
2 Alternative D Development and Refinement

Alternative D was developed as a new alternative in response to public comment on Master Plan Alternatives A, B, C, and the No Action/No Project Alternative. **Figure 2.0-1** presents the relationship between Alternative D and the Master Plan alternatives described in the 2001 documents.

To ensure that the communities' full range of priorities were represented, Alternative D would be developed to offer a regional airport development alternative for LAX. Alternative D would be designed to serve approximately 78 MAP, which is similar to the activity level identified in the scenario adopted by SCAG for LAX. The Alternative D design would encourage other airports in the region to develop facilities to accommodate regional demand beyond the level served at LAX. In the short term, LAX would continue to serve as the region's predominant airport for international passenger and cargo operations due to the specialized facilities developed over time to serve the international demand.

In response to increased security threats, Alternative D would protect all airport users and critical airport infrastructure from security threats, incorporate Transportation Security Administration (TSA) recommendations, avoid concentrations of people in public areas, enhance on-airport law enforcement presence and surveillance capabilities, and enhance emergency response. Protection of people is paramount in all areas of the airport. The facilities in the CTA and the surrounding ground access network have been identified as infrastructure components critical to airport operations. The objective of Alternative D is to provide a facility that can continue to operate under the highest security levels with minimal impacts to the passenger processing experience. The facilities in the CTA and the surrounding ground access network have been identified as infrastructure components critical to airport operations. Refer to **Appendix I** for a detailed assessment of the security and safety features of Alternative D.

As a result, the ground access network would be redeveloped to limit vehicle access to the CTA and to remove vehicle parking from this area. All facilities would be designed to minimize vulnerability of people to security threats. Passengers and employees would access the CTA via the Landside Automated People Mover (APM) system that would be developed as part of Alternative D.

Four new terminals would be developed as part of Alternative D. The new terminals would be located in the area currently occupied by the CTA parking structures and would be capable of 100 percent automated Explosive Detection System (EDS) baggage screening. The advanced planning and design for the four new terminals would be coordinated with the TSA. As the TSA develops new airport security standards, LAWA would work to incorporate these standards to the greatest extent possible.

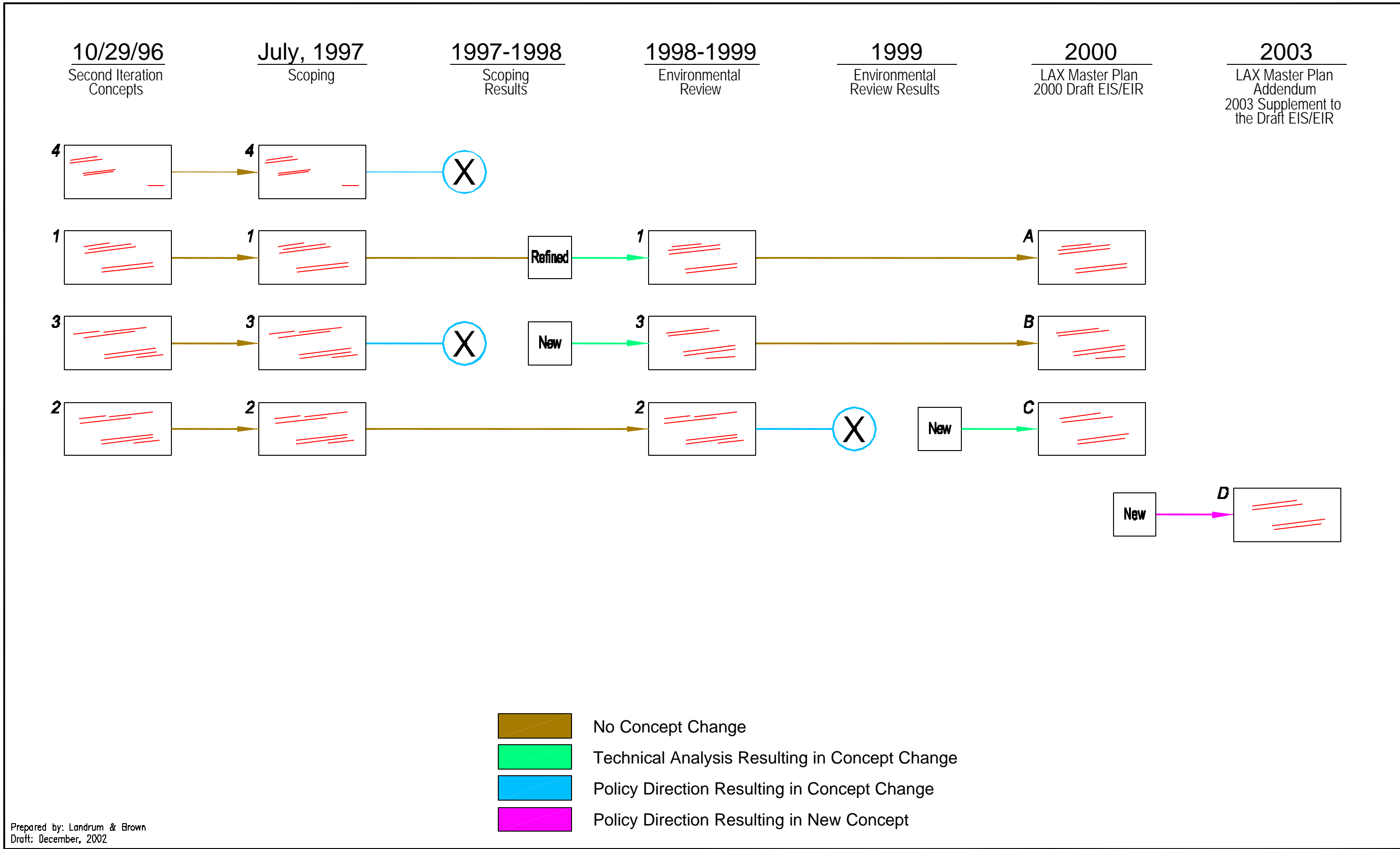
The project would include new Aircraft Rescue and Firefighting (ARFF) facilities to increase fire response capabilities and a new police headquarters with convenient access to airport facilities. These new facilities would enable increased coordination between emergency response teams. The increase in support facilities and the improved coordination capabilities would enhance the safety and security of LAX.

