

opportunities for retail space. A conceptual drawing of a passenger station is shown on Figure 2.2.5-1. Directly related commercial development that would occur at the stations would be located within the “footprint” of the stations presented in this DEIS.



Stations would provide covered or surface parking lots for passengers driving cars to the stations. They also would serve as intermodal interfaces for travel by air, public transportation, bicycle, or on foot.

### 2.2.6 Support Facilities

Support facilities for the system would include a maintenance and operational control center, substations, cabling, various electrical controls, and communication equipment. All of these support facilities would be located within the system’s right-of-way. A maintenance facility, as depicted on Figure 2.2.6-1, would be located at PIA in the North Field area. This site was selected through the project’s preliminary station analysis process discussed in Section 2.9 and through coordination with PIA officials. The maintenance and operation control center is compatible with the *Land Use Plan for PIA* (June 2002), developed as part of the continuous master planning process for the airport.

The maintenance facility would occupy approximately 14.2 hectares (35 acres) and include a multi-story operation and maintenance center building, a visitor center, employee and visitor parking, maintenance vehicle parking and storage, open air vehicle storage, and the guideway, switches, and transfer table required to maintain the system and deploy the vehicles.