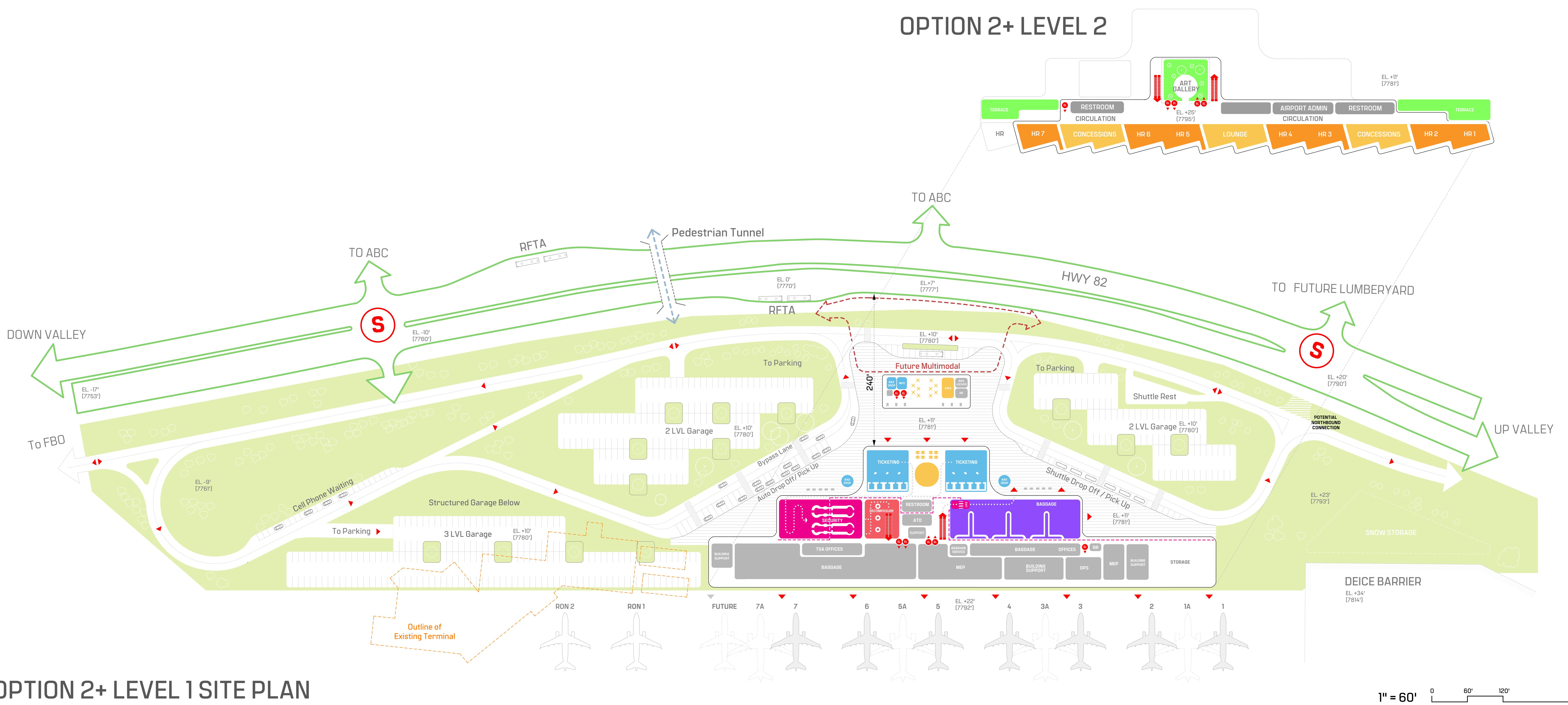
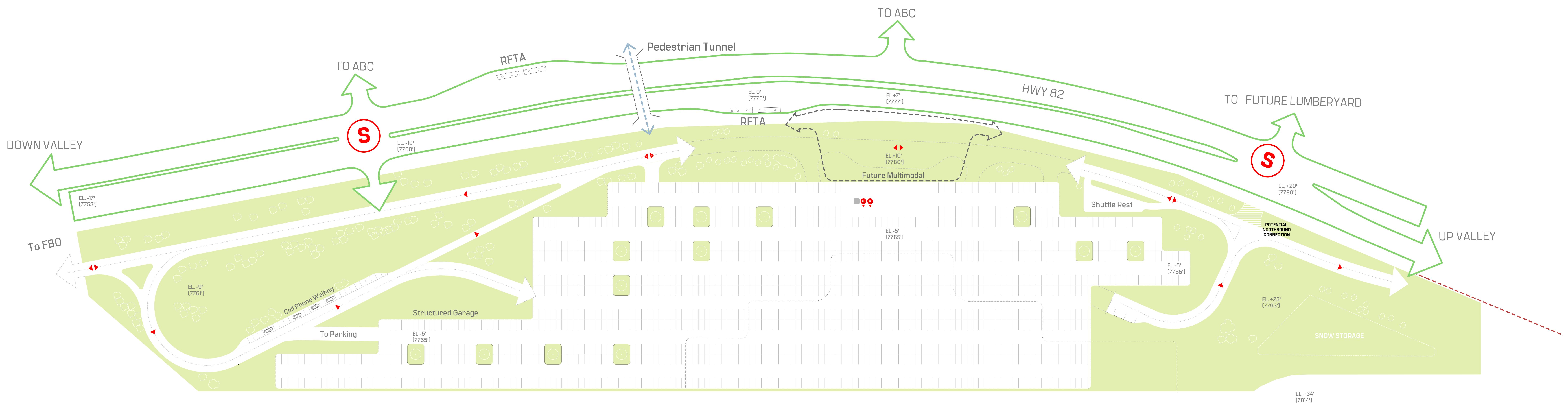


