# COHESIVE ELEMENTS

Cohesive Elements presents medium-scale components that occur throughout the CTA. Families of architectural elements are introduced to establish unity and clear hierarchy as a framework for future creative project development. Guiding Principles are based on observations of existing and planned conditions.

Cohesive Elements include:
- Primary Light Beacons
- Secondary Light Beacons
- Site Lighting
- Parking Garage Stair Towers
- Pedestrian Bridges
- Pedestrian Crosswalks
- Canopies
- Landscape
- Graphics and Signage
- Public Art
- Advertising

T3 T2 T1 T0

TBIT

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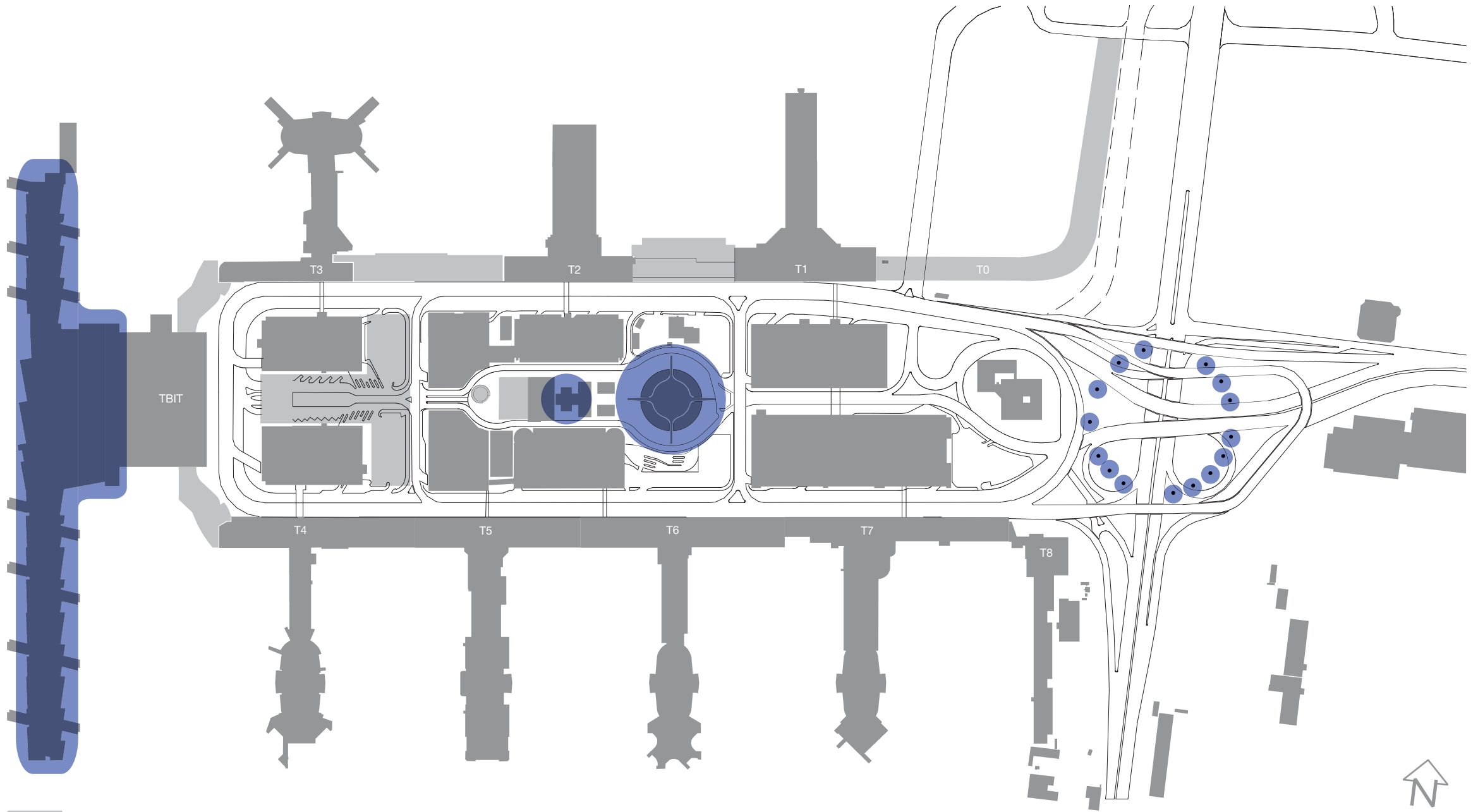
FUTURE BUILDINGS
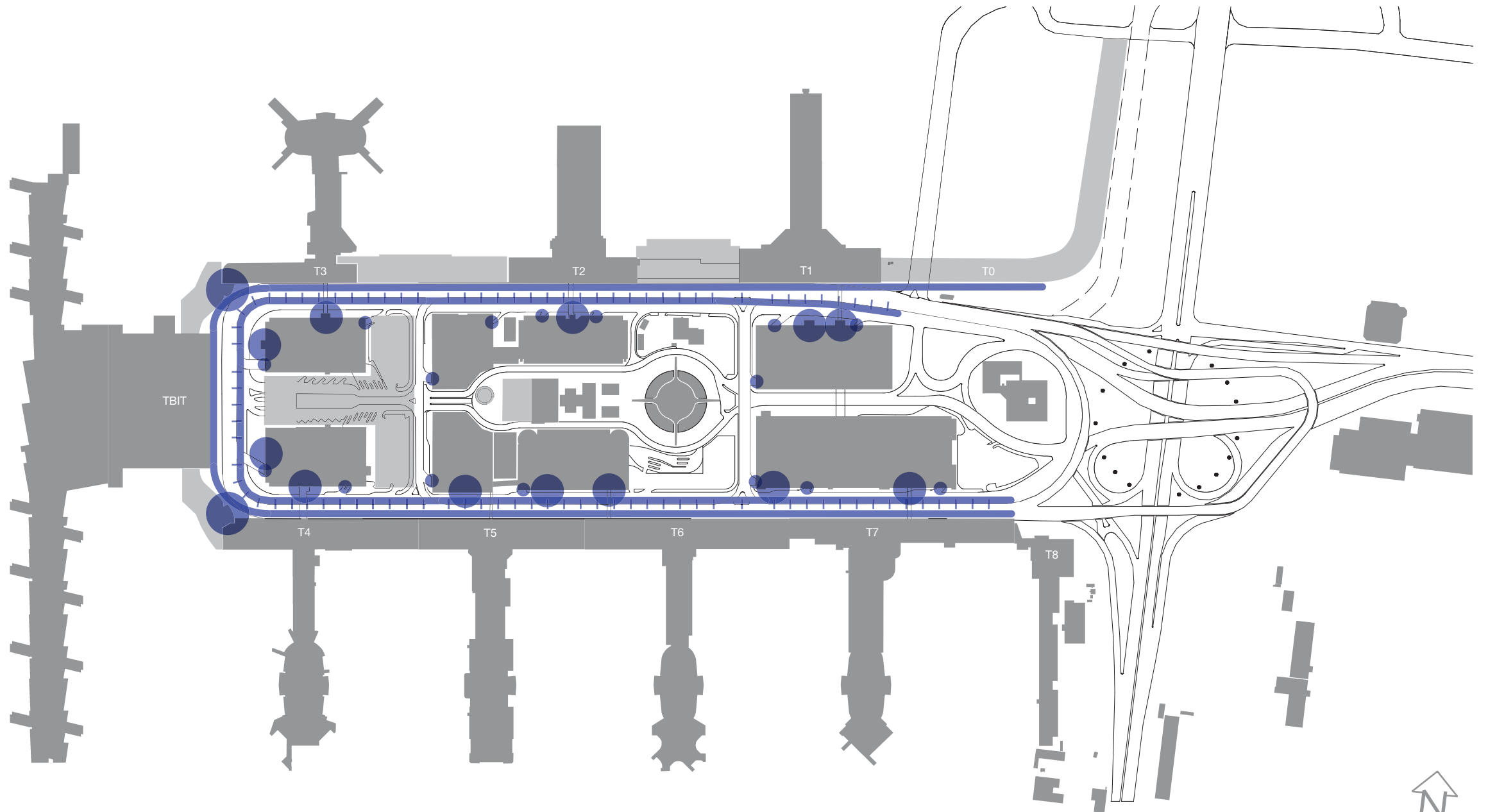
PRIMARY LIGHT BEACON

