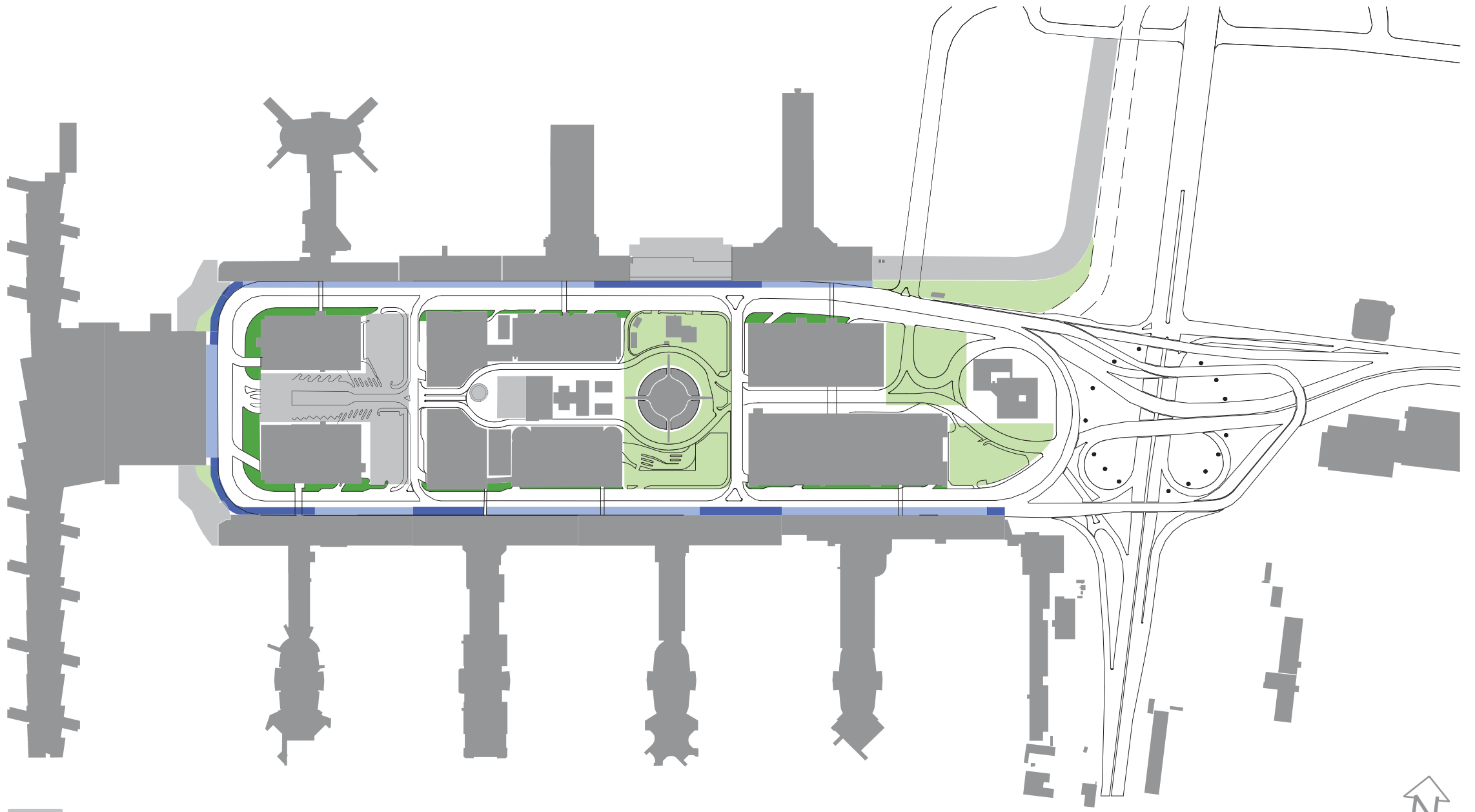







DESIGN PALETTE

Design Palette presents components of the CTA campus. Exterior materials, forms, finishes, and patterns, are introduced to reinforce guidelines established by the Site Organization and Cohesive Elements sections. Guiding Principles describe material relationships between elements to achieve the overall campus design vision as well as pragmatic requirements for incorporation into the campus setting.

Design Palette includes:

- Floor Finishes and Patterns
- Wall Finishes and Patterns
- Soffit Materials and Forms
- Color
- Glazing
- Railings
- Bollards
- Site Furnishings



-  FUTURE BUILDINGS
-  ZONE 1
-  ZONE 2
-  ZONE 3
-  ZONE 4



FLOOR FINISHES AND PATTERNS



Guiding Principles:

- All floor finish paving materials should be non-slip surfaces, durable, and easy to maintain.
- All patterns should use a modular approach for ease of maintenance and the ability to remove and replace sections.

Zone 1 – Terminals Sidewalks and Medians

- Materials and patterns should relate to the Primary Streetwall.
- Use of a simple material and a rectilinear large scale pattern is encouraged.
- Control joints should align with Primary Streetwall joints and patterns where possible.

Zone 2 – Terminal Entrances

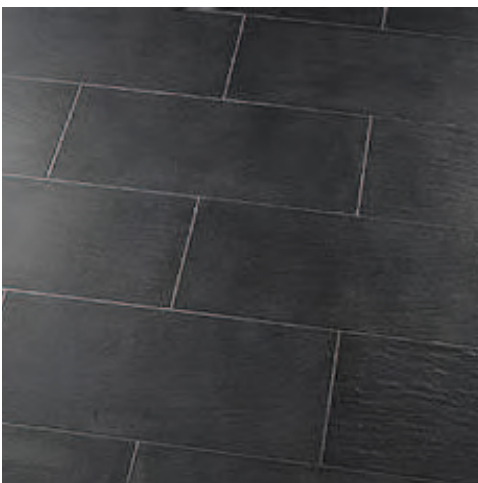
- Paving patterns at terminal entry points should be consistent throughout the CTA.
- Materials and pattern should relate to the Primary Streetwall.
- Pattern should indicate a clear hierarchy to the adjacent Zone 1 paving and complement the Zone 1 pattern and module.
- Patterns should convey direction and promote intuitive wayfinding for the passengers.
- Finish and pattern should enhance the passenger experience with an inviting and calm palette.