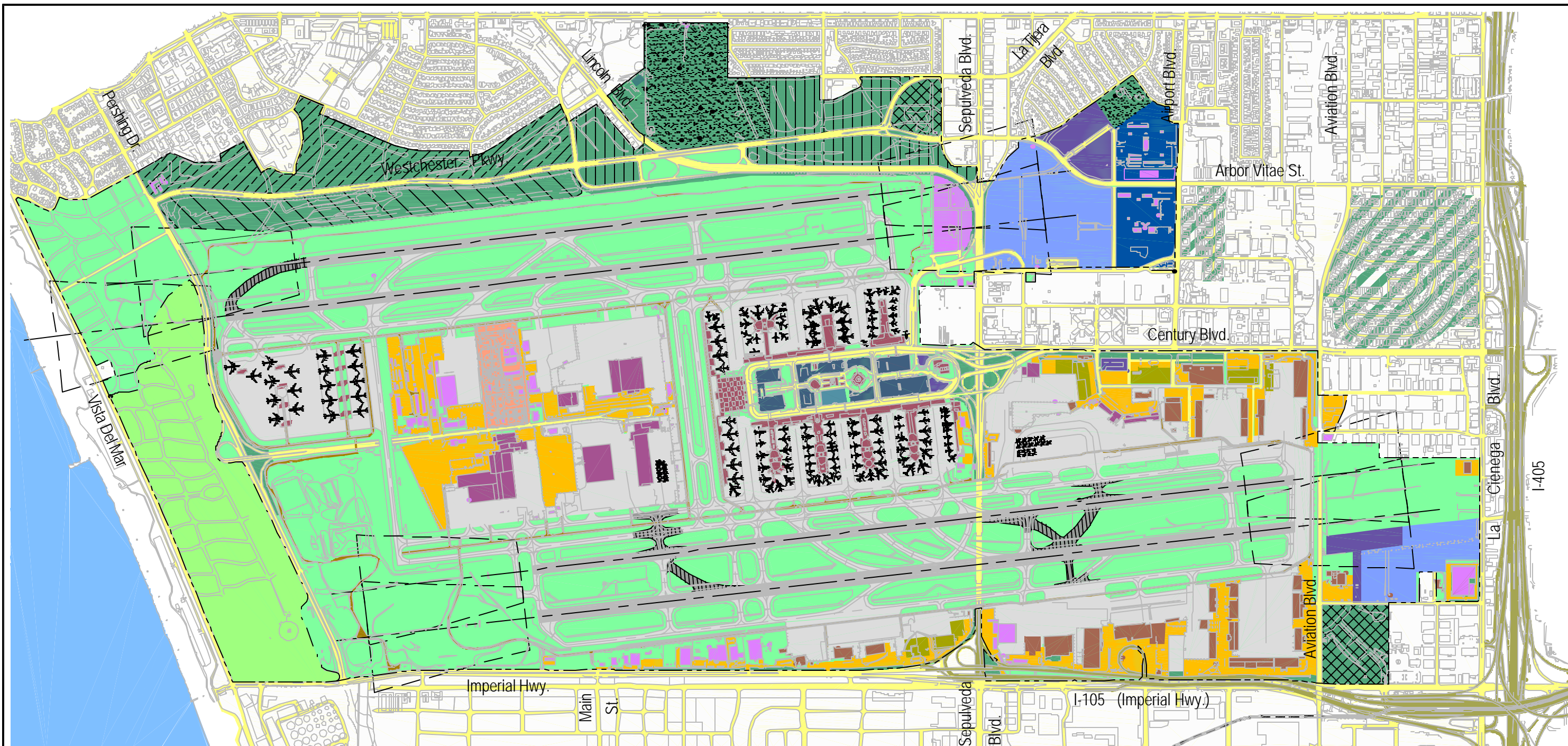
Between the runways on the north and south airfields, Alternative D would provide parallel taxiways to reduce the potential for runway incursions. In addition, the airfield reconfigurations would provide unrestricted movement for New Large Aircraft (NLA) on the north airfield and in the areas around the terminal. The airfield modifications for Alternative D would maintain the existing capacity and would improve the level of service at LAX by reducing delays, and enhancing the safety and security of passengers and aircraft at LAX.

