City Council Staff Report

Date: November 15, 2017 NEW BUSINESS

Subject: APPROVAL OF THE DESIGN DEVELOPMENT PLANS FOR THE PALM SPRINGS AIRPORT TERMINAL TICKETING WING RENOVATION

From: David H. Ready, City Manager

Initiated by: Department of Aviation

SUMMARY

On May 3, 2017, the City Council authorized staff to proceed with the Design Development phase of the Airport Terminal Ticketing Wing Renovation project. This action will allow Council to review and approval the Design Development plans, and authorize staff to proceed with preparation of construction documents for bidding.

RECOMMENDATION:

Review and approve the Design Development plans for the Airport Terminal Ticketing Wing Renovation project, and authorize staff to proceed with preparation of construction documents for bidding.

BACKGROUND:

On October 21, 2015, the City Council held a public hearing and adopted Resolution No. 23908 approving the Master Plan Update for the Palm Springs International Airport (the "Master Plan"). The Master Plan identified a Recommended Alternative that included the following elements:

Terminal Proposed Improvements

- Expand terminal building 60 feet north (no change to south façade that is designated as Class 1 historic site);
- Reconfigure interior of ticketing wing and remodel Airline Ticket Office (ATO) space to allow for circulation area expansion;
- Construct a supplemental 5,000 square feet building behind the terminal to accommodate displaced ATO functions;
- Accommodate rental car counters and USO to allow for baggage claim device expansion

ITEM NO. 5.B.

Landside Proposed Improvements

- Reconfigure existing Ready/Return car rental lot to accommodate a Quick Turn Around (QTA) facility and structured parking and ready/return;
- Reconfigure and expand parking areas along Kirk Douglas Way;

A copy of the October 21, 2015, staff report is included as **Attachment 1**.

As noted in the October 21, 2015, staff report, it was estimated that the Terminal Proposed Improvements would cost $21-$22 Million, anticipated to be funded through FAA Airport Improvement Program (AIP) grant funds, and capital funds generated by Passenger Facility Charges (PFCs) authorized to be levied at the Palm Springs International Airport (PSP) by the FAA.

On August 3, 2016, the City Council accepted FAA Grant No. 3-06-0181-054-2016 in the amount of $2,554,344, and approved Contract Amendment No. 6 to the professional services agreement with Parsons Brinckerhoff, Inc., (A6256) to provide design and bid services related to three airport capital improvement projects, including the Terminal Ticketing Wing Renovation project.

Most recently, on May 3, 2017, the City Council reviewed the programming objectives of the Terminal Ticketing Wing Renovation project, and authorized staff to proceed with the Design Development plans.

A copy of the August 3, 2016, staff report is included as **Attachment 2**, and a copy of the May 3, 2017, staff report is included as **Attachment 3**.

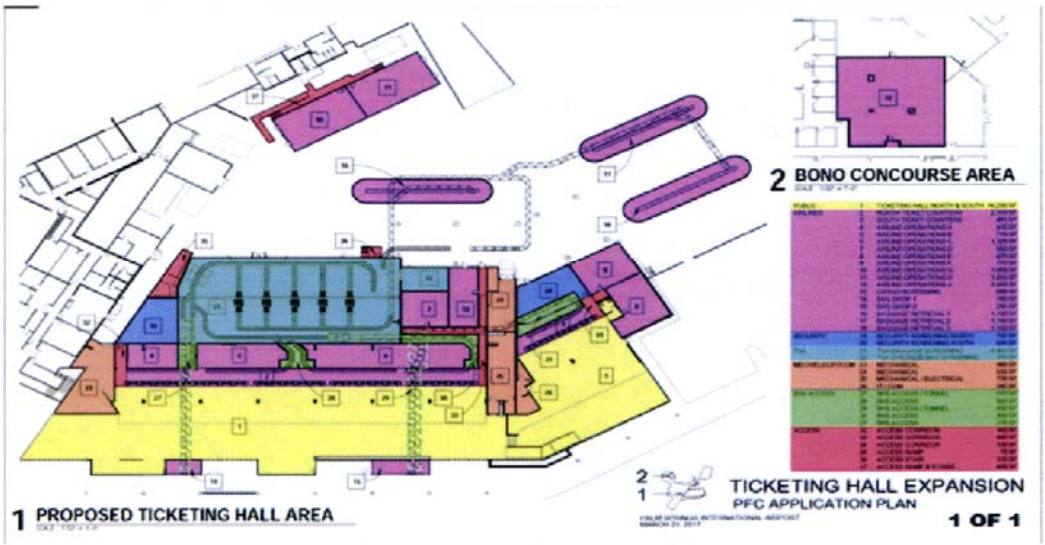
STAFF ANALYSIS:

Project Purpose

The Palm Springs International Airport Ticketing Wing Renovation Project's majority of work is driven by Federal Aviation Administration and Transportation Security Administration standards for functionality in passenger check-in and baggage handling processes. The Airport Master Plan, as previously approved by City Council, had utilized specific FAA required aviation forecast modeling to identify passenger and aircraft activity levels, then compare this data to current facility capacity to identify operational constraints. Due to a positive passenger growth trend at PSP Airport, facility constraints that were projected by this Master Plan are materializing and require facility modification with the introduction of new technology.

The Federal Aviation Administration identifies the manifestation of passenger processing and baggage handling constraints as an impediment to their National Plan of Integrated Airport System's efficiency. The U.S. airline system is predicated on the principle that when passengers and baggage are not processed optimally, then airline flight delays materialize and impose a domino impact on the synchronized airline hub and spoke airport system. The Federal Aviation Administration utilizes its grant funding

authority to protect and sustain the nation's airport network capacity, including airport terminal improvement projects, and the grant accepted by City Council for the design of the PSP Airport project is consistent with this mission because the terminal improvements preserve capacity and efficiency at Palm Springs International Airport.



Project Functional Components

The two dominant functional components of this ticketing renovation include the creation of additional public circulation and queuing space, and the installation of new technologically advanced Baggage Handling Systems (BHS). Working within the confines of the existing building's footprint, the only plausible way to create the additional needed public space was to completely remodel all interior space. Given the City Council earlier direction of not disturbing the terminal's historic front facade, which is being fully accomplished here, the rear of the ticketing wing's steel enforced canopy area must be enclosed to create additional conditioned interior space to house a new automated Baggage Handling System and allow the shifting backwards of the airline ticketing offices for additional public circulation space in the front area. The project's more specific benefits will include the following:

- Create approximately 5000 additional square feet of floor space to the existing 15,000 of public space by relocating the airlines' check-in counters backwards 19 feet
- Install an automated Baggage Handling System that enhances capacity and efficiency throughput, and fortifies airline and TSA security processes
- Centralizes the TSA baggage screening area for improved ergonomics and reduction of workplace injury
- Install architecturally and functionally standardized new airline check-in counters increasing the total customer service positions from 48 to 60
- Create additional airline office space to accommodate future new airlines

- Create a passenger circulation corridor wide enough to allow six individuals to walk side by side, more than double the current capacity
- Preserve the terminal's original architect's aviation theme while integrating new digital signage technologies for improved messaging from airlines to passengers
- Improve passenger processing alternatives and efficiency by adding more self-check-in kiosks
- Create easily accessible and more aesthetically compatible wheelchair storage
- Enhance the passenger experience and reduce ambient sound levels by elevating the public area ceiling height with 66,000 cubic feet of space over the existing 102,000
- Create new customized airline ticket offices to optimize space utilization and accommodate additional future airlines
- Replace HVAC, plumbing, and electrical systems with modern more energy efficient components and materials for energy savings and enhanced comfort
- Create needed airline secondary operations office space
- Introduce airline shared-use check-in systems to maximize utilization for a portion of the ticketing customer service positions and provide infrastructure to the remaining positions for future airline utilization

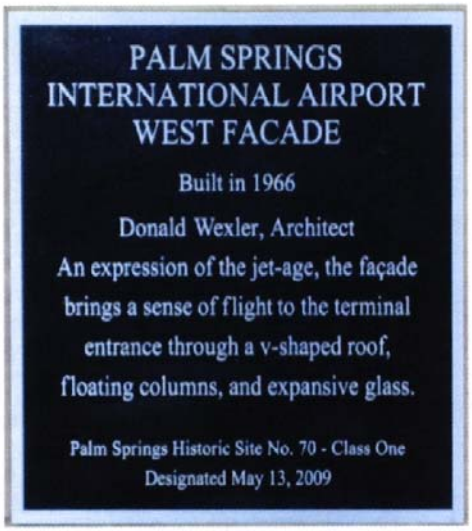
Design Approvals Obtained

The City's Architectural Advisory Committee (AAC) reviewed this project, identified as Minor Architectural Application, Case No. 3.2594 MAA, at their July 17, 2017, meeting. The AAC considered the project in accordance with Section 94.04.00(D) of the Palm Springs Zoning Code. The AAC recommended approval, subject to the following:

The findings were staff recommended approval with the condition that the "Baggage Make-up" canopies, (covering the three outdoor carousels on the back of the building) should be a simplified design meeting the operational functions required. The proposed canvas material in a dome design is not consistent with adjoining elements of the main terminal. A simple canopy structure with flat lines, which would not emphasize a relative utilitarian function of the airport, would be sufficient. Staff recommends approval of all other project elements." (The plans have been revised to reflect a simple canopy structure as requested by the AAC).

Design Factors

This project's architecture embraces flight and complements Mid-Century Modernism. Palm Springs Architect Donald Wexler designed the then named Palm Springs Municipal Airport (now Palm Springs International, PSP) in 1964. Mr. Wexler was a pioneer of Mid-Century Modernism and the PSP Airport Terminal was his most famous public building and maintains enduring landmark status. A plaque mounted in the airport lobby adjacent to the gift shop designates the main terminal's West façade of as Palm Springs Historic Site No. 70 - Class One. The plaque, as depicted below, expresses the architectural intention:



The design approach for the ticketing hall lobby is to embrace Wexler's Mid-Century Modern design and reinforce the sense of flight. This is accomplished through the shapes and materials used in the space. A unifying component is the sloped stretched fabric ceiling that extends over the highly visual public circulation and ticket counter queue areas. Its shape and slope invokes the underside of an airplane's wing. Gloss painted architectural columns supporting tapered beams are evocative of aircraft landing gear and wing struts. The extruded Ticket Counters are emblematic of style and class yet configured for passenger and airline agent efficiency of transaction.

The materials and colors selected are timeless and enduring, keeping in consonant with those used by Donald Wexler when the airport first opened. All of the remodeled public spaces will have carpet tile floors with rubber base to provide comfort and attenuate noise especially during peak passenger gatherings. Some walls will be covered in stone to match existing exterior original stone used on the terminal's historic façade. Large

scale durable white wall tile is used adjacent to the transition floor ramp that allows passage from the lower south ticketing area to the upper north ticketing area, while white paint is used on low sections prone to damage. Ceilings are embellished with durable white stretched taunt fabric with beams accented with neighboring 2x2 Acoustical Ceiling Tile over the Ticket Counters. Painted gypsum board ceilings with recessed circular light fixtures, reminiscent of Wexler's original design, are applied in the transition zone between the central lobby and upper ticketing hall, then again for over the transition between the upper and lower Ticketing Halls. The resulting interiors embrace and perpetuate the mid-century modernism and sense of flight that Mr. Wexler envisioned for the terminal.

View depicting transition from south to north ticketing areas

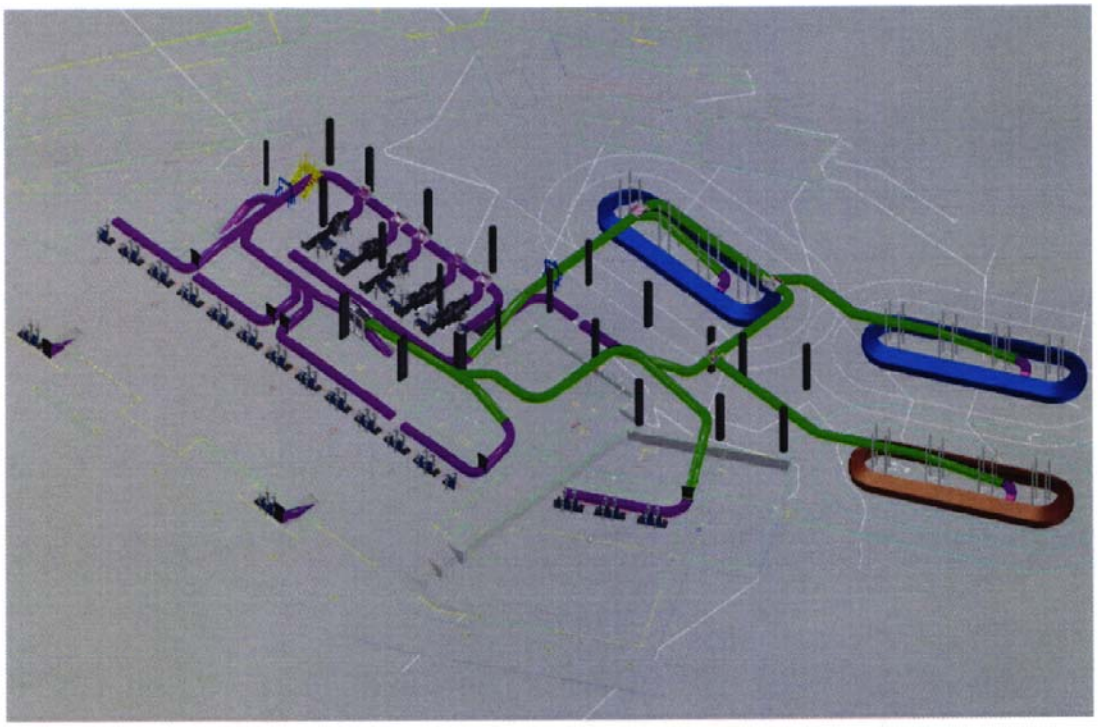
Views depicting transition from the middle lobby to ticketing

New Baggage Handling System "BHS"

