



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,

ITEM NO. 1.C.

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)

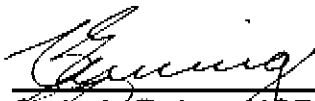
Staff also recommends that any mandated changes by any federal agencies, such as the FAA or TSA, be reviewed by staff for potential exclusion from HSPB review.

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:

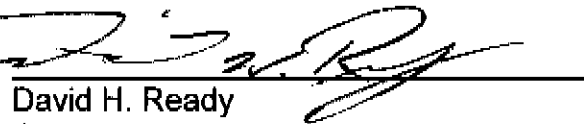
No fiscal impact.



Craig A. Ewing, AICP
Director of Planning Services



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



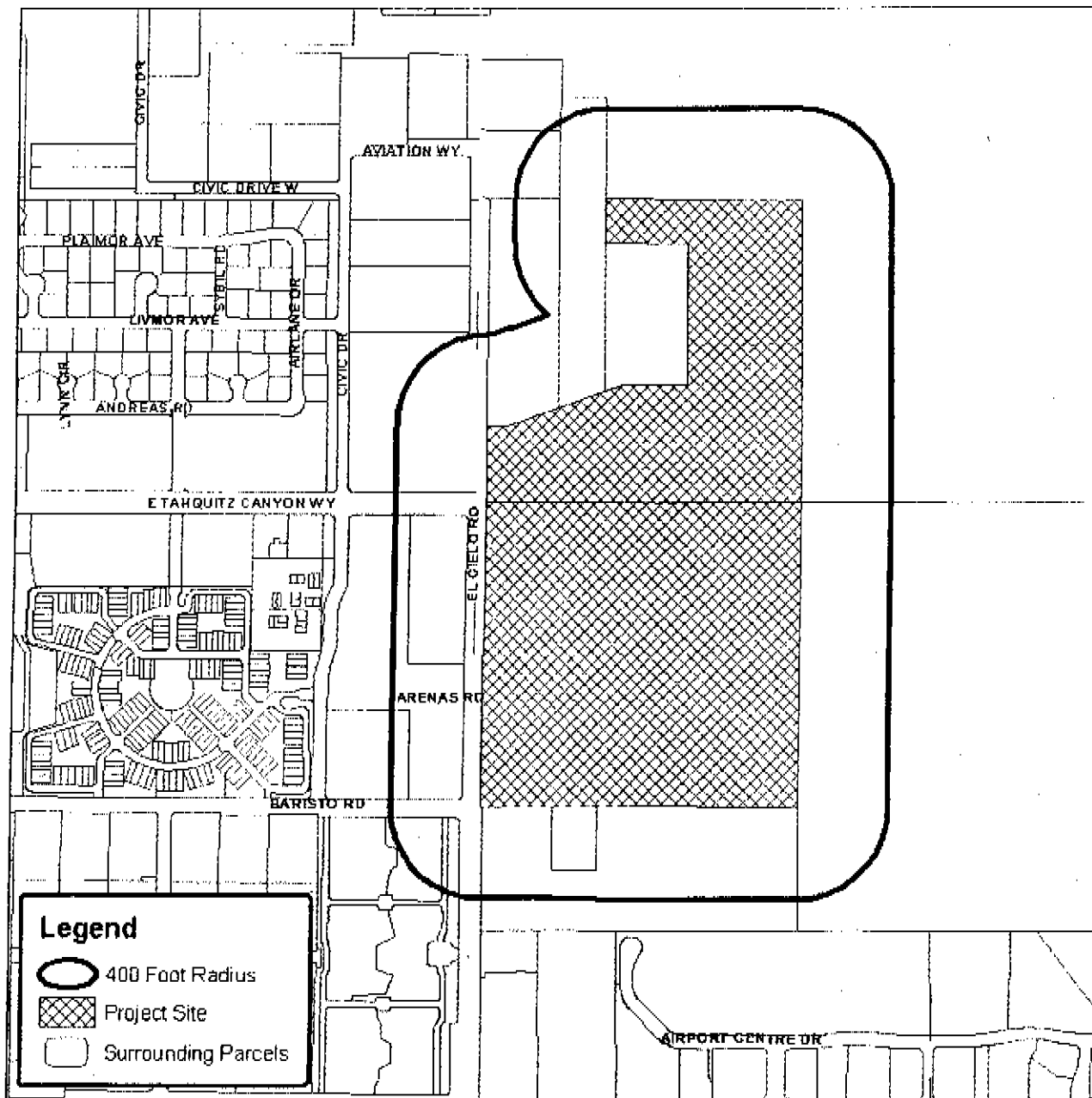
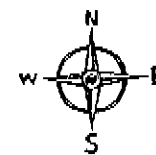
David H. Ready
City Manager

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



Department of Planning Services Vicinity Map



Legend

- 400 Foot Radius
- Project Site
- Surrounding Parcels

CITY OF PALM SPRINGS

CASE NO: 3.0829 HSPB 70

APPLICANT: City of Palm Springs

DESCRIPTION: The purpose of the hearing is to consider designation of the west façade of the building located at 3400 East Tahquitz Canyon Way as a Class 1 Historic Site.

RESOLUTION NO. _____

OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA DESIGNATING THE WEST FAÇADE OF THE PALM SPRINGS INTERNATIONAL AIRPORT AT 3400 EAST TAHQUITZ CANYON WAY, AS A CLASS ONE 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 DOES HEREBY RESOLVE:

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 of the Palm Springs Municipal Code nos. 3-5, 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;*

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 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;*

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.

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 property owner shall permit the City to demark the building 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 owner 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 including but not limited to building, site, landscaping, lighting, walls, and fences shall require Architectural Approval pursuant to Section 94.04.00 of the Palm Springs Zoning Ordinance and Historic Site Preservation Board review pursuant Municipal Code Ordinance 8.05.180.
3. No permit for the alteration of the exterior, including signage and any and all of the defining elements and characteristics shall be issued without prior approval by the Historic Site Preservation Board.
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 15th day of April, 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. _____ 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 _____, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

James Thompson, City Clerk
City of Palm Springs, California

**PALM SPRINGS AIRPORT COMMISSION
ACTION SUMMARY MINUTES OF ADJOURNED MEETING**

**WEDNESDAY
March 11, 2009**

8:00 A.M.

Executive Director Nolan explained that by the time that happens the damage has already been done and the visitor is left with a negative impression of his/her experience with taxicabs in the Coachella Valley, and recommended that Sunline mandate GPS tracking in the taxicab operator's vehicles.

Ms. Nightengale said that the taxicab operators are required to have GPS tracking system in their vehicles.

Commissioner Doria asked if Sunline was going to adopt a Bill-of-Rights that will be posted in all of the taxicabs.

Ms. Nightengale advised the Commission that much of what is in the City of Palm Springs' Passenger Bill-of-Rights is already in Sunline's ordinance.

Mike Jones, Taxicab Administrator, for Sunline Transit Agency said they have not required the taxicabs to post the Passenger Bill-of-Rights in their vehicles other than when they are doing business at the Airport.

Chairman Gebhart asked that Sunline consider posting the Passenger Bill-of-Rights in the taxicabs for visitors that may not see the pamphlet; that the most visible place for the Passenger Bill-of-Rights to be seen would be in the vehicle.

Ms. Nightengale said that Sunline wants to work in partnership with the Airport Commission and Airport Facilities to provide premier taxicab service in the valley.