Observations:

- The visual experience from a vehicular approach into the CTA from Century Boulevard includes a series of existing light beacons: the Pylons at the Century / Sepulveda junction, the Theme Building, the Air Traffic Control Tower, and the North and South Concourses of Bradley West.
- Existing Primary Light Beacons serve as Airport-wide orientation markers for Airport visitors.

Guiding Principles:

- ❑ Maintain existing Primary Light Beacons as orientation markers.
- ❑ No new Primary Light Beacons should be developed and new buildings or other CTA elements should avoid competition for attention with the existing Primary Light Beacons.

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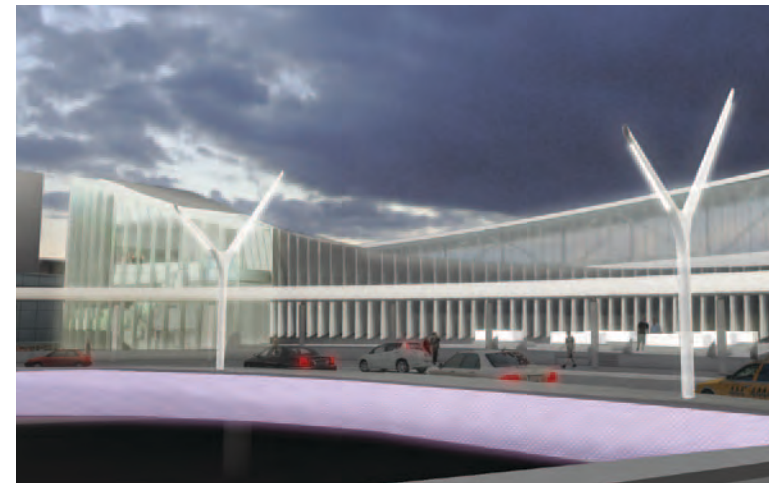FUTURE BUILDINGS

CIRCULATION TOWERS AND GARAGE ENTRANCES

LIGHT BANDS

LIGHT POLES

Observations:

- The new Light Poles introduce a unique form and would be located approximately 64' on center along the upper level roadway around the CTA. The form makes reference to the new Bradley West Terminal. The form and rhythmic placement serve to delineate the arrivals and departures levels while creating a unifying element throughout the CTA.
- The new Light Band would be located above the arrivals level roadway and make reference to the existing Light Pylons. The continuity and color serve to delineate the outer circulation route while creating a unifying element throughout the CTA.
- Additional proposed Secondary Light Beacons include stair towers at the future T3 and T4 Connectors adjacent to TBIT and parking garage Primary Stair Towers along the central portion of the CTA.

Guiding Principles:

- ❑ Secondary Light Beacons should serve as intuitive wayfinding and orientation elements at a smaller scale than the Primary Light Beacons.
- ❑ Each set of Secondary Light Beacons should be aesthetically similar to create unifying elements throughout the CTA.
- ❑ Secondary Light Beacons should reference and complement the Primary Light Beacons, but avoid competition for attention.
- ❑ Other site or "feature" lighting should avoid competition for attention with both the Primary and Secondary Light Beacons.
- ❑ The new Light Band will include colored lighting. All other Secondary Light Beacons should include "white" lighting only. Lighted identification graphics should be LAWA blue.
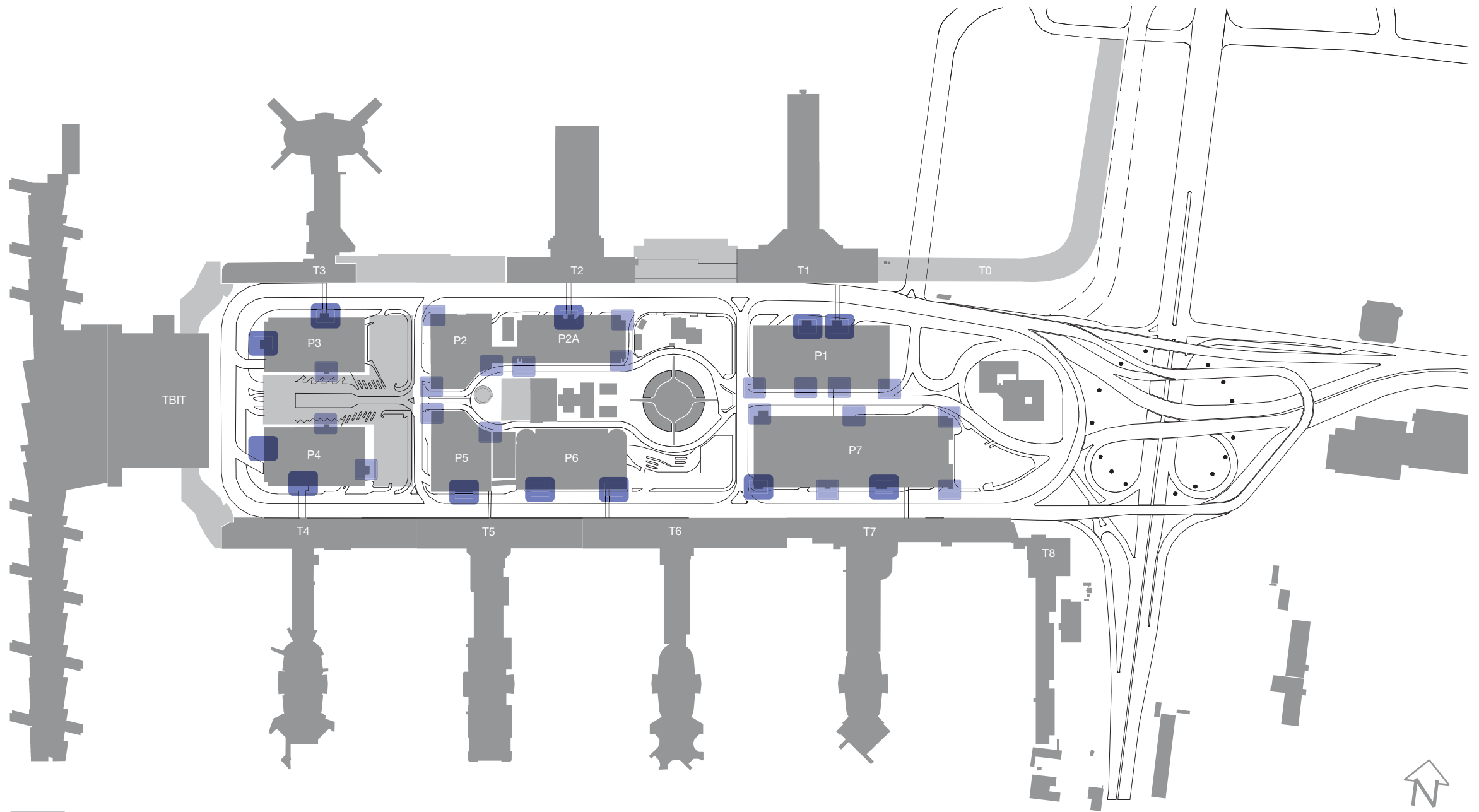
FUTURE BUILDINGS

PRIMARY STAIR TOWERS
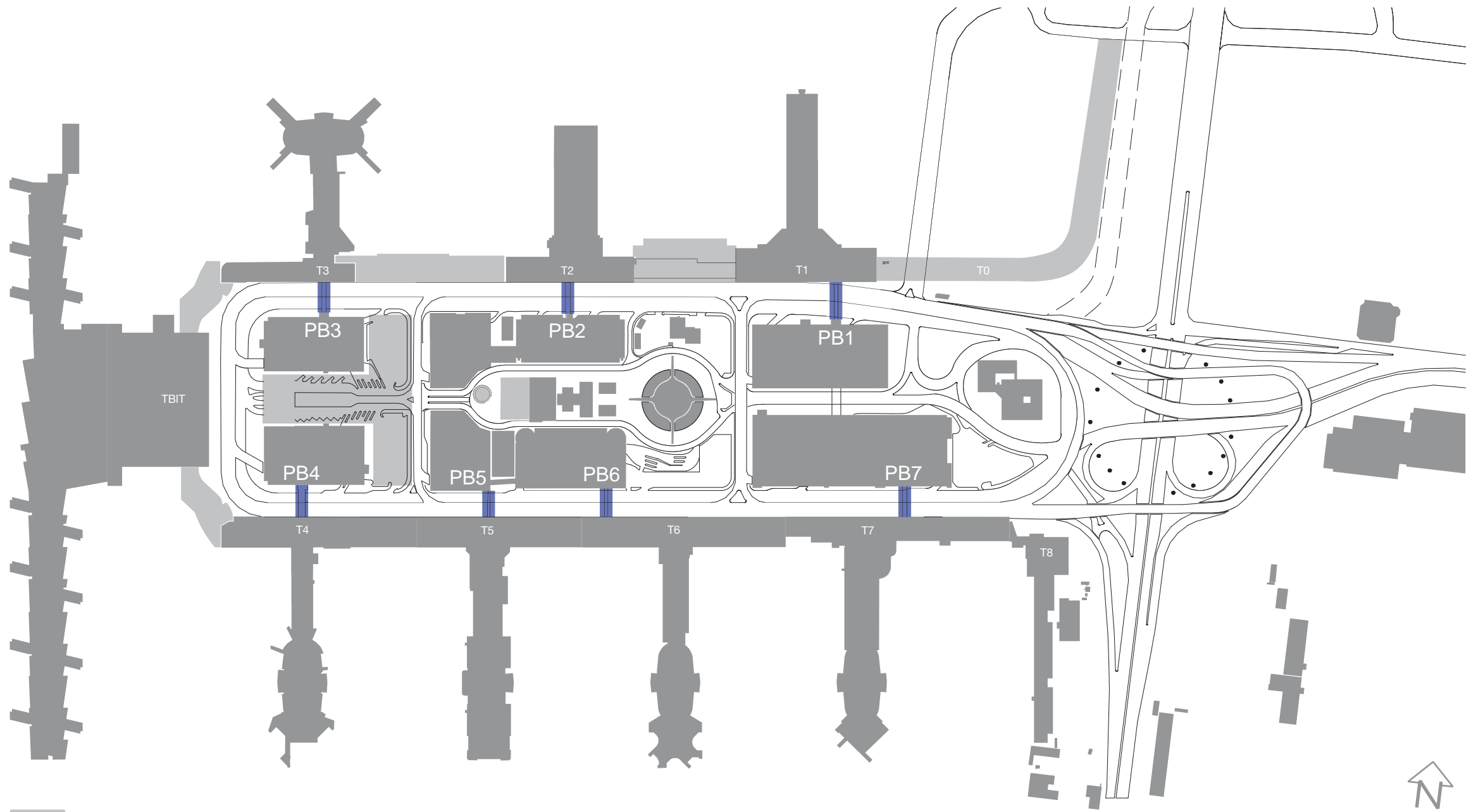
SECONDARY STAIR TOWERS

Observations:

• Existing parking garage Primary Stair Towers are located near terminal building main entries; several are located adjacent to pedestrian bridges. Secondary Stair Towers are located along interior roadways and off the main ring road.

