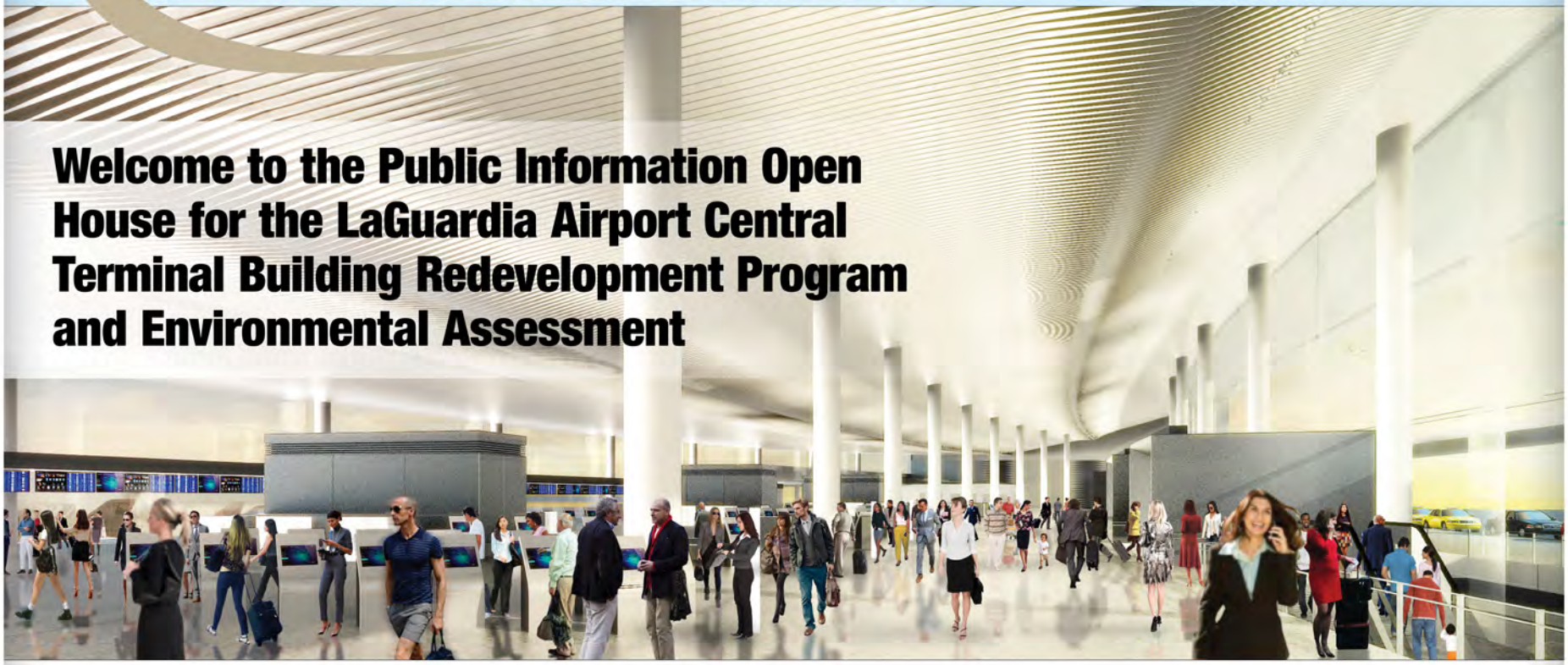
LAGUARDIA AIRPORT

CENTRAL TERMINAL BUILDING REDEVELOPMENT PROGRAM



