APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the Environmental Orders (FAA Order 1050.1F and FAA Order 5050.4B).
To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and **consult with the Airports District Office or Regional Airports Division Office staff** about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information/documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, and location:

Palm Springs International Airport / PSP / Palm Springs, California

Project Title:

Baggage Claim Lobby Expansion and Inline Baggage Handling System Improvements

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas).

Attach a sketch or plan of the proposed project. Photos can also be helpful.

Palm Springs International Airport (PSP, Airport) is owned and operated by the City of Palm Springs (City or Airport Sponsor). The Airport is located approximately two miles east of downtown (see **Figure 1** at the end of this CATEX). The passenger terminal complex at PSP includes a one-story terminal processor with a mezzanine (the Wexler Terminal), a two-story main concourse named the "Bono Concourse" for mainline aircraft, and a one-story regional concourse for regional jets and turbo prop aircraft. The passenger terminal complex is connected by an open-air landscaped plaza and pedestrian walkway. The proposed project, identified below, is located within or adjacent to the Wexler Terminal.

Baggage Claim Lobby Expansion

The existing baggage claim lobby is located in the northernmost portion of the northwest wing.

The Airport Sponsor is proposing to expand the existing baggage claim lobby in order to meet existing and forecast operation demands at PSP (Proposed Project-Baggage Claim Lobby Expansion). The existing baggage claim lobby at PSP is approximately 19,800 square feet and operates at or above capacity during peak travel times. Passengers currently experience congestion while collecting luggage at the baggage claim units that regularly conflicts with the queues at the rental car counters, which are currently located along the west wall. Additionally, the baggage claim carousels have reached the end of their useful life and are requiring regular maintenance that

places the carousels out of service, further causing passenger congestion issues.

The project study area for the baggage claim lobby expansion is currently paved and the expansion would be similar in depth to the existing foundations, which are approximately 4 feet deep (see **Figure 2** in **Attachment 1**).

The Proposed Project-Baggage Claim Lobby Expansion would expand the north and east walls of the existing baggage claim lobby. Expansion to the north wall would potentially displace 20 rental car parking spots, which would not be replaced. The design would follow the Secretary of the Interior's Standards for Preservation and materials would be consistent with the existing materials and original plans. The following components are included:

- Remove existing carpet, hanging ceiling, and old baggage belts and drive equipment;
- Install white terrazzo flooring in the baggage claim lobby to match the original terrazzo flooring in the terminal;
- Expand the exterior terminal baggage claim lobby by approximately 10,000 square feet (for a new total area of approximately 29,800 square feet). This includes the following exterior components:
    - Expand an approximately 120-long portion of the baggage claim lobby wall approximately 30 feet to the northwest (approximately 3,600 square feet), which will remove one row of parking spaces in the rental car parking lot, approximately 20 spaces;
    - Expand a 212-foot-long section of the baggage claim lobby wall 30 feet to the northeast (approximately 6,360 square feet);
    - Construct a mostly flat roof over the expanded area with a 158-foot section of the roof on the northeast side 8 feet higher than the rest of the roof, to allow for improved baggage delivery;
    - Extend the existing flat-roofed canopy for 30 feet along the west elevation above the pedestrian walkway. The columns to support the canopy would be 6-inch by 6-inch steel-tube columns with a "Granolux" trowelled marble finish (or equivalent material);
    - The new section of the west elevation will include two sets of metal-and-glass, storefront-style doors and windows that continue the existing door and window pattern in this elevation; and
    - Relocate three of the stretched fabric canopies outside in the rental car parking lot;
- Replace three existing flat plate baggage belts with new up to a maximum of four 200-foot-long overhead loading slope plate baggage claim belts with overhead loading feed from the ramp area;
- Construct two all gender/family restrooms;
- Construct rooms for baggage service offices;
- Move existing rental car counters to north wall to upgrade passenger circulation areas to

reduce congestion between the baggage claim devise and the rental car counters;

- Install new electrical components to support the upgraded system;
- Install security access control cameras;
- Install baggage information display system (BIDS);
- Replace lighting and advertising displays;
- Install a standalone heating, ventilation, and air conditioning (HVAC) package unit at the back of the building and replace ventilation systems; and
- Integrate all existing systems: HVAC, electrical, fire alarm, fire suppression, plumbing, and lighting.

The Proposed Project-Baggage Claim Lobby Expansion would be developed through a combination of Bipartisan Infrastructure Law (BIL) – Airport Terminal Program (ATP) grant funding and local contribution. The Proposed Project-Baggage Claim Lobby Expansion is undergoing conceptual design (see **Figure 3** in **Attachment 1** for the preliminary baggage claim lobby layout). Construction of the Proposed Project-Baggage Claim Lobby Expansion would begin in early 2025 and last approximately 18 months. During construction, a temporary construction staging area and temporary exterior structure to maintain baggage claim capacity would be set up adjacent to the northwest wing, to the north or east of the existing baggage claim lobby. Passengers would be directed to the temporary exterior structure via a temporary safety barrier along the sidewalk in the front of the northwest wing of the terminal. Construction vehicles would utilize the existing on-Airport roadway system (see **Figure 4** in **Attachment 1**).

Inline Baggage Handling System Improvements

The existing inline baggage handling system is located in the inner east side of the southwest wing in a security-controlled area.

The existing inline baggage handling system is operating at capacity and is unable to accommodate existing and forecasted baggage handling operations. Therefore, the Airport Sponsor is proposing to expand the inline baggage handling and screening system (Proposed Project-Inline Baggage Handling System Improvements). The Proposed Project-Inline Baggage Handling System Improvements would include the following components: installation of new explosive detection system (EDS) machines, expansion of baggage handling building, construction of additional baggage carousel structures, and the expansion of the outbound baggage conveyor system to connect new carousel structures (see **Figure 5** in **Attachment 2** for the Proposed Project-Inline Baggage Handling System Improvements concept). Construction of the Proposed Project-Inline Baggage Handling System Improvements would allow at least a 150 percent increase in capacity to scan and process outbound baggage at the Airport, allowing the Airport to accommodate existing and future operations.

The various components of the Proposed Project-Inline Baggage Handling System Improvements, as shown in **Figure 5**, include:

- Updates to the existing baggage conveyor system equipment (i.e., installation of automated conveyor systems, advanced X-ray machines, and RFID ragging);

- Four new baggage make up carousels each measuring approximately 30 feet by 95 feet;
- New connections to each baggage make up carousel – four of the new connections would require columns that would measure approximately 8 feet long by 4 feet wide and be around 1.5 feet in depth;
- An approximately 12,000-square-foot building expansion (approximately 80 feet by 150 feet) that would be placed on a 6-inch concrete slab and would include approximately 32 new columns that would measure approximately 2 feet long by 2 feet wide and be around 4 feet in depth;
- Extend the site power system and security systems for buildout; and
- If new utility connections are required, they would require excavation down to approximately 3 feet.

Existing foundations and utilities within the project study area for the Proposed Project-Inline Baggage Handling System vary in depth up to approximately 10 feet, so the project components would all be placed within areas that have been previously disturbed.

The Proposed Project-Inline Baggage Handling System would be developed through a combination of Airport Improvement Program (AIP) grant funding and local contribution. Construction of the Proposed Project-Inline Baggage Handling System is expected to commence in early 2025 and be completed by the fall of 2026. During construction, a temporary construction staging area would be set up to park construction equipment. The staging area is shown on **Figure 6** in **Attachment 2**. Construction vehicles and equipment would access the project study area for the inline baggage handling system improvements from an airport service road off of Kirk Douglas Way (see **Figure 6** in **Attachment 2**).

Combined, the Baggage Claim Lobby Expansion and the Inline Baggage Handling System Improvements comprise the Proposed Action.

Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

In the National Plan of Integrated Airport Systems (NPIAS), the FAA classifies the Airport as a small hub, primary commercial service airport (Federal Aviation Administration, 2022). The Airport is generally bounded by Ramon Road to the south, Route 111 to the east, North Farrell Drive to the west, and East Vista Chino and Route 111 to the north.

For the purposes of this CATEX, project study areas were developed for each project to determine the existing environmental conditions in the area where activities associated with the Proposed Action would occur and where potential environmental impacts from the Proposed Action would occur.

Baggage Claim Lobby Expansion

See **Figure 2** in **Attachment 1** for the project study area for the baggage claim lobby expansion. The project study area has been heavily disturbed by previous airport-related activities and consists of the existing baggage claim lobby in the northwest wing of the terminal, parking for rental cars north of the northwest wing, and aircraft apron east of the northwest wing. All areas within the project study area have been paved over or built upon.

Inline Baggage Handling System Improvements

See **Figure 5** in **Attachment 2** for the project study area for the inline baggage handling system improvements. The project study area has been heavily disturbed by previous airport-related activities and consists of the existing baggage handling system area and three existing baggage carousels. All areas within the project study area have been paved over or built upon.

Identify the appropriate CATEX paragraph(s) from Order 1050.1F (paragraph 5-6.1 through 5-6.6) or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

Both Proposed Projects meet the criteria to be categorically exempt according to FAA Order 1050.1F, paragraph 5-6.4(h), which states the following:

> *Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval for construction or expansion of facilities—such as terminal passenger handling and parking facilities or cargo buildings, or facilities for non-aeronautical uses at existing airports and commercial space launch sites—that do not substantially expand those facilities (see the FAA's presumed to conform list (72 Federal Register 41565 (July 30, 2007))). (All)*

The circumstances one must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders 1050.1F, 5050.4B, and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these resource topics to address potential impacts. Keep in mind that both construction and operational impacts must be included.

Indicate whether or not there would be any effects under the particular resource topic and, **if needed**, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic and/or cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required. The Area of Potential Effects (APE) for the Proposed Action is the same as the project study area for the Baggage Claim Lobby Expansion (see **Figure 2** in **Attachment 1**) and the inline baggage handling system (see **Figure 5** in **Attachment 2**). According to the Department of the Interior, the closest resource currently listed on the National Register of Historic Places (NRHP) is the Thomas O'Donnell House(Department of the Interior, 2023), located about 2 miles northwest of the APE. However, in November 2021, Palm Springs Municipal Airport Terminal was approved for listing on the NRHP under Criteria A and C at the local level of significance (see **Attachment 3**).	☒	☐

	YES	NO
Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects. The baggage claim lobby is included in the contributing resources for the NRHP designation; however, as described in the Cultural Resources Assessment (see **Attachment 3**), the only character-defining element of the baggage claim lobby appears to be the west elevation (i.e., the west façade), which was modified in 2003. The Proposed Project-Baggage Claim Lobby Expansion would incorporate mitigation measures that would ensure that the historical integrity remains intact, and no adverse effect would occur. The mitigation measures include: • The northwest wing of the terminal has historically been used as a baggage claim area and will continue being used or that purpose. The addition will continue the non-historic window and door pattern and will be compatible with the existing materials, features, size, scale, proportion, and massing. • Terrazzo flooring that matches the original terminal flooring as indicated on the 1964 plans will be installed in the new baggage claim area. Project plans will be updated to specify this. • The new roof portion will be set back from the façade to minimize visibility. • The new canopy will generally match the existing canopy, incorporate the column design, and lighting to be compatible with and blend in with the existing canopy. The inline baggage handling system is located in a security-controlled area that has been identified as "not character-defining" and is not included in the eligibility of the Wexler Terminal as a historic resource, due to substantial alterations and the lack of public visibility. Therefore, the Proposed Project-Inline Baggage Handling System Improvements would not affect the character-defining elements or the integrity of the terminal as a NRHP resource. The Proposed Action would not change the visual character of the area, significantly affect air or noise quality, or alter the surrounding environment in a way that would affect historic resources. No known archaeological sites are present within the APE. The discovery of historic or cultural resources during construction is unlikely because the APE has been heavily disturbed as part of previous Airport-related development and excavation would occur that is similar in depth to what has already occurred at the Airport. The Cultural Resources Assessment, including a recommended Finding of No Adverse Effect, was submitted to the State Historic Preservation Officer (SHPO). The SHPO concurred with the Finding of No Adverse Effect on August 14, 2024 (see **Attachment 3**).	☐	☒

	YES	NO
Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available). The APE is heavily disturbed by Airport-related construction and development, including excavation for foundations and utilities, as deep as 10 fee. The maximum estimated depth required for construction of the Proposed Project-Baggage Claim Lobby Expansion would be approximately 4 feet and the Proposed Project-Inline Baggage Handling System Improvements would be approximately 3 feet. The APE consists of the paved and built areas of the existing baggage claim lobby, including areas directly to the north and east, as well as the paved and built areas of a security-controlled area of the Airport.	☐	☒
Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required. On July 14, 2023, the Federal Aviation Administration (FAA) received a list of eleven Native American tribes with affiliation to the APE. The tribes include: Agua Caliente Band of Cahuilla Indians, Augustine Band of Cahuilla Mission Indians, Cabazon Band of Missions Indians, Cahuilla Band of Indians, Los Coyotes Band of Cahuilla and Cupeño Indians, Morongo Band of Mission Indians, Quechan Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla, Santa Rosa Band of Cahuilla Indians, Soboba Band of Luiseno Indians, and the Torres-Martinez Desert Cahuilla Indians. Letters initiating Government-to-Government consultation with the above tribes were sent on September 1, 2023. A sample of the letter sent to each tribe is in Attachment 4. The FAA received responses from five tribes. Two tribes requested additional consultation. These tribes are: 1. The Agua Caliente Band of Cahuilla Indians requested a copies of any cultural resource documentation generated in connection with this project; copy of records search with associated survey reports and site records from the information center; formal Government-to-Government Consultation; and a description of ground disturbing activities. A meeting was held between the Agua Caliente Band of Cahuilla Indians (Tribe), the City, and the FAA on October 25, 2023, to provide an overview of the Proposed Action. The Tribe sent a letter to the FAA on November 21, 2023, they concurred with the APE, the level of cultural resources studies, and the Finding of Effect determination made in the Cultural Resources Assessment. Additionally in the letter, the Tribe requested the presence of an approved Agua Caliente Native American Cultural Resources Monitor(s) during ground-disturbing activities (including archeological testing and surveys) as an avoidance conservation measure.	☒	☐

	YES	NO
2. In a letter dated September 15, 2023, the Cahuilla Band of Indians expressed concern that the project area is sensitive for cultural resources; requested that a tribal monitor be present for ground disturbances; requested consultation; and requested any cultural material reports associated with the project. A meeting held on October 27, 2023, with the FAA, City, and Cahuilla Band of Indians provided an overview of the Proposed Action. The Tribe followed up with a letter stating that the Tribe would be interested in sending a monitor if the Agua Caliente Band of Indians are unable to do so; and they are interested in receiving any notifications and/or updates concerning this project. The Tribe concluded Government to Government consultation. The Augustine Band of Cahuilla Indians requested to be contacted if cultural resources are discovered during construction. The Morongo Band of Mission Indians and the Santa Rosa Band of Cahuilla Indians (who defer to the Aqua Caliente Tribe) had no comments. The FAA received no response from the Cabazon Band of Mission Indians, Los Coyotes Band of Mission Indians, Quechan Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla Mission Indians, Soboba Band of Luiseno Indians, and the Torres-Martinez Desert Cahuilla Indians.		

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1F) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance. Palm Springs Municipal Airport Wexler Terminal is listed on the NRHP. David H. Ready Palm Springs Dog Park, located about 0.2-mile northwest of the project study areas (City of Palm Springs, 2023), is the next nearest Section 4(f) property.	☒	☐
Will project construction or operation physically or constructively "use" any Section 4(f) resource? If yes, describe the nature and extent of the use and/or impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7. The FAA has determined that Section 4(f) of the United States Department of Transportation Act of 1966 (now codified at 49 United States Code (USC) Section 303) [DOT Section 4(f)] is applicable to the Proposed Project since the City intends to seek funding support from the FAA. After considering the physical use of this historic terminal and the measures incorporated to minimize harm, the FAA has determined that the proposed project would result in a DOT Section 4(f) *de minimis* impact. The mitigation measures include: • The northwest wing of the terminal has historically been used as a baggage	☒	☐

	YES	NO
claim area and will continue being used or that purpose. The addition will continue the non-historic window and door pattern and will be compatible with the existing materials, features, size, scale, proportion, and massing. • Terrazzo flooring that matches the original terminal flooring as indicated on the 1964 plans will be installed in the new baggage claim area. Project plans will be updated to specify this. • The new roof portion will be set back from the façade to minimize visibility. • The new canopy will generally match the existing canopy, incorporate the column design, and lighting to be compatible with and blend in with the existing canopy. The FAA issued a Notice of Intent to make a *de minimis* impact determination to the SHPO on August 28, 2024, as the agency with jurisdiction over the Airport as a historical resource (see **Attachment 7**).		
Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain if there will be impacts to those properties. There are no Section 6(f) properties within the project study areas. Furthermore, the Proposed Action would occur entirely on Airport property and would not require the use of any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds (LCWF). The closest LWCF site is the Palm Springs Swim Center, located about 1 mile southwest of the project study areas (Trust for Public Land, 2023).	☐	☒

5-2.b(3) Threatened or Endangered Species

	YES	NO
Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle. The U.S. Fish and Wildlife Service (USFWS) identifies a variety of plant and animal species, listed as Threatened, Endangered, or Candidate under the federal Endangered Species Act (ESA), as having the potential to occur within the Airport vicinity. According to the USFWS Information for Planning and Consultation (IPaC) tool, no critical habitats are present within the project study area, but there are eight species of federal concern that have the potential to occur within the project study areas (see **Attachment 5**) (U.S. Fish and Wildlife Service, 2023): • Peninsular Bighorn Sheep (*Ovis canandensis nelson*) - Endangered • Least Bell's Vireo (*Vireo belli pusillus*) – Endangered	☒	☐

	YES	NO
• Southwestern Willow Flycatcher (*Empidonax trailli*) – Endangered • Coachella Valley Fringe-toed Lizard (*Uma inornate*) – Threatened • Desert Tortoise (*Gopherus agassizii*) – Threatened • Mountain Yellow-legged Frog (*Rana muscosa*) – Endangered • Monarch Butterfly (*Danaus plexippus*) – Candidate • Coachella Valley Milk-vetch (*Astragalus lentiginosus*) – Endangered		
Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and/or the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required. The Proposed Action would occur in areas that have been highly disturbed by previous Airport development. The Proposed Action would not significantly alter the existing surrounding environment or include the removal of any vegetation. In addition, the existing characteristics of the project study areas do not provide suitable habitat for any protected species listed above and there are no designated critical habitats within the project study areas. Therefore, no direct or indirect impacts to federally or state protected species and habitats are anticipated with the Proposed Action.	☐	☒
Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service). According to the USFWS IPaC, there are six migratory bird species with the potential to occur within the project study area. However, the Proposed Action do not entail the removal of any trees within the project study areas. The existing structures in the project study areas are a part of the existing terminal building exterior and are not likely to provide nesting opportunities for migratory birds. The project study areas are currently used for Airport activities and have been heavily disturbed. Therefore, the Proposed Action is not likely to affect birds protected by the Migratory Bird Treaty Act.	☐	☒

5-2.b(4) Other Resources

Items to consider include:

a. Fish and Wildlife Coordination Act	**YES**	**NO**
Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize, or mitigate impacts. There are no water features that support species protected by the Fish and Wildlife Coordination Act in the project study areas. The Proposed Action would not control or modify any surface waters or water bodies.	☐	☒
b. Wetlands and Other Waters of the U.S.	**YES**	**NO**
Are there any wetlands or other waters of the U.S. in or near the project area? According to the USFWS National Wetlands Inventory, there are no wetlands within or near the project study areas (U.S. Fish and Wildlife Service, 2023). The closest wetland features are located about 0.6 mile northeast and southwest of the project study areas.	☐	☒
Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands. There are no wetland features within the project study areas; therefore, a wetland delineation survey was not conducted. Verification was accomplished with a site visit, which confirmed that all areas within the project study areas are paved.	☐	☒
If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact. Not applicable; there are no wetlands within the project study areas.	☐	☒
Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit? The Proposed Action would not involve the discharge of dredged or fill materials into any water of the US. Therefore, a USACE Section 404 permit is not required.	☐	☒
c. Floodplains	**YES**	**NO**
Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation.	☐	☒

According to the Federal Emergency Management Agency (FEMA), the project study areas are located within flood map number 06065C1559G, effective on 8/28/2008 (see **Attachment 6**) (Federal Emerency Management Agement, 2023). The project study areas are located about 0.5 mile northeast of the nearest 100- and 500-year floodplain.		
d. Coastal Resources	**YES**	**NO**
Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable. According to the California Coastal Commission, the Airport is not in or abutting a coastal zone and does not require a consistency determination (California Coastal Commission, 2023). The project study areas are located about 70 miles east of the Pacific Ocean, which is well outside of the designated California coastal zone.	☐	☒
Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service? There are no Coastal Barrier Resource System segments in the state of California (U.S. Fish and Wildife Service, 2023).	☐	☒
e. National Marine Sanctuaries	**YES**	**NO**
Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource. According to the National Oceanic and Atmospheric Administration (NOAA), the Channel Islands, which are located about 150 miles southwest of the project study areas, are the closest National Marine Sanctuary (National Oceanic and Atmospheric Administration, 2023).	☐	☒
f. Wilderness Areas	**YES**	**NO**
Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource. The closest National Wilderness Area, the San Jacinto Wilderness, is located about 6.5 miles west of the project study areas (U.S. Forest Service, 2023). As previously mentioned, the Proposed Action would occur entirely on Airport property and not cause any significant off-Airport impacts.	☐	☒

g. Farmland	**YES**	**NO**
Is there prime, unique, state, or locally important farmland in/near the project area? Describe any significant impacts from the project. According to the California Department of Conservation, the Proposed Action is not within an area designated as “prime,” “unique,” or “statewide” important farmland (California Department of Conservation, 2023). According to the Natural Resource Conservation Service (NRCS) Web Soil Survey, the project study areas are composed of Myoma fine sand (0 to 5 slopes) which is considered as prime farmland if irrigated (U.S. Department of Agriculture, 2023). However, no irrigation exists in the project study areas, and the Proposed Action would occur entirely on Airport property in previously disturbed areas. Therefore, no prime farmland would be affected.	☐	☒
Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006. The Proposed Action would occur entirely on Airport property and would not require any acquisition and conversion of farmland.	☐	☒
h. Energy Supply and Natural Resources	**YES**	**NO**
Will the project change energy requirements or use consumable natural resources either during construction or during operations? Construction of the Proposed Action would result in a temporary and minor increase in readily available energy and natural resources in the form of fuel, lubricants, and other construction materials required for the Proposed Action. During operation, there would be a minor increase in energy use for operation of the baggage claim carousels and inline baggage handling system, including security systems. Additional energy and natural resource usage would be in the form of a minor increase in additional electricity usage and utilities for the operation of the Proposed Action.	☐	☒
Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations? The construction periods of the Proposed Action would result in a temporary increase in fuel usage from construction vehicles to operate. The increase would be minimal and temporary. Neither the construction nor operation of the Proposed Action would significantly alter fuel usage. The Proposed Action would not alter any aircraft or vehicle traffic patterns.	☐	☒

i. Wild and Scenic Rivers	YES	NO
Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project? According to the National Park Service, the closest river listed on the Nationwide Rivers Inventory is the South Fork Whitewater River, located approximately 19.5 miles northwest of the Airport (National Park Service, 2023). In addition, the nearest Wild and Scenic Rivers are the Palm Creek Canyon River, located about 9 miles south of the Airport, and the North Fork San Jacinto River, located about 11.5 miles west of the Airport (National Park Service, 2023).	☐	☒
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark? There are no Wild and Scenic Rivers or rivers documented in the Nationwide Rivers Inventory within the vicinity of the project study areas. Therefore, the Proposed Action would not directly or indirectly affect the rivers mentioned above or an area within 0.25 mile of its ordinary high water mark.	☐	☒
j. Solid Waste Management	**YES**	**NO**
Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed. Construction of the Proposed Action would temporarily increase the amount of solid waste generated at the Airport. However, the amount of construction-related solid waste generated is not expected to adversely affect the capacity of landfills in the area. Equipment that is removed would be disposed of at an appropriate offsite facility in conformance with Federal, State, and local regulations. The Airport sponsor and selected construction contractor would ensure at least 65 percent of all construction generated waste would be diverted, as required by the City of Palm Springs for all construction and demolition projects (City of Palm Springs, 2023). Operation of the Proposed Action would not generate solid waste. In addition, the selected contractor would be responsible for disposing of solid waste associated with construction of the Proposed Action in accordance with Federal, State, and local rules and regulations.	☐	☒

5-2.b(5) Disruption of an Established Community

	YES	NO
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community? The Proposed Action would occur entirely on Airport property and would be consistent with the plans and goals of the community. The Proposed Action would not alter the characteristics of the community, nor would it disrupt any nearby communities or planned development.	☐	☒
Are residents or businesses being relocated as part of the project? As previously described, the Proposed Action would occur entirely on Airport property and would not require the relocation of any residents or businesses.	☐	☒

5-2.b(6) Environmental Justice

	YES	NO
Are there minority and/or low-income populations in/near the project area? According to the U.S. Census Bureau, the Proposed Action is located within Census Tract 9412, Block Group 1 (U.S. Census Bureau, 2023). Within this census tract block group, about 30 percent of the population identify as minority (Decennial Census, 2020) and about 14 percent of the population live below the poverty level (American Community Survey, 2021). In the adjacent census tract block group (Census Tract 447.01 Block Group 1), about 11 percent identify as a minority and 15 percent of the population live below the poverty line (American Community Survey, 2021).	☒	☐
Will the project cause any disproportionately high and adverse impacts to minority and/or low-income populations? Attach census data if warranted. The Proposed Action is located entirely on Airport property and would not result in land acquisition or increased activity that may induce new-off Airport development or cause noise impact. In addition, the Proposed Action would not result in any significant environmental impacts. Therefore, the Proposed Action would not result in disproportionately high and adverse impacts to minority and/or low-income populations.	☐	☒

5-2.b(7) Surface Transportation

	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided? Construction of the Proposed Action would temporarily generate additional surface traffic volumes to and from the Airport due to construction vehicles.	☐	☒

	YES	NO
Traffic volumes would slightly increase during the construction period for the Proposed Action; however, the additional construction-related traffic for a project of this scale would not cause significant traffic congestion or degradation to the level of service on local roadways. For the Proposed Project-Baggage Claim Lobby Expansion, construction vehicles would access the project study area at the Airport using the existing Airport roadway network (see **Figure 4** in **Attachment 1**). For the Proposed Project-Inline Baggage Handling System, construction vehicles would access the project study area at the Airport using a service road off Kirk Douglas way (see **Figure 6** in **Attachment 2**). Construction-related traffic would not result in a significant surface traffic impact because of the size and temporary nature of construction traffic. Operation of the Proposed Action would not result in any increase to surface traffic congestion or cause degradation to the level of service provided by local roadways.		
Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred. Neither construction nor operation of the Proposed Action would require temporary or permanent road relocation or closure.	☐	☒

5-2.b(8) Noise

	YES	NO
Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix? The Proposed Action would not have the potential to increase aircraft operations, nighttime operations, or change aircraft fleet mix.	☐	☒
Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented? The Proposed Action would not change airfield configuration, runway use, or flight patterns either during construction or operation of the Proposed Action.	☐	☒
Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations. According to the FAA Terminal Area Forecast (TAF), there was a total of 63,467 operations in 2022 (Federal Aviation Administration, 2023). A noise analysis was not preformed because the Proposed Action would not result in a change of operations at the Airport.	☐	☒

	YES	NO
Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation. Because the Proposed Action would not result in a change of operations at the Airport, an Area Equivalent Method (AEM) noise analysis was not conducted.	☐	☒
Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour? As previously noted, the Proposed Action would have no effect on Airport or aircraft operations. Therefore, the Proposed Action would not increase Airport noise over noise-sensitive land uses or introduce new sensitive receptors that would be subject to unacceptable noise levels.	☐	☒

5-2.b(9) Air Quality

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area? According to the U.S. Environmental Protection Agency, Riverside County is in "Severe Nonattainment" for 8-hour ozone and "Serious Nonattainment" for particulate matter 10 (PM_{10}) (U.S. Environmental Protection Agency, 2023).	☒	☐
If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below *de minimis* levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. The Proposed Action is not presumed to conform due to the square footage of improvements proposed, and a construction emissions analysis was conducted with the California Emissions Estimator Model (CalEEMod) to determine if the Proposed Action would exceed *de minimis* thresholds for an area in nonattainment for ozone and PM_{10} (see **Table 1** at the end of this CATEX). CalEEMod uses the emission factors derived from the California Air CARB's EMFAC2021 (v1.0.1) and calculates the exhaust emissions based on the CARB (2021a) OFFROAD2017 methodology. NOx and VOCs are ozone precursors and may be used to evaluate the potential for ozone. No criteria air pollutant emissions associated with the implementation of the Proposed Project Action would exceed *de minimis* thresholds for South Coast Air Quality Management District (SCAQMD) significance thresholds. Therefore, the Proposed Action would not result in a significant air quality impact.	☐	☒

	YES	NO
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles? The Proposed Action would not increase landside or airside capacity, including surface vehicles.	☐	☒
Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations? As previously noted, no criteria pollutant emissions associated with the implementation of the Proposed Action would exceed the *de minimis* thresholds or SCAQMD significance thresholds. Therefore, the Proposed Action would not result in significant air quality impacts. The Proposed Action would not increase aircraft operations at the Airport; therefore, the operation of the Proposed Action would not impact air quality or violate local, State, Tribal, or Federal air quality standards under the Clean Air Act Amendment of 1990.	☐	☒

5-2.b(10) Water Quality

	YES	NO
Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers, and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.). There are no wetlands or floodplains within the project study areas. The closest bodies of water are two separate ponds located about 0.6-mile northeast and southwest of the project study areas (U.S. Fish and Wildlife Service, 2023).	☐	☒
Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction. During construction, disturbances of the land may cause short-term influxes of suspended sediments in stormwater runoff. The use of fuels, lubricants, and solvents needed to operate construction equipment and materials could also cause pollutant discharges during rain events. Construction of the Proposed Action would disturb more than 1 acre of land; therefore, a construction permit under the NPDES program would be needed. In addition, implementation of BMPs and complying with construction permit conditions would minimize impacts to water resources.	☐	☒

	YES	NO
Will the project increase the amount or rate of stormwater runoff either during construction or during operations? Describe any steps that will be taken to ensure it will not impact water quality. The Proposed Action would not increase the amount of impervious surface at the Airport; therefore, the amount or rate of stormwater runoff at the Airport would not increase. Stormwater runoff would be directed towards the existing stormwater drainage system which could accommodate runoff from construction and operation of the Proposed Action. BMPs would also be implemented during construction to minimize potential impacts. Therefore, the Proposed Action would not adversely affect water quality.	☐	☒
Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts? The use of BMPs and compliance with construction permit conditions would ensure the Proposed Action would not adversely affect the water quality in the area; therefore, the Proposed Action would not violate federal, state, tribal, or local water quality standards.	☐	☒
Are any water quality related permits required? If yes, list the appropriate permits. The Proposed Action would require a NPDES construction permit. Therefore, the selected construction contractor would follow all appropriate stormwater BMPs and comply with NPDES construction permit conditions to minimize potential water quality impacts.	☒	☐

5-2.b(11) Highly Controversial on Environmental Grounds

	YES	NO
Is the project highly controversial? The term "highly controversial" means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project's risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action. The Proposed Action would occur entirely on Airport property and would not cause any significant off-Airport environmental effects or affect local residents. Temporary and minor construction-related traffic and emissions would not likely cause community concern. The Proposed Project-Baggage Claim Lobby Expansion would not alter any character-	☐	☒

defining element of the Airport. The Airport is in contact with the author of the NRHP nomination and local preservationist, Peter Moruzzi, and the son of the Airport's original architect (Don Wexler), Gary Wexler. The project architectural historian, Mr. Moruzzi, and Mr. Wexler toured the project study area for the Baggage Claim Lobby Expansion together and discussed the proposed design guidelines that are included in **Attachment 3** Therefore, no opposition on environmental grounds is anticipated by any interested party.		

5-2.b(12) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located? The Proposed Action would be consistent with the plans, goals, policy, zoning, and local controls of the City of Palm Springs.	☐	☒
Is the project incompatible with surrounding land uses? The Proposed Action would occur entirely on Airport property, would be consistent with airport-related development, and would not change the noise contours associated with the Airport. Therefore, the Proposed Action would be compatible with surrounding land uses.	☐	☒

5-2.b(13) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
Will the proposed project produce light emission impacts? Construction of the Proposed Action would occur during the day. However, if nighttime construction is needed, additional lighting may temporarily be needed to illuminate the work area. Operation of the Proposed Action may result in a minor increase of light emissions through additional structure lighting. BMPs during construction and included in the design of the Proposed Action would minimize light emissions. BMPs could include shielding construction lights or angling lights downwards to focus on the area of development. Therefore, the Proposed Action are not anticipated to cause significant light emissions impacts to residents or a community off Airport property.	☐	☒
Will there be visual or aesthetic impacts as a result of the proposed project and/or have there been concerns expressed about visual/aesthetic impacts? The Proposed Action would occur entirely on Airport property and be consistent with the existing development on the Airport. The Proposed Action would not result in viewshed changes for off-Airport residents. Further, the west elevation of the Airport would not be affected, which is the external public-facing wall and the contributing element of the baggage claim lobby.	☐	☒

b. Hazardous Materials	**YES**	**NO**
Does the project involve or affect hazardous materials? Construction of the Proposed Action would involve the use of hazardous materials, such as diesel and gasoline fuels for construction vehicles, oils used for lubricants, paints, and adhesives. The frequency of hazardous material transport resulting from any fuel demand increase has the potential to slightly increase during the construction period. These hazardous materials would be subject to BMPs. Transportation of hazardous materials would be required to follow applicable Federal, State, and local regulations relating to the hauling of hazardous materials. Testing for asbestos would occur prior to any demolition activities and, if found, removal would be done according to Federal, State, and local regulations. Operation of the Proposed Action would not affect the current storage or handling procedures of hazardous materials at the Airport. In addition, there are no superfund sites within the project study areas. The closest superfund cleanup site is Ranch Mirage Mercury, located about 4 miles southeast of the project study areas (U.S. Environmental Protection Agency, 2023).	☒	☐
Will construction take place in an area that contains or previously contained hazardous materials? The project study areas do not contain any known hazardous materials. Testing for asbestos would occur prior to any demolition activities and, if found, removal would be done according to Federal, State, and local regulations.	☐	☒
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? The Proposed Action would occur entirely on Airport property and would not require any acquisition of land.	☐	☒
Will the proposed project produce hazardous and/or solid waste either during construction or after? If yes, how will the additional waste be handled? Construction of the Proposed Action would generate solid waste; however, the amount of solid waste anticipated would not adversely affect the capacity of landfills in the area. As previously mentioned, construction activity typically involves the use of hazardous materials, including fuel and petroleum products. The use, storage, transportation, and disposal of hazardous materials would be required to follow all applicable federal, state, and local regulations. In addition, the use of BMPs during construction would limit any potential, temporary impacts. Solid waste would continue to be disposed of in accordance with Federal, State, and local laws and regulations. The City of Palm Springs requires all construction and demolition projects to divert at least 65 percent of the construction waste generated (City of Palm Springs, 2023).	☒	☐

The operation of the Proposed Action would not affect the use, storage, or transportation of hazardous materials at the Airport. Solid and hazardous waste can be disposed of at Palm Springs Disposal Services, located about 1 mile southeast of the Proposed Action at 4690 E Mesquite Ave, Palm Springs, CA 92264 (City of Palm Springs, 2023).		

5-2.b(14) Public Involvement

	YES	NO
Was there any public notification or involvement? If yes, provide documentation. As documented in the Cultural Resources Assessment (**Attachment 3**), no formal public participation has been conducted for this undertaking. However, input from members of the local preservation community was solicited, including Peter Moruzzi, author of the National Register nomination for the Airport and a well-known local preservationist, Gary Wexler, the son of the original architect, and Steven Keylon, an architectural landscape historian. Outreach from these three community members included an on-site visit to identify significant original features to gain an understanding of the proposed changes to the baggage claim area and the reasons for them, and to discuss project design features that would be compatible with and enhance other preservation efforts at the Airport. Mr. Moruzzi, Mr. Wexler, and Mr. Keylon were sent the Finding of No Adverse Effect recommendation for their review and concurrence. Their concurrence is included in the Cultural Resources Assessment (**Attachment 3**). Additionally, as required under Section 4(f) of the Department of Transportation Act of 1966, a public notice informing the public of a Section 4(f) *de minimis* determination for the Proposed Action will be published to initiate a 30-day public comment period.	☐	☒

5-2.b(15) Indirect/Secondary/Induced Impacts

	YES	NO
Will the project result in indirect/secondary/induced impacts? Implementation of the Proposed Action may cause short-term local employment for construction-related activities and could be considered a positive impact. This would be temporary and not cause a significant secondary (induced) impact to the local area resulting from shifts in patterns of population movement and growth; increase public service demands; change in business or economic activity influenced by the Proposed Action; or cause significant noise, land use, or direct social impacts.	☐	☒

When considered with other past, present, and reasonably foreseeable future projects, on or off airport property and regardless of funding source, would the proposed project result in a significant cumulative impact? The most likely source of temporary and ongoing cumulative impacts would be other proposed development at the Airport. As previously described, the construction and operation of the Proposed Action would have less than significant impacts. When considered with past, present, and reasonably foreseeable future projects, the Proposed Action would not cause or contribute to significant cumulative environmental effects.	☐	☒

Permits

List any permits required for the proposed project that have not been previously discussed. Provide details on the status of permits.

The Airport Sponsor would obtain any applicable state and local certificates and permits associated with the development of the Proposed Action. Permits required prior to construction of the Proposed Action include:

- NPDES Construction Permit
- City Building Permit

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

The design of the baggage claim lobby will follow what is detailed in the Cultural Resources Assessment in **Attachment 3** in order to ensure that there would be No Adverse Effect to the Airport as a historical resource. These measures include:

- The northwest wing of the terminal has historically been used as a baggage claim area and will continue being used or that purpose. The addition will continue the non-historic window and door pattern and will be compatible with the existing materials, features, size, scale, proportion, and massing.
- Terrazzo flooring that matches the original terminal flooring as indicated on the 1964 plans will be installed in the new baggage claim area. Project plans will be updated to specify this.
- The new roof portion will be set back from the façade to minimize visibility.
- The new canopy will generally match the existing canopy, incorporate the column design, and lighting to be compatible with and blend in with the existing canopy.

Measures will be taken during construction to protect the west elevation natural rock wall from any damage. These measures could include material to protect the natural rock wall from equipment and to be subject to regular inspection by an architectural historian. Additionally, the design will follow the Secretary of the Interior's Standards for Preservation.

An approved Agua Caliente Native American Cultural Resources Monitor(s) will be present during

ground-disturbing activities (including archeological testing and surveys).

Applicable local permits and/or certification would be obtained prior to beginning construction of the Proposed Action. The Airport Sponsor and the selected construction contractor(s) would comply with applicable guidelines set forth in permits and certifications. Additionally, the selected construction contractor(s) would implement BMPs to reduce potential temporary, minor construction-related effects from the Proposed Action.

To adhere to regulations set by the City of Palm Springs, the Airport Sponsor and the selected construction contractor(s) would ensure to divert at least 65 percent of the construction waste generated as a result of the Proposed Action.

Preparer Information

Point of Contact: Karin Bouler		
Address: 311 California Street, Suite 720		
City: San Francisco	**State:** CA	**Zip Code:** 94104
Phone: 415-780-4603	**Email Address:** Karin.Bouler@rsandh.com	

Signature: _____ Date: October 1, 2024

Airport Sponsor Information and Certification (may not be delegated to consultant)
Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Harry Barrett Jr., Executive Director of Aviation		
Address: 3400 E. Tahquitz Canyon Way, Suite 1		
City: Palm Springs	**State:** CA	**Zip Code:** 92262
Phone Number: 760-318-3849	**Email Address**: Harry.Barrett@palmspringsca.gov	
Additional Name(s): Jeremy Keating, Assistant Airport Director	**Additional Email Address(es):** Jeremy.Keating@palmspringsca.gov	

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: DocuSigned by: Harry Barrett Jr. 3A194D80GE63448... Date: 10/2/2024

FAA Decision

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

Project Title:

☐ No further NEPA review required. Project is categorically excluded per (cite applicable 1050.1.F CATEX that applies: _____)

☐..An Environmental Assessment (EA) is required.

☐..An Environmental Impact Statement (EIS) is required.