• Existing Stair Towers are aesthetically dated, in poor condition, and are architecturally different at various parking garages along the CTA.

Guiding Principles:

❑ New or replacement Primary Stair Towers should be located near the terminal building main entries, if practical.

❑ Existing Stair Towers should be modified to visually define and unify the central CTA and to serve as wayfinding elements.

❑ The Primary Stair Towers should be developed as Secondary Light Beacons (See section on Secondary Light Beacons). The Secondary Stair Towers should be developed as consistent "background" elements, but relate to the Primary Stair Towers.

❑ Stair Towers signage and graphics should adhere to all LAWA signage and graphic standards, clearly identify the parking garages, and serve as wayfinding elements.
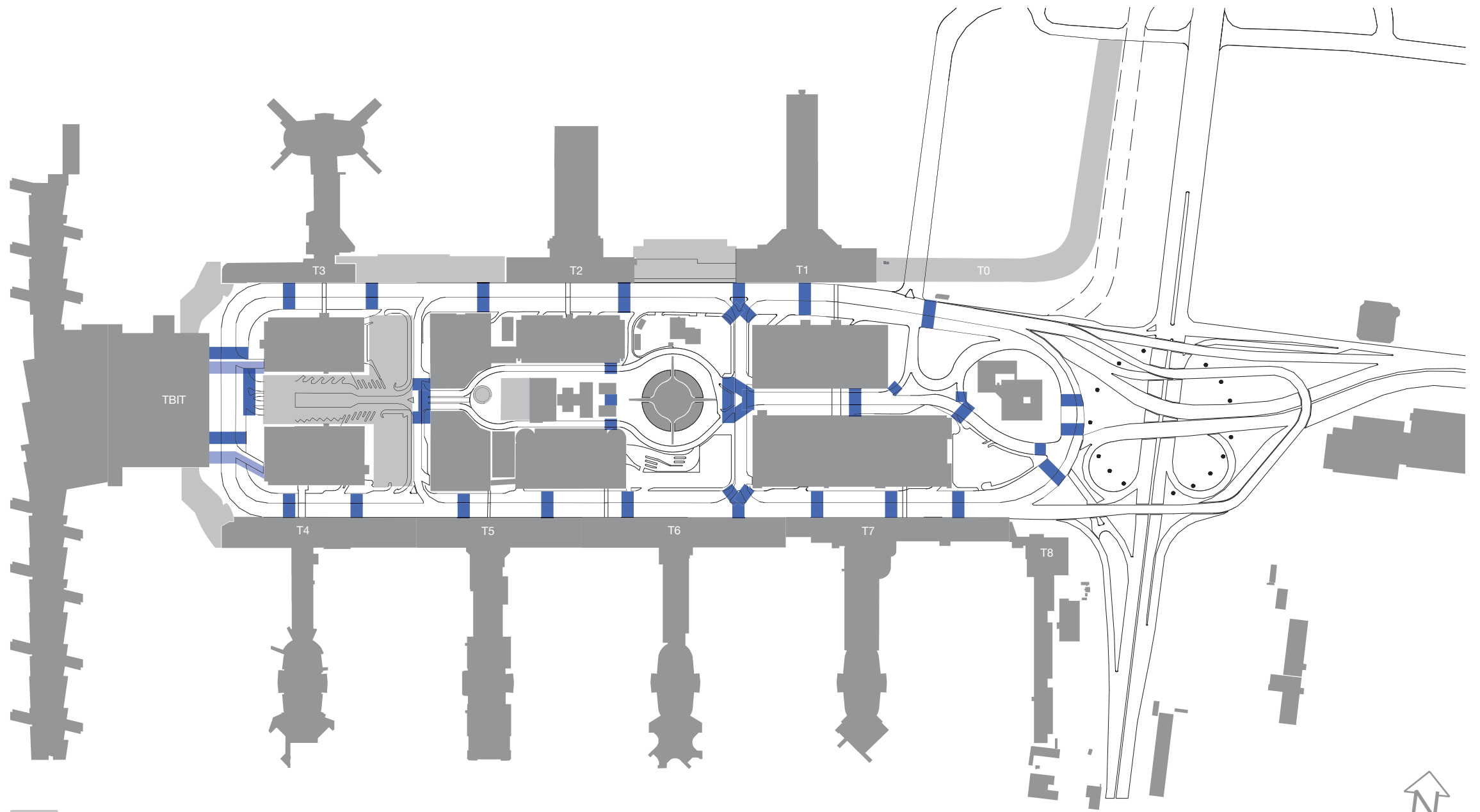
FUTURE BUILDINGS

EXISTING PEDESTRIAN BRIDGE

Observations:

- Existing Pedestrian Bridges are located adjacent to existing parking garage Stair Towers and near terminal building main entries.
- Existing Pedestrian Bridges are aesthetically dated, in poor condition, and are architecturally different at various locations along the CTA.
- There are no covered walkways from Parking Garages 3 and 4 to the Tom Bradley International Terminal.

Guiding Principles:

- ❑ New Pedestrian Bridges should be adjacent to, or as close as possible to, the main terminal building entries.
- ❑ New Pedestrian Bridges should be developed perpendicular to the roadway.
- ❑ Existing Pedestrian Bridges should be modified to visually define and unify the central CTA and to serve as wayfinding elements; modifications should be aesthetically related to similar modifications proposed for the parking garage Primary Stair Towers.

FUTURE BUILDINGS

CROSSWALKS AT ARRIVALS LEVEL
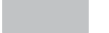
CROSSWALKS AT DEPARTURES LEVEL

Observations:

• Existing Pedestrian Crosswalks are located frequently around the arrivals level roadway (lower level). Two Pedestrian Crosswalks at the departures level roadway (upper level) at TBIT provide access to and from Parking Garages 3 and 4.

• The frequency and location of Pedestrian Crosswalks appear to be sufficient.

• Pedestrian Crosswalks are not in alignment with either the terminal entrances or parking garage entrances.

• The existing frequency of occurrence and orientation of Pedestrian Crosswalks may allow their incorporation into a unifying design element within the CTA.

Guiding Principles:

❑ Pedestrian safety should always be the primary element of crosswalk design.