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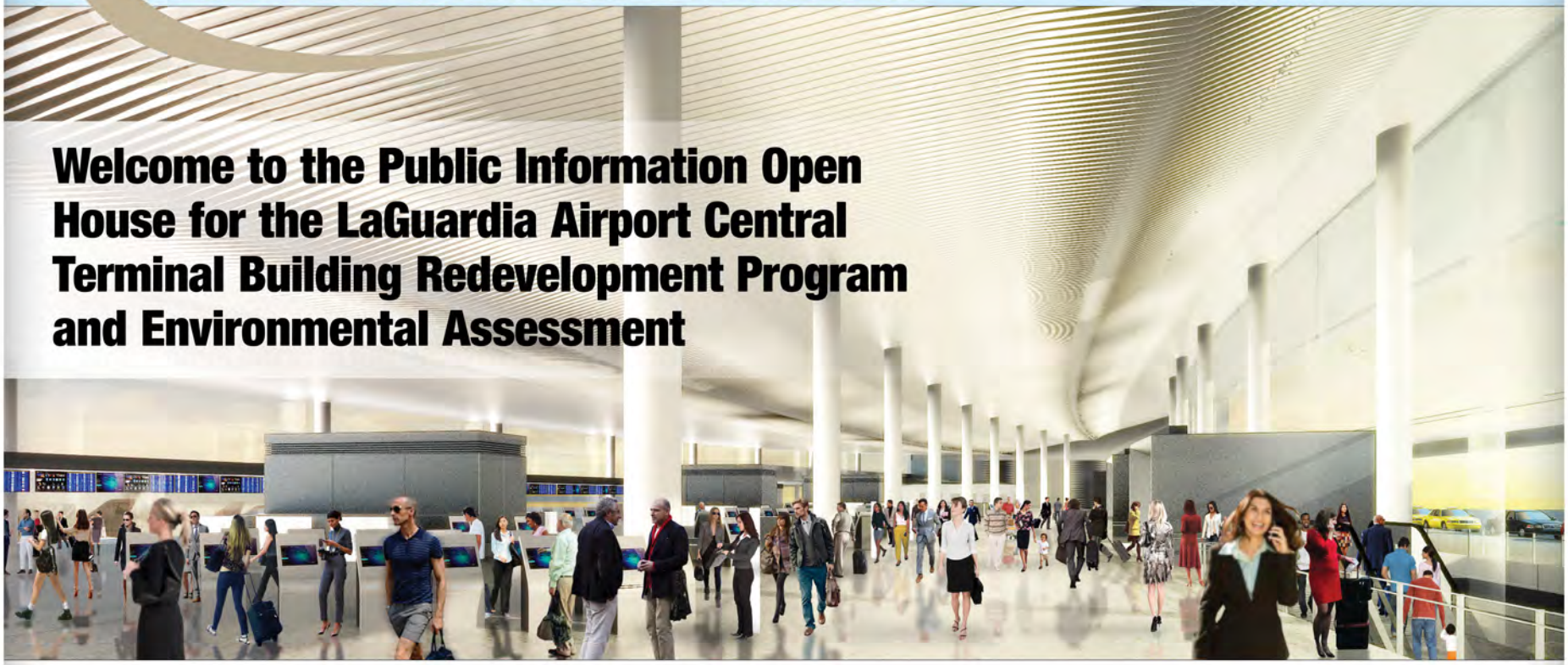