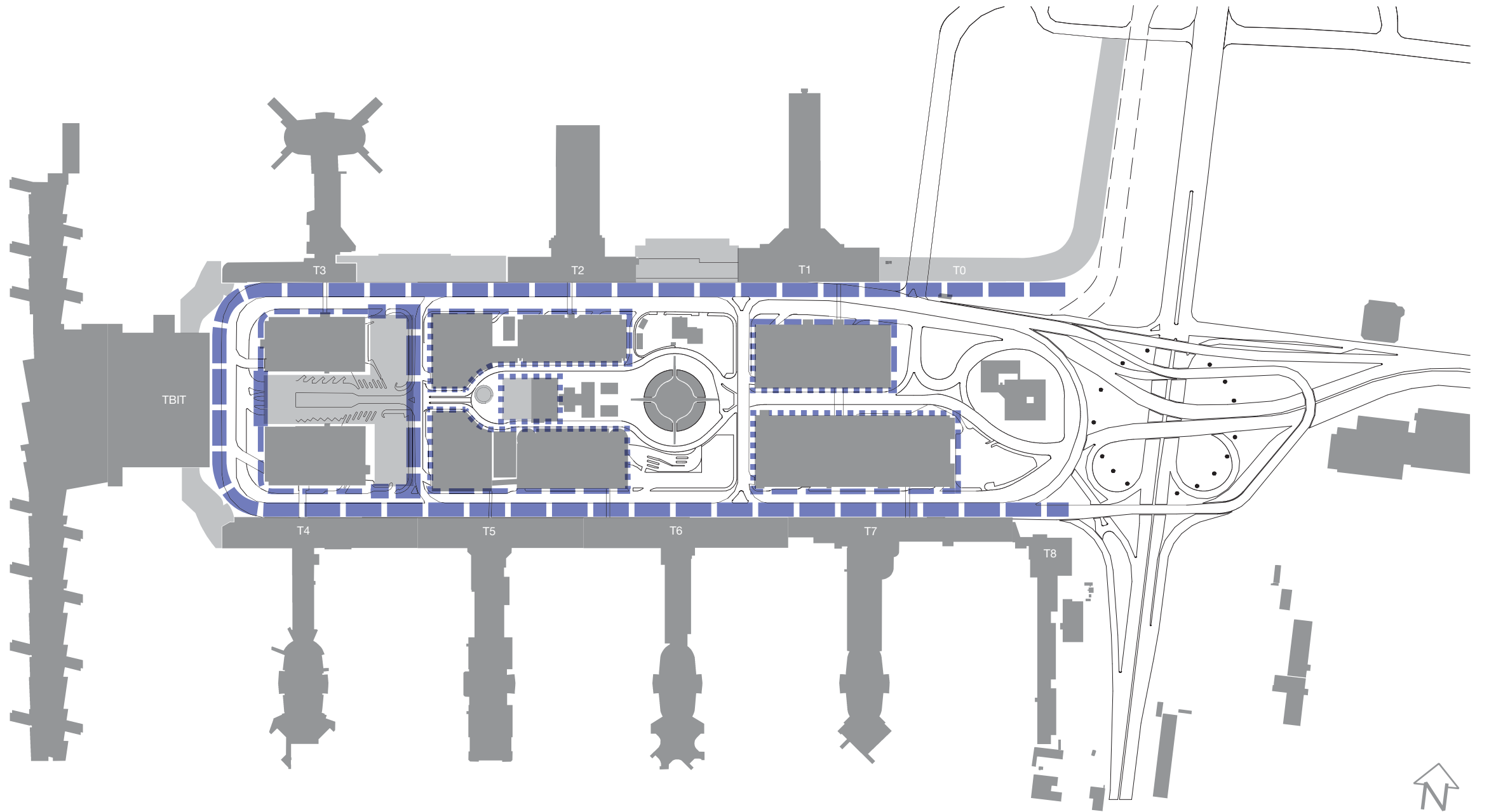
Zone 3 – Parking Garage Sidewalks and Stair Tower Vestibules

- Relate to Zone 1 floor finish and pattern.
- The overall module should relate to the adjacent Secondary or Tertiary Streetwall elevation.

Zone 4 - Feature Open Spaces

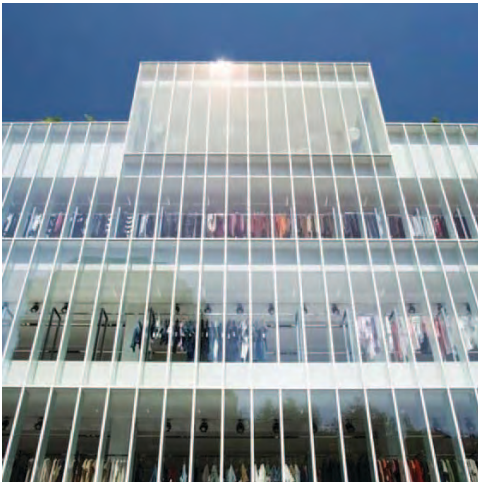
- Look for opportunities that enhance the passenger experience with a fun, friendly, and exciting sensibility.
- Each featured open space can be unique and site specific but should complement each other to create a cohesive feel to the CTA.





- FUTURE BUILDINGS
- PRIMARY STREET WALL
- SECONDARY STREET WALL
- TERTIARY STREET WALL

WALL FINISHES AND FORMS



Guiding Principles:

- All surfaces should be easily maintained, be able to be washed down, provide low glare and be visually neutral in color.

Primary Streetwalls

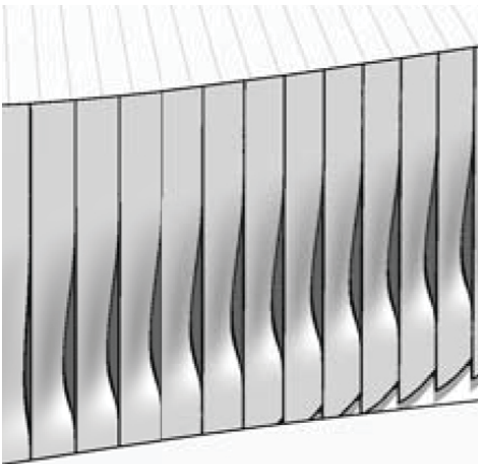
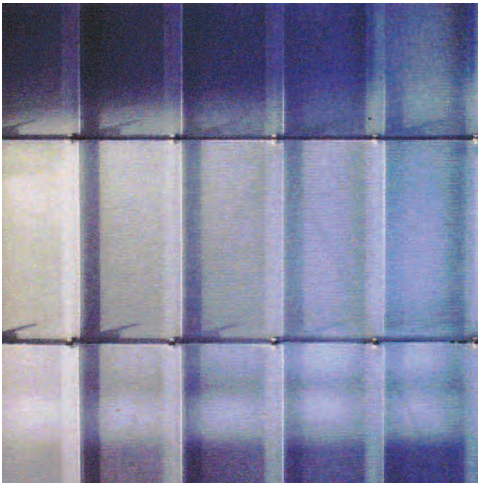
- “Grain” of walls are encouraged to have a vertical orientation.
- Finishes should relate to and be consistent with Bradley West materials.
- Use of vertical curved forms referencing Bradley West is allowable.
- Enhance the passenger experience and convey cleanliness, modernity, technology, and the experience of travel.