❑ Existing Pedestrian Crosswalks should be replaced with new "feature" crosswalks that may include design elements such as unique colors, shapes, patterns or lighting.

❑ Pedestrian Crosswalks should be enhanced to further serve as wayfinding devices, clearly delineating paths of travel and access points.

❑ The new Pedestrian Crosswalk design should be consistent throughout the CTA to serve as a unifying element and further relate to other aspects of the CTA design guidelines.
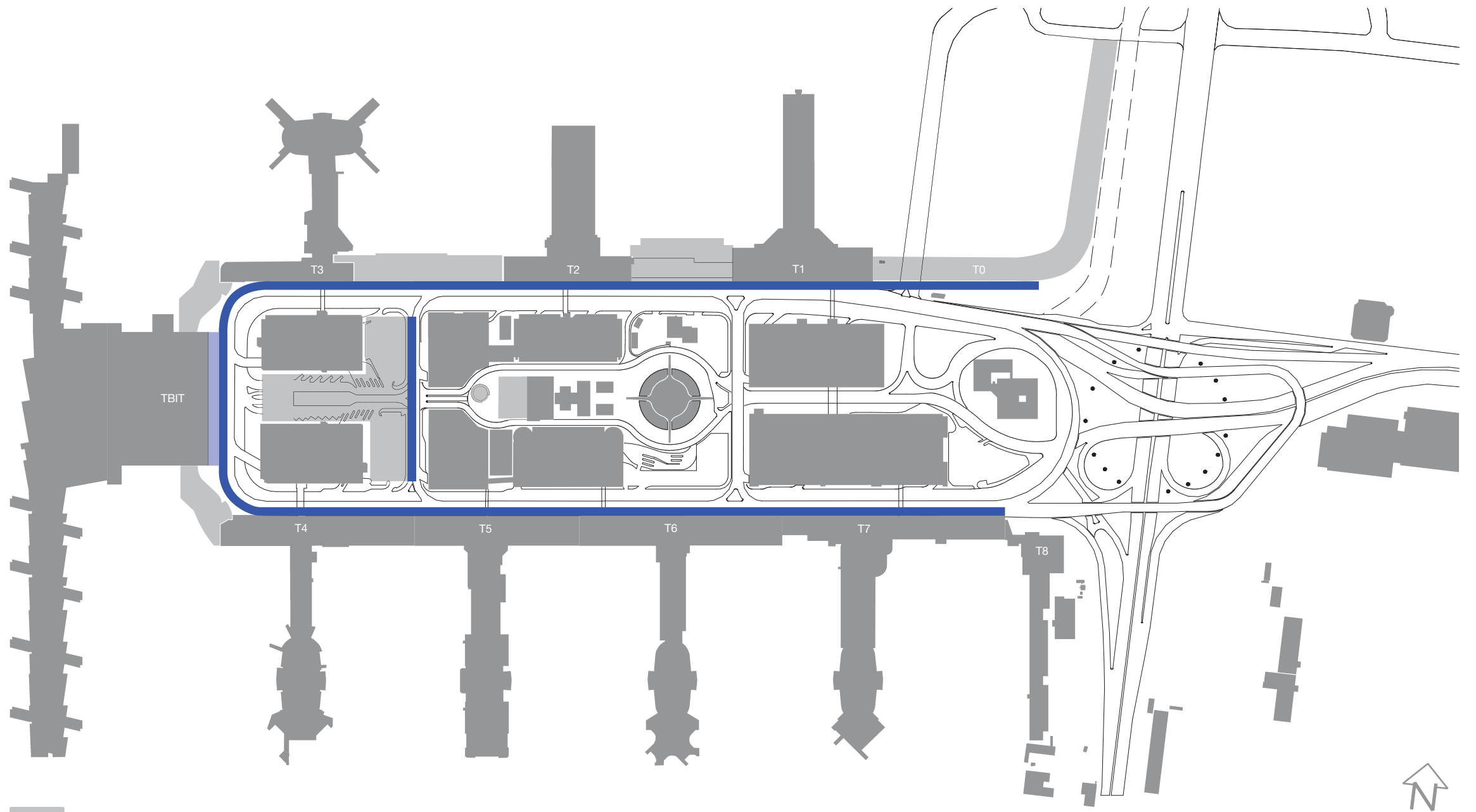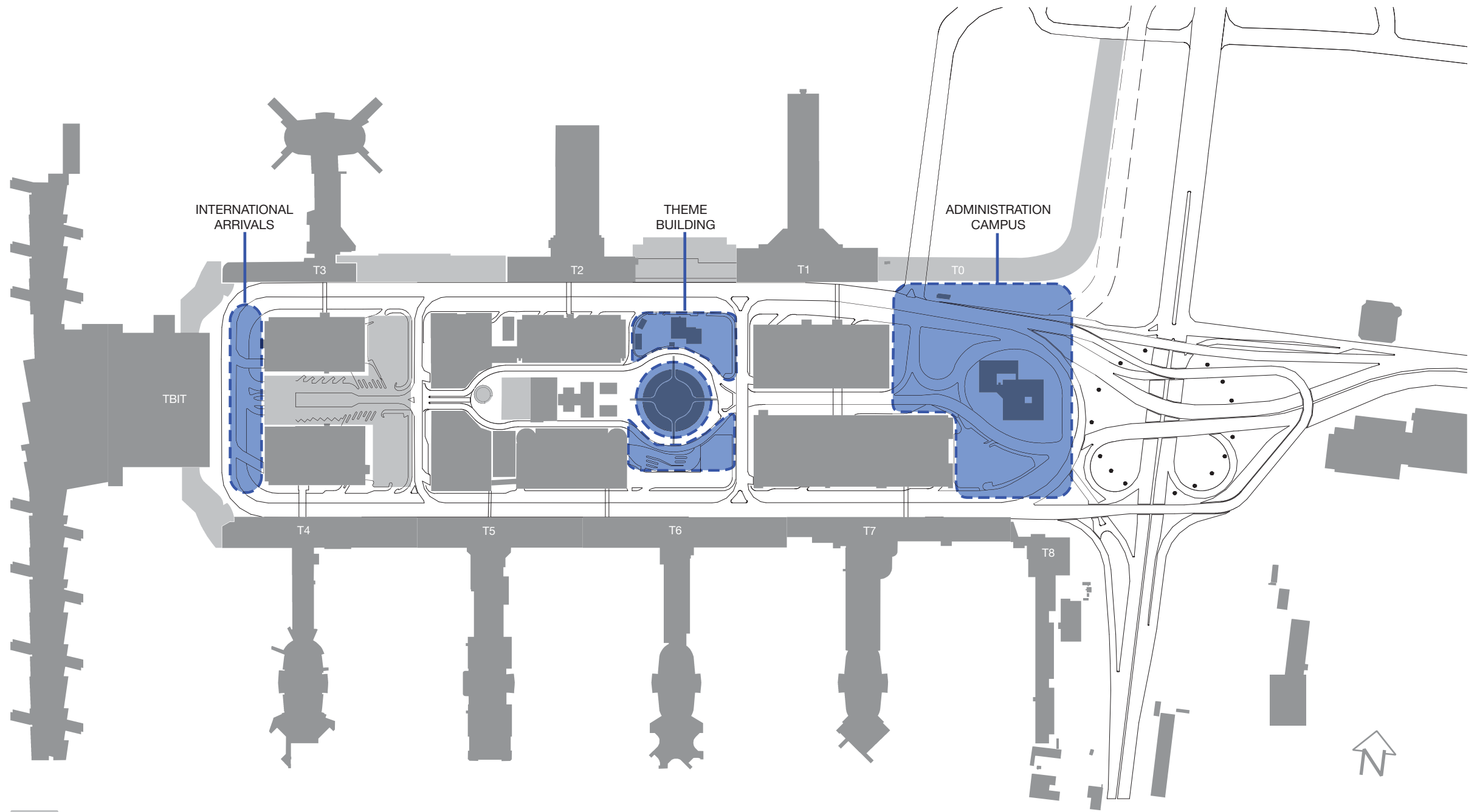
FUTURE BUILDINGS

