



Historic Site Preservation Board Staff Report

DATE: April 8, 2014

SUBJECT: CERTIFICATE OF APPROPRIATENESS REQUEST BY THE CITY OF PALM SPRINGS FOR THE PALM SPRINGS INTERNATIONAL AIRPORT MASTER PLAN UPDATE THAT INCLUDES THE RECONFIGURATION OF THE AIRPORT ENTRANCE LOCATED AT EAST BARISTO ROAD (5.1319-MPU)

FROM: DEPARTMENT OF PLANNING SERVICES

SUMMARY

The proposal is a request by the City of Palm Springs for a Certificate of Approval for the Palm Springs International Airport Master Plan Update. The proposal includes the reconfiguration of the airport's main entrance located at East Baristo Road. The façade of the Palm Springs International Airport is a designated Class1 Historical Site.

RECOMMENDATION:

Approve the certificate of approval request.

Table 1: RELATED PRIOR ACTIONS:

<i>Related Relevant PSP Master Plan Prior Actions</i>	
Aug. '94	The original Palm Springs International Airport Master Plan was completed
5.07.03	The Palm Springs International Airport Commission approved Master Plan Update
5.28.03	The Planning Commission approved the Master Plan Update as recommended
7.02.03	The City Council adopted the 2003 Airport Master Plan Update

Background:

The Palm Springs International Airport (PSP) is an approximately 930-acre primary commercial service airport located in the City of Palm Springs. The Airport serves as the major commercial and general aviation air transportation center for Southern California's Coachella Valley. The Palm Springs International Airport is owned by the City of Palm Springs and operated by the City of Palm Springs Department of Aviation. The Federal Aviation Administration (FAA) recommends that airports update their Master Plans every five years to reflect changes in the operating environment at the Airport and within the industry as a whole. This Master Plan Update will project a framework for the Palm Springs International Airport development over the next 20-year

period that will cost-effectively satisfy aviation demand while considering the associated environmental and socioeconomic implications and using the objectives set forth in the preceding master plan. Two previous Airport Master Plans have been prepared for the Palm Springs International Airport with the most recent update completed in 2003.

PROJECT DESCRIPTION:

As part of the Master Plan Update for the airport, the City is proposing several improvements to various features within the project scope. However, the only proposed improvements associated with the terminal building are the proposed reconfiguration and expansion of the ticketing and baggage claim areas of the terminal processor. The existing ticketing area would be expanded by relocating the façade of the ticketing wing of the terminal toward the roadway curb. This would expand the circulation and passenger queue area in front of the airline ticket counters. The expansion would not increase the structural size of the terminal facility but would expand the volume of square footage enclosed by relocating the façade from its existing position. The existing baggage claim area would be expanded and reconfigured to provide more passenger circulation area and accommodate larger baggage claim devices and customer service area (queue lines, counters, and offices) for rental car companies. The rental car customer service area would be relocated within the expanded baggage claim area to provide more passenger circulation space near the baggage claim devices.

Purpose of the Master Plan:

The Palm Springs International Airport Master Plan was originally completed in August of 1994. The airport master plan is a comprehensive study that offers detailed analysis of airport immediate and long-term needs and outlining its role within the overall airport system. The master plan also evaluates alternative growth opportunities and direction for short-term and future development plans of the airport. It is not unusual that regional airports such as the Palm Springs International Airport periodically bring up-to-date its master plan to ensure that the airport continues to operate safely, efficiently and equipped with modern facilities to meet all demands required by the Federal Aviation Administration (FAA).

ANALYSIS & HISTORICAL SIGNIFICANCE:

The proposed 2013 master plan update re-examines and evaluates the current master plan which was adopted in 2003. The update focuses on the airport's long-term needs and development program, but it also includes the immediate improvement needs of the airport's facilities. The current update will involve certain features of the terminal's main entrance. Specifically, the current expansion proposal includes the following:

- Relocation of the clear anodized glass frontage from its existing position
- Expansion of the baggage claim area requiring replacement of exterior rock wall
- Removal of portions of the natural fascia walls and the original 6-inch steel tube columns with plastered faces.