10. DISCUSSION AND ACTION ITEMS:

10.A HISTORICAL DESIGNATION OF TERMINAL:

Director Nolan introduced Craig Ewing, Director of Planning Services to the Airport Commission.

Director of Planning Services Ewing gave background information about the City's Historic Resources ordinance in the Municipal Code; that the Planning Department is responsible for the implementation and enforcement of that code; that City Council has also appointed the Historic Site Preservation Board (HSPB) who recommends properties they believe should be considered historic and protected; that once the property is designated any changes to that property has to be brought before the HSPB for approval.

At this point Director of Planning Ewing introduced Cindy Williams, Chairperson of the HSPB.

Director of Planning Services Ewing said that last year City Council initiated an action to bring the front façade of the Airport Terminal Building (designed by architect Donald Wexler in 1966) under the HSPB code; that a public hearing was conducted yesterday morning and the board adopted a recommendation, consistent with City

006

**PALM SPRINGS AIRPORT COMMISSION
ACTION SUMMARY MINUTES OF ADJOURNED MEETING**

**WEDNESDAY
March 11, 2009**

8:00 A.M.

Council's direction, that the front façade of the Airport Terminal Building be subject to the Historic Resources protection; that the next step is to go back to City Council and hold a public hearing; that Council will make the final decision; however if City Council adopts the HSPB's recommendation any exterior changes to the building would be subject to review by the HSPB for appropriate changes to the historic area of the building; that HSPB is very cognizant of the concerns that this is also a public facility, and one that is regulated by the FAA; that after discussing the issue with the Airport's Executive Director, the HSPB's recommendation also included a condition that any mandates of FAA changes to the building will be reviewed by staff and exempt from HSPB review; that federal mandates are outside of the City's preview.

Cindy Williams, Chairperson of the HSPB said that the HSPB and Airport are on the same page in terms of commerce; that they just completed modernism week; that there were thousands of visitors that came to Palm Springs for cultural tourism; that Mr. Donald Wexler was honored during modernism week and they estimated that over \$2 million dollars was contributed to the valley's economy; that the appreciation of architecture and modern architects are having an economic impact; that commerce, cultural and preservation go hand-in-hand.

Chairman Gebhart asked if the HSPB has talked to any representatives from Burbank Airport, whose size is similar to PSP, to see how being designated a historical site has worked for them and how long it has been in effect. Also, what, if any, problems they have had.

Director of Planning Services Ewing explained that the City of Palm Springs has a Historical Preservation ordinance that lays out the City's process; that Burbank would be governed by their own process; that City Council takes into account additional layers of government, added concerns about uncertainty, and additional costs before they consider potential designations.

The Airport Commission discussed and/or commented on the following with respect to including the TSA in the HSPB's Condition of Approval 1 for future TSA requests for security measures, (e.g., glass windows), the length of time it takes to go through the City's various departments for approval, growth and changes on the Airport, other historic airports around the country, lack of notification about the public hearing and no request for input from the Airport Commission regarding the proposed Airport Terminal Building façade Historic Resources protection designation, estimated timelines for HSPB review process, financial impact, other governmental agencies, the benefit of having a plaque honoring the architect for his design on the front of the building.

MOTION: Recommend to City Council Airport Commission support for the Historic Site Preservation Board's recommendation to designate the front of the Airport's Terminal Building façade as a historical designation. **Motion Commissioner King, and failed due to a lack of a second.**

**PALM SPRINGS AIRPORT COMMISSION
ACTION SUMMARY MINUTES OF ADJOURNED MEETING**

**WEDNESDAY
March 11, 2009**

8:00 A.M.

ACTION: The Airport Commission does not support the Historic Site Preservation Board's recommendation to designate the front of the Airport's Terminal Building façade as a historical designation. **Motion Commissioner Sherman, seconded by Commissioner Gregory, and carried.**

AYES: Ahlstrom, Block, Doria, Elsner, Gebhart, Gregory, Horner, Johnson, Luisi, Medrano, Rosenberg, Sherman and Simmons

NOES: King

ABSENT: Albert, Callahan, Hernandez, Hoehn and Parks

~~**10.B EAGLERIDER NON-EXCLUSIVE OPERATING & LEASE AGREEMENT FOR THE OPERATION OF A MOTORCYCLE RENTAL CONCESSION – OPTION PERIOD 1:**~~

Executive Director Nolan provided background information outlined in the staff report.

Chairman Gebhart mentioned that Commissioner Albert, who was excused from today's meeting, was concerned about motorcycles being on the sidewalk and the surface being kept clean; that if motorcycles are allowed to be in that area the Airport should also consider making it more bicycle friendly.

Chairman Gebhart said that in other airports that he has visited they often treat motorcycles as art and place them in designated areas of the airport.

Deputy Director Operations & Maintenance advised the Commission that there is bicycle rack at the south end of the terminal; that anyone wanting to come to the Airport on a bicycle is welcome to use it.

ACTION: Recommend that the first one-year option period be exercised effectively July 1, 2009 through June 30, 2010 for the Non-Exclusive Operating Lease Agreement No. 5316 with 449 Corporation dba Eaglerider Motorcycle Rental USA for the operation of a Motorcycle Rental Concession at Palm Springs International Airport. **Motion Commissioner Elsner, seconded by Commissioner Sherman and unanimously carried.**

AYES: Ahlstrom, Block, Doria, Elsner, Gebhart, Gregory, Horner, Johnson, King, Luisi, Medrano, Rosenberg, Sherman and Simmons

NOES: None

ABSENT: Albert, Callahan, Hernandez, Hoehn and Parks

10.C AIRPORT ART EXHIBIT PROGRAM:

Director Nolan introduced Jennifer Henning, Arts & Special Projects Coordinator to the Commission.

Ms. Henning provided the Commission with background information about an art loan program and presented a power point presentation of museum art pieces and proposed exhibit areas on the Airport.

008

RESOLUTION NO. 70

OF THE HISTORIC SITE PRESERVATION BOARD
OF THE CITY OF PALM SPRINGS, CALIFORNIA,
RECOMMENDING THAT THE CITY COUNCIL
DESIGNATE 3400 EAST TAHQUITZ CANYON WAY,
THE PALM SPRINGS INTERNATIONAL AIRPORT'S
WEST FACADE, A CLASS ONE HISTORIC SITE

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

WHEREAS, the Historic Site Preservation Board filed an application for Historic Site Designation; and

WHEREAS, notice of a public hearing of the Historic Site Preservation Board of the City of Palm Springs to consider designation of the Palm Springs International Airport's west façade 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 Palm Springs International Airport's west façade as a Class 1 historic site; and

WHEREAS, the designation of the Palm Springs International Airport's west facade shall further the purpose and intent of Chapter 8.05; and

WHEREAS, the designation of the Palm Springs International Airport's west facade shall promote the sensitive preservation of said site; and

WHEREAS, the Historic Site Preservation Board 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 the early 1960's, The Palm Springs Airport commissioned architect Donald Wexler to design a new airport facility at 3400 East Tahquitz Canyon Way in Palm Springs.
2. The defining historic characteristics of this building are its mid-century architecture with desert focus. 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 exterior natural

stone fascia walls. The original 6 inch steel tube columns with plastered faces (which have since been covered over).

THE HISTORIC SITE PRESERVATION BOARD HEREBY FINDS AS FOLLOWS:

Section 1: *The Palm Springs International Airport's West Facade embodies a distinctive characteristic 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.