CTA CANOPY

TBIT PLAZA CANOPY

T3   T2   T1   T0

TBIT

T4   T5   T6   T7   T8

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Observations:

- Existing Canopies at all terminals are not consistent in design and will not be compatible with the new Canopy at TBIT.

Guiding Principles:

- ❑ New Canopies, and modifications to existing Canopies, should be of consistent design and relate to the Primary Streetwall.
- ❑ Canopies should serve as a wayfinding device and articulate terminal entrances.
- ❑ Canopies should attempt to establish a consistent horizontal datum around the CTA.
- ❑ The Canopy forms and materials should reference and complement the new TBIT Canopy and Bradley West roof forms.
- ❑ The forms should evoke a sense of lightness and consider the regional climate.
- ❑ The Canopies should provide solar shading and protection from the weather.
- ❑ Refer to Soffit Materials and Forms section for lighting Guiding Principles.

INTERNATIONAL
ARRIVALS

THEME
BUILDING

ADMINISTRATION
CAMPUS

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FUTURE BUILDINGS

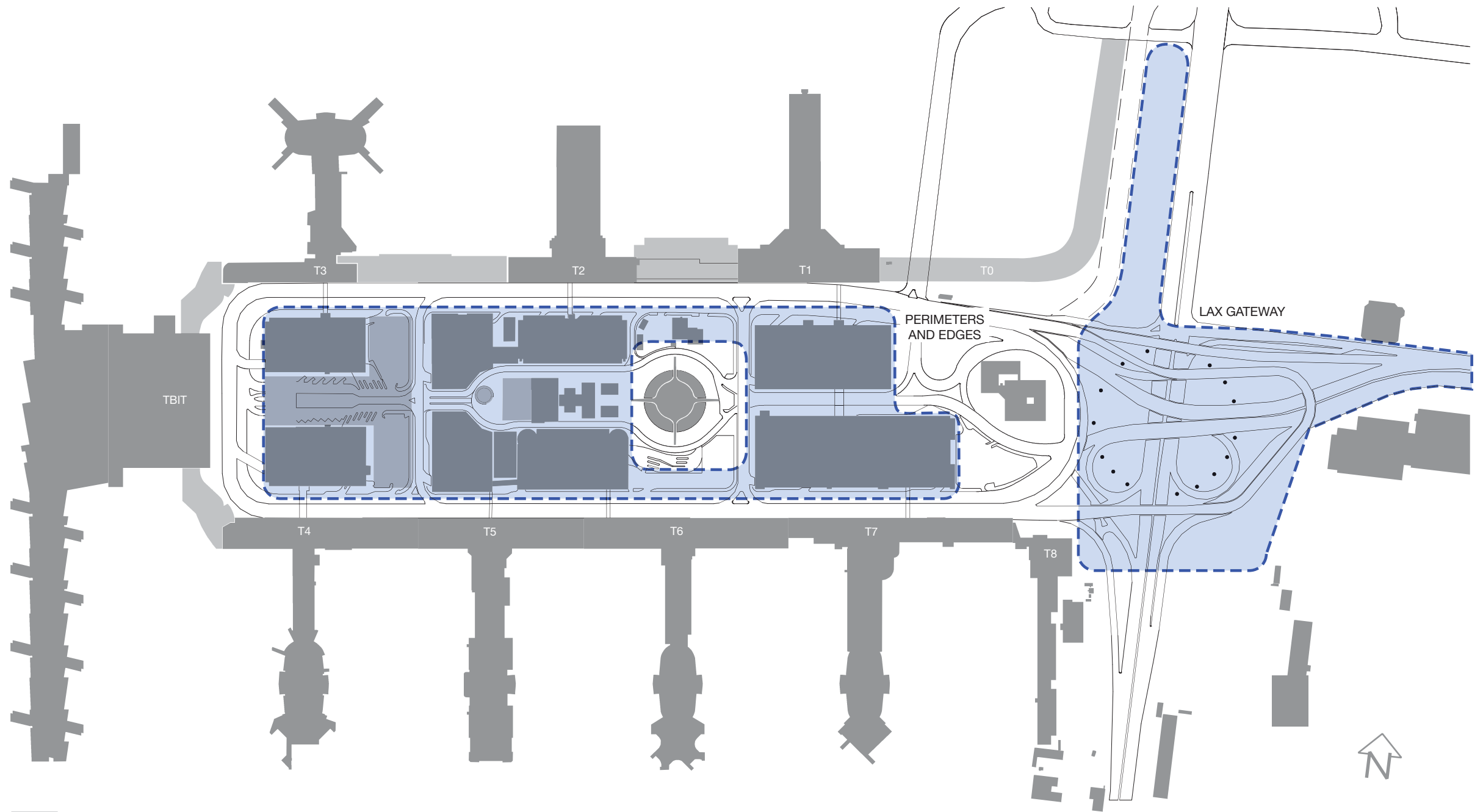OPPORTUNITIES FOR AREA LANDSCAPING

Observations:

- Landscape refers to both planting and hardscape.
- Existing landscape areas have been treated as decorative landscape without specific program or purpose.
- The historic Theme Building landscape is inconsistent with the highly stylized building and lacks purpose.
- Setback areas west of Parking Garages 3 and 4, and south of future Terminal 0 have potential to be focal points and areas for outdoor passenger use.

