

### Comparison of Key LAX Master Plan Elements

| Alternative D  | Miscikowski  | Alternative E-1   | No Action Alternative   |
|--|--|---|---|
| Runway upgrades to Group IV modified. Extends North Runways 24L to Sepulveda and 24R to Pershing, separates runways by 1000' and adds new taxiway between runways.   | Defers to second review.   | Leaves north runways "as is." Hardening of shoulders may be done before approval of MP. There is some argument as to timing of this project.  | Assumes Hardening of shoulders of 24R to accommodate A380.  |
| Demolishes terminals 1,2, & 3 and end of TBIT (Bradley International). Adds new gates to back of Bradley, contact gates onto north concourse of Central Terminal Area, and New terminal building behind Bradley with connecting subterranean Automated People Mover.             | Defers to second review.   | No demolition. Revamps TBIT to facilitate inside operations improvements and adds contact gates on end to facilitate A380. This work has already started; a Neg. Declaration is basis of approval for this project. | Same as E-1   |
| Removes auxiliary gates in open areas in northwest area.   | Silent on this.  | Removes auxiliary gates in open areas in northwest area.  | Gates remain in operation   |
| Replaces Lot C with a RAC (Consolidated Rental Car) facility. Connects to elevated automated people mover (APM) system in some undefined way for entrance into LAX.  | Replaces Lot C with a uni-level RAC (Consolidated Rental Car) facility. Connects to APM system in some undefined way for entrance into LAX.  | Creates multi-level RAC (Consolidated Rental Car) facility in the area of Continental City (off Aviation and Imperial where existing hole exists from past project that was halted.                                 | No RAC (maybe). Location unspecified, but verbal discussions have been calling for consolidated facility.                   |
| Manchester Square Ground Transportation Center (GTC) built with two major buildings and large parking structures to replace Central Terminal Area Parking. Includes stations for APM. Passenger check in facilities. Baggage handling TBD in conjunction with APM or \$B tunnel. | Defers GTC to second review. APM will be built only along perimeter of LAX from Imperial/Aviation interface with the Green Line through hotel area and RAC and around LAX Central Terminal Area. | Uses existing CTA. Will upgrade parking and curbside facilities for better security as called for by unfinished Rand study.   | Uses existing CTA. Will upgrade parking and curbside facilities for better security as called for by unfinished Rand study. |

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| Taxi holding area and refueling station in north corner of Manchester Square   | Silent on this. Assume it defers to second review.   | Leaves facilities in present locations. Taxi area in north-east area of airport. Refueling station at 104 <sup>nd</sup> St.  | Leaves facilities in present locations. Taxi area in north-east area of airport. Refueling station at 104 <sup>nd</sup> St.  |
| Intermodal Transportation Center in Continental City with bridge way to Green Line and connects to LAX via APM.<br>APM will be run along   | Intermodal Transportation Center in Continental City with bridge to Green Line and connects to LAX via APM.  | Uses Continental City location for RAC. Intermodal Transportation Center will be built at north-west corner of Century and Aviation only after Green Line Extension to Downtown Union Station is approved. Green Line will be trenched along LAX as will Aviation to reduce impacts.                                   | Leaves present facility as is without any Green Line connection to LAX.  |
| Additional Gate reorientations to terminals 4-7 (south side) as drawn in plans to result in a total of 153 gates.  | Silent on this.  | Some gate orientations to reduce gate count to Kanafani recommended 142 gate total.  | Leaves gates as is, but history has been that gate changes have been done incrementally with Neg. Declarations since last MP approved in 1982.   |
| South runways 25R, 25L separated with new taxiway inserted. Board of Airport Commissioners has approved engineering and EIS/EIR preparation for this in advance of MP approval. Discussions with El Segundo for alternative projects now underway. | South runways 25R, 25L separated with new taxiway inserted. Board of Airport Commissioners has approved engineering and EIS/EIR preparation for this in advance of MP approval. Discussions with El Segundo for alternative projects now underway. | Some runway modifications will be made as negotiated with El Segundo. LAX wants to do the runway mods as a response to incursions. There is some questions as to if these changes would preclude those types that have occurred. Aames Research Lab study evaluation by controllers was neutral on taxiway separation. | South runways 25R, 25L separated with new taxiway inserted. Board of Airport Commissioners has approved engineering and EIS/EIR preparation for this in advance of MP approval. Discussions with El Segundo for alternative projects now underway. Approval as a separate project is expected, but not yet done. |
| Employee Parking Facility in southwest corner to be built  | Unsure if this is included as "green line project."  | Employee Parking Facility in southwest corner to be built  | Not sure if specified, but good idea.  |

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|---|--|---|---|
| Special entrance to south eastern Cargo areas not specified. Right now Nash exit of 105 is being used as one.   | Silent on this.  | Special entrance to south eastern cargo area will be established from the Nash exit.  | Special entrance to south eastern Cargo areas not specified. Right now Nash exit of 105 is being used as one. |
| Alternative Lot C check in not specified, but drop off for delivery from new RAC to CTA is new wording of verbal briefings.   | Silent on this, but assume will be same as Alt D.  | Keeps parking available in Lot C but adds alternative check in facility as a redundancy to the CTA.   | Not specified at this time.   |
| Roadway changes to La Cienega, Century, and Arbor Vitae streets plus several highway changes inside areas south of Manchester Square to the 105. Changes/upgrades off-ramps at Howard Hughes Parkway, Sepulveda, La Tijera, La Cienega, Century and new one at Lennox Blvd. for 405 and modified one for Aviation from 105. Calls for closing 96 <sup>th</sup> street entrance. | Not clear at this time, but assume changes are the same as Alt D except for the highway changes south of Manchester Square directly related to the MS GTC. | No specific changes at this time. Will push for some future improvements to encourage Century Blvd. entrance rather than Sepulveda and Lincoln Blvds. | No specific changes at this time.   |

Notes: Elevated Automated People Mover designs are not thoroughly understood. Alternative D is more extensive than Miscikowski one. Hers goes from ITC at Aviation/Imperial along LAX perimeter through hotel area and new RAC (formerly Lot C) and around CTA. The Alt D version will be more integrated station approach in the CTA (no autos allowed). Verbal descriptions from LAX now say that the roads may not be removed, but instead will allow for buses and other HOV commercial types or emergency vehicles. A separate APM will go from Bradley to the new terminal to the west.

I understand that the Lennox interchange is not even on the SCAG/MTA list yet. None of the discussions addressed the question of what will be done with Manchester Square (assuming that the Alt D GTC is not built). Also, there is no listing of the substantial impacts of the North Side Development (3.5 million sq ft of commercial/light industrial that was approved in 1982 (alternatively called Westchester South Side at about 1.5 million sq ft but not documented).