The main airport terminal was constructed in 1966 with a Mid-Century Modern architectural style. The west façade of the main terminal is locally designated as a Class 1 Historic Site (HSPB No. 70). With this designation, the site qualifies as a historical resource pursuant to the California Environmental Quality Act (CEQA) guidelines. As required by the California Environmental Quality Act, the proposed expansions were analyzed in the Mitigated Negative Declaration (MND), which was prepared for the Master Plan update. Two Mitigation Measures were added to reduce the associated project impacts to a level below significance. The Mitigation Measures required the following:

- 1. The restoration should utilize historically accurate materials and be designed and constructed in a manner that is compatible with and sympathetic to the original design and remaining similar features.*
- 2. Design the ticketing area expansion to incorporate the natural stone walls and 6-inch steel tube columns. If the services enclosed in the boxes around the columns prior to 2009 are being relocated as part of this project, the boxes shall be removed to reveal the original columns.*



Baggage Claim and Main Entrance



Main Entrance and Ticketing area



South end of Ticketing area

Proposal and the Historic Preservation Ordinance:

There are no specific findings required to grant Certificate of Appropriateness, however, according to Section 8.05.190 of the Municipal Code, the HSPB shall consider the following in reviewing and acting upon a certificate of appropriateness application:

1. *The historic value and significance, or the architectural value and significance or both, of the structure and its relation to the historic value of the surrounding area;*

The Palm Springs International Airport main terminal reflects a Mid-Century Modern architectural style. The defining characteristics of the main terminal and its historic value to the City and the surrounding area will not be impacted by the proposed minor expansion. Furthermore, with the incorporation of mitigation measures in the Mitigated Negative Declaration, none of the architectural values will be impacted.

2. *The relationship of the exterior architectural features of any structure to the rest of the structure itself and to the surrounding area;*

The main exterior architectural features will not be altered by the relocation of the glass frontage from its current location. The style, material or size of the glass will not change. The relocation of the glass frontage is necessary to accommodate the expansion of the ticketing area.

3. *The general compatibility of exterior design, arrangement, texture and material which is proposed by the applicant;*

The material and design of the ticketing area expansion will incorporate natural stone walls and 6-inch steel tube columns. Any restoration activity will utilize historically accurate materials designed and constructed in a manner that is compatible with and sympathetic to the original design and most importantly will remain similar features.

4. *Archaeological or ecological significance of the area.*

The proposed project will not impact any known archeological or ecological significance of the site since the expansion of the ticketing and baggage claim areas will not involve a major earth movement or excavations.

ENVIRONMENTAL ASSESSMENT AND DETERMINATION:

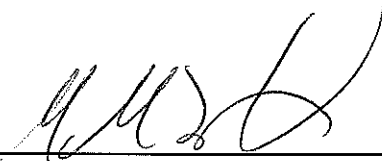
The proposed Airport Master Plan Update and the associated improvements were deemed a "Project" under the guidelines of the California Environmental Quality Act. Pursuant to Section 15064.5 "*Determining the Significance of Impacts on Historical and Unique Archeological Resources*", the main terminal of the Palm Springs International Airport is a "historic resource under CEQA because it is listed in the local register of historic resources. An Environmental Initial Study was prepared for the project. The Initial Study was mailed out to State and Local Agencies and interested parties for review and comments. It was determined in the Initial Study that with the incorporation of the mitigation measures, the proposed project will not result in a significant impact to the environment. The project will not have an adverse impact on the airport and in particular to the main terminal or other historic resources/elements of the airport.

CONCLUSION:

The original passenger terminal complex was initially constructed and put into service in 1966. Since its initial construction, the passenger terminal complex has been remodeled and expanded. The ticketing lobby and baggage claim area were enlarged in 1992. The security screening checkpoints and access screening areas were enlarged in 2007. A new two-story concourse for mainline aircraft gates was constructed and opened in 1999. This was followed in Fall of 2007 by the construction of a new Regional Concourse for regional jets and turbo prop aircraft. The proposed modifications to the terminal building, built to comply with the mitigation measures imposed, should not be detrimental to the structure's historic integrity. When submitted, plans will come before the HSPB for review.



