaching the GTC would be closely monitored by video surveillance. The access roadway is designed to provide a single access point to the GTC. While the threat of a vehicular blast can never be fully eliminated, limiting large congregations of passengers by moving ticketing, security screening, and baggage claim to the CTA would improve passenger safety and security.

Passengers would be subjected to a first level security screening process at the GTC. It is anticipated that the process would include a random checking of baggage and passengers using sniffing dogs, video surveillance systems, and other security devices. Second level passenger security screening would occur at the CTA; however, the GTC would be designed to accommodate second level security screening at any time.

The following major functions are anticipated to be included the GTC:

- Short-term and long-term parking
- E-kiosk check-in
- Curbfront interface for buses, private autos, taxis, limos, etc.
- Skycap baggage check-in
- First level passenger security screening
- APM interface
- Baggage re-claim (optional for re-checked bags)
- Compressed Natural Gas (CNG) fueling station

While the CTA is anticipated to be redeveloped as a complex split by the APM into four terminal facilities, and as the identity for the Gateway to Los Angeles, the GTC would be a facility that primarily serves O&D passengers. The GTC would be divided into two parallel passenger-processing facilities, called "piers", with adjacent parking facilities and a commercial vehicle holding area. These pier structures would provide an orientation point for passengers to access the APM, which is connected to the CTA. The architectural design intent for the GTC is to create partially climate controlled open-air structures to help diffuse potential blast impacts at the curbfront by eliminating glass curtain walls.

Passengers would enter or exit vehicles with their baggage at a multilane GTC curbfront in front of each pier. Two piers flanked by multi-level parking structures would be provided. Due to space limitations and the demand for curbfront interface, these facilities are anticipated to be developed as multi-level structures with enplaning/departures functions on the upper level and deplaning/arrivals functions on the lower level. The APM would be located at an interstitial level between the departures and arrivals level. Parking structures serving each curbfront would be directly adjacent and clearly visible, with convenient parking entrances for vehicles directly from the curb lanes. Access to both parking and the APM would be provided via interstitial bridges and ramps, which would facilitate passenger movement with a minimum of level changes, and roadway crossings. Both the north and the south piers would have two, bi-level curb frontages, one on each side of the pier building. Therefore, each pier building face would have an upper level curb for departures and a lower level curb for arrivals.

Both departing (Skycap checked) and arriving (re-checked from the CTA) baggage would move between the GTC and the CTA via secured baggage tunnels, which may contain high-speed baggage systems (such as bulk Destination Coded Vehicles (DCVs). A common-use outbound baggage sort system is anticipated to be located on the lower level of the new CTA terminals to provide for 100 percent EDS baggage screening.

2.2.8.1 DEPARTURE LEVELS (GTC)

Passengers may arrive via one of several modes: Private auto, bus, taxi, limousine, etc., and enter the GTC from either the parking structures or the upper level curbfront. They then move into the upper level of the GTC where e-ticketing/check-in and Skycap check-in facilities would be available. Passengers that do not use Skycap baggage check-in may carry baggage on the APM to the CTA. Bags carried by passengers on the APM would need to be checked by the appropriate airline in the CTA. No airline agents are initially anticipated to be located at the GTC. Since most passenger

processing and congregating would occur in the CTA and not the GTC, it is anticipated that passenger assembly would be limited to the APM platform.

Each pier would be signed by carrier on the upper level curbfront similar to traditional terminal facilities; however, any curbfront would be able to accommodate departing passengers since all passengers would be destined to the APM station for access to the new terminal facilities in the CTA. The departure level of each ground transportation pier would provide flight information, e-ticketing kiosks, public restroom facilities and limited concession space. Before boarding the APM, departing passengers would access the APM station through multiple high capacity vertical circulation cores and a ramp system capable of accommodating all departing passengers, their carry-on baggage as well as baggage to be checked. It is also assumed that luggage carts would be allowed on the APM and highly utilized in the transfer of people and baggage. One conceptual illustration of the GTC departure level is depicted in **Figure 2.2-5**.