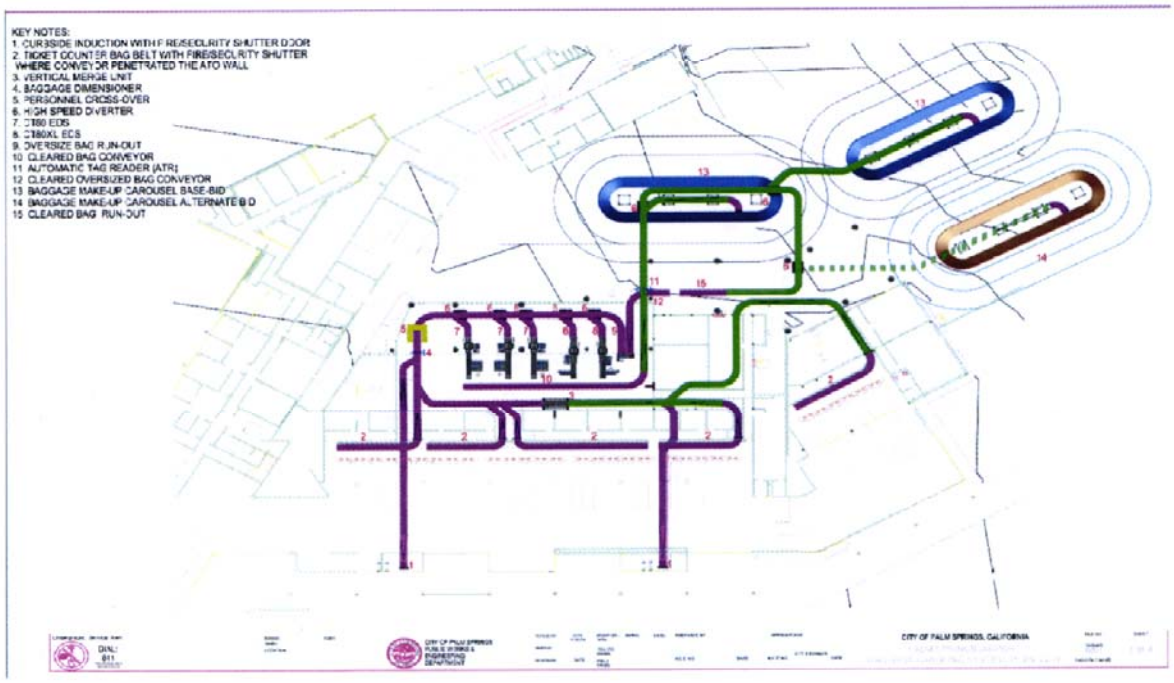
The centerpiece of the project, and most costly item, is the new Baggage Handling System "BHS". As a golf destination, attracting many visitors each year to take advantage of over one hundred golf courses throughout the Valley, PSP Airport must accommodate one of the highest ratios of oversized luggage "golf bags" per airport passenger in the country. This project's new BHS will eliminate the growing oversized bag crowding that occurs in the non-public screening areas during peak operating

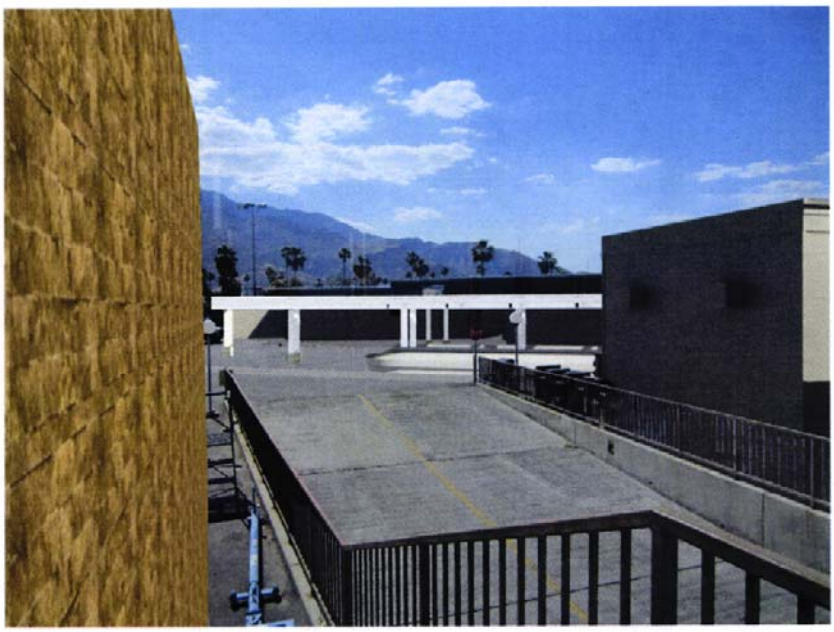
periods. Efficiency and capacity enhancements will be achieved utilizing a combination of modern baggage handling systems technology and strategic layout of the system within the existing building wall parameters.

Currently there are three separate TSA screening areas, hidden from public view, each with their own induction and baggage make-up run-outs. This segregated system layout is far from optimum given the doubling of passengers since system's post 9/11 inception. The new Baggage Handling System layout will optimize throughput capacity and efficiency because it will retrieve baggage from all sixty new ticket counter positions, including curbside bag drop-off, and convey all luggage to a single consolidated in-line screening center. Then, a combination of sensors and belts will automatically convey the baggage to the next available open TSA staffed screening station. Luggage tags are then read by the smart operating system and then automatically directed, delivered, and released to new larger airline retrieval carousels. These new exterior loading carousels will be angled and tall enough to double stack luggage for maximum capacity during peak load periods and enhance bag handling ergonomics to reduce workplace fatigue and injuries, and save valuable time during the aircraft loading process. One major benefit of this new more efficient system is that airline on time flight departure schedules will be less prone to baggage handling glitches. Fortification of luggage handling by a new system supports hub and spoke airline networks in alignment with the goals of the Federal Aviation Administration's National Airport System Plan.



Baggage Handling System configuration





View looking behind terminal to new airline bag loading carousel canopy

Introducing Airline Shared Use Technology

This project will include what the industry designates as "Shared Use" to optimize the utilization of the ticket counter check-in positions. What this application of technology allows is access and use of one customer service position by multiple airlines by funneling their proprietary operating systems through a specially designed secure software and hardware system. When a counter position is available, any one of the airlines can activate it to process a flight check-in. Conventional use is when an airline leases counter positions for its private use, which has been the status quo at PSP Airport for decades. Integrating counter positions configured with Shared Use technology eliminates exclusivity and opens up fixed assets to multiple airlines whose proprietary systems are streamed on demand through the Shared Use. Utilization of this Shared Use System allows the City to avoid costly "brick and mortar" building expansions now and in the future. The project is planned to outfit all sixty new ticket counters with the shared use infrastructure backbone, but only activate the twelve positions in the lower south ticketing area because not all airlines opted to subscribe right now. When other airlines do decide to use it in the future, the Shared Use System can be easily activated with a common use workstation. The project also includes installing Shared Use infrastructure to five of the gates on the Bono Concourse to better accommodate some of the growing peak time gate demands.

Construction Schedule

The critical timing aspect of this Ticketing Renovation project is orchestrating a construction phasing plan that minimizes impacts on airline operations. Peak season, which occurs primarily during November through April, accounts for about seventy percent of the airport's yearly two million passengers. Therefore, the May through October period is the most logical period to start and complete the full project to avoid peak season airline and passenger disruption.

The following factors are key in determining this project's timeline:

- Approval by the FAA for the new Passenger Facility Charge that will support the bonds to fund the project
- The issuance of new PFC backed Bonds to fund the project, follows the PFC FAA approval
- Construction of the minor phase one enabling projects, which provide supplemental space needed during main construction
- Prequalification of contractors associated with the main project's Baggage Handling Systems and General Construction
- Bid process for the two main project contracts
- The projects major construction during off peak season

The enabling project, which was approved by City Council and already completed bid phase, involves the building of additional airline operations space under the Bono Concourse and outside the back of the ticketing wing. These must be in place prior to the commencement of the full ticketing wing renovation to allow airlines to function

during the phased main construction that reduces available office space. The enabling construction should be completed in early 2018. Based on the current status of all other primary project elements and extraneous variables, it is projected that FAA approval of the new PFC, which funds the project's new Bonds, will be completed in December of 2018. The Bond funding process then will follow the PFC approval with contractor prequalification running parallel, followed by bids on the two elements of the main construction, then award of the Baggage Handling Systems element in late 2018 to address the six to nine month manufacturing and delivery lead time. Based on these various factors, the major General Contractor construction phase will not likely commence until May 2019 and be completed until fall of that same year.

The airline Airport Use and Lease Agreement approved by City Council sets the framework for airline's approval requirements on capital projects. The airlines' consensus process for the project began in 2010 with their participation in the FAA Master Plan Update that Council approved in 2015. During that process, the airlines' input was the impetus for creating a cost effective ticketing renovation project and all of the Signatory Airlines have approved this project and participated in its development. They also support the utilization of the $4.50 per ticket Passenger Facility Charge as the means by which to fund the project's construction. The airlines strongly agree that the project's completion during the slower time of the year is critical to minimizing impedance on their operations. The 2019 project timeframe of between May and October of 2019 is carefully planned to accommodate all the project objectives and achieve completion prior to season as required for the airlines.

ENVIRONMENTAL IMPACT:

Section 21084 of the California Public Resources Code requires Guidelines for Implementation of the California Environmental Quality Act ("CEQA"). The Master Plan Update for the Palm Springs International Airport ("Master Plan") is considered a "Project", and in accordance with the CEQA Guidelines, the City acting as "Lead Agency" pursuant to CEQA, previously completed an environmental analysis of the potential impacts resulting from implementation of the Master Plan. A Notice of Intent to Adopt a Mitigated Negative Declaration ("MND") was previously filed, and on October 21, 2015, the City Council held a public hearing, and independently reviewed and considered the information contained in the MND prior to its review and approval of the Master Plan, and adopted Resolution No. 23908, adopting and ordering the filing of a Mitigated Negative Declaration for the Master Plan.

As these capital projects implement the Master Plan, no further environmental analysis pursuant to CEQA is necessary.

FISCAL IMPACT:

The Design Development phase has generated a total project construction cost estimate of approximately $25,900,000. The plan is to use FAA approved and airline supported Passenger Facility Charge ("PFC") backed bonds to fund the project, in addition to annual FAA grant funds as they are available. The formulation of the financing plan was a product of the professional services contract previously authorized by City Council in December 2016, retaining Ricondo Associates to conduct a financial feasibility and complete the PFC approval process. This funding program will not impose additional fees to passengers as it will utilize the existing PFC of $4.50.

SUBMITTED

Marcus L. Fuller, MPA, P.E., P.L.S.
Assistant City Manager

Thomas Nolan
Executive Director, Airport

David H. Ready, Esq., PhD
City Manager

Attachments:
1. October 21, 2015, staff report
2. August 3, 2016, staff report
3. May 3, 2017, staff report
4. Power Point Presentation

Attachment 1

CITY COUNCIL STAFF REPORT

DATE: October 21, 2015 PUBLIC HEARING

SUBJECT: APPROVAL OF THE CITY OF PALM SPRINGS AIRPORT MASTER PLAN UPDATE AND ADOPTION OF A MITIGATED NEGATIVE DECLARATION

FROM: David H. Ready, City Manager

BY: Department of Aviation

SUMMARY

An action to address the California Environmental Quality Act (CEQA) Initial Study for the Palm Springs International Airport Master Plan Update.

RECOMMENDATION:

1. Open the public hearing and take testimony.

2. Close the public hearing and adopt Resolution No. ____, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, ADOPTING A MITIGATED NEGATIVE DECLARATION (MND) AND APPROVING THE MASTER PLAN UPDATE FOR PALM SPRINGS INTERNATIONAL AIRPORT."

RELATED PRIOR ACTIONS:

Related Relevant PSP Master Plan Prior Actions	
08. '94	The original Palm Springs International Airport Master Plan was completed and adopted by the City Council.
5.07.03	The Palm Springs International Airport Commission approved the Master Plan Update.
5.28.03	The Planning Commission approved the Master Plan Update as recommended.
7.02.03	The City Council adopted the 2003 Airport Master Plan Update.
3.10.09	The Historic Society Preservation Board (HSPB) voted 5-1 to recommend that Council designate the west façade of the airport as a Class 1 Historic Site.
5.13.09	The City Council designated the west façade of the Palm Springs International Airport as a Class 1 Historic Site.
4.16.14	The Airport Commission reviewed the updated Mitigated Negative Declaration and Master Plan.
5.08.14	The Riverside County Airport Land Use Commission (ALUC) reviewed and found the Airport Master Plan Update consistent with Land Use Compatibility Plan.

ITEM NO. 1A

5.13.14	The HSPB reviewed the proposed Master Plan Update; it was recommended that any plans for changes to the front façade would be presented to the HSPB at a future date.
5.28.14	The Planning Commission recommended approval of the Mitigated Negative Declaration and recommended approval of the Master Plan Update to the City Council.
11.05.14	The City Council reviewed the Master Plan Update for informational purposes and recommended changes, specifically related to avoiding impacts to the historic terminal façade and centralizing rental car facilities in their existing location.
03.04.15	The City Council reviewed the revised Recommended Alternative in the Master Plan Update.
09.30.15	The Palm Springs International Airport Commission voted to recommend the Mitigated Negative Declaration for the Master Plan Update to City Council for consideration.

STAFF ANALYSIS:

The Federal Aviation Administration (FAA) mandates that airports receiving Airport Improvement Program Grant funding maintain an Airport Master Plan with the appropriate environmental analysis and clearance in order to be eligible for funding of related future capital projects. As taken directly from the FAA Regulatory Guidance AC No. 150/5070-6B: *"An airport master plan is a comprehensive study of an airport and usually describes the short-, medium-, and long-term development plans to meet future aviation demand... The goal of a master plan is to provide the framework needed to guide future airport development that will cost-effectively satisfy aviation demand..."*

Consistent with the Federal Aviation Administration's guidance, the Airport Master Plan Update was prepared by a qualified airport planning firm: HNTB Corporation, under the approval and funding of the FAA Western Region Airport District Office. The elements of the plan are comprehensive and include essentially six major areas of emphasis:

- ✓ Inventory of Existing Conditions
- ✓ Aviation Activity Forecasts
- ✓ Facility Requirements
- ✓ Master Plan Alternatives
- ✓ Alternatives Evaluation
- ✓ Recommendations and Implementation

In addition to using these core guidelines established by the Federal Aviation Administration, the following City Ordinance was also utilized as guidance for the plan:

PALM SPRINGS INTERNATIONAL AIRPORT
AIRPORT ORDINANCE
(ORD. 1693 § 2, (PART), 2006)

- Plan, Manage, Operate, Finance, and Develop the Airport in a manner consistent with the adopted goals and policies of the City Council;
- Provide the residents of the city of Palm Springs and the Coachella Valley with access to the nation's aviation system;
- Preserve and enhance the City's status as a premier tourist destination;

- Ensure the Airport's long term financial health;
- Protect and promote the health, safety, security, and general welfare of the public consistent with all applicable Regulatory Measures;
- Encourage the development and operation of General Aviation businesses and the provision of quality aviation products, services, and facilities to the public at the Airport; and
- Ensure that the Airport is operated for the use and benefit of the public and made available to all types, kinds, and classes of aeronautical activity on fair and reasonable terms and without unjust discrimination.

This current Master Plan Update was initiated through a City Council approved FAA grant and then prepared by HNTB Corporation, a consultant and scope of work that was authorized by the FAA in 2011. Since this time, the ensuing environmental review (CEQA) Initial Study process has been completed as required prior to the City Council formally adopting the plan. Along with the Master Plan adoption being considered today, the action here includes the adoption of a Mitigated Negative Declaration (MND) associated with the CEQA Initial Study process.