Edward O. Robertson
Principal Planner



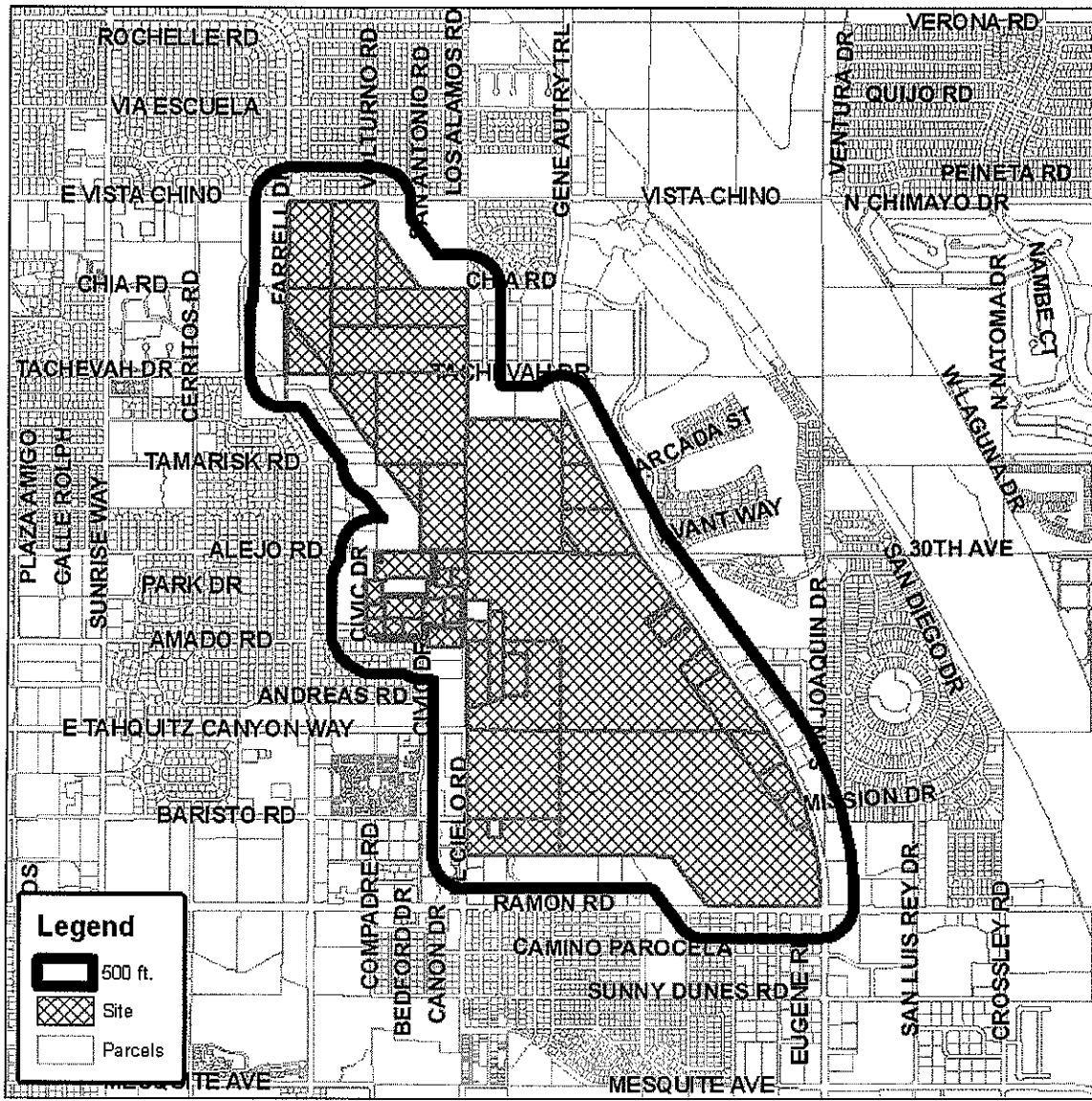
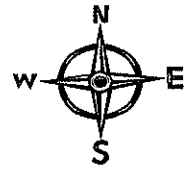
M. Margo Wheeler, AICP
Director of Planning Services

Attachments:

1. Vicinity Map



Department of Planning Services Vicinity Map



CITY OF PALM SPRINGS

CASE NO: 5.1319 Master Plan Update

APPLICANT: City of Palm Springs

DESCRIPTION: Certificate of Appropriateness request by the City of Palm Springs for the Palm Springs International Airport Master Plan Update that includes the reconfiguration of the airport entrance located at East Baristo Road, Zone A.