2.2.8.2 ARRIVALS LEVEL (GTC)

Arriving passengers would board the APM from their carrier's assigned station at the CTA and transported to a specific pier within the GTC. Each airline would be assigned to a specific pier/arrivals curbfront. Trains leaving the CTA would stop at two stations within the GTC; one station within each pier.

Passengers arriving at the GTC from the CTA via the APM leave the APM at the interstitial level station where they may access parking and curbfront (including private auto pick-up, buses, limos, taxis, etc.) and potential baggage reclaim facilities. Arriving passengers wishing to access parking would move from the APM station to the parking structures via interstitial level bridges which would be located between the upper and lower levels of the roadways at the GTC. This arrangement would eliminate the need for passengers to cross active roadways. Arriving passengers needing to claim re-checked baggage move one level down from the APM station using a high capacity vertical circulation core and ramp system to baggage reclaim areas where re-checked baggage may be retrieved. Passengers would then access either the parking structures via the interstitial bridges, or proceed directly out to the arrivals (deplaning) curb where buses, taxis, limos, and private auto access would be available.

Meeters and greeters would be either encouraged or directed to short-term parking facilities designed to allow passengers to conveniently find their parties. Meeters and greeters would be allowed to use the APM to meet their parties at the main terminal in

the reconfigured CTA or would also be allowed to meet their parties within the arrivals level lobby of the individual piers. Passenger conveniences such as restrooms and public seating areas would be provided to allow people to wait for their parties' arrival via the APM.

2.2.8.3 APM LEVEL (GTC)

Each pair of piers as shown in **Figure 2.2-6** would share an APM station located at a level between the departure and arrival levels. Further refinement and development would determine the exact location of the APM. The APM platform would be designed in a manner which helps diffuse potential blast impacts at the curbfront and protect passengers.

The GTC complex would have a pedestrian concourse that would provide passage between all curbfront piers, APM stations, parking structures and the commercial vehicle holding area. The pedestrian concourse/transfer level would be equipped with proper signage, information, and passenger conveniences such as power walks and restrooms. In addition, a limited number of concessions may also be provided at this level.

