



Historic Site Preservation Board Staff Report

DATE: May 13, 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 Class 1 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
3.10.09	The HSPB voted 5-1 to recommend that Council designate the west façade of the airport as a Class 1 Historic Site.
5.13.09	The City Council designated the west façade of the Palm Springs International Airport as a Class 1 Historic Site.

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. On May 13, 2009, the west façade of the main terminal was designated as a Class 1 Historic Site (HSPB No. 70) by the City Council. 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.*

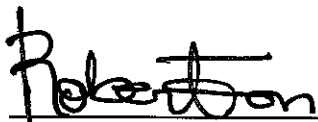
The proposed project will not impact any known archeological or ecological significance of the site since the expansion of the ticketing and baggage claim areas will not involve a major earth movement or excavations.

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



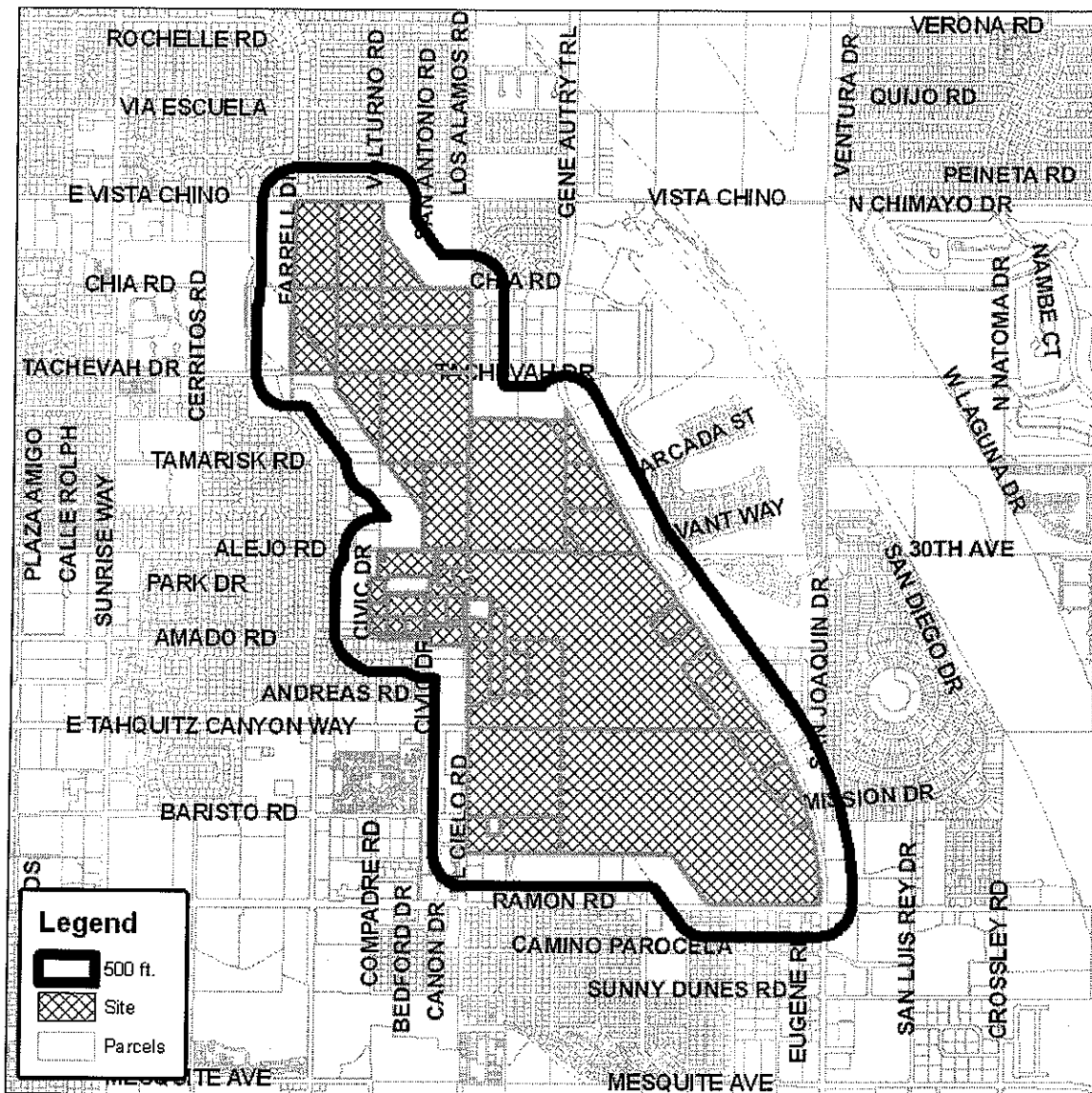
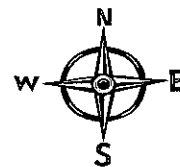
M. Margo Wheeler, AICP
Director of Planning Services

Attachments:

1. Vicinity Map
2. City Council Resolution No. 22480 designating the front façade of the Airport in 2009
3. City Council Minutes dated April 15, 2009 & May 13, 2009
4. City Council Staff Report dated April 15, 2009
5. HSPB Minutes from the meeting of March 10, 2009
6. HSPB Staff Report dated March 10, 2009



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.