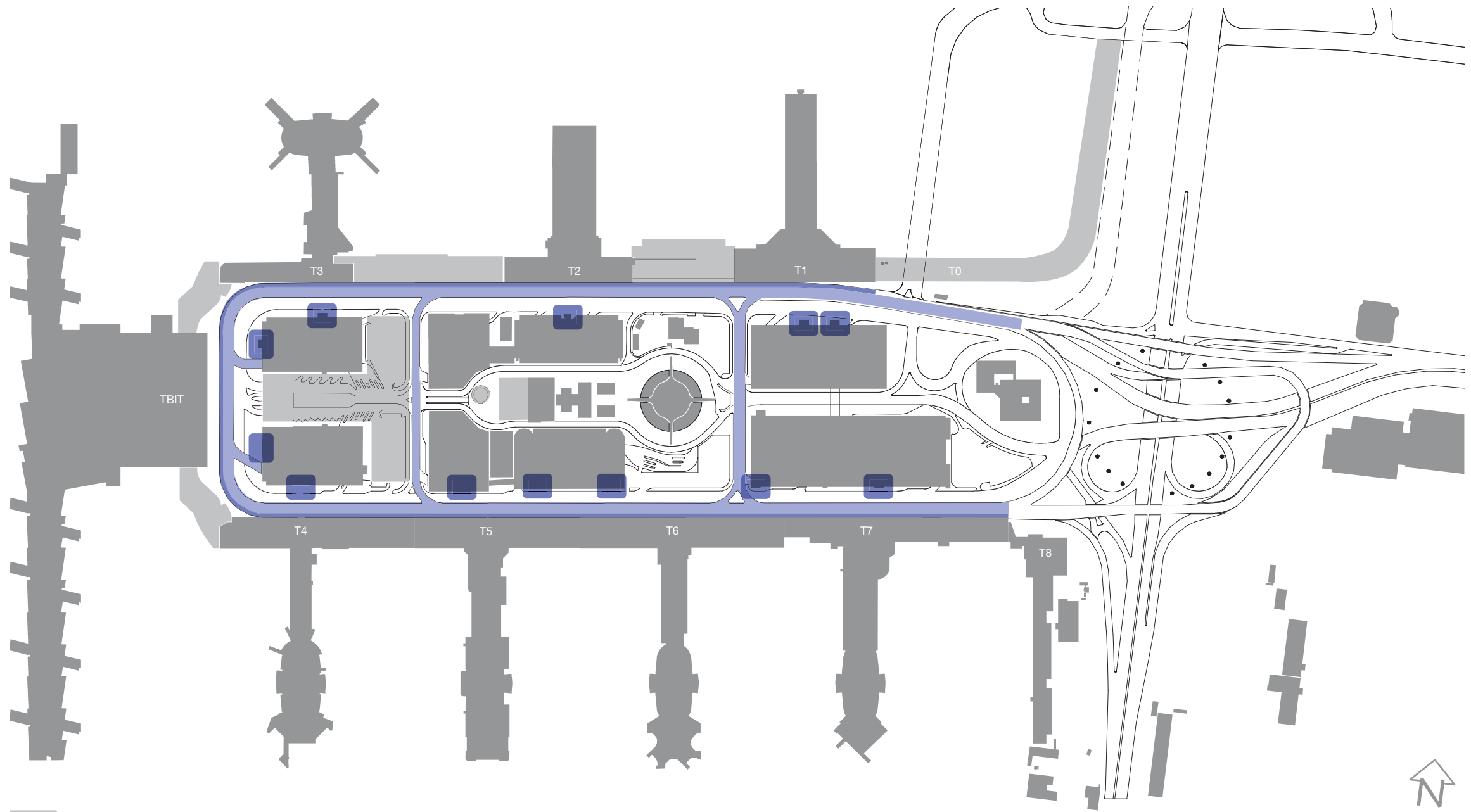
Secondary Streetwalls

- Introduction of lightweight screening systems is encouraged.
- Design should not overshadow the Primary Streetwall; Streetwall hierarchy should be maintained.
- Convey a neutral feel and emphasize the Primary Streetwall and Focal Points.

Tertiary Streetwalls

- Relate to or integrate with Secondary Streetwall through either form, material, or color.
- Streetwall should not convey a sense of “grain” but should distinguish and complement the Primary and Secondary Streetwalls.
- Materials may be perforated metal or other open screening system.





- FUTURE BUILDINGS
- PRIMARY STAIR TOWERS
- UNDERSIDE OF ROADWAY - PEDESTRIAN
- UNDERSIDE OF ROADWAY - VEHICULAR

SOFFIT MATERIALS AND FORMS



Guiding Principles:

- Materials should complement adjacent Streetwalls and be neutral in color.
- At the arrivals roadway (lower level), designers should recognize that there is limited depth available at the underside of the roadway above and consideration should be given to clearance and structural loading.
- Refer to Canopies section for ceiling materials and forms at the departures roadway (upper level).

Lighting

- Provide well lit or illuminated soffits that convey clear wayfinding.
- New lighting should be predominantly indirect or a combination of direct / indirect as appropriate.
- Consideration should be made for a customized “signature” LAX lighting fixture, used repetitively throughout the CTA as a unifying element.

Zone 1 - Parking Garage Vestibules and Stair Towers

- Materials and forms should relate to the Secondary Streetwall.
- Clearly differentiate soffit plane from parking garage floor slab.
- Enhance the passenger experience and be calm and inviting.

Zone 2 - Arrivals Roadway (lower level) – Pedestrian Circulation

- Materials and forms should relate to the Primary Streetwall.
- Ceiling should intuitively convey that this area is for passenger circulation and is separate from vehicular zone.
- Ceiling should articulate terminal entrances and relate to the entry floor finish and pattern below.
- Consider Bradley West forms for soffit shape and interpretation.
- The Soffits should recognize the Pedestrian Crosswalks and be compatible with the Zone 2 floor patterns.

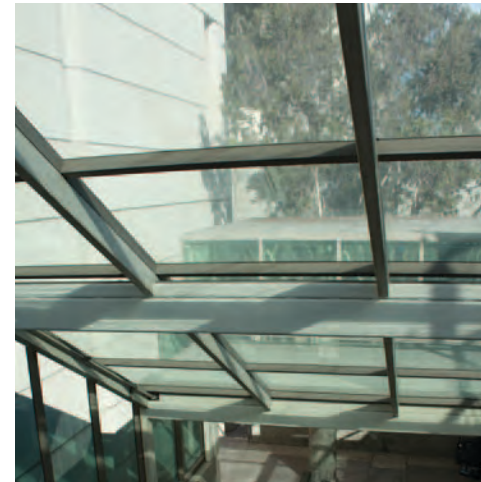
Zone 3 - Arrivals Roadway (lower level) - Vehicular Circulation

- Soffit treatment should be linear and reflect the traffic patterns; any patterns or joint lines should relate to the adjacent Primary Streetwall layout.
- Lighting should be secondary in hierarchy to the Zone 2 soffit and should not detract from the primary lighting along the pedestrian circulation zone.
- The soffits should recognize the pedestrian crosswalks.

GLAZING

Guiding Principles:

- ❑ Glazing and mullions should relate to the adjacent Streetwall through alignment of joints and fenestration patterns.
- ❑ The Glazing should be as clear as possible for visibility from the outside in while addressing federal, state and local building code and energy requirements. Consideration should be taken to match or complement the blue tinted glazing at Bradley West.
- ❑ Mullions should be metallic silver in color and meet the standards set forth in the Color Palette section.
- ❑ Security is a primary concern and there should be no distractions at eye level. Avoid translucent glass or fritts that may obstruct the view from LAWA security personnel.
- ❑ Provide the passenger with a calm transition between the exterior roadway and sidewalk into the terminal.



Guiding Principles:

- ❑ The Color Palette for future projects in the CTA must not compete with the other elements of color such as the Theme Building lighting, Light Pylons, or Light Bands.
- ❑ The color palette should be neutral in tone and not detract from the overall cohesiveness of the CTA.
- ❑ Controlled use of color is acceptable as a means to highlight or define particular elements or signage.
- ❑ Buildings should respond to the defining characteristics of Bradley West and the CTA and maintain a “calm color palette”.
- ❑ Avoid colors that trigger a negative response or “danger” for arriving and departing passengers.
- ❑ Utilize “LAWA Blue” at strategic locations.



BOLLARDS

Guiding Principles:

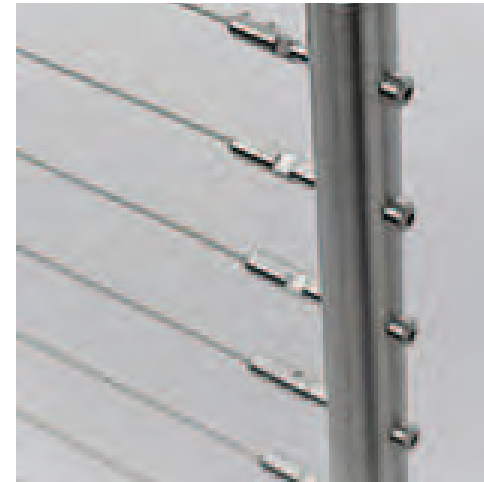
- ❑ Bollards should be low maintenance, easy to clean, resistant to weather, abuse and vandalism, and should preserve their original finish.
- ❑ Finish should be metallic silver and complementary to the adjacent Streetwall materials and finishes.
- ❑ Bollards should meet security ratings as required by LAWA to prevent unauthorized vehicular access.
- ❑ Bollards should be fixed and substantial.
- ❑ All bollards should be consistent in style throughout the CTA.
- ❑ Consider using planters as bollards where appropriate.



RAILINGS AND GUARDRAILS

Guiding Principles:

- ❑ Railings and guardrail guiding principles only apply to public installations and applications.
- ❑ Railings and Guardrails should be low maintenance, easy to clean, resistant to weather, abuse and vandalism, and should preserve their original finish..
- ❑ Railings and Guardrails should be of a metallic silver finish.
- ❑ Railings and Guardrails should relate to the adjacent Streetwall and be similar in scale and modularity.
- ❑ All railings and guardrails should be consistent in style throughout the CTA.