☐..The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Title:
Responsible FAA Official

Signature:_____ Date:

Table 1: Total Construction Emissions of Proposed Action

	CO	ROG	NOx	SO_2	PM_{10}	$PM_{2.5}$
Proposed Action (2024)	5.84 lbs/day 1.07 tons/year	0.11 tons/year	5.19 lbs/day 0.95 tons/year	0.01 lbs/day <0.005 tons/year	1.12 lbs/day 0.21 tons/year	0.54 lbs/day 0.10 tons/year
Proposed Action (2025)	8.40 lbs/day 1.53 tons/year	0.33 tons/year	6.25 lbs/day 1.14 tons/year	0.01 lbs/day <0.005 tons/year	0.61 lbs/day 0.11 tons/year	0.29 lbs/day 0.05 tons/year
Proposed Action (2026)	0.32 lbs/day 0.06 tons/year	0.25 tons/year	0.25 lbs/day 0.05 tons/year	<0.005 lbs/day <0.005 tons/year	0.01 lbs/day <0.005 tons/year	<0.005 lbs/day <0.005 tons/yar
NAAQS Thresholds	100 tons/yr	100 tons/yr	100 tons/yr	100 tons/yr	100 tons/yr	100 tons/yr
SCAQMD Threshold	550 lbs/day	None	25 tons/yr	150 lbs/day	150 lbs/day	55 lbs/day
Exceedance of Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

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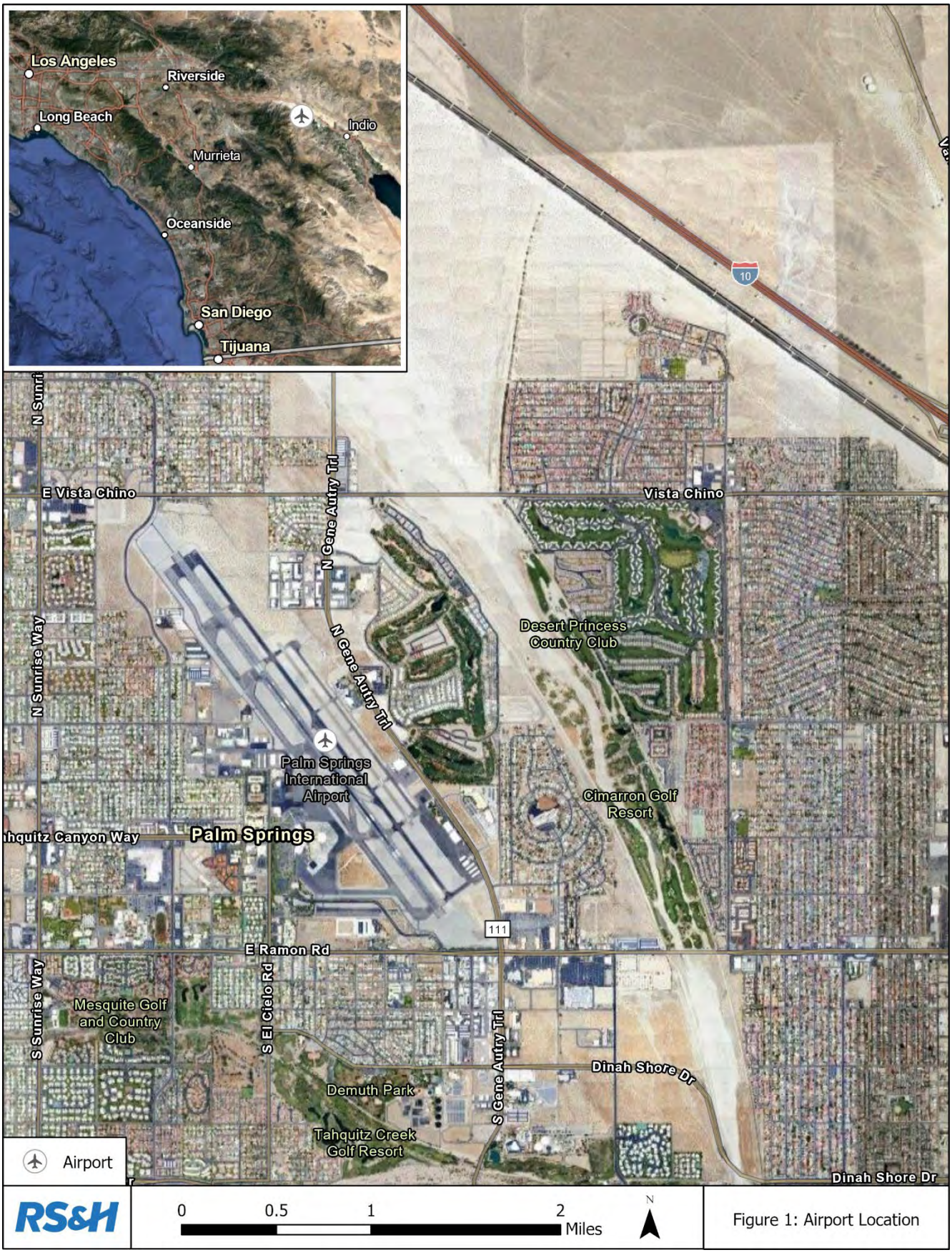

Figure 1: Airport Location

Attachment 1
Baggage Claim Lobby Expansion Figures

Figure 2: Bag Claim Lobby Expansion - Proposed Project

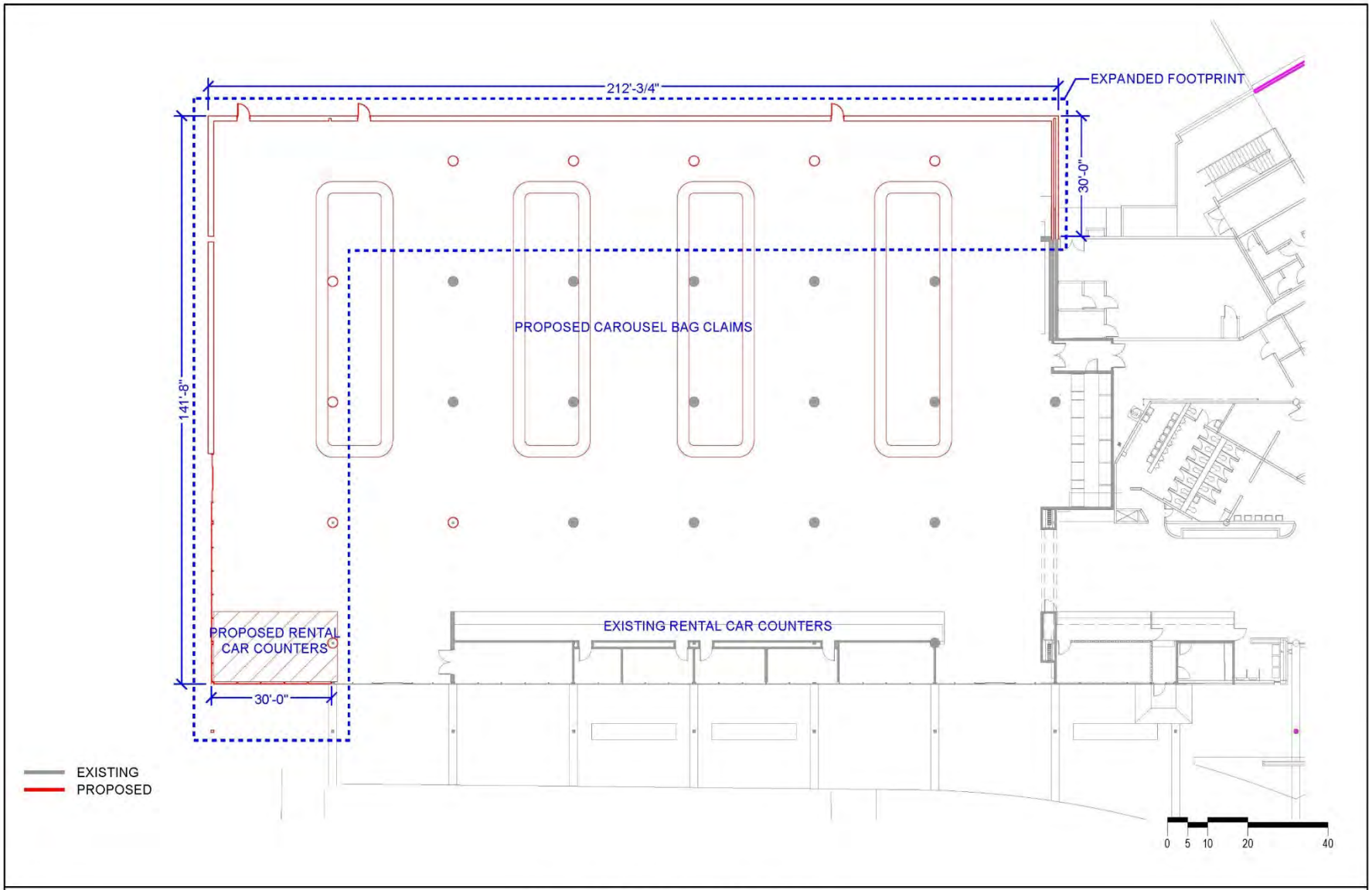

Figure 3: Bag Claim Lobby Diagram

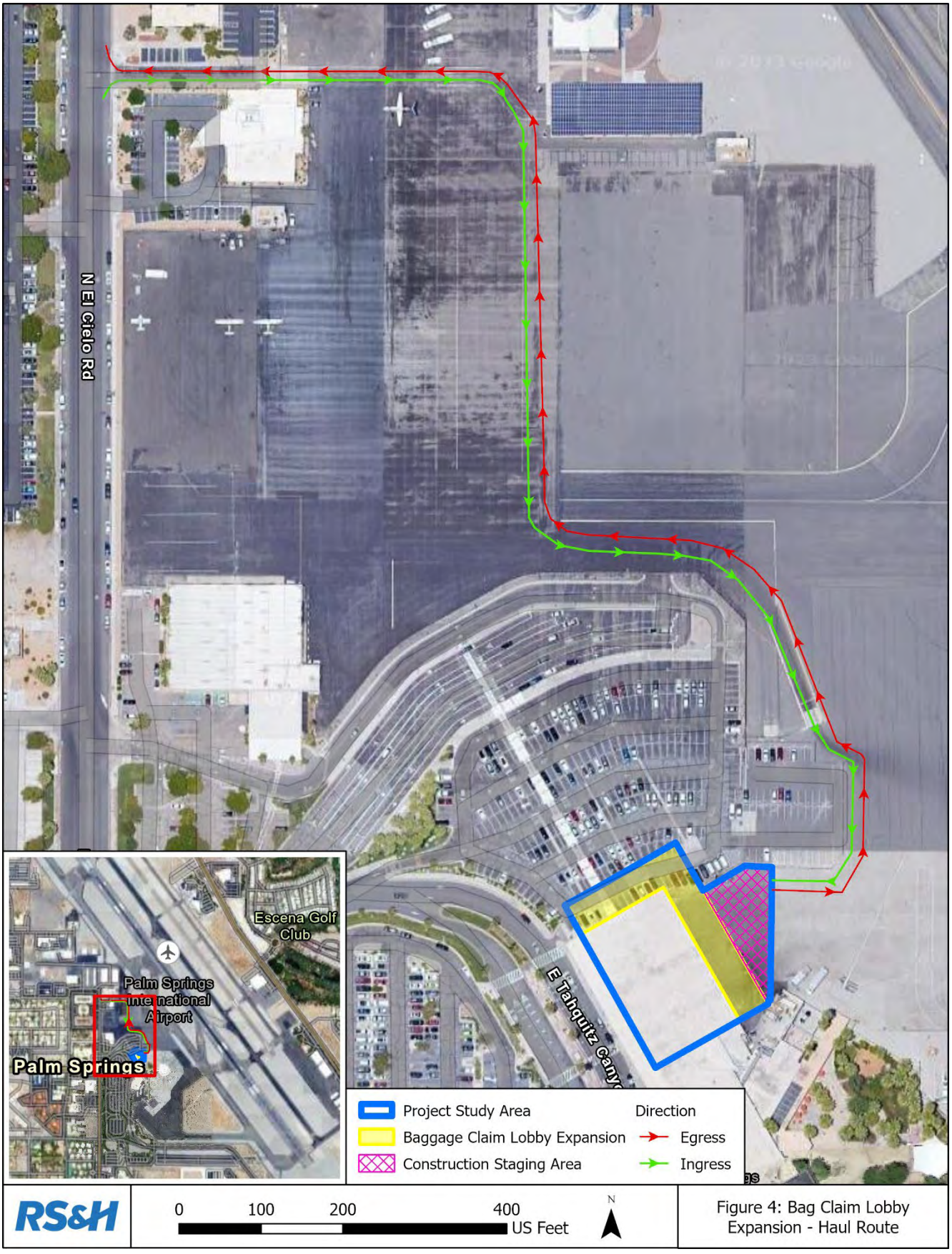

Figure 4: Bag Claim Lobby Expansion - Haul Route

Attachment 2
Inline Baggage Handling System Figures

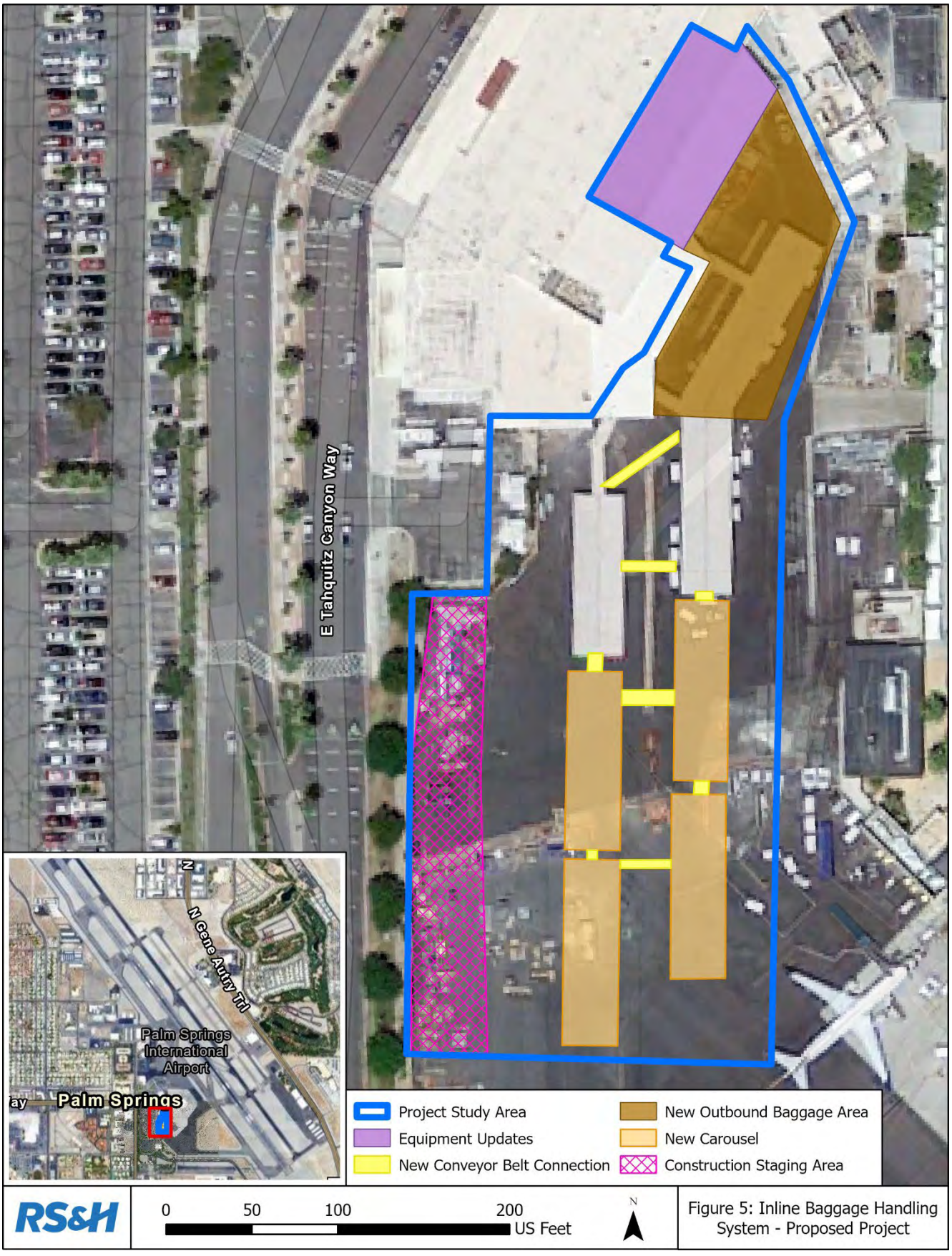

Figure 5: Inline Baggage Handling System - Proposed Project

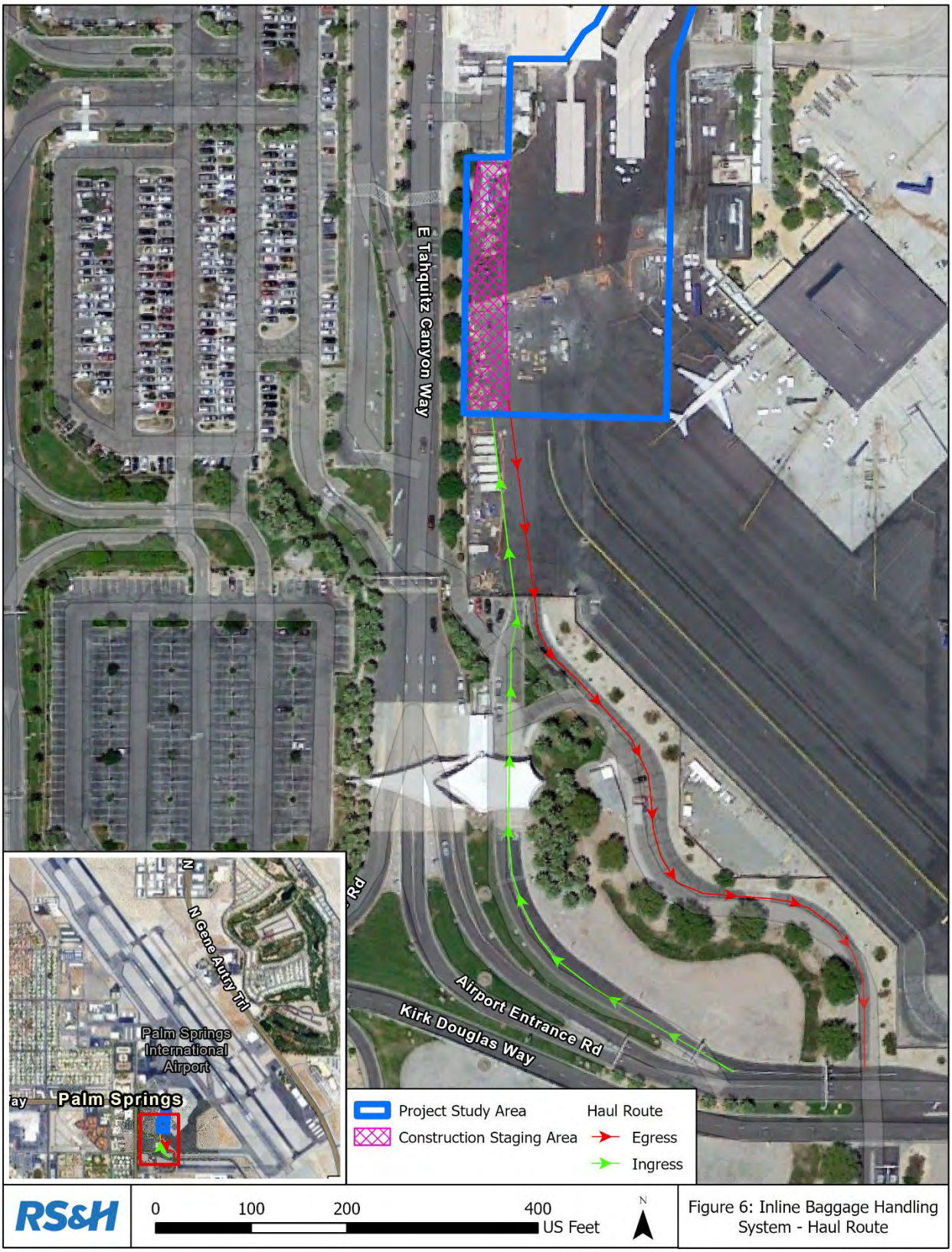

Figure 6: Inline Baggage Handling System - Haul Route

Attachment 3

Cultural Resources Assessment and SHPO Concurrence

State of California • Natural Resources Agency Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION Armando Quintero, *Director*
OFFICE OF HISTORIC PRESERVATION
Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
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August 14, 2024 Reply in Reference To: FAA_2023_1025_001

Submitted Via Electronic Mail

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777 S. Aviation Blvd, Suite 150, Loading Dock
El Segundo, CA 90245

Re: Proposed Airport Terminal Baggage Claim Expansion and Inline Baggage Handling System Improvements and Expansion, Palm Springs International Airport, Palm Springs, Riverside County, California

Dear Ms. Campos,

The Federal Aviation Administration (FAA) is continuing consultation with the State Historic Preservation Officer (SHPO) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108), as amended, and its implementing regulations at 36 CFR Part 800. The FAA is requesting SHPO concurrence with a No Adverse Effect finding for the above-referenced undertaking. In addition to your October 24, 2023 letter, you have provided the following cultural resources report in support of the undertaking:

- *Cultural Resources Assessment, Airport Terminal Baggage Claim Expansion and Inline Baggage Handling System Improvements and Expansion, Palm Springs International Airport, Palm Springs, Riverside County, California* (LSA: April 2024) (Updated Cultural Resources Report)

In previous consultation, the FAA submitted a Cultural Resources Report outlining how the above-referenced undertaking would not adversely affect Palm Springs International Airport, a property listed on the National Register of Historic Places. After reviewing the Cultural Resources Report, SHPO staff noted that the report had not been provided to local preservationists for review and comment. In response, the FAA submitted a draft of the report to members of the Palm Springs historic preservation community in the April of 2024. Comments were received and incorporated into the project description for the undertaking. The components of the undertaking now include the following measures

- The northwest wing of the terminal has historically been used as a baggage claim area and will continue being used for that purpose. The addition will continue the non-historic window and door pattern and will be compatible with the existing materials, features, size, scale, proportion, and massing.

- Terrazzo flooring that matches the original terminal flooring as indicated on the 1964 plans will be installed in the new baggage claim area. Project plans will be updated to specify this.

- The new roof portion will be set back from the façade to minimize visibility.

- The new canopy will generally match the existing canopy, incorporate the column design, and lighting to be compatible with and blend in with the existing canopy.

Having reviewed your submittal, SHPO offers the following comments:

- SHPO concurs that the undertaking will not adversely affect historic properties.

- Please be reminded that in the event of a post review discovery or a change in the scale or scope of the undertaking, the FAA may have additional consultation responsibilities under 36 CFR Part 800.

If you have any questions or comments, please contact staff historian Tristan Tozer at (916) 894-5499 or Tristan.Tozer@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Office of Airports
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite 150, Loading Dock
El Segundo, CA 90245

October 24, 2023

Ms. Julianne Polanco
State Historic Preservation Officer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Attention: Mr. Tristan Tozer

Dear Ms. Polanco:

Proposed Airport Terminal Baggage Claim Expansion And
Inline Baggage Handling System Improvements And Expansion
Palm Springs International Airport, Palm Springs, Riverside County, California
Section 106 Consultation

The Federal Aviation Administration (FAA) and the City of Palm Springs (City) are preparing a federal environmental documentation to comply with the *National Environmental Policy Act of 1969* (NEPA) for the proposed Baggage Claim Expansion And Inline Baggage Handling System Improvements And Expansion Project at Palm Springs International Airport (Airport) in the City of Palm Springs, Riverside County, California. The FAA is the lead federal agency thereby charged with conducting Section 106 consultation with the State Historic Preservation Office.

The FAA is initiating Section 106 consultation with your office, effective the date of this letter. The purpose of this consultation is to seek concurrence that the proposed undertaking will have No Adverse Effect to a historic resource, the Palm Springs International Airport Terminal (terminal).

Area of Potential Effects Description

The direct Area of Potential Effect (APE) is the PSP terminal which includes the footprint of the existing baggage claim lobby with the proposed expansion areas in the northwest wing and the footprint of the existing inline baggage handling system with the proposed system expansion area in the inner east side of the southwest wing. The indirect APE includes areas at PSP that have a public view of the expansion associated with the baggage claim lobby and the inline baggage handling system. Existing foundations and utilities within the project study area vary in depth up to approximately 10 feet. The majority of the proposed project would disturb depths from approximately 1.5 – 4 feet. The depth of disturbance associated with the lobby expansion is approximately 10 feet. A maximum vertical APE of approximately 10 feet below ground surface (bgs) is established for the proposed undertaking. The proposed undertaking components would all be placed within areas that have been previously disturbed.

Proposed Undertaking

The proposed undertaking is located in and adjacent to the Airport terminal. The baggage claim area in the northwest wing and the inline baggage handling and screening system in the east side of the southwest wing of the main terminal.

The Airport Sponsor is proposing to expand the existing baggage claim lobby (Proposed Baggage Claim Lobby) and inline baggage handling system (Proposed Inline Baggage Handling System Improvements and Expansion) within the PSP terminal as described below.

Proposed Baggage Claim Lobby Expansion
The existing baggage claim lobby is located in the northernmost portion of the terminal northwest wing. The following components are included:

- Remove existing carpet, hanging ceiling, and old baggage belts and drive equipment;
- Install hard surface flooring in baggage claim lobby;
- Expand the exterior terminal baggage claim lobby wall out 30 feet to the north and east for an approximate increase of 10,000 square feet (for a new total area of approximately 29,800 square feet). This will displace approximately 20 rental car parking spots, which will not be replaced;
- Replace three existing flat plate baggage belts with four new belts. The new belts will be up to a maximum of 200-foot-long overhead loading slope plate baggage claim belts;
- Construct two all gender/family restrooms;
- Relocate existing rental car counters to north wall;
- Install a standalone heating, ventilation, and air conditioning (HVAC) package unit at the back of the building and replace ventilation systems;
- Install security access control cameras;
- Install Baggage Information Display System (BIDS);
- Replace lighting and advertising displays; and
- Integrate all existing systems: HVAC, electrical, fire alarm, fire suppression, plumbing, and lighting.

During the proposed construction activities, a temporary construction staging area would be set up on existing apron east of the terminal northwest wing.

Proposed Inline Baggage Handling System Improvements and Expansion
The existing inline baggage handling system is located in the inner east side of the terminal southwest wing. The Proposed Inline Baggage Handling System Improvements and Expansion would include the following components:

- Updates to the existing baggage conveyor system equipment;
- Installation of new explosive detection system (EDS) machines;
- Construction of four new baggage make up carousels, each measuring approximately 30 feet by 95 feet;
- Expansion of the outbound baggage conveyor system to connect four new carousel structures;
- An approximately 12,000-square-foot terminal building expansion (approximately 80 feet by 150 feet;
- Extend the power and security systems to new buildout; and
- New utility connections if required.

During construction, a temporary construction staging area would be set up on existing pavement west of the project area. Construction vehicles and equipment would access the project study area from an airport service road off of Kirk Douglas Way.

Native American Consultation

The FAA received a listing of eleven Native American tribal representatives from the State of California Native American Heritage Commission (NAHC) for the proposed undertaking. On September 1, 2023, FAA initiated formal Section 106 consultation with eleven Native American tribes.

The FAA received responses from five tribes. Two tribes requested additional consultation. The FAA is coordinating with these tribes to set up meetings. These tribes are:

1. The Agua Caliente Band of Cahuilla Indians requested a copies of any cultural resource documentation generated in connection with this project; copy of records search with associated survey reports and site records from the information center; formal Government-to-Government Consultation; and a description of ground disturbing activities.

2. The Cahuilla Band of Indians expressed concern that the project area is sensitive for cultural resources; requested that a tribal monitor be present for ground disturbances; and requested consultation.

The Augustine Band of Cahuilla Indians requested to be contacted if cultural resources are discovered during construction. The Morongo Band of Mission Indians and the Santa Rosa Band of Cahuilla Indians (who defer to the Aqua Caliente Tribe) had no comments. The FAA received no response from the Cabazon Band of Mission Indians, Los Coyotes Band of Mission Indians, Quechan Tribe of the Fort Yuma Reservation, Ramona Band of Cahuilla Mission Indians, Soboba Band of Luiseno Indians, and the Torres-Martinez Desert Cahuilla Indians.

National Register Eligibility Determination

In 2021, in compliance with 36 Code of Federal Regulations (CFR) Part 800.4 and in consultation with the Aqua Caliente Band of Cahuilla Indians Tribal Historic Preservation Officer, the Airport was nominated for and listed in the National Register. The Airport is significant under National Register Criterion A for its association with community planning and development and under Criterion C for architecture and landscape architecture. The entirety of the original terminal building (the central core and four wings) including character-defining extant interior elements of the lobby, original natural rock walls, and landscape features, is a contributing resource. The other contributing resource consists of the two diamond-shaped lawns, four tree islands, fountain, and original parking areas on the west side of the main terminal.

The project site is a highly disturbed area that has long been, and is currently being, used as an airport. The proposed undertaking will be expanding but not changing the use of the project area. The Finding of Effect (FOE) concluded that the proposed undertaking will have No Adverse Effect on the historic property.

In accordance with 36 CFR 800.5, the FAA has determined that the proposed undertaking will have no adverse effect on any prehistoric, historic or eligible for listing, archaeological or cultural resources. The proposed undertaking would not alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Thus, FAA finds the proposed undertaking will not affect any properties listed or eligible for listing on the NRHP.

California SHPO's Concurrence

We request your written concurrence for:

1. The APE and

2. a No Historic Properties Affected Determination.

Please provide your written response within thirty days of receiving this letter, or we will presume you have no comments regarding the proposed undertaking. Please contact me at (424) 405-7269 or gail.campos@faa.gov if you have any questions or require additional information,

Sincerely,

Gail Campos
Environmental Protection Specialist

Enclosures:
1. Cultural Resources Assessment

CULTURAL RESOURCES ASSESSMENT

AIRPORT TERMINAL BAGGAGE CLAIM EXPANSION AND INLINE BAGGAGE HANDLING SYSTEM IMPROVEMENTS AND EXPANSION

PALM SPRINGS INTERNATIONAL AIRPORT

PALM SPRINGS, RIVERSIDE COUNTY, CALIFORNIA

LSA

April 2024

CULTURAL RESOURCES ASSESSMENT

AIRPORT TERMINAL BAGGAGE CLAIM EXPANSION AND INLINE BAGGAGE HANDLING SYSTEM IMPROVEMENTS AND EXPANSION

PALM SPRINGS INTERNATIONAL AIRPORT

PALM SPRINGS, RIVERSIDE COUNTY, CALIFORNIA

Prepared for:

City of Palm Springs
3200 East Tahquitz Canyon Way
Palm Springs, California 92262

Federal Aviation Administration
Los Angeles Airports District Office

Submitted Through:

RS&H
369 Pine Street, Suite 610
San Francisco, California 94104

Prepared by:

Casey Tibbet, M.A., and Riordan Goodwin
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507
(951) 781-9310

LSA Project Nos. HNT0901A (2013) and RSQ1806.01 (2023)
National Archaeological Database Information:
Type of Study: Record Search, Survey, Architectural Evaluation
Sites Recorded: None
USGS Quadrangle: *Palm Springs, California* 7.5'
Acreage: ~212 acres
Key Words: Palm Springs Airport, Donald Wexler, Historic Military Airfield Infrastructure

LSA

April 2024

ABSTRACT

Pursuant to direction from the Federal Aviation Administration (FAA), LSA has prepared this cultural resources assessment (CRA) for the Palm Springs International Airport (Airport) in Palm Springs, Riverside County, California. This CRA addresses the Airport's proposal to expand the baggage claim area in the northwest wing of the main terminal and make improvements to the inline baggage handling and screening system in the inner east side of the southwest wing in a security-controlled area.

In 2013, the Airport was evaluated as ineligible for listing in the National Register of Historic Places (National Register). The reasons for this were that it was not yet 50 years of age and did not meet Criterion Consideration G of the National Register as a resource having achieved significance in less than 50 years. However, prior to 2013, the terminal had been designated as Historic Site #70–Class One under the City of Palm Springs' preservation ordinance and, therefore, was a historical resource as defined by the California Environmental Quality Act (CEQA).

In 2021, in compliance with 36 Code of Federal Regulations (CFR) Part 800.4 (Identification of historic properties) subsection (c) (Evaluate historic significance) and in consultation with the Tribal Historic Preservation Officer, the Airport was nominated for and listed in the National Register. The Airport is significant under National Register Criterion A for its association with community planning and development and under Criterion C for architecture and landscape architecture. The entirety of the original terminal building (the central core and four wings) including character-defining extant interior elements of the lobby, original natural rock walls, and landscape features, is a contributing resource. The other contributing resource consists of the two diamond-shaped lawns, four tree islands, fountain, and original parking areas on the west side of the main terminal. The Airport is a "historic property" for the purposes of Section 106 of the National Historic Preservation Act (NHPA).

Because the Airport is listed in the National Register, the Airport does not need to be re-evaluated. Therefore, the primary purpose of the CRA portion of this report is to satisfy FAA's request for a CRA and provide background information about the history of the Airport. The CRA also includes a Finding of Effect (FOE) analysis for the Airport's proposal to expand the baggage claim area in the northwest wing of the main terminal. The inline baggage handling system improvements and expansion project is in an area that has been specifically identified as not character-defining and does not contribute to the significance of the historic property; therefore, it is only minimally addressed in the CRA and FOE.

As discussed in the following report, the Airport is a "historic property" for the purposes of Section 106 of the NHPA. Because the proposed undertaking may have an effect on a historic property (36 Code of Federal Regulations [CFR] 800.4[d][2]), the Criteria of Adverse Effect (36 CFR 800.5[a]) have been applied to the undertaking and analyzed as part of an FOE. With the prevention, avoidance, and design features summarized below and discussed in detail in this report, pursuant to 36 CFR 800.5(b), the FOE concludes that the proposed undertaking will have No Adverse Effect on the historic property.

1. The northwest wing of the terminal has historically been used as a baggage claim area and will continue being used for that purpose. The addition will continue the non-historic window and door pattern and will be compatible with the existing materials, features, size, scale and proportion, and massing.

2. Terrazzo flooring that matches the original Terminal flooring as indicated on the 1964 plans will be installed in the new baggage claim area. Project plans will be updated to specify this.

3. The new roof portion will be set back from the façade to minimize visibility.

4. The new canopy will generally match the existing canopy, and incorporate the column design and lighting to be compatible with and blend in with the existing canopy.

The following standard regulatory compliance measures regarding buried cultural resources are required in conformance with 36 CFR Part 800.13 of the Protection of Historic Properties, Section 15064.5(e) of the *State CEQA Guidelines*, Public Resources Code Section 5097.98, and State Health and Safety Code Section 7050.5.

- If buried cultural materials are encountered during earthmoving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

- In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or their authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

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FIGURES AND TABLES

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APPENDICES

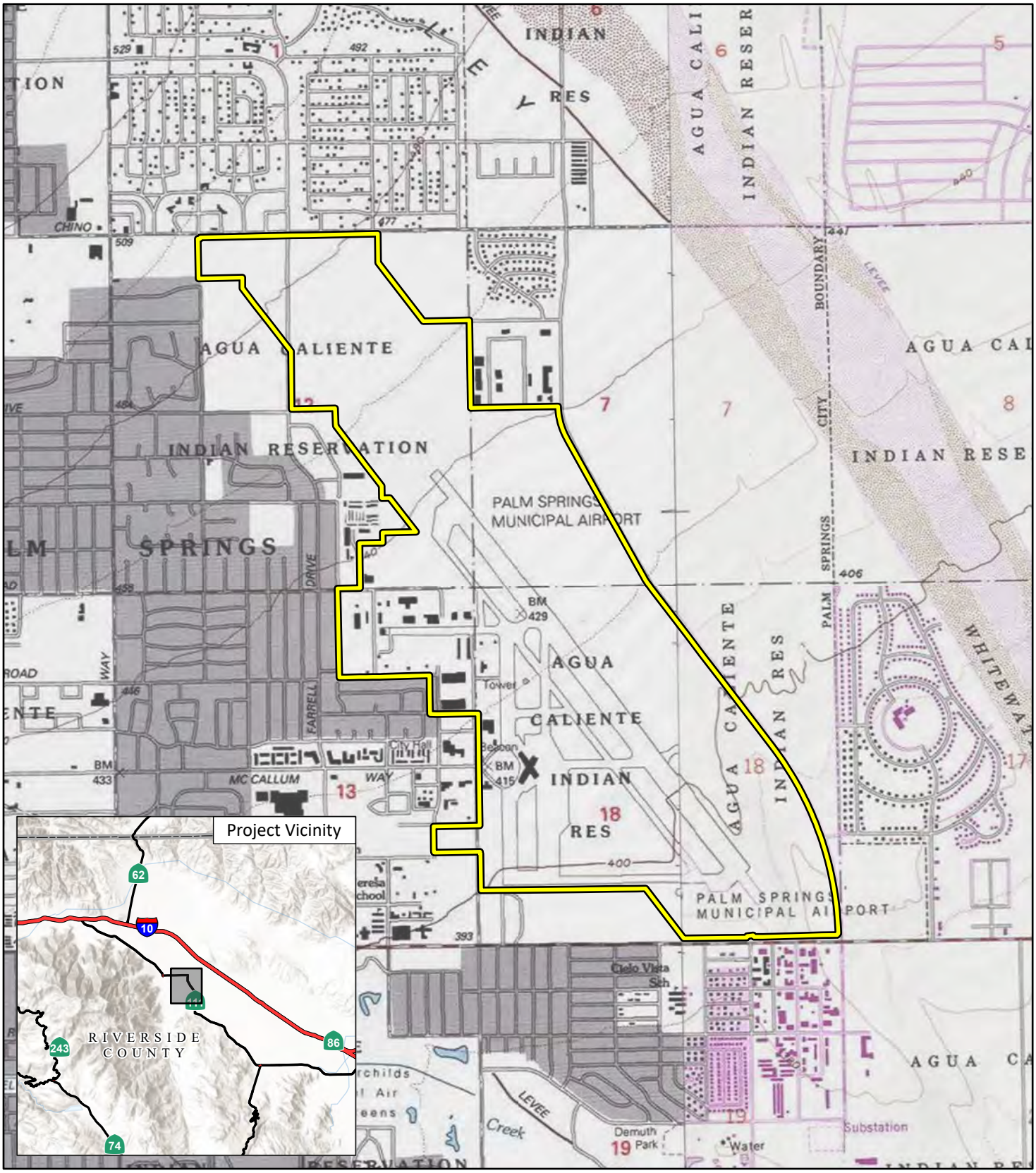
LIST OF ABBREVIATIONS AND ACRONYMS

Airport	Palm Springs International Airport
California Register	California Register of Historic Resources
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Palm Springs
CRA	cultural resources assessment
DPR	California Department of Parks and Recreation
EIC	Eastern Information Center
FAA	Federal Aviation Administration
FOE	finding of effect
HVAC	heating, ventilation, and air conditioning
MLD	Most Likely Descendant
NAHC	Native American Heritage Commission
National Register	National Register of Historic Places
NHPA	National Historic Preservation Act
PSHS	Palm Springs Historic Site
WW II	World War II

INTRODUCTION

Pursuant to direction from the Federal Aviation Administration (FAA), LSA has prepared this cultural resources assessment (CRA) for a portion of the Palm Springs International Airport (Airport) in Palm Springs, California (Figures 1 and 2). The CRA addresses the Airport's proposal to expand the baggage claim area in the northwest wing of the main terminal and make improvements to the inline baggage handling and screening system in the inner east side of the southwest wing in a security-controlled area.

According to 36 CFR 800.2(c), the Area of Potential Effects (APE) is "the geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist." The APE includes the areas of direct (physical) and indirect (visual, atmospheric, and audible) impacts (Figure 3). The direct APE is the Airport terminal, which includes the footprint of the existing baggage claim lobby with the proposed expansion areas in the northwest wing and the footprint of the existing inline baggage handling system with the proposed system expansion area in the inner east side of the southwest wing. The indirect APE includes areas at the Airport that have a public view of the expansion associated with the baggage claim lobby and the inline baggage handling system. Existing foundations and utilities within the project study area vary in depth up to approximately 10 feet. The majority of the proposed project would disturb depths from approximately 1.5 – 4 feet. The depth of disturbance associated with the lobby expansion is approximately 10 feet. A maximum vertical APE of approximately 10 feet below ground surface is established for the proposed project. The proposed project components would all be placed within areas that have been previously disturbed.