RESOLUTION NO. 22480

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA DESIGNATING THE WEST FAÇADE OF THE PALM SPRINGS INTERNATIONAL AIRPORT LOCATED AT 3400 EAST TAHQUITZ CANYON WAY, AS A CLASS 1 HISTORIC SITE.

WHEREAS, Chapter 8.05 of the Palm Springs Municipal Code allows for the designation of historic sites; and

WHEREAS, on October 14, 2008, the Historic Site Preservation Board initiated an application for historic site designation of the west façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way; and

WHEREAS, notice of a public hearing of the Historic Site Preservation Board of the City of Palm Springs to consider designation of the west façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way as a Class 1 historic site was issued in accordance with applicable law; and

WHEREAS, on March 10, 2009, the Historic Site Preservation Board conducted a public hearing in accordance with applicable law to consider designation of the west façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way as a Class 1 historic site; and

WHEREAS, at said hearing, the HSPB adopted Resolution #70 to recommend to City Council designation of the west façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way as a Class 1 historic site; and

WHEREAS, notice of a public hearing of the City Council of the City of Palm Springs to consider designation of the west façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way, as a Class 1 historic site was issued in accordance with applicable law; and

WHEREAS, on April 15, 2009 the City Council conducted a public hearing in accordance with applicable law to consider designation of the west façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way as a Class 1 historic site; and

WHEREAS, the designation of the west façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way shall further the purpose and intent of Chapter 8.05; and

WHEREAS, the designation of the west façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way promotes the sensitive preservation of said site; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA), the designation of a historic site is categorically exempt from environmental review pursuant to Section 15331 for the preservation of historical resources; and

WHEREAS, the City Council has carefully reviewed and considered all of the evidence in connection with the designation, including but not limited to the staff report, application and historical research, all written and oral testimony presented and notes the following:

1. In 1966, the City of Palm Springs commissioned architect Donald Wexler to design the terminal building of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way in Palm Springs.
2. The defining historic characteristics of these buildings are the main terminal building and the radiating x-shaped wing concourse buildings which are recognized as a mid-century design with desert focus.

THE CITY COUNCIL OF THE CITY OF PALM SPRINGS DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1: Pursuant to CEQA, the City Council finds that the designation of the western façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way as a Class 1 historic site is categorically exempt from environmental review pursuant to Section 15331 whereby this designation is for the preservation of a historical resource.

SECTION 2: Pursuant to Section 8.05.020.a.4 and 5 of the Palm Springs Municipal Code, the City Council does hereby make the following findings;

4. That the western façade of the Palm Springs International Airport embodies the distinctive characteristics of a type, period or method of construction, because the main terminal of the airport buildings resembles that of other mid-century modern designs of the desert region in that era. Further, the original airport terminal building and x-shaped concourse buildings were constructed with modules, using steel frame construction, and expansive use of glass, flat cantilevered roofs, thin sleek structural supports, and were laid as to be pedestrian friendly. The design uses a combination of materials and architectural elements which are unique to the original airport terminal building and radiating x-shaped concourse structures. The buildings and the layout of the buildings were considered creative and innovative in their design and were a model of efficiency for small hub airports.

5. That the western façade of the Palm Springs International Airport presents the work of a master builder, designer, artist, or architect whose individual genius influenced his age; or that possesses high artistic value, because the Palm Springs Airport terminal building and concourse buildings was designed by Donald Wexler, one of Palm Springs' (and the Coachella Valley's) most prolific and accomplished architects. Further, the west façade reflects a sophisticated approach to modern design, an attention to detail, the innovative use of materials, a careful response to the harsh desert environment through the use of long overhanging roof structures to shelter glass areas from the heat of the sun, the careful orientation of the buildings to maximize the view of the San Jacinto Mountains, the balanced proportion and scale of the building, and the pedestrian friendly design of the exterior and interior spaces.


SECTION 3: Based upon the foregoing, the City Council does hereby designate the west façade of the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way, Palm Springs, California as a Class 1 Historic Site subject to the following conditions;

1. The City may demark the west facade as a historic site with a marker of the City's choosing. The historic marker shall be placed in a location visible from the public right-of-way. The City shall maintain the marker in the location installed and pay for the replacement cost if the marker is lost, stolen, or otherwise removed from the property.
2. All future exterior modifications to the west façade, including any appurtenant structures attached thereto, shall require Historic Site Preservation Board review pursuant to Municipal Code Ordinance 8.05, in addition to any other review required by law.
3. No permit for the alteration of the exterior of the west facade, including signage and any of the defining elements and characteristics of the west façade, shall be issued except in compliance with Section 8.05 of the Municipal Code, including review by the Historic Site Preservation Board, as required.
4. That the City Clerk submits the Council Resolution to the County recorder for recordation within 90 days of the effective date of this resolution.
5. All existing or previously approved alterations shall be considered acceptable.
6. Any mandated changes by any federal agencies, such as the FAA or TSA, may be reviewed by staff for potential exclusion from HSPB review

ADOPTED THIS 13th day of May, 2009.