## OPTION 2+ LEVEL 2

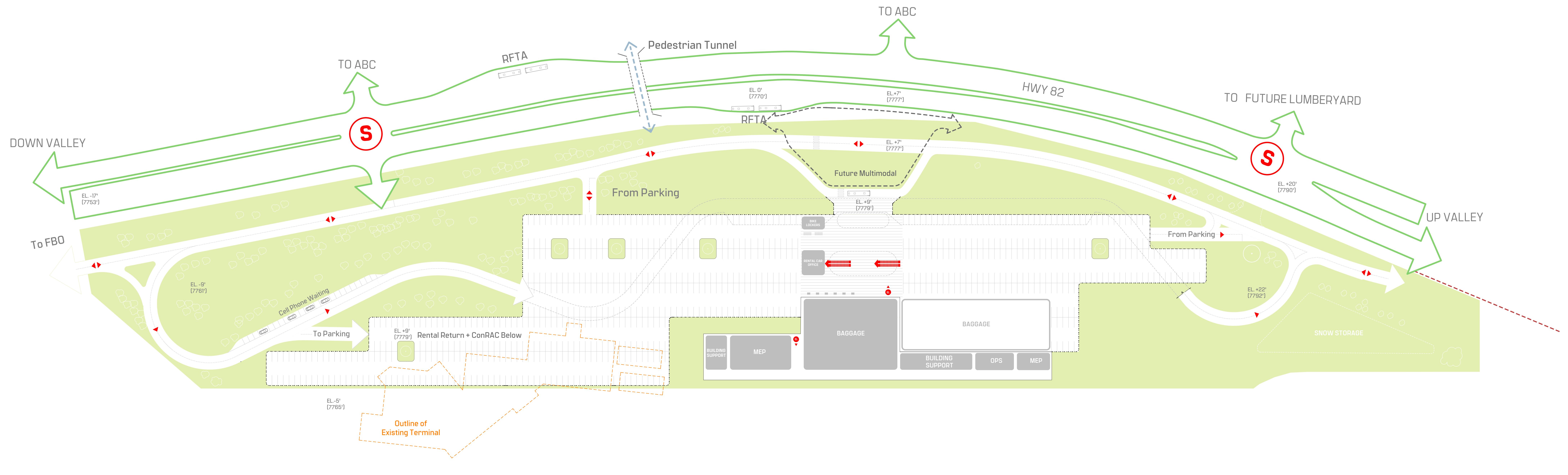
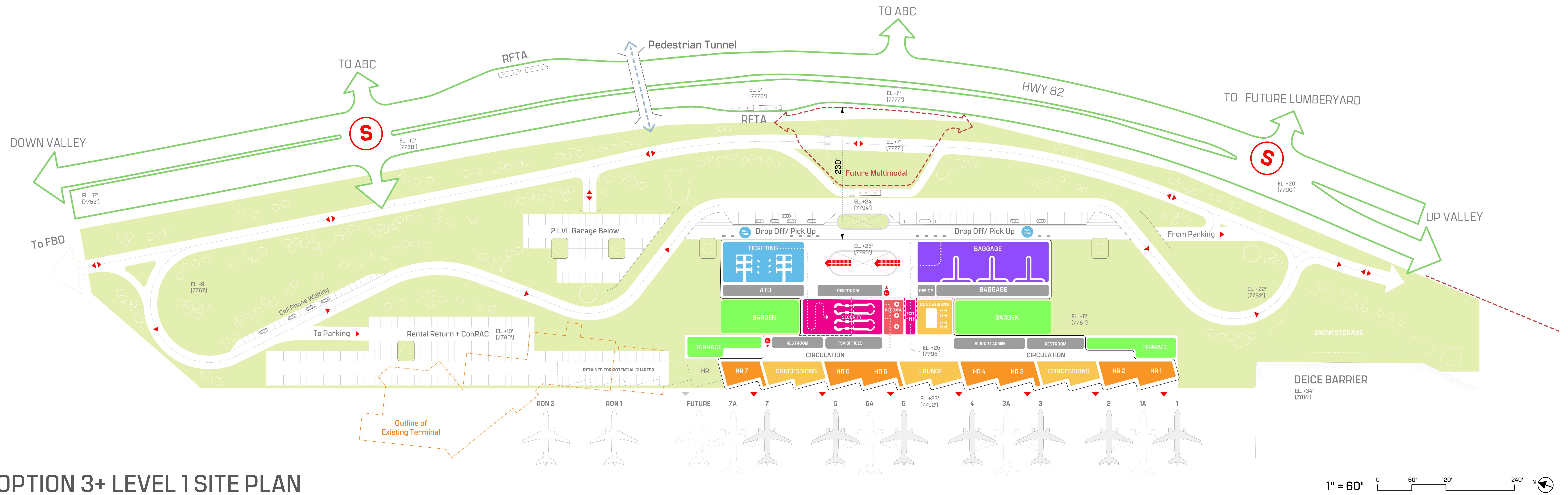


## OPTION 2+ LEVEL 1 