Section 2: *The Palm Springs International Airport's West Façade presents the work of a master-builder, designer, artist, or architect whose individual genius influenced his age; or that possess 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

NOW, THEREFORE, BE IT RESOLVED that, based upon the foregoing, the Historic Site Preservation Board recommends that the City Council designate the Palm Springs International Airport's West Facade at 3400 East Tahquitz Canyon Way, Palm Springs, California as a Class 1 Historic Site subject to the following conditions;

1. The property owner shall permit the City to demark the building as a historic site with a plaque of the City's choosing. The plaque shall be placed in a location visible from the public right-of-way. The owner shall maintain the plaque in the location installed and pay for the replacement cost if the plaque is lost, stolen, or otherwise removed from the property.

2. All future exterior modifications including but not limited to building, site, landscaping, lighting, walls, and fences shall require Architectural Approval pursuant to Section 94.04.00 of the Palm Springs Zoning Ordinance and Historic Site Preservation Board review pursuant Municipal Code Ordinance 8.05.180.
3. No permit for the alteration of the exterior, including any and all of the defining elements and characteristics shall be issued without prior approval by the Historic Site Preservation Board.
4. Changes mandated by the Federal Aviation Administration shall be submitted in writing to the city to determine the appropriate level of review.
5. That the City Clerk submit the Council Resolution to the County recorder for recordation within 90 days of the effective date of this resolution.
6. All existing or previously approved alterations shall be considered acceptable.

ADOPTED this 10th day of March, 2009.

AYES:
NOES:
ABSENT:
ABSTENTIONS:

ATTEST:

CITY OF PALM SPRINGS, CALIFORNIA

Scott Taschner
Assistant Planner

Loretta Moffett
Historic Site Preservation Board Secretary

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.

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

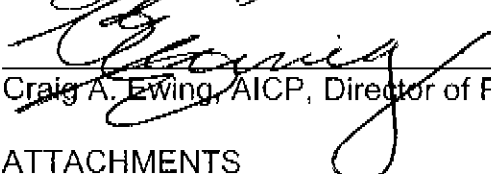
In accordance with Section 15331 (Historical Resources Restoration/Rehabilitation) of the California Environmental Quality Act (CEQA), the proposed designation is categorically exempt from environmental review as the proposed designation meets the conditions outlined for preservation of a historic resource.

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



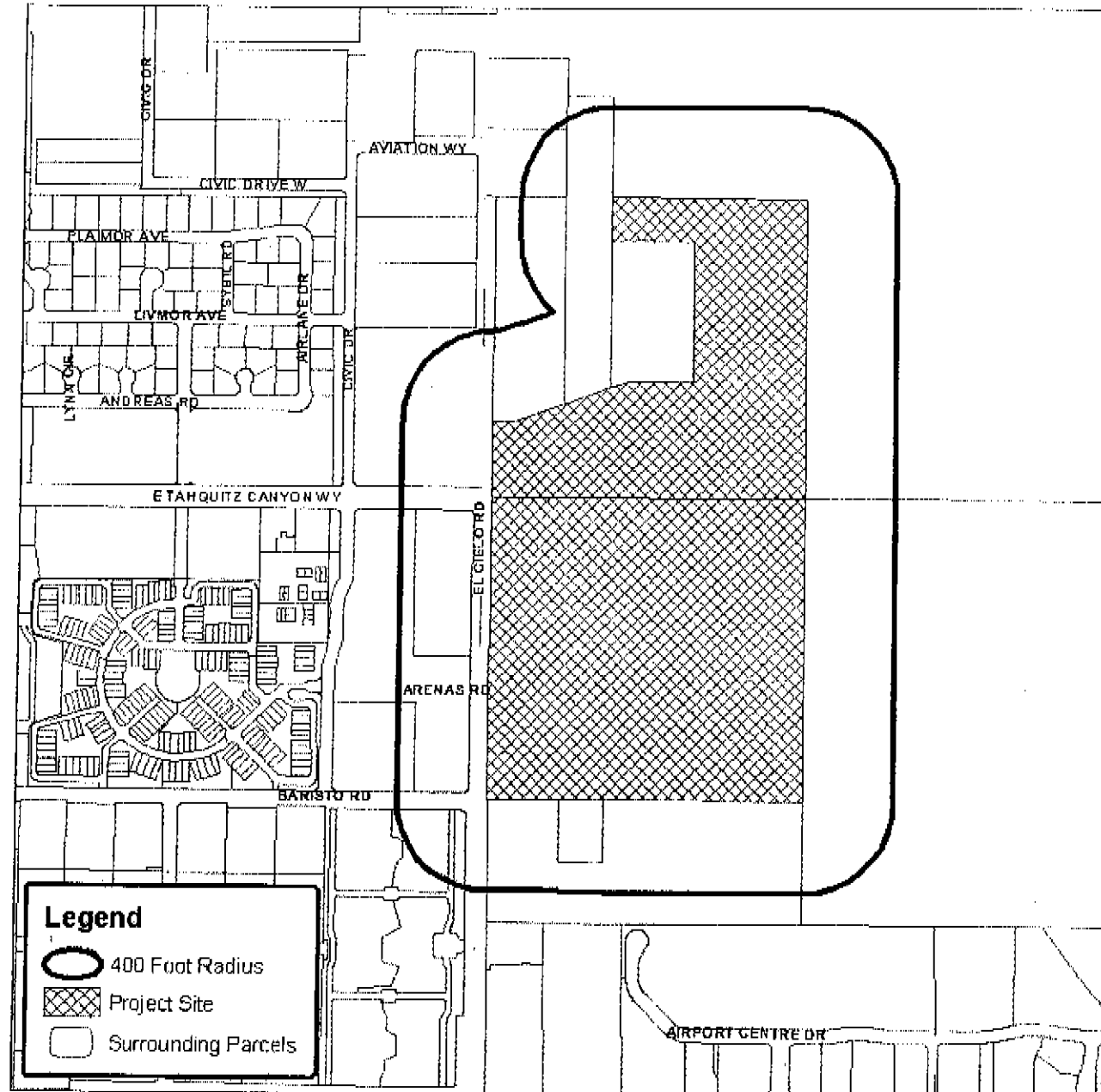
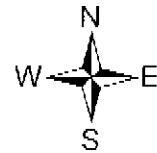
Craig A. Ewing, AICP, Director of Planning Services

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



Department of Planning Services Vicinity Map



CITY OF PALM SPRINGS

CASE NO: 3.0829 HSPB

APPLICANT: City of Palm Springs

DESCRIPTION: The purpose of the hearing is to consider designation of the west façade of the building located at 3400 East Tahquitz Canyon Way as a Class 1 Historic Site.