David H. Ready, City Manager

ATTEST:

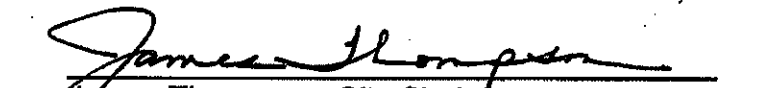

James Thompson, City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF PALM SPRINGS)

I, JAMES THOMPSON, City Clerk of the City of Palm Springs, hereby certify that Resolution No. 22480 is a full, true and correct copy, and was duly adopted at a regular meeting of the City Council of the City of Palm Springs on the 13th day of May, 2009, by the following vote:

AYES: Councilmember Foat, Councilmember Hutcheson, Councilmember Weigel, Mayor Pro Tem Mills, and Mayor Pougnet.
NOES: None.
ABSENT: None.
ABSTAIN: None.


James Thompson, City Clerk
City of Palm Springs, California 05/26/2009

Councilmember Hutcheson reiterated the facts surrounding the owner's options with respect to the Class 1 or the Class 2 designation, and stated the facts support a Class 1 designation.

Mayor Pro Tem Mills suggested the site plan and the building "style" for the property be designated as a Class 1, and the buildings as a Class 2.

Councilmember Weigel requested the owner's Legal Counsel clarify comments with respect to the demolition of the property.

Mayor Pougnet commented on the blight in the neighborhood, stated the property has met the test as a Class 1 designation.

Councilmember Mills requested the City Attorney address the process of a potential bifurcated designation a portion as Class 1 and a portion as Class 2.

Councilmember Foat commented on the restorability of the property.

Councilmember Weigel requested the City Attorney address the status of demolition if the site is designated a Class 1 site.

ACTION: 1) Designate the 'La Serena Villas' at 339 South Belardo Road a Class 1 Historic Site; and 2) Direct staff to prepare a resolution memorializing the record and findings for City Council adoption on May 6, 2009. **Motion Councilmember Foat, seconded by Councilmember Hutcheson and carried 4-1 on a roll call vote.**

AYES: Councilmember Foat, Councilmember Hutcheson, Councilmember Weigel, and Mayor Pougnet.

NOES: Mayor Pro Tem Mills.

The City Council recessed at 7:53 p.m.
The City Council reconvened at 8:00 p.m.

1.C. WEST FACADE OF THE PALM SPRINGS INTERNATIONAL AIRPORT DESIGNATION OF A PORTION OF THE PROPERTY LOCATED AT 3400 EAST TAHQUITZ CANYON WAY AS A CLASS 1 HISTORIC SITE (CASE HSBP-70):

Craig Ewing, Director of Planning Services, provided background information as outlined in the staff report dated April 15, 2009.

Councilmember Hutcheson requested staff address the restoration of the steel tube columns, and to address the Airport Commission recommendation.

Councilmember Foat requested staff address the original steel tube columns.

Mayor Pougnet opened the public hearing, and the following speaker addressed the City Council.

STEVE ROSENBERG, Palm Springs International Airport Commissioner, outlined the discussion of the Airport Commission.

CODY STOUGHTON, stated his support for the Class 1 designation.

No further speakers coming forward, the public hearing was closed.

Mayor Pro Tem Mills recommended administrative modifications to the proposed resolution.

ACTION: 1) Designate the West Facade of the Palm Springs International Airport at 3200 Tahquitz Canyon Way as a Class 1 Historic Site; and 2) Direct staff to prepare a resolution memorializing the record and findings for City Council adoption on May 6, 2009. **Motion Mayor Pro Tem Mills, seconded by Councilmember Hutcheson and unanimously carried on a roll call vote.**

PUBLIC COMMENT:

LIN JUNIPER, Southern California Edison, provided an update on energy programs offered by Southern California Edison and the City of Palm Springs.

DR. EMILY WILLIAMS, stated her opposition to naming the fountain in memory of former Mayor Frank Bogert.

LES WHEELER, commented on the Plaza Racquet Club.

KEN AGEE, commented on the Plaza Racquet Club.

JOE MCDONNAH, commented on the Plaza Racquet Club.

NABIL NARJAR, commented on the Plaza Racquet Club.

ANDREW KRASNEY, commented on the Plaza Racquet Club.

CEIBA BECKER, commented on the Plaza Racquet Club.

JAKE STEPPENS, commented on the Plaza Racquet Club.

WARD HIGGINS, commented on the Plaza Racquet Club.