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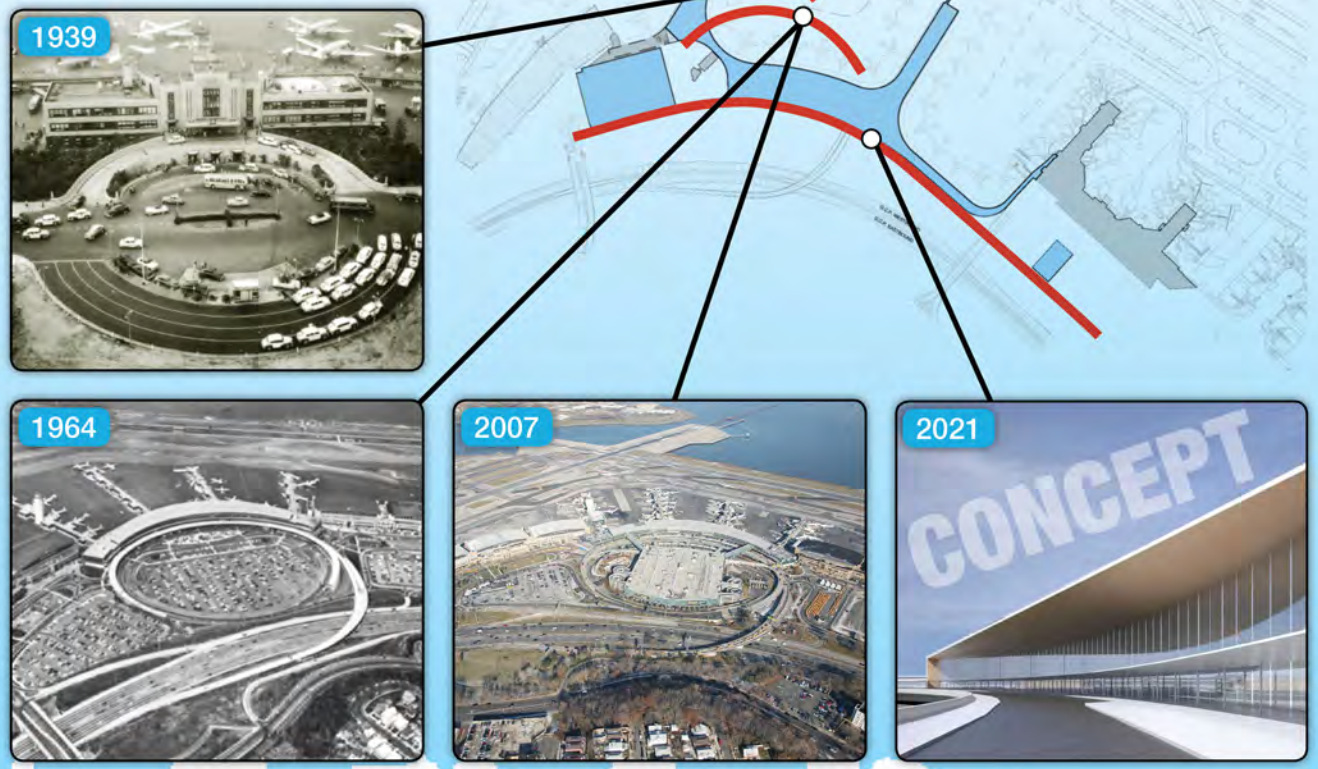
HISTORY OF THE CTB