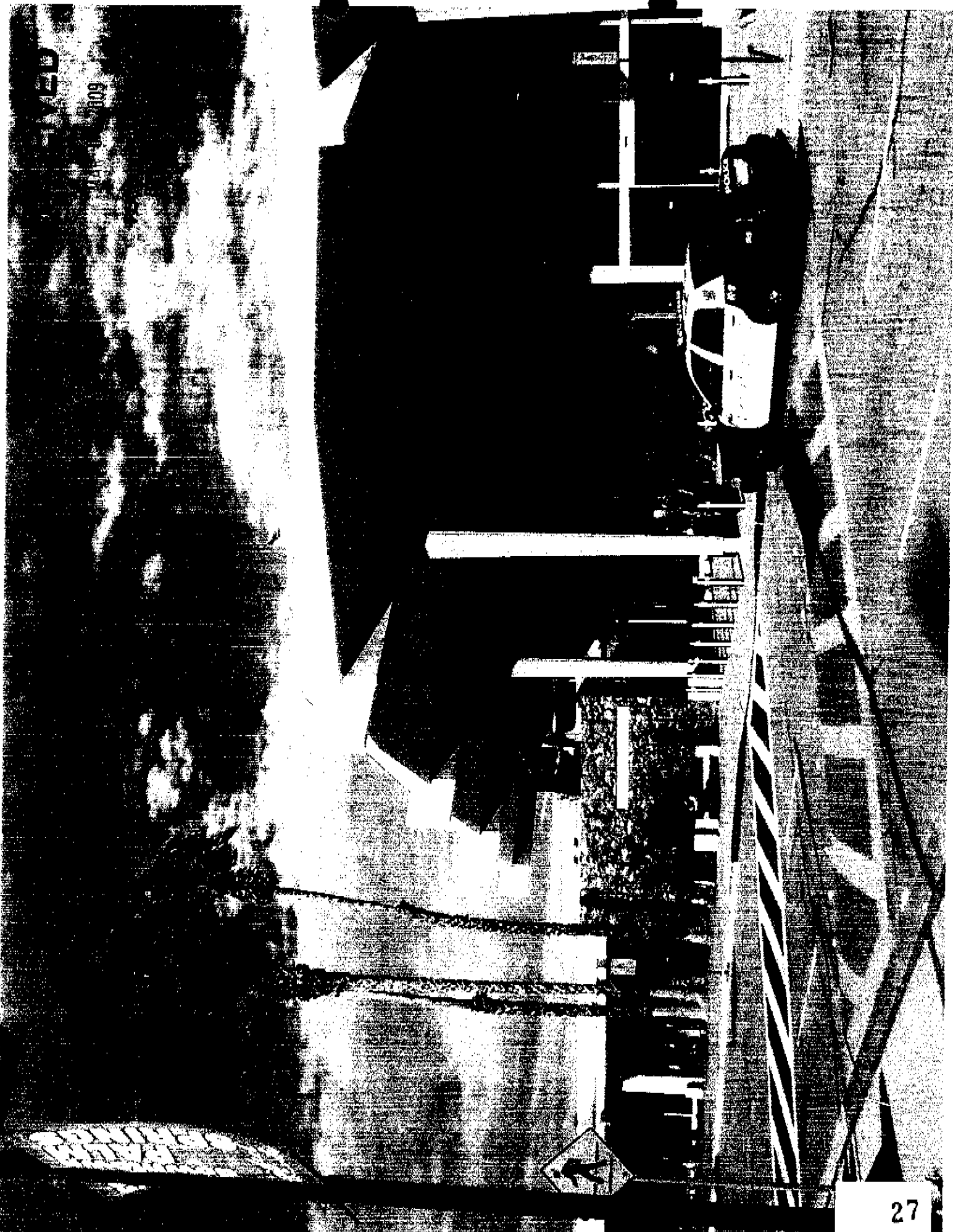
Map 0.3.00

PLANNING SERVICES
DEPARTMENT



VED

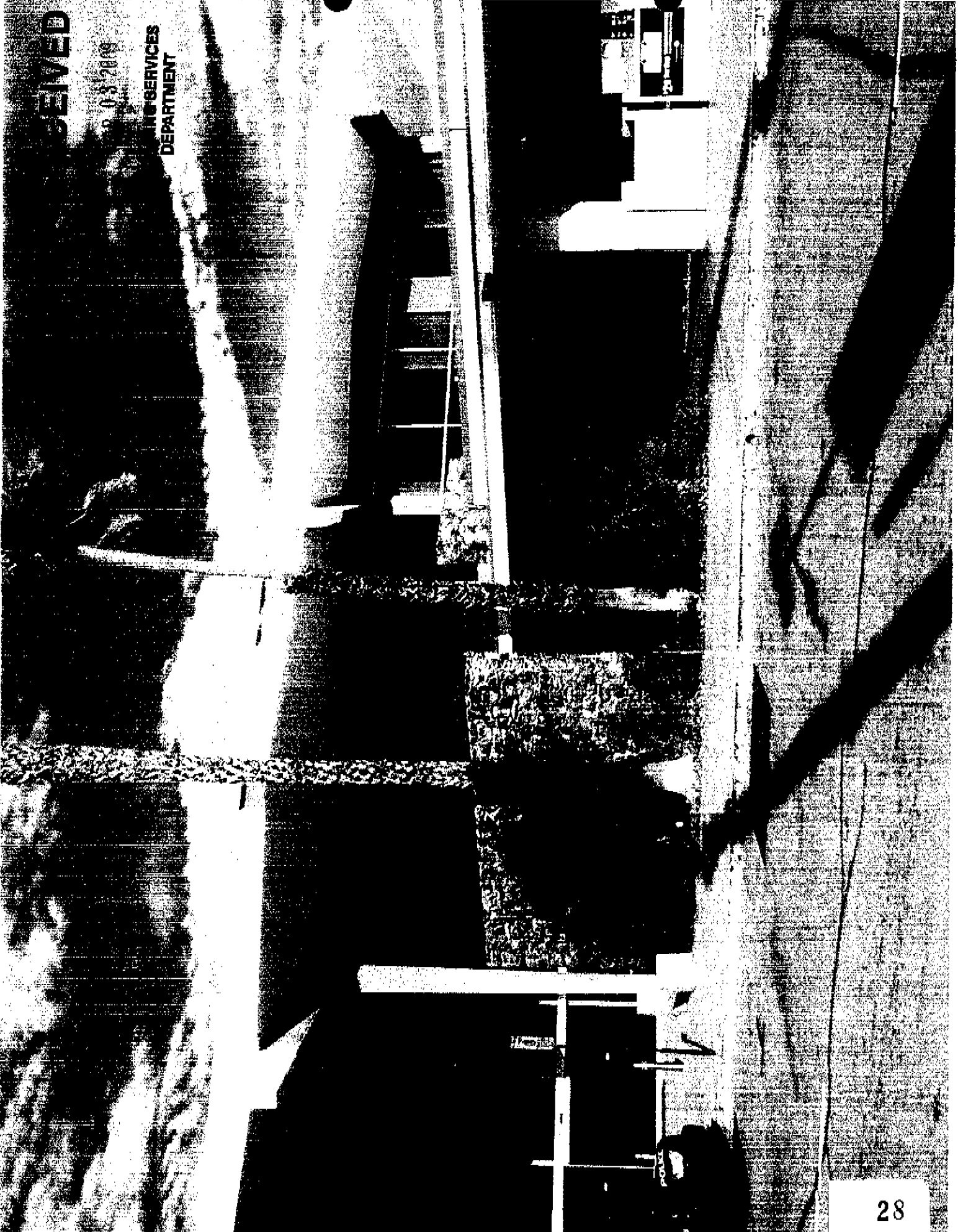
009



RECEIVED

APR 13 2009

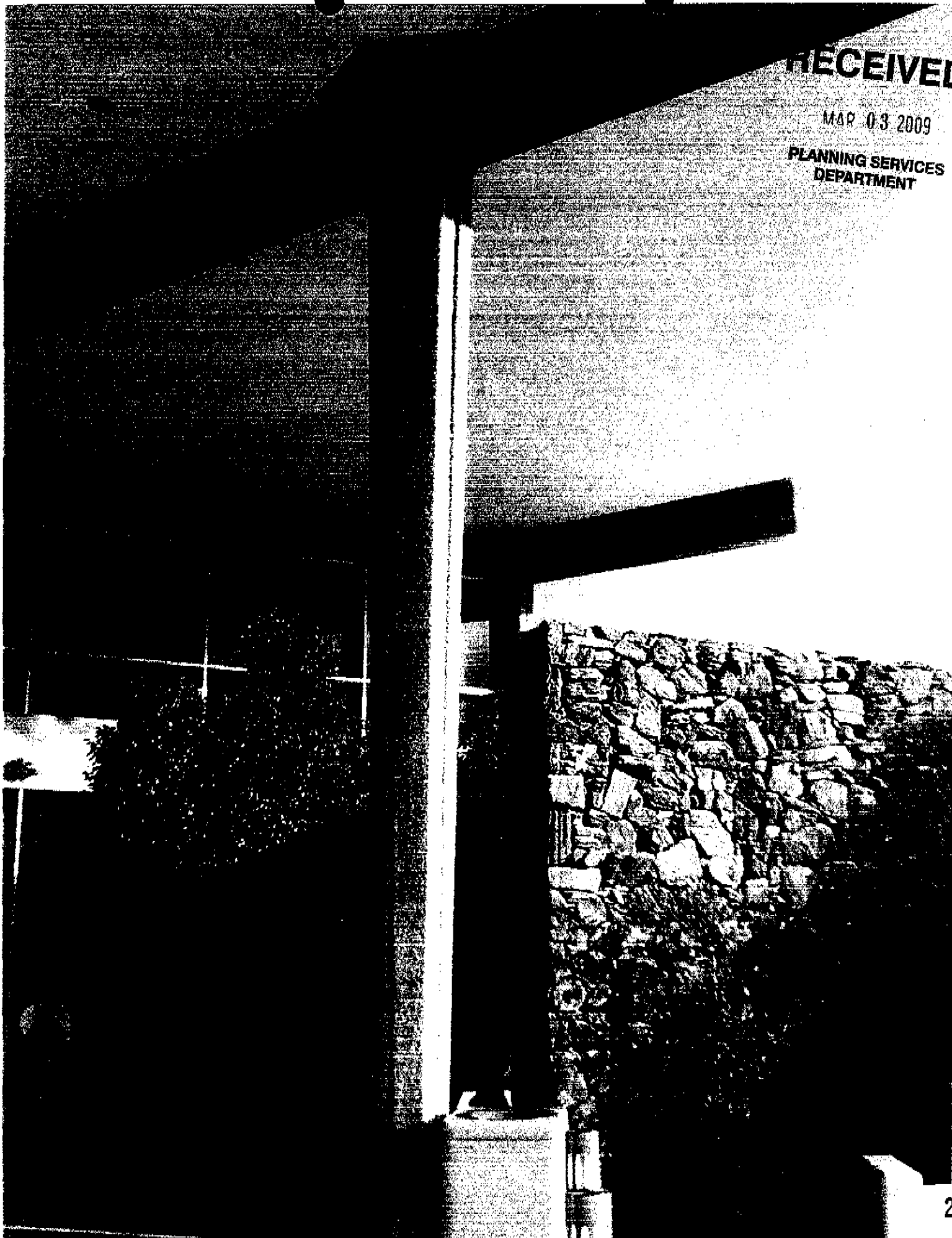
TRAINING SERVICES
DEPARTMENT

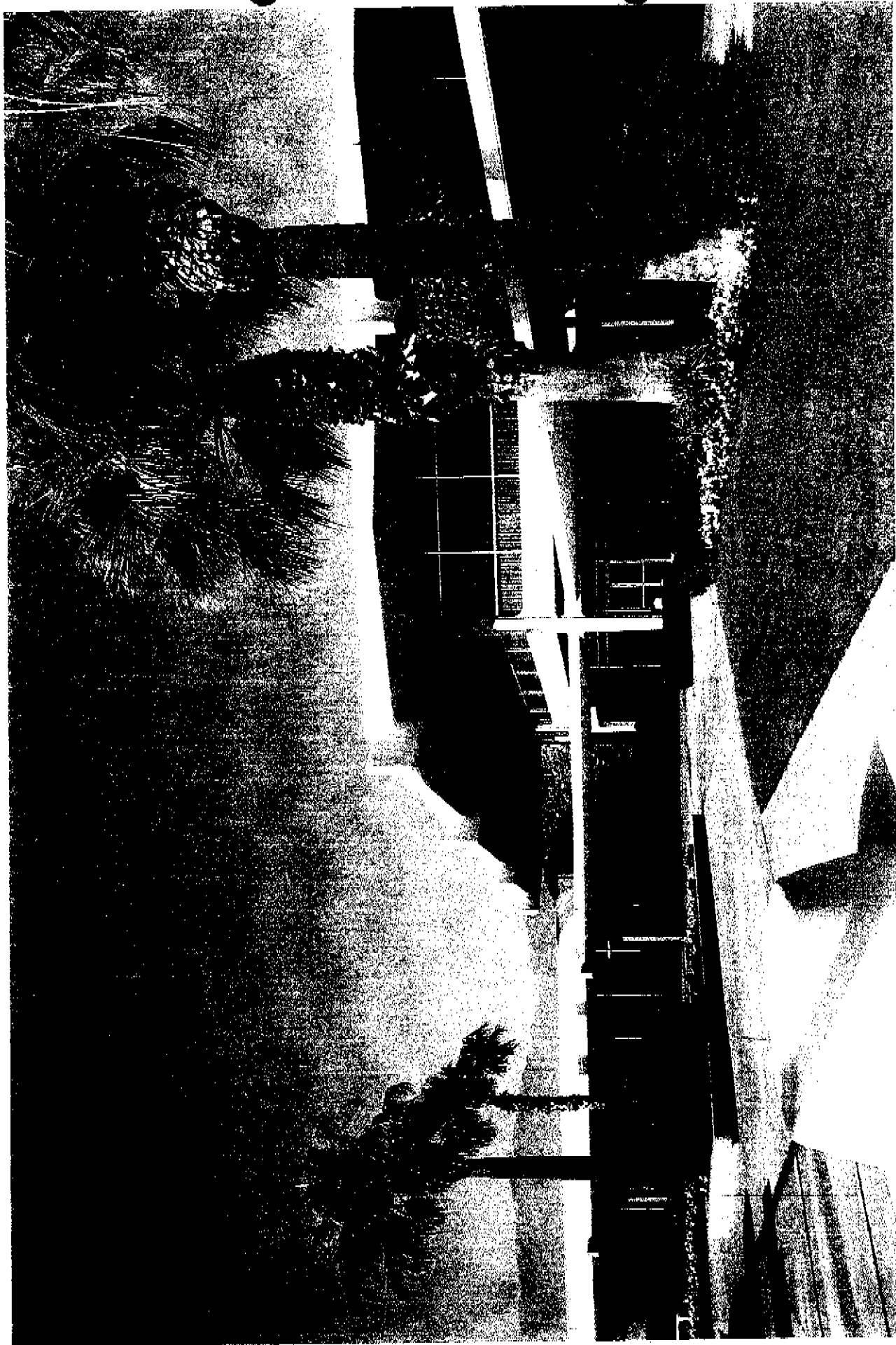


RECEIVED

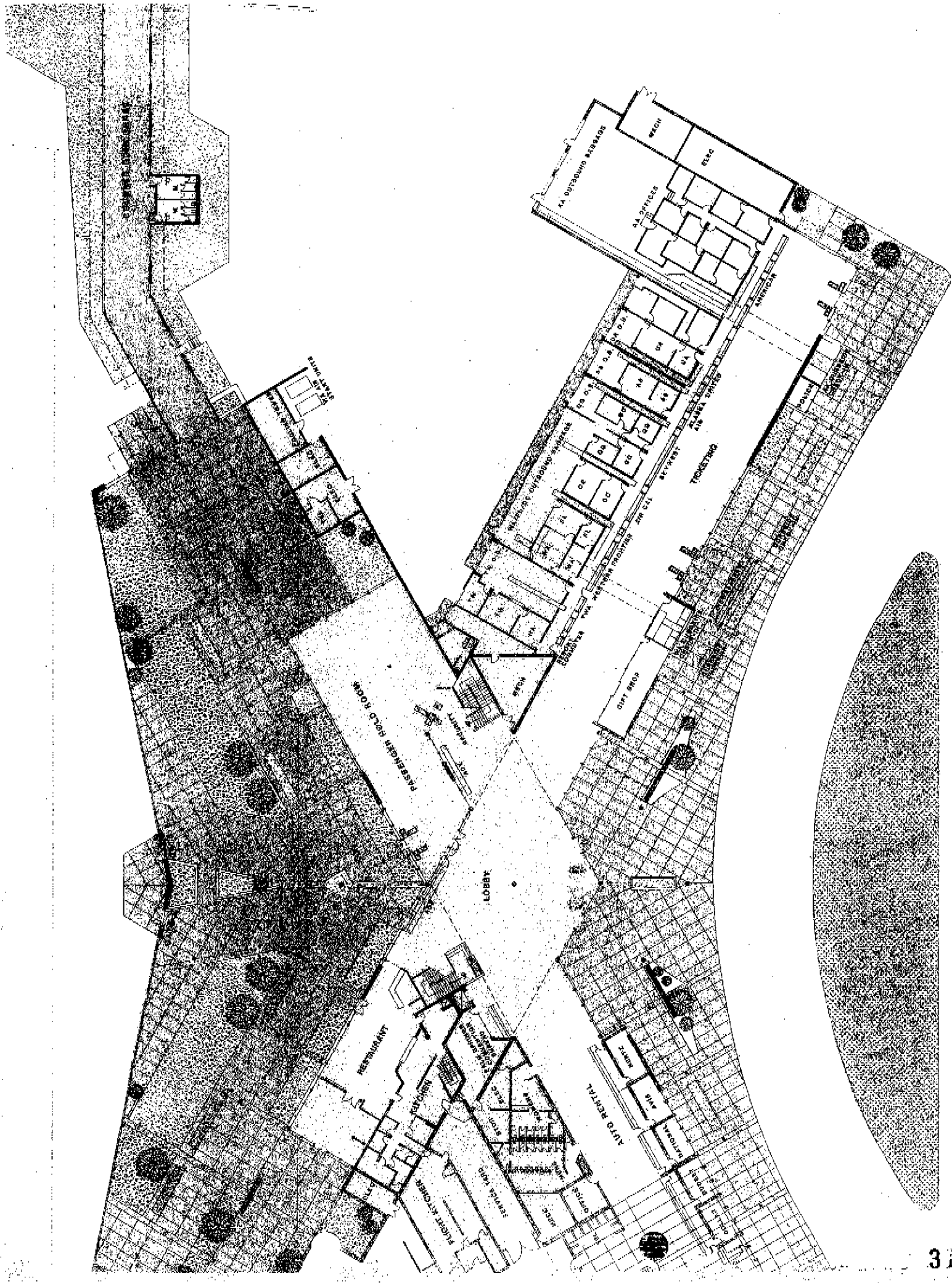
MAR 03 2009

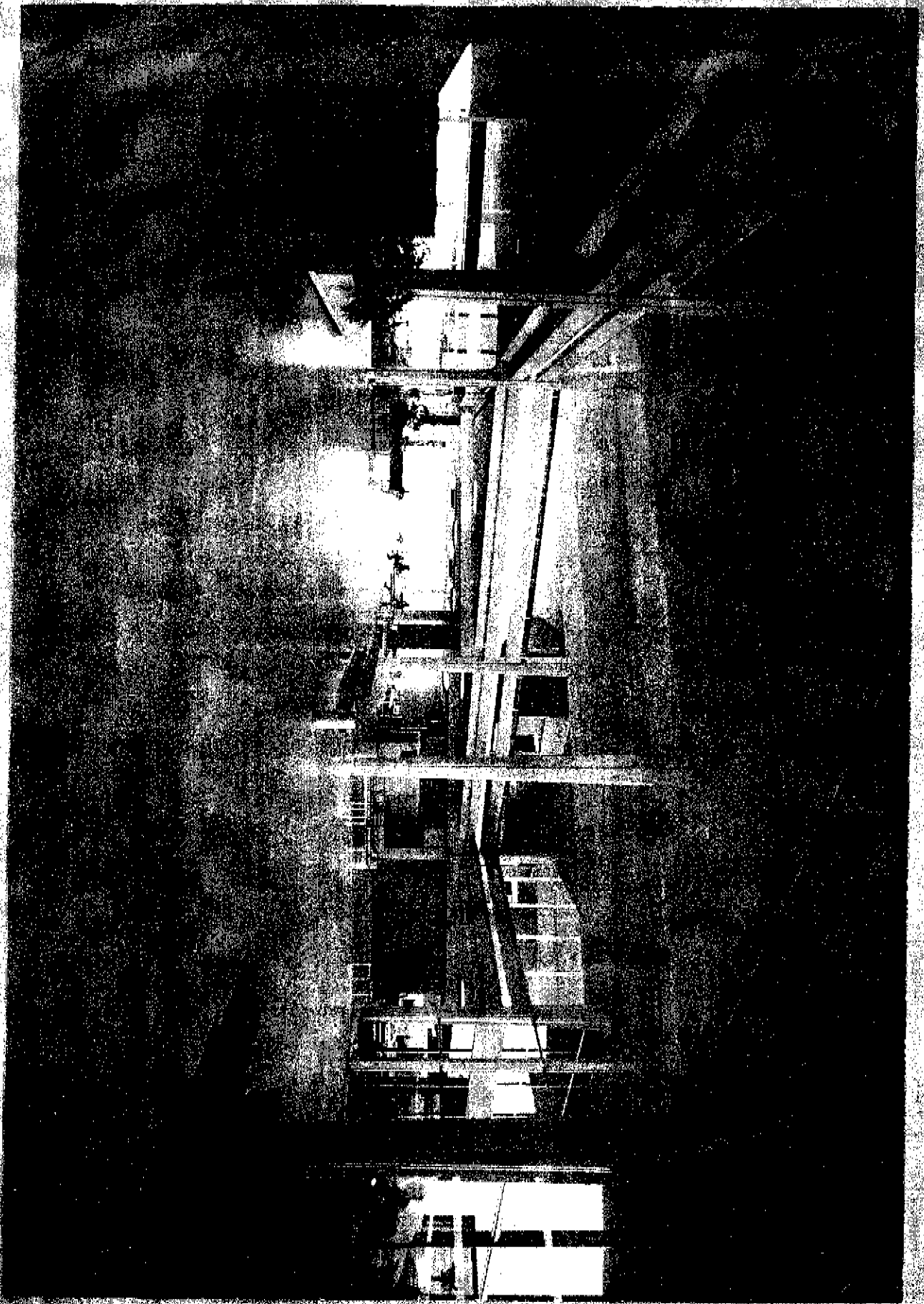
**PLANNING SERVICES
DEPARTMENT**

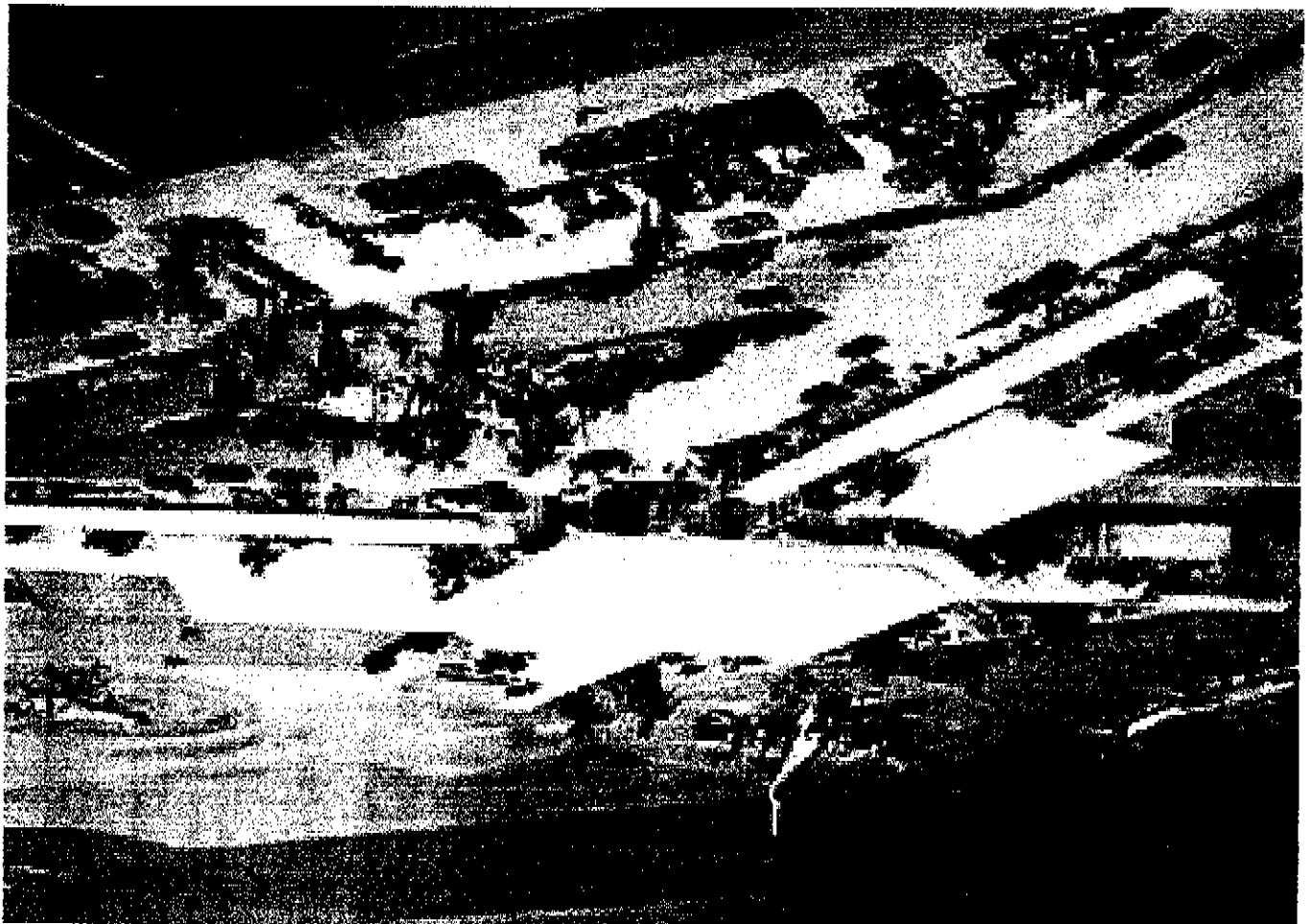




PALM SPRINGS AIRPORT









CITY COUNCIL STAFF REPORT

DATE: July 16, 2008 NEW BUSINESS

SUBJECT: INITIATION OF HISTORIC DESIGNATION OF PALM SPRINGS
INTERNATIONAL AIRPORT TERMINAL BUILDING

FROM: David H. Ready, City Manager

BY: Planning Department

SUMMARY

Councilmember Mills requested that the City Council consider initiating the process for designating the Palm Springs International Airport Terminal Building as a Historic Resource. The Council may initiate the designation process by motion.

STAFF ANALYSIS