- 2.F. WEST FACADE OF THE PALM SPRINGS INTERNATIONAL AIRPORT DESIGNATION OF A PORTION OF THE PROPERTY LOCATED AT 3400 EAST TAHQUITZ CANYON WAY AS A CLASS 1 HISTORIC SITE (CASE HSBP-70):**
ACTION: Adopt Resolution No. 22480, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, DESIGNATING THE WEST FACADE OF THE PALM SPRINGS INTERNATIONAL AIRPORT LOCATED AT 3400 EAST TAHQUITZ CANYON WAY AS A CLASS 1 HISTORIC SITE." **Approved as part of the Consent Calendar.**
- ~~**2.G. APPROVAL OF QUITCLAIM DEEDS TO RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT RELATED TO PALM SPRINGS MASTER DRAINAGE PLAN LINES 31 AND 32, IN SECTION 7, TOWNSHIP 4 SOUTH, RANGE 5 EAST, FILE R 09-04:**~~
~~**ACTION:** 1) Approve the transfer of Storm Drain Easements for RCFC Parcel No. 6184-500 and RCFC Parcel No. 6185-500 within the Palm Springs Classic (Escena) Development to Riverside County Flood Control and Water Conservation District; and 2) Authorize the City Manager to execute the Quitclaim Deeds. **Approved as part of the Consent Calendar.**~~
- 2.H. SUMMARY VACATION OF A 30-FOOT WIDE PUBLIC ROADWAY EASEMENT IN SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 EAST (FILE R 09-06):**
ACTION: Adopt Resolution No. 22481 "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, SUMMARILY VACATING AND ABANDONING ALL OF ITS RIGHT, TITLE AND INTEREST IN A 30-FOOT WIDE PUBLIC ROADWAY EASEMENT DESCRIBED IN INSTRUMENT RECORDED DECEMBER 4, 1953, BOOK 1532, PAGE 136, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, IN SECTION 15, TOWNSHIP 3 SOUTH, RANGE 4 EAST, FILE R 09-06." **Approved as part of the Consent Calendar.**
- 2.I. APPROVE PURCHASE OF 1 NEW CNG POWERED KENWORTH T-800 10 YARD DUMP TRUCK FOR USE BY THE PUBLIC WORKS DEPARTMENT:**
ACTION: 1) Approve the purchase of one (1) CNG powered new Kenworth T-800 10 yard dump truck in the amount of \$292,460.63 from Inland Kenworth Inc., of Montebello, California; 2) Authorize the City Manager to execute all necessary documents. **Approved as part of the Consent Calendar.**
- ~~**2.J. PROPOSED RESOLUTION DECLARING THE CITY OF PALM SPRINGS IS EXPERIENCING A SEVERE FISCAL HARDSHIP DUE TO THE STATE'S SEIZURE OF LOCAL PROPERTY TAX FUNDS AND**~~



CITY COUNCIL STAFF REPORT

DATE: APRIL 15, 2009

PUBLIC HEARING

SUBJECT: CASE HSPB #70: APPLICATION FOR DESIGNATION OF THE WEST FAÇADE OF THE PALM SPRINGS INTERNATIONAL AIRPORT LOCATED AT 3400 EAST TAHQUITZ CANYON WAY, AS A CLASS 1 HISTORIC SITE

FROM: David H. Ready, City Manager

BY: The Planning Department

SUMMARY

Under Section 8.05 of the Palm Springs Municipal Code (Historic Resources), the City Council may designate properties as "Class 1" historic sites. The City's Historic Site Preservation Board (HSPB) has recommended such a designation for the property located at 3400 East Tahquitz Canyon Way. The Council will conduct a public hearing and determine if the site and building should be designated.

STAFF RECOMMENDATION

Adopt Resolution No. _____: "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA DESIGNATING THE WEST FAÇADE OF THE PALM SPRINGS INTERNATIONAL AIRPORT AT 3400 TAHQUITZ CANYON WAY, AS A CLASS ONE HISTORIC SITE".

PROJECT DESCRIPTION

The City of Palm Springs, via the Historic Site Preservation Board has filed an application requesting the structures which comprise the western facade at the subject property be designated a Class I historic site. Such designation would:

1. Place the subject property under the guidance of Municipal Code Section 8.05
2. Require present and subsequent owners to maintain the site consistent with that ordinance,

A full project description, historic assessment report and Staff's findings and recommendations can be found in the attached staff report to the Historic Site Preservation Board dated February 10, 2009.

PRIOR ACTIONS

On July 16, 2008 the City Council voted 4-0-1, to initiate the process for designating the west façade of the Palm Springs International Airport as a Historic Resource.

On October 14, 2008 the Board initiated the study and investigation of this site for possible recommendation to City Council for Class 1 designation.

On March 10, 2009, The Historic Site Preservation Board voted 5-1 (Marshall, against) to recommend that City Council designate Palm Springs International Airport's west façade located at 3400 East Tahquitz Canyon Way as a Class I Historic Site in accordance with Municipal Code Section 8.05. HSPB Resolution #70 is attached.

On March 11, 2009, the Airport Commission reviewed the recommendation from the HSPB regarding the possible Class 1 Designation of the west façade of the Airport terminal. By a vote of 13 to 1 (King, opposed; Albert, Callahan, Hernandez, Hoehn & Parks, absent) the Airport Commission voted to not support the historic designation.

BACKGROUND AND SETTING

The site which contains the buildings being considered for designation is approximately 67 acres in size and is made up of two parcels which are on the west side of the airport. The airport itself is about 900 acres. However, only a small portion of the Airport is being considered for historic designation (see discussion below). Both the Zoning and General Plan designations for the site are "Airport".