Guiding Principles:

- Utilize unique Southern California plant palettes to reinforce a strong identity for LAX.
- Develop landscape as areas of relief from traffic and congestion adjacent to terminals.
- Utilize landscape to reinforce and preserve the central east west view axis and provide a cohesive element throughout the CTA.
- Develop the Theme Building inner courtyard with consistent and substantive mass planting.
- Develop a more pedestrian friendly entrance for the LAWA Administration Building.
- Develop the courtyards and landscape areas surrounding the Administrative Building to serve visitors and employees to provide outdoor dining, meeting spaces and places for general relaxation.
- To reduce operating budgets, low-maintenance landscape designs should be developed.
- Preserve or replace existing pet relief areas.

T3 T2 T1 T0

TBIT

PERIMETERS
AND EDGES

LAX GATEWAY

T4 T5 T6 T7 T8

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FUTURE BUILDINGS

OPPORTUNITIES FOR PERIMETER LANDSCAPING

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Observations:

• Perimeter and edges are inconsistently planted.
• Century Boulevard Gateway is an effective and iconic landmark and airport entry.

Guiding Principles:

❑ Perimeter planting should be consistent and reinforce a strong street edge.
❑ Landscape elements should create a consistent base for parking garages.
❑ Tall palm trees with consistent heights should planted along the entire street edge and be visible from the departures roadway (upper level).
❑ Planting and landforms should be complimentary to the identity elements and should be effective and attractive all year round.
❑ Utilize water conserving and low maintenance planting with high efficiency irrigation systems.
❑ Ensure that all landscape areas promote airport safety and security.
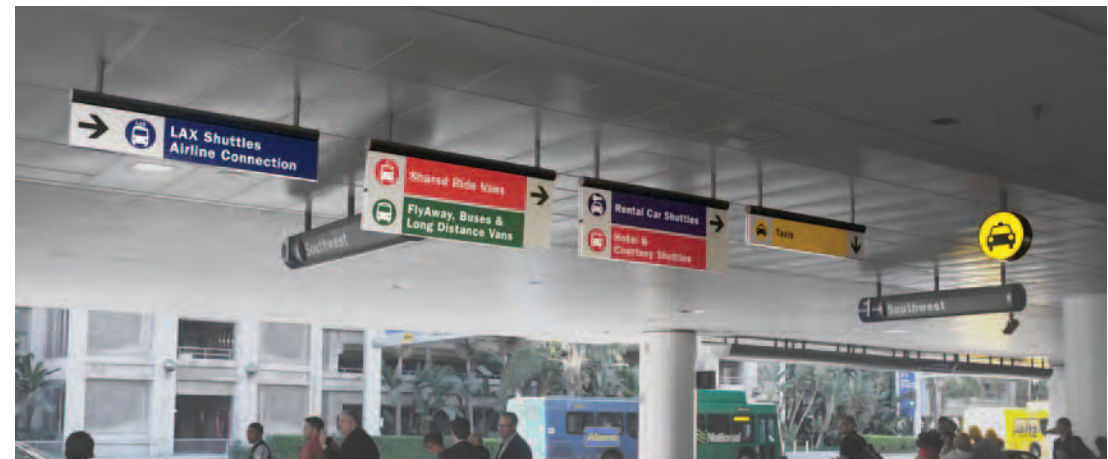
Observations:

- Existing signage and graphics are not coordinated and compete for attention.
- Disorganized signage hierarchy creates a confusing passenger experience and does not provide clear wayfinding around the CTA.
- Clashing color schemes and typefaces contribute to the disorganization and confusion of the passengers.

Guiding Principles:

- ❑ Color-coordinate signage types to assist in intuitive wayfinding.
- ❑ Use bold colors to increase visibility against LAX's cool neutral colors.
- ❑ Use one typeface family for all fonts and use similar background colors and shapes to unite all signage throughout the CTA.
- ❑ When possible, use illustrations or graphics instead of text to aid foreign travellers.

HELVETICA BOLD

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
HELVETICA MEDIUM

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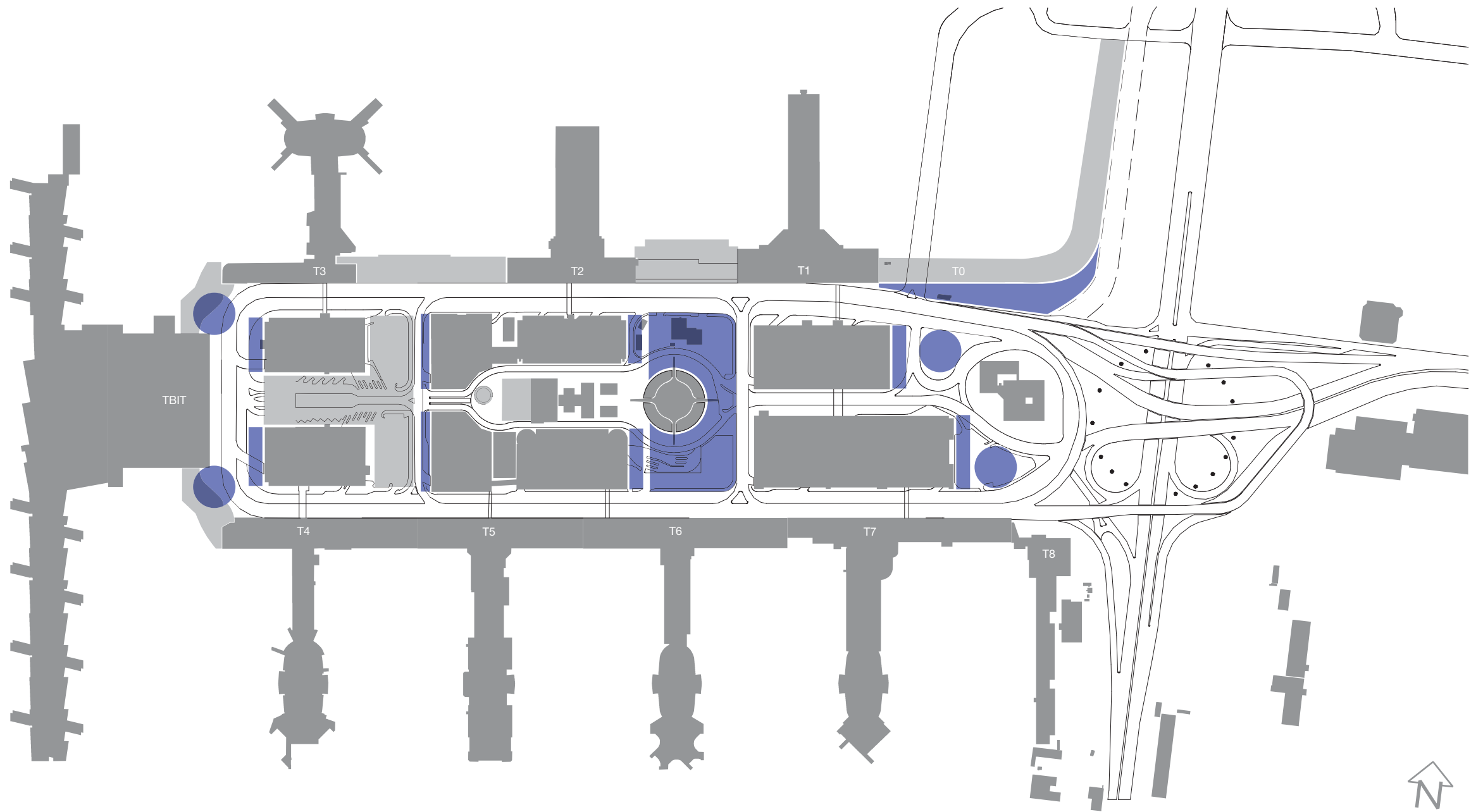
FUTURE BUILDINGS