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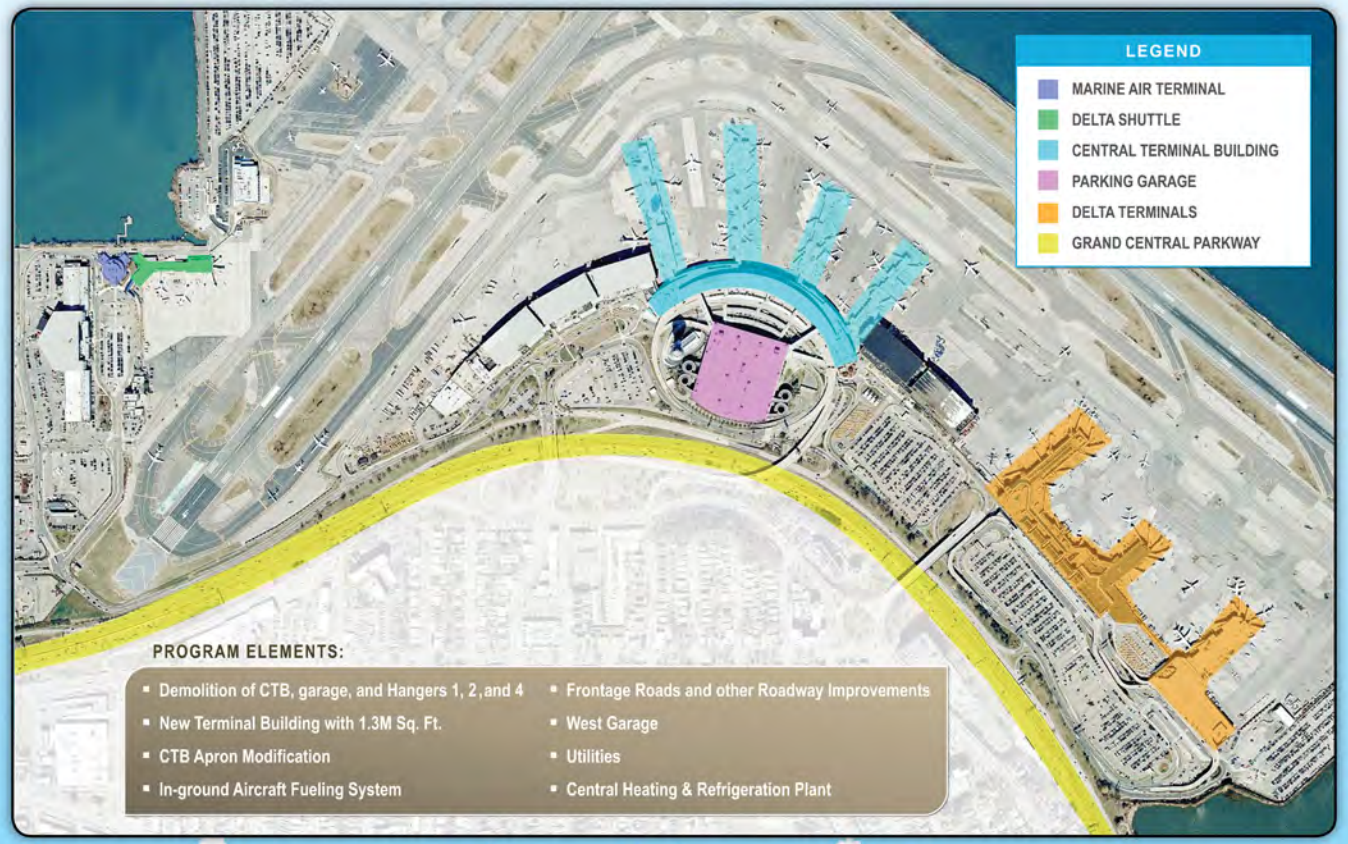

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PURPOSE AND NEED

Why the Central Terminal Building Needs to be Replaced

The Central Terminal Building is almost 50 years old and has exceeded its useful life and design capacity.

Capacity constraints throughout the system – landside, terminal, and airside – cause unacceptable levels of passenger delays today and threaten future levels of airline and passenger activity.

These problems cannot be resolved with another terminal renovation.

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PURPOSE AND NEED

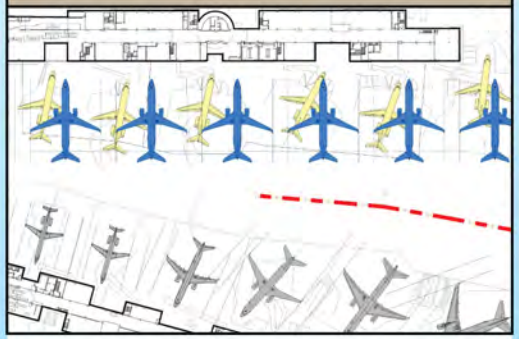
Landside Deficiencies

- Roadways create conflicts between pedestrians and vehicles
- Existing roadways are congested and need to be redesigned
- Insufficient curb frontage impedes passenger pick-up and drop-off

Terminal Deficiencies

- Long lines at ticket areas
- Post 9/11 changes to baggage and passenger screening impact circulation
- Insufficient number of concession options past security
- Gate hold areas cannot accommodate future demand

Airside Deficiencies



- Gate positions cannot accommodate modern aircraft fleet
- Existing aircraft taxilanes are small and narrow
- Minimal start-up positions
- Numerous tow-in gates
- Inefficient aircraft parking positions
- Some gates require pushback onto taxiways

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THREE CONCEPTS

A. Re-use/ Redevelopment

- Reconstruct the terminal in the same location
- Build five (5) short concourses
- Renovate existing CTB parking garage and add additional garage
- Maximize use of existing roadway system