LSA

Project Location

FIGURE 1

N

0 1000 2000
FEET

Palm Springs International Airport
Baggage Claim Expansion
Regional and Project Location

SOURCE: USGS 7.5' Quad - *Palm Springs (1988)* and *Cathedral City (1981)*, CA

J:\RSQ1806.02\GIS\Pro\Palm Springs International Airport On-call\Palm Springs International Airport On-call.aprx (7/20/2023)

LSA

Project Location

FIGURE 2

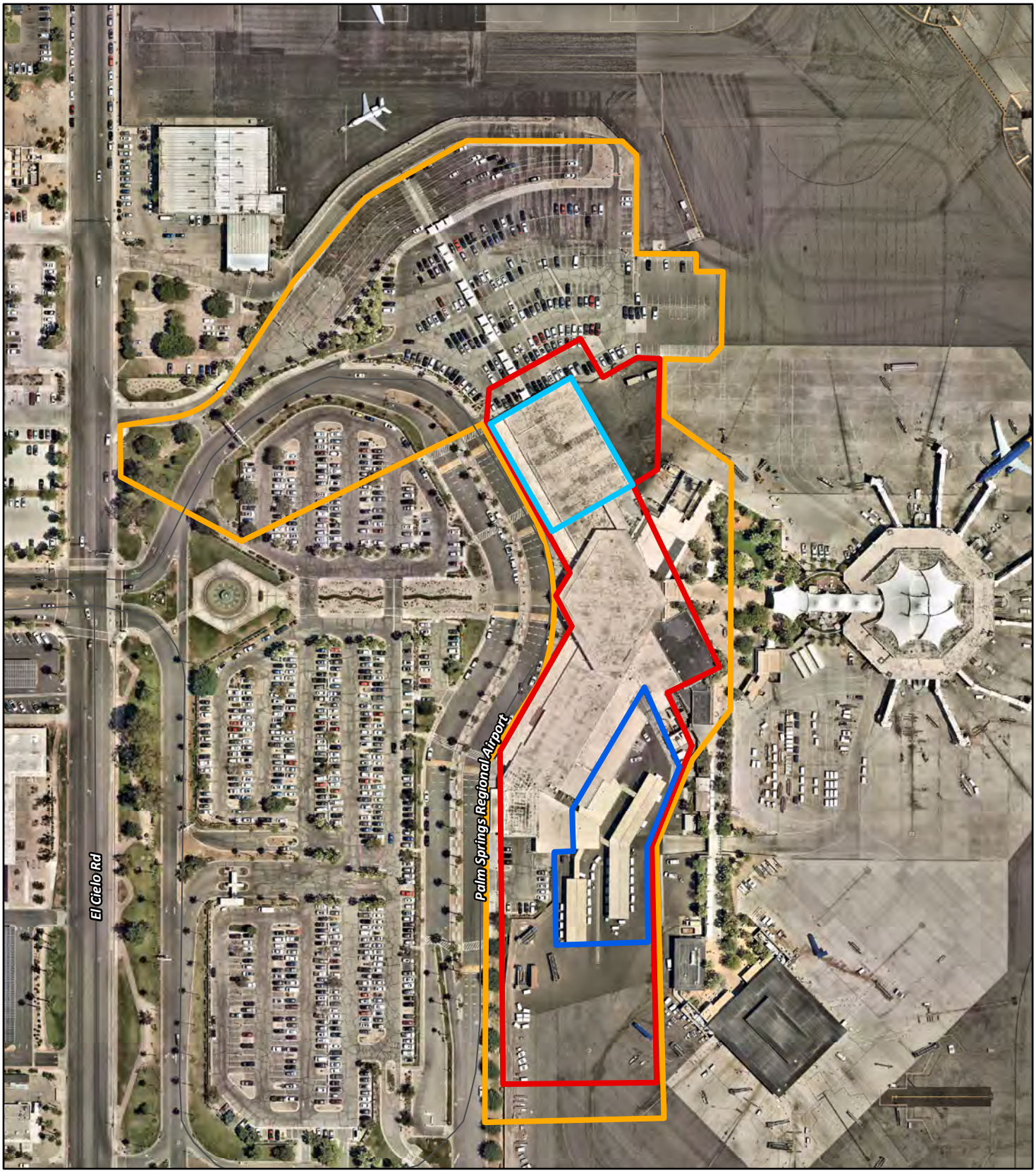
N

0 1000 2000
FEET

SOURCE: Nearmap (2023)

Palm Springs International Airport
Baggage Claim Expansion
Project Site Location

J:\RSQ1806.02\GIS\Pro\Palm Springs International Airport On-call\Palm Springs International Airport On-call.aprx (7/21/2023)



LSA

Direct Area of Potential Effect
Indirect Area of Potential Effect
Existing Baggage Claim Lobby
Existing Inline Baggage Handling System

FIGURE 3

N

0 100 200
FEET

SOURCE: Nearmap (2023)

Palm Springs International Airport
Baggage Claim Expansion
Area of Potential Effect

J:\RSQ1806.02\GIS\Pro\Palm Springs International Airport On-call\Palm Springs International Airport On-call.aprx (10/3/2023)

CULTURAL SETTING

PREHISTORY

The project APE is within the traditional cultural territory of the Cahuilla (Kroeber 1925). Like other Native American groups in Southern California, the Cahuilla were semi-nomadic hunter-gatherers who subsisted by exploitation of seasonably available plant and animal resources and were first encountered by the Spanish in the late 18th century. Ethnographies have been written by Barrows (1900), Kroeber (1908), Hooper, (1920) and Strong (1929).

Cahuilla territory ranges from the area near the Salton Sea up into the San Bernardino Mountains and San Gorgonio Pass (Bean 1978; James 1960; Kroeber 1925). The Cahuilla are generally divided into three groups: Desert Cahuilla, Mountain Cahuilla, and Western (or Pass) Cahuilla (Kroeber 1925). The distinctions are believed to be primarily geographic, although linguistic and cultural differences may have existed to varying degrees (Strong 1929). Cahuilla territory lies within the geographic center of Southern California and the Cocopa-Maricopa Trail, a major prehistoric trade route, ran through it (Bean 1978).

ETHNOGRAPHY

Like other Native American groups in Southern California, the Cahuilla were semi-nomadic people, leaving their villages and utilizing temporary campsites to exploit seasonably available plant and animal resources (James 1960). Cahuilla subsistence was based primarily on acorns, honey mesquite, screw beans, piñon nuts, and cactus fruit, supplemented by a variety of wild fruits and berries, tubers, roots, and greens (Kroeber 1925; Barrows 1900). A list of Cahuilla plant foods is provided by Barrows (1900) who undertook fieldwork prior to 1900. Hunting of deer, rabbit, antelope, bighorn sheep, reptiles, small rodents, quail, doves, ducks, and reptiles by means of bows, throwing sticks, traps, and communal drives is documented (James 1960). Artifacts common to the Cahuilla include coiled pottery (often incised and painted), baskets, manos, metates, mortars, pestles, steatite arrow shaft straighteners, mesquite or willow bows and arrows, wooden throwing sticks, charm stones, bull-roarers, and small bifacially worked stone points (Kroeber 1925). Marine shells, including *Olivella* sp. beads, were used for money and are often associated with cremations.

Mission San Gabriel was established in 1771 and several asistencias, or mission outposts, were subsequently established around 1819 in and near Cahuilla territory. The Cahuilla, although initially hostile, gradually became partially assimilated into Spanish culture, adopting cattle ranching, agriculture, clothing, language, and religion (Bean 1978).

The end of Spanish rule in 1821 and the secularization of the missions in the mid-1830s brought the end of the Mexican Rancho land grants and the ranchero system. Cahuilla settlement patterns were largely unchanged during this period when their land was used as grazing range for cattle. Some Cahuilla lived on the rancheros as seasonal laborers, periodically returning to their villages. Unlike many Southern California Native American groups, the Cahuilla maintained their independent political and economic status and some measure of cultural integrity. However, European diseases are thought to have begun reducing their numbers from the time of contact; one estimate has them at less than half of their pre-contact population by 1883 (Bean 1978).

HISTORY

In California, the historic era is generally divided into three periods: the Spanish or Mission Period (1769 to 1821), the Mexican or Rancho Period (1821 to 1848), and the American Period (1848 to present). Since the cultural resources encountered in the APE date to the WWII and post-WWII eras, the Spanish, Mexican, and early American periods are not particularly relevant and are not discussed further. Instead, this study focuses on the history of Palm Springs.

As early as 1872, Judge J.G. McCallum, along with H.C. Campbell and others, began purchasing land in the vicinity of today's Palm Springs and organized the Palm Valley Land and Water Company (Company) (Gunther 1984:374). In 1883, the Southern Pacific Railroad completed its route through the Coachella Valley (Henderson 2009:7). The following year (1884), the initial survey for the town, which was then called Palm City, was made as part of the Company lands and included "320 acres bounded by North Street (now Alejo Road), South Street (now Ramon Road), Indian Avenue on the east, and San Jacinto Mountains on the west" (ibid). That same year (1884), Judge McCallum, his wife, and five children were the first non-native family to settle permanently in the town (Henderson 2009:7).

In 1887, the 320-acre town site was resurveyed and given the name Palm Springs (Robinson 2005:139; Gunther 1984:374). That same year, extensive advertising for the town began and the map was recorded (Gunther 1984). Water for the town was obtained from the nearby Whitewater River via an eight-mile long canal (Robinson 2005). On October 31, 1887, McCallum's Palm Valley Land and Water Company began selling lots at prices ranging from $45 to $75 an acre (Robinson 2005:139). In one day, nearly $60,000 worth of land in the town site was sold and the remaining town lots were sold the following day "to a syndicate composed of two of the most prominent capitalists of Riverside and Mr. S.W. Gergusson, the manager of the auction" (Gunther 1984:375). Dr. Welwood Murray of nearby Banning was also coaxed into buying five acres for a hotel (Robinson 2005). Murray constructed a small building used first as a health center and sanatorium called the Murray Hotel; it was later expanded and became the Palm Springs Hotel (Robinson 2005:139).

Initially, people were attracted to the area for health reasons. They stayed at either Dr. Murray's hotel or Dr. Harry Coffman's Desert Inn Hotel and Sanatorium (1909) where they convalesced and relaxed. However, Dr. Coffman's wife Nellie believed early on that the future was in tourism and, after a parting of the ways, Nellie and her two sons took over the Desert Inn and declared it off limits to invalids (Henderson 2009:40). As early as 1920, there were advertisements for the Desert Inn in the *Los Angeles Times* (*Los Angeles Times* 1920).

A 1922 news article regarding the newly created Palm Canyon National Park, indicates that "Seven Palms and Andreas and Palm Canyon have long been favorite resorts for film directors and several of the best known oriental screen plays have been staged there" (Robinson 1922). The article also notes that Los Angeles was only five hours away by motor car at that time and that "one of the favorite winter sports of visitors to the Valley of the Sun is to follow the movie players round on location" (ibid.). By 1926, other Palm Springs hotels were advertising in the *Los Angeles Times*, including the Oasis and the Palm Springs Hotel (*Los Angeles Times* 1926).

Throughout the 1920s and into the 1930s, the town continued to grow and prosper. In February 1928, the new Steven's Desert airway in Palm Springs was dedicated during a celebration that included a show of army and navy planes (*Riverside Daily Press* 1928:2). The airport, really just a dirt strip, was located near the El Mirador Hotel and fell under the jurisdiction of W.C. Seaton of the Riverside airport (ibid.). Six years later (1934) funded by the Federal Civil Works Administration (CWA), a second airport was established just west of the project APE (*Riverside Daily Press* 1934:4). In 1942, the Palm Springs Army Airfield was completed in the location of today's Palm Springs International Airport. During WWII, the airport was expanded and used for conveying aircraft from around the country to theaters of war (ibid.; Henderson 2009).

From the 1930s into the 1970s, Palm Springs experienced an influx of well-to-do full and part-time residents, who hired now-famous architects to build lavish homes and other developments in the desert community. Many of these buildings reflect what is known as the Mid-Century Modern style of architecture, which has become nearly synonymous with Palm Springs. A few of the practitioners of the style who designed buildings in Palm Springs include Albert Frey; William Cody; Richard Neutra; E. Stewart Williams; and Donald Wexler, who designed the Palm Springs Airport Terminal building within the project APE.

In 2022, Palm Springs, which incorporated in 1938, was more than 94 square miles in area and had an estimated population of 45,220 (Gunther 1984:375; United States Census n.d.). Over the decades since its incorporation, Palm Springs has garnered a reputation as one of the most glamorous desert resorts in the country.

METHODS

RECORD SEARCH

As part of a previous CRA prepared by LSA for the Airport, a record search was conducted at the Eastern Information Center (EIC) at the University of California, Riverside in March 2011, and updated in January 2013 (Appendix A). The record search included a review of all recorded historic and prehistoric archaeological sites within 1 mile of the 2013 APE, which was larger than and included the current APE, as well as a review of known cultural resource survey and excavation reports. In addition, LSA examined the California State Historic Property Data File, which includes the National Register, California Historical Landmarks, California Points of Historical Interest, various local historic registers, and historic maps.

Although the record search completed for the 2013 CRA is more than 5 years old, it was not updated as part of the current study. The record search is primarily used to identify archaeological resources and/or a sensitivity for such resources. The only ground disturbance within the current APE since 2013 was in previously disturbed/fully developed areas and no archaeological resources were encountered. Therefore, it is highly unlikely that any new archaeological information for the current APE has been added to the record. To determine whether any new information regarding the built environment has been added to the record, a review of databases normally included in the record search was completed in February 2023. That review confirmed that the Airport was listed in the National Register in 2021 and that it remains Historic Site #70–Class One under the City's preservation ordinance.

HISTORICAL RESEARCH

Research methodology focused on the review of a variety of primary and secondary source materials relating to the history and development of the project APE. Sources included, but were not limited to, online sources, published literature in local and regional history, historic aerial photographs, historic maps, and information provided by airport personnel. In addition, LSA conducted research to obtain the National Register nomination for the Airport. LSA also contacted the author of the nomination, Peter Moruzzi, as well as Gary Wexler and Steven Keylon. Gary Wexler is the son of the Airport's original architect, Don Wexler, and is also actively involved in local preservation efforts. Mr. Keylon is an architectural landscape historian who has researched the work of the Airport's original landscape architect, David Hamilton. In addition, in support of the finding of effect (FOE), LSA conducted research at the Palm Springs Art Museum Architecture and Design Center. This research was completed on June 22, 2023, with the assistance of project architect Neil McLean, AIA, Senior Associate at Gensler and the museum on-call Archivist, Frank Lopez. Research consisted of reviewing the collection of historic photographs and original plans for the Airport.

ARCHAEOLOGICAL FIELD SURVEY

As part of the CRA prepared for the Airport by LSA in 2013, archaeological field surveys were conducted by LSA archaeologist/historian Riordan Goodwin on April 1, 2011, and November 18, 2012. These surveys, which included the current APE, consisted of a visual inspection of all unpaved

and undeveloped surfaces in the project APE. Ground visibility was poor at approximately 10 percent, with nearly the entire surface obscured by airport development.

Since the entire APE for the current undertaking is fully developed, an archaeological field survey was not conducted as part of the current effort.

ARCHITECTURAL FIELD SURVEY

LSA architectural historian Casey Tibbet conducted site visits on April 17 and May 26, 2023. On April 17, 2023, Ms. Tibbet, LSA field photographer Dennis Lechner, and Assistant Airport Director Jeremy Keating met on site and toured the APE (interior and exterior) and other portions of the Airport. On May 26, 2023, another on-site visit was conducted that included Mr. Keating, Ms. Tibbet, Peter Moruzzi, Gary Wexler, and Steven Keylon. The purpose of both visits was to identify significant original features in and around the main terminal, gain an understanding of the proposed changes to the baggage claim area and the reasons for them, and to discuss project design features that would be compatible with and enhance other preservation efforts at the Airport. During both visits notes and photographs were taken.

RESULTS

RECORD SEARCH

There were no previously documented resources within the current project APE in the record search (Appendix A). As discussed in the Methods section, the only ground disturbance within the current APE since 2013 was in previously disturbed/fully developed areas and no archaeological resources were encountered. Therefore, it is highly unlikely that any new archaeological information has been added to the record. A review of various databases normally consulted as part of the record search confirmed that the Airport was listed in the National Register in 2021 and that it remains Historic Site #70–Class One under the City's preservation ordinance.

HISTORICAL RESEARCH

Based on archival research, the airport is most closely associated with the historic contexts of WWII and architect Donald Wexler.

Airport History and Development

The first Palm Springs airport (a dirt strip) was established in 1928 by P.T. Stevens, owner of the El Mirador Hotel for the use of his hotel guests. It ran north-south at Paseo El Mirador and Avenida Caballeros (Nichols 1996). The second airport was laid out 6 years later as two runways running northwest-southeast (3,000 feet) and north-south (2,500 feet) on land leased from the Agua Caliente Band of Cahuilla Indians in Section 14, approximately 1 mile west of the location of the current airport and project APE. This second airport operated from 1934 to 1942 and was bounded by what is now Alejo Road on the north, Tahquitz Way on the south, Sunrise Way on the east, and Avenida Caballeros on the west (Kieley Sr. 1996). As early as 1935, this airport had daily flights from Palm Springs to the Los Angeles/Burbank area during the tourist season (*The Desert Sun* 1936a).

The airport was clearly an important part of the Palm Springs community and local economy as news articles routinely reported on arrivals at the airport, providing detailed information about the various noteworthy people who flew in, including their entourages and pilots. The articles also named a variety of military aircraft and personnel who made use of the facility, noting that military aircraft/exercises were sometimes diverted to Palm Springs because of fog and other bad weather at Riverside's March Field (*The Desert Sun* 1936b). In January 1937, an article reported that Palm Springs was "now on the Federal airways and transcontinental airliners will probably soon use the local airport as an emergency landing field" (*The Desert Sun* 1937a). This was apparently contingent on American Airlines obtaining approval to light the field and improve the runways (ibid.). In addition to providing an emergency landing location for the big airliners, the airport offered air tours during the tourist season. These included a circle tour with stops at Death Valley and Boulder City and flyovers of Boulder Lake and the Grand Canyon (*The Desert Sun* 1937b).

In May 1937, a petition was filed with the Riverside County Board of Supervisors requesting funding assistance to build a new airport to federal specifications in Palm Springs (*The Desert Sun* 1937c). The petition noted that the current airport included only 320 acres and that "the government recommends a mile square landing field. The approximate cost of a WPA [Works Progress

Administration] project for the airport was placed at $65,000" (ibid.). In August 1937, the Secretary of the Interior was apparently authorized "to lease or sell certain lands of the Agua Caliente or Palm Springs Reservation, California, for public airport use, and for other purposes" (Kappler 1941:553). The land was identified as "all or part of Section 18, township 4 south, range 5 east," which is the location of the current airport and project APE (Kappler 1941:554).

In February 1941, a news article reported that two Hudson-Lockheed planes, flown by factory pilots, landed at the airport on their way to Britain via New York (*The Desert Sun* 1941a). This was apparently at the facility constructed in 1934 as an article appearing a few months later proclaimed that inspectors had been in Palm Springs surveying land in Section18 (held by the Agua Caliente) and in Section 16 (privately owned) for the new Palm Springs Municipal Airport (*The Desert Sun* 1941b).

Later that year (1941), a 25-year lease was secured from the Agua Caliente for land in Section 18 approximately 1 mile east of the 1934 airport. To accommodate the new air facility several improvements had to be made. For example, in 1941 "there were only dirt roads from Indian Avenue to Sunrise Way and Ramon Road to Alejo Road [the area surrounding the 1934 airport]" so the "City built a new road from the center of town to the new airport on land owned by Pearl McManus" (Henderson 2009:64). The road was named McCallum Way in honor of her father (ibid.).

In October 1941, it was announced that the City had agreed to lease a portion of the new airport, which was to begin construction soon, to the Army Air Corps (*The Desert Sun* 1941c). In March 1942, the City also signed an agreement with American Airlines that would "result in substantial and attractive development of the new Palm Springs Airport" (*The Desert Sun* 1942a). However, just before American Airlines was scheduled to break ground, it was revealed that the Marine Corps was taking control of the entire airport and that the military lease was off (*The Desert Sun* 1942b). It was estimated that the new airport would be completed in three months and that American Airlines would probably be allowed some flying privileges (ibid.).

Almost immediately after it was announced that the Marines would be taking control of the airport, Army personnel associated with the Ferrying Command were on site (*The Desert Sun* 1942c). Just one week later, it was discovered that the Army had purchased the El Mirador Hotel, near Palm Spring's first landing strip (1928), for use as a convalescent facility for officers (*The Desert Sun* 1942d). By July, the Ferrying Command was beginning improvements, such as extending the runways and parking facilities, at the new airport (*The Desert Sun* 1942e). Meanwhile, the old airport (1934) was used as a backup landing facility.

The Palm Springs Army Airfield was activated on October 28, 1942, as a reduced squadron (Figure 4; Air Force Historical Research Agency 2011). Improvements made by the Army included "barracks, a fire station, a post exchange, operations, warehouses, a recreation room, and hangars" (Henderson 2009:64). Initially ferrying operations consisted mainly of delivering new aircraft from the Southern California manufacturers to England, but after Pearl Harbor was bombed in December 1941, and the U.S. officially entered the war, operations were expanded. On March 17, 1943, the facility was designated 459 Base Headquarters and Air Base Squadron and was tasked with conveying aircraft from around the country to theaters of war (Air Force Historical Research Agency 2011). The facility also delivered air freight (*The Desert Sun* 1942f).

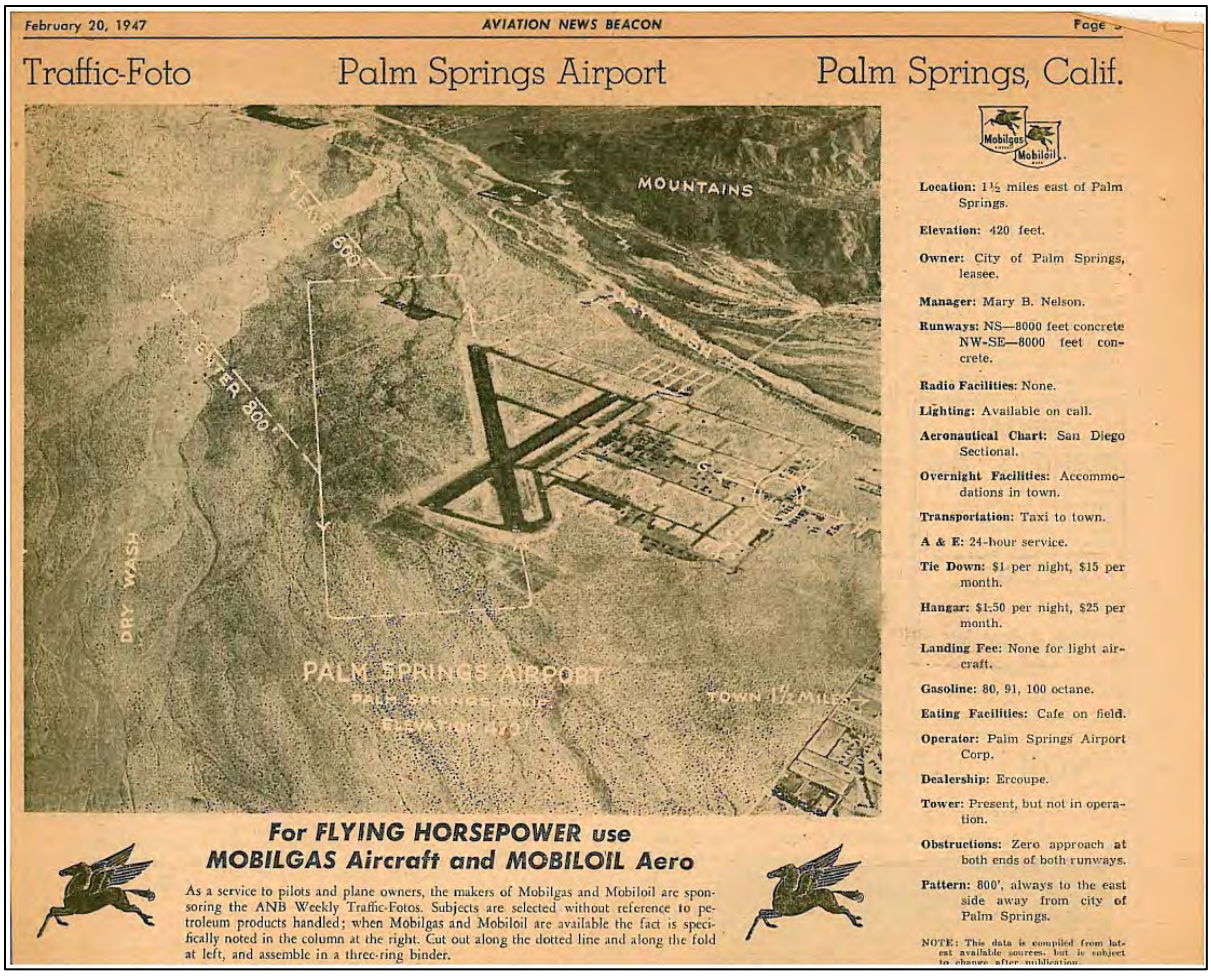


Figure 4: Palm Springs Airport 1947
(Source: *Aviation News Beacon,* February 20, 1947)

The Air Corps Ferrying Command originated in 1941 as a way to transport American-built aircraft to England (Clancey 2011). Prior to the Lend-Lease Act, bombers were purchased with cash from the manufacturers and then flown by factory-employed pilots from California to Montreal where they were turned over to the civilian pilots of the British Atlantic (ibid.). "By ferrying these bombers under their own power, vital shipping space was saved and factory-to-combat deliver time was cut from approximately three months to less than ten days" (ibid.). Although the system worked well, it became increasingly difficult for England to find enough pilots to maintain the schedule. After the Lend-Lease Act became law in March 1941, General Arnold proposed that the Army Air Corps take over responsibility for the ferrying (ibid.). Among other advantages, this approach allowed U.S. pilots to gain valuable training time in the newest planes. "The job of delivering the aircraft was given to a new agency, the Air Corps Ferrying Command, created specifically for the purpose" on May 29, 1941 (ibid.).

In less than a year, Palm Springs had shifted from a resort to a place with a distinct military atmosphere. With the Army Airfield and the convalescent hospital for officers both in Palm Springs and General Patton's Desert Training Center relatively close by, Palm Springs was the nearest destination for rest, relaxation, and entertainment for many military personnel. Although tourism

may have dropped off during the war years, the City continued to be the leader in desert recreation and entertainment. When the war ended "the barracks were sold and moved to locations throughout the desert" and many of the wartime airport expansions (additional aircraft parking ramps, hardstands, and taxiways) were decommissioned (Clancey 2011). In 1946, the backup landing facility (1934 airport) was transferred to the War Assets Administration for disposal and was sold to private buyers. The City transitioned back to a popular resort destination with the added advantage of a modern, if basic, airport that was able to accommodate large airliners.

As Palm Springs continued to develop as a resort destination, air traffic quickly increased beyond the capacity of existing facilities. In 1961, the City purchased the airport land from the Agua Caliente and eventually developed the airport, with the first scheduled commercial airline flights beginning in 1964 (Henderson 2009; Palm Springs International Airport 1999). Since 1964, several alterations have been made to the airport including construction of the terminal building designed by Donald Wexler (1966); construction of the control tower (1967); a 1,500-foot expansion of the main runway, construction of a noise wall, an additional apron, and completion of terminal development plans (1985); an $11 million facility expansion and refurbishment that included extensive changes to the terminal and increased aircraft parking and ramp areas (1991–1992); construction of a 4,952-foot parallel general aviation runway (1993); construction of a new terminal (1998); and extension of the main runway (1999; Palm Springs International Airport 1999; Figures 5–7). Improvements that took place in the 2000s include enclosure of the canopy area adjacent to the baggage claim area (2003), addition of a vehicle inspection plaza and interior employee areas to the southwest wing of the main terminal (2003), expansion of the Transportation Security Administration passenger screening area (2005/2006), and an addition to the ticketing area in the southwest wing of the main terminal (2021). Today, very little of the WWII-era improvements remain, and there is no obvious visual association with that period.

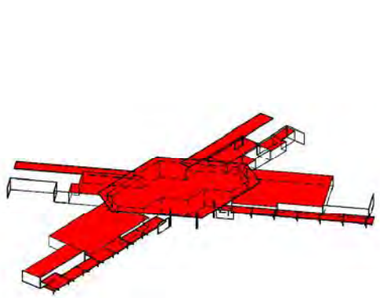
In 1998, the airport was renamed Palm Springs International Airport (Palm Springs International Airport 1999). According to a 2009 City staff report for the designation of the airport's terminal building as a Class 1 Historic Site, "the Palm Springs International Airport now serves as the main non-vehicle 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" (City of Palm Springs 2009a:4). Over the years, numerous U.S. Presidents, foreign dignitaries, captains of industry, and celebrities have flown in and out of the Palm Springs International Airport, and photographs of the arrivals of these famous visitors at the airport have become iconic symbols of Palm Springs (ibid.).

Donald Wexler

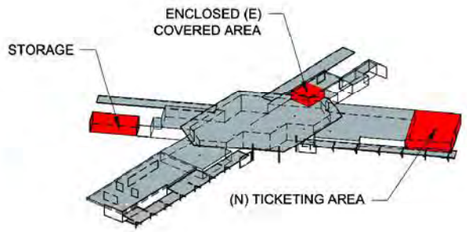
Donald Wexler is a renowned mid-century architect, famous for his prefabrication system and design of his Steel Houses. He practiced architecture during the "golden age" of California Modernism. His designs are heavily influenced by the desert environment he worked in.

Figure 5: Aerial View of the Airport (1965)
(Source: *Donald Wexler: Architect*, by Patrick McGrew)

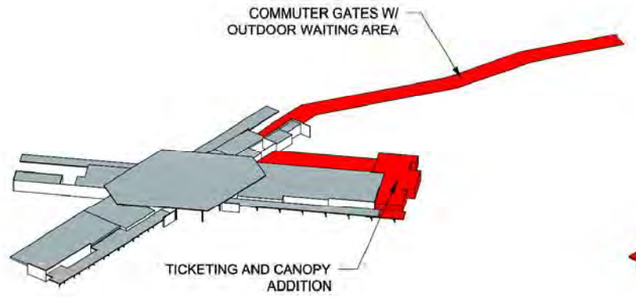
Figure 6: Rendering of the Palm Springs Municipal Airport
(John Hollingsworth, http://www.desertmodernfilm.com/donaldwexler.html)



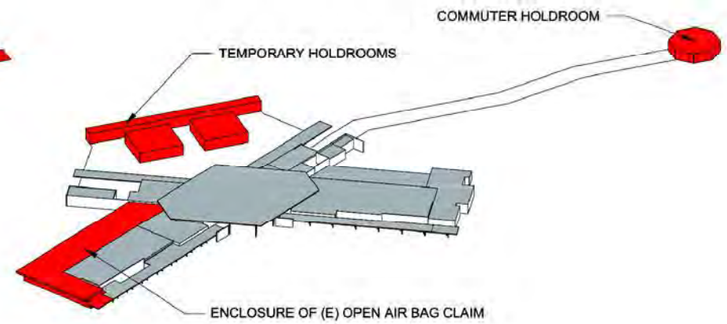
1 ORIGINAL CONSTRUCTION
CIRCA 1966



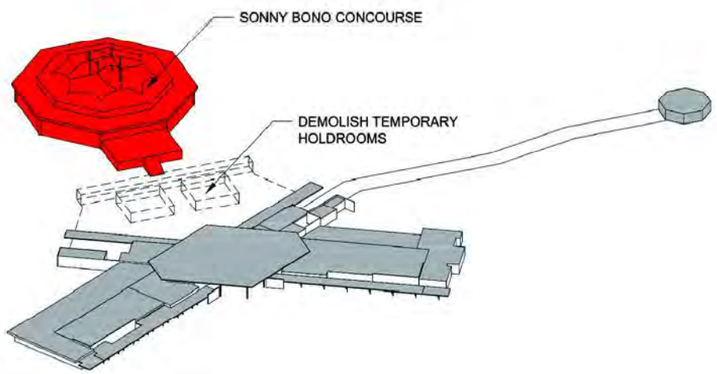
2 EXPANSION WITHIN (E) FOOTPRINT
DATE UNKNOWN



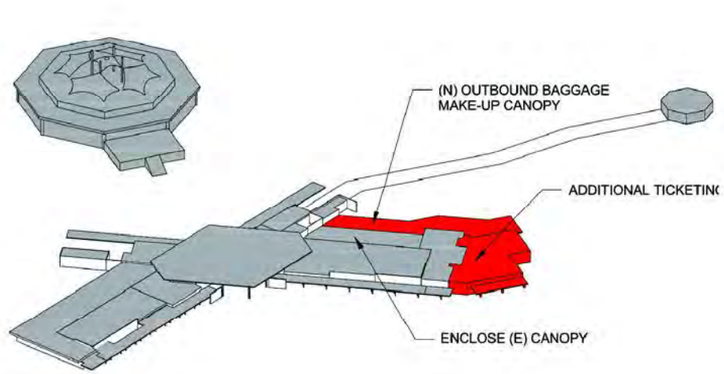
3 ADDITIONAL TICKETING
DATE UNKNOWN



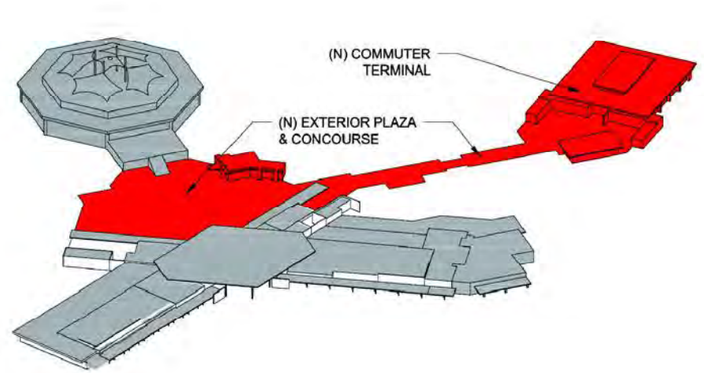
4 BAG CLAIM ENCLOSURE & COMMUTER HOLDROOM
1991



5 SONNY BONO CONCOURSE ADDITION
CIRCA 1998



6 ADDITIONAL TICKETING
DATE UNKNOWN



7 NEW COMMUTER TERMINAL AND PLAZA
CIRCA 2008

LSA

N

0 100 200
FEET

FIGURE 7

Palm Springs International Airport
Cultural Resources Assessment

Historic Phasing Diagram

SOURCE: Palm Springs International Airport, 2013.
I:\HNT0901A\Reports\Cultural\fig6_HistoricPhasingDiagram.mxd (2/6/2013)

Born in South Dakota, the Wexler family moved to Minneapolis when Don was three months old. Following high school graduation, Wexler spent two years (1944–1946) in the Navy before attending the University of Minnesota. Although many architecture schools still taught Beaux Arts design principles well into the late 1940s, the University of Minnesota had already supplanted this traditional architectural curriculum with modernism. Wexler graduated with a Bachelor of Architecture degree in 1950 (McGrew 2010:5).

Wexler then moved to Los Angeles to apprentice for Richard Neutra, the Austrian-born, first-generation International Style master and an idol of Wexler's (McGrew 2010:5). After only 9 months with Neutra, Wexler accepted a winter position in Palm Springs as a designer for William Cody's design firm (McGrew 2010:7).

In 1952, after completing his apprenticeship requirement, Wexler partnered with Richard Harrison, originally a draftsman at Cody's office, to establish the firm Wexler & Harrison. Over the years, the Wexler & Harrison partnership would design homes, residential subdivisions, schools, banks, and offices. The partnership dissolved amicably in 1961 and Wexler formed a sole proprietorship, Donald A. Wexler, AIA (McGrew 2010:8).

While working with Harrison, Wexler had designed many school buildings using new approaches to steel construction. Wexler believed that the same methods could be used to build stylish and affordable homes. He developed an expertise in prefabricated steel construction, best visualized in the Alexander Steel Houses built for a tract neighborhood in Palm Springs (Bieri 2012). Wexler's designs superseded the sustainable design movement, employing active and passive solar energy to aid in heating and cooling, clerestory windows to bring in natural light throughout the year, and overhangs that would shade walls of glass in the summer. The steel homes were designed to be affordable (steel was inexpensive in the mid-1950s and 60s) by saving labor and materials and were also intended to be low maintenance—a garden hose was the only maintenance tool required (Bieri 2012).

In 1965–1966, Wexler designed and completed the Palm Springs Airport terminal, which is within the project APE. According to a 2009 report prepared by the City, "the terminal building is the main axis for the rest of the airport. The layout of the original building was designed to be pedestrian-friendly and the interior spaces were finished with stone treatments, textured plaster finishes, and terrazzo floors" (City of Palm Springs 2009a:4). Ever mindful of the desert environment, Wexler incorporated extensive west-facing glass walls within a sculptural column and beam system that provided arriving passengers with a dramatic view of the San Jacinto Mountains, enhancing the desert experience of those arriving at the airport (McGrew 2010:40; City of Palm Springs 2009a:4). The high ceilings and walls of glass create an open, spacious feel that brings the outdoors in, while the trapezoidal roof structure is reminiscent of an airplane wing, although, according to Wexler, the roof design simply follows the function of the building (City of Palm Springs 2009a:4). When it was built, it was considered an innovative design that would allow for relatively easy future expansion (ibid.).

The Wexler firm was used until 1986, when the City required changes to the airport (McGrew 2010). After that period, the large San Francisco-based firm Gensler Associates was selected to create the tented open-air arrival structure that now occupies the space behind the original Wexler terminal

(McGrew 2010:40). According to information obtained from the airport, in 1991 the baggage claim and ticketing areas at north and south ends of the terminal were added, and in 1999 the Bono Concourse, located behind the original terminal, was constructed (Palm Springs International Airport 1999 and 2012).

During the 1970s and 1980s, Wexler moved away from the residential work of his early career in favor of educational facilities and commercial projects. His design sensibility moved away from the mid-century steel designs and embraced the growing popularity of Brutalism (McGrew 2010:10).

Some of Wexler's designs include the Desert Water Agency, the Palm Springs Airport terminal, El Rancho Vista Estates, the Palm Springs Spa Hotel Bath House (a joint venture with then partner Richard Harrison, architect William Cody and Pierre Koenig), Royal Hawaiian Estates, and the Canyon Country Club Clubhouse, as well as many other commercial, institutional and public buildings. Wexler's celebrity homes include the Dinah Shore and Leff/Florsheim houses, and actor Alan and Sue Ladd's home among others (Bieri 2012).

In 2009, the Palm Springs City Council designated the west façade of the terminal building Class 1 Historic Site HPSB 70 specifying the following character-defining features (City of Palm Springs 2009b):

- The two-story main columns of the terminal building;
- The terminal building's beams, posts, soffit, and fascia;
- The flat cantilevered roof structure of the terminal building and concourse buildings;
- The clear anodized glass store frontage;
- The natural stone fascia walls; and
- The original 6-inch steel tube columns with plastered faces, which were boxed in prior to 2009.

In 2021, Peter Moruzzi prepared a National Register nomination for the Airport and the Airport was officially listed in the National Register that same year (Appendix B). The Airport is significant under National Register Criterion A for its association with community planning and development and under Criterion C for architecture and landscape architecture (Moruzzi 2021; National Park Service n.d.). According to the nomination, "one contributing resource is the entirety of the original terminal building (the central core and four wings) including character-defining extant interior elements of the lobby, original natural rock walls, and landscape features. The other contributing resource is a site consisting of the West Section's two diamond-shaped lawns, four tree islands, fountain, and original parking areas. Three free-standing buildings added in 1999, 2005, and 2008 east of the terminal are adjacent non-historic resources not included in the nominated boundaries as are the parking areas added in 1988" (Moruzzi 2021:Section 7 page 4).

ARCHAEOLOGICAL FIELD SURVEY

As previously stated, since the entire APE for the current undertaking is fully developed, an archaeological field survey was not conducted as part of the current effort.

The archaeological survey conducted for the 2013 CRA identified two remnants of the WWII-era Palm Springs Army Air Field within the 2013 APE: Feature 2 (F-2), an aircraft hardstand (concrete

parking circle), and Feature 3 (F-3), a segment of resurfaced taxiway less than 0.5 mile in length. These early 1940s features were integral elements of the expansive Army Airfield infrastructure required to accommodate the multi-ton military aircraft of the time.

ARCHITECTURAL FIELD SURVEY

As stated above, the terminal was designed by Donald Wexler in the Mid-Century Modern style and constructed in 1965–1966 (Figures 8 through 13). The building has a large, two-story center with one-story wings (the concourse) creating a generally X-shaped plan (previously referenced Figures 4 through 6). The pedestrian-friendly building "was constructed with modules, using steel frame construction and expansive use of glass, flat cantilevered roofs, and thin sleek structural supports" (City of Palm Springs 2009a:5).

Figure 8: Terminal entrance/main lobby. View to the east (November 7, 2012)

Figure 9: Terminal entrance with Bono Concourse in the background. View to the east (November 7, 2012)

Figure 10: North end of baggage claim. View to the southeast (April 1, 2011)

Figure 11: Baggage claim and main entrance. View to the northeast (November 7, 2012)

Figure 12: Main entrance and ticketing area. View to the northeast (November 7, 2012)

Figure 13: South end of ticketing area. View to the southeast (November 7, 2012)

During the field visits conducted in April and May 2023, no new alterations to the exterior of the terminal building were identified. However, it was noted that the lawns in the two diamond-shaped planters on the west side of the terminal between the parking lots have been replaced with sand and drought-tolerant plants. Refer to Appendix F for current photographs of features in the current APE.

FINDING OF EFFECT

INTRODUCTION

As previously discussed, the Airport proposes to expand the baggage claim area in the northwest wing of the main terminal and make improvements to the inline baggage handling system in the inner east side of the southwest wing of the terminal in a security-controlled area (Figures 14 and 15). The APE includes the areas of direct (physical) and indirect effects (Figure 3). The direct APE is the Airport terminal, which includes the footprint of the existing baggage claim lobby with the proposed expansion areas in the northwest wing and the footprint of the existing inline baggage handling system with the proposed system expansion area in the inner east side of the southwest wing. The indirect APE includes areas at the Airport that have a public view of the expansion associated with the baggage claim lobby and the inline baggage handling system. Existing foundations and utilities within the project study area vary in depth up to approximately 10 feet. The majority of the proposed project would disturb depths to approximately 1.5 – 4 feet. The depth of disturbance associated with the lobby expansion is approximately 10 feet. A maximum vertical APE of approximately 10 feet below ground surface is established for the proposed project. The proposed project components would all be placed within areas that have been previously disturbed.

In 2021, in compliance with 36 CFR Part 800.4 (Identification of historic properties) subsection (c) (Evaluate historic significance) and in consultation with the Tribal Historic Preservation Officer, the Airport was nominated for and listed in the National Register (see Appendix B, National Register of Historic Places Registration Form for Palm Springs Municipal Airport Terminal). The Airport is a "historic property" for the purposes of Section 106 of the NHPA. In general, the contributing features are the original terminal building and the two diamond-shaped lawns, four tree islands, fountain, and original parking areas on the west side of the terminal (Moruzzi 2021). The baggage claim area, which is a 1987 addition, is within the northwest wing of the original terminal (Figure 14). Changes to the baggage claim area have the potential to affect the historic property.

Since a historic property has been identified and the proposed undertaking may affect it, an FOE is required. In compliance with 36 CFR Part 800.5(a)(1), the Criteria of Adverse Effect have been applied to determine whether the potential project impacts to the Airport would result in any adverse effects to this resource's National Register eligibility.

DESCRIPTION OF UNDERTAKING

The Airport proposes to expand the baggage claim area and make improvements to the inline baggage handling and screening system. The proposed baggage claim expansion project is in the northwest wing of the main terminal. The main terminal is a character-defining feature of the historic property. The purpose of the approximately 10,000-square-foot expansion is to provide additional baggage carousels, improve internal circulation, create additional space for customers waiting for baggage and/or rental car assistance, and facilitate more efficient baggage delivery. To achieve these goals, interior and exterior alterations are proposed as outlined below. To be consistent with the National Register nomination, the façade is referred to as the west elevation, rather than the southwest elevation.