The approximate location of the subject site is near the intersection of East Tahquitz Canyon Way and North El Cielo Road directly across from City Hall. This intersection is one of two access points for vehicular traffic into the airport's main terminal and passenger area. The other main access point is at the intersection of East Ramon Road and Kirk Douglas Way.

ANALYSIS

Completed in 1966, the Palm Springs International Airport located at 3400 East Tahquitz Canyon Way was designed by local architect Donald Wexler. The terminal building and radiating x-shaped wing concourse structures are recognized as a mid-century design with desert focus. The dramatic two-story windows frame the nearby San Jacinto Mountains provide a singular visual welcome for visitors arriving in Palm Springs.

Detailed findings relative to the City Municipal Code Section 8.05 Historic Preservation in support of the designation recommendation are identified and explained in the HSPB staff report and are summarized as follows:

Definition of a Historic Site and a Historic District.

Section 8.05.020 of the Municipal Code provides the definition of an historic site and historic district as follows;

(a) *Historic Site.*

A historic site is any real property such as: a building; a structure, including but not limited to archways, tiled areas and similar architectural elements; an archaeological excavation or object that is unique or significant because of its location, design, setting, materials, workmanship or aesthetic effect and:

- 1. That is associated with events that have made a meaningful contribution to the nation, state or community; or*
- 2. That is associated with lives of persons who made meaningful contribution to national, state or local history; or*
- 3. That reflects or exemplifies a particular period of the national, state or local history; or*
- 4. That embodies the distinctive characteristics of a type, period or method of construction; or*
- 5. That presents the work of a master builder, designer, artist, or architect whose individual genius influenced his age; or that possesses high artistic value; or*
- 6. That represents a significant and distinguishable entity whose components may lack individual distinction; or*
- 7. That has yielded or may be likely to yield information important to national, state or local history or prehistory.*

REQUIRED FINDINGS

Section 8.05.020 of the Municipal Code provides the definition of an historic site:

"An historic site is any real property such as: a building; a structure, including but not limited to archways, tiled areas and similar architectural elements; an archaeological excavation or object that is unique or significant because of its location, design, setting, materials, workmanship or aesthetic effect".

Based on the above analysis contained in the HSPB staff report, staff has concluded that the west façade of the Palm Springs International Airport at 3400 East Tahquitz Canyon Way meets the definition of a historic site because of its location, design, setting, materials, workmanship and aesthetic effect. Seven other qualities are listed in the Ordinance for determining a historic site, and staff has concluded that two of the seven qualities, #4 and #5, can be found on the west façade of the Palm Springs International Airport, as follows;

4. That embodies the distinctive characteristics of a type, period or method of construction;

The main terminal of the airport buildings resembles that of other mid-century modern designs of the desert region in that era. The original airport terminal building and x-shaped concourse buildings were constructed with modules, using steel frame construction, and expansive use of glass, flat cantilevered roofs, thin sleek structural supports, and were laid as to be pedestrian friendly. The design uses a combination of materials and architectural elements which are unique to the original airport terminal building and radiating x-shaped concourse structures. The buildings and the layout of the buildings were considered creative and innovative in their design and were a model of efficiency for small hub airports.

5. That presents the work of a master builder, designer, artist, or architect whose individual genius influenced his age; or that possesses high artistic value;

The Palm Springs Airport terminal building and concourse buildings present the work of one of Palm Springs' (and the Coachella Valley's) most prolific and accomplished architects, Donald Wexler. Wexler's skill as an architect is clearly reflected in the sophisticated design of these buildings, the attention to detail, the innovative use of materials, the careful response to the harsh desert environment through the use of long overhanging roof structures to shelter glass areas from the heat of the sun, the careful orientation of the buildings to maximize the view of the San Jacinto Mountains, the beautiful proportion and scale of the building, and the pedestrian friendly design of the exterior and interior spaces.

ENVIRONMENTAL ASSESSMENT

In accordance with Section 15331 (Historical Resources Restoration/Rehabilitation) of the California Environmental Quality Act (CEQA), the proposed designation is categorically exempt from environmental review as the proposed designation meets the conditions outlined for preservation of a historic resource.

RECOMMENDATION

Staff recommends that the City Council designate the following elements of the western façade of the Palm Springs International Airport:

- The two-story main columns of the terminal building
- The terminal buildings beams, posts, soffit, and fascia
- The flat cantilevered roof structure of the terminal building and the concourse buildings
- The clear anodized glass store frontage
- The natural stone fascia walls
- The original 6 inch steel tube columns with plastered faces (have since been covered over)

Staff also recommends that any mandated changes by any federal agencies, such as the FAA or TSA, be reviewed by staff for potential exclusion from HSPB review.

NOTIFICATION

Pursuant to section 8.05.140 of the Municipal Code of Palm Springs, All property owners within three hundred (300) feet of the subject property have been notified and notice was made in a newspaper of general circulation. As of the writing of this report, staff as not received any inquiries on this matter.

FISCAL IMPACT:

No fiscal impact.