A copy of the MND was made available to the public with notice published on March 20, 2014, in the local newspaper, and a full copy for public review at the Palm Springs Library and also at the Department of Planning Services. Other public meeting opportunities have included the Riverside Airport Land Use Commission meeting on May 8, 2014, and the Airport Commission meeting in Council Chambers on April 16, 2014. Additionally, a special Airport Commission Meeting was held in the City Council Chambers on September 30, 2015, for a final review of the Master Plan and Environmental Review prior to this submission to the City Council. Moreover, working through the ONE-PS neighborhood involvement organization, invitations were provided to abutting airport neighborhoods.

MASTER PLAN UPDATE – PROCESS AND FINDINGS:

The Master Plan process facilitates the FAA's goal of "providing the framework needed to guide future airport development that will cost-effectively satisfy aviation demand, while considering potential environmental and socioeconomic impacts." The process identified a series of goals and objectives aligned with existing City of Palm Springs policy.

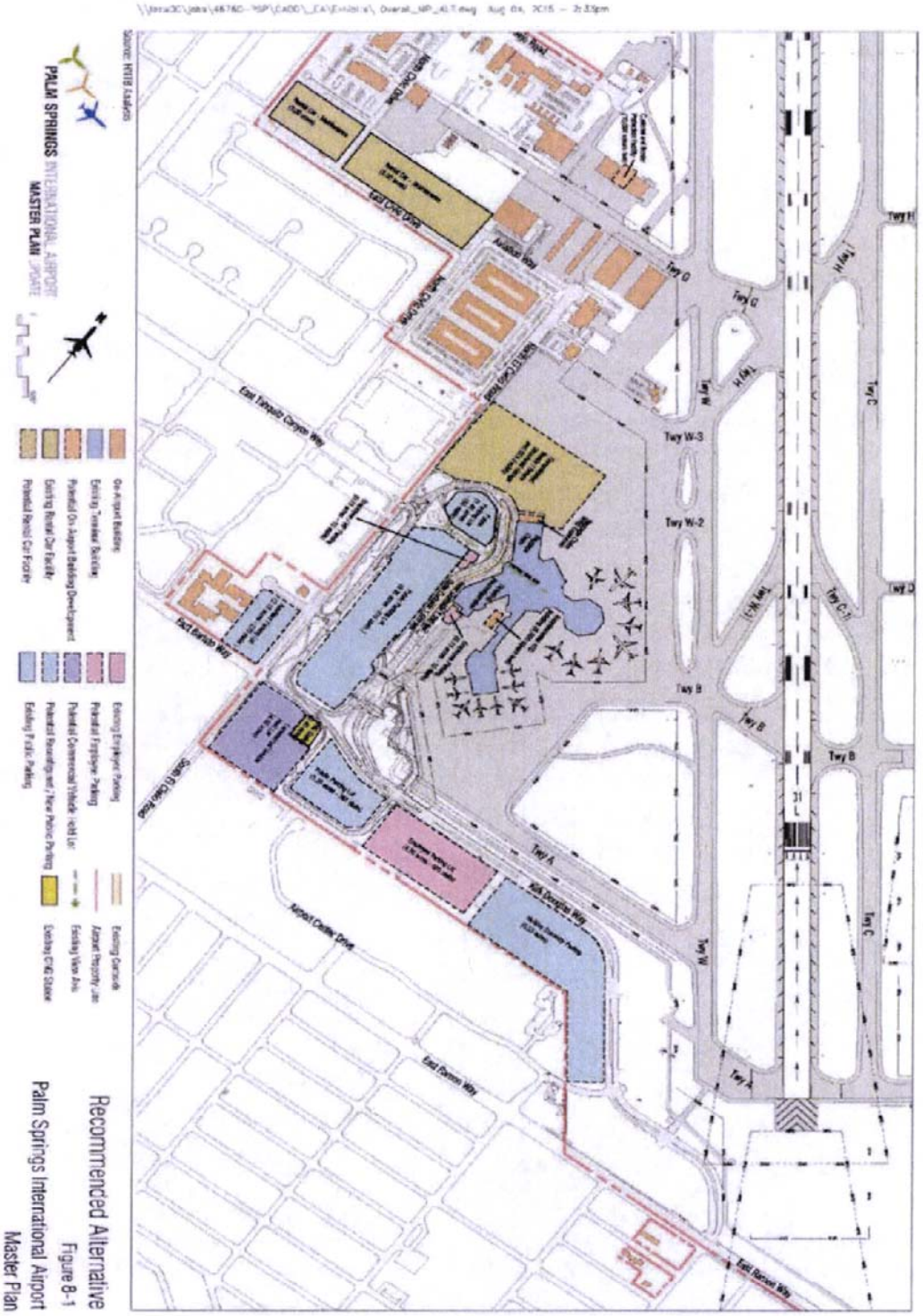
An FAA-approved 20-year aviation activity forecast was prepared early in the process to project future passenger enplanements and total airport operations. The PSP aviation activity forecast indicates the potential for growth at PSP in the long term over the next 20 years. Total domestic and international enplanements are forecast to increase by an average annual 3.1 percent. This forecast is used to identify critical facility requirements that will be necessary to address passenger demand.

Facility requirements were prepared for all functional airport components (airside, terminal, landside, general aviation, support and maintenance.) Improvements are identified as required in the terminal baggage claim and baggage transfer areas due to peak passenger loads and growing congestion. The facility analysis highlighted that accommodating PSP growth requires key terminal and landside improvements, particularly in these areas of baggage claim and luggage transfer, ticketing lobby circulation, rental car vehicle pickup lots, car rental customer service areas, and rental car service areas. The Facility Requirements identified that the Airport's airfield has adequate size and capacity to serve forecast operations beyond 2028 and therefore no runway, taxiway, or apron expansion is necessary.

As part of the Master Plan process, one alternative was developed that provides a plan for near-term improvements at PSP while two alternatives were developed that provide plans for long-term improvements at PSP. The Alternatives Analysis in the Master Plan Update included a concept refinement process, which involved key airport tenants and stakeholders. The near-term plan was developed to address the near-term constraints and functional deficiencies with rental car facilities and the terminal processor in a financially prudent manner, while the long-term development alternatives meet aviation activity forecast demand through 2028.

The alternatives were evaluated based on criteria developed during the goals and objectives phase of the Master Plan, subjective ratings, cost estimates, and financial feasibility. An outcome of the master planning process is the recommendation of an Airport development plan. The preferred master plan alternative will address predefined goals and objectives, the aviation activity forecast demand, and the identified facility requirements. The alternatives were presented to the nineteen-member Airport Commission and unanimously approved. The recommendation was to proceed with the environmental phase analysis. The project elements from the Immediate Action Plan were depicted on an Airport Layout Plan (ALP) approved by the FAA. The City Council was presented with the No Action (No Build), Immediate Action Plan, Expand in Place, and New Processor Alternatives on November 4, 2014.

During the environmental review, changing economic conditions and the public comment/review process, including comments and direction provided by City Council, led to revisions of various aspects of the near-term Recommended Alternative. The Master Plan Update has been amended to reflect these changes. The revised Master Plan Update Recommended Alternative is presented below and described in an addendum chapter in the Master Plan Update:



Recommended Alternative
Figure 8-1
Palm Springs International Airport
Master Plan

ENVIRONMENTAL ASSESSMENT AND DETERMINATION:

The proposed Airport Master Plan Update and the associated improvements were deemed a "Project" under the guidelines of the California Environmental Quality Act and the Environmental Initial Study was prepared for the project. The Initial Study was mailed to State and Local Agencies and interested parties for review and comments in March 2014. It was determined in the Initial Study that with the incorporation of the mitigation measures, the proposed project will not result in a significant impact to the environment.

The CEQA Initial Study has been revised to reflect the City Council updated Recommended Alternative. Consistent with the initial determination, it was subsequently determined in the revised Initial Study, that with the incorporation of mitigation measures, the proposed project will not result in a significant impact to the environment. Revisions to mitigation measures were focused on the cultural resources section in response to public and City Council comments resulting in a modification to the Master Plan. Pursuant to Section 15064.5 *"Determining the Significance of Impacts on Historical and Unique Archeological Resources"*, the main terminal of the Palm Springs International Airport is a historic resource under CEQA because it is listed in the local register of historic resources. With the revisions in the Recommended Alternative and mitigation measures included in the Initial Study and Mitigated Negative Declaration, the project will not have an adverse impact on the airport and in particular to the main terminal or other historic resources or elements of the airport. The façade of the main terminal was originally identified to be subject to a ticketing wing widening. However, based on direction received from Council, this plan was removed from the program and the façade will not be disrupted in any manner.

Although the Master Plan Update does not change airfield facilities or include projects that enhance the airport's capacity to accommodate aircraft, at the City Council's request, the CEQA study does include an analysis of existing and future noise exposure, known as NEMs (Noise Exposure Maps). The updated noise contours include a detailed analysis of the existing and forecast fleet mix, including military aircraft. The existing and forecast noise contours remain primarily over airport property or compatible land uses (commercial, industrial, etc.). The residential areas that are impacted by the noise contours were part of the Airport's previous noise mitigation (sound insulation) program. Prior to program closeout in 2004, all property owners were offered participation in the program. The NEM was conducted in full accordance with the FAA regulatory methodology.

On Wednesday September 30, 2015, the Airport Commission held a Special Meeting in the Council Chambers and email notices of the meeting were sent out to the ONE-PS neighborhood organization email list on file with the office of Neighborhood Services. Approximately twenty citizens were in attendance at the meeting and the Airport Commission voted unanimously in favor of recommending moving forward with adoption of the program and related CEQA study.

FISCAL IMPACT:

When looking at the identified recommended capital improvements, they can be segregated into two areas of fiscal sourcing. One source is consisting of those elements within the terminal that are eligible for funding by the Federal Aviation Administration, the same source that has funded many other PSP Airport improvements in the past. Because Palm Springs International Airport is part of the National Airport System Plan and a fully certified Airline Airport in good standing, the terminal improvements identified in the Recommended Alternative are within the eligibility parameters of this funding.

The other landside improvements associated with the car rental facilities are eligible for funding under California's regulated Customer Facility Charge (CFC) program, which the Airport has previously been approved for and collecting. The balance in this fund is over $10,000,000. Based on this current balance, rate of collections, and forecast of activity, the CFC program will support the future project.

Although subject to final design and bidding requirements, an order of magnitude cost estimate for the next five year Airport Master Plan capital costs are as follows:

- Terminal Ticketing Area $21-22 million
- Rental Car Expansion/Structure $24-25 million

Thomas Nolan, A.A.E.
Executive Director, Airport

David H. Ready, Esq., Ph.D.
City Manager

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS ADOPTING A MITIGATED NEGATIVE DECLARATION (MND) AND APPROVING THE MASTER PLAN UPDATE FOR PALM SPRINGS INTERNATIONAL AIRPORT.

WHEREAS, the original Palm Springs International Airport Master Plan was completed and adopted by the City Council in August 1994; and

WHEREAS, the Palm Springs International Airport Commission approved Master Plan update on May 07, 2003; and

WHEREAS, the Planning Commission approved the Master Plan Update as recommended on May 28, 2003; and

WHEREAS, the City Council adopted the 2003 Airport Master Plan update on July 2nd, 2003; and

WHEREAS, the Historic Site Preservation Board voted 5-1 to recommend that Council designate the west façade of the airport as a Class 1 Historic Site on March 10, 2009; and

WHEREAS, the City Council designated the west façade of the Palm Springs International Airport as a class 1 Historic Site on May 13, 2009; and

WHEREAS, the Palm Springs International Airport Commission approved Master Plan Update on Jan 13, 2010; and

WHEREAS, the current Master Plan update was initiated through an FAA grant accepted by City Council, prepared by HNTB Corporation, and authorized in scope by the FAA in 2011; and

WHEREAS, the Airport Commission reviewed Mitigated Negative Declaration and Master Plan on April 16, 2014; and

WHEREAS, the Riverside County Airport Land Use Commission (ALUC) reviewed and found the Airport Master Plan Update consistent with Land Use Compatibility Plan on May 08, 2014; and

WHEREAS, the Historic Board Preservation Site reviewed the proposed Master Plan Update; any plans for changes to the front façade will be presented at a future date on May 13, 2014; and

WHEREAS, the Planning Commission of the City of Palm Springs reviewed the Mitigated Negative Declaration and recommended approval of the Master Plan Update to the City Council on May 28, 2014; and

WHEREAS, the City Council reviewed and directed revisions to the Airport Master Plan Update on November 5, 2014; and

WHEREAS, the City Council again reviewed the final revisions to the Airport Master Plan Update prior to the commencement of the final CEQA public hearing on March 4, 2015; and

WHEREAS, the Airport Commission reviewed the Mitigated Negative Declaration and revised Master Plan on September 30, 2015.

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

Section 1:

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the Palm Springs International Airport Master Plan Update has been deemed "a project"; an initial study was prepared, notices of the report were sent to all applicable agencies. A Notice of Intent to Adopt a Mitigated Negative Declaration was filed. The City Council independently reviewed and considered the information contained in the MND prior to its review of this Project and the MND reflect the City Council's independent judgment and analysis. Furthermore, it was determined in the Initial Study that with the incorporation of mitigation measures, the proposed project will not result in a significant impact to the environment. The City Council finds that the Palm Springs International Airport Master Plan Update includes proposed mitigation measures identified in the MND, and such measures will reduce all potentially significant impacts to less than significant. The City Council adopts the Mitigated Negative Declaration as the controlling environmental document for the Palm Springs International Airport Master Plan Update.

Section 2:

The City Council approves and adopts the Palm Springs International Airport Master Plan Update.

ADOPTED THIS 21st DAY OF OCTOBER, 2015.

_____
David H. Ready, City Manager

ATTEST:

_____
James Thompson, City Clerk

CERTIFICATION

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

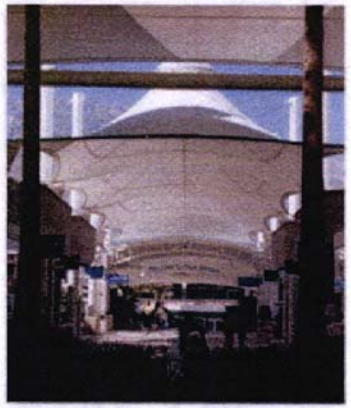
I, JAMES THOMPSON, City Clerk of the City of Palm Springs, hereby certify that Resolution No. ____ is a full, true and correct copy, and was duly adopted at a regular meeting of the City Council of the City of Palm Springs on _____, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
James Thompson, City Clerk
City of Palm Springs, California

Palm Springs International Airport

Master Plan Update & Initial Study/Mitigated Negative Declaration



City of Palm Springs
Airport Commission
September 30th, 2015

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Overview

- The master plan process was conducted in accordance with FAA guidance and subsequently reviewed and approved by FAA. To be forwarded to City Council for review.
- The Master Plan Update Recommended Alternative has been revised, based on direction from City Council.
- The updated Recommended Alternative was presented to the Airport Commission and City Council in March 2015.
- The environmental analysis for the Initial Study/Mitigated Negative Declaration (IS/MND) has been updated to reflect the Recommended Alternative.