LSA

Project Study Area
Baggage Claim Lobby Expansion
Construction Staging Area

FIGURE 14

N

0 25 50
FEET

SOURCE: Nearmap (2023), RS&H

Palm Springs International Airport,
Baggage Claim Expansion
Baggage Claim Expansion Project Area

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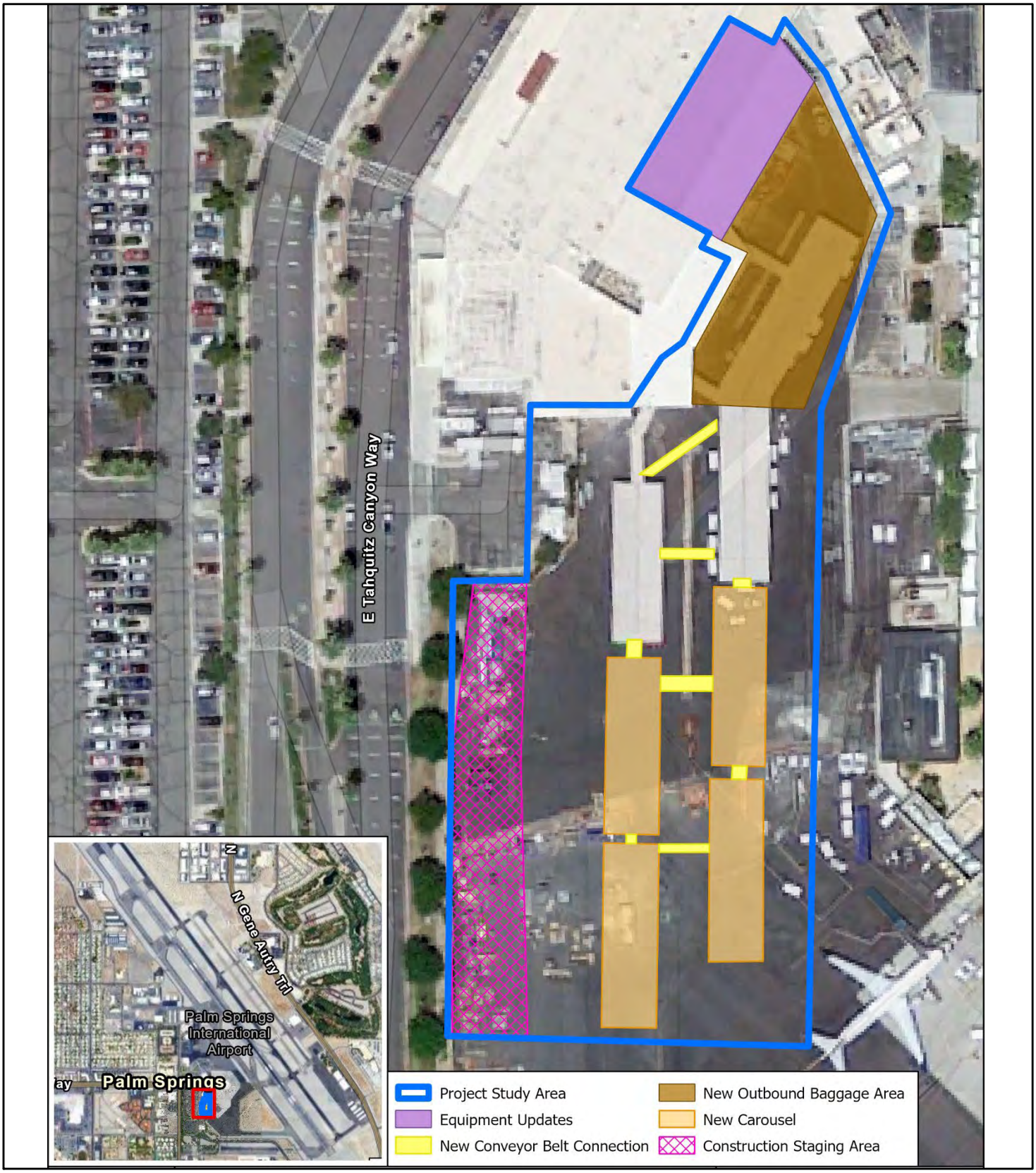

LSA

FIGURE 15

0 50 100
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SOURCE: RS&H

I:\RSQ1806.02\G\Baggage_Handling.ai (8/16/2023)

Palm Springs International Airport
Baggage Claim Expansion

Baggage Handling System Project Area

Exterior Alterations

- Northwest elevation (adjacent to rental car parking lot)
    - Expand an approximately 120-foot-long portion of the baggage claim area approximately 30 feet to the northwest (approximately 3,600 square feet), which will remove one row of parking spaces in the rental car parking lot, approximately 20 spaces.
    - The door and window configuration of the new northwest elevation will very closely match the existing configuration.
    - Three of the stretched fabric canopies outside in the rental car parking lot will be relocated.
- West elevation (façade)
    - Extend the existing flat-roofed canopy along the west elevation above the pedestrian walkway. The new, approximately 30-foot-long section of canopy will generally match the existing condition, but will also incorporate the column design (two locations only) as detailed in the 1964 plans and shown in circa 1966 color photographs. This includes using 6-inch by 6-inch steel tube columns with a "Granolux" trowelled marble finish (or equivalent material) as vertical supports, integral color to match existing Granolux finishes at the Airport, and painted steel-tube beams as horizontal supports. Surface-mounted lighting, similar to the original canopy lighting, will be installed in the canopy ceiling. The intention of this is for the new canopy section to be compatible with the planned restoration of the remainder of the canopy along this elevation.
    - The new section of the west elevation will include two sets of metal-and-glass, storefront-style doors and windows that continue the existing door and window pattern in this elevation.
    - No changes are proposed to the existing windows and doors or any other existing features on this elevation.
- Northeast elevation (rear)
    - Expand a 212-foot-long section of the baggage claim area 30 feet to the northeast (approximately 6,360 square feet).
    - The roof of the expanded area will be flat, as is the existing roof. However, to allow for improved baggage delivery, a 158-foot section of the roof on the northeast side will be 8 feet higher than the rest of the roof. The elevated roof section is set 60 feet back from the west elevation (front) and 35 feet from the north elevation (side facing the rental car parking lot). There will be a 13-foot roof overhang on the west elevation to protect the baggage handling equipment. The higher roof will extend over the overhang to allow the bag belts to travel up into the plenum. The higher portion of the roof will be set back 4 feet from the northwestern edge of the roof overhang. Similar to existing higher sections of the roof, the

new higher roof will only be visible to pedestrians from approximately 250 feet west of the main terminal.

The northeastern elevation will have a wide eave overhang that is consistent with the existing overhang.

Interior Alterations

- Removal of the existing carpet, hanging ceiling, and old baggage belts and drive equipment.
- Installation of white terrazzo flooring in the baggage claim area to match the original terrazzo flooring in the terminal.
- Replace the three existing flat plate baggage belts with four new belts. The new belts will be up to a maximum of 200-foot-long overhead loading slope plate baggage claim belts.
- Construct two all gender/family restrooms.
- Relocation of the rental car counters and offices within the renovated space, likely along the north wall.
- Install a stand-alone heating, ventilation, and air conditioning (HVAC) package unit at the back of the building and replace ventilation systems.
- Install security access control cameras.
- Install Baggage Information Display Systems.
- Replace lighting and advertising displays.
- Integrate all existing systems: HVAC, electrical, fire alarm, fire suppression, plumbing and lighting.

Refer to Appendix C, Proposed Elevations and Preferred Interior Layout; Appendix D, Original Drawings; Appendix E, Historic Photographs, and Appendix F, Current Photographs.

The inline baggage handling and screening area is in the inner east side of the southwest wing in a security-controlled area and is included in the APE because it is part of the undertaking. However, this area has been specifically identified as not character-defining and does not contribute to the significance of the historic property (see Description of Historic Property, below, for additional information). In addition, the southwest wing of the terminal has been altered and changes to the inline baggage handling and screening area will not directly or indirectly affect the historic property. Therefore, that undertaking is not analyzed as part of this FOE.

PUBLIC PARTICIPATION

No formal public participation has been conducted for this undertaking. However, input from members of the local preservation community was solicited, as described below.

In May 2023, Peter Moruzzi, author of the National Register nomination for the Airport and a well-known local preservationist, was contacted. Mr. Moruzzi recommended that Gary Wexler and Steven Keylon also be contacted. Gary Wexler is the son of the Airport's original architect, Don Wexler, and is actively involved in local preservation efforts. Mr. Keylon is an architectural landscape historian who has researched the work of the Airport's original landscape architect, David Hamilton. Mr. Wexler and Mr. Keylon are also actively involved in restoration plans related to the Airport Master Plan. According to these sources, restoration of the west elevation (façade) exterior is their highest priority.

On May 26, 2023, an on-site visit was conducted that included Assistant Airport Director Jeremy Keating, architectural historian Casey Tibbet, Peter Moruzzi, Gary Wexler, and Steven Keylon. Together the group toured the main terminal and adjacent original parking areas. The purpose of the visit was to identify significant original features in and around the main terminal, gain an understanding of the proposed changes to the baggage claim area and the reasons for them, and to discuss project design features that would be compatible with and enhance other preservation efforts at the Airport. To aid with the design, Mr. Moruzzi, Mr. Wexler, and Mr. Keylon provided a number of photographs of the Airport at various times in its history. They also provided some early Airport plans. They suggested that Ms. Tibbet and the project architect visit the Palm Springs Art Museum Architecture and Design Center to review the collection of original plans for the Airport. Ms. Tibbet and project architect Neil McLean, AIA, Senior Associate at Gensler, met with the museum on-call Archivist, Frank Lopez, on June 22, 2023. Ms. Tibbet and Mr. McLean took numerous photographs of plans and drawings dating primarily to the 1960s and, pursuant to the request of the preservationists, these were used to inform the proposed design.

On March 8, 2024, at the request of the FAA, the draft FOE was submitted to Mr. Moruzzi, Mr. Wexler, and Mr. Keylon for review and concurrence. As a result, the following comments were received.

- Mr. Moruzzi asked that the southwest elevation be identified as the west elevation or façade to be consistent with the National Register Nomination. The FOE has been revised to incorporate this change.

On March 21, 2024, Mr. Moruzzi provided an email stating that he concurs with the Finding of No Adverse Effect (Appendix G).

- Mr. Keylon asked if the other canopy support columns could be restored as part of this project. He also expressed a preference for installing terrazzo floors in the interior that would match the original floors. These comments were conveyed to Jeremy Keating, Assistant Airport Director.

- Mr. Wexler expressed his appreciation for the project's incorporation of elements of the original design. He also stated his preference for installing terrazzo floors in the interior, expanding the

canopy/column restoration, and installing site furniture and landscaping. In addition, he requested that more thought be given to reducing the visibility of the higher roofline proposed as part of the baggage claim area expansion. These comments were conveyed to Jeremy Keating, Assistant Airport Director.

- Mr. Keating responded to Mr. Keylon's and Mr. Wexler's comments on April 11, 2024. He stated that white terrazzo flooring that matches the original floors will be installed and additional consideration will be given to minimizing the visibility of the proposed roof. Due to limited project funding, restoration of the existing canopy/columns and inclusion of site furniture and landscaping cannot be included in this project. However, he noted that these are things the Airport will consider for future projects and, if additional funds for this project become available, they will be considered. This information was conveyed to Mr. Wexler, Mr. Keylon, and Mr. Moruzzi on April 12, 2024.

On April 18, 2024, Mr. Wexler provided an email stating that he concurs with the Finding of No Adverse Effect (Attachment G).

On April 19, 2024, Mr. Keylon provided an email stating that he concurs with the Finding of No Adverse Effect (Appendix G).

DESCRIPTION OF HISTORIC PROPERTY

Peter Moruzzi prepared the National Register nomination for the Airport in 2021, and the Airport was officially listed in the National Register that same year (Appendix B). The Airport is significant under National Register Criterion A for its association with community planning and development and under Criterion C for architecture and landscape architecture (Moruzzi 2021; National Park Service n.d.). According to the nomination, "one contributing resource is the entirety of the original terminal building (the central core and four wings) including character-defining extant interior elements of the lobby, original natural rock walls, and landscape features. The other contributing resource is a site consisting of the West Section's two diamond-shaped lawns, four tree islands, fountain, and original parking areas. Three free-standing buildings added in 1999, 2005, and 2008 east of the terminal are adjacent non-historic resources not included in the nominated boundaries as are the parking areas added in 1988" (Moruzzi 2021:Section 7 page 4). The Baggage Claim area is included in the contributing resources described in the nomination as discussed below.

The baggage claim area is in the northwest wing of the main terminal. The nomination notes that, as the Airport expanded to accommodate the Coachella Valley's growth as a tourist destination, "car rental functions were moved to the enclosed and expanded baggage claim area, and new baggage retrieval equipment [was] installed" (Moruzzi 2021:Section 7, page 9). A graphic included in the nomination that shows the Airport terminal additions notes that the baggage claim area was a "Wexler planned/implemented expansion" in 1987 and that in 2003, the area beneath the canopy (southwest elevation) was enclosed (Moruzzi 2021:Sections 9-11, page 47) (Appendix B). Based on Figure 7, the earlier addition was L-shaped and adjacent to the northwest and northeast (rear) elevations.

The only character-defining element of the baggage claim area is the southwest elevation (exterior), which was modified in 2003. The adjacent rental car parking lot, which is proposed to be slightly reconfigured as part of the current undertaking, is not a character-defining feature and does not contribute to the significance of the historic property. As previously stated, the inline baggage handling system area, which is also proposed to be expanded, is not a character-defining feature and does not contribute to the significance of the historic property.

APPLICATION OF THE CRITERIA OF ADVERSE EFFECT

In accordance with 36 CFR 800.5, adverse effects on the historic property have been assessed by applying the following criteria developed by the Advisory Council on Historic Preservation:

> ***36 CFR 800.5(a)(1) Criteria of adverse effect.*** *An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of an historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance, or be cumulative.*
>
> ***36 CFR 800.5(a)(2) Example of adverse effect.*** *Adverse effects on historic properties include, but are not limited to:*
>
> *(i) Physical destruction of or damage to all or part of the property;*
>
> *(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines;*
>
> *(iii) Removal of the property from its historic location;*
>
> *(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;*
>
> *(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;*
>
> *(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and*

(vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance (36 CFR 800.5 [2]).

Based on the project description, four (i, ii, iv, and v) of the seven criteria of adverse effect apply to this project. The other criteria (iii, vi, and vii) are not applicable.

In summary, the project will result in destruction or damage to the northwest end of the main terminal building to reconfigure and expand the baggage claim area (criterion i); alterations to the baggage claim area are proposed (criterion ii); and changes to the primary façade (west elevation) are proposed that will change the physical features within the property's setting (criterion iv).

Criterion (i)

Physical destruction of or damage to all or part of the property. The proposed undertaking will result in physical destruction and damage to the existing baggage claim area. The northwest and northeast walls will be removed to facilitate the proposed expansion. The interior of the baggage claim area will be damaged by the removal of the existing carousels, wall, floor and ceiling finishes, relocation of the rental car counters and offices, and installation of new lighting, signage, restrooms, and HVAC. None of these features contribute to the significance of the historic property, and alterations to them do not constitute an adverse effect. The west elevation, which is a contributing feature to the historic property, will be preserved in place.

Criterion (ii)

Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with The Secretary of the Interior's Standards for the Treatment of Historic Properties (36 CFR part 68) and applicable guidelines. The Secretary of the Interior's *Standards for the Treatment of Historic Properties* (36 CFR 68.3[b]) is used to analyze potential project effects to buildings. Because the proposed undertaking involves alterations that will facilitate the continued use of the facility as an airport, the *Standards for Rehabilitation* are the most applicable.

In general, the *Standards for Rehabilitation* require that a property be used as it was historically with minimal change to its materials; that its historic character be preserved, including its spatial relationships; that deteriorated features be repaired or replaced in kind; that distinctive features be retained; that new construction or alterations do not destroy historic materials and are differentiated from, but compatible with, the historic materials; and that new additions can be removed in the future without damaging the essential form and integrity of the historic property. Since the only character-defining feature of the Airport that is directly involved in this undertaking is the west elevation (façade), that is the focus of the following analysis (see also Table A).

Table A: Conformance with the Secretary of the Interior's Standards for Rehabilitation

Standard	Project in Conformance?	Analysis
1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.	Yes	The property will continue to be used as it has been historically. The facility will continue to operate as an airport and the project area will continue to be used as the baggage claim area.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.	Yes	The historic character of the property will be retained and preserved. The west elevation of the proposed addition will continue the window and door pattern of the existing baggage claim area. The canopy along this elevation will be extended. The proposed, approximately 30-foot long canopy section will match the existing canopy, but will incorporate the column design (two locations only) as detailed in the 1964 plans and shown in circa 1966 color photographs (Appendices C and D). This includes using 6-inch by 6-inch steel tube columns with a "Granolux" trowelled marble finish (or equivalent material) as vertical supports, integral color to match existing Granolux finishes at the Airport, and painted steel tube beams as horizontal supports. In addition, surface mounted lighting, similar to the original canopy lighting, will be installed in the canopy ceiling. No changes are proposed to the existing windows and doors or any other existing features on this elevation. In the interior, Airport personnel have indicated that white terrazzo flooring that matches the original terminal flooring as identified in the 1964 plans will be installed. To ensure this, it is recommended that the project plans be revised to specify this.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.	Yes	The property will retain the extant character-defining features (CDFs) that make it recognizable as a 1960s-era airport. The proposed changes would be at the northwest end of the terminal where non-historic additions already exist. The proposed canopy extension along the west elevation will incorporate some historically correct features. None of these are conjectural. They are all based on the 1964 design plans and historic-period photographs (Appendices C and D). The baggage claim area addition will continue the window and door pattern of the existing non-historic addition, which differs from exterior of the original building. Similarly, the proposed terrazzo flooring in the interior will be based on the 1964 plans.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.	Yes	The façade (west elevation) is a CDF even though portions of it, including northwest end, are modern. The existing façade will be retained and preserved. The façade, including the canopy, will be extended approximately 30 feet to the northwest. The building will continue the existing pattern of windows and doors. The canopy will generally match the existing

Table A: Conformance with the Secretary of the Interior's Standards for Rehabilitation

Standard	Project in Conformance?	Analysis
		condition, but will incorporate the column design (two locations only) as detailed in the 1964 plans and shown in circa 1966 color photographs. Surface-mounted lighting, similar to the original canopy lighting, will be installed in the canopy ceiling. The intention of this is for the new canopy section to be compatible with both the existing condition and the planned restoration of the canopy along this elevation.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.	Yes	No distinctive materials, features, finishes, construction techniques, or examples of craftsmanship that characterize the property are proposed to be directly impacted. Extant CDFs will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.	N/A	This standard does not apply since the existing baggage claim area and related canopy are non-historic additions.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.	N/A	This standard does not apply since the existing baggage claim area and related canopy are non-historic additions.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.	Yes	The proposed project site is in a fully developed area with no visible natural ground. A record search completed for the 2013 CRA did not identify any archaeological resources within or near the current APE. Furthermore, the archaeological field survey conducted for the 2013 CRA did not identify any prehistoric or historic archaeological resources in or near the current APE. Since there has been no new ground disturbance since 2013 in or near the current APE, which is fully developed, it is highly unlikely that any new archaeological information for this area has been added to the record. For these reasons, disturbance of archaeological resources is not anticipated. However, standard conditions regarding discovery of buried cultural materials are recommended.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.	Yes	The proposed new addition will not destroy historic materials, features, or spatial relationships that characterize the property. The addition is relatively small compared to the size of the historic property and the majority of the expansion is to the northeast (rear) of the terminal building. The addition will continue the non-historic window and door pattern, which will effectively differentiate it from the original building. The new work will be compatible

Table A: Conformance with the Secretary of the Interior's Standards for Rehabilitation

Standard	Project in Conformance?	Analysis
		with the historic materials, features, size, scale and proportion, and massing. Although a portion of the new roof will be higher than the existing roof, it will be set back from the west elevation (façade) and only minimally visible. It will not diminish the integrity of the historic property or result in an adverse effect to its significance.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.	Yes	The proposed addition is adjacent to non-historic additions. If removed in the future, it would not impair the essential form or integrity of the original building or the historic property as a whole.

Source: Compiled by LSA (2023).
N/A = not applicable

Criterion (iv)

Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance. The proposed undertaking would not change the use of the Airport or the main terminal. The northwest wing of the terminal has historically been used as the baggage claim area and will continue to be used for that purpose. The proposed addition would change the property's physical features by extending the façade (west elevation) approximately 30 feet to the northwest. Although the addition may indirectly impact the historic property by slightly enlarging a non-contributing part of the main terminal, the addition and canopy extension will be compatible with the existing materials, features, size, scale and proportion, and massing. The addition will not diminish the integrity of the historic property or result in an adverse effect to its significance.

Criterion (v)

Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features. The proposed undertaking includes an addition to a non-historic portion of the northwest wing of the main terminal building and to the flat-roofed canopy along the southwest elevation above the pedestrian walkway. These additions are not anticipated to result in any new atmospheric or audible elements, but will introduce new visual elements.

The baggage claim area addition will continue the non-historic window and door pattern and will be compatible with the historic materials, features, size, scale and proportion, and massing. This will make it blend seamlessly with the existing building so that it does not diminish the integrity of western façade of the terminal. Although a portion of the new roof will be higher than the existing roof, it will be set back from the façade and only minimally visible. The proposed addition will not diminish the integrity of the historic property or result in an adverse effect to its significance.

The new, approximately 30-foot-long section of canopy will generally match the existing condition, but will also incorporate the column design (two locations only) as detailed in the 1964 plans and shown in circa-1966 color photographs. This includes using 6-inch by 6-inch steel tube columns with a "Granolux" trowelled marble finish (or equivalent material) as vertical supports, integral color to match existing Granolux finishes at the Airport and painted steel tube beams as horizontal supports. Surface-mounted lighting, similar to the original canopy lighting, will be installed in the canopy ceiling. The intention of this is for the new canopy section to be compatible with the planned restoration of the remainder of the canopy along this elevation. The new canopy will partially obscure the baggage claim area addition and, similar to it, will blend seamlessly with the existing canopy while also being compatible with the historic-period condition. The canopy addition will not diminish the integrity of the historic property or result in an adverse effect to its significance.

CUMULATIVE EFFECTS

The Airport has indicated that it is considering future projects that involve relatively minor alterations to elements of the main terminal and/or original parking lots. Neither design plans nor detailed descriptions of these future undertakings have been developed. To ensure that all future projects are sensitive to the significance of the historic property, the Airport has been working with an architectural historian and the local preservation community. When specific projects are identified, the Airport intends to seek design input from preservationists in an effort to avoid any adverse effects.

Currently, the Airport is working with the local preservation community to restore the primary façade (west elevation) and to incorporate historically appropriate colors, materials, and designs throughout the main terminal as part of future maintenance and improvement projects. There are no timeframes for these projects. However, local preservationists have stated that restoration of the primary façade (west elevation) is the highest priority.

Possible future projects have the cumulative potential to affect the historic appearance of the Airport. However, because the Airport will actively involve the preservation community in its planning and design processes, it is anticipated when the requisite Criteria of Adverse Effect (36 CFR 800.5(a)) analyses are completed, the proposed undertakings will be found to have no adverse effects.

FOE CONCLUSION

The undertaking may have an effect on historic properties (36 CFR 800.4[d][2]). The Criteria of Adverse Effect (36 CFR 800.5(a)) have been applied to the undertaking, which includes the expansion of the baggage claim area at the northwest end of the original Airport terminal and changes to the adjacent rental car parking lot. The original Airport terminal is listed in the National Register as a contributing feature to the historically significant Palm Springs International Airport. Pursuant to 36 CFR 800.5(b), this FOE concludes that the proposed undertaking will have No Adverse Effect.

RECOMMENDATIONS

As discussed in the foregoing report, the Palm Springs International Airport is listed in the National Register. The Airport is significant under National Register Criterion A for its association with community planning and development and under Criterion C for architecture and landscape architecture. The entirety of the original terminal building (the central core and four wings) including character-defining extant interior elements of the lobby, original natural rock walls, and landscape features, is a contributing resource. The other contributing resource consists of the two diamond-shaped lawns, four tree islands, fountain, and original parking areas on the west side of the main terminal. The Airport is a "historic property" for the purposes of Section 106 of the NHPA.

The proposed undertaking may have an effect on historic properties (36 CFR 800.4[d][2]). The Criteria of Adverse Effect (36 CFR 800.5(a)) have been applied to the undertaking, which includes the expansion of the baggage claim area at the northwest end of the original Airport terminal and changes to the adjacent rental car parking lot. With the prevention, avoidance, and design features summarized below and discussed in detail in the previous section of this report, pursuant to 36 CFR 800.5(b), the FOE concludes that the proposed undertaking will have No Adverse Effect on the historic property.

1. The northwest wing of the terminal has historically been used as a baggage claim area and will continue being used for that purpose. The addition will continue the non-historic window and door pattern and will be compatible with the existing materials, features, size, scale and proportion, and massing.

2. Terrazzo flooring that matches the original Terminal flooring as indicated on the 1964 plans will be installed in the new baggage claim area. Project plans will be updated to specify this.

3. The new roof portion will be set back from the façade to minimize visibility.

4. The new canopy will generally match the existing canopy, incorporate the column design, and lighting to be compatible with and blend in with the existing canopy.

The following standard regulatory compliance measures regarding buried cultural resources are required in conformance with 36 CFR Part 800.13 of the Protection of Historic Properties, Section 15064.5(e) of the *State CEQA Guidelines*, Public Resources Code Section 5097.98, and State Health and Safety Code Section 7050.5.

- If buried cultural materials are encountered during earthmoving operations associated with the project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

- In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or their authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

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APPENDIX A

RECORD SEARCH RESULTS

LSA

LSA ASSOCIATES, INC.
1500 IOWA AVENUE, SUITE 200
RIVERSIDE, CALIFORNIA 92507

951.781.9310 TEL
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January 23, 2013

Royce Bassarab
HNTB Corporation
6151 W. Century Boulevard, Suite 1200
Los Angeles, California 90045

Subject: Records Search Results for the Palm Springs Airport Master Plan in Riverside County, California (LSA Project No. HNT0901A)

Dear Mr. Bassarab:

LSA Associates, Inc. (LSA) is under contract to provide a records search for the Palm Springs Airport Master Plan Update and Environmental Assessment in Riverside County, California. The records search was performed at the Eastern Information Center (EIC), located at the University of California, Riverside. It included a review of all recorded historic and prehistoric archaeological sites within one mile of the project area, as well as a review of known cultural resource survey and excavation reports. In addition, LSA examined the California State Historic Property Data File (HPD), which includes the National Register of Historic Places (NRHP), California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), various local historic registers, and historic maps. The following are the results of the records search:

USGS 7.5'	Archaeological Sites	Reports	Built Environment
Palm Springs	33-15329, 33-16031	RI-00045, 00114, 00251, 00254, 02442, 02638*, 02933, 03528, 04037, 04127, 04769, 05124, 05585, 05983, 06063, 06091, 06179, 06429, 06432, 06567, 07485*, 08127	33-7568, 33-8020
Cathedral City		RI-00153, 00181*, 00735, 01099, 01143, 01846, 01847, 01912, 02210, 03528, 03644, 03756*, 04458, 04483, 04711, 05420, 05782, 05838, 05947, 06013, 06371, 06459*, 07517, 07723, 07724, 08339	

*Within project APE boundaries

The study area is defined by a one-mile radius from the current Area of Potential Effects (APE) boundary. Data from the EIC indicate that there have been 49 previous cultural resource studies conducted in this area. Five of these studies, Report Nos. 00181, 02638, 03756, 06459, and 07485, included portions of the project area. There are four recorded cultural resources in the study area including two archaeological sites (33-15329 and 33-16031); the built environment includes one structure (33-7568; Palm Springs High School) and remnants of a golf course (33-8020).

There were no previously documented resources within the project APE.

Thank you for the opportunity to assist you on this project. If LSA can be of further assistance, or if you have any questions concerning this letter, please contact me at (951) 781-9310.

Sincerely,

LSA ASSOCIATES, INC.

Riordan Goodwin

Riordan Goodwin
Archaeologist/Senior Cultural Resource Manager

APPENDIX B

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM FOR PALM SPRINGS MUNICIPAL AIRPORT TERMINAL

NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Palm Springs Municipal Airport Terminal
Other names/site number: Palm Springs International Airport Terminal
Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 3400 East Tahquitz Canyon Way
City or town: Palm Springs, Agua Caliente Indian Reservation State: CA County: Riverside
Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this **X** nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property **X** meets___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide X local

Applicable National Register Criteria:

X A ___B X C ___D

Patricia Garcia

Digitally signed by Patricia Garcia
DN: cn=Patricia Garcia, o=Agua Caliente Band of Cahuilla Indians, ou=Tribal Historic Preservation Office, email=pagarcia@aguacaliente.net, c=US
Date: 2021.10.22 16:10:49 -07'00'

Signature of certifying official/Title: **Date**

Agua Caliente Band of Cahuilla Indians

State or Federal agency/bureau or Tribal Government

In my opinion, the property X meets ___does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper | Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	X
Public – State	☐
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	X
District	☐
Site	☐
	☐

Structure

Object ☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	0	buildings
1	0	sites
0	0	structures
0	0	objects
2	0	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION/air related

Current Functions
(Enter categories from instructions.)
TRANSPORTATION/air related

7. Description

Architectural Classification

(Enter categories from instructions.)
MODERN MOVEMENT

Materials: (enter categories from instructions.)
Principal exterior materials of the property: __CONCRETE, STEEL, GLASS, STONE: native rock

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Palm Springs Municipal Airport is located in the civic center complex at the eastern terminus of Tahquitz Canyon Way in east Palm Springs (3400 East Tahquitz Canyon Way). It is a fee-simple property within Section 18 of the Agua Caliente Band of Cahuilla Indians Reservation. The architectural style of the airport's terminal is modern with Organic/Expressionist elements. It is of steel-reinforced concrete construction with floor-to-ceiling glass on the primary (west) elevation. Designed for expansion, the original 1966 building consists of a two-story central core, with four one-story wings and various additions. Integral to the airport's overall design was the landscape plan. As such, one contributing resource is the entirety of the original terminal building (the central core and four wings) including character-defining extant interior elements of the lobby, original natural rock walls, and landscape features. The other contributing resource is a site consisting of the West Section's two diamond-shaped lawns, four tree islands, fountain, and original parking areas. Three free-standing buildings added in 1999, 2005, and 2008 east of the terminal are adjacent non-historic resources not included in the nominated boundaries as are the parking areas added in 1988. While expanded over time, the Palm Springs Municipal Airport Terminal retains historic integrity such that it continues to convey its significance, meeting National Register criteria for listing under Criterion C at the

local level of significance. The terminal is also eligible under Criterion A for its association with significant patterns of development in Palm Springs. Specifically, rapid civic expansion during the City's transformative postwar era in the area of significance of Community Planning and Development.

Narrative Description

Donald Wexler designed the Palm Springs Municipal Airport Terminal with a central core and four wings that were functionally independent and capable of expansion. David Hamilton was the project's landscape architect. The terminal building's flat concrete roof is diamond-shaped in plan and covers the central two-story heart of the design. Four one-story wings radiate from the core, each with a designated original purpose: the southwest wing for ticketing, the northwest wing for baggage claim, the southeast wing for passenger waiting, and the northeast wing for a restaurant. The original size of the building was 40,119 square feet of enclosed area and the covered walkways and overhangs added another 28,822 square feet. The terminal building is centered on the eastern terminus of Tahquitz Canyon Way with Palm Springs City Hall to the north and the courthouse to the south.

Terminal Building

Archival documents associated with the Palm Springs Municipal Airport are housed at the Palm Springs Art Museum's Architecture and Design Center. The archive includes most of the project's architectural plans from 1964 through 1987 prepared by Donald Wexler's office, but only incomplete plans for David Hamilton's landscape design. Another set of plans for the airport are on file at the City of Palm Springs' Engineering Department. Fortunately, this repository contains a comprehensive set of landscape plans prepared by David Hamilton. Available building permits are located at the Department of Building and Safety at Palm Springs City Hall.

The Palm Springs Municipal Airport is of steel post-and-beam construction with reinforced concrete tilt-up walls, posts, and tapered columns with a marble-chip concrete finish [See Figure 13]. Strategically placed walls of dark, native rock veneer at west and east elevations visually link the building to the desert environment, particularly the nearby San Jacinto mountains.

Indoor and outdoor spaces at the Palm Springs Municipal Airport Terminal are merged by means of large expanses of fixed glass. Originally, outdoor waiting areas for the departure gates celebrated the dry, warm desert weather, particularly during the winter season when Palm Springs tourism is at its height. Indeed, descriptions of the new airport during construction highlighted "The attractively landscaped outside patio areas [that] will pamper the 'sun worshipers' waiting to board their aircraft."[1] Reconfigured outdoor seating areas continue to

[1] Descriptive label on Palm Springs Airport Terminal architectural rendering prepared for D.A. Wexler A.I.A. Architect. 1965.

encourage passengers to experience fine desert weather while walking or lingering between the main terminal and the more recent free-standing Sonny Bono and Regional concourses.

A second story glazed mezzanine surrounds the central lobby. Light colored terrazzo floors are featured throughout. Shading the street-side walkways of the northwest and southwest wings are deep canopies supported by steel posts. Dark native stone veneer on various walls on or near west and east elevations serve as a contrasting material to concrete walls and floor-to-ceiling glazing, particularly near entrances.[2] The parking area fronting the terminal on the west makes for easy accessibility.

David Hamilton's landscape plans for the terminal and West Section parking area depict in great detail the location of planters and selected plantings, which are thoroughly discussed in the Landscape Design section below.

Wexler's goal of designing a terminal that could be readily expanded was quickly realized when he was commissioned to design a ticketing wing addition in 1969, essentially an extension of the southwest wing of the building. In 1987, Wexler designed an expansion of the northwest wing's baggage claim area. This was the last commission Wexler received by the airport authority. All further work was assigned to Gensler Associates of Los Angeles.

Because of the high level of integrity associated with the terminal's west elevation, this was the façade designated by the City of Palm Springs as a Class One Historic Site in 2009.

Central Core, West Elevation

Centering the west elevation is a two-story core containing the main lobby and second story offices [See Figures 12 and 13]. The projecting wing-like flat roof with its concrete columns and beams shelters large areas of glazing with grids of steel-framed mullions, punctuated by a pair of double-wide glazed entrances. This 27-foot high glass wall provides stunning views of Mount San Jacinto to arriving passengers. The glazed central façade zig zags in plan, with the central portion thrusting forward to mirror the shape of the roof. Second-story glazing provides natural light to associated offices

Flanking the exterior central lobby on either side are a pair of prominent one-story walls entirely clad in native dark rock. Of the two, the north rock wall boasts a slender horizontal recessed portion containing the words "PALM SPRINGS INTERNATIONAL AIRPORT" with the only difference from 1966 being the replacement of "MUNICIPAL" with "INTERNATIONAL."

These eye-catching rock walls are striking contrasts to the steel, glass and concrete of the building. Similar rock walls strategically placed along west and east elevations visually tie the building to the local environment, especially the San Jacinto mountains. This design feature is

[2] The desert rock is from Blythe, California and is described as Dark Drift Stone Charcoal.

characteristic of the Palm Springs Modern architectural style that Wexler embraced throughout his career discussed in greater detail on page 29.

All of west elevation central core elements described above are character-defining.

Southwest Ticketing Wing, West Elevation

Completed in 1966, it would be only three years before the southwest ticketing wing would be lengthened as Wexler had intended. When originally designed, the wing housed only two airlines – Western and Bonanza. Its west elevation consisted of floor-to-ceiling glazing with metal mullions, several natural rock veneer walls, and passenger entrances [See Figure 5]. Of the rock walls, an extended version, L-shaped in plan, was located at the wing's south end [See Figure 11].

In 1969, the southwest ticketing wing was lengthened with the majority of the west elevation closely mimicking the original façade [See Figure 7]. The key character-defining element from this addition is the natural rock wall near the middle of the wing marked in green in Figure 7.

Visual inspection shows that there was another extension by Gensler Associates of the ticketing wing, the south end of which turns slightly south, that is generally in keeping with Wexler's original design.

Although the Gensler alterations are not character-defining, the sidewalk canopy – original to the 1966 design – and the natural rock wall erected in 1969 noted above, are character-defining. Despite modifications, the southwest wing is a key component of the airport terminal building, the entirety of which is the contributing resource.

Northwest Baggage Claim/Rental Car Wing, West Elevation

The original 1966 architectural plan for the northwest wing depicts the car rental portion in the wing's interior and the baggage claim area on the exterior [See Figure 5]. A natural rock wall, L-shaped in plan, protects the baggage claim waiting area from wind on two sides, while the flat roof partially shelters the area from the sun [See Figure 4]. Shading the sidewalk is a flat canopy supported by rectangular steel beams and concrete posts that extends from the central lobby to the wing's north end.

In 1987, Wexler's office was commissioned to enclose, enlarge, and extend the northwest wing. The architectural plans for these alterations were not found in Wexler's archive. Today (2019) the west elevation features floor-to-ceiling glazing with aluminum mullions interspersed by pairs of automatic sliding glass doors. The original sidewalk canopy remains.

Although the 1987 alterations are not character-defining, the sidewalk canopy is character-defining. Despite noted modifications, the northwest wing is a key component of the airport terminal building, the entirety of which is the contributing resource.

Northeast Restaurant Wing, East Elevation

Historic photographs, renderings, and original plans depict the east elevation of the northeast restaurant wing [See Figures 5, 11, 14]. In 1966, the restaurant was glazed and had entrances on north and east elevations. An outdoor dining area was located north of the restaurant with pebble-encrusted concrete tilt-up walls on the west and north ends providing wind protection. A portion of this area was open to the sky [See Figure 4]. In providing a verdant atmosphere for dining, landscape architect David Hamilton filled the area with lush plantings [See Figure 8]. Fronting the east elevation from the center passenger entrance to the end of the outdoor dining area was a flat roofed shade canopy supported by steel posts and beams.

Over the years there have been numerous alterations to the restaurant wing and outdoor dining area. As noted in the landscape design section below, the original outside dining area no longer exists, having been enclosed on its east side for storage purposes. Original planters east of the restaurant were replaced by a concrete-framed rectangular pool. However, the original natural rock veneer wall near the former outdoor dining area has survived, as have two planters and the flat shade canopy, all of which are character-defining [See Figure 8].

Despite noted alterations, the northeast wing is a key component of the airport terminal building, the entirety of which is the contributing resource.

Southeast Waiting Area Wing and Rear Center Entrance, East Elevation

The southeast wing was originally designed as a comfortable place for passengers to relax while waiting for their flight. In plan and elevation, it mirrored the indoor and outdoor areas of the northeast restaurant wing and was equally as lushly planted [See Figures 5 and 8]. In 1966, the indoor waiting area was glazed and had entrances on north and east elevations. The outdoor waiting area was enclosed on the west and south with pebble-encrusted concrete tilt-up walls for wind protection. As with the outdoor dining area, the outdoor waiting area was open to the sky [See Figure 4]. Fronting the east elevation from the center passenger entrance to the end of the outdoor waiting area was a flat roofed shade canopy supported by steel posts and beams.

Several years after the events of September 11, 2001, substantial alterations and additions to the southeast wing were completed by Gensler Associates. In 2005/2006, the former waiting areas were fully enclosed, reconfigured, and greatly expanded south and east for TSA passenger screening. All original east elevation elements were removed, including the steel post and beam shade canopy.

In 2007, a prominent addition to the original rear center entrance expanded this area eastward. There is, however, one remaining character-defining element south of the rear entrance – a natural rock-clad wall that was originally freestanding but is now attached to the TSA screening area addition [See Figure 8].

Despite noted alterations, the southeast wing is a key component of the airport terminal building, the entirety of which is the contributing resource.

Inner East and West Elevations of Four Wings

The inner east and west elevations of the four wings are security-controlled and not visible to the public. These areas are not character-defining and have been substantially altered over the years. In 2003, a vehicle inspection plaza attached to the rear of the southeast ticketing wing was constructed covering 20,000 square feet with an enclosed portion containing a break room, restroom, equipment and data rooms. In 2004, a portion of the existing canopy behind the northwest car rental/baggage claim wing was enlarged for TSA baggage inspections.

Interiors

The few historic photographs that exist of the airport terminal's interiors are of its main lobby area looking west towards the mountains and slightly north towards the baggage claim wing [See Figures 15 and 16]. Visible are the terrazzo floor, concrete posts, and soaring glass wall of the lobby, the latter of which is comprised of slender concrete and steel mullions. Also visible are windows of the second story mezzanine office space over the northwest baggage claim wing.

The First Floor Plan shows the locations of original airport interior functions: lobby, ticketing, car rental/restrooms/telephones, restaurant, and passenger waiting [See Figure 5]. Over the intervening 50 years as the Coachella Valley grew as a tourist destination, the Palm Springs airport expanded to accommodate this growth. Car rental functions were moved to the enclosed and expanded baggage claim area, and new baggage retrieval equipment installed. Additional air carriers serving Palm Springs led to the expansion of the southwest wing for more airline ticket counters. The former restaurant in the northeast wing became an informal café as bigger dining establishments opened in the Sonny Bono Concourse. Vast new requirements in passenger screening led to the repurposing and enlargement of the former waiting areas.

This multitude of changes resulted in substantial modifications to the airport's interiors such as carpeting over original terrazzo floors, replacing surface materials on walls and ceilings, installing new signage and advertising displays, incorporating new concessions, and relocating some rear entrances for reasons of security and crowd control.

In contrast to the interiors of the airport terminal's four wings, there have been remarkably few alterations to the core main lobby area as identified below.

Character-Defining Interior Elements

- Original interior functions of central lobby, baggage claim, ticketing, and restaurant are character-defining. However, the former waiting area's new use for TSA screening is not character-defining.