Existing Site Furnishings



Guiding Principles:

- Site furnishings should be consistent throughout the CTA and be low maintenance, easy to clean, resistant to weather, abuse and vandalism, and should preserve their original finish.

Benches

- Should be fixed and be compatible in style and finish with other site furnishings.
- Bench configuration and layout may be used in place of a bollard, planter or guardrail.
- Enhance the passenger experience and provide a comfortable and calm rest area. Benches should be comfortable and inviting.

Planters

- Planters should be made of concrete, steel or any other durable material able to withstand soil and watering.
- Consideration should be given to planter height and the ability to either sit along a planter's edge (low) or place items along a border (high).
- Planter edges should not be sloped.
- Crash rated planters can be used as security devices in place of bollards.
- Planters should be used to define spaces, in areas of gathering by the public or as a way to screen service spaces.

Trash / Recycling Receptacles

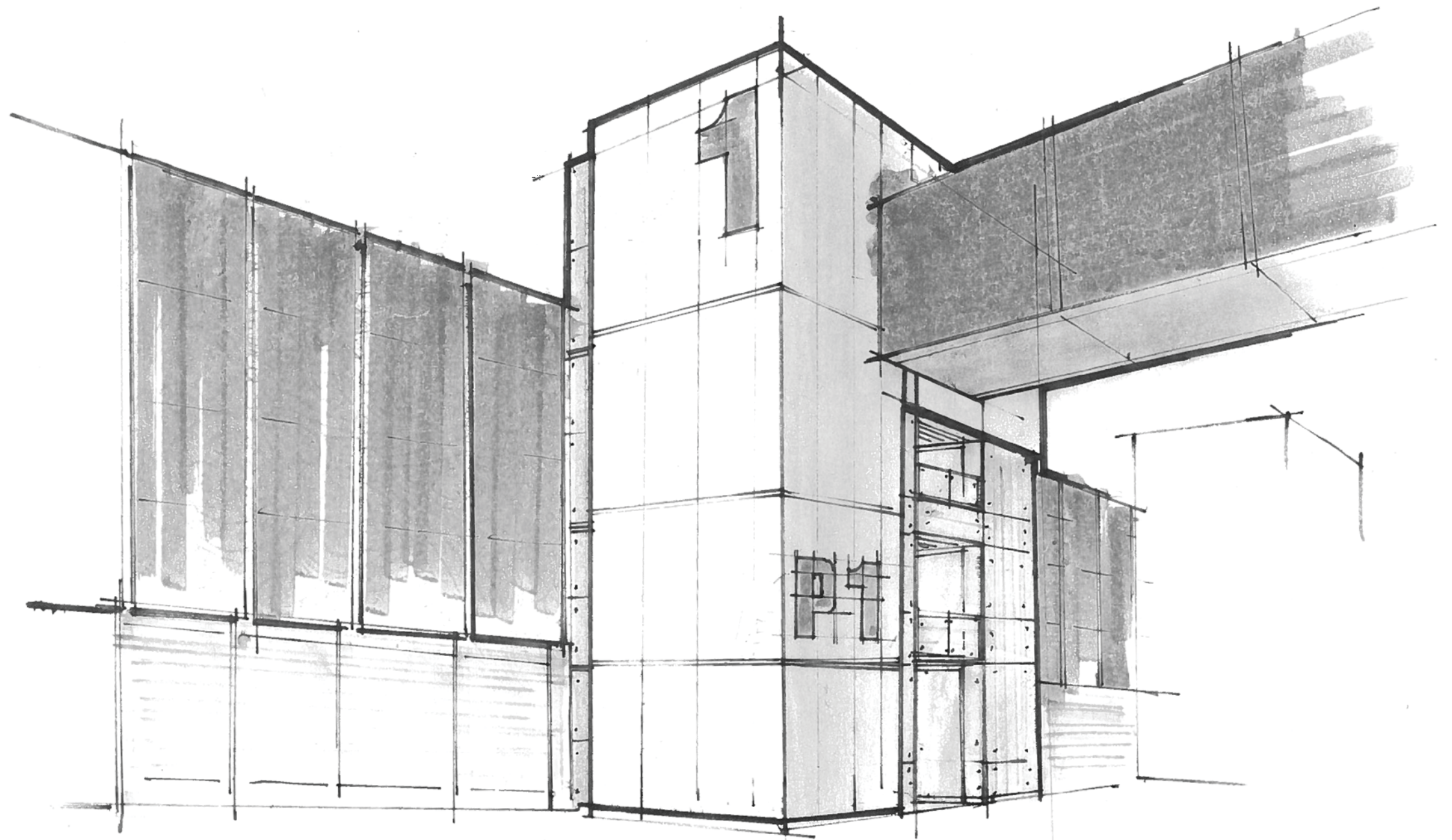
- All elements should be visually compatible with other site furnishings
- Trash and recycling receptacles should be located in a consistent pattern around the CTA in order to promote usage and enhance passenger experience.

Bike Racks

- Consider providing bike racks in or near parking structures or other open areas.
- Bike Racks should not be located so as to impede pedestrian traffic.

Designated Smoking Areas

- Designated smoking areas should be located to comply with federal, state and city regulations.
- Smoking areas should be clearly identified by signage and site furnishings.