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Study Chronology

2010	Master Plan Update	Airport Commission recommendation for Environmental Follow-on studies
2011	NEPA and CEQA Initiation	Initial environmental studies (biological resources, historic and cultural resources), Agency Scoping
2012	NEPA/CEQA	Technical analyses; alternatives refinement; coordination with FAA, State Historic Preservation Office, Agua Caliente
2013	NEPA/CEQA	Technical analyses; alternatives refinement; coordination with FAA.
2014	Master Plan Update/NEPA/CEQA	Completion of CEQA Initial Study/Mitigated Negative Declaration; Airport Commission, Planning Commission, Historic Site Preservation Board, City Council
2015	Master Plan Update/NEPA/CEQA	FAA directs completion of CatEx, City and public review; refinement of Recommended Alternative, completion of environmental documents.

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Revised Recommended Alternative

Terminal Proposed Improvements

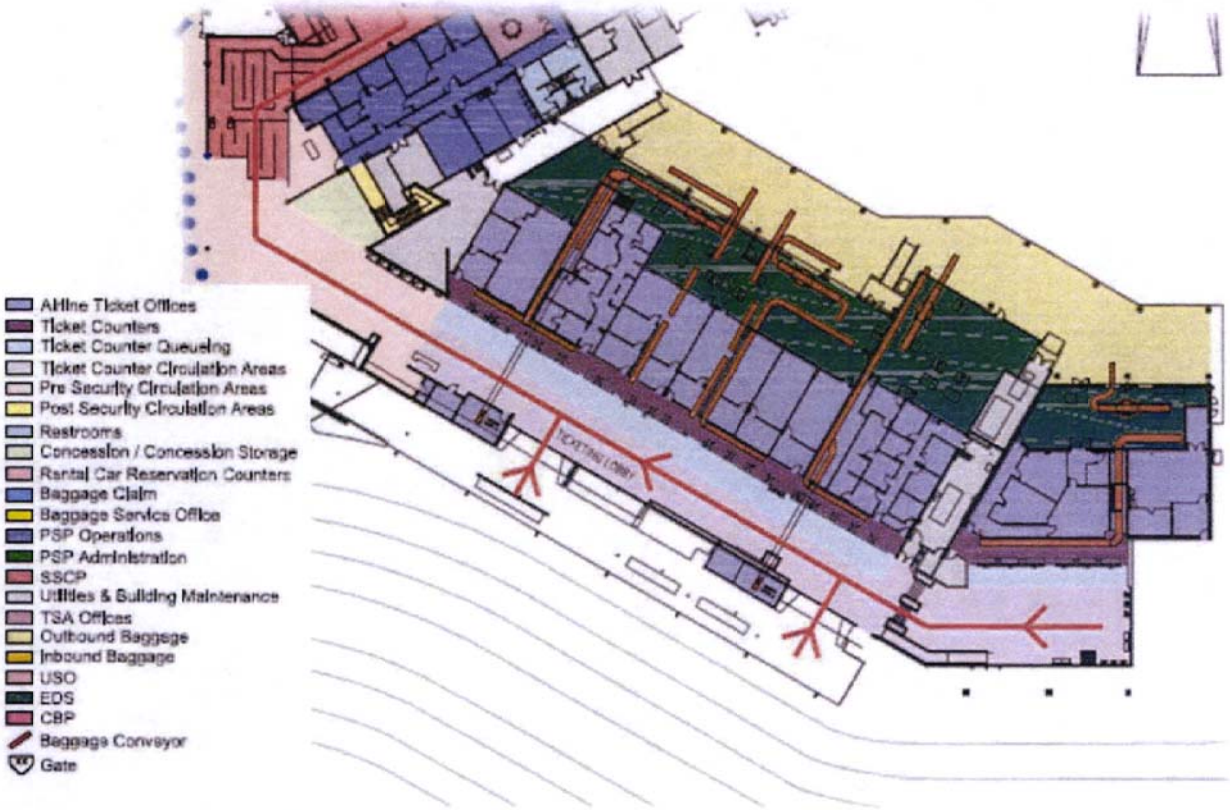
- Expand terminal building by 60' to the north; accommodate rental car counters and USO to allow for baggage claim device expansion.
- Reconfigure interior of ticketing wing; remodel Airline Ticket Office (ATO) space to allow for circulation area expansion.
- Construct a supplemental 5,000+ sq. foot building behind the terminal to accommodate displaced ATO functions.

Landside Proposed Improvements

- Reconfigure the existing Ready/Return lot to accommodate a Quick Turn Around (QTA) facility and structured parking and ready/return.
- Maintain existing maintenance facilities.
- Reconfigure and expand parking areas along Kirk Douglas Way.
- Maintain Airport access via Baristo Road.

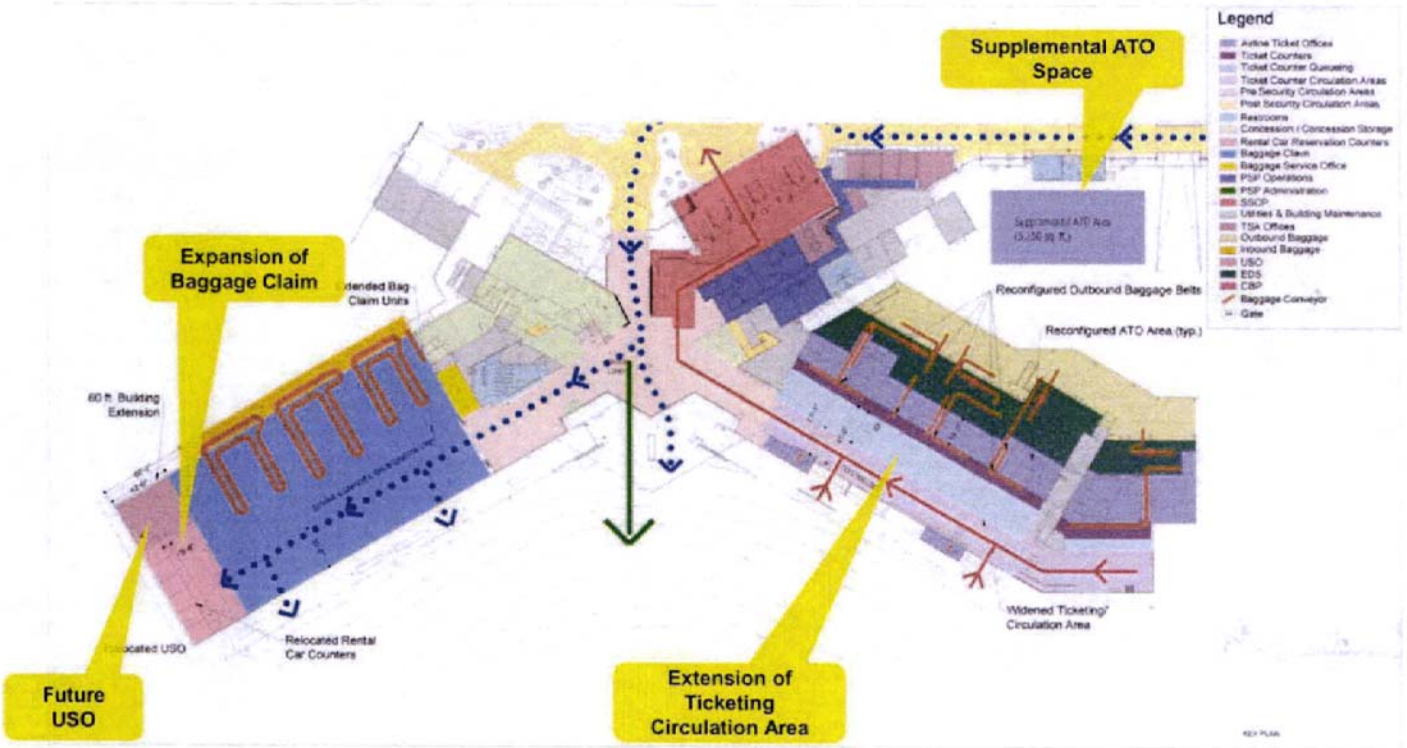
PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Terminal – Existing (ticketing wing)



PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

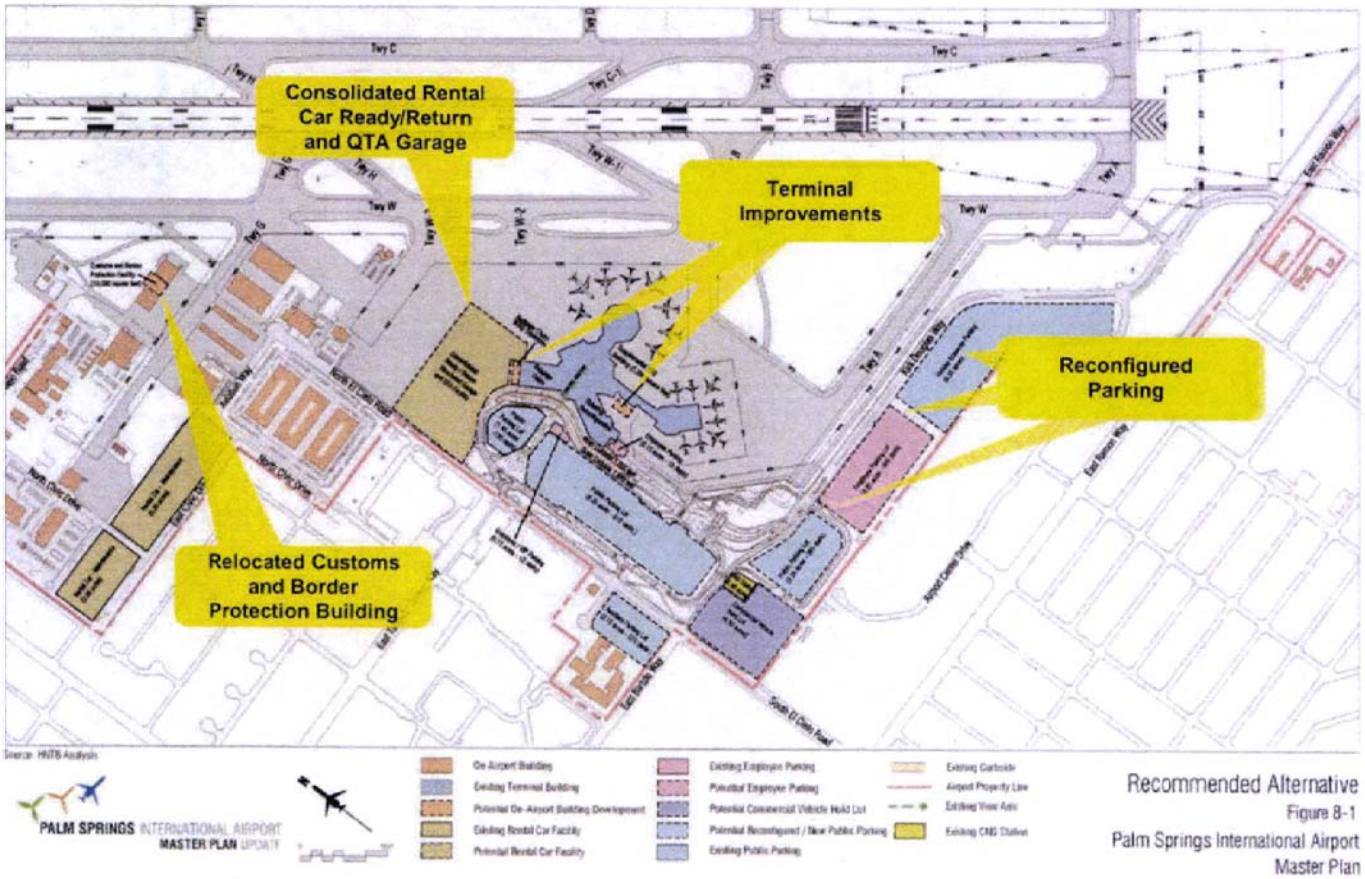
Terminal - Recommended Alternative



PALM SPRINGS INTERNATIONAL AIRPORT

Interior Terminal Reconfiguration Alternative
Figure 3
Palm Springs International Airport
Master Plan

Landside - Recommended Alternative



Recommended Alternative
Figure 8-1
Palm Springs International Airport
Master Plan

Master Plan Update Summary

- The Master Plan Update was a technical analysis, completed in accordance with FAA requirements, to identify short and long term needs at PSP.
- It provides a blueprint based on reasonable forecasts; does not commit PSP to specific projects.
- The Master Plan Update focuses on Landside and Terminal; PSP airside facilities can accommodate future growth.
- The Master Plan Update identifies conceptual projects that are subject to further design and review.
- The Master Plan Update is subject to a CEQA environmental review.

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

CEQA Initial Study

What is CEQA

- California Environmental Quality Act is a statute that requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible.

Why a CEQA analysis is necessary

- The Master Plan Update and associated projects are deemed a "project" under CEQA guidelines.

Level of CEQA Analysis

- Preliminary Analysis leading to Mitigated Negative Declaration or EIR.

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Environmental Analysis

CEQA Environmental Factors	Potentially Significant Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant Impact	No Impact
Aesthetics				
Agricultural Resources				
Air Quality				
Biological Resources				
Cultural Resources				
Geology/Soils				
Greenhouse Gas Emissions				
Hazards & Hazardous Materials				
Hydrology/Water Quality				
Land Use/Planning				
Mineral Resources				
Noise				
Population/Housing				
Public Services				
Recreation				
Transportation/Traffic				
Utilities/Service Systems				

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Mitigation Measures

Environmental Resource	Measure	Summary
Air Quality	MM AQ-1	Require construction contractors to use low polluting equipment.
	MM AQ-2	Require construction contractors to use low polluting architectural coatings. Use super compliant VOC coatings for all architectural applications.
Biological Resources	MM BIO-1	Pre-construction survey for burrowing owls, per the CDFG Code, the MBTA, and the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP); clear study area outside bird nesting season.
Cultural Resources*	MM CUL-1	Terminal modifications should utilize historically accurate materials and be designed and constructed in a manner that is compatible with and sympathetic to the original design.
	MM CUL-3	Consult a certified archaeologist to determine the appropriate treatment of any previously undocumented archaeological materials or features.
	MM CUL-4	Follow State Health and Safety Code Section 7050.5 regarding the discovery of human remains.
Greenhouse Gases		Consistent with MM AQ-1 and MM AQ-2.
Hydrology and Water Quality	MM HYD-1	Prior to the approval of a grading permit, a hydrology analysis of the project shall be reviewed by the City Engineer for review and approval.
Land Use	MM LU-1	Review and approval of MPU by the Riverside County Airport Land Use Commission for consistency with the Airport Land Use Compatibility Plan.
Noise	MM NOI-1	Follow guidelines regarding construction activities.