- As relates to interior materials, the lobby area contains the following character-defining elements:
    - Concrete posts and beams
    - Wall of floor-to-ceiling glazing with mullions on west-facing elevation (also a character-defining exterior element)
    - Terrazzo floor beneath carpeting
    - Three-sided glazed second story mezzanine overlooking central lobby
    - Lobby elevator with brushed aluminum doors
    - Lobby staircase with terrazzo steps and wood railing
    - Suspended brushed aluminum-framed information sign between lobby elevator and staircase

- Due to substantial remodeling over the years, none of the interior materials in the four wings are character-defining except for any remaining terrazzo flooring beneath carpeting.

Adjacent Non-Historic Resources

Three non-historic resources designed by Gensler Associates are adjacent to, and separate from, the original terminal building. They are not included within the nominated boundaries:

- 1999: Freestanding multi-story terminal (known as the Sonny Bono Concourse) located east of the original terminal.

- 2005: Freestanding one-story terminal annex (known as the Regional Concourse) and associated canopied walkway southeast of the original terminal.

- 2008: Freestanding wine bar, coffee shop, and restrooms in rear courtyard behind original terminal. Addition of two concession areas to Regional Concourse.

Landscape Design

The original landscape design for the Palm Springs Municipal Airport was completed by local landscape architect David Hamilton.[3] As noted above, Hamilton's landscape plans for the airport project were found at the City of Palm Springs Engineering Department. Unfortunately, there is no remaining archive from Hamilton's office nor a comprehensive project list, according

[3] Hamilton's biography is on page 27 of this document.

to architectural landscape historian Steven Keylon who has researched the work of David Hamilton as a consultant for the City.[4] Further, no additional design professionals for the airport project were identified during the nomination process.

David Hamilton's landscape plan for the "Palm Springs Airport Terminal Site – Terminal" dated March 1966 depicts numerous exterior planters fronting west and east elevations and the plant varieties specified for each planter [See Figure 8]. Because of the large number of planters indicated on the plan, Figure 8 identifies in yellow those that are extant. Given that these planters were part of Hamilton's original landscape plan, each remaining planter is considered character-defining.

At the terminal's east elevation, the outside dining area north of the restaurant no longer exists, having been enclosed by walls for storage purposes. Original planters east of the restaurant were replaced by a concrete-framed rectangular pool. Remarkably, the original character-defining natural rock veneer wall and two planters east of the former outdoor dining area survive [See Figure 8].

A comparison of west elevation plant materials identified in the landscape plan with existing plant materials reveals that all of the originally specified plantings have been replaced, with the sole exception of three Mexican Fan Palms (Washingtonia Robusta) adjacent to the rock walls flanking the center entrance.

At the east elevation, all original plantings have been replaced. Mexican Fan Palms and Washingtonia Filifera palm trees that might have been planted in 1966 have most likely been relocated to other areas east and southeast of the terminal building.

The remainder of the landscape plan shown in Figure 8 east of the terminal building – including the observation patios – has been replaced by a vast concrete plaza interspersed with lawns, hedges, a few specimen trees, Washingtonia Filifera palm trees, and Mexican Fan Palms. These alterations are associated with the construction of the Sonny Bono Concourse in 1999 designed by Gensler and Associates. None of the landscaping from this period is considered character-defining.

David Hamilton's landscape plan for the "Palm Springs Airport Terminal Site – West Section" from 1966 was originally triangular in plan and encircled by a roadway [See Figure 9]. It contained surface parking, a broad semicircle of lawn covering nearly half of the West Section, a pair of diamond-shaped lawns, and four tree islands.

In line with the terminal's central apex and Tahquitz Canyon Way, the two very large diamond-shaped manicured lawns featured corner planter beds and concrete sidewalks. These two lawns cleverly echo the diamond-shaped terminal roof and, remarkably, remain extant. In addition, the four original tree islands still exist. Figure 9 depicts these extant elements in yellow.

[4] Email communication from Steven Keylon August 5, 2019.

At some point between the March 1966 plans and the actual construction of the West Section, Hamilton incorporated a large fountain designed by Mexican architect Julio de la Peña into the massive semicircular lawn on the west end of his landscape design. The fountain was a gift by the Mexican architect to the City of Palm Springs coordinated by the city's then-mayor Frank Bogert, city council, and local philanthropist Pearl McCallum McManus.[5] It was designed, the materials quarried, and prepared for surface transport in Guadalajara, de la Peña's native city. The fountain remains at its original location at the west end of the airport property directly in line with the apex of the terminal building and the terminus of Tahquitz Canyon Way [See Figure 11].

In 1988, David Hamilton was retained to redesign the West Section to accommodate substantially more surface parking, primarily to the west and south [See Figure 10]. The airport roadway (now Kirk Douglas Way) was also reconfigured, the large semicircular lawn removed, and a new diamond-shaped concrete path was poured around the fountain to match the design of the two original diamond-shaped lawns in line with the terminal. Contemporary aerial photographs confirm that the majority of Hamilton's 1988 alterations remain.

For this nomination, character-defining contributing elements of the West Section landscape plan identified in yellow on Figure 10 are the two diamond-shaped lawns with flanking sidewalks, four tree islands, the Julio de la Peña-designed fountain (but not the surrounding concrete path installed in 1988). Original portions of the parking areas are also included but not the non-original palm trees.

Elements of the West Section that do not add to the property's significance are the parking areas added in 1988.

Conclusion

The above-noted exterior, interior, and landscape alterations to the Palm Springs Municipal Airport Terminal have not compromised the historic integrity of the resource. This is because the key character-defining features are primarily located on the west elevation. Specifically, the two-story central entrance lobby with its wall of mullioned glazing, pebble-encrusted concrete columns, projecting wing-like flat roof with exposed concrete beams, walls of natural rock veneer, original landscape planters, exterior walkways sheltered by flat canopies with exposed posts and beams, and ticketing and baggage claim wings that were, as intended, expanded over time. To reiterate, for these reasons, the City of Palm Springs designated only the west façade of the original terminal as a Class One Historic Site in 2009.

[5] _____ "The Birth of a Fountain," Palm Springs Villager. December, 1966. Reprinted in Palm Springs Life, September, 2015. https://www.palmspringslife.com/the-birth-of-a-fountain/

However, the primary contributing resource for this National Register nomination is the entirety of the original terminal building (the central core and four wings) including character-defining extant interior elements of the lobby, original natural rock walls, and landscape features as identified above. In addition, the other contributing resource is a site containing the West Section's two diamond-shaped lawns, four tree islands, fountain, and original parking areas. Together, the airport terminal building and the identified West Section landscape elements retain sufficient integrity of design, materials, and workmanship, as well as setting, association and feeling to qualify for National Register listing.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [X] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark “x” in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
ARCHITECTURE, LANDSCAPE ARCHITECTURE
COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance
1966: construction of original terminal completed

Significant Dates
1966: construction completed

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation
N/A

Architect/Builder
Donald Wexler, architect
Robinson and Wilson, Inc., general contractor
David Hamilton, landscape architect

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Palm Springs Municipal Airport Terminal, including portions of the airport's West Section, is eligible for the NRHP under Criteria A and C at the local level of significance. Under Criterion C, the airport terminal is an intact, distinctive piece of modern design with elements indicative of Organic and Expressionist architecture possessing high artistic values. In addition, the subject resource is an excellent example of the design mastery of architect Donald Wexler in the mid-1960s. The terminal is also eligible under Criterion A for its association with significant patterns of community planning and development in Palm Springs. Specifically, the terminal reflects Palm Springs' rapid civic expansion during the City's transformative postwar era. The period of significance for the resource is 1966, the year of the airport's completion. None of the subsequent expansions and additions to the original building negatively affect the building's integrity given that the terminal was specifically designed by Wexler for expansion. As such, the building retains sufficient historic integrity to convey its significance.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The cities of Palm Springs, Cathedral City, and Rancho Mirage are the ancestral home of the Agua Caliente Band of Cahuilla Indians who lived in the greater Coachella Valley for centuries before white people began colonizing the desert in the late 19th century. The Agua Caliente Indian Reservation consists of a "checkerboard" of one-square mile sections of land in the western Coachella Valley. Within these sections, land status can be a mix of tribal, allotted (least or non-leased), and fee simple. The Palm Springs Municipal Airport located in Section 18 of the Agua Caliente Indian Reservation has a fee simple land status [See Figure 2]. As such, the Tribal Historic Preservation Officer (THPO) has jurisdiction over the process for evaluating these properties nominated for listing in the National Register of Historic Places.

Palm Springs

Palm Springs, initially promoted as a sanatorium for sufferers of lung disease, transformed into a winter resort in the early 1920s due to its proximity to Los Angeles and accessibility to the rest of North America via transcontinental railroad. Sprawling Palm Springs resort hotels were built in the years prior to the Great Depression, with more modest construction projects continuing through the 1930s.

Palm Springs was incorporated in 1938. A few years later, as the United States entered World War II, the Coachella Valley became a training site for desert tank warfare. Palm Springs' El

Mirador Hotel was transformed into the Torney General Hospital for the war's duration. Following World War II, America's growing prosperity led to a building boom in residential, commercial, civic and institutional construction in Palm Springs and the entire Coachella Valley. Celebrities, industrialists, and ordinary visitors in rapidly increasing numbers chose Palm Springs as their winter destination.

Agua Caliente Band of Cahuilla Indians[6]

The earliest inhabitants of the Coachella Valley are the Native people known ethnohistorically as the Cahuilla Indians. The Cahuilla territory includes the areas from the San Jacinto Mountains, the San Gorgonio Pass, and the desert regions reaching east to the Colorado River. The Cahuilla language is part of the Takic branch of the Uto-Aztecan language family and all the Cahuilla groups speak a mutually intelligible despite different dialects. The Cahuilla group that inhabited the Palm Springs area are known as the Agua Caliente Band of Cahuilla Indians. The Cahuilla name for the area that is now Palm Springs is *Sec-he*, "boiling water," named for the hot springs located in what is currently the center of the Palm Springs business district. The springs have always provided clean water, bathing, and a connection to the spiritual world, and were used for ceremonial and healing purposes.[7]

The Cahuilla people refer to themselves as *'ivi'lyu'atum* and are ethnographically divided into two patrilineal moieties: the Wildcats and the Coyotes. Each moiety was further divided into clans which are made up of lineages. Lineages had their own territory and hunting rights within a larger clan territory. There are a number of lineages in the Palm Springs area, which each having religious and political autonomy.

Prior to European contact, Cahuilla communities established summer settlements in the palm-lined mountain canyons around the Coachella valley; oral histories and archaeological evidence indicates that they settled in the Tahquitz Canyon at least 5,000 years ago.[8] The Cahuilla moved each winter to thatched shelters clustered around the natural mineral hot springs on the valley floor.[9] The Desert Fan Palm, *máwul*, is native to California, the only native palm tree in North America, and the only palm tree to retain its dried fronds throughout its life, creating a skirt-like appearance around the trunk. The Cahuilla used the leaves of the palm trees that grew around the springs to weave baskets, sandals, and thatch roofing.[10] They hunted some game but subsisted primarily on gathered local food plants including the fruit and seeds of the Desert fan palm, acorns, mesquite beans, seeds, wild fruit, agave, and yucca, and had an extensive trading system

[6] Excerpted from "City of Palm Springs Citywide Historic Context and Survey Findings" prepared for the City of Palm Springs by Historic Resources Group. December 2018.
[7] Agua Caliente Band of Cahuilla Indians, "Cultural History," *Agua Caliente Band of Cahuilla Indians, A Sovereign Tribal Government*,http://www.aguacaliente.org/content/History%20&%20Culture/ (accessed January 9, 2015).
[8] Agua Caliente Band of Cahuilla Indians, "Cultural History."
[9] City of Palm Springs, "History," *City of Palm Springs*, http://www.palmspringsca.gov/city-services/history (accessed January 9, 2015).
[10] Hogan , C. Michael, PhD. "California Fan Palm, *Washingtonia filifera*," *iGoTerra*, http://www.igoterra.com/artspec_information.asp?thingid=90942 (accessed January 9, 2015).

with neighboring tribes.[11]

The Cahuilla lived far enough inland to avoid early contact with Spanish explorers and colonists. Gaspar de Portolà led the first European land expedition into Alta California in 1769-70, traveling with Franciscan missionaries headed by Father Junipero Serra to establish the first of California's missions, San Diego de Alcalá and San Carlos Borromeo, and the presidio of Monterey. In 1776 Juan Bautista de Anza led the first overland colonizing expedition of 30 families, totaling approximately 240 men, women, and children, from the Tubac Presidio in what is now Arizona to found a settlement at San Francisco Bay.[12] Both expeditions bypassed the Coachella Valley: Portolà followed close to the coast, and de Anza passed to the west of the San Jacinto and Santa Rosa mountains. As a result, the Cahuilla of Sec-he were left largely to themselves until the mid-19th century.

Between 1823 and 1826, Captain José Romero established an overland route from California to Mexico. He encountered the hot spring at Sec-he and named it Agua Caliente, "hot water," from which the local band of Cahuilla takes its name.[13] The Cahuilla constructed the Tahquitz Ditch, a stone-lined canal that carried water for crops and human consumption from the mouth of Tahquitz Canyon to the village at Sec-he, possibly as early as the 1830s.[14]

In 1852, the Treaty of Temecula between the United States government and Cahuilla leaders set aside lands for the occupation of Cahuilla, Luiseño, and Serrano Indian tribes. Unbeknownst to the Indians, the treaty was never ratified.[15] In the1860s, the Bradshaw stagecoach line began to cross the desert from Banning to the Arizona territories, stopping at the oasis of palm trees and hot springs.[16] In 1876, the Southern Pacific Railroad completed its line through the desert to Los Angeles, dividing the land for ten miles to either side of the tracks into a checkerboard of one-mile-square sections allotted alternately to the railroad and the federal government. On May 15, 1876 President Ulysses S. Grant issued an Executive Order setting aside Section 14 and a portion of Section 22, including Tahquitz Canyon, as the Agua Caliente Indian Reservation.[17] In 1877, President Rutherford B. Hayes expanded the reservation's boundaries, granting the area's odd-numbered square mile parcels for ten miles on either side of the tracks that run through the desert around Palm Springs to Southern Pacific Railroad and holding the even-numbered parcels in trust for the Agua Caliente Band of Cahuilla Indians.[18]

Early Palm Springs settlers, such as Judge John Guthrie McCallum, purchased land from the

[11] Agua Caliente Band of Cahuilla Indians, "Cultural History."
[12] National Park Service, "The Story of the Juan Bautista de Anza National Historic Trail," *National Park Service*, https://www.nps.gov/juba/historyculture/index.htm (accessed January 12, 2015).
[13] Agua Caliente Cultural Museum, "Since Time Immemorial," http://www.accmuseum.org/Since-Time-Immemorial (accessed May 6, 2015).
[14] Vaught, Steve. *Sentinels in Stone: Palm Springs' Historic Tennis Club Neighborhood and its Iconic Walls* (Palm Springs, CA: Palm Springs Preservation Foundation, 2015), 7
[15] Agua Caliente Cultural Museum, "Since Time Immemorial."
[16] Rogers, Lynn J. "Pioneer Courage Built Desert Center," *Los Angeles Times*, November 26, 1939, E2, http://www.proquest.com (accessed September 25, 2012).
[17] Agua Caliente Band of Cahuilla Indians, "Cultural History."
[18] Grattan, Sheila. "The Woman Leads," *Palm Springs Life*, March 2013.

Southern Pacific. However, federal law prohibited the Agua Caliente Band of Cahuilla Indians from selling the land or leasing it for income. This resulted in the "checkerboard" pattern of land in Palm Springs where development was either permitted or prohibited. The reservation today occupies 32,000 acres; of these 6,700 acres lie within the city limits, making the Agua Caliente Band of Cahuilla Indians the city's largest landowner.[19]

In 1891, Congress passed the Mission Indian Relief Act. This authorized the Secretary of the Interior to make individual allotments from reservation lands. However, it wasn't until the tribe took their case to the U.S. Supreme Court (Lee Arenas v. United States, 1944), that they would win the legal right to have allotments approved. The success was short-lived, however, due to the need for equalization of allotments and federal laws denoting the length of leases on Indian lands.[20] There are currently ten distinct Cahuilla Reservations, more than any other federally-recognized Indian tribe in California.

In 1887, Welwood Murray constructed the first hotel in Palm Springs near the Agua Caliente hot spring on land leased from the Agua Caliente Band of Cahuilla Indians. Individuals suffering from pulmonary and tubercular conditions were drawn to the desert and the hot spring in the hope of curing their ailments. A simple bathhouse was also constructed on the site.[21] In the 1910s, leaders of the Agua Caliente Band of Cahuilla Indians demolished the rustic bathhouse located over the spring and constructed a new one in an effort to promote health-focused tourism and to generate tribal income.[22] In the early 1930s, the Agua Caliente Band of Cahuilla Indians constructed another new bathhouse in response to Palm Springs' increasing popularity with health seekers and the Hollywood film industry.[23] In 1957, the third bathhouse was demolished in preparation for the construction of the Spa Hotel and Bathhouse, completed in 1963 (100 N. Indian Canyon Drive; demolished). Built on reservation land, it was the first long-term Indian land lease in the country.

In 1951, after the death of their last ceremonial leader, Albert Patencio, the Agua Caliente Band of Cahuilla Indians decided to burn and not rebuild the ceremonial roundhouse (located at what is now the intersection of Arenas and Calle Alvarado), formally making a break with traditional life.[24] In 1962, City of Palm Springs Resolution No. 6781 requested cooperation between the Bureau of Indian Affairs and the Association of Conservators and Guardians to clear lots on Indian-owned land in Section 14 for speedy re-development, frequently without informing all affected parties, including Indian landowners and Section 14's low-income residents. The demolition of Section 14 was described in a later California Department of Justice report as "a city engineered holocaust." In response, the Agua Caliente Band of Cahuilla Indians filed a

[19] Bogert, Frank. "Palm Springs: First Hundred Years," Palm Springs Public Library. 2003.
[20] These land struggles of the Agua Caliente Band of Cahuilla Indians came to an end when President Eisenhower signed the Equalization Law in 1959. The tribe and tribe members (allottees) could now realize profits from their lands and developed the ninety-nine-year lease.
[21] Agua Caliente Cultural Museum, "Since Time Immemorial."
[22] Agua Caliente Cultural Museum, "Since Time Immemorial."
[23] Agua Caliente Cultural Museum, "Since Time Immemorial."
[24] Agua Caliente Cultural Museum, "Since Time Immemorial."

lawsuit against the City of Palm Springs to resolve the question of who had jurisdiction over zoning of Indian lands. In 1975, the U.S. Supreme Court recognized that Indian tribes retain "attributes of sovereignty over both their members and their territory" (*United States v. Mazurie*, 1975).[25]

Palm Springs Airport[26]

The first airfield in Palm Springs was a dirt landing strip next to the Hotel El Mirador, laid out soon after the hotel opened in 1928. It was used by early aviation pioneers, and by Army and Navy cadets from March Airfield and San Diego. Fed up with the noise and dust, Prescott T. Stevens, El Mirador's owner, built a new strip and two hangers further away from the hotel to the northeast. This strip was in use until about 1934 and served the village's first commercial service from Maddux Airlines on its Los Angeles-Tijuana route, stopping in Palm Springs only upon passenger request. In the early 1930s, as air travel increased in popularity, the Chamber of Commerce leased a parcel of Section 14 land from the Agua Caliente Band of Cahuilla Indians and built a third airstrip. It was located just east of downtown, bounded on the north by Alejo Road, on the east by Sunrise Way, on the south by Tahquitz Canyon Way, and on the west by Avenida Caballeros. The new airport had two runways and was served by American Airlines, Western Airlines, and the locally-owned and operated Palm Springs Airlines, which started out with one four-passenger plane and added a second in 1937. When Palm Springs incorporated in 1938 the airport was officially named the Palm Springs Municipal Airport.[27]

In 1939, the Army Corps of Engineers selected Palm Springs, protected from fog and rain by Mt. San Jacinto, as the location of an Air Corps landing field. The chosen site was east of the village on Cahuilla land, and was leased by the city and subleased to the Federal government.

Palm Springs Municipal Airport Land Transfer History

Starting in 1938 prior to the incorporation of Palm Springs as a city, negotiations had begun between the County of Riverside, the Palm Springs Airport Committee, and the Tribe for the latter to lease 640 acres of the reservation's Section 18 for use as an airport.[28] In 1941, the recently incorporated City of Palm Springs and the tribe agreed to a 25 year lease for the Section 18 acreage starting July 1, 1941 and expiring December 31, 1963.[29] "Under the lease agreement, the Tribe receives 10 percent of the gross receipts received by the City from the premises with a minimum of $540 a year."[30]

[25] Agua Caliente Band of Cahuilla Indians, "Cultural History."
[26] Excerpted from "City of Palm Springs Citywide Historic Context and Survey Findings"
[27] Greer, Ann, "Flying High at PSP," *Palm Springs Life,* October 2013, https://www.palmspringslife.com/flying-high-at-psp/ (accessed June 22, 2013).
[28] _____. "Airport Committee and Indians Cannot Agree on Lease." Desert Sun, April 18, 1938. P6.
[29] _____. "Council Receives Report on Airport, Orders Study." Desert Sun, Volume XXXI, Number 210, May 31, 1958. P8A.
[30] IBID

The airport was built by the city with the assistance of the U.S. Government's Civil Aeronautics Administration. During World War II, the Army Air Force leased the airport and extended the runways, partly on Section 18 leased land and partly on non-tribal Section 7 fee simple land purchased by the Army Air Force.[31] In 1949, the U.S. Government turned the leased and fee simple airport land over to the City, with the leased portion under the original terms agree to in 1941.[32] As of 1958,

> In addition to land in Section 18, the city also leases from an individual Indian 2¼ acres in Section 12. The City of Palm Springs also owns 100 acres in Section 13 and 60 acres in Section 7. All of these lands comprise the Palm Springs Municipal Airport. Past acquisition negotiations have failed because of appraisal variances, lack of willingness by the Indians to sell the land and failure of a financing bond issue election attempt. Section 18 is on Tribal ownership and acquisition can only be through Congressional action. A proposed bill to establish a corporate trust for Indian Tribal Lands has met with disfavor by the Indians.[33]

In August of 1961, Desert Sun reported that "Indians Agree to Airport Land Sale":

> The Agua Caliente Band of Mission Indians yesterday afternoon in a meeting of the entire tribe agreed to sell [520 acres of] the Palm Springs Airport property to the City of Palm Springs. Action was taken by the Tribal Council in a unanimous vote. Not only members of the tribe were present, but guardians and conservators as well. In making the announcement of the approval of sale, Eileen Miguel, chairman of the Agua Caliente Tribal Council, said: 'The members of the Tribe feel that the appraised value [of $2,979,000] was much too low, but took the position that the future of Palm Springs makes it absolutely necessary that the airport be continued.'[34]
>
> 'Agreeing to sell for this low appraisal figure must be considered as evidence of the sincere desire of our Tribal members to contribute to the future of our community.' The Tribal members felt that the appraisal was far below a figure of appraisal received by them a few years back, when the land, divided into five-acre parcel plots, was valued at $5,000,000.[35]

A September 8, 1961 article in the Desert Sun trumpeted ceremonies at City Hall of the official

[31] IBID
[32] IBID
[33] IBID
[34] _____. "Indians Agree to Airport Land Sale: Action is Taken Although Appraisal Figure 'Too Low'." Desert Sun, Volume XXXIV, Number 1, August 5, 1960. P1.
[35] _____. "Indians Agree to Airport Land Sale: Action is Taken Although Appraisal Figure 'Too Low'." Desert Sun, Volume XXXIV, Number 1, August 5, 1960. P1.

transfer of "520 acres of land in Section 18" to the City of Palm Springs.[36] "With a stroke of the pen, Mayor Frank Bogert signed the acceptance of the patent and the title to the airport was turned over by Indian Tribal chairman Eileen Miguel."[37]

In October, 1961, additional parcels in Section 12 containing the northwest portion of the airport's runways owned by individual Tribal allottees were sold to the City.[38] In Section 18, three individual Tribal landowners sold 20-acre parcels for $95,000 each that were added to the 520 Section 18 acres already acquired by the City.[39] The three Tribal members were Joy M. Pierce age 4, Damon Patrick Prieto age 3, and Audrey Welmas age 4.[40]

Palm Springs Municipal Airport Construction History

In early 1942, following the attack on Pearl Harbor, the airfield was taken over by the Air Transport Command and a new field with an A-frame terminal building and two runways was completed a half mile from the original site in Section 18 of the Agua Caliente Band of Cahuilla Indians Reservation.[41] The Palm Springs Air Base's principal mission was the deployment of aircraft from U.S. manufacturing plants to training facilities and overseas combat theaters.[42] To disperse aircraft away from the field in case of enemy attack, circular concrete parking pads or "tie downs" and taxiways were built in the surrounding area.[43] The city constructed a new road to the Air Base, an extension of Tahquitz Canyon Way, to replace the existing dirt roads. Pearl McCallum McManus gave the right-of-way for the road to the city and in exchange, it was named McCallum Way in honor of her father.[44] Within six months a control tower, Command headquarters, barracks, and a base hospital had been constructed, with many of the new buildings lining either side of McCallum Way.[45]

The Air Base also served as a receiving facility for wounded troops returning from overseas. In 1942, the luxurious El Mirador Hotel was purchased by the Army and converted to the 1,600-bed Torney General Hospital, specializing in general medicine, rheumatic fever, and orthopedic surgery. An adjoining detention camp housed approximately 250 Italian prisoners of war who worked at the hospital.[46] The camp was located on the block now occupied by Katherine Finchy Elementary School, Wellness Park,

[36] _____. "Palm Springs Airport Now Owned by City." Desert Sun, Volume 35, Number 30, September 8, 1961. P1.
[37] IBID
[38] _____. "Land Worth $12 Million Apportioned." Desert Sun, Volume 35, Number 35, October 11, 1961. P1.
[39] IBID
[40] IBID
[41] American Society of Civil Engineers, Los Angeles Section, *100 Years of Civil Engineering Excellence, 1913-2013* (Bloomington, IN: AuthorHouse LLC, 2014).
[42] Goolsby, Denise, "Palm Springs airport began as Army hub," *The Desert Sun,* June 21, 2014, http://desert.sn/TOLzvR (accessed June 21, 2015).
[43] Coffman Associates, Inc., "History of PSP," *Palm Springs Airport Master Plan*, 1994.
[44] Henderson et al., 64.
[45] Goolsby.
[46] Brown, Renee, "Explore Palm Springs: Torney General Hospital," *Palm Springs Life*, July 2013, http://www.palmspringslife.com/Palm- Springs-Life/Desert-Guide/July-2013/Explore-Palm-Springs-Torney-General-Hospital/ (accessed June 23,2015).

and Ruth Hardy Park.[47] The surrounding desert also played an important role in the war effort. In March of 1942 General George S. Patton established the Desert Training Center at Camp Young, an hour east of Palm Springs at Shaver Summit (now called Chiriaco Summit), to train his army for combat in North Africa.[48]

As noted above, the Army Air Corps vacated the 100-acre parcel of the Palm Springs Air Base property in 1948. With the continued tourist and population growth of Palm Springs and the Coachella Valley in the 1950s, a successful special election was held in 1961 to fund the city's purchase of, and improvements to, the property upon which the subject Palm Springs Municipal Airport Terminal would be built.

Post-World War II Community Planning and Development (1945-1969)[49]

As Palm Springs' local population and tourist economy grew after World War II, community planning and development took on greater importance. Civic leaders and the local architectural community collaborated in planning the city's growth. By the 1950s in Palm Springs, residential, commercial, institutional, religious, and civic architecture typically reflected the progressive symbolism of Modernism. As a result, when the construction of a new airport terminal was prioritized by the city in the early 1960s, its design would be emphatically modern.

In the 1960s a civic center was developed around the City Hall with the addition of several other civic facilities including the subject airport terminal. The location at the west end of Tahquitz Canyon Way created a central axis with the airport as its terminus, while Modern architecture and uniform setbacks unified the area as a civic center. The anchor and largest addition to the civic center and its visual anchor was the Palm Springs Airport (1966) at the end of Tahquitz Canyon Way. Also included in the civic center was the Palm Springs Police Building (1962, 3111 E. Tahquitz Canyon Way) by John Porter Clark, and the Riverside County Courthouse (1962, 3255 E. Tahquitz Canyon Way) by Williams, Clark and Williams. Certainly, a strong argument could be made that the four civic buildings clustered together on Tahquitz Canyon Way constitute a civic center historic district in the City of Palm Springs.

Modernism in Palm Springs

Prior to World War II, several prominent modernists completed projects in the Coachella Valley. Rudolph Schindler designed the Popenoe Cabin in 1922 (demolished), Lloyd Wright the Oasis Hotel (1923, only a remnant remaining), William Grey Purcell, a disciple of Louis Sullivan, his own house (1933, extant), Albert Frey the Kocher-Samson office building (1936, extant and

[47] Correspondence from Marvin Roos, March 23, 2015; confirmed by historic aerial photographs. After the war some of the camp barracks were relocated in the city; some may remain intact.
[48] "Chiriaco Summit History," *Chiriaco Summit*, http://chiriacosummit.com/about-us/ (accessed June 22, 2015).
[49] Excerpted from "City of Palm Springs Citywide Historic Context and Survey Findings"

listed in the National Register of Historic Places), and Richard Neutra the Grace Miller House (1937, extant).

In the postwar era, visiting modern architects who received important Coachella Valley commissions included A. Quincy Jones, Paul R. Williams, John Lautner, Rudy Baumfeld of the Victor Gruen office, William Pereira, Welton Becket, and, again, Neutra and Schindler.

Among the prolific Palm Springs-based architects who demonstrated exceptional talent in the postwar years were Albert Frey, John Porter Clark, William Cody, Robson Chambers, E. Stewart Williams, Donald Wexler, Richard Harrison, and Hugh Kaptur. Los Angeles-based William Krisel of the firm Palmer & Krisel designed sleek, modern wood-frame tract houses in the desert for the Alexander Construction Company that would number in the thousands by the mid-1960s. This is the same company that, in 1961, commissioned Wexler and Harrison to design experimental steel houses for a new tract development located in the north end of Palm Springs. Yet, unlike Krisel, most of the Palm Springs architects did not consider themselves "modernists" but as designers responding to client needs and desert conditions. It just so happened that the functional, elegant buildings they produced would later be categorized as "Palm Springs Modern," which is the adaptation of modern architectural concepts to the climatic extremes of the Coachella Valley while embracing the area's unique natural setting of mountains and open vistas.

Of Palm Springs' remarkable design legacy, architect, author and historian Alan Hess wrote:

> Is Palm Springs architecture unique? The history of midcentury Modernism has a dozen unwritten chapters of regions that developed a strong individual style: San Diego, Oregon and Washington, Hawaii, Florida. Yet the character of the collection of buildings in Palm Springs is certainly special. Together they reflect a rare confluence of forces: Hollywood, tourism, the desert, populism, elitism, all heightened by the influx of inordinate wealth that allowed new designs to be plumbed. Similar forces existed in Los Angeles, but in Palm Springs they were concentrated in a small, isolated area. … The concentration of extraordinary homegrown talent in such a small town is rare; some of the best designers in organic, commercial and minimalist Modernism worked here. From city hall to banks to shops to motels to custom homes to country clubs to tract homes, the full and varied impact of Modernism can be seen here as clearly as anywhere.[50]

In the mid-1990s, Palm Springs was rediscovered by the interior design and fashion industries, using the city's modern architecture as the location for numerous photo shoots. In 1998, Kurt Andersen wrote a lengthy photo essay for the *New Yorker* magazine on the renewed appreciation of Palm Springs' mid-century vibe.[51] This was followed by a cover story in the June 1999 issue

[50] Stern, Michael and Alan Hess, *Julius Shulman: Palm Springs*. Rizzoli International Publications: New York, NY / Palm Springs Art Museum, 2008. pp. 20-21.
[51] Andersen, Kurt. "Desert Cool." *New Yorker*, February 23, 1998. 128-137.

of *Vanity Fair* about the rediscovery of Palm Springs by a younger generation.[52] Since that time, Palm Springs has been acknowledged for its concentration of mid-century modern architecture with events such as Modernism Week – a 14-day celebration featuring lectures, exhibitions, documentary films, home tours, double-decker bus tours, a vintage furnishings show, and numerous parties in historic modern venues – and the professional architectural bus and walking tours occurring throughout the year.

Donald Wexler, Architect[53]

Donald Wexler was born in 1926 and raised in Minneapolis, Minnesota. He joined the Navy in 1944, was discharged in 1946, then enrolled in the University of Minnesota's School of Architecture with support from the GI Bill. Wexler would be a member of the first generation of American architects trained along modern lines after World War II.

At the School of Architecture, draftsmanship and freehand drawing were emphasized at the school in the tradition of the Ecole des Beaux-Arts as a means of training the students to "recognize fine proportion and good color, which are the attributes of good taste … the first requisites in the architect's capabilities."[54] Drawing remained an important part of the curriculum through Wexler's tenure there and after his graduation under the leadership of modern architect Ralph Rapson, who held the position of Head of School from 1954 until 1984. In her essay "Donald Wexler: Modern American Pragmatist," Dr. Lauren Weiss Bricker commented on the importance of drawing in Wexler's architectural practice.

> Drawing remained [Wexler's] primary means of communicating his architecture. His archive is filled with many beautiful sketches that convey his love of the pencil, wielded with a sure hand to capture the effects of light and shadow on the form and material qualities of his architecture. Rarely were models used in his projects – usually at the request of a client to represent a completed project.[55]

Having graduated from architecture school in 1950, Wexler visited Los Angeles. During his trip, Wexler decided that he wanted to meet the renowned modernist Richard Neutra of whom Wexler was quite familiar as a student in Minnesota. Under the pretense of applying for a job with Neutra's office, Wexler was granted an interview. Clearly impressed, Neutra offered the recent graduate a position in his firm – which functioned as a studio for young designers – both locals and recent arrivals to Los Angeles. Writes Dr. Bricker, "Wexler, revealing his characteristic modesty and restraint, and perhaps in reaction to the magnitude of the opportunity, requested a day to consider the offer; by that afternoon he knew that Neutra had presented him with the

[52] Colacello, Bob. "Palm Springs Weekend." *Vanity Fair*, June 1999. 192-211.
[53] Excerpted from Bricker, Lauren Weiss PhD and Sidney Williams. *Steel and Shade: The Architecture of Donald Wexler*. Palm Springs, California: Palm Springs Art Museum, 2011.
[54] "Beginnings," SALALibre, A Journal Commemorating the 75th Diamond Jubilee Celebration, May 27 and 28, 1988. The University of Minnesota School of Architecture and Landscape Architecture (Minneapolis: Minnesota Society American Institute of Architects, 1992), p. 12. As referenced in "Steel and Shade: The Architecture of Donald Wexler," p. 13.
[55] *Steel and Shade*, p. 14.

chance of a lifetime and he immediately joined the Neutra office."[56] Wexler stayed in Neutra's office for nine months. While there, Wexler worked on the Elysian Park Heights public housing project that was to have been built in Chavez Ravine near downtown Los Angeles. Although the project was abandoned after becoming embroiled in the McCarthy-era politics of 1950s Los Angeles (with Chavez Ravine later becoming the site of Dodger Stadium), Wexler was exposed to not only the impressive work ethic of Neutra, but how this and other projects being designed at the practice responded to the local climate by embracing the outdoors and views, and illustrated the adaptability of modernism to different architectural programs.

Donald Wexler arrived in Palm Springs in 1952 to join the architectural office of William F. Cody. Within less than a year, he had formed a partnership with Richard (Rick) Harrison, whom he had met in Cody's office. For the next two decades, working initially with Harrison and then on his own, Wexler would transition from wood-frame to steel-frame construction as he sought design solutions that were flexible, cost efficient, responsive to the extremes of climate, and aesthetically pleasing.

One of Donald Wexler's earliest projects was a residence for his own family – wife Lynn and soon-to-arrive baby, in 1954. Although he had designed homes in Minneapolis before his move to California, his own home offered Wexler the challenge of planning a desert home on a tight budget. The one-story, single-family dwelling was midcentury modern in style of wood post-and-beam construction, L-shaped in plan, and characterized by floor-to-ceiling windows – both fixed and sliding – framed by plywood on most elevations. Deep overhangs supported by prominent beams extend through glazing to shelter interior spaces. In 2019, the Wexler residence was officially listed in the National Register of Historic Places under Criterion C for architectural merit.[57]

From 1953-1961, Donald Wexler and Richard Harrison were partners in their architectural practice of Wexler and Harrison. Starting in 1957, Richard Harrison and especially Donald Wexler became interested in the possibilities of building with steel. That year, the Palm Springs Unified School District (PSUSD) asked Wexler and Harrison to develop a concept for less costly classroom buildings. They proposed, and the District accepted, a pilot project for steel classrooms. Between late 1957 and January 1958, the school district constructed a two-classroom building at the Cathedral City Elementary School using steel. As Wexler noted, the advantage of steel over conventional wood-frame construction in the desert is that the latter is "an organic material that reacts to heat and cold. You get tremendous shrinkage, twisting, and everything else. Metal and concrete are the answer to desert construction."[58] The structure was unusually rigid, offering resistance to earthquake and wind forces. The steel construction was economical as well; it would cut the cost of construction by 25% (fewer trades were involved) and save 50% in construction time. Following the success of the Cathedral City Elementary School project, Wexler and Harrison went on to build steel classrooms at Cahuilla Elementary

[56] *Steel and Shade*, p. 11.
[57] Listed in the National Register on 9/23/2019.
[58] "School Construction by CALCOR Corporation," brochure. "Portable Prefab Classrooms," *Architectural Record*, October 1957.

School (1957) and Nellie N. Coffman Junior High School (1958). Over the next three decades, Wexler was steadily hired to design schools for PSUSD, ultimately responsible for the design and/or remodeling of 31 schools.

At the time of the original Cathedral City Elementary School pilot project, Wexler commented that the flexibility of the steel system was particularly appealing: "We can do anything we want with it … Designed around this panel, any type of building can be erected. In fact, we've even thought of developing it for residential use …"[59]

An opportunity to experiment with steel houses arose in 1961 when the Alexander Construction Company commissioned Wexler and Harrison to design 35 single-family steel dwellings in Palm Springs. The idea for commissioning prefabricated steel houses was predicated on finding a less expensive, easily constructed, and durable alternative to the wood frame and stucco houses the company had been building to that point.

The Alexander steel house project was to be built in stages. Between 1961 and 1962, seven houses were constructed. Unfortunately, by the time these houses were completed in 1962, the price of steel had risen to where it was no longer competitive with wood-frame construction and the experiment was suspended. However, there was one more high profile residential project using steel that Wexler was involved in. The "Style in Steel" House of 1967-68 was designed by Wexler for real estate developer Ray A. Watt who was seeking "an unusual high-style house" to help revitalize a defunct housing development in Buena Park, California that Watt had recently purchased.[60] The response by the press and public was astonishing with over a quarter million people visiting the 4,000 square foot house between November 1967 and August 1968.[61]

One of the more unusual residential projects that Wexler and Harrison were involved in was the Polynesian-themed Royal Hawaiian Estates condominium complex in Palm Springs (1960). Primarily the work of Harrision, the 40-unit complex was modern in plan and relationship to the outdoors, but elements such as its "outriggers" and "flying sevens," the angled beams that connect the patios and roofline, and the Tiki-inspired apexes at the ends of beams added the flair and reminder of the South Seas. In 2009, the Royal Hawaiian was designated a historic district by the City of Palm Springs.

In 1961, when Wexler and Harrison recognized that their architectural interests diverged – Harrison seeking commissions with developers and Wexler vying for more civic projects – they dissolved their partnership amicably, each operating their own firms as sole proprietors.[62]

One of the largest single-family residences Donald Wexler designed during his long career was the 1963-64 Maurice and Dinah (Shore) Smith House built in the prestigious Las Palmas

[59] "Revolutionary Concept: PS Board to Experiment with All-Steel School," The Daily Enterprise, September 24, 1957.
[60] *Steel and Shade*, p. 26.
[61] *Steel and Shade*, p. 26.
[62] A complete project list of Wexler and Harrison's work as partners, and Wexler's work as sole proprietor, was compiled by the Palm Springs Art Museum in its 2011 exhibition catalog "Steel and Shade: The Architecture of Donald Wexler" pages 122-129.

neighborhood of Palm Springs. Modern in style of post-and-beam wood construction, each room opened to the outdoors through sliding glass doors, where the large rectangular pool created a spacious entertaining area with dramatic views of Mount San Jacinto. In 2019, the Maurice and Dinah (Shore) Smith House was officially listed in the National Register of Historic Places under Criterion C for architectural merit.[63]

Amongst Wexler's commercial projects starting in 1960, several stand out. Professional Park (1960-64), an innovative office park located near the Police Building in the Palm Springs civic center, was designed by Donald Wexler in collaboration with structural engineer Bernard Perlin. The construction system consisted of light-gauge structural steel, the same system that Wexler utilized in the design of the seven steel houses for the Alexander Construction Company described above.

The concept for Professional Park emerged from the postwar movement of middle class Americans from cities to the suburbs where, at the same time, corporations were establishing their new headquarters. These sprawling campuses in lush, park-like settings were created so that managers, researchers, and workers would be inspired by nature in their creative endeavors. Soon, across America, smaller versions of these pastoral commercial campuses were constructed. Known as professional office parks, most were low-rise buildings and parking lots edged by shrubs, saplings and woodchips.

However, in the case of Professional Park, Wexler and Perlin's project differed from these generic programs through innovative architectural design and carefully conceived landscaping. Professional Park was organized as five dual office units with patio areas and integrated landscaping by landscape architect David Hamilton (who was the landscape architect for the subject airport). Each unit had garden views and open space. And, significantly, Professional Park was unique as the first case in California where the commercial units were financed as condominiums. Wexler located his office in the complex as did many other professionals.