SITE PLAN



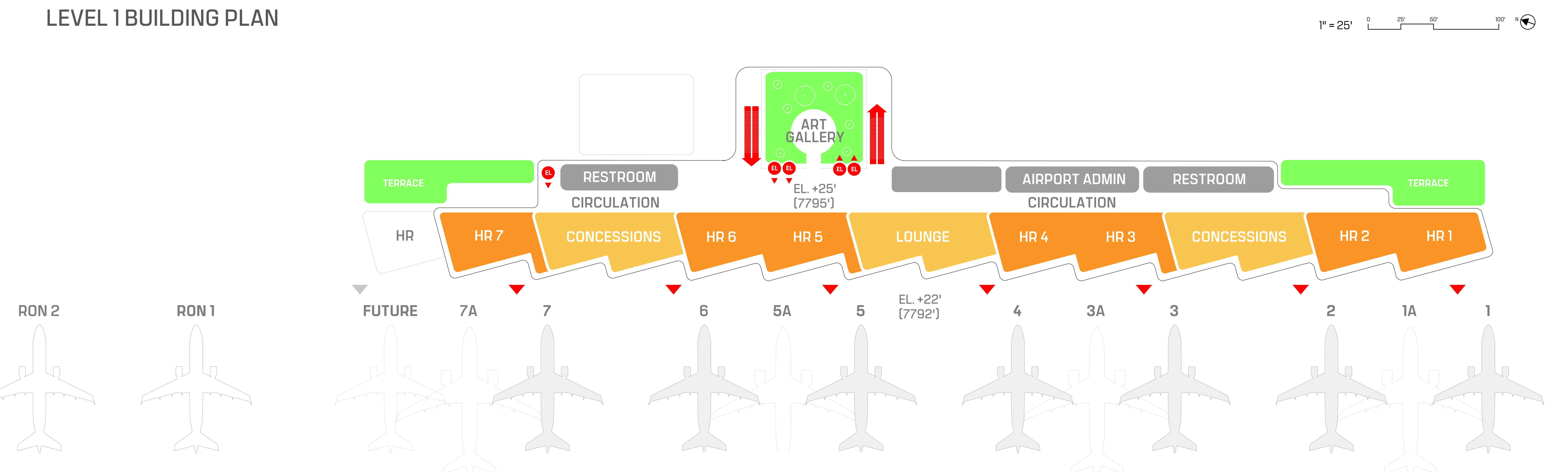
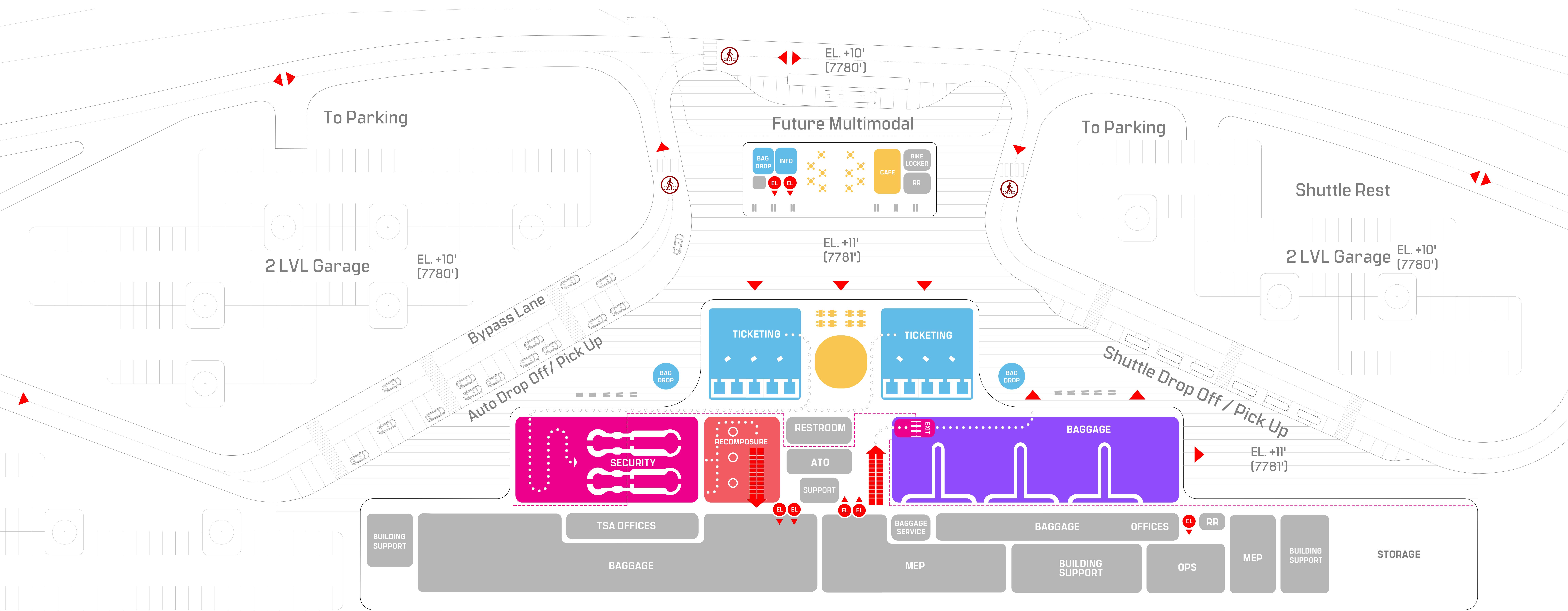
## OPTION 2+ LOWER LEVEL SITE PLAN

