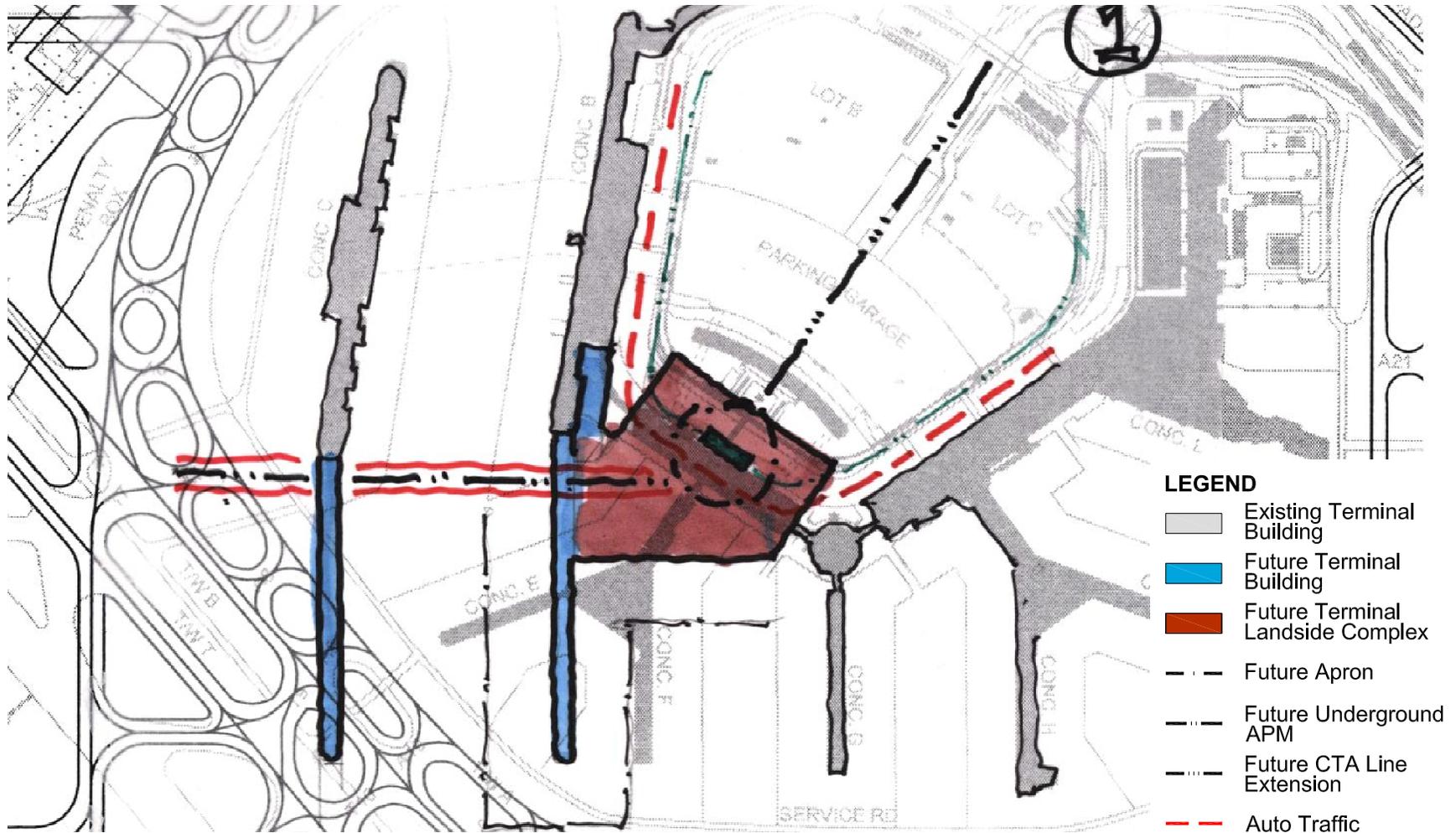


- With the exception of Initial Concept 4, the West Terminal alternatives show a linear pier structure that optimizes the movement of aircraft by providing for a north-south flow-through configuration with access to and from the aircraft aprons from both the North and South Airfields.
- Initial Concepts 5, 6, 8, and 9 investigate alternative geometric layouts for the satellite concourse that would be located on the east boundary of the West Terminal Development Area.
- With the exception of Concept 4, the main terminal and associated landside facilities would be linked by underground connections to the satellite concourses. Concepts 5 and 6 recognize the potential for linkage of a West Terminal to the Terminal Core Area through the extension of the APM.
- Development is limited by the Runway 4L RPZ. The proposed layouts for Concepts 7, 8, 9, and 10 show satellite facilities at the east boundary of the West Terminal Development Area that could only occur if the runway is either closed or changed to a uni-directional runway (i.e., only Runway 22R arrivals or Runway 4L departures are allowed).
- Concepts 7, 8, 9, and 10 show the location of the proposed terminal and concourse facilities in relation to the proposed extension of the two center runways to the west as proposed by airfield layout Option 5.
- Initial Concepts 9 and 10 illustrate alternative dimensional constraints for the West Terminal Development Area to test the benefits of a proposed airfield refinement to the preferred airfield layout (Option 5). The refinement included the 407-foot relocation of Runway 9R-27L to the north to provide the ability to accommodate dual parallel taxiways south of the runway and north of the Terminal Core Area. Currently, a single-lane taxiway runs between Runway 9R-27L and the Terminal Core Area. These two initial concepts explore the ability to increase apron gate frontage given the expanded area on the north side of the West Terminal Development Area.
- Initial Concept 4 illustrates a terminal development oriented in the east/west direction within the West Terminal Development Area. This concept locates the terminal facilities and parking structure in the center of the site and provides single-loaded concourses directly connected to the terminals.

5.2.2.2 Initial Terminal Core Area Concepts

The initial concepts for the existing Terminal Core Area examined the potential redevelopment of Terminal 2 and Terminal 3 passenger facilities. This analysis focused on options to provide additional gate capacity, to centralize landside passenger processing functions, and to link the Terminal Core Area logically and efficiently with the West Terminal Development Area.

Four initial concepts were developed for Terminal 2. These concepts focused on development of a central landside processing building located on the site of the existing terminal. This building would link the landside components of Terminals 1 and 3 to a common connection to the underground APM for the West Terminal Development Area. **Exhibits V-35** through **V-38** illustrate conceptual sketches for Initial Concepts 11 through 14. The following points highlight key aspects of the Terminal Core Area initial concept development exercise.



- LEGEND**
- Existing Terminal Building
 - Future Terminal Building
 - Future Terminal Landside Complex
 - Future Apron
 - Future Underground APM
 - Future CTA Line Extension
 - Auto Traffic

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

Exhibit V-35



Terminal Core Area Initial Concept 11