**Note: MM CUL-2 was removed with revisions to the Recommended Alternative.*

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Mitigation Measures

- The Initial Study/Mitigated Negative Declaration (Revision) concluded that the project has limited potential to degrade the quality of the environment.

- Through implementation of mitigation measures BIO-1, CUL-1, and CUL-3, impacts to biological and cultural resources identified within the project limits will be reduced to below a level of significance.

- By adhering to City design standards and policies, the project will ensure that the potential to degrade the environment will be minimized.

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Environmental Analysis - Noise

- CEQA study includes an analysis of both aircraft noise and construction noise.
- Measured using the 65 Community Noise Equivalent Level (CNEL) Noise Exposure Contour.
- Considers all aircraft activity, including military.
- Implementation of the projects in the MPU do not increase noise.
- Resulting noise exposure contours introduce no new incompatible land uses.
- One mitigation measure associated with construction noise.

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Environmental Analysis - Noise

1999*

111,700 ops*; 1.3 sq mi

2015

56,580 ops;
0.89 sq mi

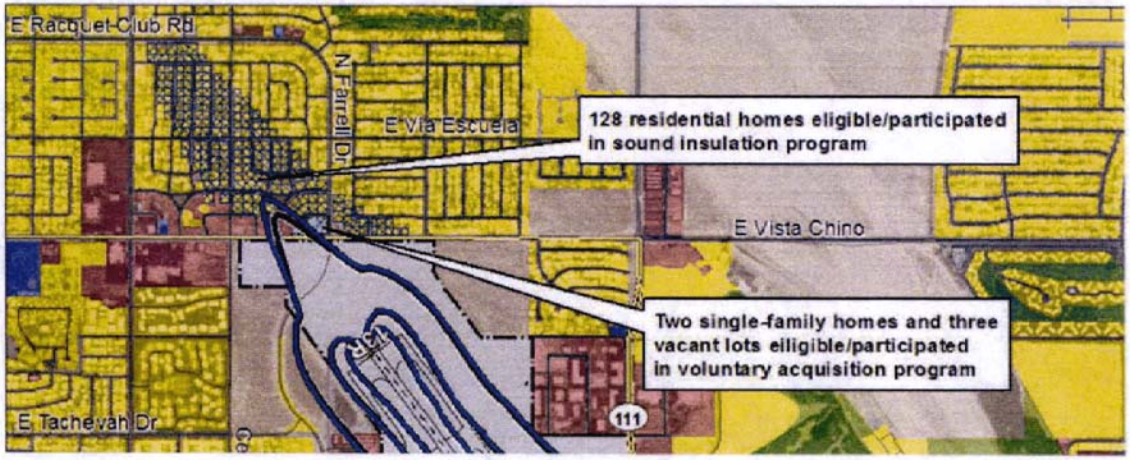
2020
(Forecast)

61,802 ops (forecast);
0.93 sq mi

** 1999 noise contour and operations as forecast by the 1993 study.*

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

Environmental Analysis - Noise



- Resulting noise exposure contours introduce no new incompatible land uses.
- Areas in which the 65 CNEL contour reaches have participated in previous voluntary mitigation programs by the City of Palm Springs.

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

CEQA IS/MND Status

Public Circulation

- The Initial Study/Mitigated Negative Declaration was initially submitted to the State clearinghouse; Included a public review period; additional presentations to the HSPB, Planning Commission and City Council.

Revised IS/MND

- The CEQA Initial Study/Mitigated Negative Declaration has been revised to reflect the updated Recommended Alternative; the revision resulted in a net reduction of potential impacts and is ready for City Council adoption.

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

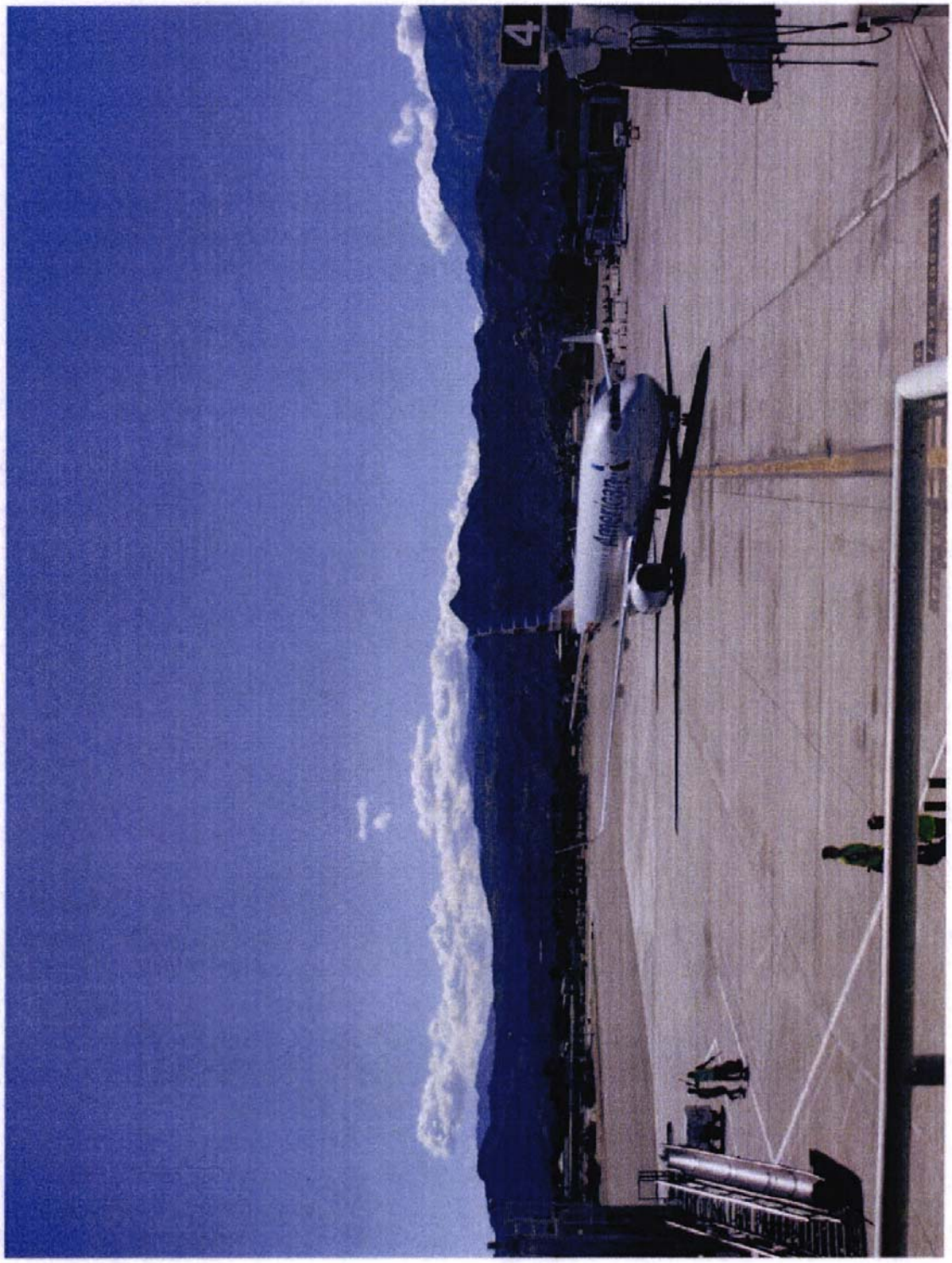
Following City Council Approval:

- Begin Advanced Planning/Programming
- Design
- Construction

PALM SPRINGS INTERNATIONAL AIRPORT
MASTER PLAN UPDATE

American Airlines fleet mix already transitioning to quieter aircraft

4
AMERICA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NOTICE OF PUBLIC HEARING
CITY COUNCIL
CITY OF PALM SPRINGS

CASE 5.1319-MPU
THE PALM SPRINGS INTERNATIONAL AIRPORT MASTER PLAN UPDATE
AND ADOPTION OF A MITIGATED NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN that the City Council of the City of Palm Springs, California, will hold a public hearing at its meeting of October 21, 2015. The City Council meeting begins at 6:00 p.m., in the Council Chamber at City Hall, 3200 East Tahquitz Canyon Way, Palm Springs.

The purpose of this hearing is to consider a request by the City of Palm Springs for the Palm Springs International Airport Master Plan Update that includes enhancement of the airport's ticketing, baggage claim and car rental facilities.

ENVIRONMENTAL DETERMINATION: A Mitigated Negative Declaration (MND), (State Clearinghouse No. 2002071114) has been prepared for this project under the guidelines of the California Environmental Quality Act (CEQA) and will be reviewed by the City Council at the hearing. Members of the public may view this document at the Planning Services Department, City Hall, 3200 East Tahquitz Canyon Way, Palm Springs, and submit written comments at, or prior to, the City Council hearing.

REVIEW OF PROJECT INFORMATION: The staff report and other supporting documents regarding this project are available for public review at City Hall between the hours of 8:00 a.m. and 6:00 p.m., Monday through Thursday. Please contact the Office of the City Clerk at (760) 323-8204 if you would like to schedule an appointment to review these documents.

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

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

Any challenge of the proposed project in court may be limited to raising only those issues raised at the public hearing described in this notice, or in written correspondence delivered to the City Clerk at, or prior, to the public hearing. (Government Code Section 65009[b][2]).

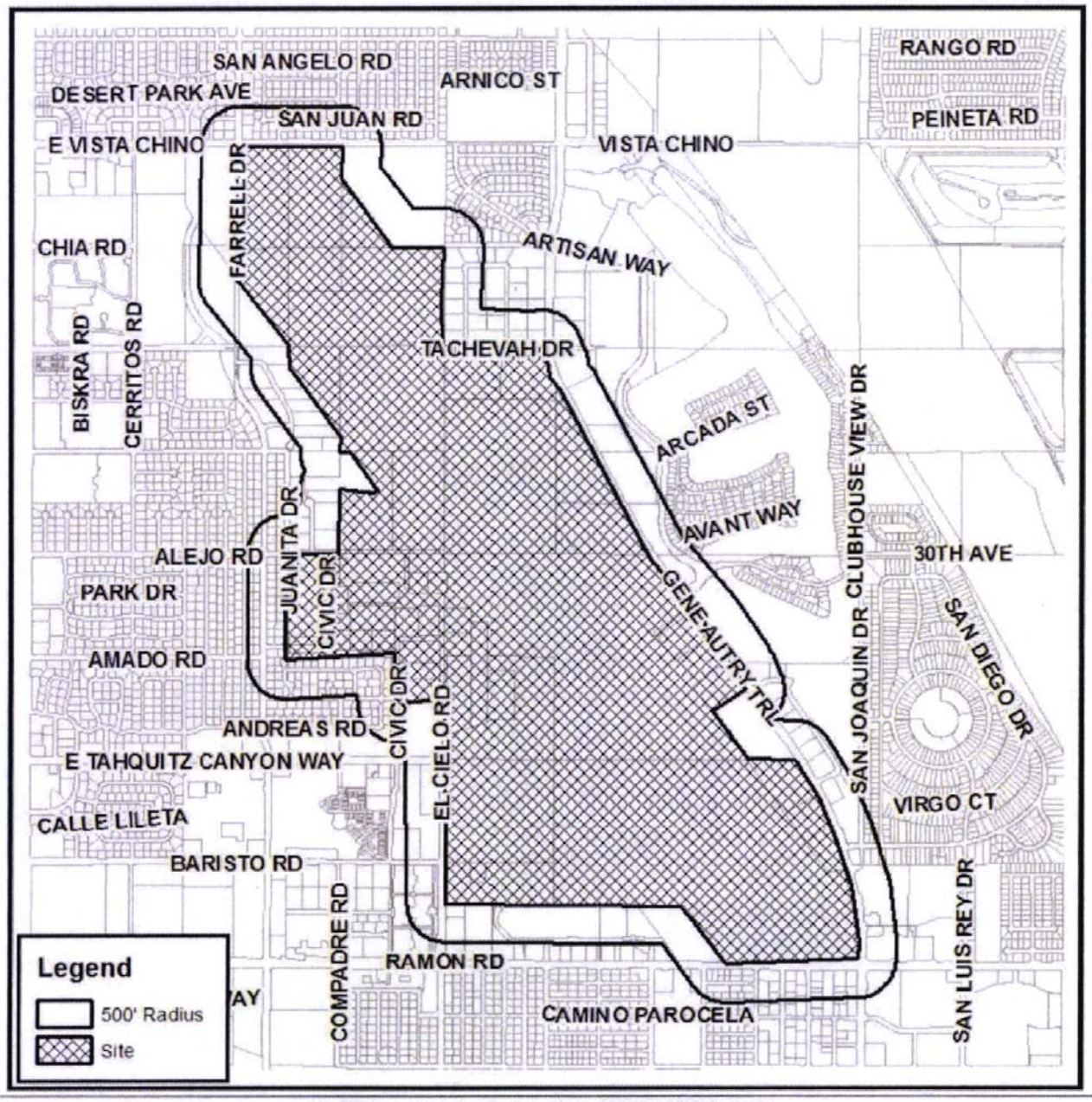
An opportunity will be given at said hearing for all interested persons to be heard. Questions regarding this case may be directed to Edward O. Robertson, Principal Planner, at (760) 323-8245.

Si necesita ayuda con esta carta, porfavor llame a la Ciudad de Palm Springs y puede hablar con Felipe Primera, telefono (760) 323-8253.

James Thompson

James Thompson, City Clerk

Department of Planning Services
Vicinity Map



CITY OF PALM SPRINGS

Kathie Hart

From:	Joanne Bruggemans
Sent:	Wednesday, October 07, 2015 2:51 PM
To:	Desert Park Estates; Racquet Club South; Movie Colony East; Sunrise Vista Chino; El Rancho Vista Estates; Sunmor; Demuth Park; Sunrise Park; Gene Autry; Little Beverly Hills
Cc:	Flinn Fagg; Edward Robertson; Kathie Hart; Cindy Berardi
Subject:	Case 5.1319 MPU - Palm Springs International Airport Master Plan
Attachments:	5.1319 MPU Airport Master Plan 10 21 15.pdf

To All –

Please find the attached Public Hearing Notice of the City Council for October 21, 2015 of the proposed project within a ½ mile of your neighborhood organization.

Thank you,

Joanne

Joanne H Bruggemans
City of Palm Springs
Planning Services Department
3200 E. Tahquitz Canyon Way, Palm Springs, CA 92262
Tel: (760) 323-8245 Fax: (760) 322-8360
Email: joanne.bruggemans@palmspringsca-gov

CITY OF PALM SPRINGS
PUBLIC NOTIFICATION

Date: October 7, 2015

Subject: Airport Master Plan Update

AFFIDAVIT OF PUBLICATION

I, Kathie Hart, MMC, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was published in the Desert Sun on October 10, 2015, 2015.