# 2+ SITE PLAN



OPTION 3+ LOWER LEVEL SITE PLAN


# 3+ SITE PLAN



LEVEL 2 BUILDING PLAN

## 2+ TERMINAL PLAN

1" = 25' 0 25' 50' 100' N



# 3+ TERMINAL PLAN


# LEVEL 1 BUILDING PLAN

1" = 25'


0 25' 50' 100'

10'

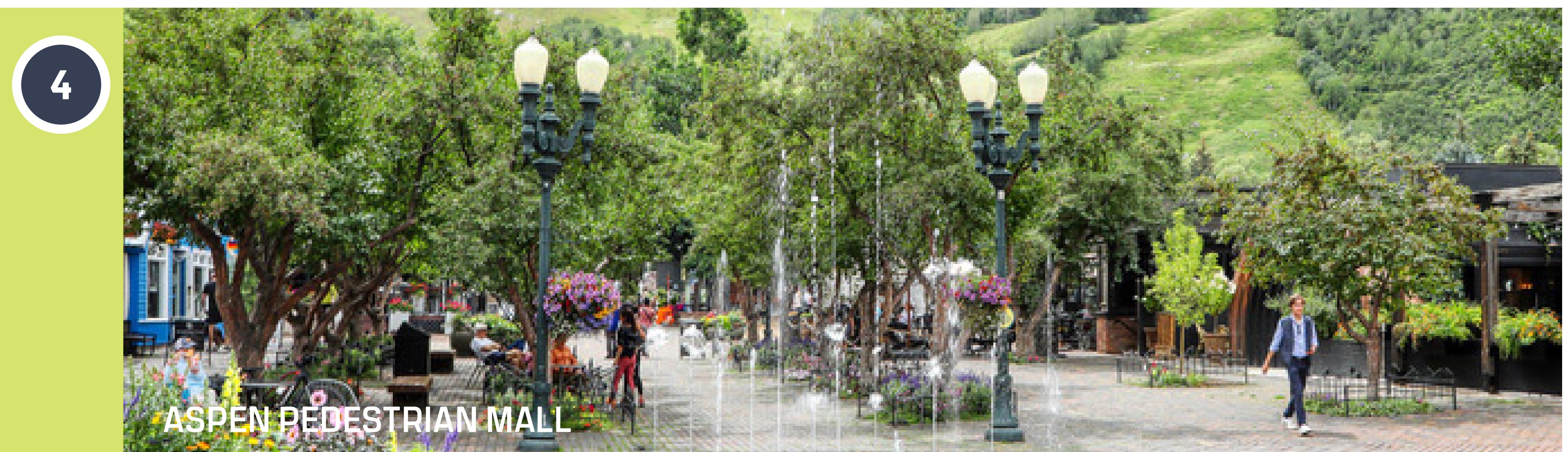
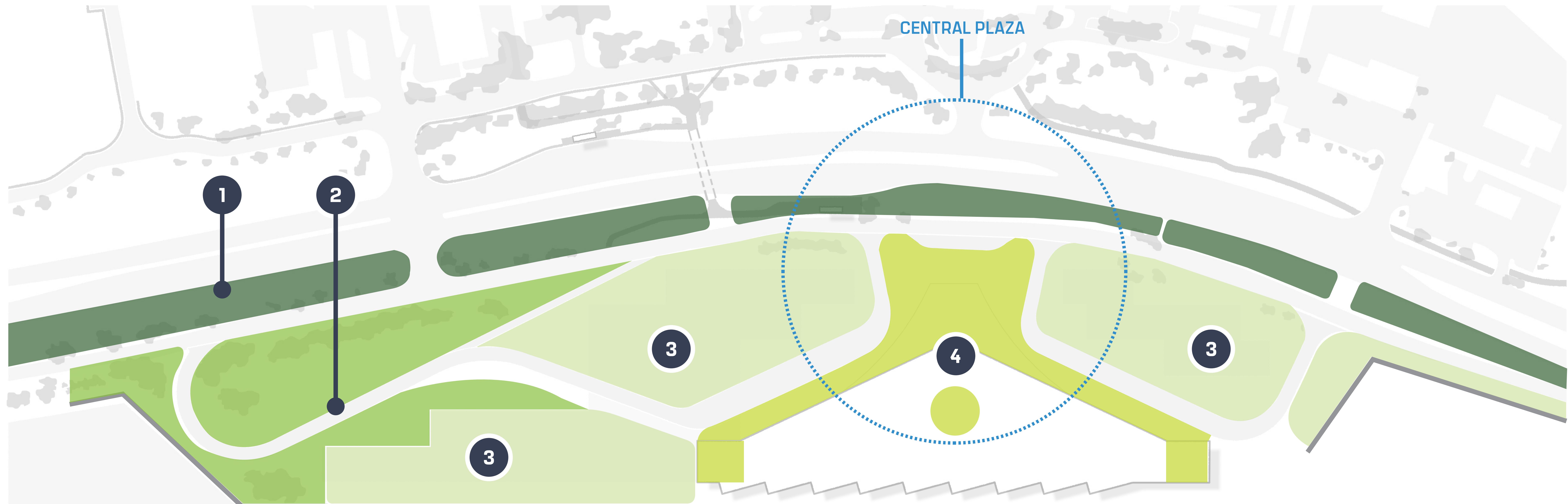
N