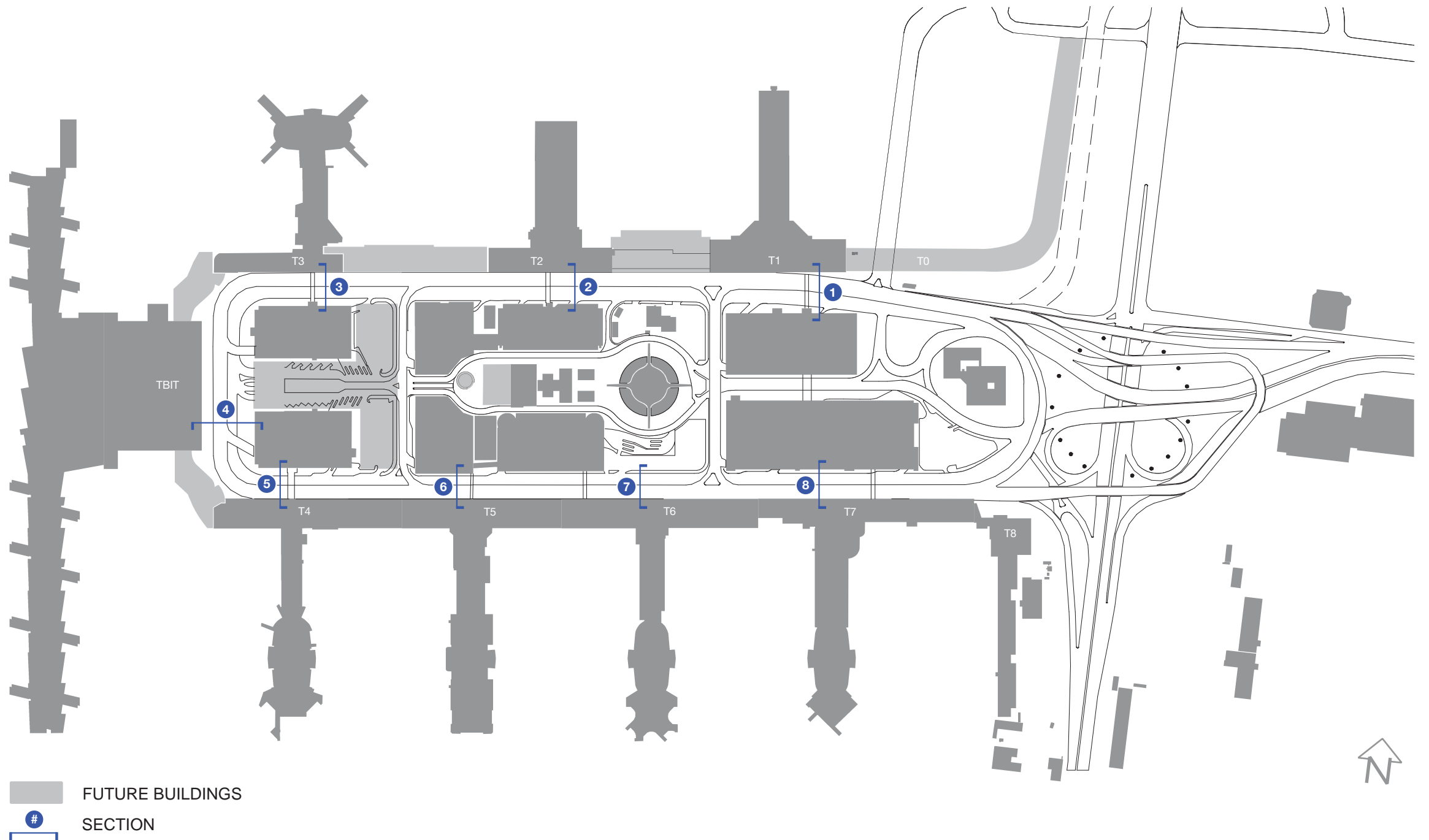


APPLICATION OF GUIDING PRINCIPLES

The intent of the Guiding Principles document is to provide a methodology for creating order and unity within the CTA and to develop a cohesive architectural vision that enhances the passenger experience while simultaneously satisfying pragmatic needs. Hierarchy and repetition, materials and patterns, color and light, as well as landscaping elements, can be used to create an architectural cohesion and reinforce intuitive wayfinding. These guidelines apply to both new elements and modifications of elements within the CTA.

Application of Guiding Principles includes:

- Streetscape at the Central CTA
- Streetscape at the Terminals
- Departures Entrances
- Arrivals Entrances
- T4 Connector

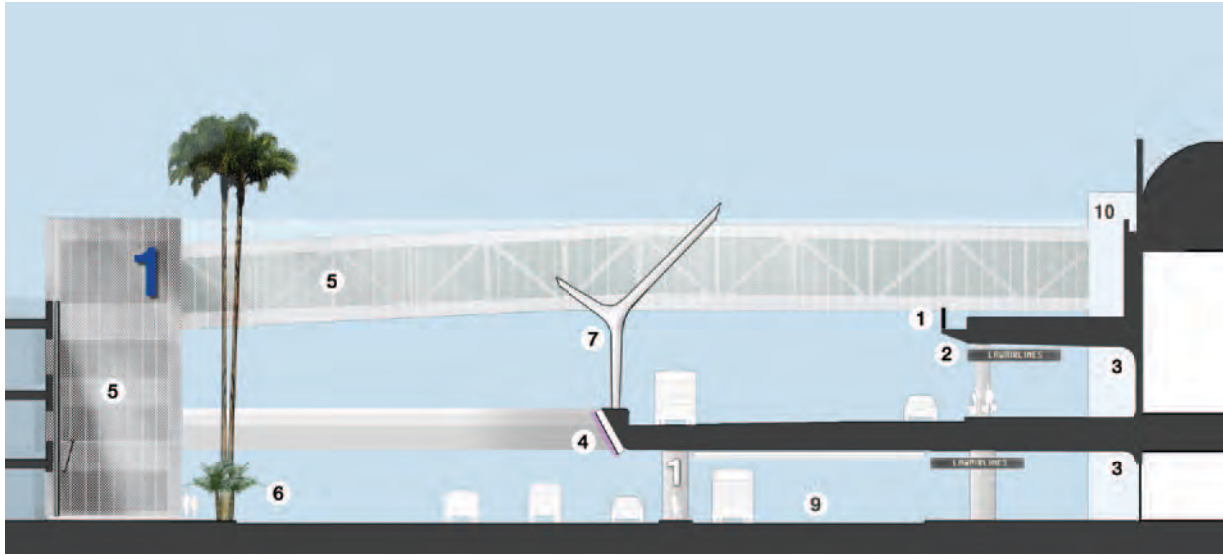


APPLICATION OF GUIDING PRINCIPLES WITHIN THE CTA

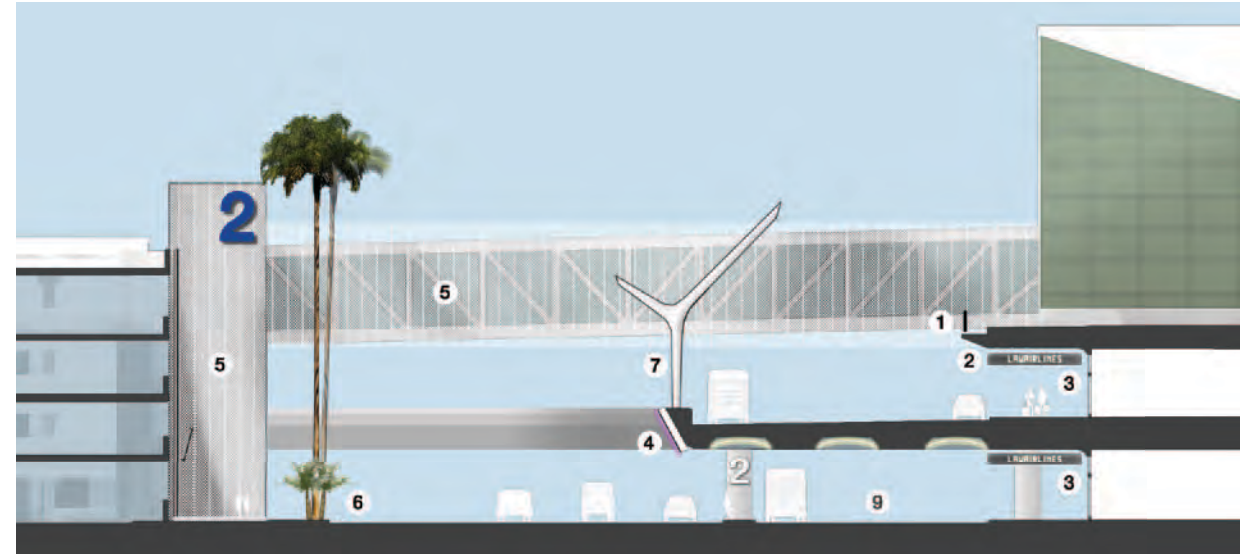
The following sectional diagrams around the CTA illustrate the application of these concepts along the Primary and Secondary Streetwalls and at the arrivals and departures level roadways. As vehicular-bound visitors follow the loop road around the CTA, they are presented with a series of elements designed to create campus cohesion by their uniform application, reduce “visual noise” by establishing elemental relationships, and enhance intuitive wayfinding through simple visual cues.