As part of the terminal and infrastructure reconfiguration, Alternative D would include modifications of the ground access or landside system. Consolidated parking and curbside areas at a new Ground Transportation Center (GTC) would improve the landside level of service at LAX. All rental car facilities at the airport would be in one location, referred to as the Consolidated Rental Car Facility (RAC), to improve passenger access to these services. In addition, a new Intermodal Transportation Center (ITC) would provide a more efficient connection from the existing Metropolitan Transportation Authority (MTA) Green Line light rail to the CTA.













The No Action/No Project Alternative depicted in **Figure 2.0-2**, was developed by LAWA to describe changes that would occur at LAX without the Master Plan.

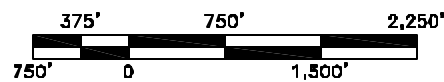
The descriptions of the Alternative D facilities contained in this section refer to, and are compared to, the No Action/No Project Alternative. The primary components of the Alternative D plan are shown in **Figure 2.0-3** and would include changes to the existing airfield, the existing terminal facilities and the ground access system. **Appendix H** contains development sketches and original concepts demonstrating the evolution of the Alternative D concept.



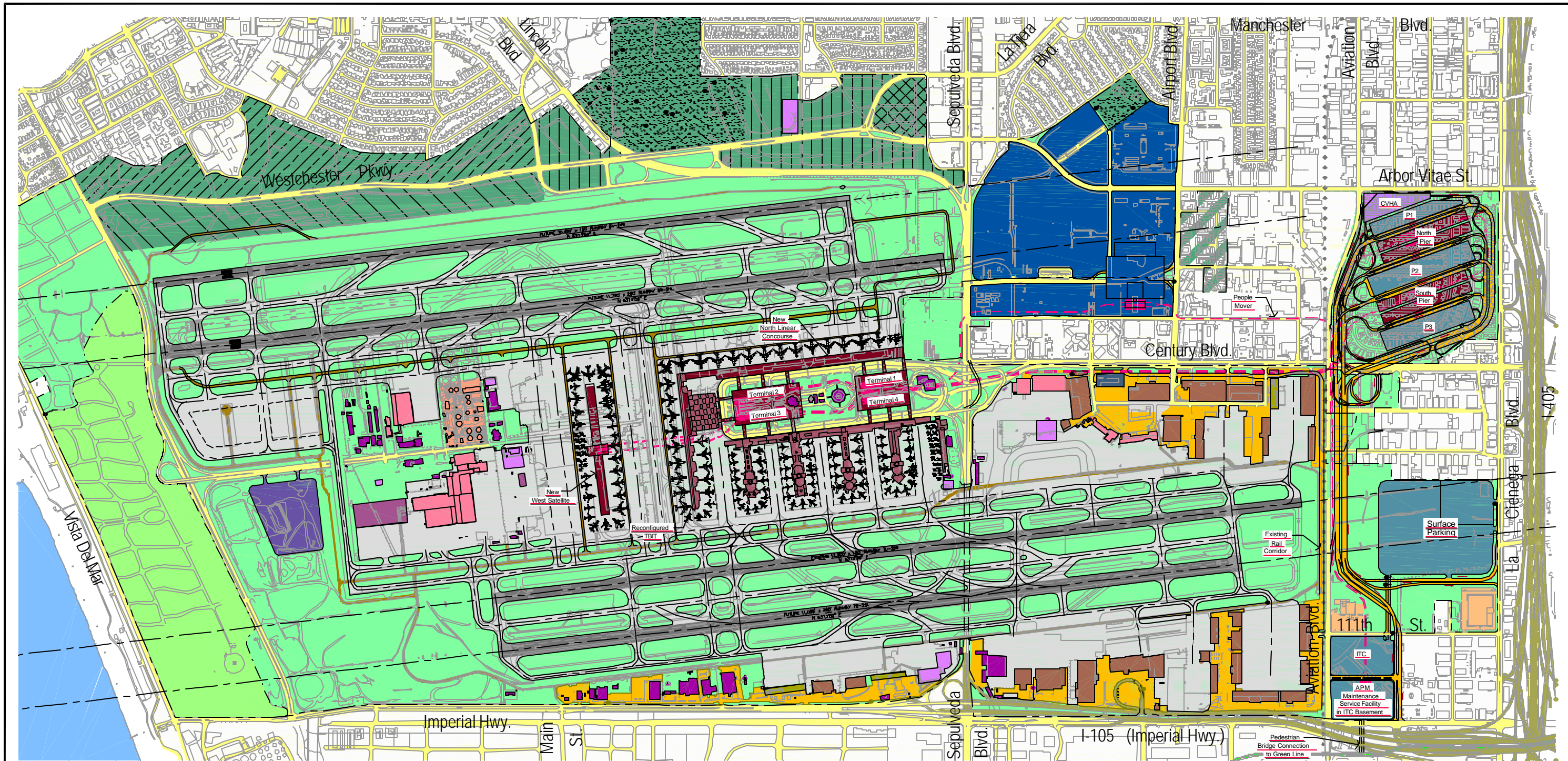


LEGEND

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|---|---|---|------------------------------------|---|---|
|  | Airport Property |  | Existing Ancillary Facilities |  | Proposed Cargo Buildings |
|  | Existing El Segundo Blue Butterfly Preserve |  | Existing Maintenance Facilities |  | Proposed Public Parking Facilities |
|  | Existing Runways |  | Existing Fuel Farm |  | Proposed Taxiway Improvements |