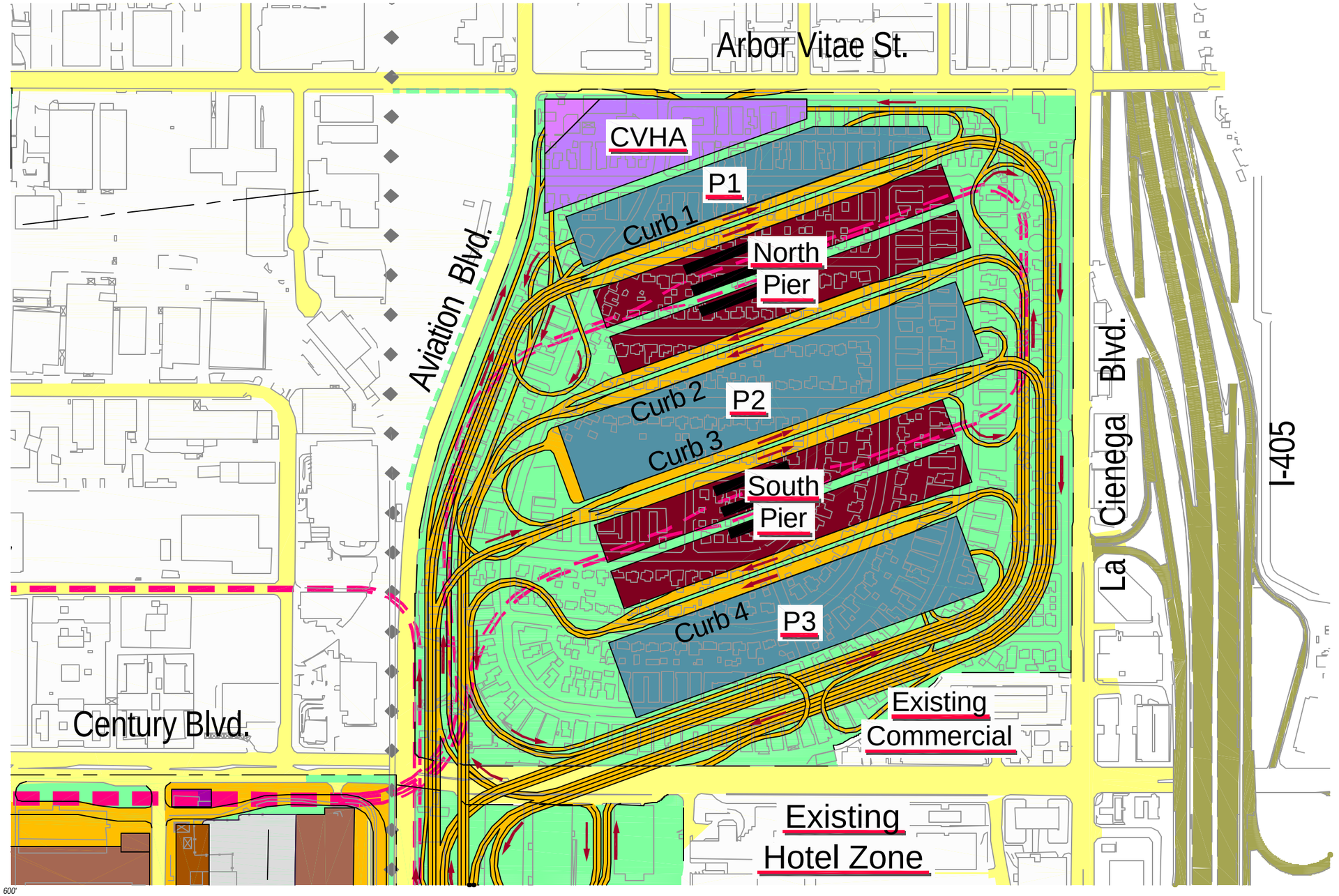
One additional feature of the GTC would be the placement of the commercial vehicle holding/staging area at the far northern end of the site along Arbor Vitae Street. Commercial vehicles would use the arrivals and departures curbfront on each pier's north side. Both private and commercial vehicles would use the two curbs on the north side of each pier, whereas only private vehicles would use the curbs on the two piers' south sides. Signage within the CTA and onboard the APM trains would direct the commercial vehicle patrons to the correct station stop at each pier. One conceptual illustration of the GTC interior views is depicted in **Figure 2.2-7**.

View of GTC curbfront

View of E-ticket kiosks at GTC Departure Level

Prepared by: Landrum & Brown
Draft: June 2003

Los Angeles International Airport Master Plan	Alternative D GTC Departure Level Views	Figure 2.2-5



L E G E N D

- Passenger Processing Pier
- People Mover Stations
- Parking/Curb Front Drop-Off
- Commercial Vehicle Holding Area
- CNG Facility

200' 100' 0 200' 400' 600'

Prepared by: Landrum & Brown
Draft: July 31, 2002

Los Angeles International Airport Master Plan	Alternative D Ground Transportation Center (GTC)	Figure 2.2-6

View of GTC Automated People Mover Platform

Overhead View of GTC Interior

Prepared by: Landrum & Brown
Draft: June 2003

Los Angeles International Airport Master Plan	Alternative D GTC Interior Views	Figure 2.2-7

2.2.9 INTERMODAL TRANSPORTATION CENTER (ITC)

An ITC would be located at the northeast corner of Imperial Highway and Aviation Boulevard, and would provide airport access for Green Line and chartered bus passengers. The ITC, like the GTC would be a partially controlled open-air structure to help diffuse blast impacts from the adjacent parking structure. All vehicles approaching the ITC and entering the parking structure would be monitored using video surveillance systems. The primary ITC elements would be:

- APM and MTA Green Line access
- Short-term parking
- Chartered bus access

The ITC would serve the premium short-term parking needs of the airport. Internal to the facility would be a curbfront for pick-up/drop-off of passengers prior to parking their vehicles. The first level of the ITC would provide flight information, e-ticketing kiosks, public restroom facilities, and concession space. It is anticipated that passenger processing at the ITC would include a random checking of baggage and passengers using sniffing dogs, video surveillance systems, and other security devices. Second level security screening would occur at the CTA; however, the ITC would be designed to accommodate second level security screening at anytime. The ITC would also provide a curbfront that would specifically accommodate large buses, such as charter and tour buses. An enclosed pedestrian connection with power walks would cross over Imperial Highway and under I-105 to connect to the MTA Green Line station at Aviation Boulevard. MTA regional buses would also be accommodated at the Green Line station. An illustration of the ITC interior views is depicted in **Figure 2.2-8**.