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

Kathie Hart, MMC
Chief Deputy City Clerk

AFFIDAVIT OF POSTING

I, Kathie Hart, MMC, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was posted at City Hall, 3200 E. Tahquitz Canyon Drive, on the exterior legal notice posting board, and in the Office of the City Clerk on October 7, 2015.

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

Kathie Hart, MMC
Chief Deputy City Clerk

AFFIDAVIT OF MAILING

I, Kathie Hart, MMC, Chief Deputy City Clerk, of the City of Palm Springs, California, do hereby certify that a copy of the attached Notice of Public Hearing was mailed to each and every person on the attached list on October 7, 2015, in a sealed envelope, with postage prepaid, and depositing same in the U.S. Mail at Palm Springs, California.
(608 notices)

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

Kathie Hart, MMC
Chief Deputy City Clerk

THE PALM SPRINGS INTERNATIONAL AIRPORT

UPDATED MASTER PLAN

IS ON FILE IN THE OFFICE OF THE CITY CLERK

Attachment 2

CITY COUNCIL STAFF REPORT

DATE: August 3, 2016 CONSENT AGENDA

SUBJECT: ACCEPT FAA GRANT No. 3-06-0181-054-2016 FOR AIRPORT PROJECTS, AND APPROVE AMENDMENT No. 6 IN AN AMOUNT OF $2,554,344 FOR A PROFESSIONAL SERVICES CONTRACT TO DESIGN AIRPORT TICKETING WING RENOVATION, AIRFIELD ELECTRICAL UPGRADES AND TAXIWAY J PAVEMENT REHABILITATION

FROM: David H. Ready, City Manager

BY: Department of Aviation

SUMMARY

This action contains two key tasks relevant to the 2016 Federal Airport Improvement Grant Project: the award of the design contract and the approval of the Federal Aviation Grant to fund the project elements. The design services contract amendment No. 6 considers both the airfield electrical and taxiway work, along with the terminal design project, consistent with Airport Master Plan.

RECOMMENDATION:

1. Approve acceptance of Federal Aviation Administration AIP Grant No. 3-06-0181-054-2016 in the amount of $2,554,344;

2. Approve Contract Amendment No. 6 to Parsons Brinckerhoff, Inc. Agreement No. 6256 Airport Consulting for the design and bid services on the Terminal Ticket Wing Renovation, Airfield Electrical Systems Upgrade, and Taxiway J Pavement Rehabilitation and in the amount not to exceed $1,922,380;

3. Authorize the City Manager to execute all necessary documents including up to ten percent (10%) additional change order work as required to address changes in the project scope.

STAFF ANALYSIS:

In late 2015, Council adopted the updated and FAA approved Airport Master Plan. This plan identified a need to renovate the interior of the airport's terminal ticketing area to

ITEM NO. 12

create additional floor space in the public circulation and passenger check-in queuing areas. These areas are constrained due to the passenger growth of the airport. To accomplish these stated Master Plan objectives, the City's contracted professional airport services firm of Parsons Brinckerhoff Aviation will need to be engaged, through a contract amendment to complete all the design and final bid documents.

The Federal Aviation Administration mandates that grant funded commercial service airports, of which Palm Springs International qualifies, conduct an open solicitation every five years for the purposes of selecting and hiring a qualified architectural, engineering, and planning consultant having proven experience in airport projects. In compliance with the Federal Aviation Administration mandate to have an open and qualified selection of a new consultant, the Procurement Division conducted a formal Statement of Qualifications (SOQ) 03-12 process that commenced on March 27, 2012. The solicitation was posted to the City's website, directly sent to twelve (12) firms, and advertised in The Desert Sun and a national Aviation trade journal. The City received five (5) submittals and after careful review by an Evaluation Committee consisting of Airport Management, Airport Commissioners, and a nationally recognized Airport industry engineering consultant, they unanimously selected Parsons Brinckerhoff as the highest ranked firm and commenced with contract negotiations. Aside from being nationally recognized with extensive experience in the field of airport projects, this firm has a proven track record of similar projects in Southern California, maintains a large contingent of staff within an hour's drive of Palm Springs, and has staff with previous experience with projects at the Palm Springs International Airport.

This "as-needed" agreement is amended each time there is an airport project. As each airport project materializes, the level of effort scope is developed in accordance with FAA guidelines, and then the contracted hourly rates are applied to formulate the total contract amount. The total contract scope is then reviewed by an FAA authorized independent fee estimator to determine if the level of effort is sufficient for the project and justified. Hourly rates developed by the professional airport projects fee estimator are also used as a basis to verify the firm's rate structure is reasonable. All federal contractors receiving federal grants are under the scrutiny of the General Services Administration.

Over the course of the on-call professional services contract, Parsons Brinckerhoff Aviation has been engaged for the following past projects: Terminal apron design, Airfield thermoplastic markings, Airport Use and Lease Agreement development, Terminal apron construction, checked baggage study for the Transporation Security Administration, Runway 13/31 design, and Airport security system upgrades to include cameras, flight information displays and a new paging system. All projects have been successful.

In order to create the added interior space and not disturb the existing terminal building exterior, the design team will follow the Master Plan concept of adding a small free-standing separate structure to the terminal's airside, out of public view, so that TSA bag screening operations can move out of the congested terminal building. The space freed up by this TSA relocation will then be remodeled, along with remaining ticketing area interior, to create the needed additional public circulation and queuing space. During the remodel, the latest technology for airline ticket counter operations will be incorporated into the work, along with other features that enhance the passenger check-in experience and facilitate efficient airline operations.

During the City Council's previous Master Plan review process, there was considerable discussion and direction from Council that the design of this project preserve and in no way change the front façade of the terminal building.

An important facet of this ticketing renovation project is creating a phasing plan which minimizes the effect on the airport operations. Therefore the project's goal is to complete as much of the construction work as possible during off-season in summer and fall of 2017. However that schedule is subject to some deviations as determined by lead times for custom baggage belt system components, airline lease space build out, and other construction related items. Airline activity during this period relaxes considerably.

Additionally, two other smaller FAA-funded airfield maintenance projects are included in this contract amendment and Grant as authorized by the FAA. One includes the replacement of 20-year-old electrical system components for the airfield lighting and signage. Lighting and signage, which utilize old inefficient incandescent bulbs, will be replaced with LED technology to reduce energy consumption and provide a more durable and safe night time aircraft navigation environment.

The other airfield project will design the replacement of a small segment of pavements on TWY J – between TWY C and TWY E. The team will conduct a field investigation to determine the degree of required pavements and any damage to underlying base layers. The Civil Engineering team will then design the pavement replacement in accordance with the standards set forth by the FAA Advisory Circulars (ACs) including the requisite FAA Construction Safety Plan that includes traffic control, demolition, paving, striping, and phasing.

FISCAL IMPACT:

The combined cost of professional design services for these two projects is $1,922,380: Terminal Renovation ($1,708,888) and Airfield Upgrades ($213,492). The design cost will be funded at 90.66% by the FAA under AIP Grant.

The FAA Grant No. 3-06-0181-054-201 is comprised of design fees of $1,922,380; independent fee review, advertising and plan printing costs of $18,800; and the final security system equipment of $876,318. The project estimated total is $2,817,498, and 90.66% or $2,554,344 will be eligible for reimbursement. Authorizing the acceptance of the grant will approve project funding of this Federal grant program. The remaining local balance of $271,794 is budgeted in Airport Account No. 416-6401-56180.

Thomas Nolan
Executive Director, Airport

David H. Ready, Esq., Ph.D.
City Manager

Attachments:

Parsons Brinckerhoff – Amendment 6
Parsons Brinckerhoff – Terminal Scope of Services
Parsons Brinckerhoff – Airfield Scope of Services

Attachment 3

CITY COUNCIL STAFF REPORT

DATE: May 03, 2017 NEW BUSINESS

SUBJECT: Airport Terminal Ticketing Wing Renovation Schematic Drawings Review

FROM: David H. Ready, City Manager

BY: Department of Aviation

SUMMARY

On August 3, 2016, City Council approved a Federal Aviation Administration Grant to fund the design of the Airport's Terminal Ticketing Wing Renovation. The schematic design is ready for City Council's input and authorization to proceed with the design development phase. Representatives from WSP PB Aviation will make a presentation on the Schematic Drawings at the Council meeting.

RECOMMENDATION:

1. Approve acceptance of the Airport Terminal Ticketing Schematic Design.
2. Authorize proceeding with the Design Development phase.
3. Authorize proceeding with the bid on the Terminal Phase 1 Enabling Project estimated to cost approximately $1,300,000.

STAFF ANALYSIS:

In late 2015, City Council adopted the updated Federal Aviation Administration funded and approved Airport Master Plan that identified a need to expand the interior space of the airport's terminal ticketing wing to address growing constraints in the passenger circulation and check-in queuing areas, and enhance the efficiencies of baggage screening and processing functions. This Airport Master Plan project was also identified by City Council, during the March 2017 Strategic Planning session, as a three-year goal to "Enhance and invest in public infrastructure". Working toward accomplishing this airport ticketing area capacity enhancement project, in August 2016 Council approved a professional services agreement with WSP Parsons Brinckerhoff Aviation, funded by FAA AIP Grant No. 3-06-0181-054-2016 in the amount of $1,922,379.82, for the full design and bid of the two construction season project. Schematic design is now

ITEM NO. 5.A.

complete and it requires review and input by the Council prior to proceeding with full design development.

The ticketing area renovation project's majority of work and expense are for utilitarian elements driven by the Federal Aviation Administration's requirements for functionality check-in and baggage processing. The Airport Master Plan used specific aviation forecast methodology to identify activity levels that will result in airport facility constraints if not addressed. The FAA considers any airport's passenger processing and baggage handling constraints an impediment to their overall National Plan of Integrated Airport Systems. This is based on the principle that when passengers and baggage are not processed safely and efficiently, then flight delays materialize and impose a domino effect impact on airline hub and spoke airport system schedules. The mission of the FAA includes ensuring that Federal Grants are being used appropriately to proactively identify capacity and efficiency constraints, and this schematic design's emphasis achieves these objectives.

Project Functional and Design Elements

The two driving components of this ticketing renovation is the need to create additional space in the passenger processing areas, installing new more efficient baggage screening systems in the rooms located behind the ticket counter back wall out of public view, and adding capacity to airline baggage retrieval capabilities and ticket counter customer service positions. Working within the confines of the existing ticketing wing's footprint, the only plausible way to create the needed passenger processing space was to move the airline ticket counters backwards creating more depth to the public circulation and queuing area. Given the Council direction of not disturbing the terminal's historic front façade, which is being fully accomplished here, the rear of the ticketing wing's steel enforced canopy area will have to be fully enclosed to capture the additional operational space necessary to house a new consolidated baggage system and screening area. The entire interior of the existing ticketing wing will require demolition and renovation. The project's specific benefits achieved include the following:

- Create approximately 5000 additional square feet to the existing 15,000 square feet of space within the public processing and circulation area by moving the airline ticket check-in counters backwards
- Preserve the original architect's aviation theme while achieving a more open and spacious passenger circulation space integrating new digital signage technologies for improved information transmittal from airline to passenger
- Improve passenger processing alternatives and efficiency by adding more room for self-check-in kiosks
- Widen the main passenger flow corridor the full length of the ticketing hall for more capacity and efficient, comfortable two-way passenger circulation
- Create easily accessible areas for wheelchair storage

- Enhance the overall sense of the increased space and reduce ambient sound levels by elevating the public area ceiling height adding 66,000 cubic feet of space to the existing 102,000 cubic feet
- Install a semi-automated Baggage Handling System that enhances capacity throughput and fortifies airline and TSA security processes
- Consolidate the TSA baggage screening area equipment and functions for improved ergonomics and safety for airline and TSA employees
- Create new customized, flexible airline operations offices to optimize space utilization and accommodate future airline changes
- Install new passenger check-in counters increasing the airline customer service agent positions from 50 to 60
- Replace HVAC, plumbing, and electrical systems with new technology for improved safety, enhanced working conditions for tenant staff, and more comfort and convenience for the general public during passenger processing
- Build employee restrooms
- Create airline new operations offices under the Bono Concourse
- Remove any hazardous materials during demolition

Design Assumptions

The only area that has architectural features is the public space located between the airport terminal's front façade and wall immediately behind the airline ticket counters. The inspiration that drove the architect's interior design elements emanated from the existing terminal lobby which served as the hallmark of Mr. Donald Wexler's airport terminal building. A ceremony in 2009, with Mr. Wexler present, dedicated a plaque inscribed with the following:

"Built in 1966
Donald Wexler, Architect
An expression of the jet-age, the facade
brings a sense of flight to the terminal
entrance through a v-shaped roof,
floating columns, and expansive glass"

Keeping with the "sense of flight" Mr. Wexler expressed with this iconic building, the interior renovation architectural features designed into the new ticketing wing public areas perpetuate this theme. Note: The colors and finishes in the following renderings are for exhibit purposes only and final selection will be determined by the Council when Design Development is complete.

Design Concept Drawings and Project Area Layout

Concept designs drawings and the proposed project area layouts are shown in Exhibits A through E.

Construction Schedule

An important component of this ticketing renovation project is orchestrating a phasing plan which minimizes the effect on the airport operations. The summer period is the optimum construction time because it has considerably less flight demand and subsequently fewer passengers to accommodate. However, the project cannot be initiated and completed in one season, so it must be constructed over two off-seasons in 2017 and 2018.

Enabling Projects for Bid Approval

The action requested of City Council is to authorize proceeding with the Bid phase of the elementary "Enabling Projects" which must be completed during calendar year 2017 for utilization as supplemental airline and TSA operations space during the main 2018 demolition and renovation portion of the project. The following drawing depicts the enabling projects which include a modular structure installed directly behind the ticketing wing, and the buildout of small offices under the Bono concourse at ground level. The estimated cost of these two enabling elements is $1.3 million and will be funded by an FAA Grant awarded after the bid price is determined.

See Exhibit F titled Enabling Projects to view the proposed layout.

FISCAL IMPACT:

The schematic phase design created a total project construction cost estimated at $24,400,000 and $26,000,000. Design Development will refine this estimate and include some contingencies that allow for cost reduction should there be anything in the final bid of the 2018 project that compromises the budgetary parameters. A separate professional services contract was authorized by City Council in December 2016 to conduct the appropriate financial feasibility of the project and established two primary sources of funding for the project:

1) FAA Entitlement Grants funding: The first FAA grant is being used for current design and bid phase, and a second FAA grant is programmed to fund the 2017 enabling projects this summer. Additional FAA entitlement grant funds between $4,000,000 to $6,000,000, which are formulated based on total annual number of passengers, is forthcoming and will be used for only FAA eligible project elements in the 2018 construction and renovation phase. All FAA grants combined will fund approximately one-quarter of the total project cost.

2) FAA Passenger Facility Charge: Will be instituted to retire the old PSP Airport Bond that originated in the 1990s to fund construction of the new Bono Concourse, and provide new bonds for the 2018 major ticketing construction and renovation. This new

PFC program will be coming to Council soon for authorization to proceed with the program as required by the FAA.

Of the ten airlines that serve PSP Airport, only five are under the Council approved Signatory Airport Use and Lease Agreement (AULA). Under the terms of this AULA agreement, there is a provision that requires these airlines to have "majority" consensus on certain airport capital expenditures. This agreement, which has been in place for over a decade, is consistent with the practices in airports throughout the United States. The Federal Aviation Administration closely monitors airport tenant practices to ensure that there is a fair and competitive airport environment without any discriminatory or preferential treatment to any airline. The PSP Airport Airline Use and Lease Agreement, as approved by City Council, provide the guideline parameters for airlines budgetary approvals on both airport operating and capital projects. The airlines' consensus process on how to address the ticketing wing constraints and remedies began in 2010 with their participation into the Master Plan that Council ratified in 2015. During that process, the airlines' input was the driving impetus for creating this cost effective ticketing renovation project alternative versus two significantly more complicated alternatives that involved the construction of an entirely new building at about twice the expense of this project. There has been majority consensus by the airlines to proceed with this project and the airlines indicated they will use a technical committee to work closely in design development phase to ensure that the project budget is preserved and that future operating expenses emanating from the project are as streamlined as possible. Each airline will require proprietary office and counter customized buildout, and this technical committee will be responsible for representing those specific needs to the design team.

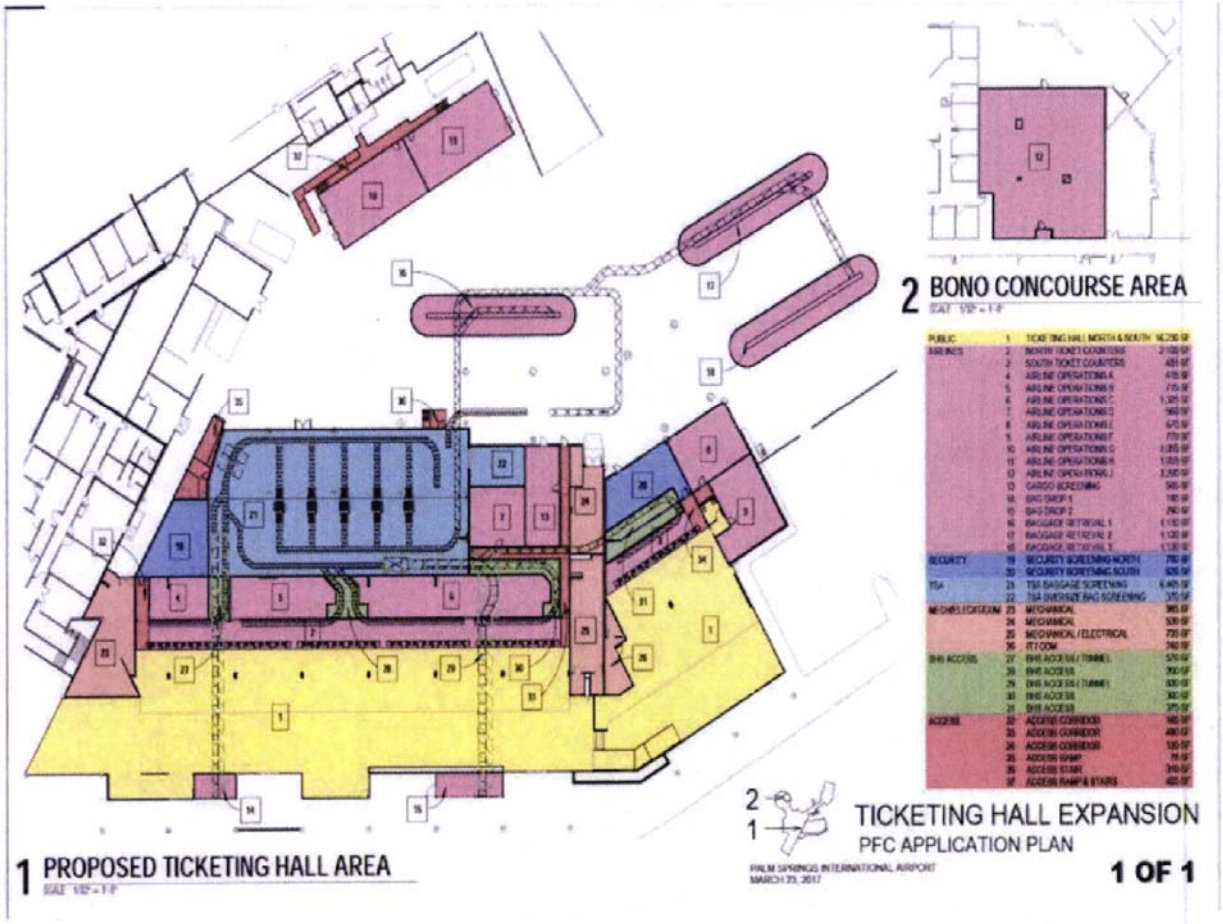
To ensure that the airlines do not incur project related costs during the phased main construction in 2018, the new PFC will include approximately $4,500,000 in funding that will cover airline specific relocation and new space buildout costs. Additionally, the construction contract will provide an allotment to the general contractor to hire additional sufficient staff to assist airlines with any additional baggage handling labor required during the temporary conditions during 2018 construction.

Thomas P. Nolan, A.A.E.
Executive Director, Airport

David H. Ready, Esq., Ph.D.
City Manager

Attachments: WSP PB Aviation Project Presentation

Exhibit A



Project Area Layout

Exhibit B

Rendering of new main ticketing area looking from north to south

Exhibit C

Rendering of new transition from main terminal lobby into the main ticketing hall

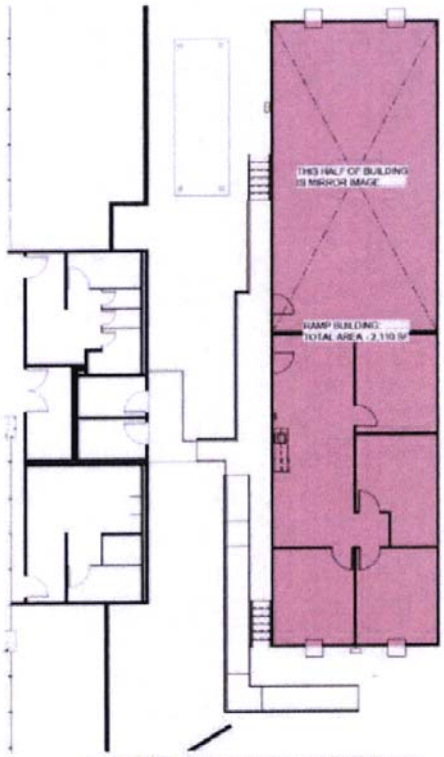
Exhibit D

Rendering of new south ticketing area looking north

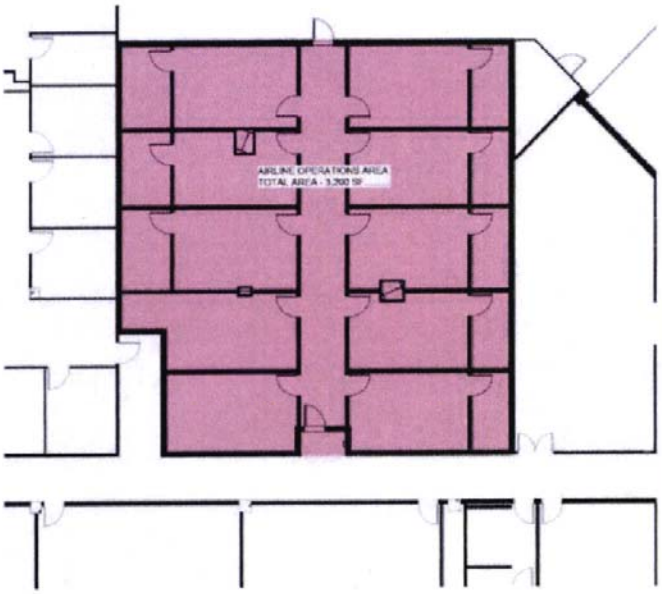
Exhibit E

Rendering showing view facing the airline ticket counters

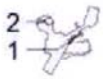
Exhibit F



1 RAMP BUILDING FLOOR PLAN



2 BONO CONCOURSE LOWER LEVEL PLAN



TICKETING HALL EXPANSION
ENABLING PROJECTS PLAN

PALM SPRINGS INTERNATIONAL AIRPORT
MARCH 27, 2017

1 OF 1

Enabling Projects

Attachment 4

Ticketing Hall Remodel

Palm Springs International Airport
November 15, 2017

Palm Springs International Airport

wsp

OBJECTIVES

→ Create Additional Public Circulation & Queuing Capacity
→ Create New Optimized TSA Baggage Screening Area
→ Install New Baggage Screening Systems Technology
→ Enhance the Passenger Experience
→ Increase Airline Ticket Counter Positions Capacity
→ Optimize Airline Ticket Office Space Configuration
→ Preserve and extend the aesthetics of Don Wexler's Iconic Design

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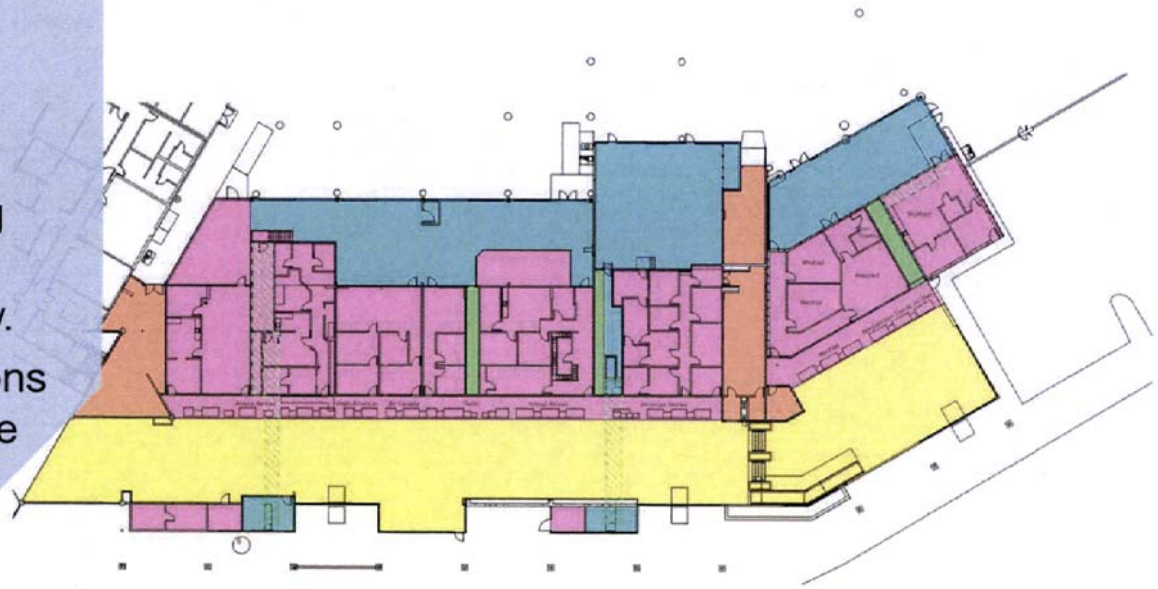
EXISTING

- → Passenger circulation impeded by current plan.
- → Baggage Screening is in three separate screening areas which diminishes capacity and redundancy.
- → 48 Ticket Counter positions without capacity for future airlines.



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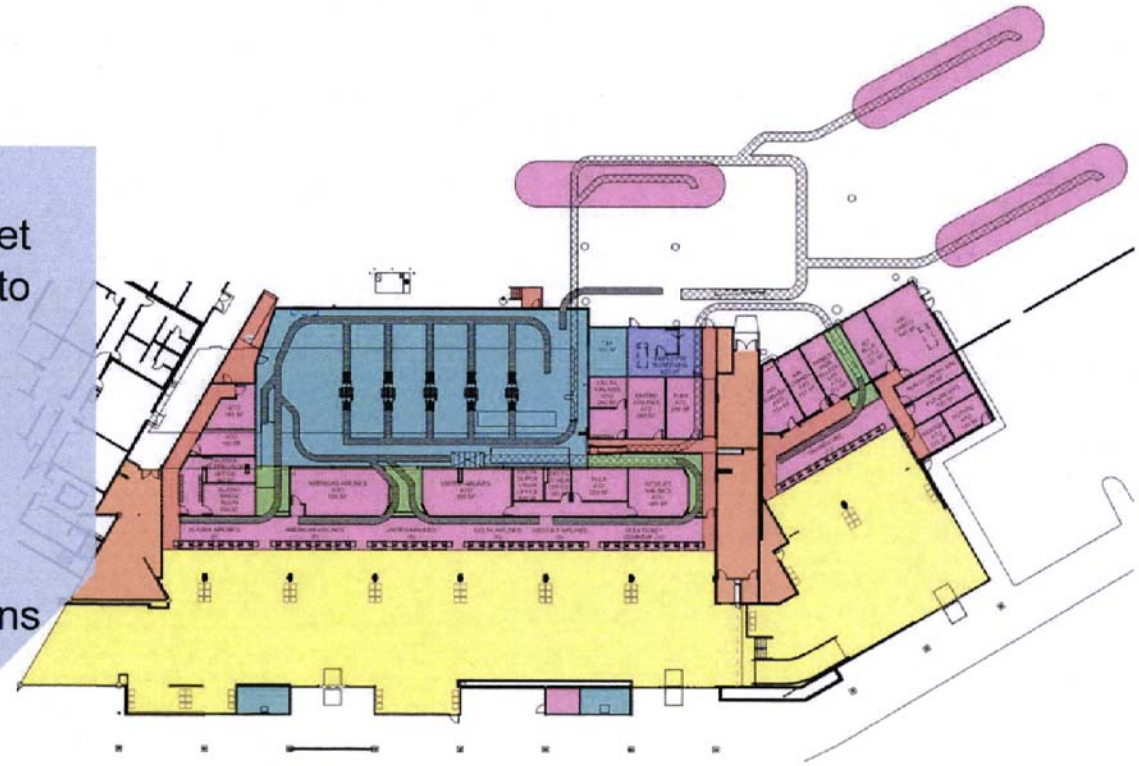
AT COMPLETION

- → Public circulation is 19 feet deeper adding 6,000 SF to the existing 12,600 SF
- → Mini-Inline Baggage Handling System enhances capacity with improved ergonomics
- → 58 Ticket Counter positions allow for flexibility and growth.