- **Organizational Axes:** Minor Axes, defined by the roadways and buildings, are reinforced with the continuous terminal Canopies and Light Bands and regular placement of the Light Poles and palm trees.
- **Vehicular Traffic Patterns:** From the arrival and departures roadways, wayfinding is enhanced by creating visual continuity and hierarchy among the various CTA elements and then articulated by specific lighting, signage and graphics.
- **Streetwalls:** The Primary and Secondary Streetwalls define the edges of the CTA; cladding for the terminals and parking garages incorporates a vertical rhythm to create a unifying aesthetic to link disjointed buildings. The vertical pattern of the Streetwalls is echoed by the Light Poles and palm trees, balancing the horizontal terminal Canopies and Light Band.
- **Key Views and Massing:** Views of the Bradley West roof line are maintained. Low building massing defines both sides of the CTA, culminating at the high point of Bradley West.
- **Secondary Light Beacons:** The Light Poles and Light Bands create a continuous horizontal datum around the CTA, defining the arrivals and departures zones. This ring of light characterizes and reinforces the identity of the CTA terminals and is a linking element between disparate buildings. The illuminated Parking Garage Stair Towers similarly define the central CTA and balance the Light Poles and Light Band while also articulating parking and terminal access.
- **Parking Garage Stair Towers and Pedestrian Bridge:** The vertical and horizontal repetition of the Parking Garage Stair Towers and Pedestrian Bridges, similar at each instance, define and unify the central CTA and articulate parking garage and the terminal access. Both the towers and the bridges work together for pedestrian circulation. The cladding design reduces “visual noise”, allowing key views and wayfinding elements to be clearly visible.
- **Canopies:** Canopies, similar at each terminal, create visual unity and establish a horizontal datum that reinforces the identity of the CTA terminals. Canopy edges are tapered and incorporate the Light Band and terminal signage, similar to the TBIT canopy, establishing consistent language and wayfinding.
- **Perimeter Landscaping:** Palm trees, an icon of Southern California, reinforce the parking garage Secondary Streetwall and help define the edges of the central CTA. The verticality of the trees is a counterpoint for the Light Poles. The arrivals level roadway landscaping creates a lower datum of vegetation and reinforces the Secondary Streetwall at a pedestrian scale.
- **Signage, Graphics and Wayfinding:** Graphics are recognizable from the upper and lower roadways, as well as curbside. Terminal signage is integrated with the Light Band and identification numbers are shown on columns at the arrivals roadway. Airline signage is similarly shown as graphically consistent. Consistent placement and font styles of the signage and graphics contributes to wayfinding, reduces “visual noise”, and provides unity within the CTA.

Section 1 - Terminal 1



Section 2 - Terminal 2



Section 3 - Terminal 3



Section 4 - TBIT



Legend

1. New terminal identification signage
2. Re-profiled Canopy edge
3. Re-profiled Soffit and new lighting
4. New arrivals Light Band
5. Re-cladding of Parking Garage, Stair Tower, and Pedestrian Bridge

6. New perimeter landscaping at Secondary Streetwall
7. New custom Light Pole
8. New TBIT Canopies and Light Band
9. New Crosswalk enhancements
10. Existing terminal facade enhancements

Section 5 - Terminal 4



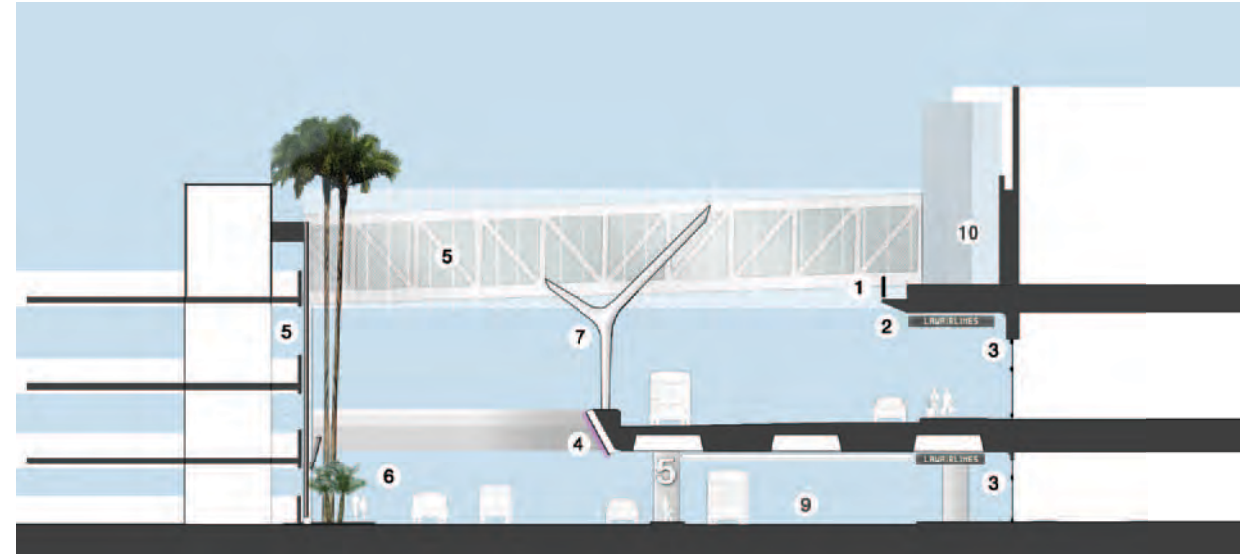
Section 7 - Terminal 6



Legend

- 1. New terminal identification signage
- 2. Re-profiled Canopy edge
- 3. Re-profiled Soffit and new lighting
- 4. New arrivals Light Band
- 5. Re-cladding of Parking Garage, Stair Tower, and Pedestrian Bridge

Section 6 - Terminal 5



Section 8 - Terminal 7

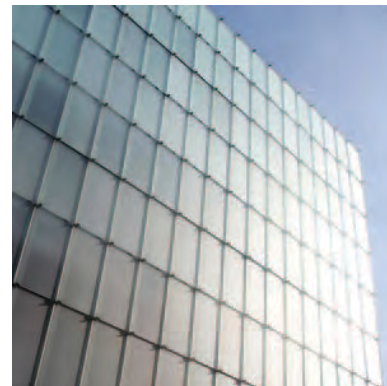
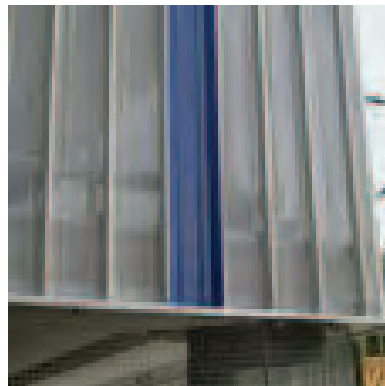


- 6. New perimeter landscaping at Secondary Streetwall
- 7. New custom Light Pole
- 8. New TBIT Canopies and Light Band
- 9. New Crosswalk enhancements
- 10. Existing terminal facade enhancements

Interpretation 1A



Interpretation 1B



STREETSCAPE AT THE CENTRAL CTA

Application of Guiding Principles:

- **Organizational Axes:** The parking garage facades follow the Minor Axes along the central CTA on the north, south and west. Re-cladding the facades at the Secondary Streetwall reinforces the organization of the Minor Axes.
- **Vehicular Traffic Patterns:** Parking Garage Stair Towers and Pedestrian Bridges work together to identify parking garage and terminal entrances for drivers at the arrival and departures levels. Articulated cladding, lighting and graphics allow the Stair Towers and Pedestrian Bridges to stand out as landmarks orientation and wayfinding.
- **Streetwalls:** Parking garage facades comprise the Secondary Streetwall and are shown with new lightweight screening systems over cleaned and painted existing walls. Repetitive vertical patterns and light colored metallic materials relate to Bradley West and the Primary Streetwall while the transparency of the screen maintains the Streetwall hierarchy. Uniform application of the screen unifies the central CTA and encourages intuitive wayfinding.
- **Secondary Light Beacons and Parking Garage Stair Towers:** Primary Parking Garage Stair Towers are shown clad with translucent material and illuminated as Secondary Light Beacons. The cladding pattern relates to the scale of the parking garage facade but is a different material, allowing the towers to also act as campus landmarks while not illuminated. The similar application of cladding, lighting and graphics at each instance unifies the CTA and encourages intuitive wayfinding.
- **Pedestrian Bridges:** Pedestrian Bridges are shown with new lightweight screening that relates to the parking garage and stair tower facades, allowing these elements be understood as part of the same “family” of elements, unifying the central CTA and encouraging intuitive wayfinding. Integral lighting is related to the stair tower lighting, allowing the bridges to maintain a relationship with the towers at night. The neutral facade treatment maintains the Streetwall hierarchy and allows for emphasis of focal points and wayfinding graphics.
- **Perimeter Landscape:** Palm trees emphasize the Southern California location. Similar in height to the parking garage towers and with a verticality that echoes the adjacent cladding patterns, the trees reinforce the Secondary Streetwall and articulate the edge of the central CTA. Similar, but smaller, vegetation creates a lower datum and reinforces the edge at a pedestrian scale.
- **Graphics, Signage and Wayfinding:** Illuminated parking garage numbers, shown in LAWA blue, stand out against the neutral stair towers and enhance wayfinding. Graphics are located so as to be visible and easily identified from the upper and lower roadway and curbside locations. Consistent placement and font types creates uniformity and allows easy understanding.