2.2.10 CONSOLIDATED RENTAL CAR FACILITY (RAC)

RAC facilities in Alternative D would be located on a consolidated campus that is bordered by Nielsen Park to the north, Airport Boulevard to the east, 98th Street to the south and Sepulveda Boulevard to the west in existing Lot C. Primary elements of the consolidated RAC would be:

- APM interface
- RAC drop-off
- RAC pick-up
- Ready/return and Quick Turnaround Area (QTA) facilities
- RAC storage and maintenance support

Vehicle access would be provided from the north, east and south. The facility would include a direct pedestrian bridge to the APM system. A customer service facility would be provided adjacent to the

APM station and the ready/return garage. The ready/return garage would consist of a four-level facility that would accommodate 9,000 ready/return spaces.

Customers picking up vehicles would walk across the APM platform to the second level of the customer service building, where they would complete their transactions and proceed to the garage for their vehicles. The walking distance from the customer service building would be minimized to each side of the garage. They would then exit out of the west side of the garage onto 96th Street or east out of the garage onto Airport Boulevard southbound. Rental car returns would enter on the east side of the garage off Airport Boulevard into the ready/return garage.

A common-use QTA would be located adjacent to the ready/return garage. Cars would exit down the northeast side of the garage, circulate through the QTA and then queue into the garage on the northwest side of the QTA facility. The QTA facility would include fueling, vacuuming and car wash facilities.

Based on preliminary program requirements as identified in **Table 2.2-4**. The RAC would provide adequate space to accommodate the rental car operators at LAX. However, these estimates are subject to refinement and would require analysis of each rental car company's operations to determine accurate space and operational requirements. An illustration of the RAC exterior view is depicted in **Figure 2.2-9**.

TABLE 2.2-4

RENTAL CAR FACILITY PLANNING
PRELIMINARY PROGRAM REQUIREMENTS

	Units	Acres
Ready/Return and Customer Service		
Ready/Return Parking (spaces)	9,000	62.50
Customer Service Building (square feet)	150,000	3.44
Bus Plaza (square feet)	82,300	1.89
Landside APM Station (square feet)	30,000	.69
Exclusive Use Service Centers		
Storage/Overflow Parking (spaces)	17,100	83.36
Car Wash (bays)	20	0.41
Fueling/Vacuum (stations)	80	0.69
Queuing lanes (includes car wash and fuel/vacuum)	20	1.05
Maintenance Buildings (square feet)	120,000	2.75
Open Space (Landscape Requirements)	N/A	23.88
Total Program Requirements	**N/A**	**180.66**

Notes:

1. The total number of ready/return spaces was determined based on comparison of the top five airport car rental markets.
2. Acreage estimates for ready/return were based on 350-square foot/car for ready spaces and 200-square foot/car for return spaces. Total acreage includes 10 percent for internal circulation.
3. Acreage estimates for storage spaces based on 200-square foot/car for storage spaces and include 10 percent for internal circulation.
4. Customer service building includes exclusive and common use space for RAC agencies, lobby/circulation, mechanical/security and unassigned/expansion areas.
5. Customer service and maintenance buildings square footage estimate based on comparable markets with a consolidated rental car facility/customer building.
6. The number of storage spaces was determined by multiplying the total number of ready/return spaces by 1.9.
7. Maintenance buildings include all space for service buildings, maintenance bays and employee parking.
8. Landscaping estimated to be 15 percent of the total site.