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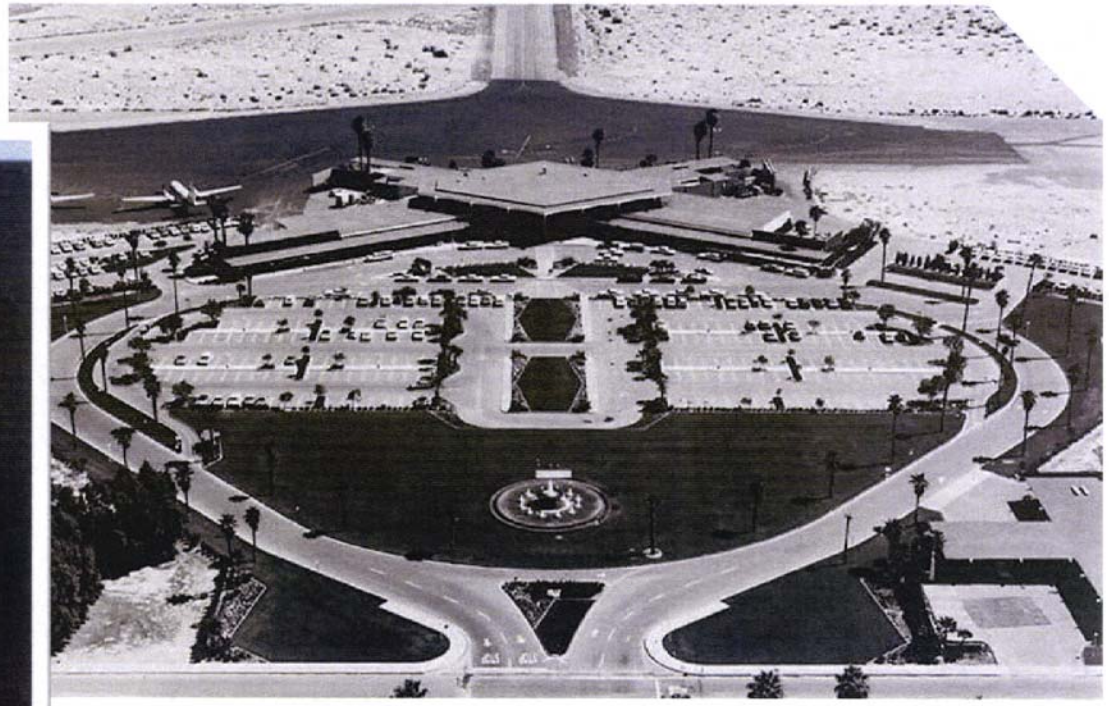
PSP WEST FAÇADE
Remains Untouched



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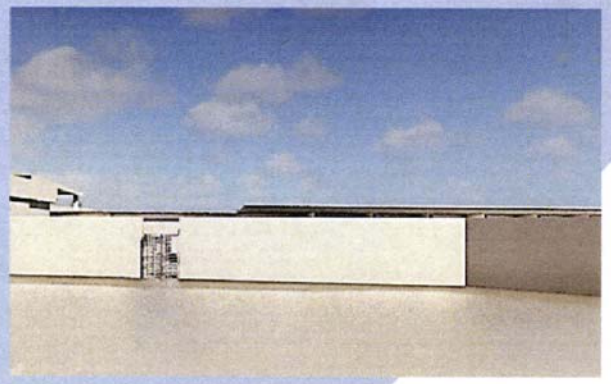
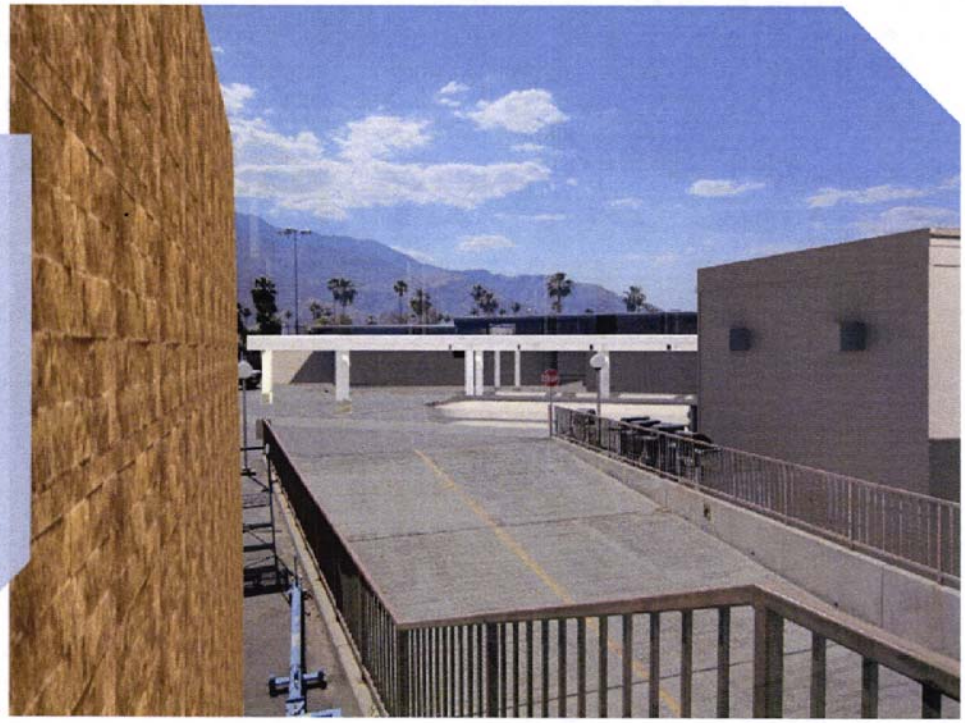
BAGGAGE MAKE-UP - EXISTING

→ Is on the rear of the building and only visible by those walking from the Regional Concourse to the Terminal through one small area of glass

BAGGAGE MAKE-UP

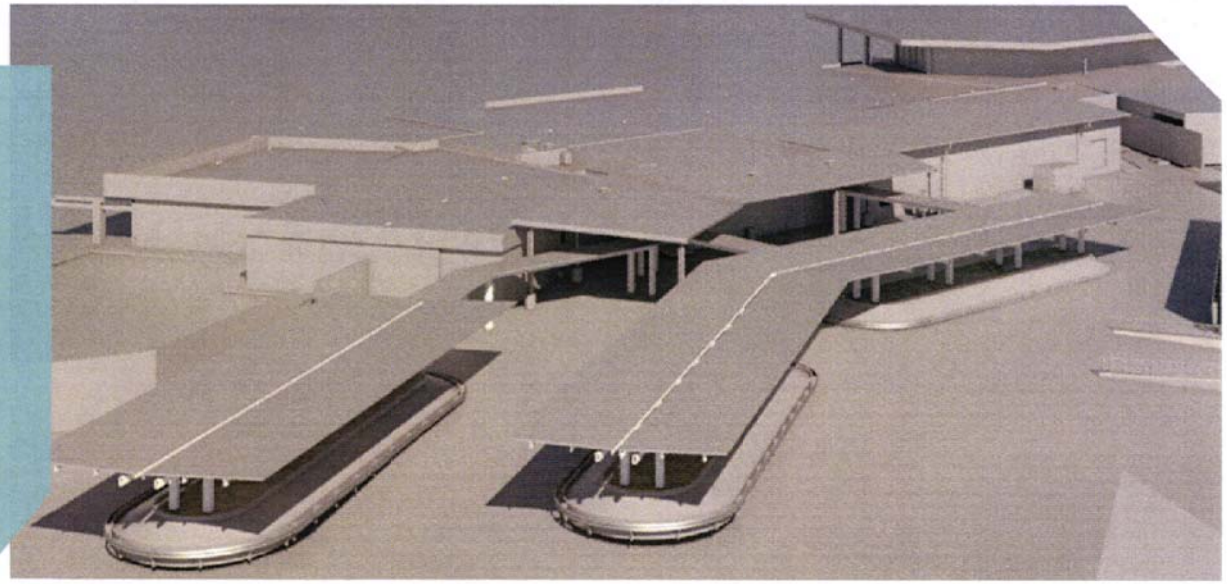
→ The BHS conveyors are shielded from the street by the AOA Screen Wall





BAGGAGE MAKE-UP CAROUSELS

- Two Base Bid Baggage Make-Up Carousels
- One Alternate Bid
- Simple Umbrella Shed Canopy is compatible with the existing utilitarian structures



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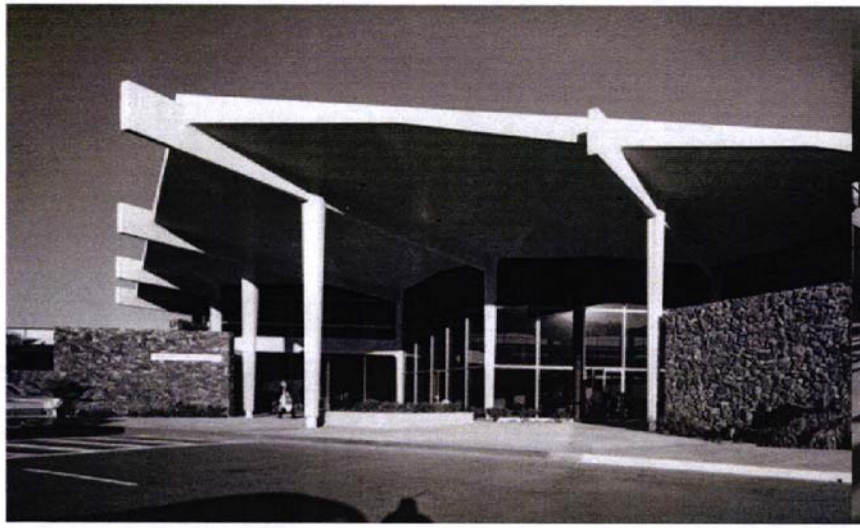
MID-CENTURY MODERN



LOBBY

- → Stone used in the west façade is introduced into the interior.
- → Round light fixtures used at transition zones recall those featured in the original design.

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TICKET COUNTER POSITIONS

- → Attractive Uniform ADA compatible Ticket Counters
- → Airline Branding provided through uniform large format monitors
- → Two-tiered ceiling evokes flight imagery
- → Exposed articulated column supported beams draw from existing
- → Durable finishes are resilient and attractive

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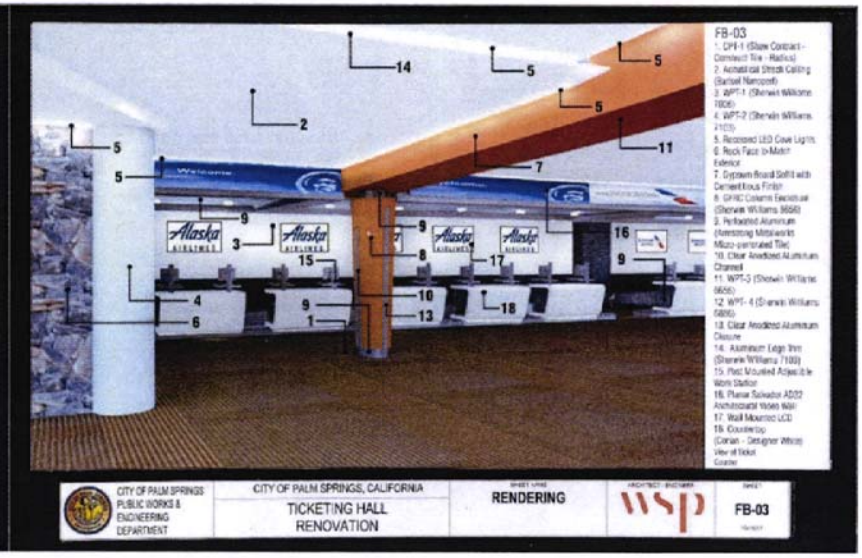
ENHANCED CIRCULATION

- Ramp between North and South Ticketing Hall replaced with a wider high capacity version that will allow two sets of passengers to walk in opposing traffic comfortably

COLOR VS MONOCHROMATIC

Palm Springs International Airport wsp

COLOR VS MONOCHROMATIC

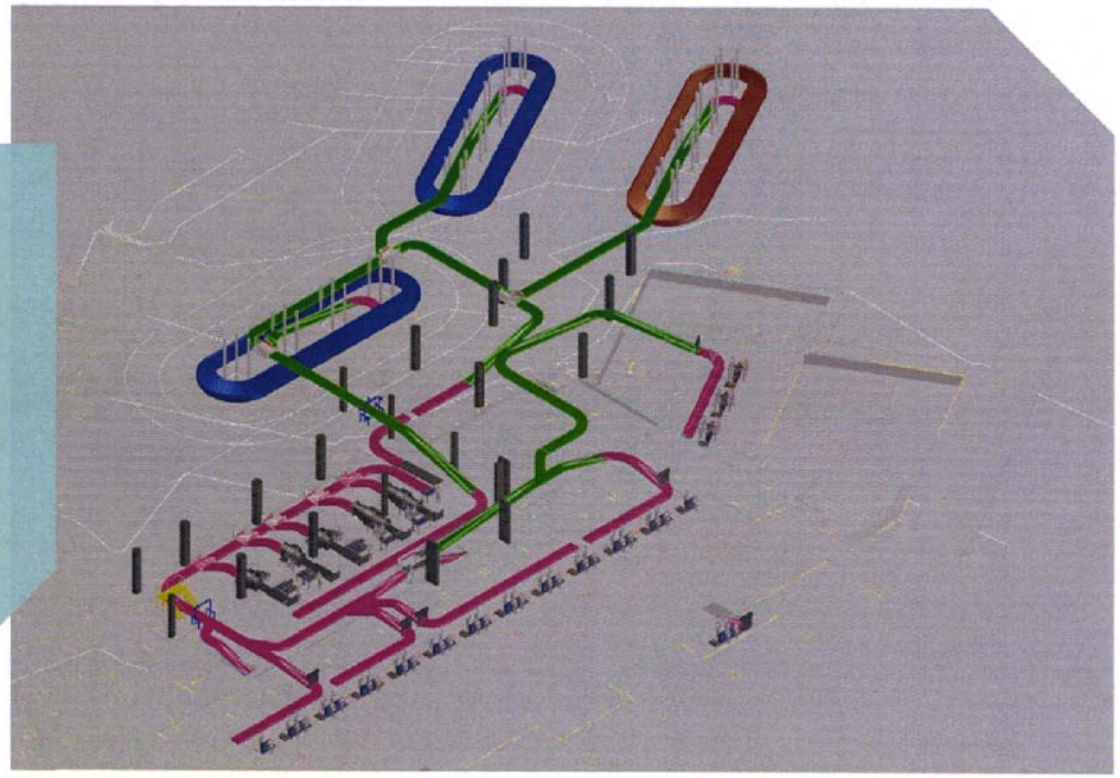


Palm Springs INTERNATIONAL AIRPORT wsp

BUDGET & SCHEDULE

→ Estimate of Probable Cost:
- $25,900,000

→ Schedule:
- Bidding Summer of 2018
- Construction
  May to October 2019



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REQUESTED ACTION

- → Select Color Strategy
- → Provide Design Approval
- → Provide Approval to go out for Bid

THANK YOU