

5.6 LANDSIDE ALTERNATIVES DEVELOPMENT

Given the proximity of landside facilities to terminal facilities, it is necessary to aggregate the two components when developing landside alternatives. Following a series of refinement discussions, a total of four terminal / landside alternatives were developed which accommodate landside facility requirements. **Table 5-2** presents a summary of the landside facility requirements.

Table 5-2: Landside Facility Requirements Summary

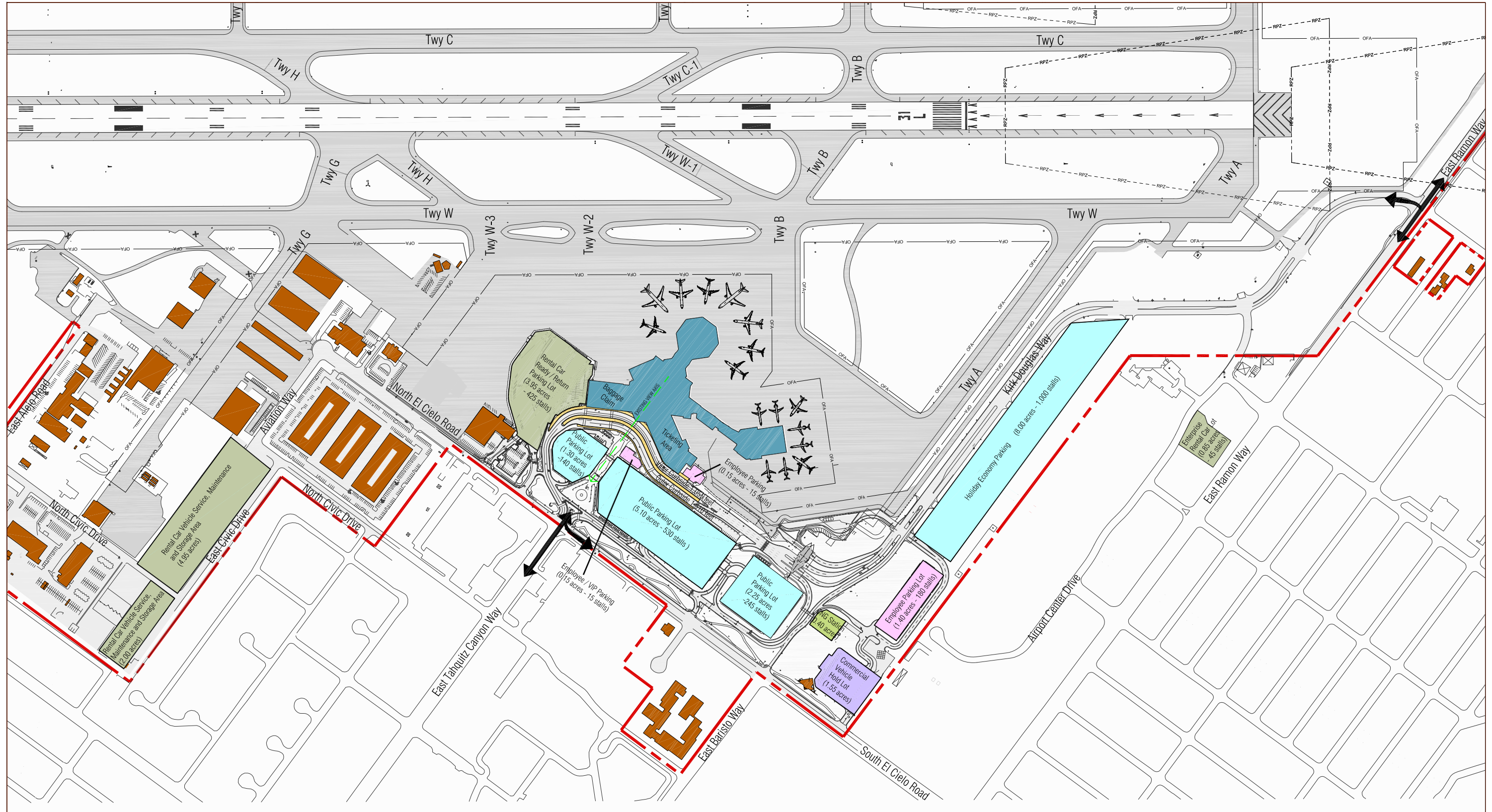
	Existing	2008	2013	2018	2023	2028
Terminal Curbside Length						
Inner Curb	1,056	754	831	908	1,031	1,146
Outer Curb	1,512	330	390	410	430	450
Public Parking						
Short-Term Parking Lot Stalls	377	275	325	388	444	507
Long-Term Parking Lot Stalls	538	480	567	677	775	884
Holiday Economy Parking Lot Stalls	1,000	1,000	1,000	1,000	1,000	1,000
Short-Term Parking Lot Acres	3.86	2.53	2.98	3.56	4.08	4.65
Long-Term Parking Lot Acres	4.78	4.41	5.21	6.23	7.13	8.13
Holiday Economy Parking Lot Acres	4.47	4.47	4.47	4.47	4.47	4.47
Employee Parking						
Employee Parking Lot Stalls	210	327	386	462	528	601
Employee Parking Lot Acres	1.69	2.63	3.10	3.71	4.24	4.83
Rental Car						
Customer Service Area						
Counter Length (linear feet)	148	90	90	90	90	90
Customer Service Area (square feet)	1,041	630	630	630	630	630
Rental Car Office Area (square feet)	1,645	1,350	1,350	1,350	1,350	1,350
Passenger Queue Area (square feet)	151	1,800	1,800	1,800	1,800	1,800
Ready / Return Parking Lot						
Ready Parking Lot Stalls	302	273	324	391	442	509
Return Parking Lot Stalls	187	191	226	273	311	357
Ready / Return Parking Lot Acres	3.78	3.16	3.74	4.52	5.12	5.59
Vehicle Service/Maintenance/Storage	7.84	7.84	9.26	11.07	12.67	14.44