PROPOSED AREAS FOR PUBLIC ART

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Observation:

•   Areas to be preserved as open space within the CTA are ideal locations for Public Art.

Guiding Principles:

❑   Public Art is proposed for the open spaces adjacent to the LAWA Administration Building, in front of the future Terminal 0, and at the façades of Parking Garages 1 and 7 facing the adjacent open space. The combination of designed open space and Public Art should serve as an Airport "Gateway."

❑   Public Art is proposed for the open space surrounding the Theme Building and the façades of Parking Garages 2A and 6 facing the plaza, reinforcing this zone as a center-point in the CTA.

❑   Public Art is proposed for plazas at the future Terminal 3 and 4 Connectors, as well as the facades of Parking Garages 3 and 4, just outside TBIT. These areas reinforce TBIT / Bradley West as the CTA "head", as well as provide an artistic public interface for foreign arrivals.

❑   Public Art is proposed at the façades of Parking Garages 2 and 5 facing the future Central Processor.

❑   In addition to above, these locations generally reinforce the organizational grid of the CTA and will contribute to overall unification if consistently applied.
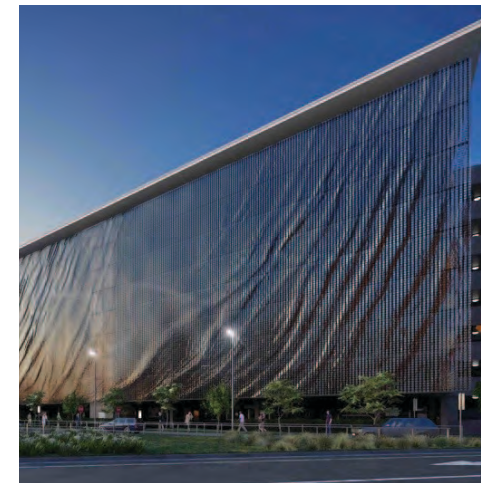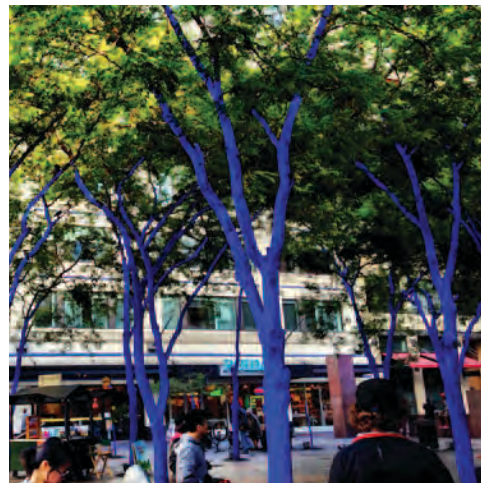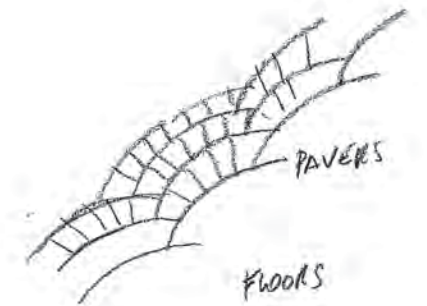
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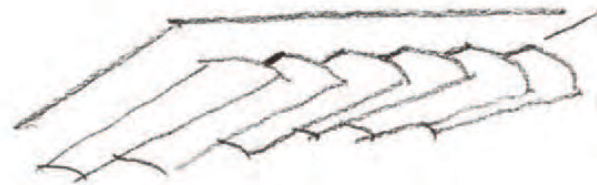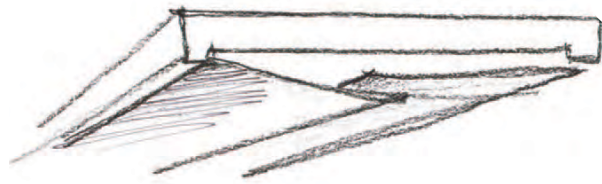
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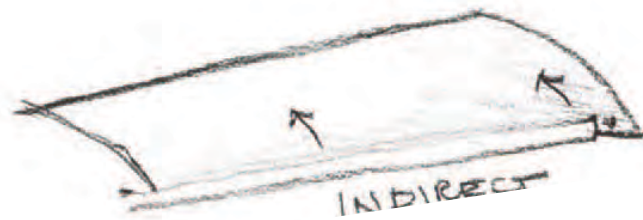
INDIRECT

TERRAZZO

PAVERS

FLOORS

SOLID METAL

WOOD