|  | Existing Taxiways/Aircraft Aprons |  | Existing Short-Term Public Parking |  | High Density Mixed Use (Hotel, Office, Retail) |
|  | Existing Terminal Buildings |  | Existing Long-Term Public Parking |  | Medium Density Commercial (Hotel, Office, Retail) |
|  | Existing Cargo Buildings |  | Existing Employee Parking |  | R/D Business Park |
|  | Existing Roadways |  | Existing Rental Car |  | Airport Related |
|  | Existing Light Rail Transit |  | Existing Collateral Development |  | Golf Course/Open Space/Recreation |
|  | Airport Landside/Parking | | |  | ANMP Acquisition Area |



Prepared by: Landrum & Brown
 Draft: October 28, 1999



Legend

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|------------------------------------|-----------------------------|--|---|
| --- Airport Property Boundary Line | Existing Light Rail Transit | Existing MTA Right-of-Way | Proposed People Mover |
| El Segundo Blue Butterfly Preserve | Existing Ancillary Facility | Proposed Cargo Building | Proposed Rental Car Facility |
| Airfield/Airport Open Space | Existing Roadways | Proposed Maintenance Facility | High Density Mixed Use (Hotel, Office, Retail) |
| Runways | Existing Commercial Use | Proposed Ancillary Facility | Medium Density Commercial (Hotel, Office, Retail) |
| Taxiways/Aircraft Aprons | Existing Off-Airport Use | Proposed Airside Service Roads | R/D Business Park |
| Existing Terminal Buildings | Existing Employee Parking | Proposed Public Parking | Airport Related |
| Existing Cargo Building | Existing Fuel Farm | Proposed Commercial Vehicle Staging Area | Golf Course/Open Space/Recreation |
| Existing Maintenance Facility | Proposed Terminals | Proposed Employee Parking | ANMP Acquisition Area |
| | | Airport Landside/Parking | |



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