Wexler's design for the Merill Lynch, Pierce, Fenner and Smith Building in Palm Springs (1971; now Eisenhower Health Center) was New Formalist in style, a "contemporary interpretation of the classical temple, a form with a long association with monetary institutions."[64]

As relates to Wexler's civic projects in the Coachella Valley – or any project with which the architect would be associated in his long career – the Palm Springs Municipal Airport Terminal building of 1966 was his most ambitious. It is also the project that made him the most proud.[65] Its enormous scope, physical size, large budget, visual prominence, and programmatic success in adapting to continuous growth are testaments to Wexler's prodigious talents as an architect. It is the one Wexler-designed building experienced by the greatest number of people as the gateway to millions of passengers arriving and departing by air.

[63] Listed in the National Register on 9/23/2019.
[64] *Steel and Shade*, p. 53.
[65] *Steel and Shade*, p. 88.

Other Coachella Valley civic and institutional projects that Wexler designed include The Martin Anthony Sinatra Medical Education Center (1969) in Palm Springs, The Community Center and Pavilion in Palm Springs (1973-75; now Leisure Center and Pavilion), Indio Juvenile Hall Detention and Treatment Center (1975-90), Desert Water Agency Operations Center in Palm Springs (1976-78), Bank of America Building in Palm Desert (1976-78), and the Indio Hall of Justice (1994; now Larson Justice Center).[66]

Throughout his career, Donald Wexler's pioneering designs were acknowledged and lauded by his peers, architectural journals, and the popular press. This acclaim culminated in his induction as a Fellow of the American Institute of Architects in 2004. In recent years, Donald Wexler's architectural legacy has been widely acknowledged along with the work of such local modernists as Albert Frey, William F. Cody, and E. Stewart Williams. Together, these architects have helped fuel the extraordinary revival of interest in Palm Springs Modern architecture throughout the Coachella Valley.

Donald Wexler was the subject of a 2009 documentary feature film titled "Journeyman Architect: The Life and Work of Donald Wexler." In 2011, the Palm Springs Art Museum in collaboration with California State Polytechnic University, Pomona organized a major retrospective exhibition titled "Steel and Shade: The Architecture of Donald Wexler." A substantial catalog with the same title was published in conjunction with the exhibition. It was authored by Lauren Weiss Bricker, PhD, professor of architecture at California State Polytechnic University, Pomona and Sidney Williams, curator of architecture and design at the Palm Springs Art Museum.[67] The exhibition and catalog featured drawings, renderings, models, photographs, watercolors, and film clips to provide a comprehensive overview of Wexler's creative output and afforded a view of his formative role in the development of Modern architecture in Palm Springs, the Coachella Valley, and Southern California.

Based upon his important and extensive body of work, and honors received, Donald Wexler is considered a master architect.

Robinson and Wilson, Inc. Contractor

Very little information regarding airport contractor Robinson and Wilson was located. There was no mention of the firm in the 2018 Palm Springs Citywide Survey nor in the "Steel and Shade" exhibition catalog published in 2011. An online search revealed that the firm was founded prior to 1951 in San Bernardino and located at 179 Fourth Street in that city. Principals

[66] In association with Clinton Marr and Associates.

[67] Lauren Weiss Bricker, PhD, is also director of the archives and special collections of the College of Environmental Design. She is past chair of the California Historical Resources Commission and founding member of the commission's Committee on the Cultural Resources of the Modern Age. Dr. Bricker earned a BA from Swarthmore college and an MA and PhD from the Department of the History of Art and Architecture, University of California, Santa Barbara. Sidney Williams is responsible for organizing and coordinating special exhibitions and installations of the permanent collection. Active in the Palm Springs preservation community, she served on the City of Palm Springs Historic Site Preservation Board for six years, three years as chair. She holds a BA in art history from the University of British Columbia, and an MA in art history from the University of California, Los Angeles.

were James Neal Robinson and William M. Wilson. Robinson was Wilson's father in law. Robinson died in 1951, but the firm retained the name following his death with Wilson named president.[68] In 1958, Robinson and Wilson, Inc. entered into a contract with the United States Government for the construction of unspecified facilities at Vandenberg Air Force Base, Lompoc, California.[69] That same year, the firm was hired as contractor on an addition to the San Bernardino Pacific Telephone and Telegraph building.[70] It can be surmised that Robinson and Wilson, Inc. was chosen as general contractor for the Palm Springs Municipal Airport partly because of the firm's experience with airport properties such as Vandenberg.

David Hamilton, Landscape Architect[71]

David Hamilton, ASLA (1926-2017) was born in Detroit and trained in civil engineering and landscape architecture. After serving in the Navy during World War II, Hamilton graduated from Michigan State University with a B.S. in Landscape Architecture. From 1951 to 1953, he worked as a draftsman for the Palm Springs Planning Department. and joined the American Society of Landscape Architects (ASLA) a year later. From 1953 to 1957, Hamilton lived in Los Angeles working as a site planner for Quinton Engineers, Ltd., returning to the desert in 1957 to serve as an interim planner for the Riverside County Planning Commission's new satellite office in Palm Desert. Hamilton quickly left that position to return to Palm Springs as assistant planning director.

In 1960, Hamilton left the planning department to open his own office of landscape architecture. A member of the ASLA since 1951, his professional license had been "grandfathered" when licensure for landscape architects was required in California in 1953 (the first state to require landscape architects to be licensed). He opened an office at 901 N. Palm Canyon but moved into a larger office at 1516 S. Palm Canyon later in the 1960s.

Architectural landscape historian Steven Keylon, who has researched the work of David Hamilton as a consultant for the City, states that there is no remaining archive from Hamilton's office nor a comprehensive project list.[72] However, Keylon's extensive research reveals a number of Palm Springs projects for which David Hamilton was the landscape architect.[73]

One of Hamilton's first projects was the Royal Hawaiian Estates condominiums, done in collaboration with Donald Wexler and Richard Harrison. Hamilton and Wexler would work together on several projects over the years, including the Alexander steel house prototypes, Professional Park, the subject Palm Springs Airport, and Desert Water Agency Operations

[68] "Contractor James Robinson Takes Life with Rifle Shot" San Bernardino Sun, Volume 58, No. 19, Sept. 21 1951. P19.
[69] California Viking Sprinkler Co. v. Pacific Indem. Co. Civ. No. 26306. Second Dist., Div. Four. Mar. 13, 1963. https://law.justia.com/cases/california/court-of-appeal/2d/213/844.html
[70] "Construction Contracts Awarded" Architect and Engineer, Volume 212-215, 1958, p.14
[71] Excerpted from "City of Palm Springs: Case #3.1074 Frances Stevens School and Park. Historic Landscape Assessment and Recommendations April, 2018" by Steven Keylon.
[72] Email communication from Steven Keylon August 5, 2019.
[73] Steven Keylon for City of Palm Springs: "Case #3.1074 Frances Stevens School and Park. 2018 Landscape Modifications." April, 2018.

Center. Donald Wexler said of Hamilton, "I always requested of my clients that David Hamilton be hired from the outset. He was the best."[74]

Hamilton's work included residential, commercial, and civic properties. Examples include developer Jack Meiselman's Ocotillo Palms Estates, architect Richard Harrison's Patencio Building, Demuth Park, the Outdoor Memorial at Desert Memorial Park, Raymond Cree Junior High School, San Diego Federal Savings and Loan, the Living Desert, College of the Desert, the Diplomat Condominiums, Seven Lakes Country Club, Canyon Country Club, Canyon Hotel Tennis Complex, and Eisenhower Medical Center. Hamilton also landscaped Tahquitz Canyon Way from the airport to Sunrise Way.[75]

Regarding Hamilton's landscape design for the airport, the *Desert Sun* wrote in March 1966, "Hamilton will oversee the physical placement of lawn, trees, shrubs, water system and other factors contributing to what officials believe will give Palm Springs one of the finest looking airport terminals in Southern California."[76] In 1970, the Landscape Design Critics' Council of California presented its annual Landscape Architecture Awards of Merit to David Hamilton "for his outstanding work in developing the Palm Springs airport… a project beautifully conceived and carried out [as] a much needed and welcome contribution to the improvement of our environment."[77]

Palm Springs Municipal Airport Terminal[78]

At the time of Donald Wexler's selection for the airport terminal project in 1963 from a group of both local architects and others from outside the area, Wexler was 37 years old with no previous experience designing an airport or any development of that scope. He embraced the project with the enthusiasm and thoroughness of research and detail typical of his practice.

Wexler's goal was to devise a program that suited the community, the passengers, and the airlines. Wexler studied existing airport plans and consulted with the airlines. In addition to functionality, there was a need to design an airport terminal that could be readily expanded as the number of passengers and airlines increased. Because the airport site already existed and was located in the civic center complex, Wexler said, "Our goal to make this terminal building a functional part of that civic center was an invested part of the project."[79] With all these factors in mind – efficiency for the airlines, convenience for the passengers and an aesthetically pleasing design to welcome tourists to Palm Springs – Wexler designed a plan with a central core and four wings that were functionally independent and capable of expansion. It was an elegant solution that was thoughtfully functional for both passengers and the airlines, and ultimately within 1.5% of the budget estimate of $1,303,169. For a young architect in solo practice to have

[74] Steven Keylon interview with Donald Wexler, February 25, 2011.
[75] Obituary, David Hamilton. Desert Sun, January 29, 2017.
[76] _____ Untitled. Desert Sun, Vol. 39, No. 201, March 28, 1966.
[77] _____ "Landscape Designer Gets Award." Desert Sun, Vol. 44, No. 43, Sept. 23, 1970.
[78] Excerpted from "Donald Wexler and the Desert Environment," by Sidney Williams, "Steel and Shade" pp.88-90.
[79] "New Palm Springs Terminal: Our Best Foot Forward," Palm Springs Life, October 1966, 20.

satisfied the many demands of this complex project is an astonishing achievement. In a 1981 U.S. Department of Transportation study of 27 recently constructed airports, "Examples and Ideas to Stimulate and Improve the Design, Art & Architecture of Airports," Palm Springs Airport was recognized for its planning and attention to user needs:

> As demographic data were collected, the planners recognized special user needs. Since the users of the facility were likely to demand a higher class of accommodations and amenities than is usually found in public spaces, special care was taken to design and maintain an aesthetically pleasing appearance.[80]

Architecturally, the airport terminal's design vocabulary is Modern in its clean lines, flat roof, lack of applied ornamentation, generous use of glazing, slender mullions, and steel frame and concrete construction. The building is also characteristic of the Palm Springs Modern architectural style, which embraces Organic architecture in its "merging of building and nature, so that the design responds to the environment rather than imposing itself upon it."[81] This is conveyed via dramatic views of Mt. San Jacinto through 27 feet of floor-to-ceiling glass in its main lobby; indoor-outdoor flow for dining, viewing, and passenger waiting that celebrates the region's legendary weather; and the carefully considered placement of native rock-covered walls that tie the building to the local environment, especially the San Jacinto mountains. It is the realized vision of an airport terminal as a desert resort oasis.

The terminal building also reflects Expressionist architecture as defined in the Architectural Styles chapter of the Palm Springs Citywide Historic Context and Survey.

> Expressionism repudiated modern rationalism and emphasized abstraction of form to symbolically express subjective interpretation of inner experience. Both employed natural shapes, complex geometries, and new building materials and technologies.[82]

Expressionist architectural qualities are suggested in the swept lines of the terminal building's flat, forward-jutting concrete roof on west and east elevations that are expressive of flight, reflecting a trend in mid-century modern airport design that originated with Eero Saarinen's birdlike TWA Terminal at New York's Idlewild Airport (now John F. Kennedy International Airport) in 1962.

[80] Donald P. Bowman, *Examples and Ideas to Stimulate and Improve the Design, Art & Architecture of Airports* (Washington: U.S. Department of Transportation, Federal Aviation Administration, 1981).
[81] "City of Palm Springs Citywide Historic Context and Survey Findings" prepared for the City of Palm Springs by Historic Resources Group. December 2018. P.363
[82] "City of Palm Springs Citywide Historic Context and Survey Findings" prepared for the City of Palm Springs by Historic Resources Group. December 2018. P.363

In 2009, in recognition of its functional and aesthetic excellence, and as an outstanding example of the mid-1960s phase of Donald Wexler's career, the west façade of the original terminal building was designated a Class 1 Historic Site by the Palm Springs City Council.

Integrity

The original terminal building of the Palm Springs Municipal Airport retains historic integrity such that it continues to convey its significance. Because the terminal was designed specifically for expansion, the various alterations and additions to the original 1966 building enumerated in the description have not negatively affected its integrity. This is especially true given that the terminal's primary, west-facing elevation with its dramatic two-story central core, projecting flat roof, walls of glass, elegant tapered columns, and natural rock veneer appears as it did when completed in 1966, its period of significance. Expansions of the terminal's northwest baggage claim wing and the southwest ticketing wing are in keeping with the original design in terms of materials, workmanship, and appearance. Alterations to the rear of the terminal building have not compromised the resource's overall integrity. The terminal building's location and setting remain the same along with its original association, retaining the feeling of a sleek, modern, regional airport of the mid-1960s.

Conclusion

Donald Wexler's enormous contribution to architecture and the lasting significance of his work were recognized in 2004. In that year, he was inducted as a Fellow of the American Institute of Architects. In the same year, the University of Minnesota recognized him as an outstanding alumnus. These awards recognized Wexler's remarkable body of work and his contribution to the profession as a master architect.

In summary, the Palm Springs Municipal Airport Terminal is eligible for the NRHP under Criteria A and C at the local level of significance. Under Criterion A, the Palm Springs Municipal Airport is an excellent example of community planning and development from the mid-1960s, representing the significant growth in population and tourism in Palm Springs following World War II. The subject property retains the essential physical features that made up its character and appearance during its 1966 period of association with the historical pattern of civic growth in the city. Under Criterion C, the airport terminal is an intact, distinctive piece of Palm Springs Modern design with elements indicative of Organic and Expressionist architecture possessing high artistic values. In addition, the subject resource is an excellent example of the design mastery of architect Donald Wexler in the mid-1960s retaining sufficient integrity to convey its significance.

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Wexler, Donald. Papers. Lorraine Boccardo Archive Study Center of the Architecture and Design Center. Palm Springs Art Museum.

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____University of California, Santa Barbara
__**X**_ Other
Name of repository: Lorraine Boccardo Archive Study Center of the Architecture and Design Center, Palm Springs Art Museum. City of Palm Springs Department of Engineering

and Department of Building and Safety. Archives and Special Collections of the College of Environmental Design. California State Polytechnic University, Pomona.

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property _Less than two acres__

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 33.823270 Longitude: -116.508120

Verbal Boundary Description (Describe the boundaries of the property.)

Figure 1 depicts the boundary in its entirety.

Boundary Justification (Explain why the boundaries were selected.)

The boundary of the nominated property comprises the original terminal building (the central core and four wings) and its various additions. Also included are the West Section's two diamond-shaped lawns, four tree islands, fountain and original portions of the parking areas that demonstrate the important relationship between parking and landscaping per David Hamilton's original plan.

Not included within the boundary are non-historic resources that do not add to the property's significance. Specifically, the freestanding terminal buildings east and south of the original terminal and the portions of the West Section's parking areas that were added in 1988.

11. Form Prepared By

name/title: Peter Moruzzi/Architectural Historian
organization:
street & number: 1056 East San Lorenzo Road
city or town: Palm Springs state: CA zip code: 92264
e-mail petermoruzzi@gmail.com
telephone: 213-706-0151
date: July 2021

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Palm Springs Municipal Airport
City or Vicinity: Palm Springs
County: Riverside State: CA
Photographer: Peter Moruzzi
Date Photographed: May 2018

The provided images still reflect the current condition of the property as verified by Peter Moruzzi on July 23rd, 2021.

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0001.tiff
One of two contributing diamond-shaped lawns, camera facing east

2 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0002.tiff
West elevation, camera facing east

3 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0003.tiff
West elevation, camera facing northeast

4 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0004.tiff
Entrance area west elevation, camera facing east

5 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0005.tiff
Entrance area wall detail west elevation, camera facing northeast

6 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0006.tiff
West elevation, camera facing north

7 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0007.tiff
West elevation, camera facing northeast

8 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0008.tiff
Northwest baggage claim wing, camera facing north

9 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0009.tiff
Southwest ticketing wing, camera facing south

10 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0010.tiff
East elevation. Projecting rear entrance addition at center. Enlarged area for TSA activities (originally airline departure gates) to the left. Camera facing west

11 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0011.tiff
East elevation. Enlarged area for TSA activities (originally airline departure gates) behind and left and right of native rock wall. Camera facing southwest

12 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0012.tiff
East elevation. Projecting rear entrance addition on left. Camera facing southwest

13 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0013.tiff
Detail east elevation, camera facing south

14 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0014.tiff
Interior entrance lobby, camera facing west

15 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0015.tiff
Interior entrance lobby, camera facing northeast

16 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0016.tiff
Interior entrance lobby elevator and staircase, camera facing southeast

17 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0017.tiff
Expanded interior baggage claim area, facing northeast

18 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0018.tiff
Non-contributing freestanding terminal east of original terminal, camera facing east

19 of 19 CA_Riverside County_Palm Springs Municipal Airport Terminal_0019.tiff
Contributing fountain, camera facing east

Index of Figures

LOCATION MAP

Latitude: 33.823270 Longitude: -116.508120

Sketch Map/Photo Key

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Figure 1: SITE PLAN and PROPERTY BOUNDARY

Yellow – Property Boundary

Blue – Non-Historic Resource

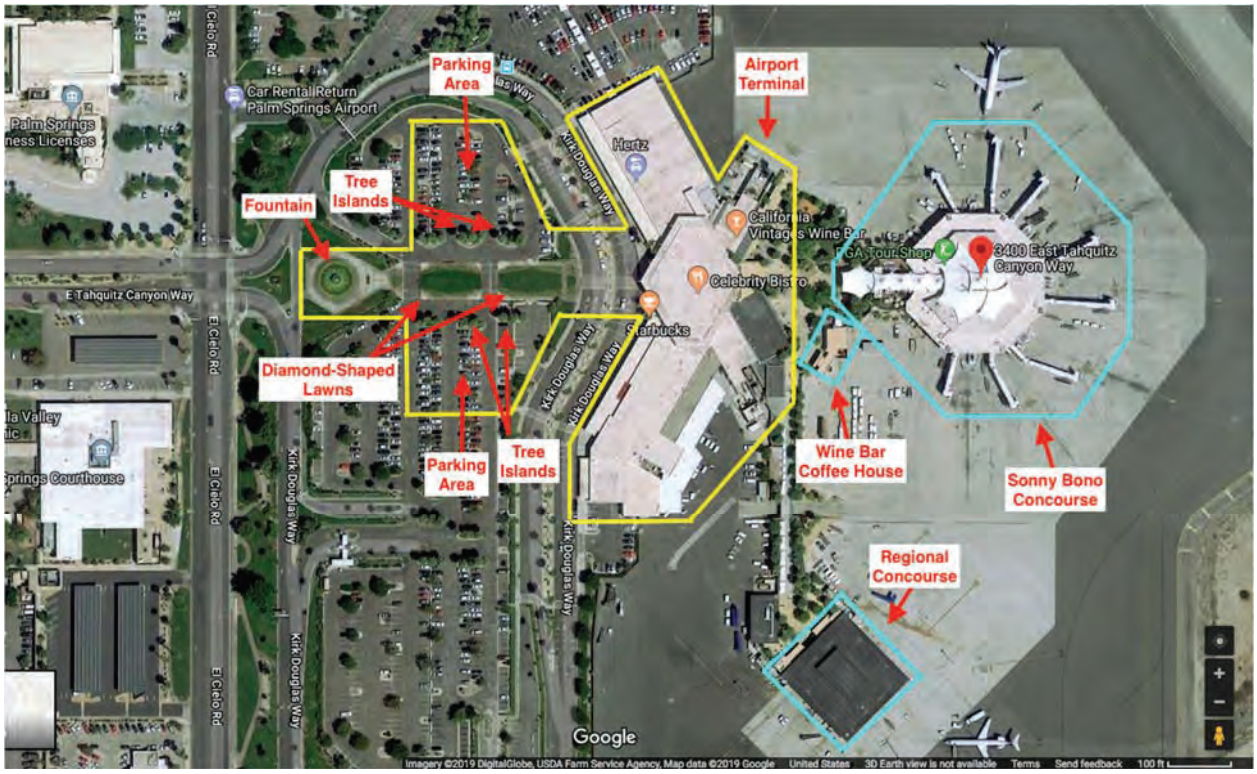
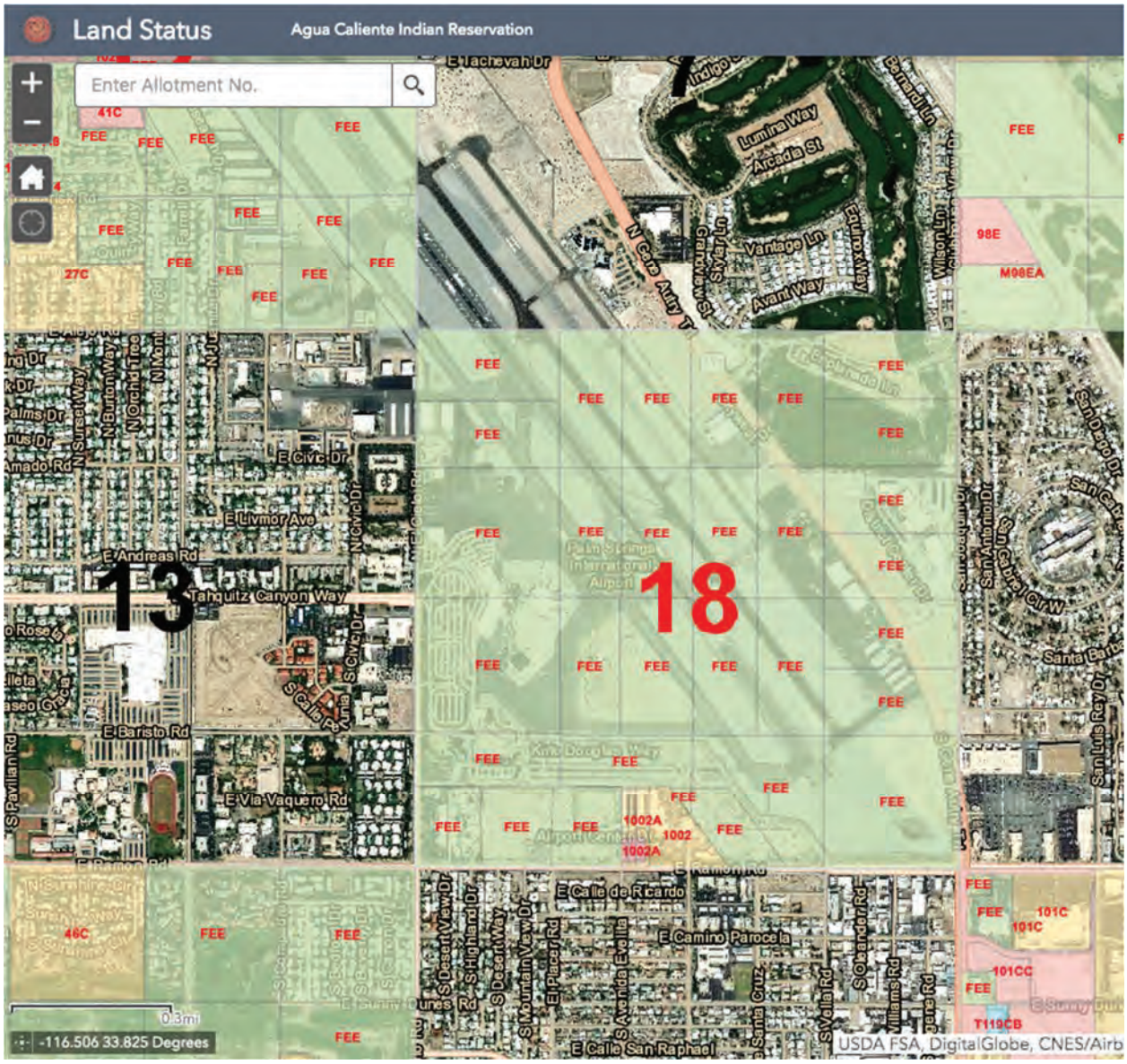


Figure 2: Airport Terminal Location Within Section 18 of Agua Caliente Indian Reservation



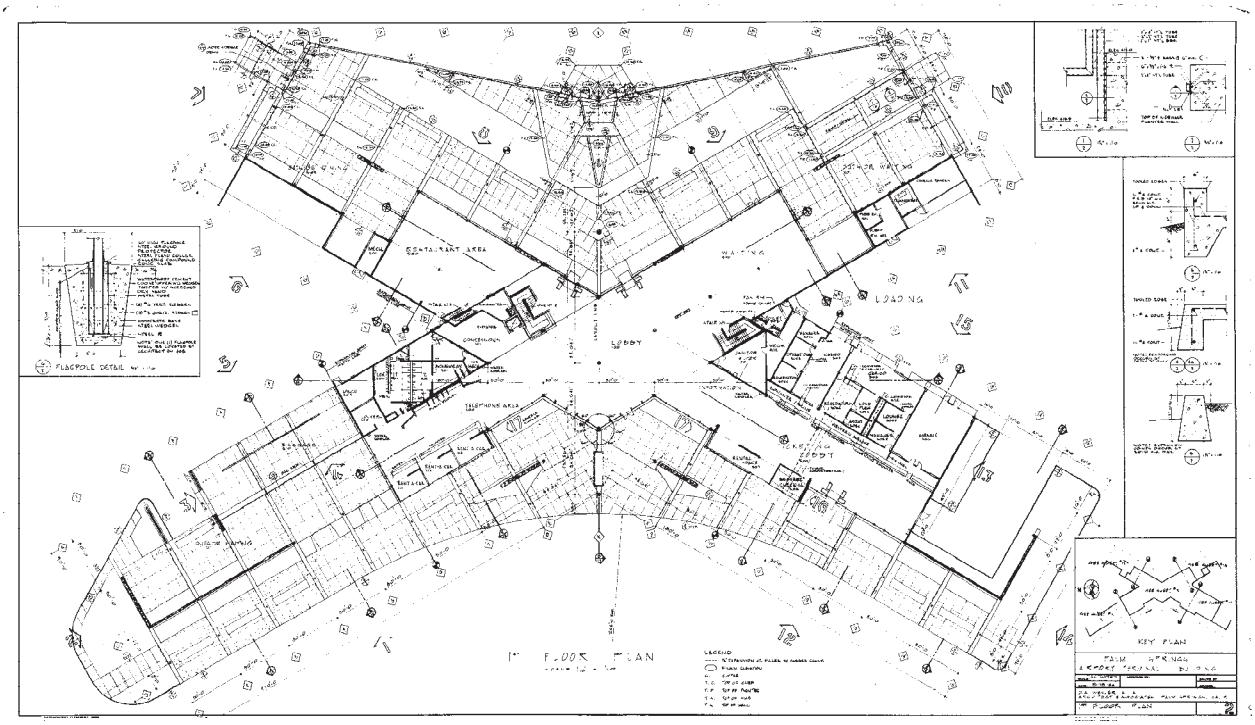
Source: Agua Caliente Band of Cahuilla Indians

Figure 3: Airport Terminal Additions

Figure 4: Rendering, Palm Springs Airport Terminal

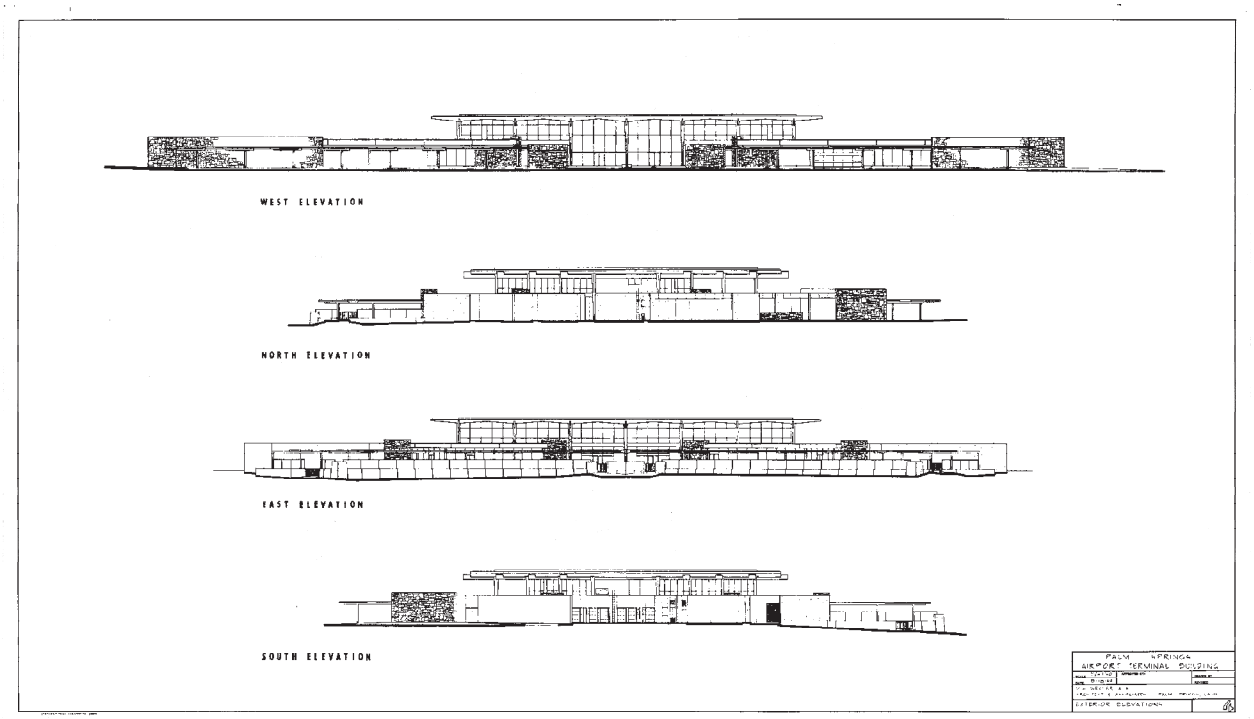
Donald A. Wexler Collection, Palm Springs Art Museum

Figure 5: Original First Floor Plan



Donald A. Wexler Collection, Palm Springs Art Museum

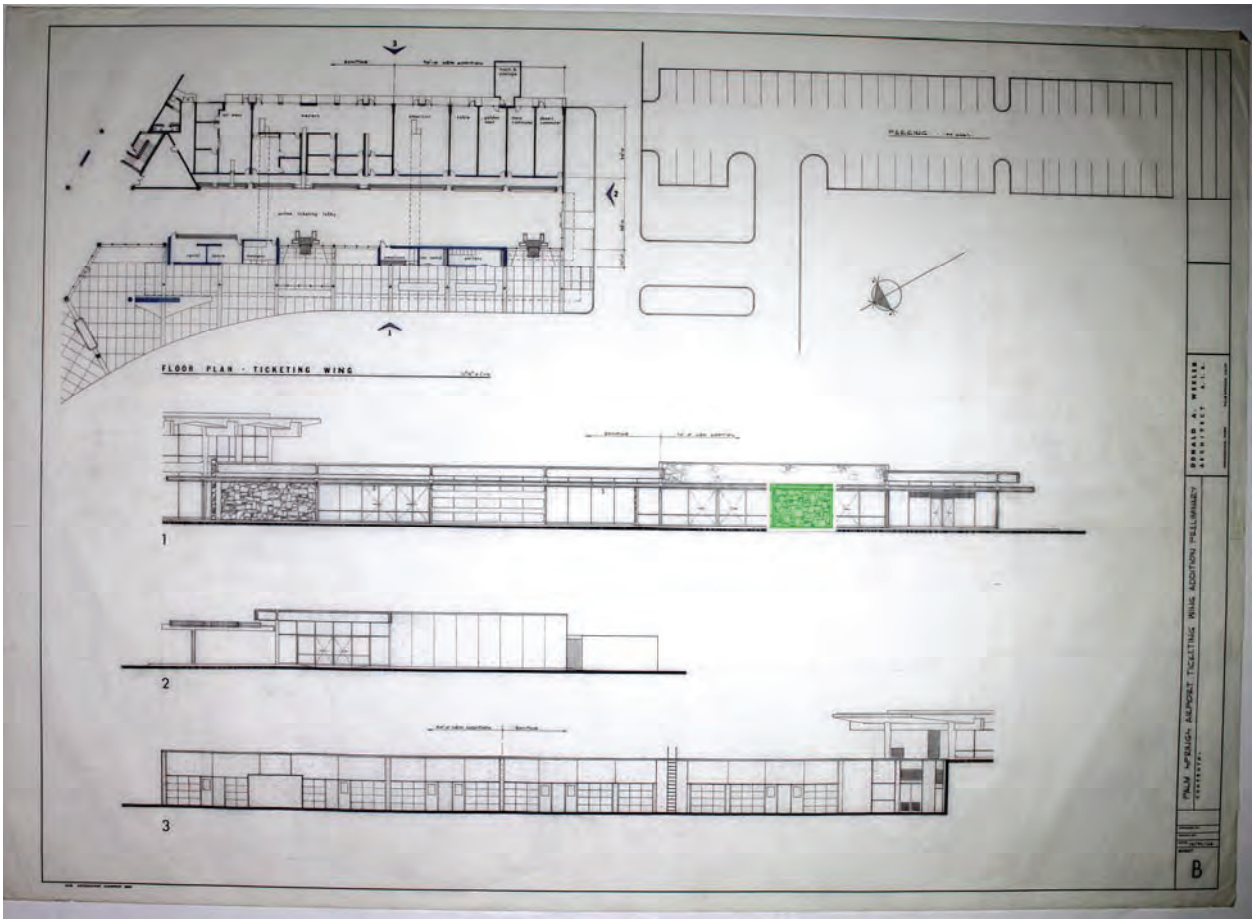
Figure 6: Original Exterior Elevations



Donald A. Wexler Collection, Palm Springs Art Museum

Figure 7: Terminal Ticketing Wing Expansion – 1969

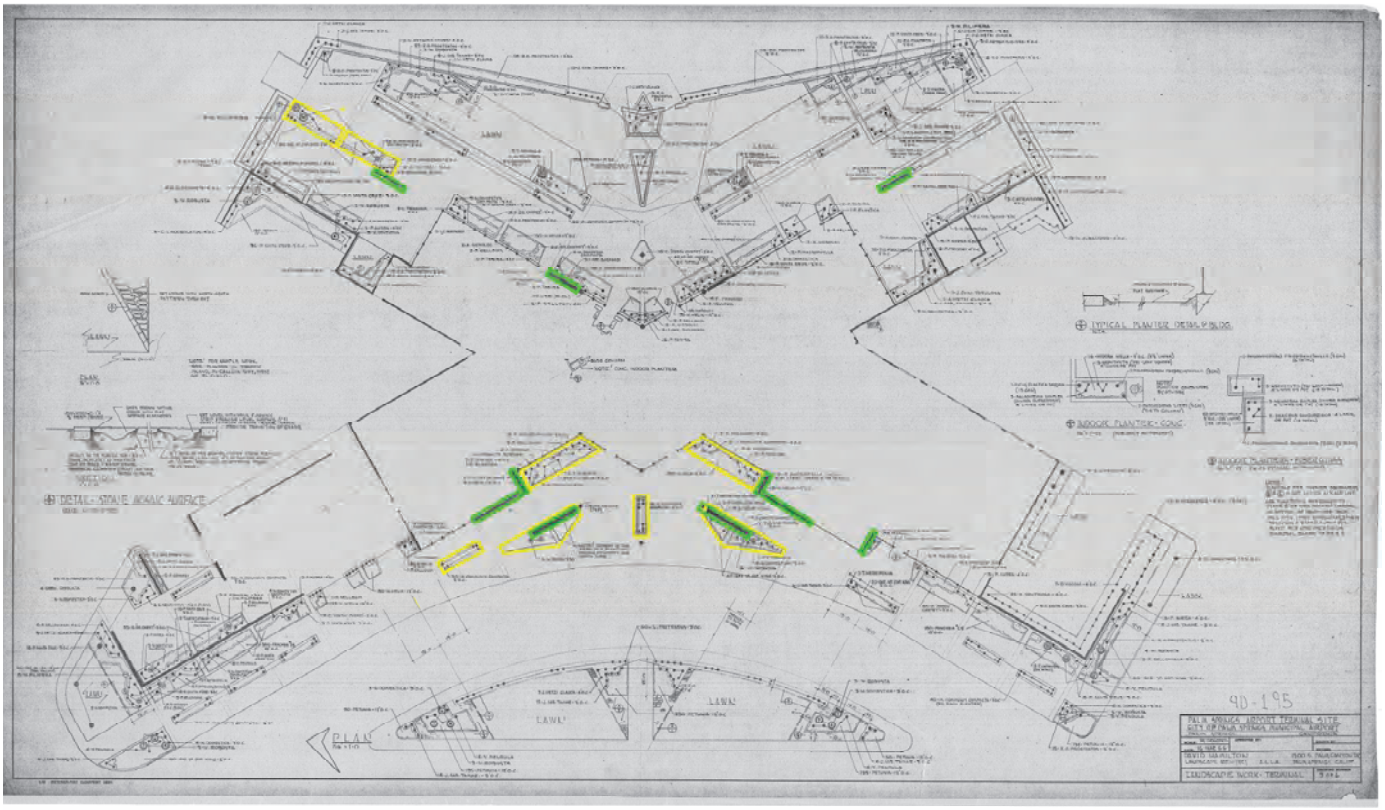
Green – Extant Character-Defining Natural Rock Wall Added 1969



Donald A. Wexler Collection, Palm Springs Art Museum

Figure 8: Original Landscape Plan – Terminal

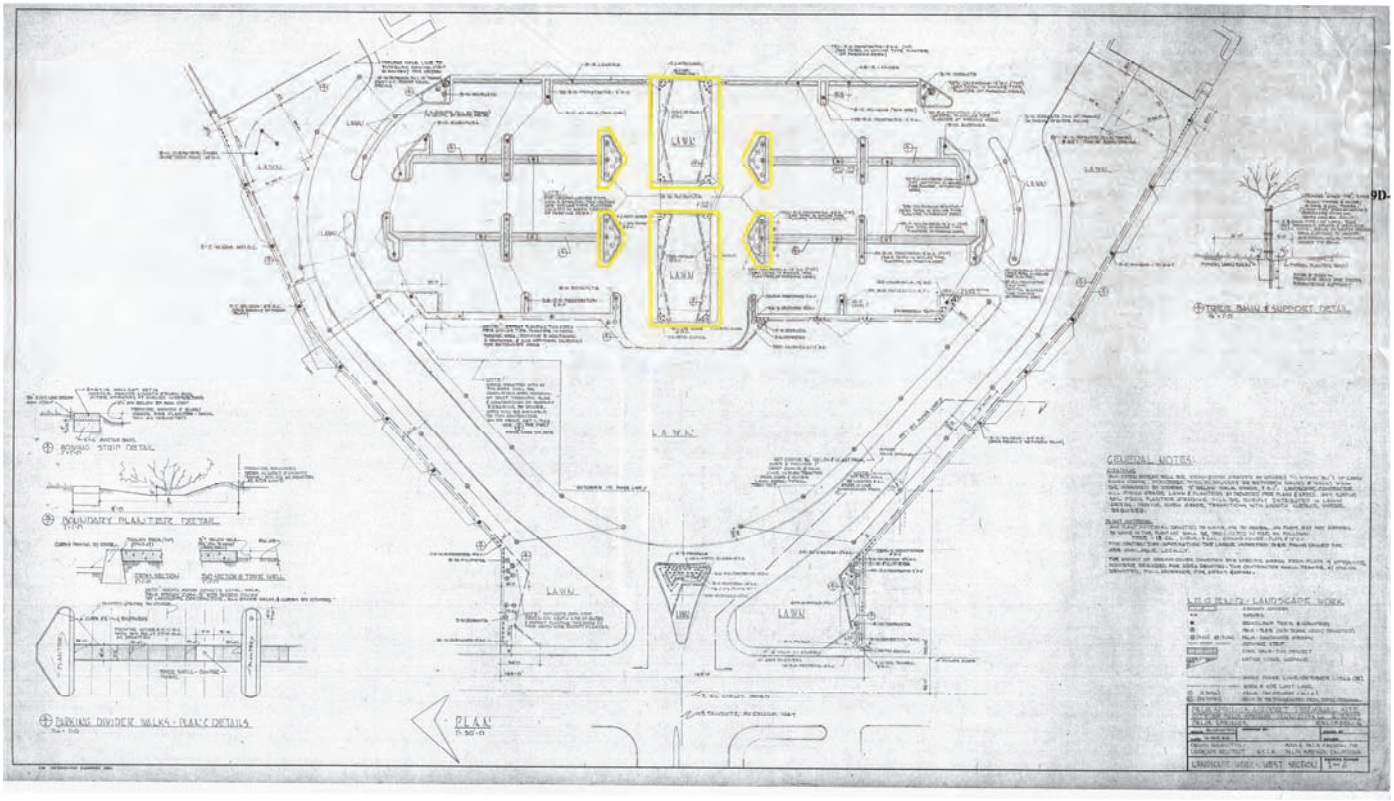
Green – Extant Character-Defining Natural Rock Walls
Yellow – Extant Character-Defining Planters