2+ ISOMETRIC



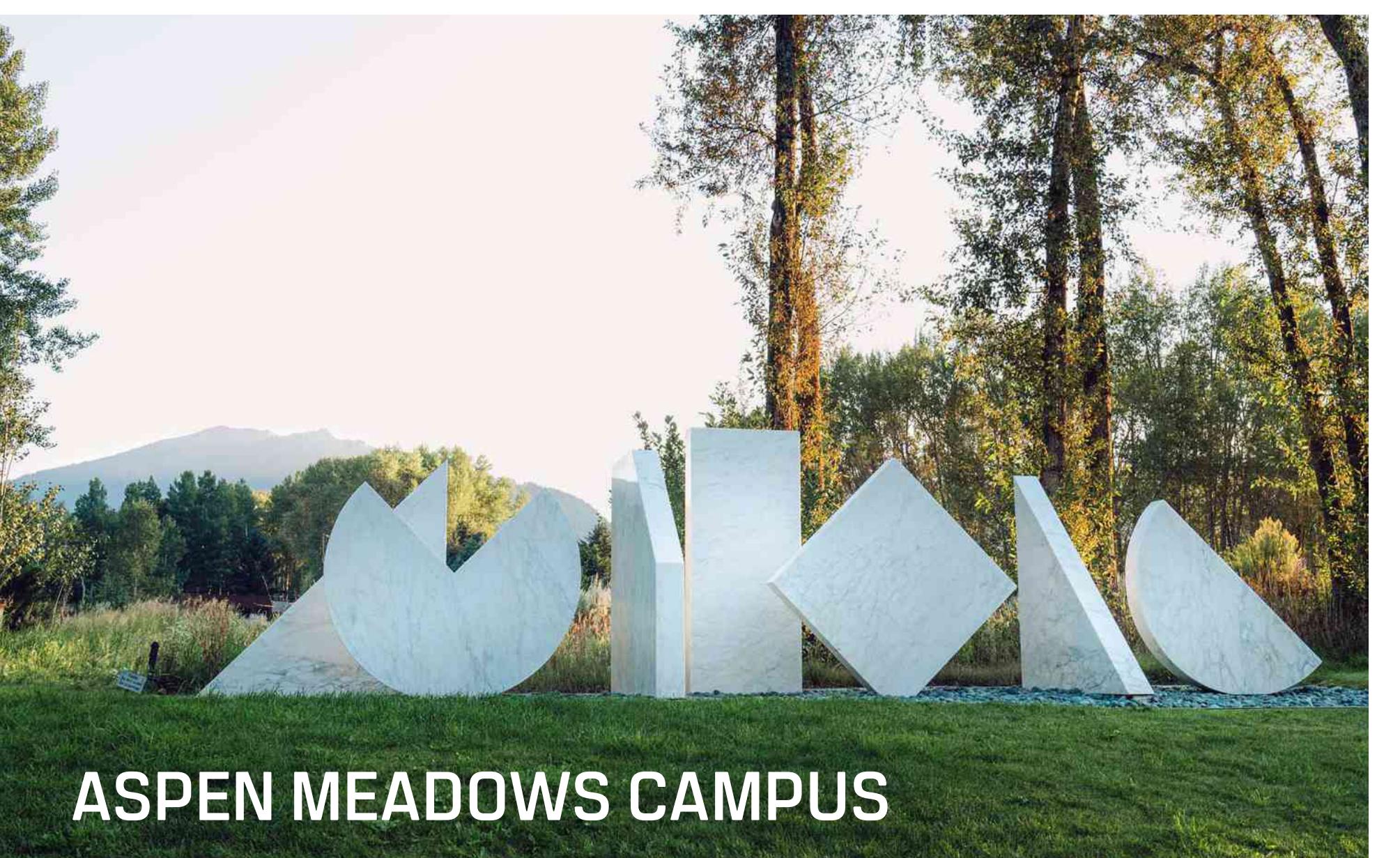
# 3+ ISOMETRIC



ARRIVAL PLAZA

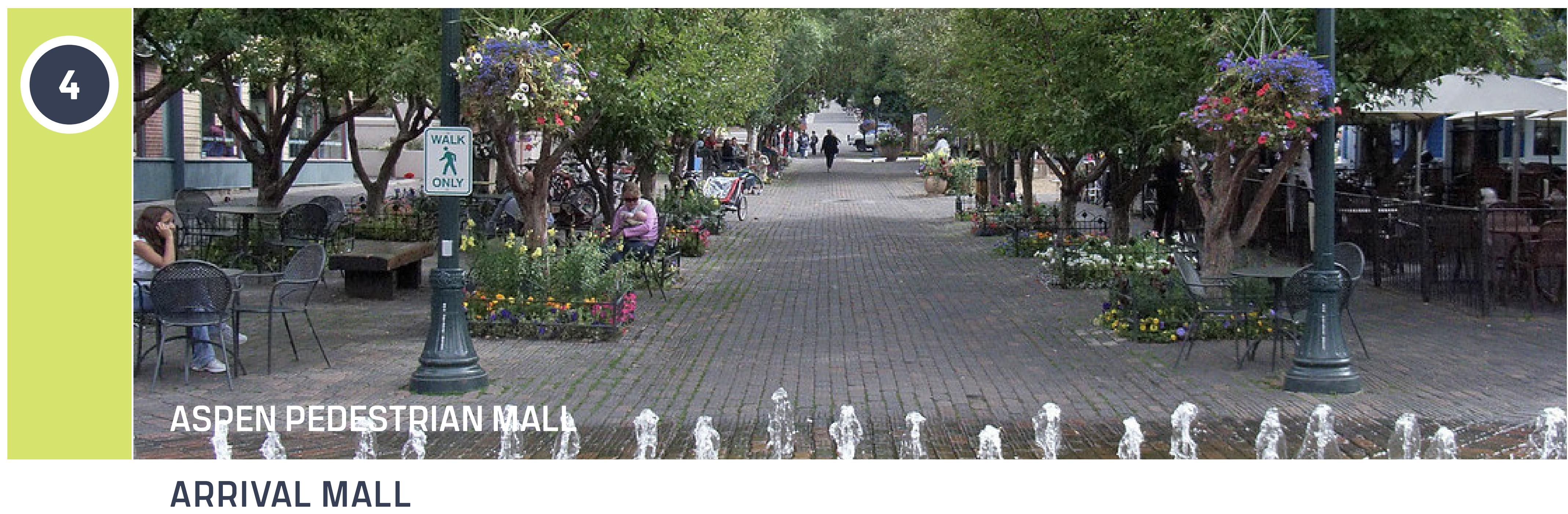
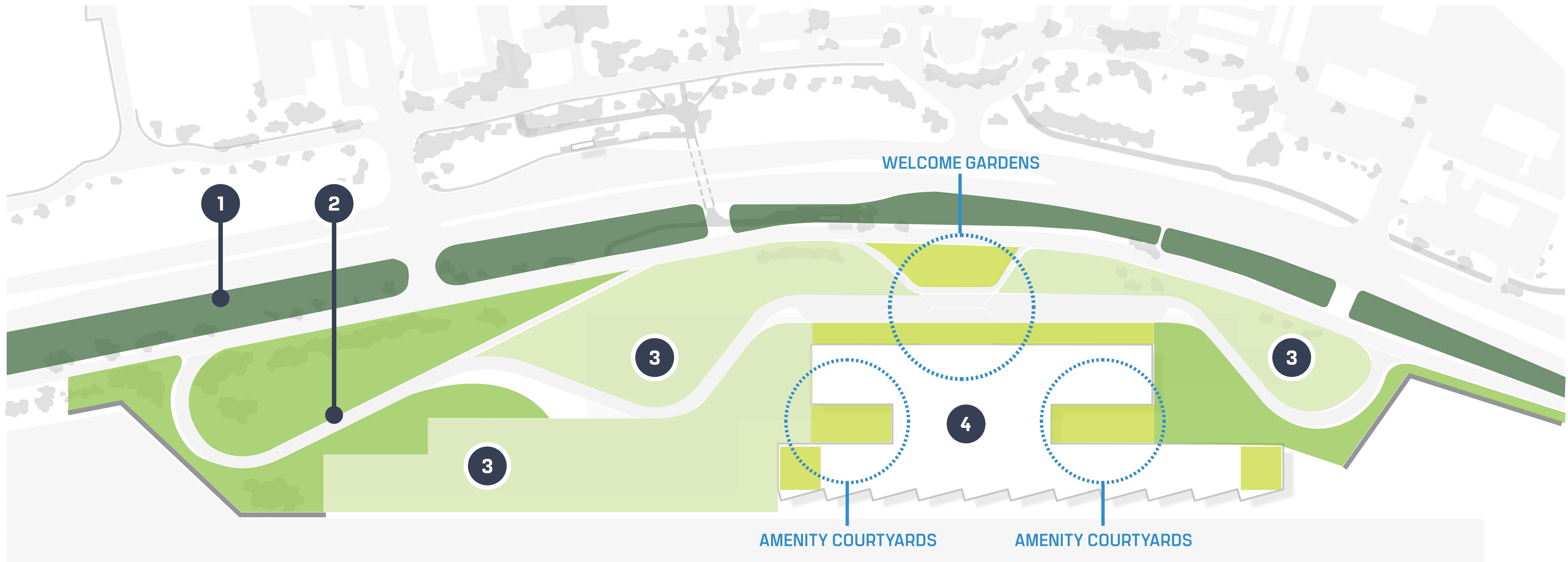