Craig A. Ewing, AICP
Director of Planning Services

Thomas J. Wilson
Assistant City Manager, Dev't Svcs

David H. Ready
City Manager

ATTACHMENTS

1. Vicinity Map
2. Draft City Council Resolution
3. Minutes of the March 11, 2009 Airport Commission (excerpt)
4. Resolution #70 of the HSPB
5. Minutes of the March 10, 2009 HSPB meeting (excerpt)
6. Staff Report to the Historic Site Preservation Board dated February 10, 2009

~~Board member John Gilmer asked if Board members could actually visit the Racquet Club site to see the condition of the properties.~~

~~Director Ewing stated that staff will contact Vineyard Bank, confirm information as to their taking possession of the property, and will work with them toward securing the existing restaurant and the new building under construction along with whatever properties that may need attention. Staff will also work with the bank as to visiting the site and inspecting.~~

7. PUBLIC HEARINGS:

7.A Case 3.0829/HSPB 70 – Application by City for Class 1 Historic Designation HSPB 70 of the West Façade of Palm Springs International Airport- HSPB 70, 3400 East Tahquitz Canyon Way, Zone A, Section 18.

Assistant Planner Scott Taschner briefly described the project stating that it is exempt from CEQA review, all property owners within 400 feet were notified, and staff recommends that HSPB recommend to Council for designation of the West Façade of the Palm Springs International Airport as Class 1 Historic Site 70.

Discussion: Board member concerns included impact on front area and landscaping; FAA requirements, regulations, and authority; FAA mandates be submitted in writing for review by City and staff; security measures; potential restoration of the boxed-over steel columns back to original exposed construction; expedient response in case of emergencies, walls of glass, designation seems more honorary, etc.

PUBLIC COMMENTS RE THIS SUBJECT: NONE

M/S/C (Grattan/Strahl) moved to approve the application as presented and recommend to Council that the West Façade of the Palm Springs International Airport be considered for Class 1 Historic Site Designation – HSPB 70. Vote 5 Yes, 1 No (Marshall), 0 Absent, 0 Abstentions. Motion carried.

8. ~~CERTIFICATE OF APPROVAL REQUEST:~~

~~8.A Case No. SI 09-013 Palm Springs Redevelopment Agency for a monument sign at the Palm Springs Visitors Center (Tramway Gas Station, Class 1 Historic Site-HSPB #33/37) at 2901 North Palm Canyon Drive, Zone C-1, Section 3. (ST)~~

~~Assistant Planner Scott Taschner described the project, and referred to the Staff Report for comments and suggestions from the Architectural Advisory Committee as to a re-design of the sign keeping it within the historic nature of the Tramway Gas Station. The proposed permanent monument sign complies with the Zoning Codes and fonts have been changed to match the Palm Springs entry sign. A pole sign designed some time ago was displayed for information. Because of its simple modern design and distance (approx 100 feet) from the historic structure, staff recommends that the HSPB issue a Certificate of Approval for the proposed sign.~~

~~Board discussion and concerns included better visibility, location, matching fonts, raised or elevated sign would prevent graffiti and increase visibility, proposed sign is too low-key and bland, pole sign is more compatible with the historic building, and maintenance on the temporary sign until funds could be raised for a more appropriately designed sign.~~



Historic Site Preservation Board Staff Report

Date: March 10, 2009

Case No.: HSPB – 70 Palm Springs International Airport – West Facade

Application Type: Class 1 Designation Application

Location: 3400 East Tahquitz Canyon Way

Applicant: The City of Palm Springs

Zone: A (Airport Zone)

General Plan: A (Airport)

APN: 677-270-019 / 677-280-019

From: Scott Taschner, Assistant Planner

PROJECT DESCRIPTION

An application by The Historic Site Preservation Board (HSPB) of the City of Palm Springs to recommend to the City Council designation 3400 East Tahquitz Canyon Way, the west façade of the Palm Springs International Airport, as a Class 1 historic site. Such designation would:

1. Place the subject property under the guidance of Municipal Code Section 8.05
2. Require present and subsequent owners to maintain the building consistent with that ordinance,
3. Grant possible property tax reduction opportunities to the owner under the State of California Mills Act.

7.A

RECOMMENDATION

That the Historic Site Preservation Board (HSPB) recommend approval to the City Council designating the west façade of 3400 East Tahquitz Canyon Way a Class 1 Historic Site. A draft resolution is attached for consideration.

PRIOR ACTIONS

On Wednesday, July 16, 2008 the City Council voted 4-0-1, to initiate the process for designating the west façade of the Palm Springs International Airport as a Historic Resource.

On Tuesday, October 14, 2008 the Board initiated the study and investigation of this site for possible recommendation to City Council for Class 1 designation.

BACKGROUND AND SETTING

Definition of an Historic Site.

Section 8.05.020 of the Municipal Code provides the definition of an historic site as follows;

(a) *Historic Site.*

An historic site is any real property such as: a building; a structure, including but not limited to archways, tiled areas and similar architectural elements; an archaeological excavation or object that is unique or significant because of its location, design, setting, materials, workmanship or aesthetic effect and:

- 1. That is associated with events that have made a meaningful contribution to the nation, state or community; or*
- 2. That is associated with lives of persons who made meaningful contribution to national, state or local history; or*
- 3. That reflects or exemplifies a particular period of the national, state or local history; or*
- 4. That embodies the distinctive characteristics of a type, period or method of construction; or*
- 5. That presents the work of a master builder, designer, artist, or architect whose individual genius influenced his age; or that possesses high artistic value; or*
- 6. That represents a significant and distinguishable entity whose components may lack individual distinction; or*
- 7. That has yielded or may be likely to yield information important to national, state or local history or prehistory.*

A Class 1 Historic Site may also qualify for historic designation at the federal, state and/or county level.