Source: Landrum & Brown, February 2002

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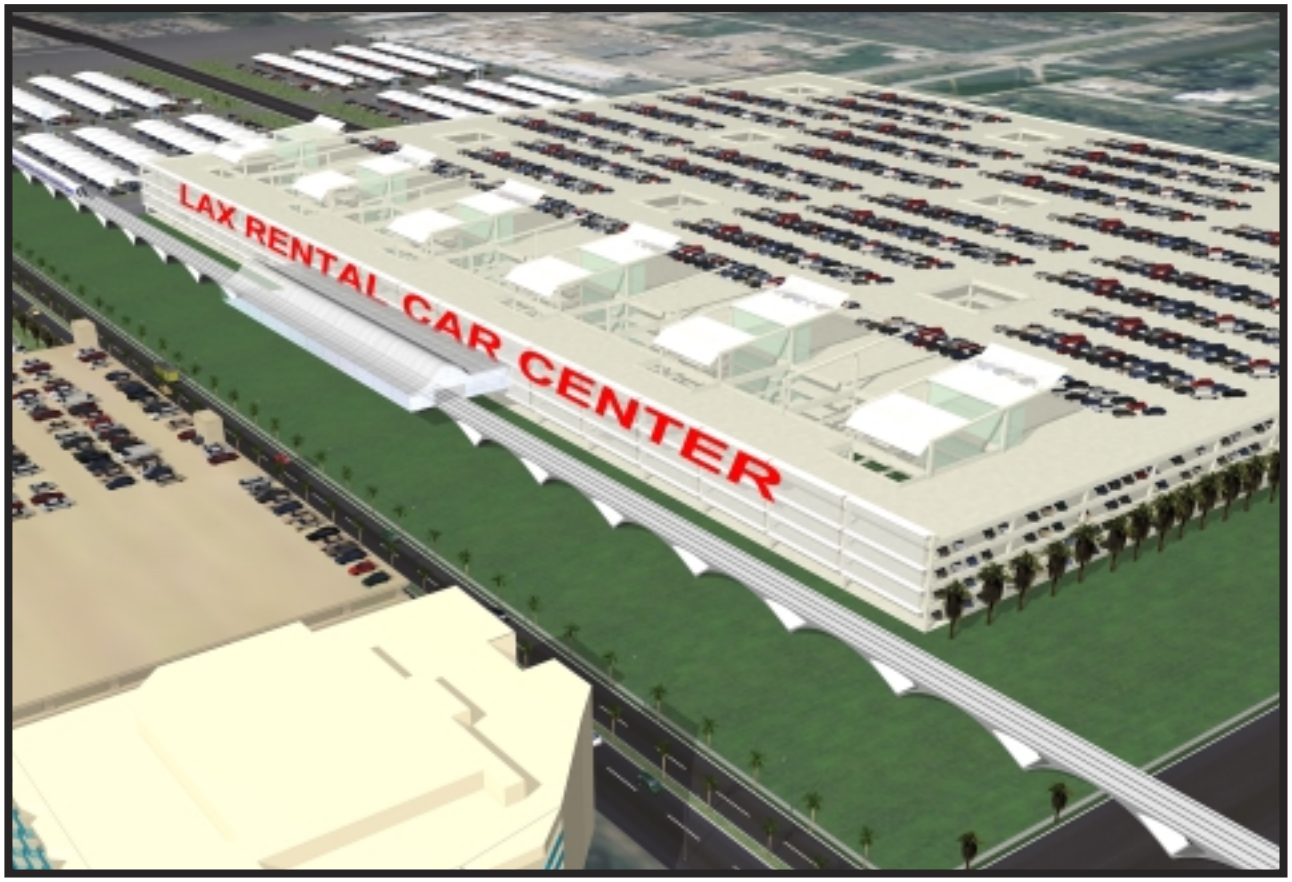
Overhead View of ITC Interior

View of ITC Automated People Mover Platform

Prepared by: Landrum & Brown
Draft: June 2003

Los Angeles International Airport Master Plan	Alternative D ITC Interior Views	Figure 2.2-8



Prepared by: Landrum & Brown
Draft: June 2003

Los Angeles International Airport Master Plan	Alternative D RAC Exterior View	**Figure** **2.2-9**