SHARED CANOPY & VIEWS

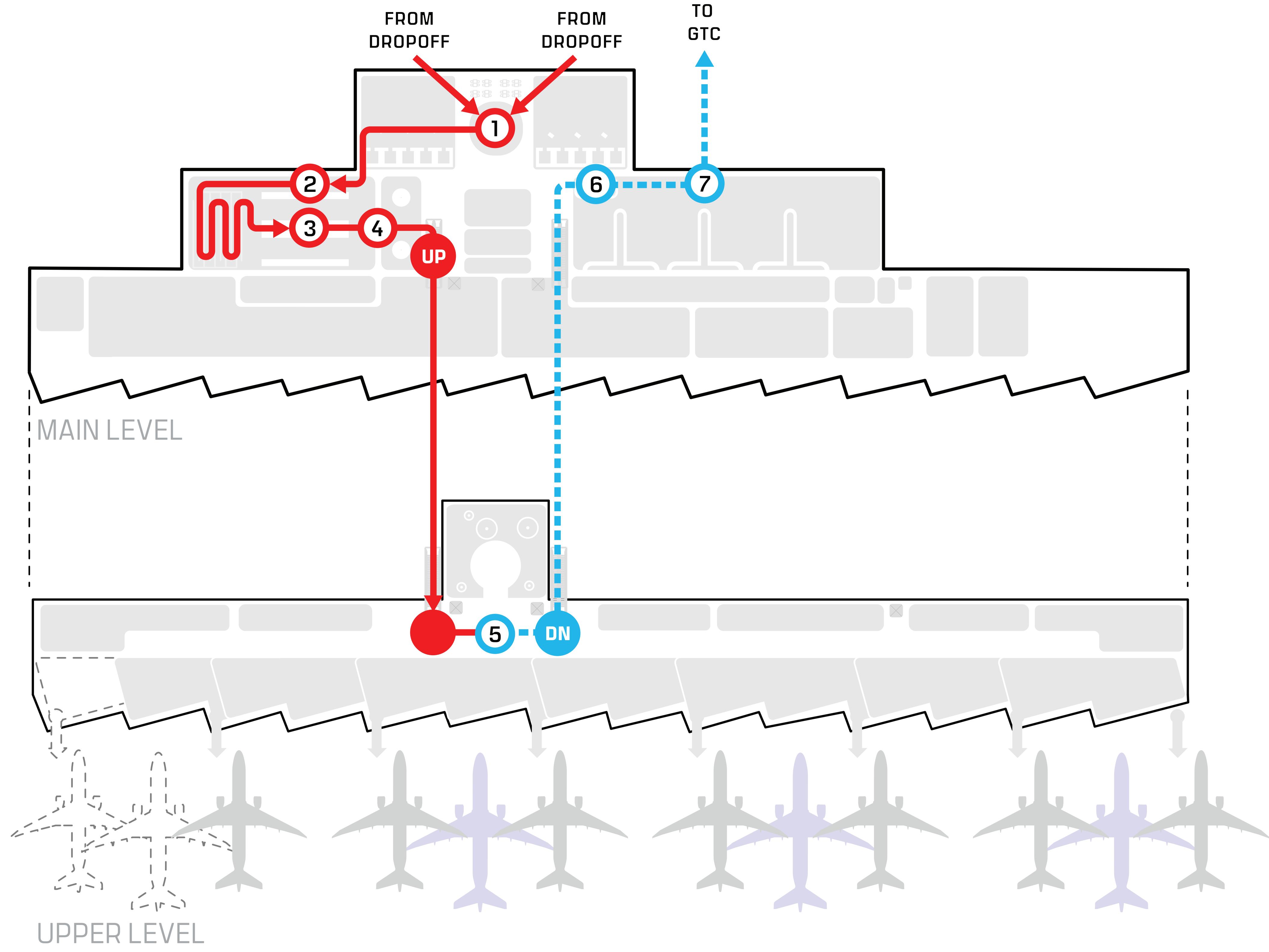


PLACES FOR ART

## 2+ LANDSCAPE



# 3+ LANDSCAPE



**OPTION 2+**

**1** TICKETING

**2** QUEUING

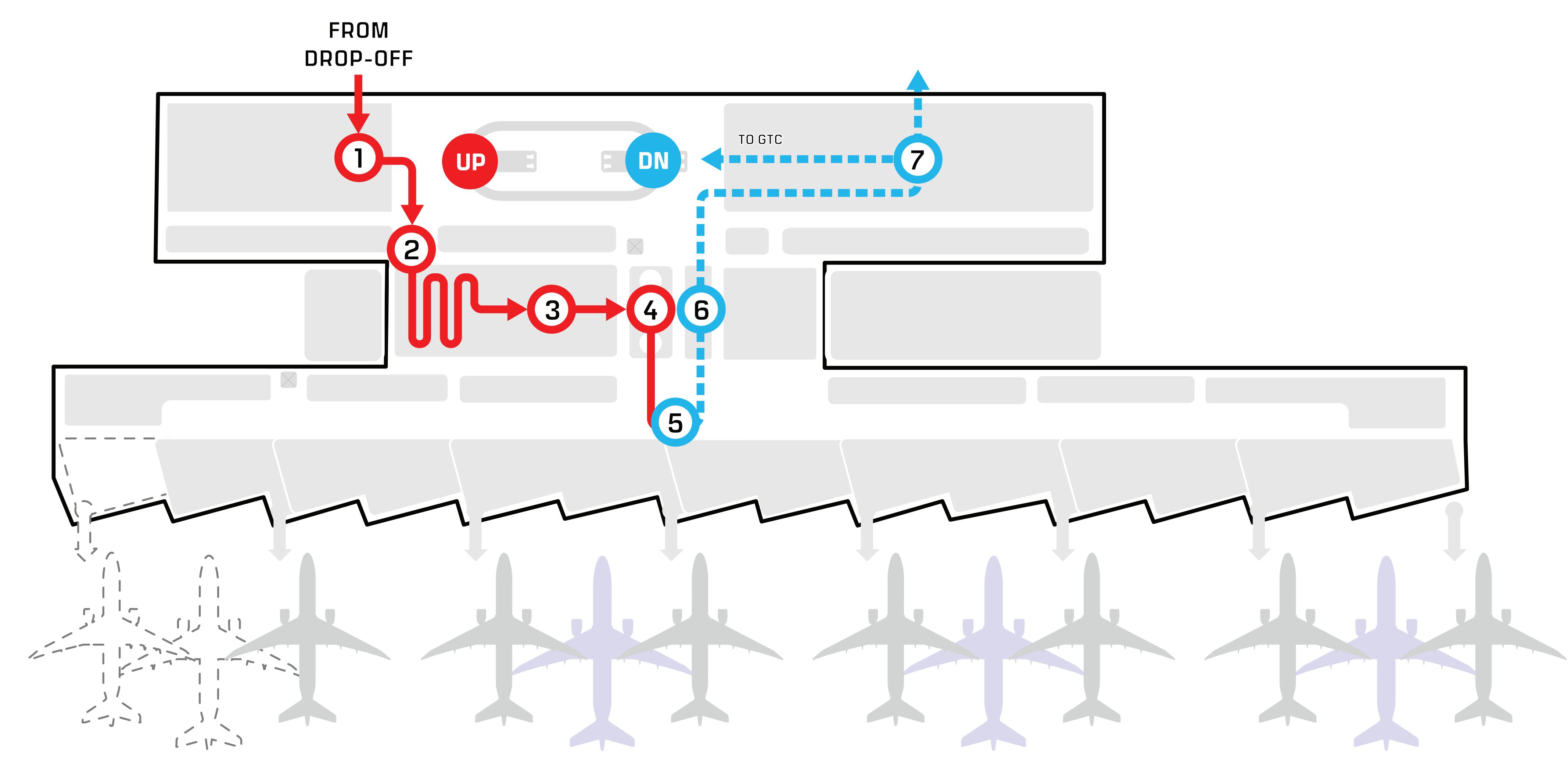
**3** SECURITY

**4** RECOMPOSURE

**5** SECURITY

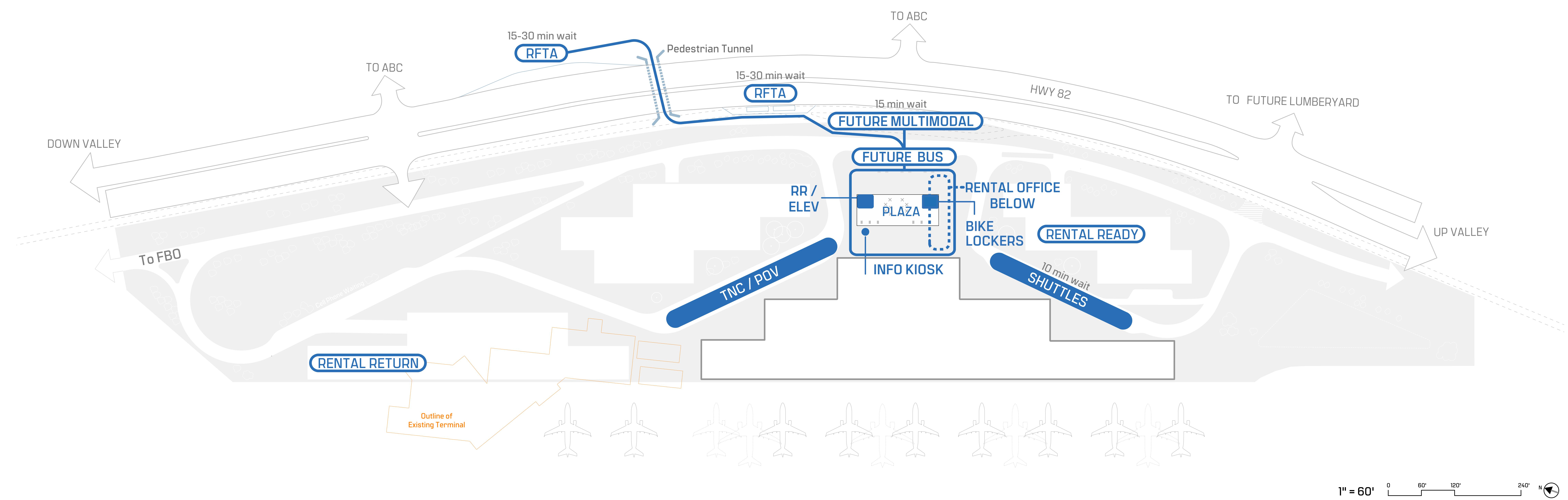
**6** RECOMPOSURE

**7** BAGGAGE

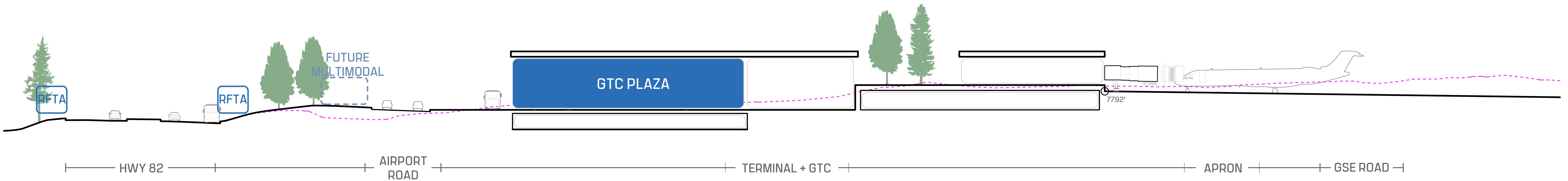


**OPTION 3+**

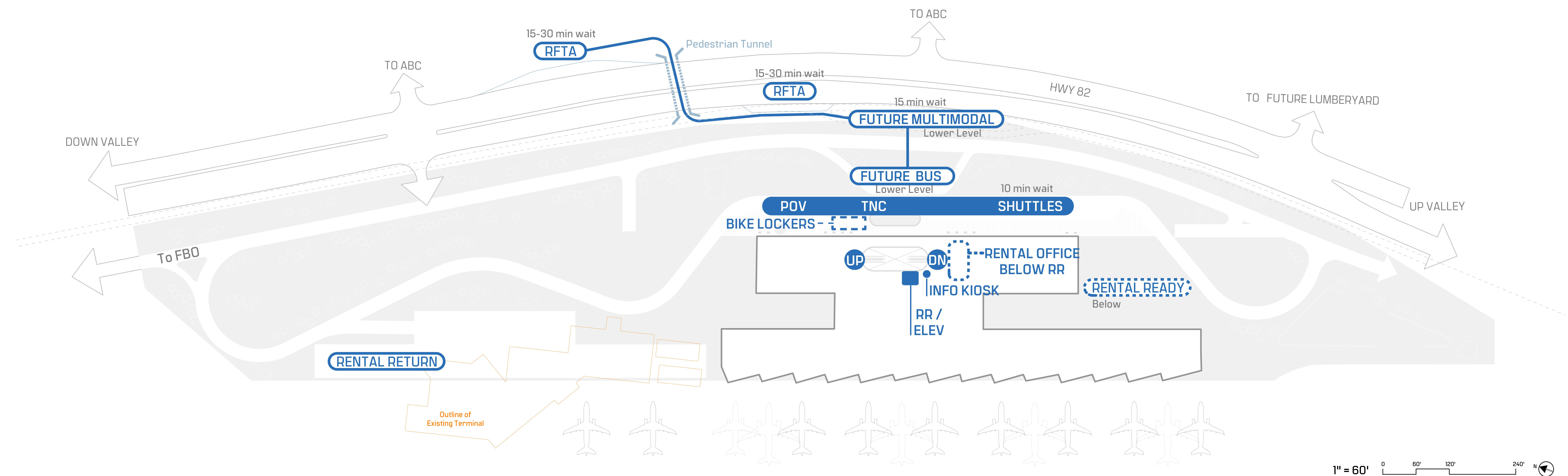
# PASSENGER FLOW



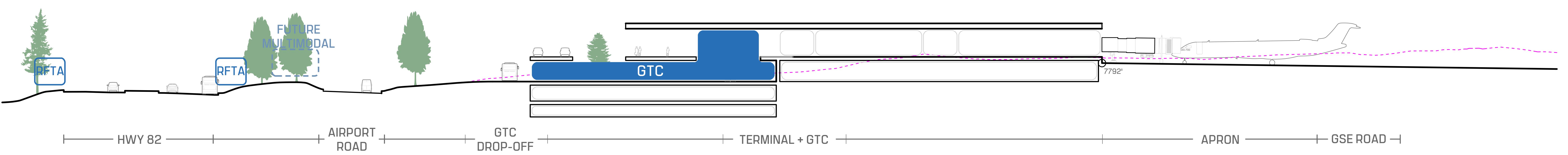
## 2+ GTC FLOW



## 2+ GTC SECTION



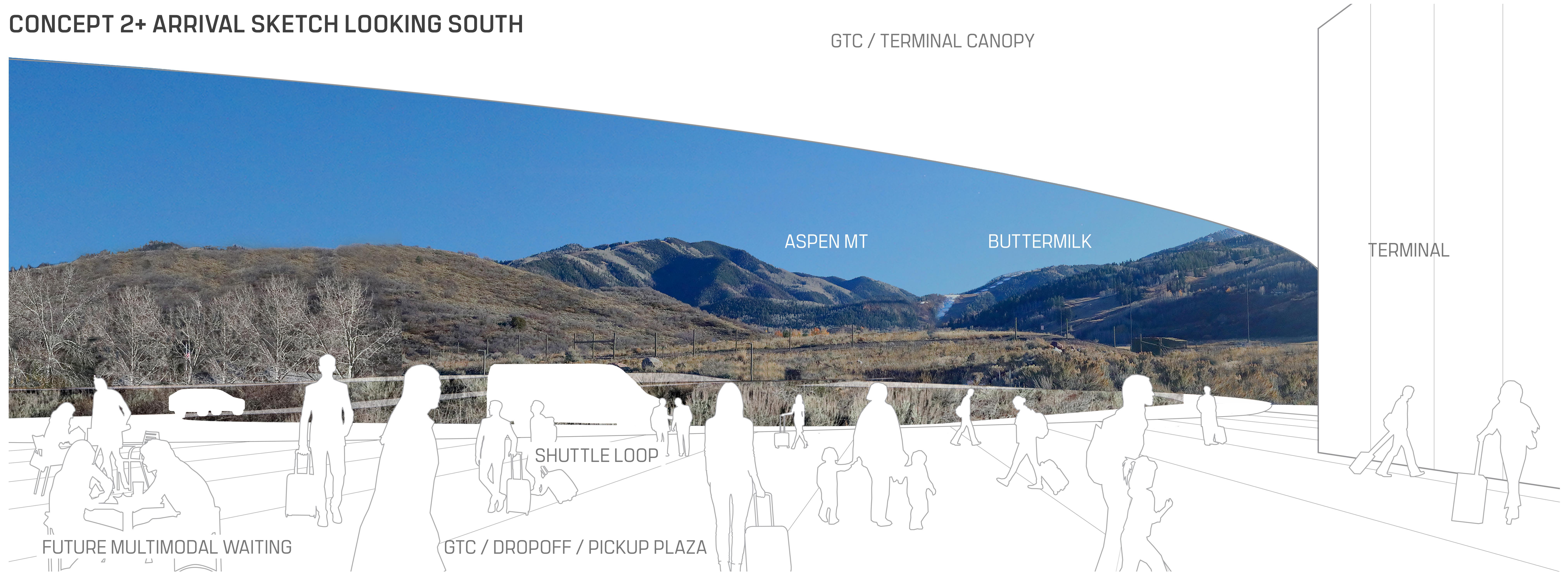
## 3+ GTC FLOW



## 3+ GTC SECTION

## CONCEPT 2+ ARRIVAL SKETCH LOOKING SOUTH

GTC / TERMINAL CANOPY