Interpretation 2A



Interpretation 2B



STREETSCAPE AT THE TERMINALS

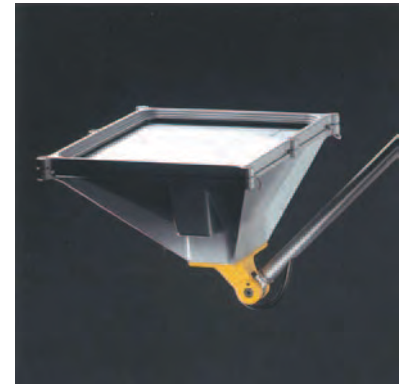
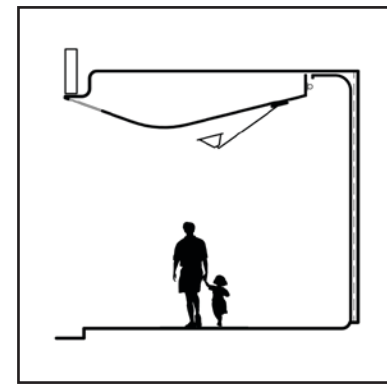
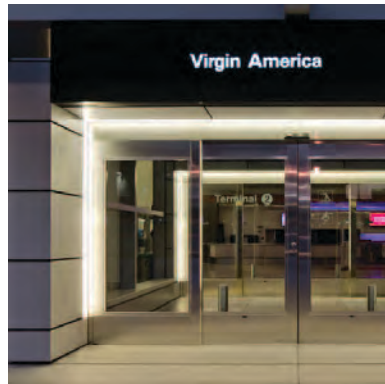
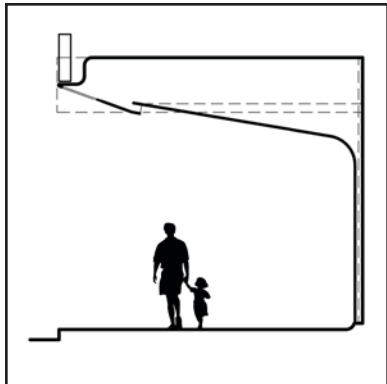
Application of Guiding Principles:

- **Organizational Axes:** The terminal facades follow the Minor Axes along the central CTA on the north, south and west. Re-cladding the facades at the Primary Streetwall reinforces the organization of the Minor Axes
- **Vehicular Traffic Patterns:** The first view of the terminals and CTA along the roadway establishes the language of CTA organization for vehicular traffic. Streetwalls, canopies and lighting provide a framework for organization and a neutral background, highlighting wayfinding elements and the view corridor to Bradley West beyond.
- **Streetwall:** The terminal facades comprise the Primary Streetwall and are shown with new cladding and indirect illumination. Repetitive vertical patterns and gray or metallic colored panels relate to Bradley West but remain neutral within the CTA and distinct from the Secondary Streetwalls. Panels above the Canopy re-clad portions of existing terminal facades and are further enhanced with indirect lighting, allowing customization at each terminal with the same family of elements. The panel interface with curved ceiling elements references Bradley West. Terminal entrances are further articulated with lighting and signage. Uniform application of the Streetwall elements unifies the central CTA and encourages intuitive wayfinding.
- **Key Views and Focal Points:** Unification of the Primary Streetwall modernizes the CTA and reduces “visual noise”, culminating in views of Bradley West roof profile.
- **Roof Profiles and Massing:** Horizontal breaks in the Streetwall cladding design, along with the Canopy and Light Band, reinforce the low massing of the CTA.
- **Secondary Light Beacons:** Canopy edges include the Light Band as a Secondary Light Beacon, a consistent horizontal band around the CTA that works with the Canopies to define the edge of the CTA terminals. The colored lighting is part of the existing CTA palette, and reflects similar colors at the Light Pylons. Other lighting is shown as “white” and does not compete for attention with the Beacon.
- **Canopies:** Canopy edges are re-profiled to a narrow point and incorporate terminal identification and the Light Band, similar to the new TBIT Canopy. The Canopy form, lighting and signage work together to create a consistent horizontal element linking the various terminals and defining the departures zone, enhancing CTA orientation. The Canopy ceiling references the curved forms of Bradley West and is articulated with the Streetwall panel. Indirect illumination creates a lightweight feel.
- **Graphics, Signage & Wayfinding:** Terminal identification is shown integrated with the Light Band. Similarly, airline identification is shown integrated with the terminal facades. The font style is the same but the application establishes a signage hierarchy. Integration of elements and graphic consistency enhances CTA cohesion and allows more intuitive wayfinding.

Interpretation 3A



Interpretation 3B



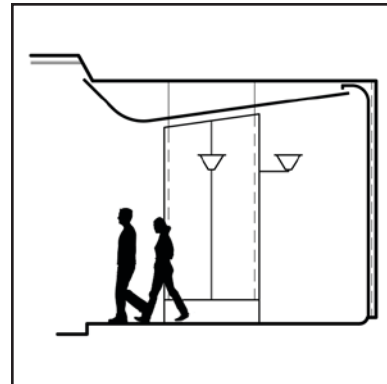
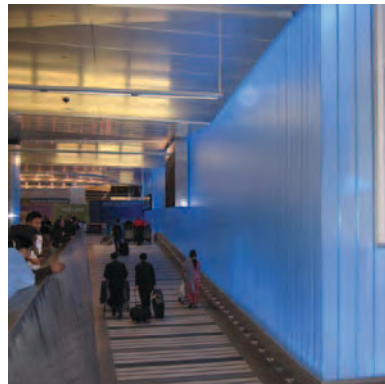
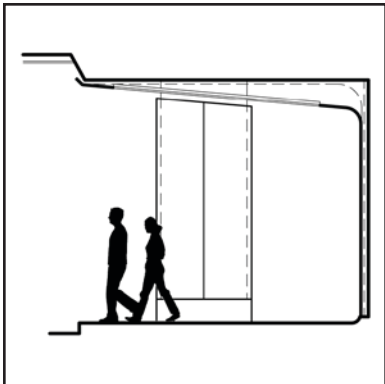
Application of Guiding Principles:

- **Streetwalls:** Terminal facades comprise the Primary Streetwall and are shown with new cladding panels and butt joint glazing. Repetitive vertical patterns and gray or metallic colored panels relate to Bradley West but remain neutral within the CTA and distinct from the Secondary Streetwalls. Glazing is predominantly clear for security. Joint patterns are reiterated at the glazing, sidewalk and ceiling, creating a cohesive terminal interface. The panel interface with curved ceiling elements references Bradley West. Terminal entrances are slightly recessed from the wall and indirectly illuminated to articulate the entrance and create a welcoming effect. Ceiling and sidewalk patterns are similarly coordinated at the entrances.
- **Secondary Light Beacons:** Canopy edges include the Light Band as a Secondary Light Beacon, a consistent horizontal band around the CTA that works with the Canopies to define the edge of the CTA terminals. Other lighting is shown as “white” and does not compete for attention with the Beacon.
- **Canopies:** Canopy edges are re-profiled to a narrow point and incorporate terminal identification and the Light Band, similar to the new TBIT Canopy. The Canopy form, lighting and signage work together to create a consistent horizontal element linking the various terminals and defining the departures zone, enhancing CTA orientation. The Canopy ceiling references the curved forms of Bradley West and is articulated with the Streetwall panel. The ceiling includes indirect illumination that, combined with the narrow edge, creates a sense of lightness and a calming effect. The repetitive pattern of direct or indirect lighting fixtures is coordinated with the Streetwall panel rhythm. Terminal entrances have a distinct but complementary form, with an increased ceiling height and soft glowing indirect illumination, that highlights the entrance for intuitive wayfinding.
- **Floor Finishes and Patterns:** Floor finishes at the terminal sidewalks and medians relate to the Primary Streetwall joint pattern. Floor finishes at the terminal entrances form a hierarchy from the adjacent terminal sidewalk and medians. Differentiation between the terminal entrance and terminal sidewalks is emphasized to increase intuitive wayfinding to terminal entry points. Paving patterns and color clearly delineate entry points and are inviting, developed from a calm color palette.
- **Graphics, Signage and Wayfinding:** Terminal identification is shown integrated with the Light Band. Similarly, airline identification is shown integrated with the terminal facades. The font style is the same but the application establishes a signage hierarchy. Integration of elements and graphic consistency enhances CTA cohesion and allows more intuitive wayfinding.