The Municipal Code specifies the procedures for designating historic resources in Chapter 8.05 (Historic Preservation). Section 8.05.125 – *Created by Council* states, in part:
The city council may designate one or more historic sites or districts by following the procedures specified in this chapter.

Subsequent procedures call for a public hearing by the Historic Site Preservation Board (for their recommendation) and then a public hearing by the City Council (for final action). Based on Council direction, staff will prepare the item for HSPB review and hearing.

RECOMMENDATION:

Direct staff, as appropriate

FISCAL IMPACT:

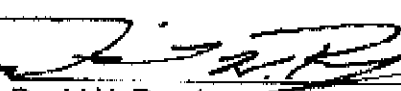
No fiscal impact.



Craig A. Ewing, AICP
Director of Planning Services



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



David H. Ready
City Manager

ITEM NO. 5.B.

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

The City Council heard Item 5.B. out of order.

5. NEW BUSINESS:

→ **5.B. INITIATION OF HISTORIC DESIGNATION OF THE WEST ELEVATION OF PALM SPRINGS INTERNATIONAL AIRPORT TERMINAL BUILDING:**

Tom Wilson, Assistant City Manager, provided background information as outlined in the staff report dated July 16, 2008.

Councilmember Mills commented on the original look of the Airport and the history of architecture, and requested the original architect, Don Wexler, provide further background information on the terminal.

ACTION: Initiate the Historic Designation of the West Elevation of the Palm Springs International Airport Terminal Building pursuant to Palm Springs Municipal Code Section 8.05.125. **Motion Councilmember Hutcheson, seconded by Councilmember Mills and unanimously carried 4-0 on a roll call vote.**

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

1. PUBLIC HEARINGS:

1.A. PLACEMENT OF 12 PUBLIC NUISANCE ABATEMENT FEES ON THE PROPERTY TAX ROLLS:

Don Duckworth, Director of Building and Safety, provided background information as outlined in the staff report dated July 16, 2008.

Mayor Pougnet opened the public hearing, and no speakers coming forward the public hearing was closed.

ACTION: 1) Adopt Resolution No. 22281, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, CONFIRMING THE REPORT OF PROCEEDINGS AND ACCOUNTING FOR THE PUBLIC NUISANCE ABATEMENT LIEN LOCATED AT 920 EAST COTTONWOOD ROAD;" 2) Adopt Resolution No. 22282, "A

**CITY OF PALM SPRINGS
PUBLIC HEARING NOTIFICATION**



CITY CLERK'S DEPARTMENT

Meeting Date: April 15, 2009
Subject: Historic Site – Class 1 – Palm Springs International Airport

AFFIDAVIT OF MAILING

I, Kathie Hart, CMC, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was mailed to each and every person on the attached list on April 2, 2008, in a sealed envelope, with postage prepaid, and depositing same in the U.S. Mail at Palm Springs, California. (65 notices)

I declare under penalty of perjury that the foregoing is true and correct.

Handwritten signature of Kathie Hart in black ink.