## CONCEPT 3+ ARRIVAL SKETCH LOOKING SOUTH



# SECTION PERSPECTIVES

# COMPARISON OF OPTIONS

**2+**

**TERMINAL FLEXIBILITY**

PRIMARILY FLEXIBLE IN E-W DIRECTION  
FURNITURE IN THE ROOM  
PASSENGER PROGRAM ON 2 LEVELS

**3+**

PRIMARILY FLEXIBLE IN N-S DIRECTION  
COURTYARD EXPANSION  
PASSENGER PROGRAM ON 1 LEVEL

**TERMINAL FLOW**

VERTICAL CIRCULATION NEEDED

NO VERTICAL CIRCULATION NEEDED

**TERMINAL ANALYSIS**

570' TERMINAL ENTRY TO GATE  
280' GATE TO TERMINAL EXIT

440' TERMINAL ENTRY TO GATE  
340' GATE TO TERMINAL EXIT

**GTC FLEXIBILITY**

SHARED PLAZA WITH ALL MODES

SHARED DROP-OFF ON TERMINAL LEVEL  
WITH PUBLIC TRANSIT ON LOWER LEVEL

**GTC FLOW**

4.5 MIN WALK RFTA TO GTC PLAZA INBOUND  
2 MIN WALK GTC PLAZA TO RFTA OUTBOUND