Engineering Department, City of Palm Springs

Figure 9: Original Landscape Plan – West Section

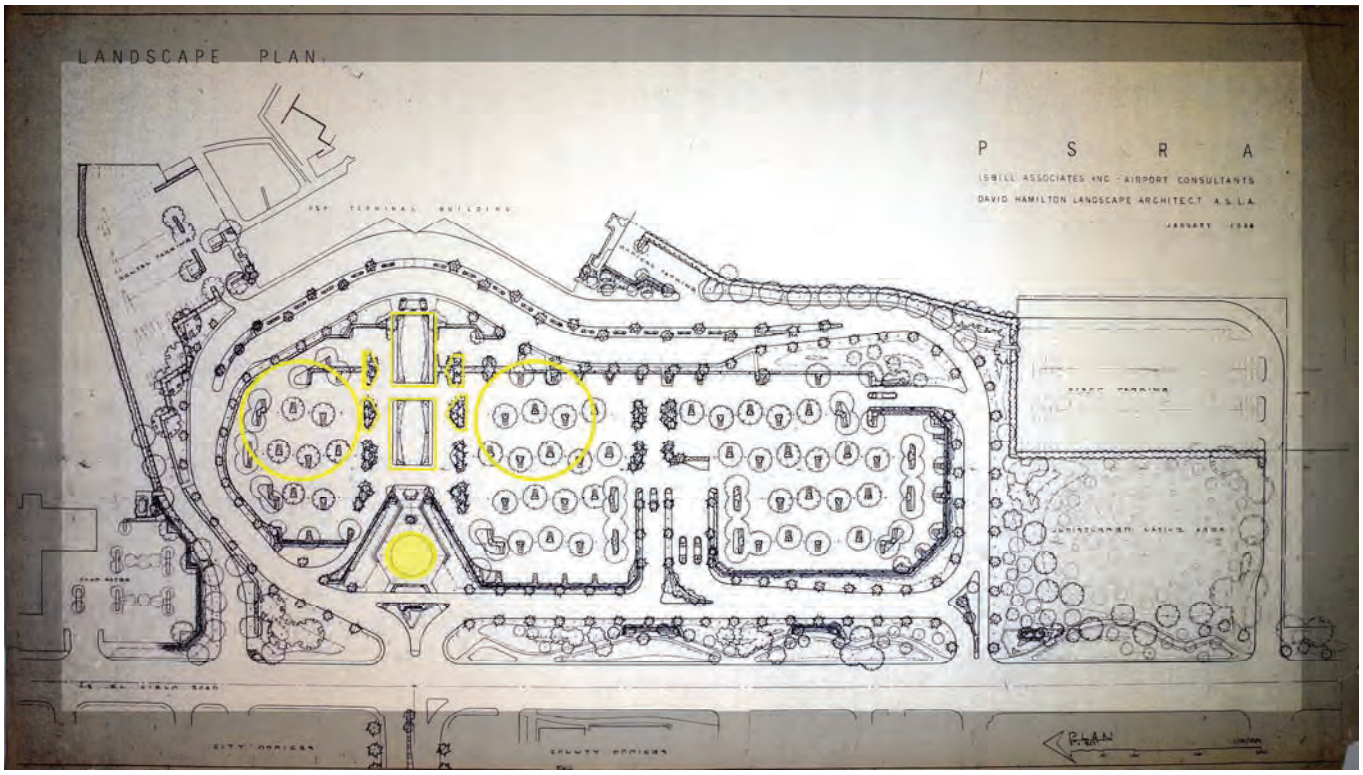
Yellow – Extant Contributing Landscape Elements



Engineering Department, City of Palm Springs

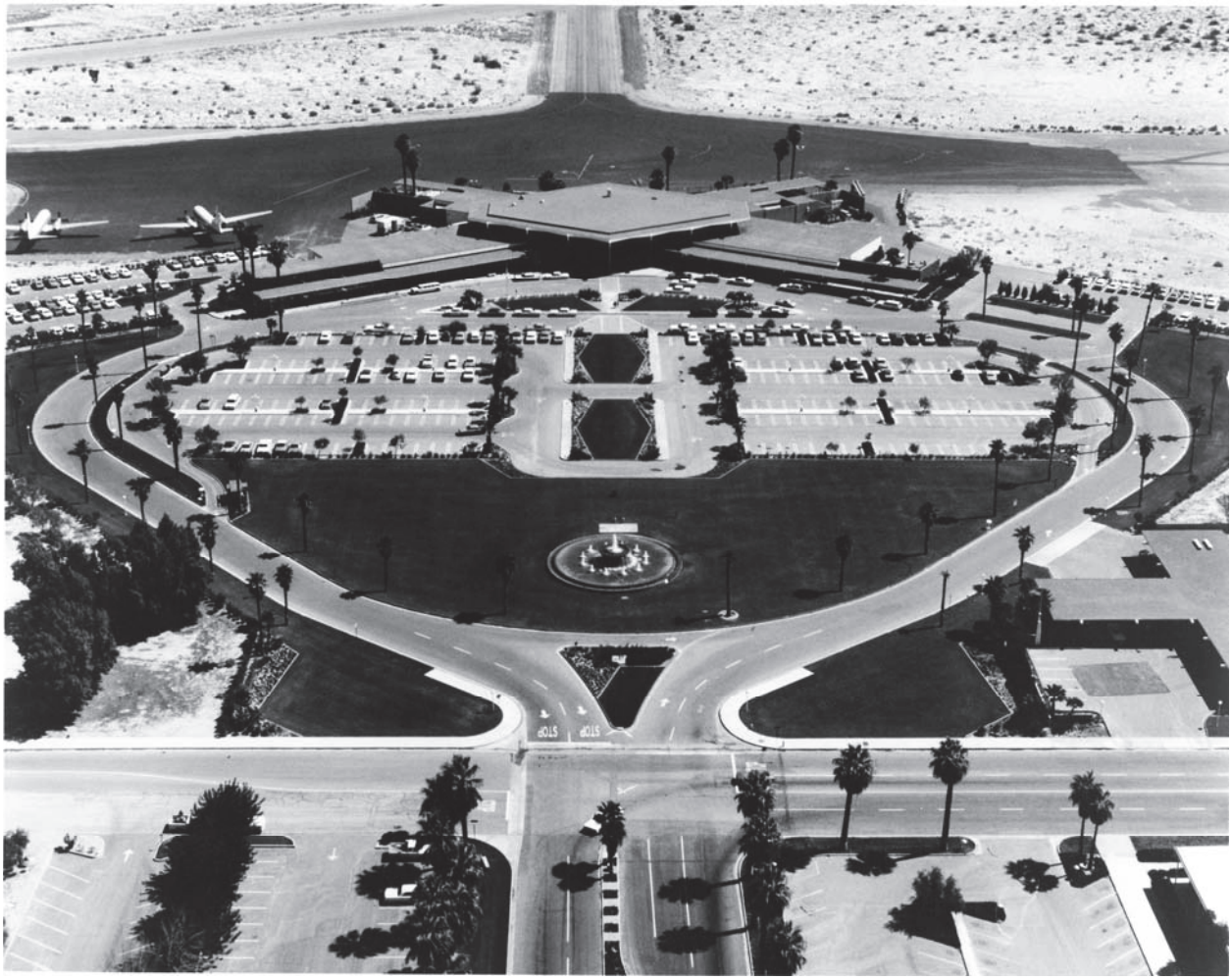
Figure 10: 1988 Landscape Plan – West Section

Yellow – Extant Contributing Elements from 1966



Engineering Department, City of Palm Springs

Figure 11: Palm Springs Municipal Airport, looking east. 1966



Donald A. Wexler Collection, Palm Springs Art Museum

Figure 12: Palm Springs Municipal Airport Terminal, west elevation, looking east. 1966

Donald A. Wexler Collection, Palm Springs Art Museum

Figure 13: Palm Springs Municipal Airport Terminal, west elevation, looking northeast. 1966

Donald A. Wexler Collection, Palm Springs Art Museum

Figure 14: Palm Springs Municipal Airport Terminal, east (rear) elevation, looking west. 1966

Donald A. Wexler Collection, Palm Springs Art Museum

Figure 15: Palm Springs Municipal Airport Terminal, main lobby, looking west. 1966

Donald A. Wexler Collection, Palm Springs Art Museum

Figure 16: Palm Springs Municipal Airport Terminal, main lobby and entrance to baggage claim, looking southwest. 1966

Donald A. Wexler Collection, Palm Springs Art Museum

APPENDIX C

PROPOSED ELEVATIONS AND PREFERRED INTERIOR LAYOUT

Palm Springs International Airport

Baggage Claim Extension

West Elevation

Palm Springs
INTERNATIONAL AIRPORT

Palm Springs International Airport

Baggage Claim Extension

NW Perspective

Palm Springs
INTERNATIONAL AIRPORT

Palm Springs International Airport

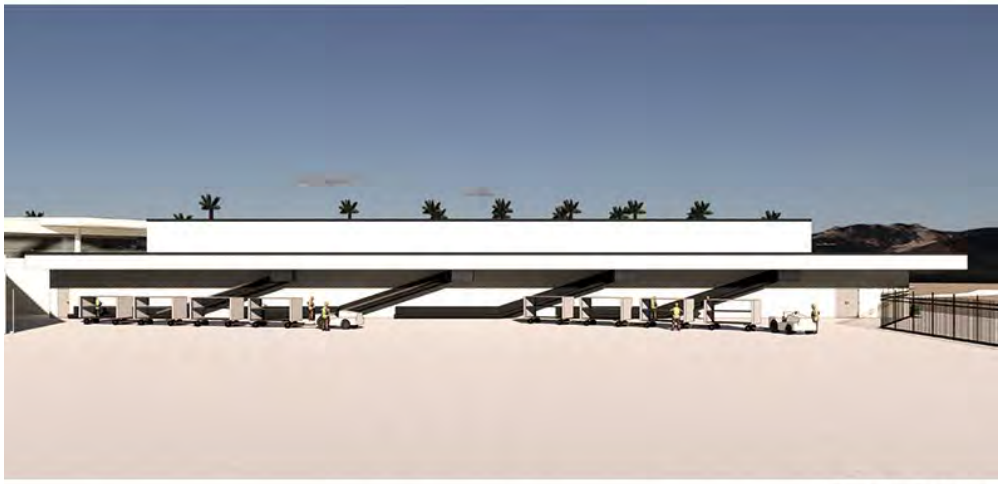
Baggage Claim Extension

North Elevation

Palm Springs

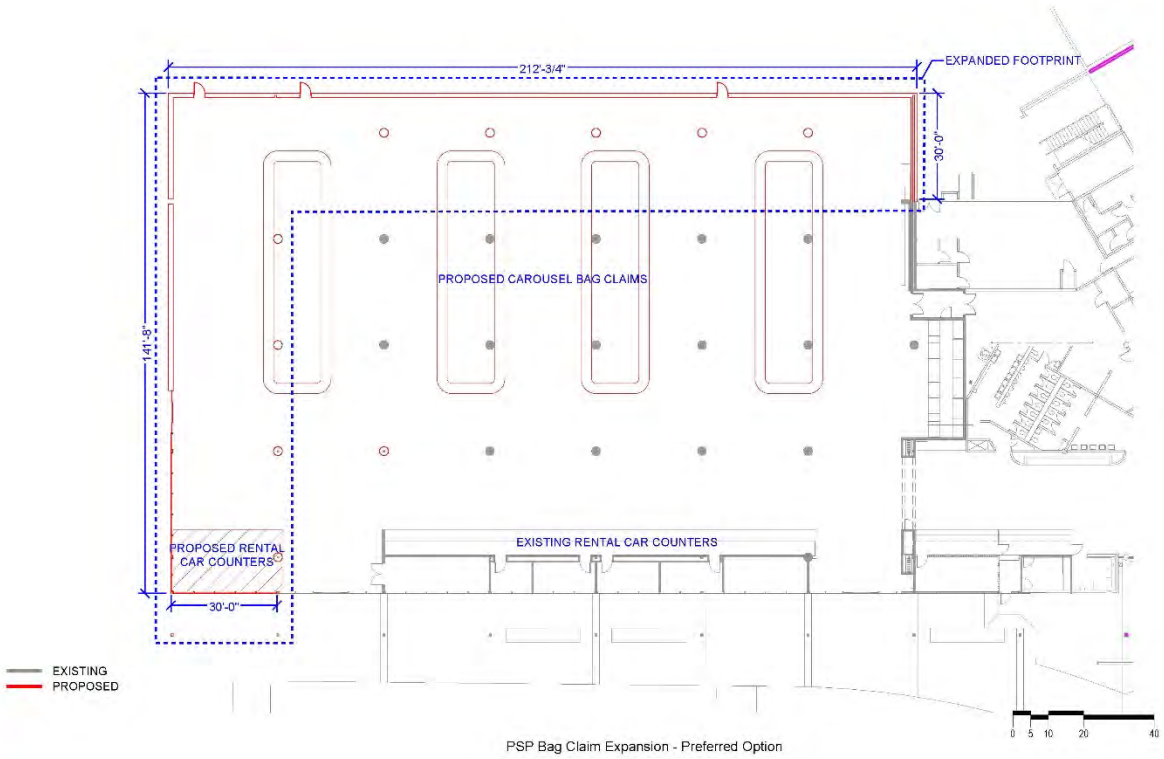
Palm Springs International Airport

Baggage Claim Extension



East Elevation

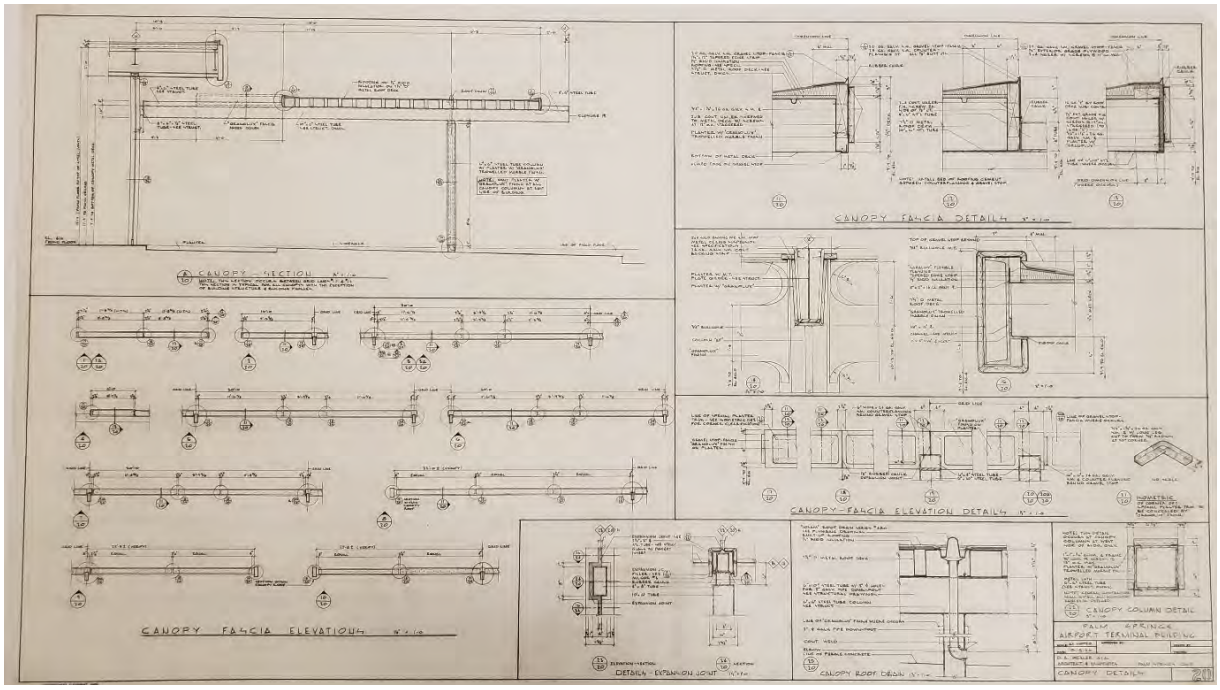
Palm Springs
INTERNATIONAL AIRPORT



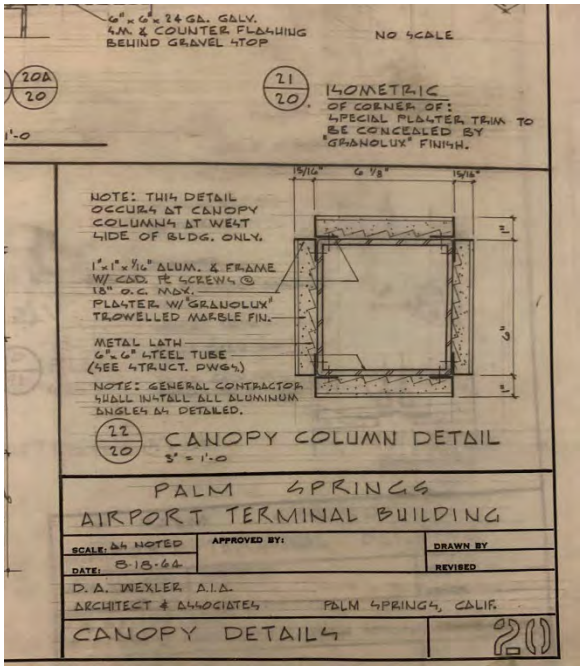
PSP Bag Claim Expansion - Preferred Option

APPENDIX D

ORIGINAL DRAWINGS



Palm Springs Airport Terminal Building Canopy and Fascia Elevation Details (D.A. Wexler AIA, 1964).
Source: Palm Springs Art Museum Architecture and Design Center.



Canopy Details (D.A. Wexler AIA, 1964).
Source: Palm Springs Art Museum Architecture and Design Center.

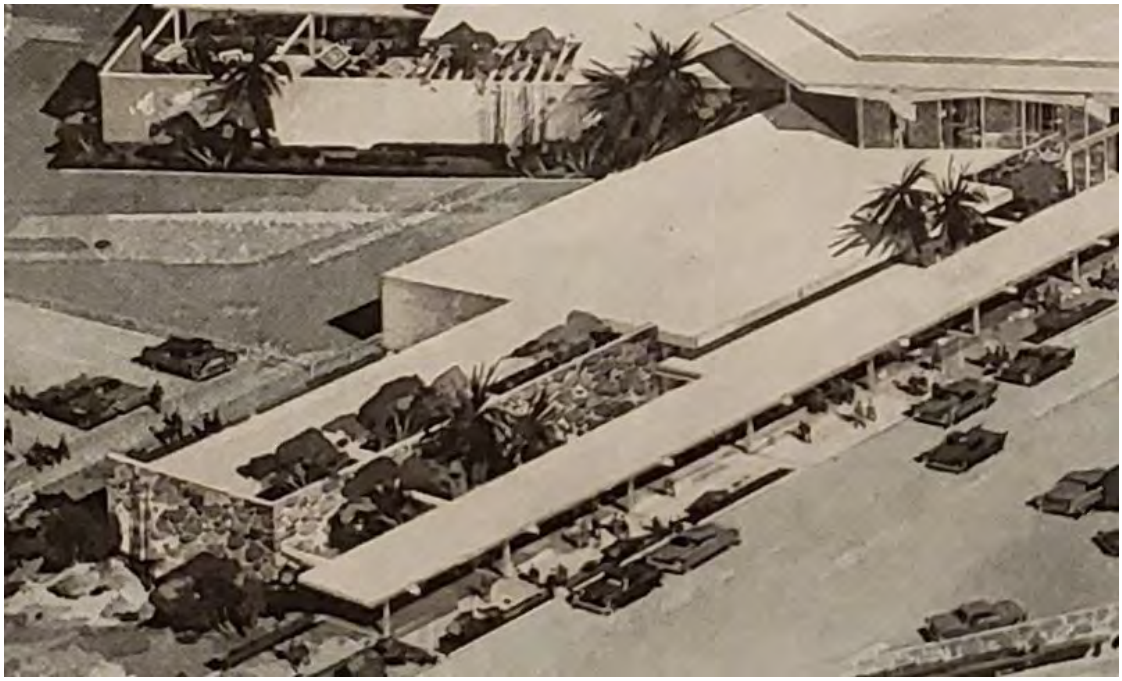
APPENDIX E

HISTORIC PHOTOGRAPHS

Aerial view of the terminal building and parking lots prior to additions.
Source: Palm Springs Art Museum Architecture and Design Center.

Northwest end of terminal building prior to any additions.
Source: Palm Springs Art Museum Architecture and Design Center.

Source: Palm Springs Art Museum Architecture and Design Center.



Detail showing the open air baggage claim area in the northwest wing of the terminal.

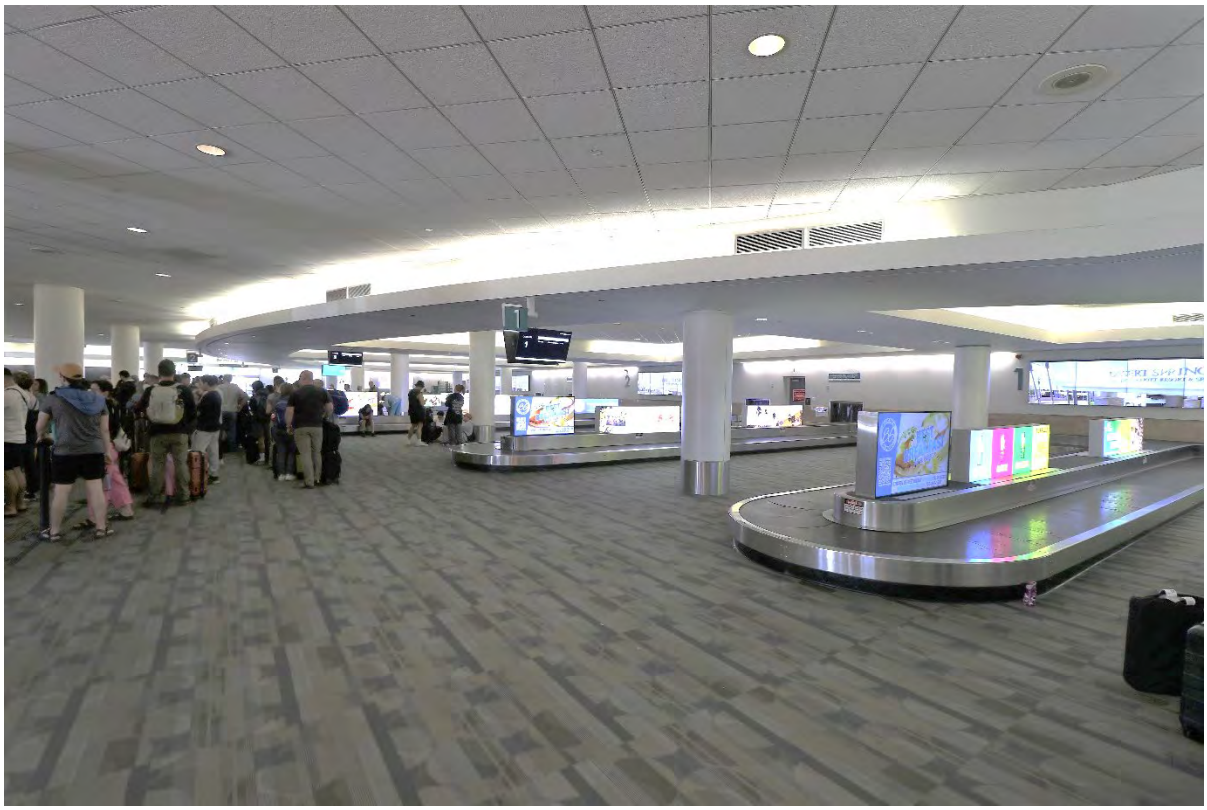
Baggage claim area (open air) prior to being enclosed.
Source: Palm Springs Art Museum Architecture and Design Center.

Entrance to airport from open air baggage claim area.
Source: Palm Springs Art Museum Architecture and Design Center.

Undated poloroid photograph showing the Granulux columns supporting the canopy along the southwest elevation.
Source: Palm Springs Art Museum Architecture and Design Center.

APPENDIX F

CURRENT PHOTOGRAPHS



Interior of baggage claim area, view north (4/17/23).

Northwest wing/baggage claim area, view northeast (4/17/23).

Northwest corner of the baggage claim area, view east (4/17/23).

Canopy and southwest elevation of baggage claim area, view southeast (4/17/23).

APPENDIX G

OUTREACH RESPONSES

Casey Tibbet

From: Peter Moruzzi <petermoruzzi@gmail.com>
Sent: Thursday, March 21, 2024 9:18 AM
To: Casey Tibbet
Subject: PS Airport FOE

Casey,

I have reviewed the October 2023 FOE for the baggage claim expansion project at the Palm Springs International Airport and concur with the finding of no adverse effect.

Regards,
Peter Moruzzi

Casey Tibbet

From: Gary Wexler <garywexlerdesign@mac.com>
Sent: Thursday, April 18, 2024 9:16 AM
To: Casey Tibbet
Subject: PS Airport FOE (RSQ1806.03)

Casey Tibbet,

I have reviewed and agree with the Finding of No Adverse Effect (email received 4/12/2024).

I am pleased that Terrazzo Flooring has been added to the scope of the baggage wing project and encouraged with attention being given to the historic characteristics of the original architecture.

Thank you for my requesting my participation in this review process.

Gary Wexler

. . . . . .

(760) 835 7940 cell

PO Box 5707 | Palm Springs, CA 92263

garywexlerdesign.com

. . . . . .

Casey Tibbet

From: steven keylon <srk1941@gmail.com>
Sent: Friday, April 19, 2024 8:34 AM
To: Casey Tibbet
Subject: Palm Springs Airport - FOE

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Casey,

Thank you so much for sending the Finding of No Adverse Effect for the Palm Springs Airport. Thank you also for considering my suggestions.

I think this is a very good report, and an appropriate plan for the updates to the Airport. I agree with the Finding of No Adverse Effect.

Please keep me posted as to any new developments.

Best regards,

Steven Keylon

Attachment 4

Tribal/Government-to-Government Consultation

Native American Heritage Commission Letter and Contact List

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

July 14, 2023

Gail Campos
Federal Aviation Administration, Los Angeles Airports District Office

Via Email to: gail.campos@faa.gov

Re: Native American Contact List for the Baggage Claim and Handling System Expansions at Palm Springs International Airport Project, Riverside County

Dear Ms. Campos:

Attached is a list of tribes that have cultural and traditional affiliation to the area of potential effect (APE) for the project referenced above. I suggest you contact all of the tribes listed, and if they cannot supply information regarding the presence of cultural resources, they may recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will better able to respond to claims of failure to consult, as consultation may be required under specific state Statutes. If a response from the tribe has not been received within two weeks of notification, the Native American Heritage Commission (NAHC) requests that you follow up with a telephone call or email to ensure that the project information has been received.

The NAHC also recommends that the project proponents conduct a record search of the NAHC's Sacred Lands File (SLF) and also of the appropriate regional archaeological Information Center of the California Historic Resources Information System (CHRIS) to determine if any tribal cultural resources are located within the APE of the project.

The SLF, established under Public Resources Code sections 5094. subd. (a) and 5097.96, includes sites submitted to the NAHC by California Native American tribes. The request form to search the SLF can be found at http://nahc.ca.gov/resources/forms. To request a search of the CHRIS system, please contact http://ohp.parks.ca.gov/?page_id=30331. Please note, the records maintained by the NAHC and CHRIS are not exhaustive or conclusive. A negative response to a search does not preclude the existence of tribal cultural resources. A tribe may in fact be the only source for information about tribal cultural resources within an APE.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our contact list remains current.

If you have any questions, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Cultural Resources Analyst

Attachment

Native American Heritage Commission
Native American Contact List
Riverside County
7/14/2023

Tribe Name	Fed (F) Non-Fed (N)	Contact Person	Contact Address	Phone #	Fax #	Email Address	Cultural Affiliation	Counties	Last Updated
Agua Caliente Band of Cahuilla Indians	F	Reid Milanovich, Chairperson	5401 Dinah Shore Drive Palm Springs, CA, 92264	(760) 699-6800	(760) 699-6919	laviles@aguacaliente.net	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	
Agua Caliente Band of Cahuilla Indians	F	Patricia Garcia-Plotkin, Director	5401 Dinah Shore Drive Palm Springs, CA, 92264	(760) 699-6907	(760) 699-6924	ACBCI-THPO@aguacaliente.net	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	
Augustine Band of Cahuilla Mission Indians	F	Amanda Vance, Chairperson	84-001 Avenue 54 Coachella, CA, 92236	(760) 398-4722	(760) 369-7161	hhaines@augustinetribe.com	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	
Cabazon Band of Mission Indians	F	Doug Welmas, Chairperson	84-245 Indio Springs Parkway Indio, CA, 92203	(760) 342-2593	(760) 347-7880	jstapp@cabazonindians-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	
Cahuilla Band of Indians	F	Anthony Madrigal, Tribal Historic Preservation Officer	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		anthonymad2002@gmail.com	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	6/28/2023
Cahuilla Band of Indians	F	Daniel Salgado, Chairperson	52701 CA Highway 371 Anza, CA, 92539	(951) 972-2568	(951) 763-2808	chairman@cahuilla-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	6/28/2023
Cahuilla Band of Indians	F	BobbyRay Esaprza, Cultural Director	52701 CA Highway 371 Anza, CA, 92539	(951) 763-5549		besparza@cahuilla-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	6/28/2023
Los Coyotes Band of Cahuilla and Cupeño Indians	F	Ray Chapparosa, Chairperson	P.O. Box 189 Warner Springs, CA, 92086-0189	(760) 782-0711	(760) 782-0712		Cahuilla	Imperial,Riverside,San Bernardino,San Diego	
Morongo Band of Mission Indians	F	Robert Martin, Chairperson	12700 Pumarra Road Banning, CA, 92220	(951) 755-5110	(951) 755-5177	abrierty@morongo-nsn.gov	Cahuilla Serrano	Imperial,Los Angeles,Riverside,San Bernardino,San Diego	
Morongo Band of Mission Indians	F	Ann Brierty, THPO	12700 Pumarra Road Banning, CA, 92220	(951) 755-5259	(951) 572-6004	abrierty@morongo-nsn.gov	Cahuilla Serrano	Imperial,Los Angeles,Riverside,San Bernardino,San Diego	
Quechan Tribe of the Fort Yuma Reservation	F	Manfred Scott, Acting Chairman - Kw'ts'an Cultural Committee	P.O. Box 1899 Yuma, AZ, 85366	(928) 210-8739		culturalcommittee@quechantribe.com	Quechan	Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego	5/16/2023

Native American Heritage Commission
Native American Contact List
Riverside County
7/14/2023

Quechan Tribe of the Fort Yuma Reservation	F	Jordan Joaquin, President, Quechan Tribal Council	P.O.Box 1899 Yuma, AZ, 85366	(760) 919-3600		executivesecretary@quechantribe.com	Quechan	Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego	5/16/2023
Quechan Tribe of the Fort Yuma Reservation	F	Jill McCormick, Historic Preservation Officer	P.O. Box 1899 Yuma, AZ, 85366	(928) 261-0254		historicpreservation@quechantribe.com	Quechan	Imperial,Kern,Los Angeles,Riverside,San Bernardino,San Diego	5/16/2023
Ramona Band of Cahuilla	F	John Gomez, Environmental Coordinator	P. O. Box 391670 Anza, CA, 92539	(951) 763-4105	(951) 763-4325	jgomez@ramona-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	8/16/2016
Ramona Band of Cahuilla	F	Joseph Hamilton, Chairperson	P.O. Box 391670 Anza, CA, 92539	(951) 763-4105	(951) 763-4325	admin@ramona-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	
Santa Rosa Band of Cahuilla Indians	F	Lovina Redner, Tribal Chair	P.O. Box 391820 Anza, CA, 92539	(951) 659-2700	(951) 659-2228	lsaul@santarosa-nsn.gov	Cahuilla	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	
Soboba Band of Luiseno Indians	F	Joseph Ontiveros, Cultural Resource Department	P.O. BOX 487 San Jacinto, CA, 92581	(951) 663-5279	(951) 654-4198	jontiveros@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	
Soboba Band of Luiseno Indians	F	Isaiah Vivanco, Chairperson	P. O. Box 487 San Jacinto, CA, 92581	(951) 654-5544	(951) 654-4198	ivivanco@soboba-nsn.gov	Cahuilla Luiseno	Imperial,Los Angeles,Orange,Riverside,San Bernardino,San Diego	
Torres-Martinez Desert Cahuilla Indians	F	Cultural Committee,	P.O. Box 1160 Thermal, CA, 92274	(760) 397-0300	(760) 397-8146	Cultural-Committee@torresmartinez-nsn.gov	Cahuilla	Imperial,Riverside,San Bernardino,San Diego	

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Baggage Claim and Handling System Expansions at Palm Springs International Airport Project, Riverside County.

Record: PROJ-2023-003521
Report Type: List of Tribes
Counties: Riverside
NAHC Group: All

Signed Tribal Government to Government Letter

The included Tribal Government to Government consultation letter is an example of the letters that were sent out to each of the tribes on the contact lists.

U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

Federal Aviation Administration
777 So. Aviation Blvd, Suite 150
El Segundo, California 90245

VIA EMAIL (laviles@aguacaliente.net)

Reid Milanovich
Chairperson
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

Subject: Airport Terminal Baggage Claim Lobby Expansion and Inline Baggage Handling System Improvemnts and Expansion, Palm Springs International Airport, Palm Springs, California

Dear Chairman Milanovich:

Government-to-Government Consultation Initiation

The Federal Aviation Administration (FAA) and the City of Palm Springs (City) are preparing federal environmental documentation under the National Environmental Policy Act (NEPA) of 1969, as amended, for the proposed Aiport Terminal (terminal) Baggage Claim Lobby Expansion and Inline Baggage Handling System Improvements and Expansion at Palm Springs International Airport (Airport), in Palm Springs, California. The Airport location is depicted in the enclosed Exhibit 1. The FAA is the lead Federal agency for Government-to-Government consultation, and City is the Airport sponsor (Sponsor). The FAA is evaluating potential impacts associated with this request. Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

Purpose of Government-to-Government Consultation

The primary purpose of government-to-government consultation, as described in Federal Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, and FAA Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*, is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect the Tribes. I am the FAA Official with the responsibility of coordinating Government-to-Government consultations with Tribes under FAA Order 1210.20.

Consultation Initiation

The FAA seeks input on concerns that uniquely or significantly affect your Tribe related to proposed airport improvements. Early identification of Tribal concerns, or known properties of traditional religious and cultural importance, will allow the FAA to consider ways to avoid or minimize potential impacts to Tribal resources as project planning and alternatives are developed and refined. We are available to discuss the details of the proposed project with you.

Project Information

The Airport Sponsor is proposing to expand the existing baggage claim lobby (Proposed Baggage Claim Lobby) and inline baggage handling system (Proposed Inline Baggage Handling System Improvements and Expansion) within the PSP terminal as described below.

Proposed Baggage Claim Lobby Expansion
The existing baggage claim lobby is located in the northernmost portion of the terminal northwest wing. Shown in the enclosed Exhibit 2: Proposed Baggage Claim Lobby Expansion**.** The following components are included:

- Remove existing carpet, hanging ceiling, and old baggage belts and drive equipment;
- Install hard surface flooring in baggage claim lobby;
- Expand the exterior terminal baggage claim lobby wall out 30 feet to the north and east for an approximate increase of 10,000 square feet (for a new total area of approximately 29,800 square feet). This will displace approximately 20 rental car parking spots, which will not be replaced;
- Replace three existing flat plate baggage belts with four new belts. The new belts will be up to a maximum of 200-foot-long overhead loading slope plate baggage claim belts;
- Construct two all gender/family restrooms;
- Relocate existing rental car counters to north wall;
- Install a standalone heating, ventilation, and air conditioning (HVAC) package unit at the back of the building and replace ventilation systems;
- Install security access control cameras;
- Install Baggage Information Display System (BIDS);
- Replace lighting and advertising displays; and
- Integrate all existing systems: HVAC, electrical, fire alarm, fire suppression, plumbing, and lighting.

During the proposed construction activities, a temporary construction staging area would be set up on existing apron east of the terminal northwest wing.

Proposed Inline Baggage Handling System Improvements and Expansion
The existing inline baggage handling system is located in the inner east side of the terminal southwest wing. Enclosed Exhibit 3 depicts the location of the proposed Inline Baggage Handling System Improvements and Expansion. The Proposed Inline Baggage Handling System Improvements and Expansion would include the following components:

- Updates to the existing baggage conveyor system equipment;
- Installation of new explosive detection system (EDS) machines;
- Construction of four new baggage make up carousels, each measuring approximately 30 feet by 95 feet;
- Expanson of the outbound baggage conveyor system to connect four new carousel structures;
    - An approximately 12,000-square-foot terminal building expansion (approximately 80 feet by 150 feet;
- Extend the power and security systems to new buildout; and
- New utility connections if required.

During construction, a temporary construction staging area would be set up on existing pavement west of the project area. Construction vehicles and equipment would access the project study area from an airport service road off of Kirk Douglas Way.

The direct Area of Potential Effect (APE) is the PSP terminal which includes the footprint of the existing baggage claim lobby with the proposed expansion areas in the northwest wing and the footprint of the existing inline baggage handling system with the proposed system expansion area in the inner east side of the southwest wing. The indirect APE includes areas at PSP that have a public view of the expansion

associated with the baggage claim lobby and the inline baggage handling system. Existing foundations and utilities within the project study area vary in depth up to approximately 10 feet. The majority of the proposed project would distub depths from approximately 1.5 – 4 feet in depth. The depth of disturbance associated with the lobby expansion is approximately 10 feet. A maximum vertical APE of approximately 10 feet below ground surface (bgs) is established for the proposed project. The proposed project components would all be placed within areas that have been previously disturbed. The enclosed Exhibit 4 depicts the APE.

Confidentiality

We understand that you may have concerns about the confidentiality of information on areas or resources of religious, traditional and cultural importance to your Tribe. We are available to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

FAA Contact Information

Your timely response within 30-days of receipt of this correspondence will greatly assist us in incorporating your concerns into project planning. If you wish to provide comments related to this proposed project, please contact Gail Campos, Environmental Protection Specialist in our Los Angeles Airports District Office, by telephone at 424-405-7269 or by e-mail at gail.campos@faa.gov.

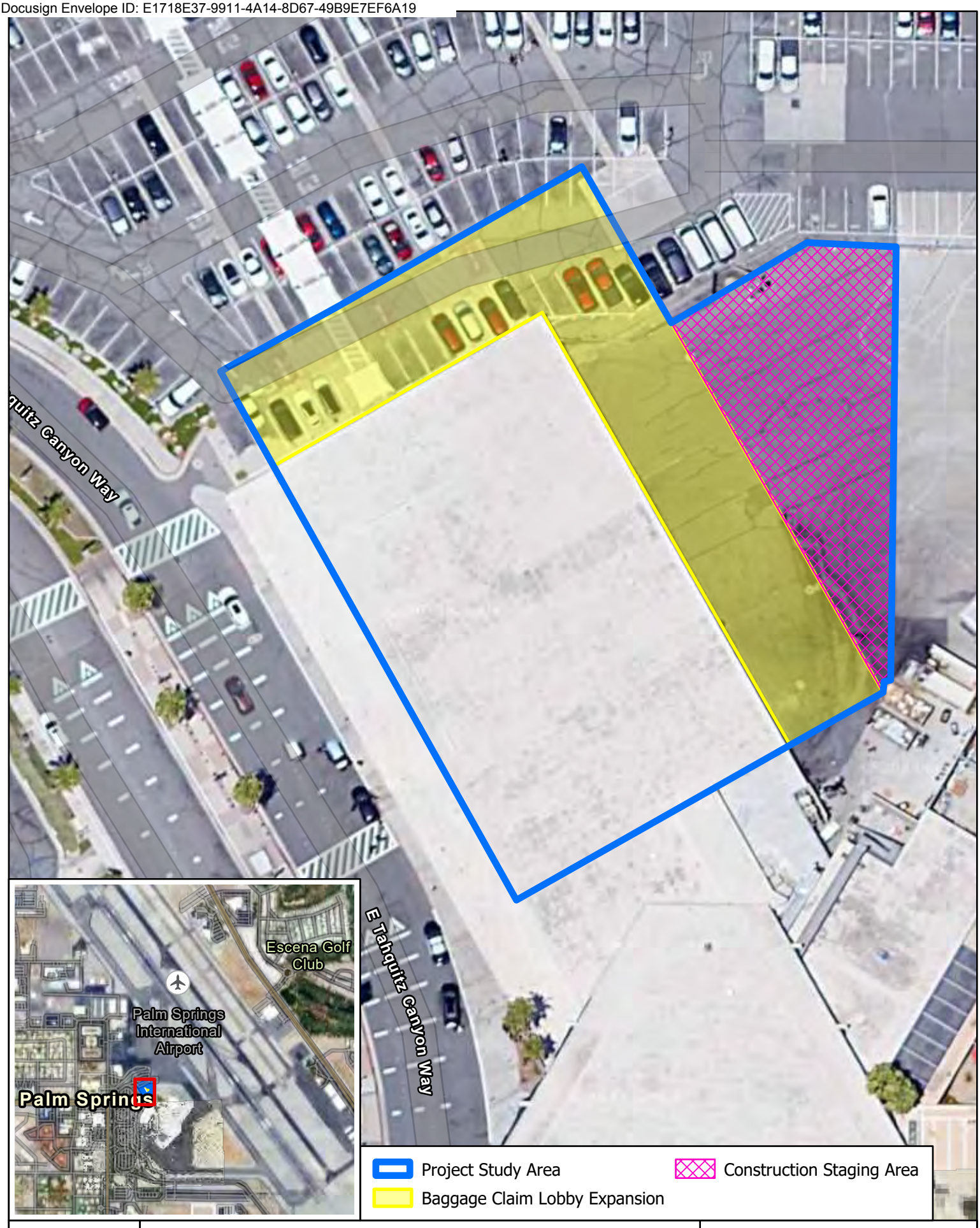
If you have any questions about this letter, or would like to have further discussion, please feel free to contact me directly at 424-405-7300 or mark.mcclardy@faa.gov.