Kathie Hart, CMC
Chief Deputy City Clerk

AFFIDAVIT OF PUBLICATION

I, Kathie Hart, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was published in the Desert Sun on April 4, 2009.

I declare under penalty of perjury that the foregoing is true and correct.

Handwritten signature of Kathie Hart in black ink.

Kathie Hart, CMC
Chief Deputy City Clerk

AFFIDAVIT OF POSTING

I, Dolores Strickstein, Secretary, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was posted at City Hall, 3200 E. Tahquitz Canyon Drive, on the exterior legal notice posting board and in the Office of the City Clerk on April 2, 2009.

I declare under penalty of perjury that the foregoing is true and correct.

Handwritten signature of Dolores Strickstein in black ink.

Dolores Strickstein
Secretary

NOTICE OF PUBLIC HEARING
CITY COUNCIL
CITY OF PALM SPRINGS, CALIFORNIA

Proposed Designation of 3400 East Tahquitz Canyon Way
Class 1 Historic Site and Notice of Exemption from CEQA

Applicant: The City of Palm Springs

NOTICE IS HEREBY GIVEN that the City Council of the City of Palm Springs, will hold a public hearing at its meeting of April 15, 2009. The City Council meeting begins at 6:00 p.m., in the Council Chamber at City Hall, 3200 East Tahquitz Canyon Way, Palm Springs.

The purpose of the hearing is to consider designation of the Palm Springs International Airport's West Facade located at 3400 East Tahquitz Canyon Way as a Class 1 Historic Site.

ENVIRONMENTAL DETERMINATION: This request is categorically exempt from review pursuant to Section 15331 (Historical Resource Restoration/Rehabilitation) of the California Environmental Quality Act (CEQA), whereas the proposed designation meets the conditions outlined for preservation of a historic resource. The application is available for public review in the Department of Planning Services, City Hall, 3200 East Tahquitz Canyon Way, Palm Springs.

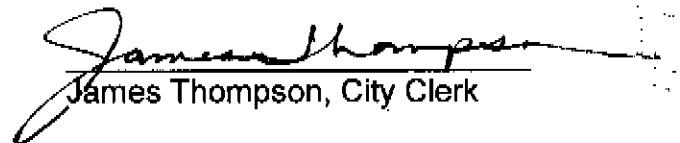
REVIEW OF PROJECT INFORMATION: The staff report and other supporting documents regarding this project are also available for public review at City Hall between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. Please contact the Office of the City Clerk at (760) 323-8204 if you would like to schedule an appointment to review these documents.

COMMENT ON THIS APPLICATION: Response to this notice may be made verbally at the Public Hearing and/or in writing before the hearing. Written comments may be made to the City Council by letter (for mail or hand delivery) to:

James Thompson, City Clerk
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

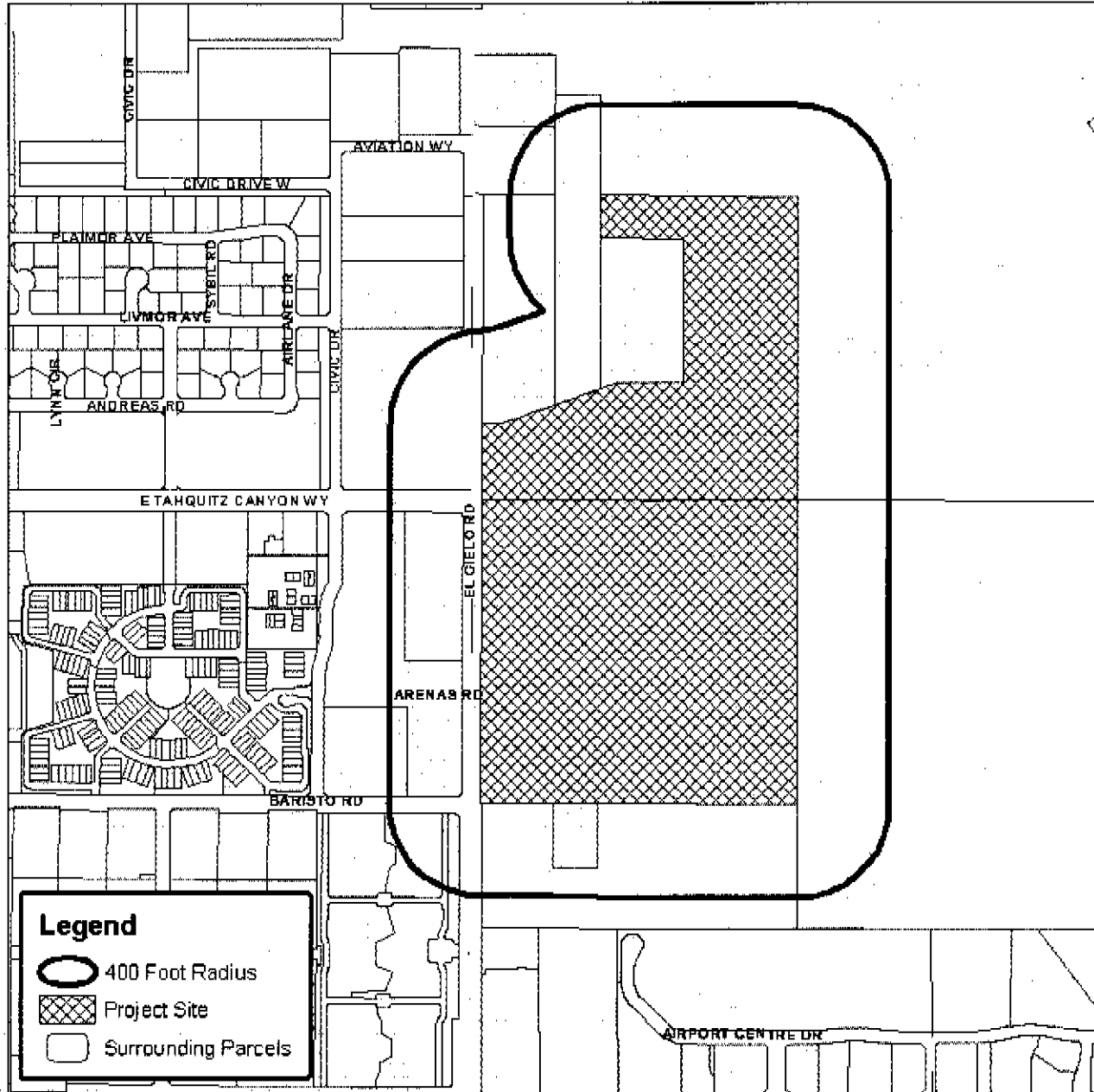
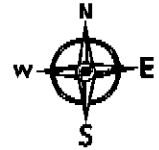
Any challenge of the proposed project in court may be limited to raising only those issues raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk at, or prior to, the City Council hearing. (Government Code Section 65009[b][2]). An opportunity will be given at said hearing for all interested persons to be heard. Questions regarding this case may be directed to Scott Taschner, Assistant Planner, Planning Services Department at (760)323-8245.

Si necesita ayuda con esta carta, porfavor llame a la Ciudad de Palm Springs y puede hablar con Nadine Fieger telefono (760) 323-8245.


James Thompson, City Clerk



Department of Planning Services Vicinity Map



CITY OF PALM SPRINGS

CASE NO: 3.0829 HSPB 70

APPLICANT: City of Palm Springs

DESCRIPTION: The purpose of the hearing is to consider designation of the west facade of the building located at 3400 East Tahquitz Canyon Way as a Class 1 Historic Site.