Area(acres)

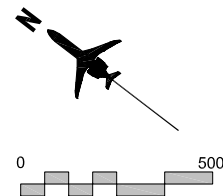
Source: HNTB Analysis

5.6-1 Terminal / Landside Alternative 1 – No-Build Alternative

Alternative 1 combines the no-build terminal alternative with a no-build landside alternative. Under Alternative 1, the existing landside facilities and infrastructure remain in place and no physical alteration is made with the exception of closing the airport entrance at Baristo Road. The Baristo Road airport entrance closure is proposed in all of the alternatives in an attempt to reduce non-airport related bypass traffic. Other than the relief in roadway congestion, and the requirements for the number of lanes and length of the outer curbside, Alternative 1 does not meet any of the future landside facility requirements. Alternative 1 is depicted in **Figure 5-11**.



Source: HNTB Analysis



- | | | | |
|---|-------------------------------|---|--------------------------------------|
|  | On-Airport Facility |  | Existing Commercial Vehicle Hold Lot |
|  | Existing Terminal Development |  | Existing Curbside |
|  | Existing Rental Car Facility |  | Airport Property Line |
|  | Existing Public Parking |  | Airport Entrance/Exit |
|  | Existing CNG Station |  | Existing View Axis |
|  | Existing Employee Parking | | |

Landside Alternative 1 - No-Build (Existing Conditions)

Figure 5-11

Palm Springs International Airport
Master Plan

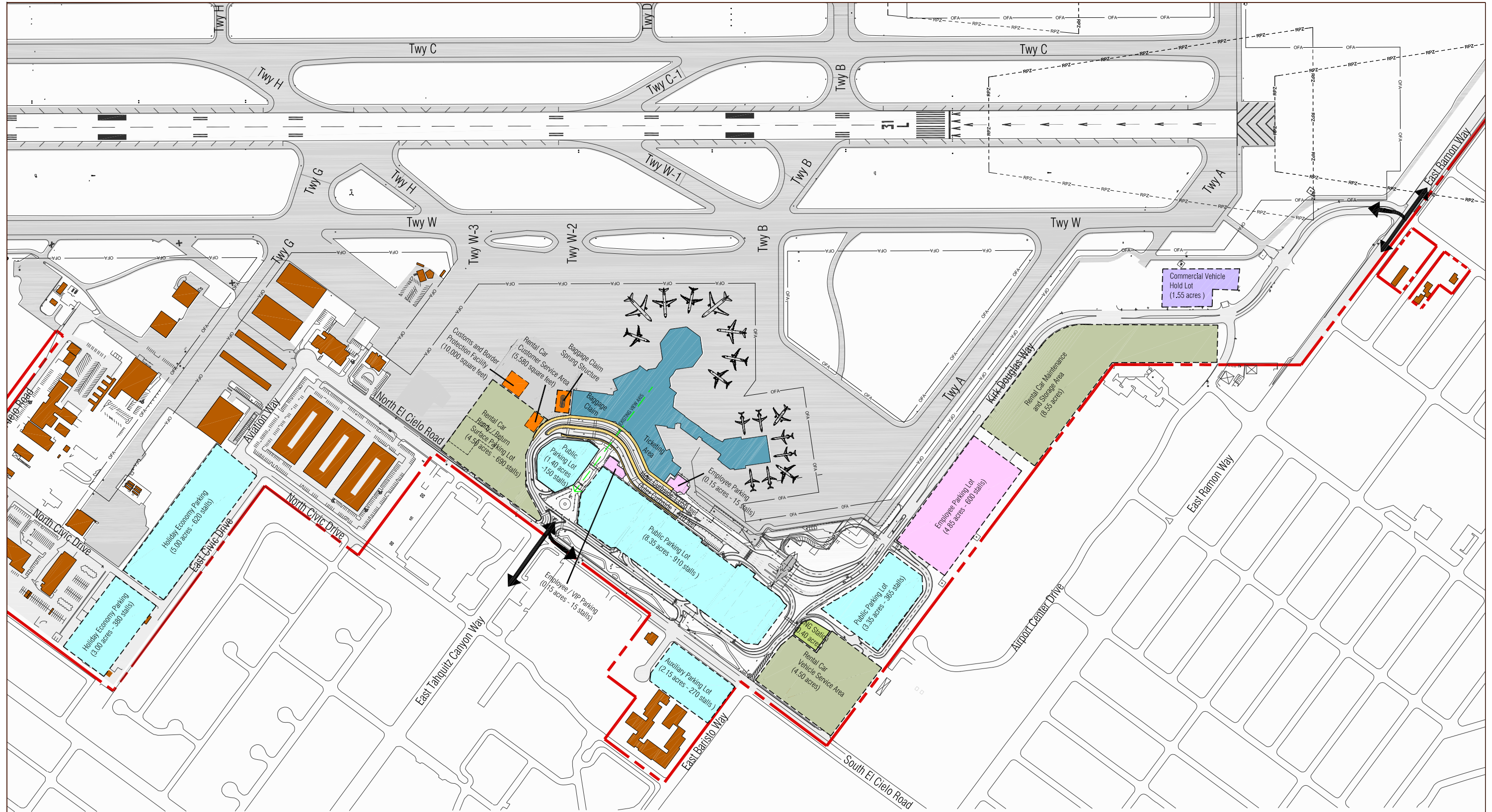
5.6-2 Terminal / Landside Alternative 2 – Immediate Action Plan

Alternative 2 combines the Immediate Action Plan developed in the second phase of terminal alternatives development with an Immediate Action Plan for the landside facilities. The Immediate Action Plan, depicted in **Figure 5-12**, proposes the following landside improvements.

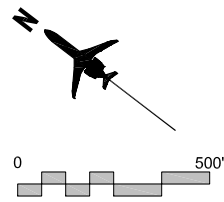
- The terminal curbside would be realigned to the north to better serve the new baggage claim carousel proposed in the Immediate Action Plan terminal alternative.
- The parking stalls in the short and long-term parking lots would be reallocated and expanded to better accommodate demand.
- The rental car ready/return parking lot adjacent to the passenger terminal would be expanded in its current location.
- The rental car support facilities, including wash and gas operations would be relocated south of the terminal area to the current site of the holiday economy parking lot.
- The employee parking lot would be relocated and expanded along Kirk Douglas Way.
- The holiday economy parking lot would be relocated to the existing site of the rental car service facilities.
- The commercial vehicle hold lot would be relocated further south east along Kirk Douglas Way.
- The Baristo Road airport entrance would be closed.
- A new U.S. Customs and Border Protection facility would be constructed in the northwest corner of the baggage claim area.

The Immediate Action Plan (IAP) only meets the 2018 facility requirements. However, it is compatible the two full-build alternatives, Alternatives 3 and 4 and would not preclude the eventual development of these alternatives.

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Source: HNTB Analysis



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|--|--------------------------------|--|---------------------------------------|--|--------------------------|
| | On-Airport Facility | | Existing Employee Parking | | Potential Gate Expansion |
| | Existing Terminal Development | | Potential Employee Parking | | Former Development |
| | Potential Terminal Development | | Existing CNG Station | | Existing Curbside |
| | Potential Rental Car Facility | | Potential Commercial Vehicle Hold Lot | | Airport Property Line |
| | Existing Public Parking | | Closed Entrance/Exit | | Airport Entrance/Exit |
| | Potential Public Parking | | | | Existing View Axis |

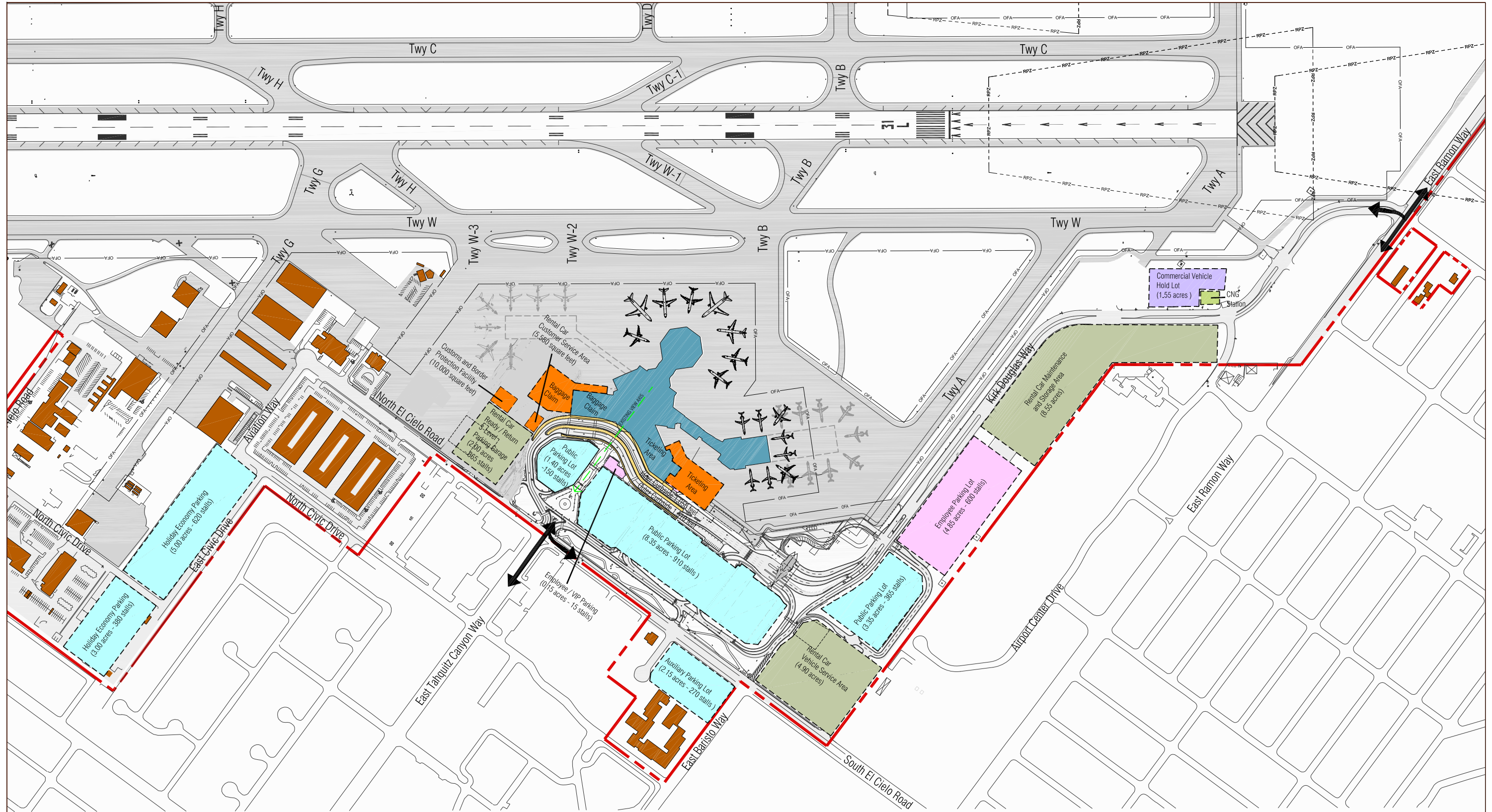
Landside Alternative 2 - IAP
Figure 5-12
Palm Springs International Airport
Master Plan

5.6-3 Terminal / Landside Alternative 3 – Expand-in-Place

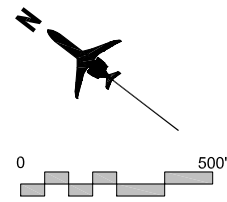
Alternative 3 combines the Expand-in-Place terminal alternative with landside components to meet facility requirements. Alternative 3, as depicted in **Figure 5-13**, proposes the following landside improvements.

- East Tahquitz Canyon Way would be realigned to the north. The terminal curbside would be realigned to better serve the expanded baggage claim area.
- The Baristo Road airport entrance would be closed.
- A three-level structured parking garage for rental car ready/return would be constructed along North El Cielo Road north of East Tahquitz Canyon Way.
- The rental car support facilities would be relocated south of the terminal area to the current site of the holiday economy parking lot on Kirk Douglas Way.
- The employee parking lot would be relocated and expanded along Kirk Douglas Way. The employee parking lot may require shuttling services for employees.
- The holiday economy lot would be relocated to the current site of the rental car service facilities.
- The commercial vehicle hold lot would be relocated further south east along Kirk Douglas Way.
- The Compressed Natural Gas (CNG) fueling station would be relocated further south along Kirk Douglas Way.
- A new U.S. Customs and Border Protection Facility would be relocated to the northwest corner of the baggage claim area.

The Expand-in-Place (EIP) Alternative is compatible with the Immediate Action Plan alternative. Alternative 3 meets 2028 landside facility requirements.



Source: HNTB Analysis



- On-Airport Facility
- Existing Terminal Development
- Potential Terminal Development
- Potential Rental Car Facility
- Existing Public Parking
- Potential Public Parking

- Existing Employee Parking
- Potential Employee Parking
- Potential CNG Station
- Potential Commercial Vehicle Hold Lot
- Closed Entrance/Exit

- Potential Gate Expansion
- Former Development
- Existing Curbside
- Airport Property Line
- Airport Entrance/Exit
- Existing View Axis

Landside Alternative 3 - EIP
Figure 5-13
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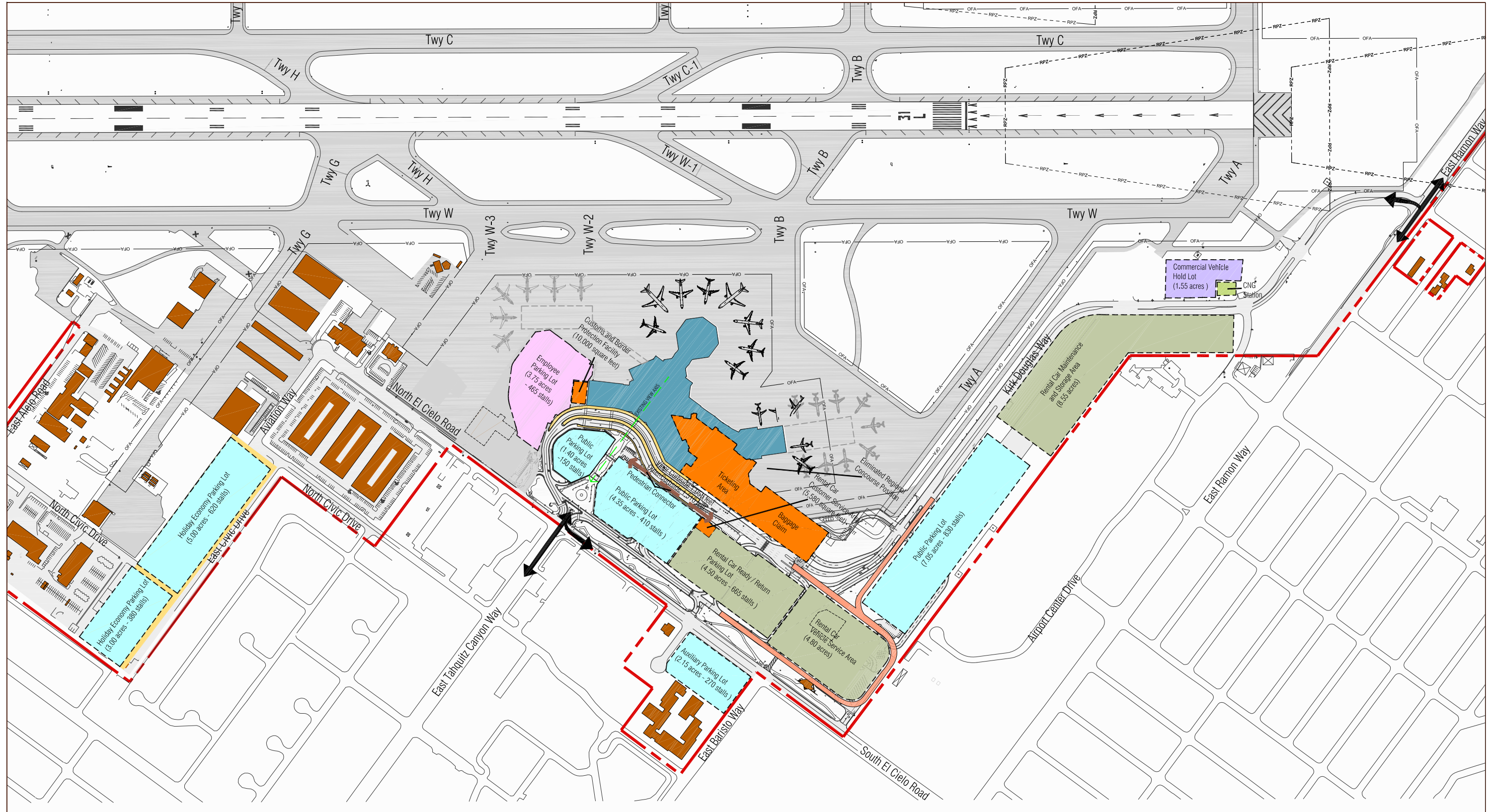
5.6-4 Terminal / Landside Alternative 4 – New Processor

Alternative 4, presented in **Figure 5-14**, combines the New Processor terminal alternative with landside components to meet facility requirements. Alternative 4 proposes the following landside improvements.

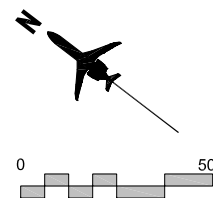
- East Tahquitz Canyon Way would be realigned to the south to accommodate redesigned landside elements and the new processor.
- A three-level structured parking garage would be constructed in front of the proposed baggage claim area to accommodate rental car ready/return parking.
- Rental car vehicle service facilities would be relocated south of the proposed ready/return parking garage.
- Rental car maintenance and storage facilities would be relocated along Kirk Douglas Way.
- The commercial vehicle hold lot and Compressed Natural Gas (CNG) station would be relocated further southeast along Kirk Douglas Way.
- The employee parking lot would be relocated and expanded north of the terminal building.
- The holiday economy parking lot would be relocated to the current site of the rental car service facilities.
- Additional public parking would be provided on the site of the existing holiday economy parking lot as well as in a lot at the corner of South El Cielo Road and East Baristo Way.

The New Processor Alternative is compatible with the Immediate Action Plan alternative. Alternative 4 meets the 2028 landside facility requirements.

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Source: HNTB Analysis



	On-Airport Facility		Potential Employee Parking		Potential Roadway
	Existing Terminal Development		Potential CNG Station		Existing Curbside
	Potential Terminal Development		Potential Commercial Vehicle Hold Lot		Airport Property Line
	Potential Rental Car Facility		Closed Entrance/Exit		Airport Entrance/Exit
	Existing Public Parking		Potential Gate Expansion		Potential Pedestrian Connector
	Potential Public Parking		Former Development		Existing View Axis

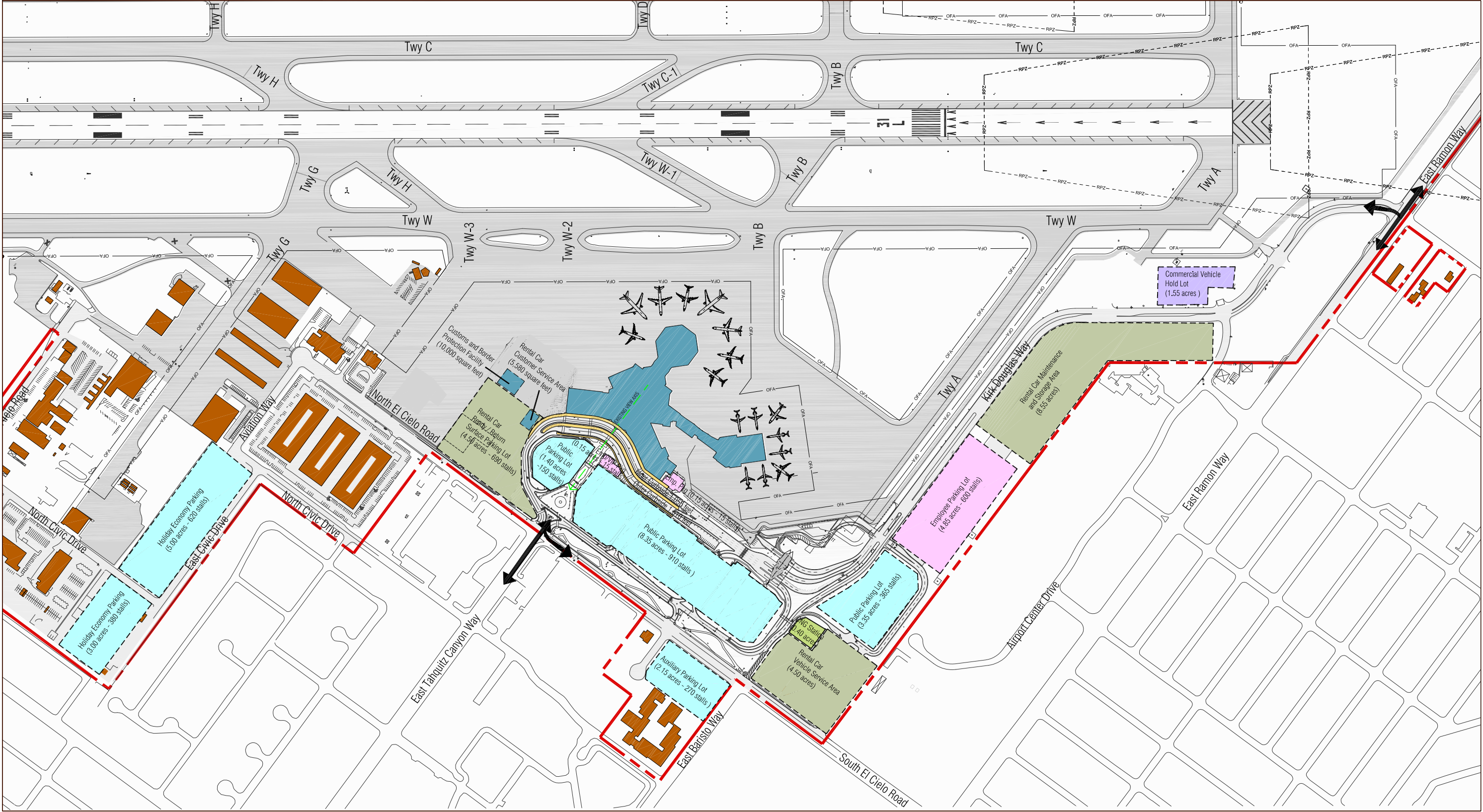
Landside Alternative 4 - New Processor
Figure 5-14
Palm Springs International Airport
Master Plan

5.6-5 Development of Rental Car Alternatives

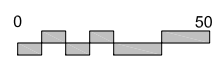
The four landside alternatives were presented to a consortium of rental car representatives in July 2009. After the presentation, a discussion centered on developing additional subsets of Alternative 2, Immediate Action Plan. The rental car company representatives voiced their concerns about the cost of operating and maintaining a shuttle service to and from the ready/return parking lot. A brainstorming session led to the formation of three additional options for rental car facilities in Alternative 2. All three of the rental car alternatives are compatible with the full-build Alternatives 3 and 4. The rental car alternatives include:

- 1) Expanding the existing ready / return surface parking lot, relocating the vehicle service area to the southwest corner of the airport where the existing commercial vehicle hold lot is sited, and relocating the maintenance and storage areas southeast along Kirk Douglas Way (**Figure 5-15**),
- 2) Consolidating and expanding the existing ready / return lot and vehicle service area in a 3-level structured parking garage with flexible parking spaces that can be utilized for both ready and return vehicles, and relocating the maintenance and storage areas southeast along Kirk Douglas Way (**Figure 5-16**), and
- 3) Relocating the rental car ready / return surface parking lot where the existing long-term parking lot is located, relocating the vehicle service area to the southwest corner of the airport where the existing commercial vehicle hold lot is sited, and relocating the maintenance and storage areas southeast along Kirk Douglas Way (**Figure 5-17**).

Depending on the selection of the recommended alternative, the rental car alternatives can serve either to replace Alternative 2 – Immediate Action Plan if the Immediate Action Plan becomes the recommended alternative, or as phasing solutions should a full-build (Alternatives 3 or 4) alternative be selected as the recommended alternative.



Source: HNTB Analysis



	On-Airport Facility		Existing Employee Parking		Potential Gate Expansion
	Existing Terminal Development		Potential Employee Parking		Former Development
	Potential Terminal Development		Potential CNG Station		Existing Curbside
	Potential Rental Car Facility		Potential Commercial Vehicle Hold Lot		Airport Property Line
	Existing Public Parking		Closed Entrance/Exit		Airport Entrance/Exit
	Potential Public Parking				Existing View Axis

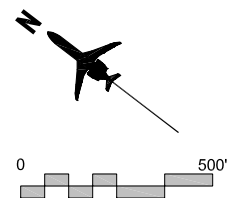
Rental Car Alternative 1

Figure 5-15

Palm Springs International Airport Master Plan

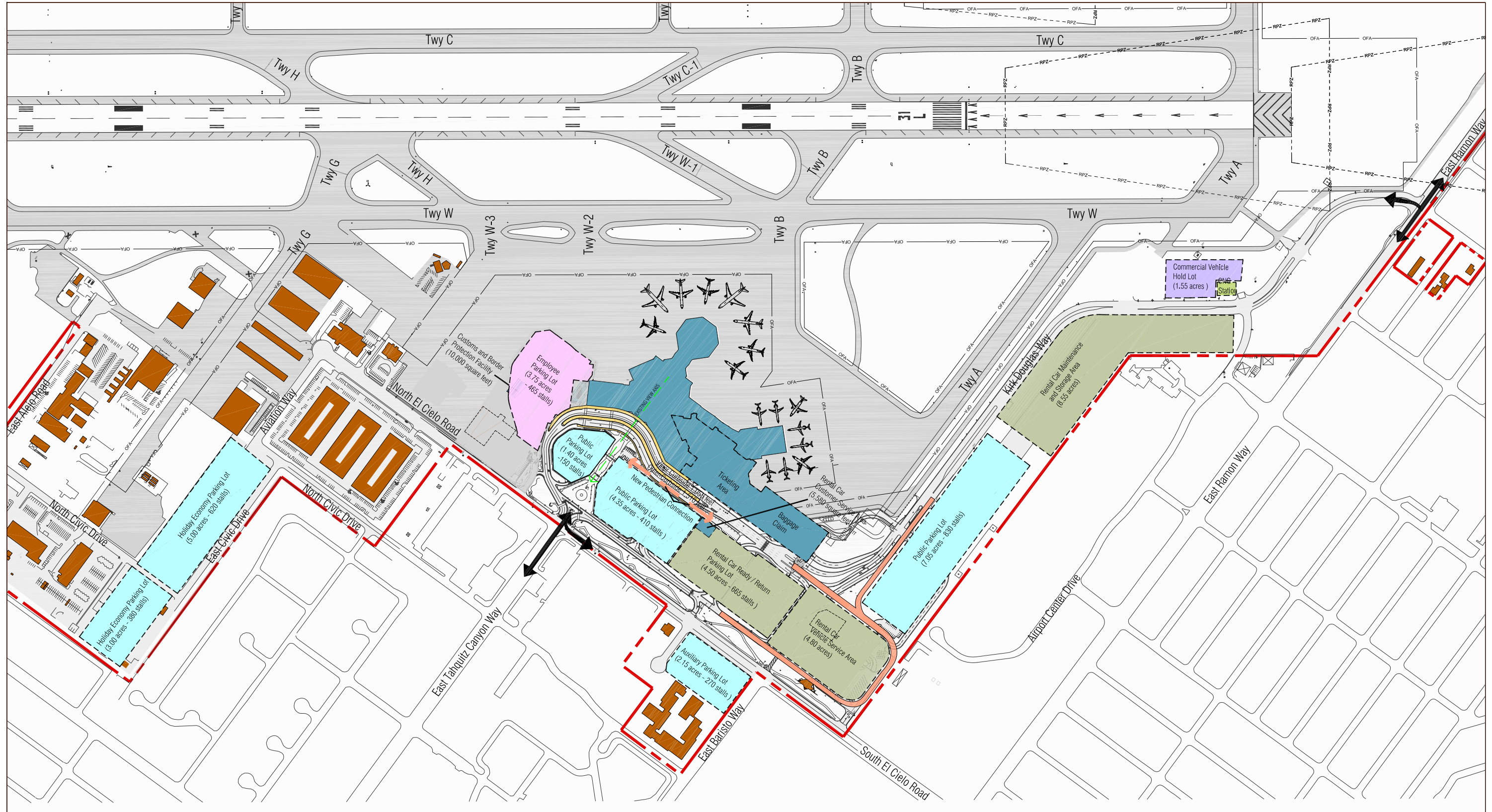


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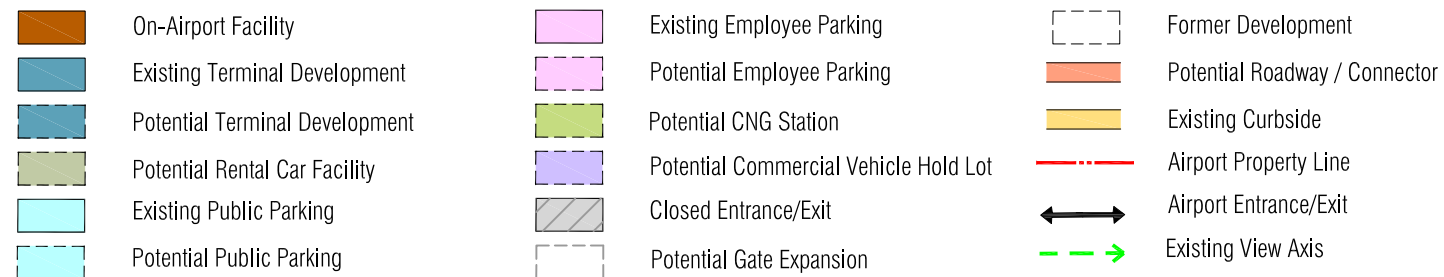
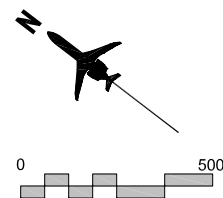


- # Palm Springs International Airport Master Plan

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Source: HNTB Analysis



Rental Car Alternative 3
Figure 5-17
Palm Springs International Airport
Master Plan

5.7 GENERAL AVIATION AND SUPPORT ALTERNATIVES DEVELOPMENT

The general aviation and support requirements analysis presented in Chapter 4 identifies expansion needs for general aviation and airport / airline maintenance facilities.

Airport Rescue and Fire Fighting (ARFF) facilities do not require substantial expansion other than additional land devoted to training and storage. Airline maintenance expansion needs are determined by SkyWest Airlines. SkyWest has the ability to expand their facility should the airline determine that they have additional facilities needs. The future land use plan, **Figure 5-18**, will not prohibit future SkyWest maintenance expansion. The land use plan also shows the future land use for all airport functional areas.

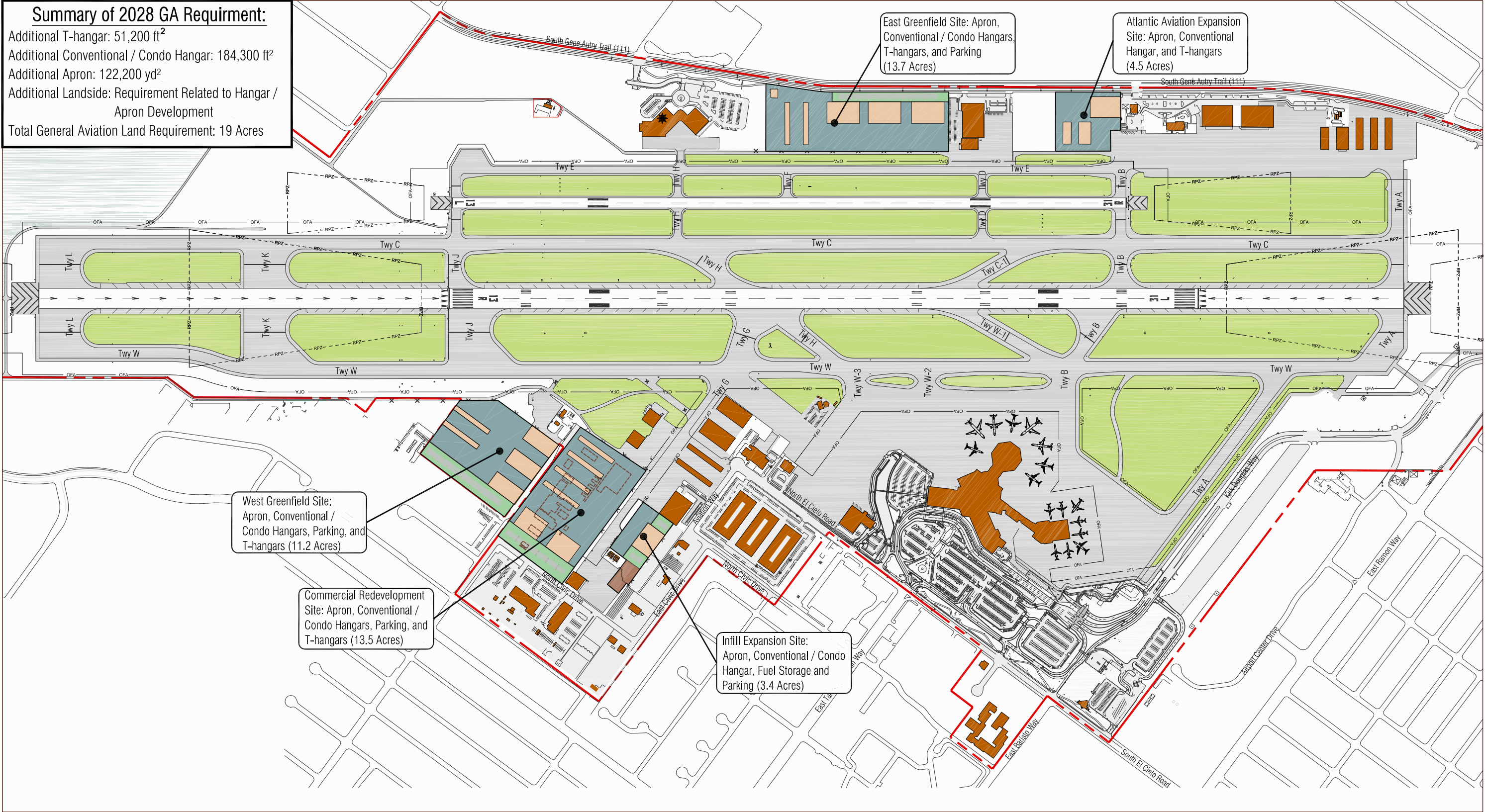
A total of approximately 20 additional acres is required to meet the 2028 general aviation (GA) requirements. **Figure 5-19** presents the development options for several areas at the airport that are suitable for general aviation. Potential hangars, apron, and landside facilities are shown to illustrate possible configurations. The actual design of any facilities is determined by the fixed base operators or by third party developers. The potential general aviation land areas are depicted on the future airport land use plan. The facility requirements describe the need to devote additional land area to airport maintenance functions, principally for the storage of materials and support vehicles. Additional airport maintenance areas are depicted on the future airport land use plan.

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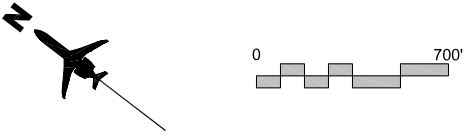


Source: HNTB Analysis

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Source: HNTB Analysis



- | | | | |
|--|-------------------------------|--|-------------------------------|
| | Airport Property Line | | Existing Airport Apron |
| | On-Airport Facility | | New General Aviation Apron |
| | New General Aviation Hangar | | New General Aviation Landside |
| | Former Commercial Development | | New Fuel Storage |

General Aviation Development Options
Figure 5-19
Palm Springs International Airport
Master Plan

5.8 CONCLUSION

In this Chapter, several development concepts were considered and refined into one no-build and three development alternatives. One development alternative provides a plan for near-term improvements at PSP while two alternatives provide plans for long term improvements at PSP.

- Alternative 1 - No-Build is the baseline in all environmental analysis and is presented in the Master Plan because it must be evaluated in follow-on environmental analysis.
- Alternative 2 - Immediate Action Plan provides modest, near-term improvements to the rental car facilities and terminal ticketing and bag-claim lobbies. The alternative only meets the near-term facility requirements (5-10 years) and does not complicate the implementation of Alternatives 3 or 4 in later years.
- Alternative 3 - Expand-in-Place expands the terminal facility primarily in its existing location and maintains the view corridor axis that extends up Tahquitz Canyon Way, through the terminal and Bono Concourse.
- Alternative 4 - New Processor, would result in construction of a new terminal processor immediately south of the existing ticketing wing while utilizing the existing ticketing lobby and baggage claim areas for other uses.

In the next chapter, the alternatives will be evaluated based on criteria developed during the goals and objectives phase of the Master Plan, subjective ratings, cost estimates, and financial feasibility. Based on the results, a recommended alternative will be presented to the Palm Springs International Airport Commission for their preliminary approval. A final selection of a recommended development alternative will not be made until environmental analysis is completed according to California law and the City of Palm Springs City Council adopts this Master Plan and accompanying environmental analysis as official policy for airport development.