Designation of Historic Sites.

The City Council is authorized to designate Historic Sites. The Historic Site Preservation Board may recommend to the City Council that certain sites be designated as Historic Sites in accordance with Section 8.05.135 of the Municipal Code. The Board may initiate studies, surveys and investigations it deems necessary to adequately gather information in consideration of a recommendation.

Conditions that apply to Class 1 Historic Sites.

According to Section 8.05 of the Municipal Code, the following shall apply to a Class 1 Historic Site;

1. It shall meet the definition of an historic site as outlined in Municipal Code Section 8.05.020.
2. An archival file shall be maintained on the property by the City.
3. It may be qualified as 'historic' at the federal, state, and/or county level.
4. The structure/site may not be modified nor objects removed without the approval of the City Council.
5. The use may be limited by the City Council to the extent that it may impair the integrity of the site.
6. A plaque explaining the historic nature of the site will be installed at the site.
7. Compliance with all rules and regulations for Historic Sites and Historic Districts under Article IV of Chapter 8.05 of the Municipal Code shall be required.

DESCRIPTION AND ANALYSIS

SITE/LOCATION

The site which contains the buildings being considered for designation is approximately 67 acres in size and is made up of two parcels which are on the west side of the airport. The airport itself is about 900 acres. However, only a small portion of the Airport is being considered for historic designation (see discussion below). Both the Zoning and General Plan designations for the site are "Airport".

The approximate location of the subject site is near the intersection of East Tahquitz Canyon Way and North El Cielo Road directly across from City Hall. This intersection is one of two access points for vehicular traffic into the airport's main terminal and passenger area. The other main access point is at the intersection of East Ramon Road and Kirk Douglas Way.

BRIEF HISTORY

The airport property was originally constructed in 1940 by the United States Army and was used as a military base during World War II. The airport was built on land owned by the Agua Caliente Band of Cahuilla Indians, and leased to the city until the end of

World War II. In 1961, the airport land was sold to the city and in 1964 carrier service was initiated at the Palm Springs Regional Airport. Over the past 30-40 years the airport property has undergone many modifications and alterations, which have affected nearly all the structures on the property including the terminal building, the wing-shaped concourse buildings, runways, control tower, baggage claim areas, skyways, waiting areas, restaurants, carrier service counters, rental car areas, parking lots, landscaping, and many other structures and features. Many of these changes that have occurred have been responses to the need for increased functionality of the airport and/or federally mandated changes by the Federal Aviation Administration (FAA).

The growth of Palm Springs as a city, and the growth of the Coachella Valley as a whole have created a demand for increased service including in the number of carriers, and has resulted in expansion of the airport into an international airport. The Palm Springs International Airport now serves as the main non-vehicle port of entry for visitors to Palm Springs, and the Coachella Valley. The airport is an essential component to the tourist experience and is crucial to the success of Palm Springs as a resort destination. The airport plays a critical role in the economic health of Palm Springs and all cities in the Coachella Valley. The arrivals of some of Palm Springs most famous visitor's were photographed at the airport and have become iconic symbols of Palm Springs.

HISTORIC ARCHITECTURE

Completed in 1966, the Donald Wexler-designed terminal building and radiating x-shaped wing concourse structures are recognized as a mid-century design with desert focus. The terminal building is the main axis for the rest of the airport. The layout of the original buildings was designed to be pedestrian-friendly and the interior spaces were finished with stone treatments, textured plaster finishes, and terrazzo floors. The main elevation of the building incorporates an extensive use of glass and is oriented to the west to frame the view of the San Jacinto Mountains to enhance the desert experience to those arriving in town. The high ceilings, front walls seemingly made of glass, and expansive floor plan provides openness in the interior space of the terminal building which brings the outdoors in. The projecting trapezoidal roof structure with the pointed v-shape (in the front and rear) with ends that are squared off to resembles the front edge of an airplane wing, however in talking with the architect, Don Wexler, the design of the roof simply follows the function of the building.

The height of the terminal building in relation to the x-shaped concourse buildings also serves to give prominence to the main terminal building. At the time, the new terminal was considered an innovative design that allowed for future expansion of the radiating buildings without completely disrupting overall operation of the airport. It was intended as model for small hub airports. The terminal building and related x-shaped concourse buildings structure uses a grid/modular system. The steel post and beam construction uses tilt up concrete walls for shear and a flat cantilevered roof. The steel post and beams are encased lath & plaster finish. The two-story main columns and beams at the higher roof of the west façade were finished with a pebble-crete finish which has

since been covered over (or has deteriorated significantly in the case of the underside of the upper beams). The soffit and fascias of the west façade were finished with a textured plaster finish. The exterior stone walls used a natural stone.