Interpretation 4A



Interpretation 4B



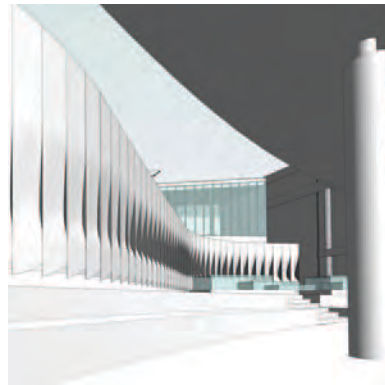
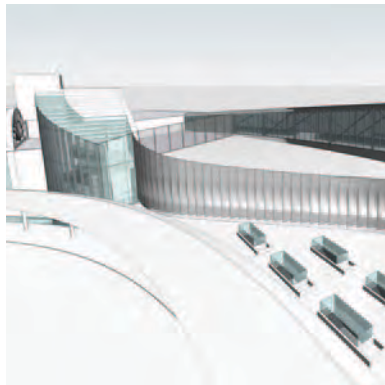
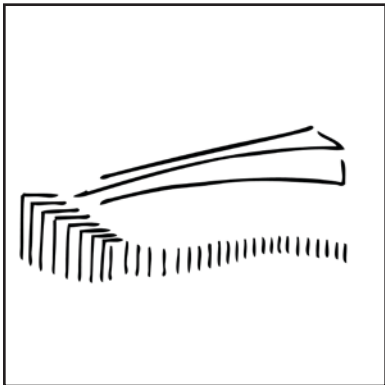
Application of Guiding Principles:

- **Streetwalls:** Terminal facades comprise the Primary Streetwall and are shown with new cladding panels and butt joint glazing. Repetitive vertical patterns and gray or metallic colored panels relate to Bradley West but remain neutral within the CTA and distinct from the Secondary Streetwalls. Glazing is predominantly clear for security. Joint patterns are reiterated at the glazing, sidewalk and ceiling, creating a cohesive terminal interface. The panel interface with curved ceiling elements references Bradley West. Terminal entrances are slightly recessed from the wall and indirectly illuminated to articulate the entrance and create a welcoming effect; colored lighting is an option to further articulate wayfinding. Soffit and sidewalk patterns are similarly coordinated at the entrances.
- **Pedestrian Crosswalks:** Pedestrian Crosswalks are shown with coordinated soffit lighting and relating to the enhanced floor finish at the terminal entry, articulating pedestrian paths of travel and enhancing wayfinding. Consistent application will further enhance intuitive wayfinding throughout the CTA.
- **Soffit Material and Forms:** The soffit form and lighting work together to create a consistent element linking the various terminals and defining the arrivals zone, enhancing CTA orientation. Both form and lighting are clearly differentiated at the pedestrian and vehicular zones. The soffit references the curved forms of Bradley West and is articulated with the Streetwall panel material and pattern. The soffit includes indirect illumination that creates a sense of lightness and a calming effect. The repetitive pattern of direct or indirect lighting fixtures is coordinated with the Streetwall panel rhythm. Terminal entrances have a distinct but complementary form, with an increased ceiling height and soft glowing indirect illumination, that highlights the entrance for intuitive wayfinding.
- **Floor Finishes and Patterns:** Floor finishes at the terminal sidewalks and medians relate to the Primary Streetwall joint pattern. Floor finishes at the terminal entrances form a hierarchy from the adjacent terminal sidewalk and medians. Differentiation between the terminal entrance and terminal sidewalks is emphasized to increase intuitive wayfinding to terminal entry points. Paving patterns and color clearly delineate entry points and are inviting.
- **Graphics, Signage and Wayfinding:** Terminal identification is shown integrated with the Light Band. Similarly, airline identification is shown integrated with the terminal facades. The font style is the same but the application establishes a signage hierarchy. Integration of elements and graphic consistency enhances CTA cohesion and allows more intuitive wayfinding.

Interpretation 5 - Illuminated



Interpretation 5



TERMINAL 4 CONNECTOR

Application of Guiding Principles:

- **Organizational Axes:** The T4 Connector is the “head” of the southern Minor Axis, and when realized along with the T3 Connector, will create a hierarchy around TBIT that reinforces the Major Axis.
- **Vehicular Traffic Patterns:** The major change in traffic direction from southerly to easterly around the ring road is articulated by the illuminated glass Stair Tower, creating a campus orientation landmark.
- **Streetwalls:** The T4 Connector physically links and establishes the Primary Streetwall between the south terminal buildings and TBIT. The multiple curved geometries of the Connector creates a smooth transition between existing buildings that do not align. Repetition of vertical wall patterns, color and materials reinforces the continuity of the Streetwall.
- **Future Buildings and Open Space:** Wave-like forms are reinterpreted in the building massing and wall panels and the modular vertical joint patterns are repeated across wall panels and glazing. The main circulation spaces are composed of large volumes, enclosed by curtain wall glazing, which allow daylighting and blurring of the boundary between interior and exterior. The geometry reinforces the orientation around the CTA while maintaining and emphasizing view corridors to Bradley West. The open space in front of the Connector building provides relief from the Streetwall at the west end of the CTA; stepping back reinforces the TBIT “head”. The future T3 Connector should reflect similar qualities and characteristics.
- **Key Views and Focal Points:** The open space in front of the Connector and set backs in the geometry allow a hierarchy of views to the Bradley West roof forms beyond. The glazed corridor at the top level offers full views of Bradley West.
- **Roof Profiles and Massing:** Two sweeping forms reinterpret the Bradley West roof-form and link the varied massing of existing south terminal buildings to TBIT, reinforcing the TBIT “head” of the CTA.
- **Secondary Light Beacons:** The T4 Connector Stair Tower is a Secondary Light Beacon, and when realized along with the T3 Connector, will define the western edge of the CTA and reinforce the TBIT “head”. Similar to the Parking Garage Stair Tower Light Beacons, it defines pedestrian circulation and serves as a wayfinding element.
- **Canopies:** The TBIT Canopy sweeps across in front of the T4 Connector, continuing to the proposed south terminal Canopies. The Canopy reinforces the terminal edge and CTA continuity while allowing the Connector to step back at the TBIT “head”.
- **Area Landscape and Public Art:** . The open space in front of the T4 Connector includes a pedestrian plaza with low maintenance and drought tolerant planting. The plaza presents an opportunity for Public Art, taking advantage of view corridors along the roadway and a welcoming position for foreign arrivals.
- **Wall Finishes and Forms / Glazing / Color:** Vertical wall panels may be of various materials and are light gray in color; clear glazing with metallic gray mullions repeat the same modular vertical joint pattern. The neutral color and repetitive patterns relate to Bradley West and create uniformity within the CTA.

