

#### **5.2.2.4 Initial Terminal Concept Development Conclusions**

The Initial Concepts were developed to identify the potential range of terminal development options available in the West, Core, and East Terminal Areas. While the options developed for the East and Core Terminal Areas depict potential alternatives to the development proposed under the WGP, uncertainty regarding changing demand makes it imprudent to deviate from this plan at this time. Furthermore, the West Terminal Development Area provides the following attributes, which are not likely available in the other areas:

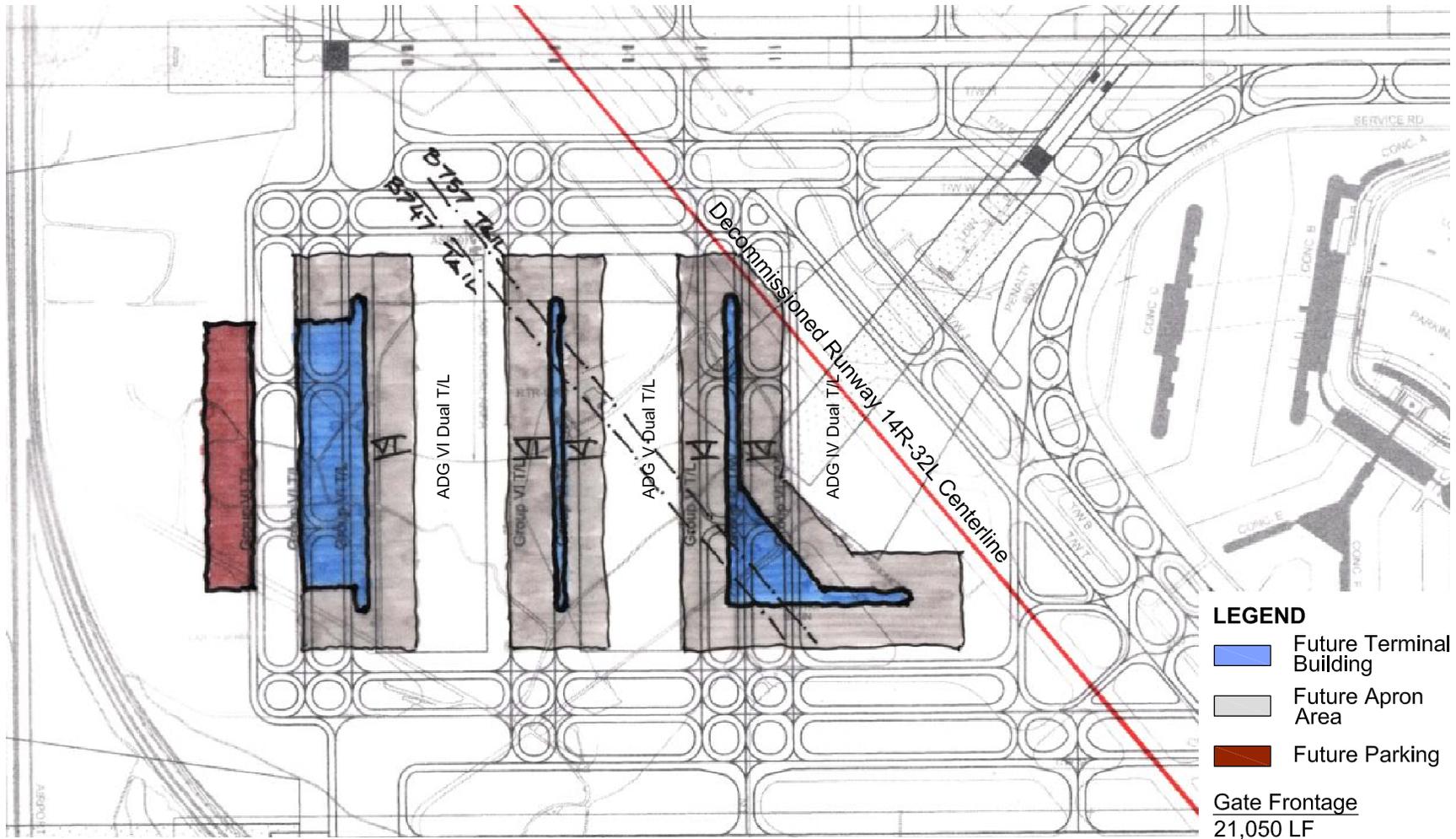
- Maximizes the available gate frontage consolidated into one area (over 70 percent of the ultimate additional gate frontage required to meet 2018 demands is accommodated);
- Can accommodate easy and direct flow of aircraft from the North and South Airfields;
- Can accommodate the widest range of aircraft types including New Large Aircraft;
- Can provide landside components that are in balance with the additional gate capacity; and
- Avoids disruption to existing operations during implementation (the West Terminal alternatives lend themselves to reasonable incremental and modular development that can be expanded economically in parallel with airfield improvements).

Based on these observations, additional refinements to the West Terminal Area were studied.