REQUIRED FINDINGS

As noted above in Background and Setting, Section 8.05.020 of the Municipal Code provides the definition of an historic site:

"An historic site is any real property such as: a building; a structure, including but not limited to archways, tiled areas and similar architectural elements; an archaeological excavation or object that is unique or significant because of its location, design, setting, materials, workmanship or aesthetic effect".

Based on the above analysis and research report, staff has concluded that the west façade of the Palm Springs International Airport at 3400 East Tahquitz Canyon Way meets the definition of a historic site because of its location, design, setting, materials, workmanship and aesthetic effect. Seven other qualities are listed in the Ordinance for determining a historic site, and staff has concluded that two of the seven qualities, #4 and #5, can be found on the west façade of the Palm Springs International Airport, as follows;

4. That embodies the distinctive characteristics of a type, period or method of construction;

The main terminal of the airport buildings resembles that of other mid-century modern designs of the desert region in that era. The original airport terminal building and x-shaped concourse buildings were constructed with modules, using steel frame construction, and expansive use of glass, flat cantilevered roofs, thin sleek structural supports, and were laid as to be pedestrian friendly. The design uses a combination of materials and architectural elements which are unique to the original airport terminal building and radiating x-shaped concourse structures. The buildings and the layout of the buildings were considered creative and innovative in their design and were a model of efficiency for small hub airports.

5. That presents the work of a master builder, designer, artist, or architect whose individual genius influenced his age; or that possesses high artistic value;

The Palm Springs Airport terminal building and concourse buildings present the work of one of Palm Springs' (and the Coachella Valley's) most prolific and accomplished architects, Donald Wexler. Wexler's skill as an architect is clearly reflected in the sophisticated design of these buildings, the attention to detail, the innovative use of materials, the careful response to the harsh desert environment through the use of long overhanging roof structures to shelter glass areas from the heat of the sun, the careful

orientation of the buildings to maximize the view of the San Jacinto Mountains, the beautiful proportion and scale of the building, and the pedestrian friendly design of the exterior and interior spaces.

CONCLUSION

In meeting with the architect, Donald Wexler, staff discussed the architecture and the historic characteristics of the buildings. Staff determined the historic defining characteristics of the main terminal building and the x-shaped concourse buildings are contained in the west facade of the buildings. The following elements of the west façade are the defining historic elements;

- The two-story main columns of the terminal building
- The terminal buildings beams, posts, soffit, and fascia
- The flat cantilevered roof structure of the terminal building and the concourse buildings
- The clear anodized glass store frontage
- The natural stone fascia walls
- The original 6 inch steel tube columns with plastered faces (have since been covered over)

Staff also discussed the current condition of the building exterior with the architect, Don Wexler. He stated that the main two story columns, the beams at the higher roof, and the soffit could be re-finished by either repairing the pebble-crete finish or by finishing the columns, beams, and soffit with a textured plaster to match the existing finish (which is similar to a sand finish). He also stated that he would like to see the original 6 inch tubular steel columns exposed, since they have been boxed over.


Finally, staff notes that the Federal Aviation Administration (FAA) mandates changes to airports and their facilities, and that these changes may require expedient action to maintain compliance and keep the airport in operation. Staff is therefore recommending Condition of Approval No. 1, which states that all changes being mandated by the FAA will be exempt from HSPB review. Staff suggests that in order for the change (or changes) to be exempt from HSPB review, the FAA mandated change be submitted in writing to the city and reviewed by staff.

ENVIRONMENTAL ASSESSMENT

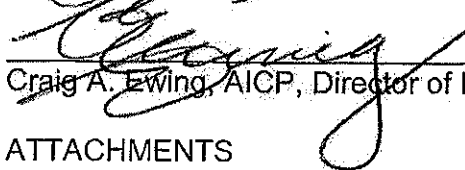
In accordance with Section 15331 (Historical Resources Restoration/Rehabilitation) of the California Environmental Quality Act (CEQA), the proposed designation is categorically exempt from environmental review as the proposed designation meets the conditions outlined for preservation of a historic resource.

NOTIFICATION

Pursuant to section 8.05.140 of the Municipal Code of Palm Springs, All property owners within three hundred (300) feet of the subject property have been notified and notice was made in a newspaper of general circulation. As of the writing of this report, staff has not received any inquiries on this matter.



Scott Taschner, Assistant Planner



Craig A. Ewing, AICP, Director of Planning Services

ATTACHMENTS

1. Vicinity Map
2. Draft Resolution
3. West Elevation
4. Description of West Elevation
5. Site Plan
6. Site Photographs
7. Historic Photographs
8. City Council Staff Report, July 16, 2008
9. City Council Minutes, July 16, 2008
10. Excerpt, HSPB minutes of October 14, 2008
11. Excerpt, HSPB minutes of November 10, 2008
12. Excerpt, HSPB minutes of December 9, 2008
13. Hearing Testimony, November 10, 2008 HSPB meeting
14. Historic Site Designation Application dated November 11, 2008
15. Aerial Image/Site plan of Noticed Properties
16. 2004 Citywide Historic Resources Sheets on the Palm Springs Airport