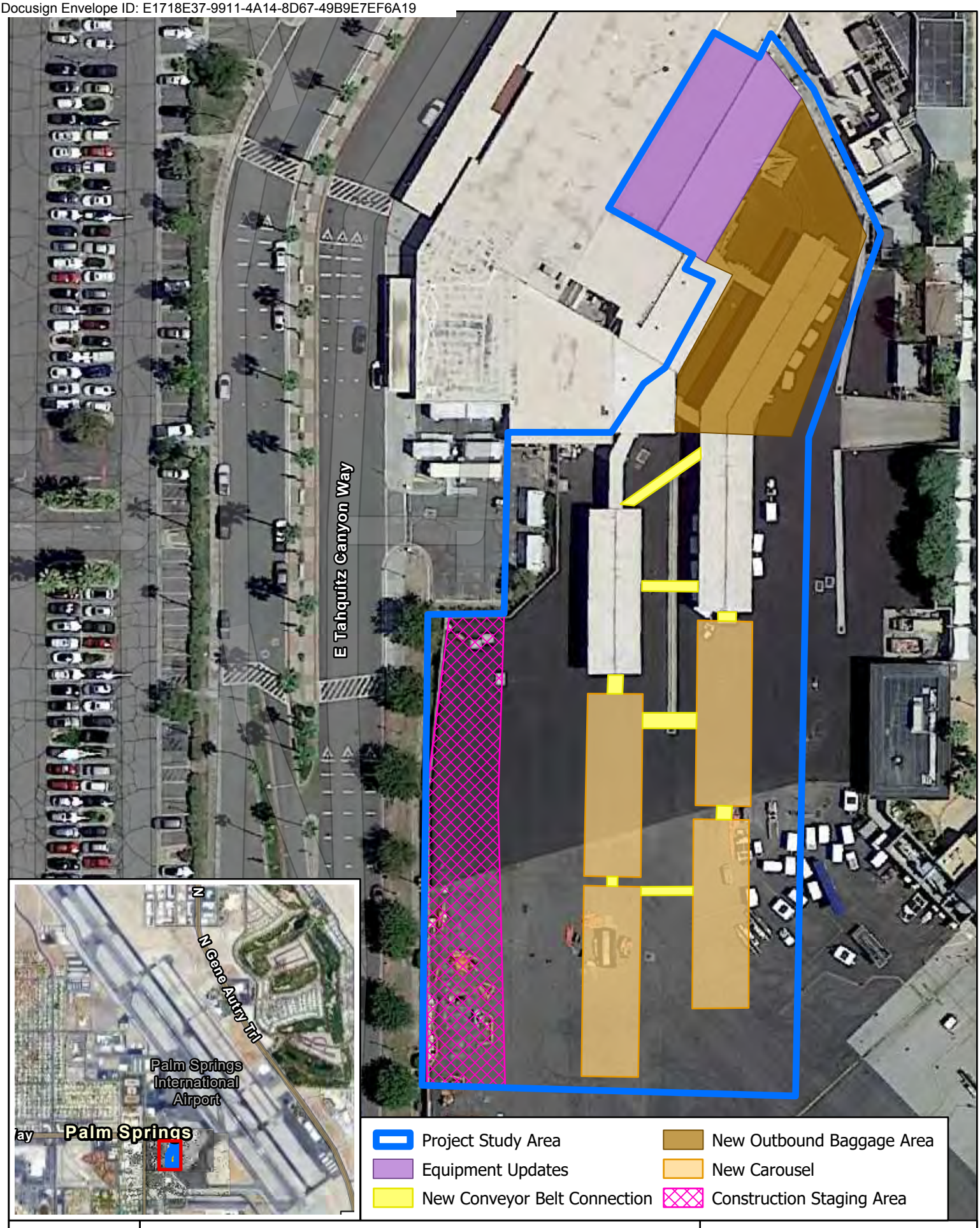
Sincerely,

Mark A. McClardy
Director, Airports Division
Western-Pacific Region

4 Enclosures

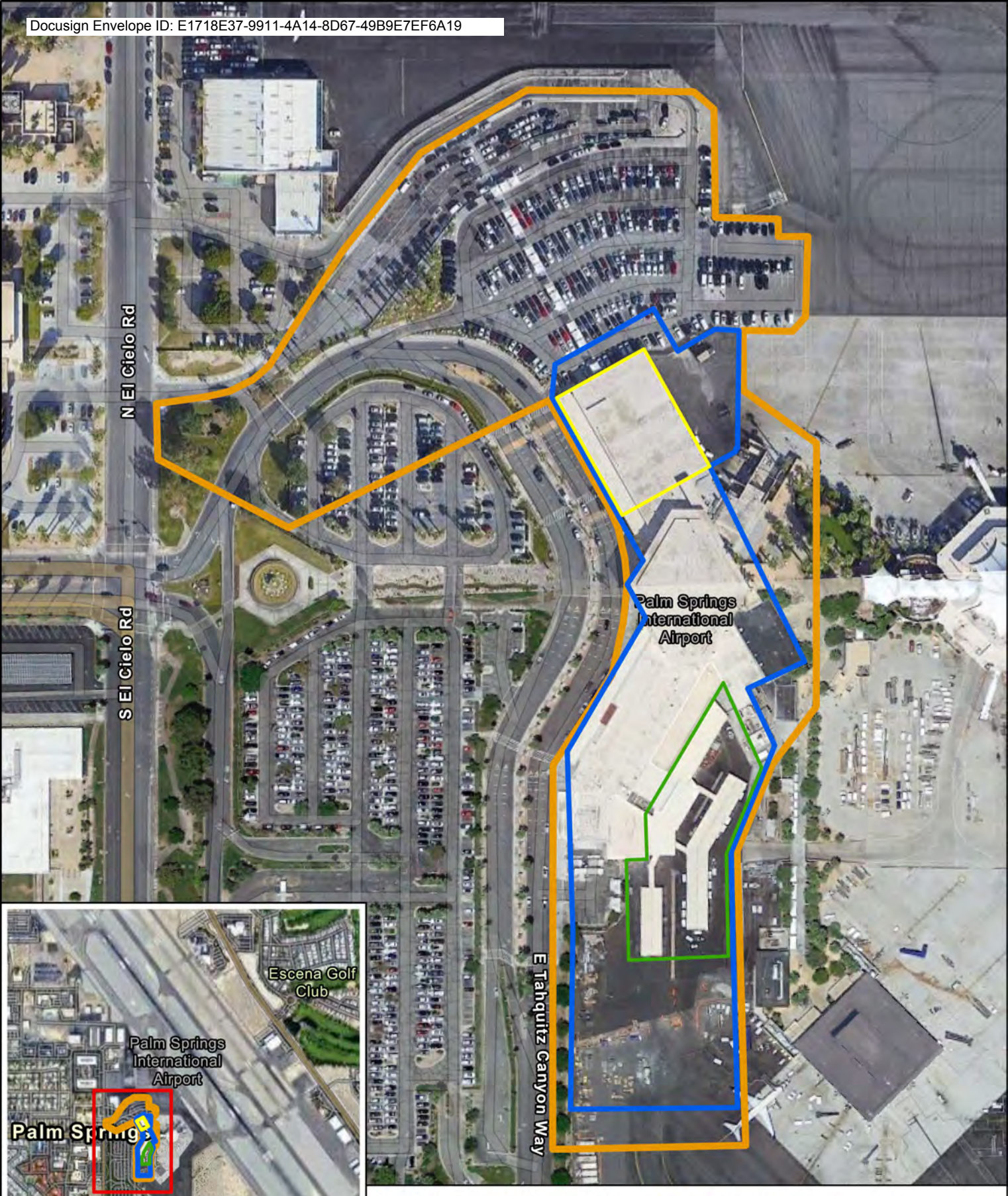
cc
Patricia Garcia-Plotkin, Agua Caliente Band of Cahuilla Indians,
ACBCI-THPO@aguacaliente.net





RS&H

Exhibit 3: Proposed Inline Baggage Handling System



RS&H

0 125 250 500 US Feet

N

Exhibit 4:
Area of Potential Effects

Initial Responses from the Tribes

From: Lorrie Gregory
To: Campos, Gail (FAA)
Cc: BobbyRay Esparza
Subject: Palm Springs Airport Baggage Expansion Project
Date: Friday, September 15, 2023 2:46:13 PM
Attachments: PalmSprings Airport.docx

Good Afternoon,

I am reaching out today on behalf of the Cahuilla Band of Indians, I have also CC the Cultural Director BobbyRay Esparza. Due to the large ground disturbance and project vicinity being within traditional Cahuilla land use, we wish to consult on this project. We request that you send any cultural material reports associated with the project for review. Thank you for reaching out in regards to the project, have a good weekend.

Respectfully,

Lorrie Gregory
Cultural Resource Coordinator
Cahuilla Band of Indians
Phone: 1 (760) 315-6839
Email: lgregory@cahuilla-nsn.gov

Cahuilla Band of Indians
Cultural Department
52701 CA-Highway 371 Anza, California 92539

September 15, 2023

Gail Campos
U.S Department of Transportation

RE: Palm Springs Airport Baggage Expansion

To Whom It May Concern:

Thank you for contacting the Cahuilla Band of Indians concerning the above referenced project.

On behalf of the Cahuilla Band of Indians the Cahuilla Cultural Department would like express the concern that the proposed project area may be sensitive for cultural resources, based on the maps provided and location, the proposed project is located in the Tribes Traditional Land Use Area. The Cahuilla Cultural Department believes that in order to mitigate the disturbance of known cultural resources and possible undiscovered resources that may be found during ground disturbances it would be best practice to have Cahuilla Tribal Monitor(s) on site for all ground disturbances. However, the heavy disturbances of the Project Area may have displaced cultural resources on the surface, it is possible that intact cultural resources exist at depth. Incorporation of Cahuilla Tribal Monitors would reduce impacts to known and unknown cultural resources to a level of less than significant. The Cahuilla Band of Indians would like to be consulted on this project. We request to setup a meeting to discuss the project at your earliest convenience. Please let us know a date and time that best fits your schedule.

Sincerely,

BobbyRay Esparza
Cultural Director
Cahuilla Band of Indians

Phone (951) 763-5549 Fax (951) 763-2808
Email: **besparza@cahuilla-nsn.gov**

AUGUSTINE BAND OF CAHUILLA INDIANS
84-481 Avenue 54, Coachella CA 92236
Telephone: (760) 398-4722
Fax (760) 369-7161
Tribal Chairperson: Amanda Vance
Tribal Vice-Chairperson: Victoria Martin
Tribal Secretary: Geramy Martin

Date: 09/20/2023

Dear: Mark A. McClardy
Director, Airports Division
Western-Pacific Region

SUBJECT: Airport Terminal Baggage Claim Lobby Expansion and Inline Baggage Handling System Improvements and Expansion, Palm Springs International Airport, Palm Springs, California

Thank you for the opportunity to offer input concerning the development of the above-identified project. We appreciate your sensitivity to the cultural resources that may be impacted by your project and the importance of these cultural resources to the Native American peoples that have occupied the land surrounding the area of your project for thousands of years. Unfortunately, increased development and lack of sensitivity to cultural resources have resulted in many significant cultural resources being destroyed or substantially altered and impacted. Your invitation to consult on this project is greatly appreciated.

At this time, we are unaware of specific cultural resources that may be affected by the proposed project, however, in the event, you should discover any cultural resources during the development of this project please contact our office immediately for further evaluation.

Very truly yours,

Geramy Martin

Geramy Martin, Tribal Secretary
Augustine Band of Cahuilla Indians

From: Vanessa Minott
To: Campos, Gail (FAA)
Subject: RE: Palm Springs Airport Baggage Projects
Date: Thursday, September 21, 2023 7:14:56 AM
Attachments: image001.png

Acha'i Tamit,
The Santa Rosa Band of Cahuilla doesn't have any comments specifically on this project. We defer any cultural resource investigation to Agua Caliente. Have a great day.

Respectfully,
Vanessa Minott,
Tribal Administrator

Santa Rosa Band of Cahuilla Indians
P.O. Box 391820
Anza, CA 92539
951-659-2700 ext. 102
760-668-0460 work cell

From: Campos, Gail (FAA) <Gail.Campos@faa.gov>
Sent: Wednesday, September 20, 2023 6:47 PM
To: Vanessa Minott <vminott@santarosa-nsn.gov>
Subject: FW: Palm Springs Airport Baggage Projects

Administrator Minott,

In a call to the Santa Rosa Band of Cahuilla Indians today I was asked to forward the attached letter to your attention. Please review this letter regarding the Palm Springs Airport Baggage Projects and let me know if you have any concerns or questions.

Thank you

Gail Campos
Environmental Protection Specialist
Federal Aviation Administration
(424) 405-7269

From: Campos, Gail (FAA)
Sent: Thursday, September 7, 2023 1:03 PM
To: lsaul@santarosacahuilla-nsn.gov
Subject: Palm Springs Airport Baggage Projects

Chairwoman Lovina,

Attached is the Government-to-Government letter regarding the Palm Springs Airport Baggage Projects. We would appreciate your input regarding the proposed action by October 2, 2023. Please contact me if you have any questions or concerns.

Thank you

Gail Campos
Environmental Protection Specialist
Federal Aviation Administration
Los Angeles Airports District Office
777 South Aviation Boulevard
Suite 150 – LOADING DOCK
El Segundo, CA 90245
424-405-7269
gail.campos@faa.gov

TRIBAL HISTORIC PRESERVATION OFFICE

VIA ELECTRONIC MAIL

gail.compos@faa.gov
mark.mcclardy@faa.gov

Mark A McClardy
Director, Airports Division
Western Pacific Region
Federal Aviation Administration
777 South Aviation Blvd Suite 150
El Segundo, CA 90245

MORONGO BAND OF MISSION INDIANS
A SOVEREIGN NATION

September 25, 2023

Re: Government to Government Consultation for the Palm Springs Airport Terminal Baggage Claim Expansion Project Palm Springs, Riverside County, California

The Morongo Band of Mission Indians (Tribe/MBMI) Tribal Historic Preservation Office received your letter regarding the above referenced Project. The proposed Project is not located within the boundaries of the ancestral territory or traditional use area of the Cahuilla and Serrano people of the Morongo Band of Mission Indians.

Thank you for notifying the MBMI about this project. MBMI encourages your consultation with tribes more closely associated with the lands upon which the project is located.

Respectfully,

Bernadette Ann Brierty

Bernadette Ann Brierty
Tribal Historic Preservation Officer
Morongo Band of Mission Indians

CC: Morongo THPO

Additional Coordination between the Tribes and the FAA

Cahuilla Band of Indians
Cultural Department
52701 CA-Highway 371 Anza, California 92539

November 13, 2023

Gail Campos
Environmental Protection Specialist
RE: PSP Terminal Baggage Claim Expansion and Inline Baggage handling system

To Whom It May Concern:

Thank you for contacting the Cahuilla Band of Indians concerning the above referenced project.

The meeting for the Project, PSP terminal baggage claim expansion and inline baggage handling system that was conducted with the Cahuilla Cultural Resource Coordinator Lorrie Gregory, and the Airport and the Federal Aviation Administration (FAA) occurred on October 27, 2023. After discussing details on the project such as project location, ground disturbance, and cultural resources within a 1km radius of site, the FAA notified Ms. Gregory of the involvement of the Agua Caliente Band of Indians on this project. Since the project location is in closer proximity to Agua Caliente Traditional land use, Cahuilla would only be in interest to send Tribal monitoring if Agua Caliente are unable to do so. The Cahuilla Band of Indians would still be in interest to receive any notification/and or updates concerning this project.
On behalf of the Cahuilla Band of Indians the Cahuilla Cultural Department concludes the Government to Government consultation.

Sincerely,

Lorrie Gregory
Cultural Resource Coordinator
Cahuilla Band of Indians

Phone (760) 315-6839 Fax (951) 763-2808
Email: **lgregory@cahuilla-nsn.gov**

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

01-008-2023-001

November 21, 2023

[VIA EMAIL TO:Gail.Campos@faa.gov]
Federal Aviation Administration (FAA)
Ms. Gail Campos
777 South Aviation Boulevard Suite 150 - Loading Dock
El Segundo, CA 90245

Re: Letter of Concurrence for the Palm Springs Airport Baggage Expansion

Dear Ms. Gail Campos,

The Agua Caliente Band of Cahuilla Indians (ACBCI) appreciates your efforts to include the Tribal Historic Preservation Office (THPO) in the Palm Springs Airport Baggage Expansion project. We have reviewed the documents and have the following comments:

*We concur with the agency's area of potential effect (APE) for the planned ground disturbing activities. Please inform us of any changes to the APE.

*We find the level of cultural resources studies completed to be adequate for the scope of this project.

*We concur with the agency's determination at this time. Please inform our office if there are changes to the scope of this project that may affect this determination.

*The presence of an approved Agua Caliente Native American Cultural Resource Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Tribal Historic Preservation Office.

* This shall conclude consultation on this project.

Again, the Agua Caliente appreciates your interest in our cultural heritage. If you have questions or require additional information, please call me at (760)699-6907. You may also email me at ACBCI-THPO@aguacaliente.net.

Cordially,

Patricia Garcia-Plotkin

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

AGUA CALIENTE BAND OF CAHUILLA INDIANS

TRIBAL HISTORIC PRESERVATION

01-008-2023-001

Pattie Garcia
Director
Tribal Historic Preservation Office
AGUA CALIENTE BAND
OF CAHUILLA INDIANS

5401 DINAH SHORE DRIVE, PALM SPRINGS, CA 92264
T 760/699/6800 F 760/699/6924 WWW.AGUACALIENTE-NSN.GOV

U.S Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

Federal Aviation Administration
777 So. Aviation Blvd, Suite 150
El Segundo, California 90245

1/11/24

VIA EMAIL (ACBCI-THPO@aguacaliente.net)

Patricia Garcia
Director of Historic Preservation/Tribal Historic Preservation
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264

Subject: Government-to-Government Consultation for the Airport Terminal Baggage Claim Lobby Expansion and Inline Baggage Handling System Improvements and Expansion, Palm Springs International Airport, Palm Springs, California

Dear Ms. Garcia:

The Federal Aviation Administration (FAA) would like to thank you for the letter sent on November 21, 2023. In addition, we would like to thank the members of the Aqua Caliente Band of Cahuilla Indians (Tribe) for virtually meeting with FAA and City of Palm Springs (City) on October 25, 2023. The consultation meeting was held to provide an overview of the City's proposed Airport Terminal (terminal) Baggage Claim Lobby Expansion and Inline Baggage Handling System Improvements and Expansion at Palm Springs International Airport (Airport), in Palm Springs, California.

Below is a summary of the meeting items due from each participant at the October 25, 2023 meeting and the status of these items. This list includes the Tribe's e-mail to Gail Campos on November 2, 2023, requesting to review the proposed project cultural report prior to concluding consultation.

1) FAA will obtain from the City the construction ground disturbance depth information to enable a determination whether impacts to native soils would occur.
   a) The excavation for existing foundations was approximately four feet deep. Excavation for existing utilities was ten feet deep.
   b) The northwest wing expansion will be similar in depth to the existing foundations, approximately 4 feet.
   c) The southwest wing:
      i) The four new carousels, each with two foundations, will be approximately two feet deep.
      ii) The new connections to each carousel will be approximately one and a half feet deep.
      iii) the building expansion would include 32 new columns that would be placed approximately four feet deep.
      iv) The new wall for the expansion will be approximately two feet deep.
      v) If new utility connections are required, they will be approximately three feet deep.

2) FAA will send the Tribe a copy of the following information and documents:
   a) The cultural report, requested in the Tribe's email of November 2, 2023.
      i) Provided to the Tribe on November 3, 2023.

b) Confirmation if there are impacts to native soil.
   i) This information is provided in section 1 above. The native soil will not be impacted.
c) The results of the State Historic Preservation Officer (SHPO) consultation when completed.
   i) This information will be provided when the consultation is completed.
d) The proposed project National Environmental Policy Act (NEPA) determination when completed.
   i) This information will be provided when the NEPA determination has been completed.

The FAA acknowledges the Tribe's response to the following:

1) Concurrence with the area of potential effect (APE).
2) Finding that the level of cultural resources studies was adequate for the scope of the project.
3) Concurrence with the FAA's determination in the Cultural Report.
4) Requested the presence of an approved Agua Caliente Native American Cultural Resources Monitor(s) during ground disturbing activities (including archeological testing and surveys) as an avoidance conservation measure.
5) Conclusion of consultation on this project.

If you have any additional questions related to this proposed project, please contact Gail Campos, Environmental Protection Specialist in our Los Angeles Airports District Office, by telephone at 424-405-7269 or by e-mail at gail.campos@faa.gov.

If you have any questions about this letter, or would like to have further discussion, please feel free to contact me directly at 424-405-7300 or mark.mcclardy@faa.gov.

Sincerely,

MARK A MC CLARDY
Digitally signed by MARK A MC CLARDY
Date: 2024.01.11 16:37:12 -08'00'

Mark A. McClardy
Director, Airports Division
Western-Pacific Region

cc
Xitlaly Madrigal, Cultural Resources Analyst, Aqua Caliente Band of Cahuilla
Indiansxmadrigal@aguacaliente.net

Julianne Polanco, State Historic Preservation Officer (SHPO), State of California Office of Historic Preservation, calshpo@parks.ca.gov

Tristan Tozer, State Historian, State of California Office of Historic Preservation, Tristan.Tozer@parks.ca.gov

Victoria Carpenter, Airport Administration Manager, Palm Springs International Airport (PSP), Victoria.Carpenter@PalmSpringsCA.gov

Attachment 5

Information for Planning and Consultation Species List

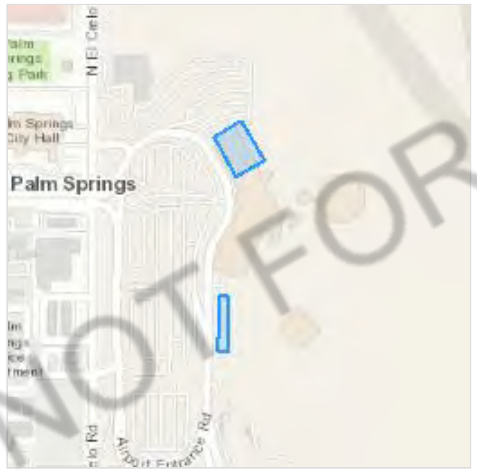
IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Riverside County, California



Local office

Carlsbad Fish And Wildlife Office

(760) 431-9440
(760) 431-5901

2177 Salk Avenue - Suite 250
Carlsbad, CA 92008-7385

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS

NAME	STATUS
Peninsular Bighorn Sheep Ovis canadensis nelsoni There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/4970	Endangered

Birds

NAME	STATUS
Least Bell's Vireo Vireo bellii pusillus Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/5945	Endangered
Southwestern Willow Flycatcher Empidonax traillii extimus Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/6749	Endangered

Reptiles

NAME	STATUS
Coachella Valley Fringe-toed Lizard Uma inornata Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2069	Threatened
Desert Tortoise Gopherus agassizii There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/4481	Threatened

Amphibians

NAME	STATUS
Mountain Yellow-legged Frog Rana muscosa There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/8037	Endangered

Insects

NAME	STATUS

NAME	STATUS
Monarch Butterfly *Danaus plexippus* Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

Flowering Plants

NAME	STATUS
Coachella Valley Milk-vetch *Astragalus lentiginosus var. coachellae* Wherever found There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/7426	Endangered

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
California Thrasher Toxostoma redivivum This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31
Clark's Grebe Aechmophorus clarkii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 1 to Aug 31
Costa's Hummingbird Calypte costae This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9470	Breeds Jan 15 to Jun 10
Lawrence's Goldfinch Carduelis lawrencei This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9464	Breeds Mar 20 to Sep 20
Rufous-winged Sparrow Aimophila carpalis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jun 15 to Sep 30
Western Grebe aechmophorus occidentalis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6743	Breeds Jun 1 to Aug 31

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (▪)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

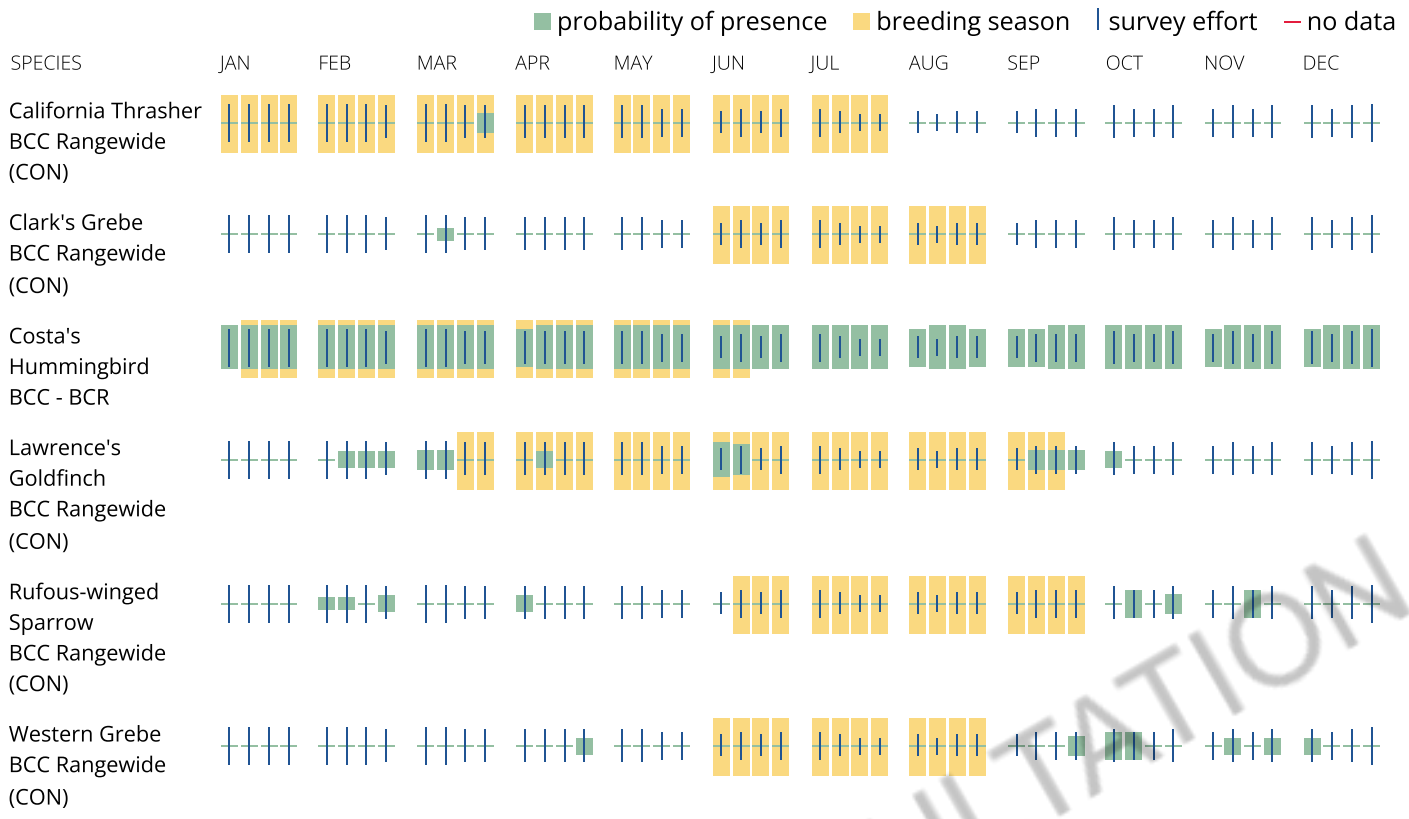
Breeding Season (▪)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as

more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

This location did not intersect any wetlands mapped by NWI.

NOTE: This initial screening does **not** replace an on-site delineation to determine whether wetlands occur. Additional information on the NWI data is provided below.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use

of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Attachment 6
FEMA Flood Map

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' North American Vertical Datum of 1988 (NAVD 88). Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations tables in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Universal Transverse Mercator (UTM) zone 11. The **horizontal datum** was NAD 83, GRS80 spheroid. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, Maryland 20910-3282
(301) 713-3242

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit its website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1994 or later.

This map may reflect more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data in the Flood Insurance Study Report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

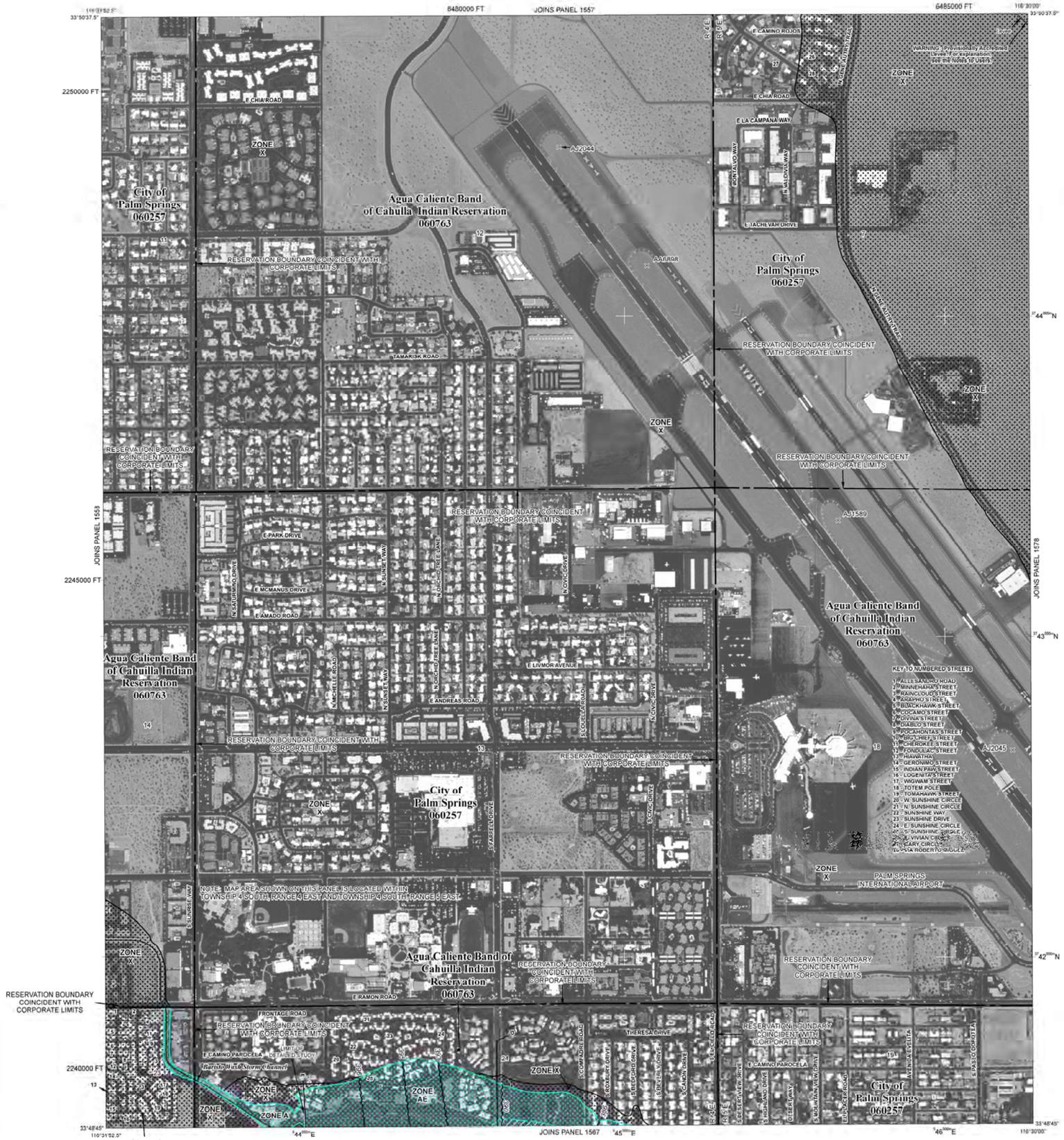
Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, a Flood Insurance Study report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov.

WARNING: This map contains levees, dikes, or other structures that have been provisionally accredited and mapped as providing protection from the 1-percent–annual-chance flood. To maintain accreditation, the levee owner or community is required to submit documentation necessary to comply with 44 CFR Section 65.10 by August 8, 2009. Because of the risk of overtopping or failure of the structure, communities should take proper precautions to protect lives and minimize damages in these areas, such as issuing an evacuation plan and encouraging property owners to purchase flood insurance.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No Base Flood Elevations determined.
ZONE AE	Base Flood Elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

	1% annual chance floodplain boundary
	0.2% annual chance floodplain boundary
	Floodway boundary
	Zone D boundary
	CBRS and OPA boundary
	Boundary dividing Special Flood Hazard Area Zones and boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

* Referenced to the North American Vertical Datum of 1988

A A	Cross section line
23 23	Transect line
87°07'45", 32°22'30"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83), Western Hemisphere
3776000mN	1000-meter Universal Transverse Mercator grid values, zone 11N
600000 FT	5000-foot grid ticks: California State Plane coordinate system, zone VI (FIPSZONE 0406), Lambert Conformal Conic projection
DX5510 ×	Bench mark (see explanation in Notes to Users section of this FIRM panel)
● M1.5	River Mile

MAP REPOSITORY
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP
August 28, 2008

EFFECTIVE DATE(S) OF REVISION(S) TO THIS PANEL

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your Insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

MAP SCALE 1" = 500'
250 0 500 1000 FEET
150 0 150 300 METERS

NFIP

NATIONAL FLOOD INSURANCE PROGRAM

PANEL 1559G

FIRM

FLOOD INSURANCE RATE MAP

RIVERSIDE COUNTY, CALIFORNIA AND INCORPORATED AREAS

PANEL 1559 OF 3805

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
AGUA CALIENTE BAND OF CAHUILLA INDIAN RESERVATION	060763	1559	G
PALM SPRINGS, CITY OF	060257	1559	G

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
06065C1559G

EFFECTIVE DATE
AUGUST 28, 2008

Federal Emergency Management Agency

Attachment 7
Section 4(f) Documentation

U.S. Department
of Transportation
Federal Aviation Administration

Western-Pacific Region
Office of Airports
Los Angeles Airports District Office

777 S. Aviation Blvd., Suite 150, Loading Dock
El Segundo, CA 90245

August 28, 2024

VIA EMAIL calshpo.ohp@parks.ca.gov

Ms. Julianne Polanco
State of California State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Attention: Mr. Tristan Tozer

Subject: Notice of Intent - Department of Transportation Act Section 4(f) *de minimis* Impact Determination – Palm Springs International Airport (PSP) Airport Terminal Baggage Claim Expansion and Inline Baggage Handling System Improvements and Expansion Project, Palm Springs, California. SHPO Reference #: FAA_2023_1025_001

Dear Ms. Polanco:

On August 14, 2024, the Federal Aviation Administration (FAA) received the enclosed National Historic Preservation Act, Section 106 (NHPA), finding of *No Adverse Effect* concurrence for the City of Palm Springs' (City) proposed Airport Terminal Baggage Claim Expansion and Inline Baggage Handling System Improvements and Expansion Project at Palm Springs International Airport (PSP) (Proposed Project), Palm Springs, California. The FAA has determined that Section 4(f) of the United States Department of Transportation Act of 1966 (now codified at 49 United States Code (USC) Section 303) [DOT Section 4(f)] is applicable to the Proposed Project since the City intends to seek funding support from the FAA. Further, since the PSP Wexler Terminal (Terminal) is listed on the National Register of Historic Places, under DOT Section 4(f) it is a resource under your jurisdiction.

The FAA, after considering the physical use of this historic terminal and the measures incorporated to minimize harm, has determined that the proposed project would result in a DOT Section 4(f) *de minimis* impact. To restate the Proposed Project components and required mitigation measures are as follows:

Proposed Baggage Claim Lobby Expansion
The components for existing baggage claim lobby located in the northernmost portion of the terminal northwest wing are:

- Remove existing carpet, hanging ceiling, and old baggage belts and drive equipment;
- Install hard surface flooring in baggage claim lobby;

- Expand the exterior terminal baggage claim lobby wall out 30 feet to the north and east for an approximate increase of 10,000 square feet (for a new total area of approximately 29,800 square feet). This will displace approximately 20 rental car parking spots, which will not be replaced;
- Replace three existing flat plate baggage belts with four new belts. The new belts will be up to a maximum of 200-foot-long overhead loading slope plate baggage claim belts;
- Construct two all gender/family restrooms;
- Relocate existing rental car counters to north wall;
- Install a standalone heating, ventilation, and air conditioning (HVAC) package unit at the back of the building and replace ventilation systems;
- Install security access control cameras;
- Install Baggage Information Display System (BIDS);
- Replace lighting and advertising displays; and
- Integrate all existing systems: HVAC, electrical, fire alarm, fire suppression, plumbing, and lighting.

Proposed Inline Baggage Handling System Improvements and Expansion
The components for the Proposed Inline Baggage Handling System Improvements and Expansion located in the inner east side of the terminal southwest wing would include:

- Updates to the existing baggage conveyor system equipment;
- Installation of new explosive detection system (EDS) machines;
- Construction of four new baggage make up carousels, each measuring approximately 30 feet by 95 feet;
- Expansion of the outbound baggage conveyor system to connect four new carousel structures;
- An approximately 12,000-square-foot terminal building expansion (approximately 80 feet by 150 feet;
- Extend the power and security systems to new buildout; and
- New utility connections if required.

Mitigation Measures
The NHPA finding of *No Adverse Effect* was based on the inclusion of the following mitigation measures:

- The northwest wing of the terminal has historically been used as a baggage claim area and will continue being used or that purpose. The addition will continue the non-historic window and door pattern and will be compatible with the existing materials, features, size, scale, proportion, and massing.
- Terrazzo flooring that matches the original terminal flooring as indicated on the 1964 plans will be installed in the new baggage claim area. Project plans will be updated to specify this.
- The new roof portion will be set back from the façade to minimize visibility.
- The new canopy will generally match the existing canopy, incorporate the column design, and lighting to be compatible with and blend in with the existing canopy.

For historic sites, under DOT Section 4(f) the FAA must receive a NHPA concurrence with a finding of *No Adverse Effect*, received on August 14, 2024, and must inform the officials with jurisdiction of its intent to make a *de minimis* impact determination. Therefore, the FAA is providing this notice of its intent to make a *de minimis* impact determination for this Proposed Project under DOT Section 4(f).

If you disagree with this determination, please notify the FAA in writing no later than September 27, 2024, 30-days of the date on this letter.

If you have any questions or concerns regarding this matter please contact Gail Campos, Environmental Protection Specialist by phone at (424) 405-7269 or email gail.campos@faa.gov, or myself at (424) 405 7336.

Sincerely,

Cathryn G. Cason
Manager, Los Angeles Airports District Office

Enclosures:
1. State Historic Preservation Officer August 14, 2024, letter

cc:
Harry Barrett, City of Palm Springs
Nikki Gomez, City of Palm Springs
Patricia Garcia, Aqua Caliente Band of Cahuilla Indians
Lorrie Gregory, Cahuilla Band of Indians
BobbyRay Esparza, Cahuilla Band of Indians
Peter Moruzzi, Author of the National Register Nomination
Gary Wexler, Son of Don Wexler, the Airport's Original Architect
Steven Keylon, Architectural Landscape Historian

State of California • Natural Resources Agency Gavin Newsom, *Governor*

DEPARTMENT OF PARKS AND RECREATION Armando Quintero, *Director*
OFFICE OF HISTORIC PRESERVATION
Julianne Polanco, State Historic Preservation Officer
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100
Telephone: (916) 445-7000 FAX: (916) 445-7053
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov

August 14, 2024 Reply in Reference To: FAA_2023_1025_001

Submitted Via Electronic Mail

Gail Campos
Environmental Protection Specialist
Federal Aviation Administration
Western-Pacific Region
Office of Airports
Los Angeles Airports District Office
777 S. Aviation Blvd, Suite 150, Loading Dock
El Segundo, CA 90245

Re: Proposed Airport Terminal Baggage Claim Expansion and Inline Baggage Handling System Improvements and Expansion, Palm Springs International Airport, Palm Springs, Riverside County, California

Dear Ms. Campos,

The Federal Aviation Administration (FAA) is continuing consultation with the State Historic Preservation Officer (SHPO) in order to comply with Section 106 of the National Historic Preservation Act of 1966 (54 U.S.C. § 306108), as amended, and its implementing regulations at 36 CFR Part 800. The FAA is requesting SHPO concurrence with a No Adverse Effect finding for the above-referenced undertaking. In addition to your October 24, 2023 letter, you have provided the following cultural resources report in support of the undertaking:

- *Cultural Resources Assessment, Airport Terminal Baggage Claim Expansion and Inline Baggage Handling System Improvements and Expansion, Palm Springs International Airport, Palm Springs, Riverside County, California* (LSA: April 2024) (Updated Cultural Resources Report)

In previous consultation, the FAA submitted a Cultural Resources Report outlining how the above-referenced undertaking would not adversely affect Palm Springs International Airport, a property listed on the National Register of Historic Places. After reviewing the Cultural Resources Report, SHPO staff noted that the report had not been provided to local preservationists for review and comment. In response, the FAA submitted a draft of the report to members of the Palm Springs historic preservation community in the April of 2024. Comments were received and incorporated into the project description for the undertaking. The components of the undertaking now include the following measures

- The northwest wing of the terminal has historically been used as a baggage claim area and will continue being used for that purpose. The addition will continue the non-historic window and door pattern and will be compatible with the existing materials, features, size, scale, proportion, and massing.

- Terrazzo flooring that matches the original terminal flooring as indicated on the 1964 plans will be installed in the new baggage claim area. Project plans will be updated to specify this.

- The new roof portion will be set back from the façade to minimize visibility.

- The new canopy will generally match the existing canopy, incorporate the column design, and lighting to be compatible with and blend in with the existing canopy.

Having reviewed your submittal, SHPO offers the following comments:

- SHPO concurs that the undertaking will not adversely affect historic properties.

- Please be reminded that in the event of a post review discovery or a change in the scale or scope of the undertaking, the FAA may have additional consultation responsibilities under 36 CFR Part 800.

If you have any questions or comments, please contact staff historian Tristan Tozer at (916) 894-5499 or Tristan.Tozer@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer