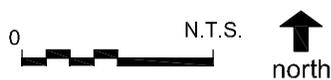
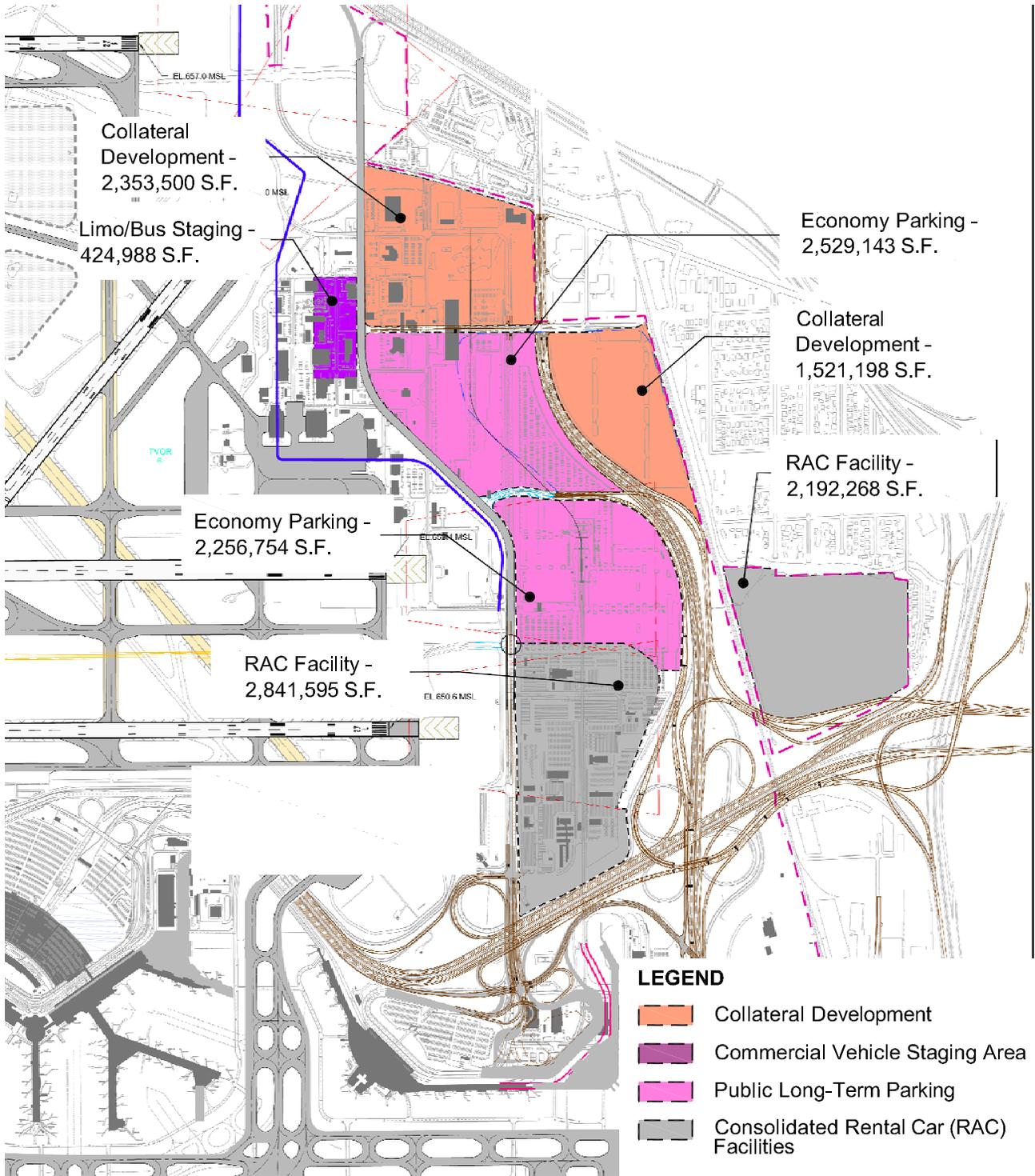


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-101

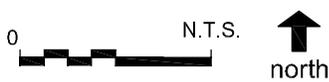


## Northeast Quadrant Development Concept 1

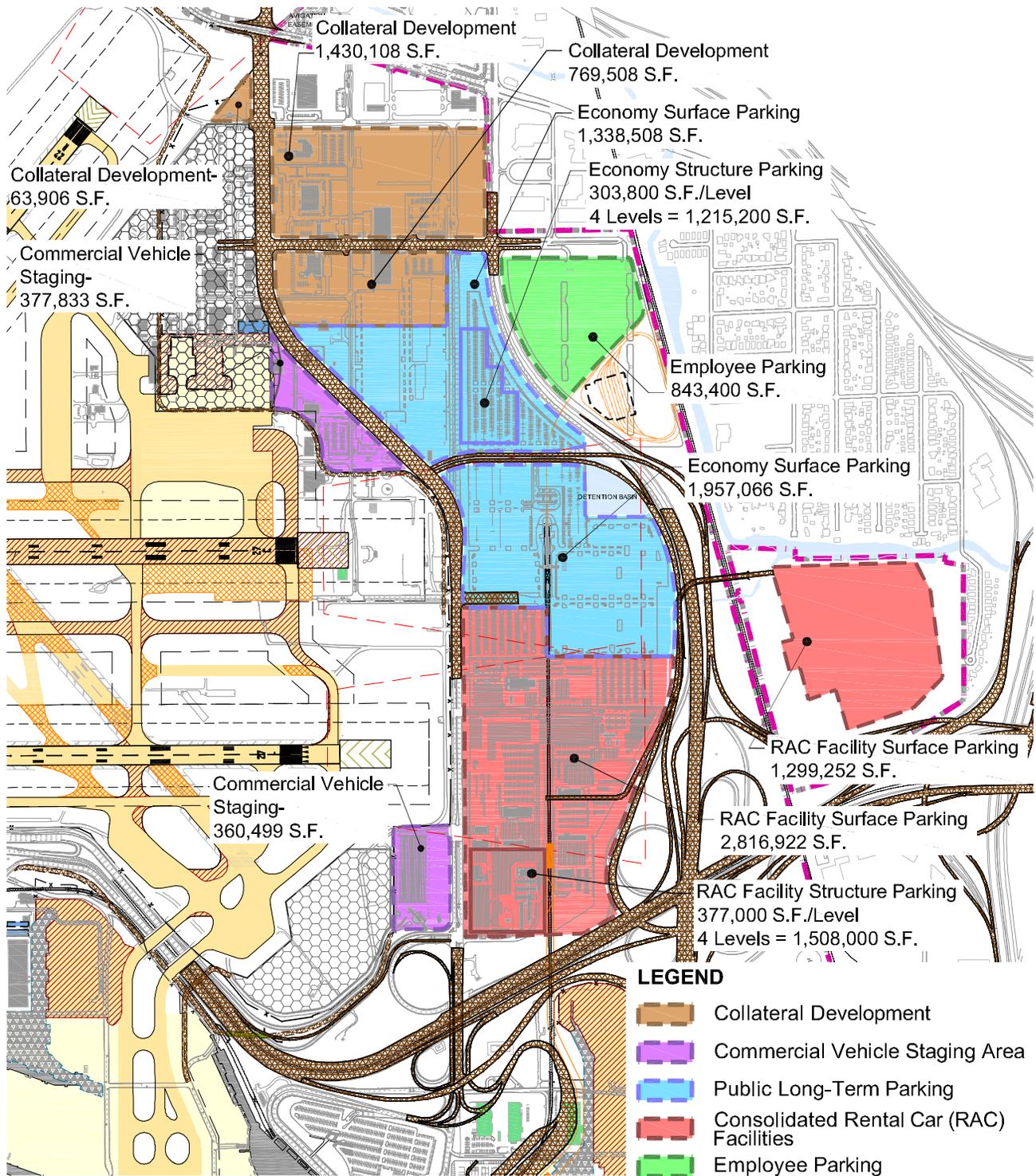


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-102



## Northeast Quadrant Development Concept 2



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-103



## Northeast Quadrant Development Concept 3

Although Concept 2 was fairly consistent with ongoing planning efforts, it does require the relocation of the consolidated rental car facility into the Runway 9R-27L RPZ. Even though the facility could be designed so that there would be no Part 77 penetrations, the fact that the rental car facility operations are a more intensive land use than long-term parking has made this alternative less desirable for safety concerns.

Development Concept 3 closely reflects the land use layout developed in conjunction with the WGP. This concept satisfies the facility requirements, is operationally feasible given the preferred airfield and terminal concepts, and builds upon previous and ongoing planning efforts (including WGP). One significant advantage of Concept 3 is that a planned roadway/bridge connection is maintained between the consolidated rental car facility and the remote vehicle storage and maintenance facility site that is to the west of Mannheim Road. In addition, Concept 3 includes only surface-level economy parking facilities in the Runways 9L-27R and 9C-27C RPZs.

Development Concept 3 was identified as the preferred alternative due to the proposed low-intensity land uses in the RPZs, consistency with prior planning studies and analyses, and the fact that it satisfies all long-term public parking requirements for the east side of the Airport.

#### **5.4.3.4 West Side Short-Term Public Parking Concept**

The preferred terminal concept for the West Terminal Complex and the preferred terminal access roadway system allow for the development of an elevated parking structure immediately to the west of the terminal. Based on a preliminary layout of the parking structure, which accommodates public parking on three levels above ground, a total of 4,240 stalls would be provided.<sup>7</sup> No other concepts for short-term public parking were considered for the west side of the Airport. This concept is depicted in **Exhibit V-104**.

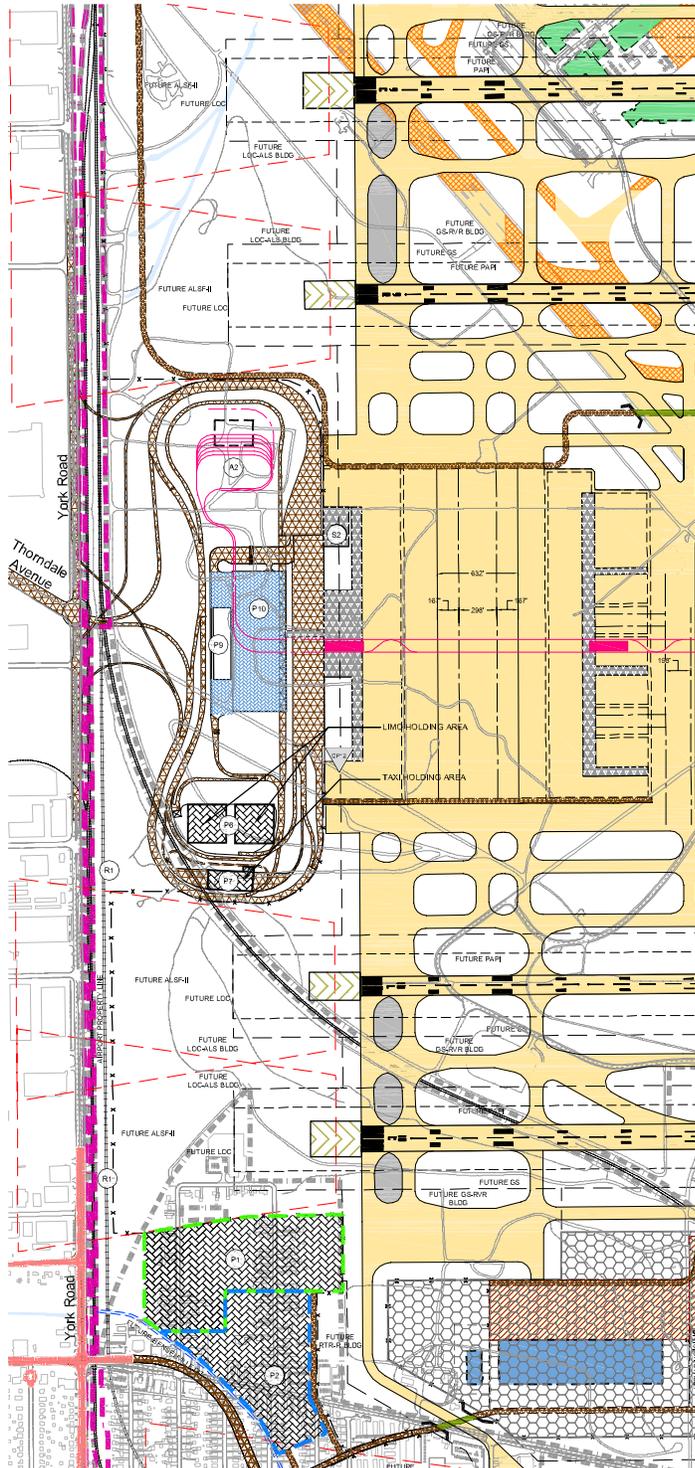
#### **5.4.3.5 West Side Long-Term Public Parking Concepts**

Several concepts to accommodate long-term public parking supporting the West Terminal Complex were considered. A concept considering the consolidation of long-term parking for all terminals was not explored given the preferred method to transport passengers between the east and west sides of the Airport (discussed in Section 5.5), which does not easily support movements between the non-secure areas of the two sides of the Airport.

- Two alternative sites for long-term public parking were considered for the west side of the Airport, to the north and to the south of the West Terminal loop roadway system, as depicted in **Exhibit V-105**. The eastern boundary of the area available for development of a parking lot in either area is restricted by 14 CFR part 77 surfaces associated with the adjacent runways (i.e., Runways 9C-27C and 9R-27L to the north and Runways 10L-28R and 10C-28C to the south) as defined in the preferred airfield concept. The western border was originally defined as the Union Pacific/Canadian Pacific rail corridor. The rail corridor presents grade separation issues with respect to access from York Road; therefore, either of these alternative parking lot locations would require access roadways from the terminal roadway system. Due to the desire to protect a north-south 300-foot-wide corridor for potential development of the Western By-Pass on Airport property, this concept was eliminated because a reasonable area would not remain if and when the By-Pass is constructed.

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<sup>7</sup> Kimley-Horn and Associates, Inc.



**FACILITY LIST**

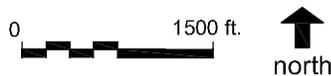
|       |                                     |
|-------|-------------------------------------|
| (A2)  | APM Maintenance and Storage Yard    |
| (P1)  | Employee Parking                    |
| (P2)  | Long Term Public Parking            |
| (P6)  | Future Limo Service Center          |
| (P7)  | New Commercial Vehicle Holding Area |
| (P9)  | Rental Car Quick Turn Area          |
| (P10) | Short-Term Public Parking           |
| (R1)  | Relocated Union Pacific Railway     |
| (S2)  | Heating and Refrigeration Facility  |

**LEGEND**

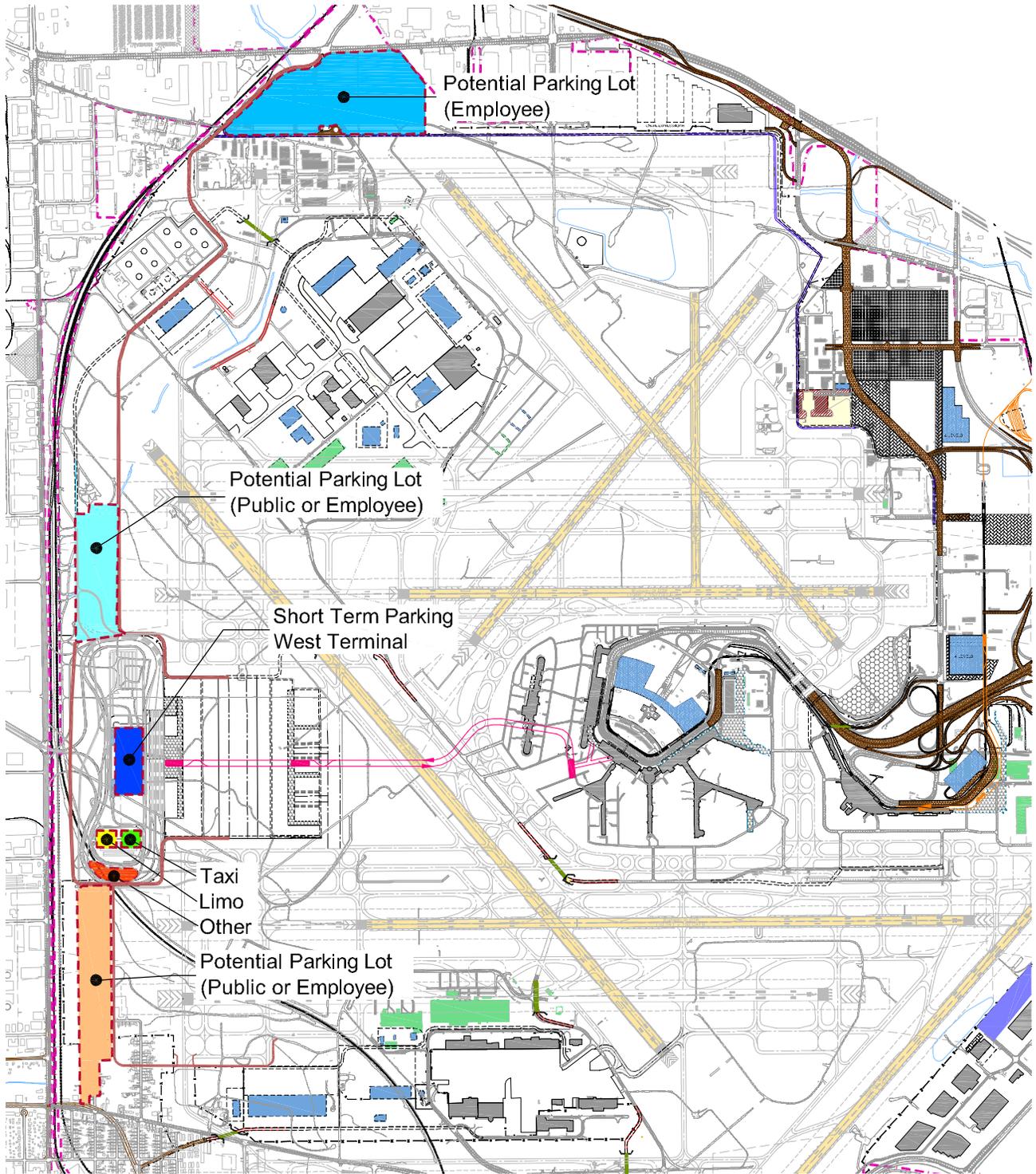
- Airfield Pavement
- Airfield Pavement Demolition
- Future Terminal Building
- Relocated Buildings Previously in AOA
- Future Airport Facility
- Future Aviation Development
- Future Roadways
- Future Tunnels
- Future Structured Parking
- Future Surface Parking
- Automated People Mover System (Underground)
- Future Airport Property Line
- Relocated Railroad

Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
 Department of Aviation Airport Management and Records  
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-104



**West Terminal Landside Preferred Concept**



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (Nov. 2001);  
Department of Aviation Airport Management and Records  
Prepared by: Ricondo & Associates, Inc.

Exhibit V-105



## Alternative Parking Lot Locations

- The preferred concept is depicted in Exhibit V-104. Long-term public parking for the West Terminal is located at the northeast corner of realigned Irving Park Road and York Road, immediately west of the Southwest Cargo Area. This site accommodates 2,515 long-term public parking stalls.

#### **5.4.4 Employee Parking**

Several types of employees working at the Airport require parking. The largest component is employees working at the Airport terminals, which includes flight crews, other passenger airline employees, concession employees, security, and DOA administration and maintenance staff. As passenger activity is projected to grow at the Airport over the planning horizon, it is expected that employees supporting passenger activity would experience a similar level of growth. This growth in employees translates into the need for additional employee parking facilities. Area in the immediate vicinity of terminals is typically constrained; therefore, these employees are often provided parking in remote areas and bused to the terminals. Thus, the ability to develop large, consolidated lots to support these employees was explored.

In addition to employees working at the Airport's terminals supporting passenger activity, there are many other employees who work at other Airport facilities, such as those at cargo or aircraft maintenance facilities. These employees are typically provided parking adjacent to their places of work and needs are based on growth in those activities rather than in passenger activity.

Following the identification of employee parking requirements (see Section 4.4.3) and refinement of requirements for employees working in terminals discussed below given the nature and timing of the preferred terminal concept, concepts were developed to identify how to accommodate these employee parking requirements in relation to the preferred airfield and terminal concepts.

##### **5.4.4.1 Refinement of Employee Parking Requirements**

Employee parking facility requirements were defined for employees working in the terminals in Section 4.4.3. The preferred terminal concept includes terminal facilities on both the east and west sides of the Airport. If a single consolidated site for employee parking was not available, it was preferred to identify separate locations for employees working on the east versus the west sides of the Airport, to simplify busing operations between the lots and the terminals.

Following the methodology defined in Section 5.4.3.1 for public parking, employee parking requirements for the years 2014 and 2018 were developed in this parking refinement analysis based on a preliminary phasing concept of OMP. **Table V-18** summarizes parking requirements for 2014 and 2018 for employees working in the Airport's terminals. The split in 2018 between employee parking stalls for the East versus West Terminals reflects the forecast annual enplanements documented in Section III (i.e., 44,676,724 annual enplanements on the east side, or 84 percent, and 8,317,502 annual enplanements on the west side, or 16 percent).

Employee parking requirements are projected to meet the highest level of demand, which on the east side is experienced in 2014, per the preliminary phasing concepts which included 4,365,325 more annual enplanements on the east side in 2014 than in 2018.

**Table V-18**

Summary of Employee Parking Facility Requirements for Employees Working in Terminals

|                  | Annual<br>Enplanements | Employee<br>Parking Stalls 1/ |
|------------------|------------------------|-------------------------------|
| 2014 – East Side | 48,628,901             | 11,100                        |
| 2014 – West Side | <u>0</u>               | <u>0</u>                      |
| 2014 – Total     | 48,628,901             | 11,100                        |
| 2018 – East Side | 44,676,724             | 10,190                        |
| 2018 – West Side | <u>8,317,502</u>       | <u>1,900</u>                  |
| 2018 – Total     | 52,994,226             | 12,090                        |

1/ Total parking stalls based on ratio of approximately 0.23 stalls per thousand annual enplanements, as defined in Section 4.4.3.

Source: Ricondo & Associates, Inc.  
Prepared by: Ricondo & Associates, Inc.

#### 5.4.4.2 Flight Crews/Employees Working in Terminals

Flight crews and employees working in the Terminals currently park in a lot west of the AMC Building in the Southeast Services Area, in parking lots in the Northwest Maintenance Area, and in a portion of the old public parking Lot F.

During concept development, several areas were identified to support growth in employee parking needs, as depicted in **Exhibit V-106**. 14 CFR part 77 surfaces associated with the adjacent runways restrict the eastern boundary of the lot just north of the West Terminal Complex. Of these proposed sites, the two lots west of runway ends were located within the RPZs of the 9-27 Runways and were thus considered less desirable. In addition, the ability to accommodate employee parking within the loop roadway system of the West Terminal Complex was considered. As other needs for this area were identified (i.e., the APM maintenance yard), this concept was eliminated. The northernmost lot, north of Runway 9L-27R, was retained for further consideration.

The preferred parking concept for employees working in the terminals consists of the following elements, as depicted in **Exhibit V-107**:

- It was assumed that the parking lot west of the AMC Building would remain operational. Employees are bused from this lot to the Terminal Core and East Terminal Areas. This lot would continue to provide 1,134 stalls for employees.<sup>8</sup>
- The northern portion of Lot F was identified as an area to accommodate employee parking. This area supports 2,595 stalls. It is noted that the preferred ATS concept, discussed in Section 5.5, includes a new station adjacent to this lot, thereby facilitating passenger movements between this lot and the Terminal Core and East Terminal Areas.

<sup>8</sup> The alignment of Spine Road (and associated fencing), an element of the previously approved May 2002 Future ALP, impacts 419 stalls in the AMC employee parking lot. Thus, the AMC employee parking lot would provide 715 stalls considering the inclusion of Spine Road.