#### **5.2.3 West Terminal Area Refined Concepts**

**Exhibits V-55 through V-57** show refined West Terminal concepts with north/south pier configurations. The focus of the refinement to the West Terminal alternatives was to determine if it was possible to accommodate the gate requirements for the 2018 planning horizon and beyond. In coordination with access and airfield planning efforts, physical limits were established for terminal facility development and are held constant throughout the refinements. The following constraints were defined:

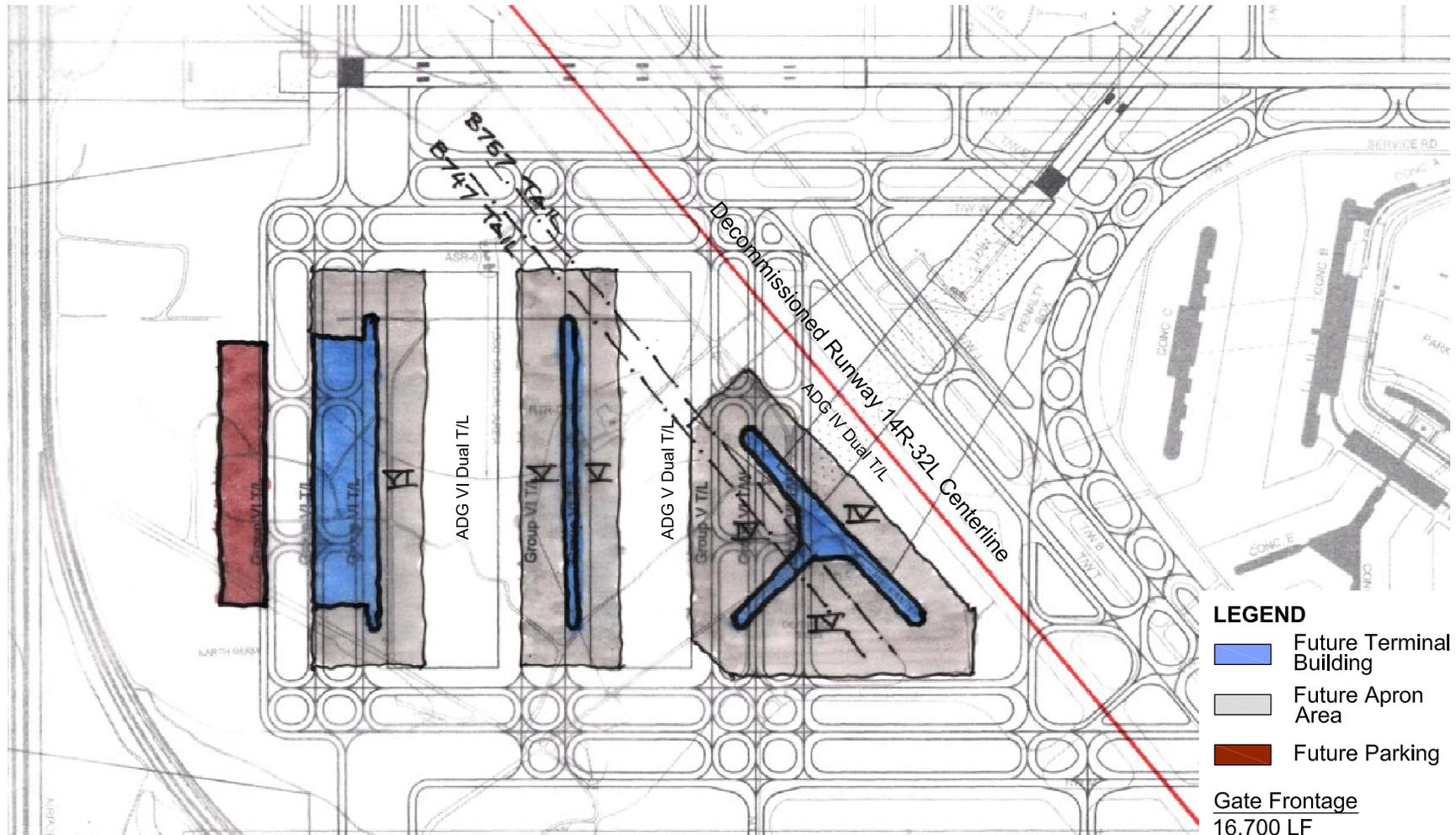
- New dual ADG VI taxiways and a single ADG VI taxilane are provided parallel to the center runways on the north and south sides of the terminal area. The new taxiways are provided to permit ATCT control of aircraft moving east and west to and from the center runway ends.
- The existing Taxiways J and T, located east of and parallel to Runway 14R-32L, will be used for the movement of aircraft going north and south on the airfield. Special accommodation will be required to allow for movement of ADG VI aircraft on these taxiways.
- The east portion of the West Terminal site will be developed for occupied terminal facilities subsequent to the closing of Runway 14R/32L.
- Independent aircraft apron taxilanes are provided between each of the piers to facilitate movement of aircraft within the terminal area.
- Runway 4L/22R is either closed or changed to a uni-directional runway (i.e., only Runway 22R arrivals or Runway 4L departures are allowed).
- The west face of the terminal building is established at 1,750 feet east of the easternmost rail line along the east side of York Road to provide adequate space for the development of the access road system.



Source: Ricondo & Associates, Inc.; Martínez Corp. Aerial Photography (1996);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-55

## West Terminal Area Refined Concept 1



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (1996);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-56



## West Terminal Area Refined Concept 2