

Los Angeles International Airport Terminal 1.5 Project

Project Description

Proposed Project

The proposed project would construct a structure between Terminals 1 and 2 at LAX to improve existing passenger processing capabilities, improve passenger quality of service, and provide additional space to help meet federal security requirements. The proposed project would include passenger and baggage screening, ticketing, and baggage claim facilities in support of existing operations within Terminals 1 and 2; a secure passenger connection (i.e., enclosed/controlled corridor) between existing Terminals 1 and 2; and office and support space.

Project Location

The project site is located within the Central Terminal Area (CTA) of LAX. LAX is situated within the City of Los Angeles, an incorporated city within Los Angeles County. The project site is in the northern portion of the CTA, west of Sepulveda Boulevard and Sky Way, north of World Way, east of the Tom Bradley International Terminal, and south of the LAX north airfield complex.

Project Description

Terminal 1.5 would be a new five-level building located between existing Terminals 1 and 2 with a small basement area. Specific improvements and square footage estimates associated with each level of the proposed 417,575 square-foot, five-level Terminal 1.5 facility are described below and provided in Table 1, respectively:

Basement: The basement would include space for building systems support and storage for airlines, concessions, and maintenance.

Arrivals Level (Level 1): The Arrivals Level would include baggage claim, associated baggage system, building systems and customer service support spaces, vertical circulation (escalators and elevators) connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Departures Level (Level 2): The Departures Level would include ticketing/passenger check-in, building systems and customer service support spaces, vertical circulation connecting all levels, and a non-secure connector between Terminal 1 and Terminal 2.

Concourse Level (Level 3): The Concourse Level would include a Security Screening Checkpoint (SSCP), Transportation Security Administration (TSA) support space, vertical circulation connecting all levels, and a secure connector between Terminal 1 and Terminal 2.

Office Level (Level 4): The Office Level would include office space and building systems support spaces.

Office Level (Level 5): The Office Level would include office space and building systems support spaces.

Table 1 Proposed Terminal 1.5 Building Square Footage					
Level	Terminal 2 – Existing Building Area Demolition	Terminal 2 – Existing Area Rebuilt as Part of Terminal 1.5	Terminal 1 – Non-Enclosed Space Demolition¹	New Building Area to be Added	Total Terminal 1.5 Building Area
0 Basement	0	0	0	45,395	45,395
1 Arrivals	-15,626	15,626	0	88,374	104,000
2 Departures (Ticketing)	-12,183	12,183	[4,200] ¹	36,142	48,325
3 Concourse	-7,622	7,622	0	65,663	73,285
4 Office	0	0	0	73,285	73,285
5 Office	0	0	0	73,285	73,285
Total	-35,431	35,431	[4,200]¹	382,144	417,575

Note:

¹This area is non-enclosed space, which is not included in the total building area.

The height of the Terminal 1.5 building would be approximately 100 feet tall, which is approximately 10 to 15 feet taller than the highest point of Terminal 2, as measured from the arrivals level grade. All new facilities would meet the requirements of the California Green Building Standards Code (CALGreen) Tier 1, at a minimum, to reduce energy and water consumption. The proposed design incorporates storefront glazing along the curb, as well as glazed walls on the north side of the proposed Terminal 1.5 building to provide vistas of the airfield and surrounding landscape. External lights would be shielded and focused to avoid glare and prevent unnecessary light spillover.

The LAX Terminal 1.5 project site extends to the space currently occupied by the eastern portion of the ticketing building at Terminal 2 and the Skycap area at Terminal 1. Square footages associated with demolition of these portions of Terminal 1 and Terminal 2 are provided in Table 1. The area and functions in Terminal 1 and 2 that would be demolished would be replaced as part of the Terminal 1.5 facility. The westernmost exterior wall of Terminal 1 would be demolished so that Terminal 1.5 could be built directly adjacent, and in order for the building floor to be physically connected at all levels. Minor ancillary interior work would be conducted in both Terminal 1 and Terminal 2 to accommodate Terminal 1.5. Construction of the Terminal 1.5 facility would also require that one gate at Terminal 1 (Gate 10), which currently occupies the farthest south position on the west side, be removed from service.

With implementation of the proposed project, Gate 10 at Terminal 1 would be demolished. The gate would not be replaced as part of the proposed project. Aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. There would be no other changes to existing operations in Terminal 1 and Terminal 2. The new Terminal 1.5 facility would

provide terminal space that would supplement the facilities in Terminals 1 and 2. The additional passenger and baggage processing space in Terminal 1.5 would improve passenger quality of service and provide additional space for compliance with federal security requirements. Specifically, the proposed project would provide additional space to help meet existing TSA SSCP requirements for passenger security screening. The proposed project would also provide flexible space for future changes in both passenger and baggage security screening functions to improve safety and security. Terminal 1.5 would also provide a secure connector between Terminal 1 and Terminal 2, which would allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal; as a result, passengers moving between Terminals 1, 1.5, and 2 would only have to go through security once.

As indicated previously, the paved open area on the project site is currently bound to the north by a retaining wall, with the airfield (specifically, the apron between Terminal 1 and Terminal 2) beyond. As part of the LAX Terminal 1.5 Project, the retaining wall would be relocated/rebuilt north of its current location, which would require the modification/replacement of some apron/aircraft paving.

The proposed LAX Terminal 1.5 Project would not result in any physical changes to existing Terminal 1 and Terminal 2 access or curbs. Exterior doors at Terminals 1 and 2 would remain as they exist today. Approximately 400 linear feet of curb currently exists at the Terminal 1.5 site. While the curb is currently used, the proposed project would provide an additional passenger processing facility with separate entrances to encourage more active utilization of the existing curb between Terminals 1 and 2.

The proposed LAX Terminal 1.5 Project would not increase overall passenger capacity at LAX. As identified above, the improvements associated with the proposed project would require removal of Gate 10; aircraft arrivals and departures that currently occur at that gate would be rescheduled or reassigned to other nearby gates. The redistribution of aircraft operations from Gate 10 to nearby gates would not result in any material changes to overall aircraft operations at LAX or to the distribution of flights between runways.

Project Objectives:

- Improve passenger quality of service in Terminals 1 and 2
- Provide additional space to help meet Transportation Security Administration (TSA) requirements for Security Screening checkpoints (SSCP) and provide flexible space for next generation passenger and baggage security screening functions to improve safety and security
- Provide a secure connector between Terminal 1 and Terminal 2 to allow passengers to connect from one terminal to the other without having to exit to the non-secure side of the terminal, and only go through security once
- Provide non-secure connections at the arrivals and ticketing levels to allow for an uninterrupted link between the ticketing and baggage claim lobbies of both Terminal 1 and Terminal 2 buildings, furthering improving the passenger experience