5 MIN WALK RFTA TO GTC OPENING INBOUND  
2.5 MIN WALK GTC OPENING TO RFTA OUTBOUND

**GTC ANALYSIS**

900' OF DROP-OFF/ PICK-UP +  
127' FUTURE TRANSIT DROP-OFF/PICK-UP

840' OF DROP-OFF/ PICK-UP +  
120' FUTURE TRANSIT DROP-OFF/PICK-UP

**SITE**

TWO LOOPS SEPARATE AND DISTRIBUTED  
TRANSPORTATION MODES

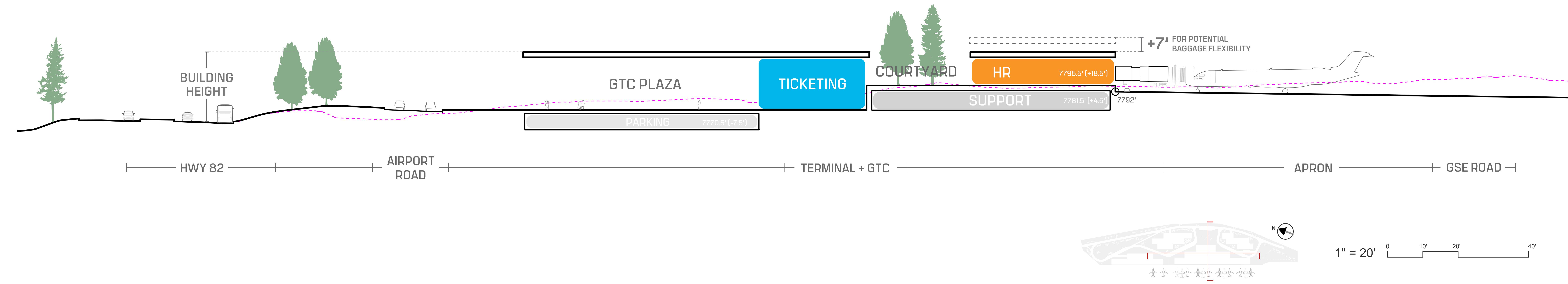
ONE LOOP CONCENTRATES ALL VEHICLES ON  
UPPER DROPOFF EXCEPT FOR FUTURE TRANSIT

**BUILDING HEIGHT**  
FROM HWY 82

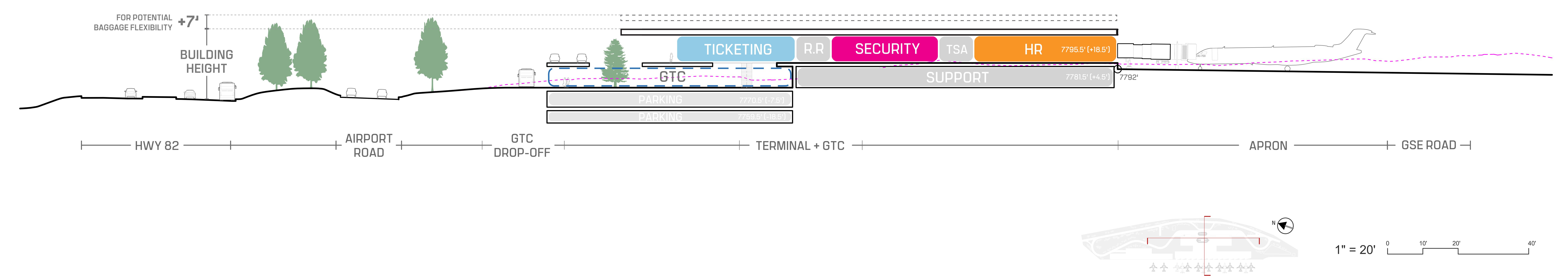
MAINTAINS THE SAME  
FOR POTENTIAL BAGGAGE FLEXIBILITY

+ 7'  
FOR POTENTIAL BAGGAGE FLEXIBILITY

**WHICH CONCEPT BEST MEETS THE OVERALL VISION & VALUES?**



## 2+ TERMINAL SECTION



## 3+ TERMINAL SECTION