B. Island

- Construct a new terminal south of the existing CTB
- Build new concourse with pedestrian bridge connected to the terminal
- Provide new roadways and parking with direct access to the new CTB

C. Concourses

- Construct a new terminal south of the existing CTB
- Build four (4) concourses
- Provide new roadways and parking with direct access to the new CTB

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CONCEPT EVALUATION

A. Re-use/ Redevelopment

- Insufficient terminal square footage
- Insufficient aircraft parking and aircraft taxilane area
- Single taxilanes cause delays
- Traffic delays from at-grade pedestrian crossings
- Not enough road frontage
- Does not meet Purpose and Need

B. Island

- Airfield site constraints limit aircraft fleet mix and flexibility for aircraft parking and aircraft taxilane areas
- Layout causes conflict between aircraft and ground service equipment
- Demanding engineering requirements
- Site constraints dictate inefficient terminal layout
- Does not meet Purpose and Need

C. Concourses

- Aircraft parking and taxilane area provides highest capacity and efficiency
- Terminal layout accommodates state-of-the-art passenger processing and future flexibility
- Shortest construction time and simplest phasing
- Provides enhanced terminal frontage
- Improves passenger and pedestrian experience
- Meets Purpose and Need

PREFERRED CONCEPT

Landside

- Elevated roadways improve pedestrian safety
- Improved traffic flow
- Separate and dedicated Ground Transportation (Bus, Shuttles, Taxis, etc.) access to the Terminal
- Additional and dedicated drop-off and pick-up sites improve passenger experience and safety
- Connecting bridges at 94th and 102nd Streets remain
- Eastbound flyover from GCP continues to provide access to Airport
- No additional entry/exit points to Airport
- Replacement parking garage

Terminal

- 35 gates
- Connection to Delta Terminal C
- 1.3 million sq. ft. of terminal space
- State-of-the-Art Passenger and Baggage Screening facilities
- Improved and Expanded Concessions
- Enlarged Gate Hold Areas improve passenger comfort
- Terminal design will meet sustainability goals

Airside

- Improved aircraft taxiing circulation
- Optimal aircraft parking positions
- Multiple startup positions
- Power-in gates
- Provisions for in-ground aircraft fueling system

MODIFIED CONCEPT C, CONCOURSE-TYPE LAYOUT

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CONCEPT RENDERINGS

New Terminal Construction at LaGuardia Airport Creates Local Jobs

AN AIRPORT WORTHY OF A WORLD CLASS CITY

JULY 2021

LAGUARDIA AIRPORT IMPROVES PASSENGER EXPERIENCE WITH STATE-OF-THE-ART TERMINAL

NEW YORK, FRIDAY SEPTEMBER 2019 75 CENTS

STIMULATES LOCAL AND REGIONAL ECONOMY

SUSTAINABLE TERMINAL DESIGN IS ENERGY EFFICIENT

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CATEGORIES FOR ENVIRONMENTAL STUDY

THE ENVIRONMENTAL ASSESSMENT WILL EVALUATE THE FOLLOWING:

- Air Quality
- Biotic Resources
- Coastal Barriers
- Coastal Zone Management
- Compatible Land Use
- Construction-related air, noise, and water pollution
- Cumulative Effects
- Energy Supply/Natural Resources
- Environmental Justice
- Farmlands
- Floodplains
- Hazardous Materials
- Historic Resources
- Increased traffic volumes during/after construction
- Light Emissions & Visual Effects
- Noise
- Parkland
- Secondary (Induced) Impacts
- Social Impacts
- Solid Waste
- Threatened/Endangered Species
- Water Quality
- Wetlands
- Wild & Scenic Rivers

There will be a Public Comment period to review the Draft Environmental Assessment before it is finalized.

TIMELINE AND ENVIRONMENTAL ASSESSMENT PROCESS

LaGuardia Airport and the Central Terminal Building will remain open throughout construction

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NEXT STEPS

Prepare the Environmental Assessment for Public Review

Follow the progress of the CTB Redevelopment Program at our website:
www.panynj.gov/lgactb
lgactb@panynj.gov
Thank you for your interest.

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