# APPENDIX P

CV Link Conceptual Master Plan
Core Alignment from Palm Springs to Coachella
CVAG Project: CV Link
Federal Project No. ATPL 6164 (022)
SCH No. 2013111050

Community Impact Assessment

Prepared by

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August, 2016

# CV Link
# Conceptual Master Plan
## Core Alignment from Palm Springs to Coachella

**CVAG Project: CV Link**
**Federal Project No. ATPL 6164 (022)**
**SCH No. 2013111050**

# Community Impact Assessment

**Prepared for:**

**CALTRANS District 8**
**464 West 4th Street**
**San Bernardino, CA 92401-1400**

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**Coachella Valley Association of Governments**
**August 2016**

# CV Link
# Conceptual Master Plan
# Core Route from Palm Springs to Coachella

# Community Impact Assessment

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# Community Impact Assessment
# for
# CV Link Core Alignment

# Coachella Valley Association of Governments

## 1. INTRODUCTION AND PROJECT DESCRIPTION

### 1.1 Introduction

This Community Impact Assessment (CIA) has been prepared for the proposed CV Link Conceptual Master Plan (CV Link Master Plan) project ("Project") to evaluate its potential effects on the surrounding communities. The CIA includes descriptions of existing conditions in the study area, as well as analysis of potential land use, social, public service, and economic effects of the project. Potential impacts include those that have been raised by the community and those that are reasonably anticipated by the project development team. The CIA also presents measures to avoid or mitigate identified adverse effects. It has been developed in accordance with the guidance and procedures provided in the California Department of Transportation ("Caltrans") Environmental Handbook, Volume 4.

CIA Organization

Section 1 of this CIA sets forth the project background and description, and defines the project study area.

Section 2 describes the existing demographic, social, and economic setting within the study area. Topics of discussion include land use, development trends, applicable land use plans, and adopted goals and policies. Additional topics include local and regional population and housing characteristics, attitudes toward the project, regional and local economic conditions, and community facilities and services.

Section 3 discusses the project's potential impacts to local and regional economies, including households and neighborhoods in the immediate project area. Also addressed are potential impacts to local businesses, housing values, and community services.

Section 4 sets forth avoidance and minimization measures designed to offset the potential impacts identified in Section 3.

## 1.2 Project Location

**Regional Location**

The proposed CV Link project is located in the Coachella Valley region of central Riverside County, a northwest-southeast trending valley bounded by mountains on the north, west, and south. The valley's low-lying terrain slopes gently to the southeast toward the Salton Sea. The valley includes nine (9) incorporated cities, unincorporated Riverside County land, reservation lands of several Native American tribes, and state and federal parkland and open space. Urban development generally occurs in a linear pattern, extending from the City of Palm Springs on the northwest, to the City of Coachella and unincorporated communities on the southeast.

Interstate-10 provides primary regional access. Development is largely concentrated along State Highway 111, which serves as the backbone of the local transportation network. Incorporated areas are dominated by low to medium density residential, retail and resort commercial, and institutional development. Outlying areas include low and very low density residential development, undeveloped desert land, and agricultural land in the southeastern portion of the valley.

The project location is shown in Exhibits 2 and 3.

**Affected Jurisdictions**

CV Link is designed to serve as the spine for an alternative transportation network that will ultimately interconnect diverse parts of the Coachella Valley. The Core Alignment, which is the subject of this CIA, extends from Palm Springs southeast to Coachella.

CV Link is a proposed multi-modal transportation pathway that extends across eight municipalities, unincorporated county lands, and three Native American Reservations. The following table identifies the affected jurisdictions, which are listed geographically from west to east, and estimated pathway mileage within each jurisdiction. Note that the CV Link alignments on Native American lands and quantified in the following table are also included in municipal boundaries.

**Table 1**
**CV Link Mileage, by Jurisdiction**

| Jurisdiction | Pathway Linear Mileage (approx.) |
|---|---|
| City of Palm Springs | 15.3 |
| Agua Caliente Band of Cahuilla Indians Reservation | (2.88) |
| City of Cathedral City | 5.18 |
| City of Rancho Mirage[1] | (5.25) |
| City of Palm Desert | 4.54 |
| City of Indian Wells[2] | 3.54 |
| City of La Quinta | 2.1 |
| City of Indio | 5.9 |
| Cabazon Band of Mission Indians Reservation | (1.36) |
| Twenty-nine Palms Band of Mission Indians Reservation | (0.45) |
| City of Coachella | 5.1 |
| Unincorporated County of Riverside | 2.4 |
| **Total Mileage:** | **49.31±** |

Source: Table 10: List of Segments and Lengths, "CV Link Conceptual Master Plan," CVAG, February 2016, as amended. Alignments on Native American lands are not shown in total, being captured in municipality numbers.
[1] Limited to "With Rancho Mirage" Alternative.
[2] Not included in Alternative No. 2 (Without Rancho Mirage and Indian Wells)

As shown in the table, lands within three Native American Reservations are crossed by CV Link, including the following:

- Agua Caliente Band of Cahuilla Indians – Agua Caliente's reservation encompasses a total of approximately 31,500 acres generally covering alternating sections of land in a checkerboard pattern in the western Coachella Valley in the cities of Palm Springs, Cathedral City, Rancho Mirage, and unincorporated Riverside County.
- Cabazon Band of Mission Indians - the Cabazon Indian Reservation occupies approximately 1,459 acres in Indio and unincorporated Riverside County in the eastern Coachella Valley.
- Twenty-Nine Palms Band of Mission Indians – reservation lands are located in two distinct locations: the City of Coachella in the Coachella Valley, and the City of Twenty-nine Palms in San Bernardino County.

Tribal lands in the CV Link project area are shown on the Project Planning Area (PPA)/Area of Potential Effect (APE) maps described in Section 1.4. In the Coachella Valley, where tribal lands are located in within the geographic boundaries of a City, the Tribes have entered into land use agreements with municipalities that allow the municipalities to apply and enforce land use designations and development standards on some Native American lands. Tribes continue to maintain review, comment, and decision-making authority for development and land transfer proposals. The Agua Caliente Band and Cabazon Band are also CVAG members, as are the other jurisdictions involved in the CV Link project.

**Watercourses**

The proposed project largely follows the alignment of Chino Wash, Tahquitz Creek, the Whitewater River Stormwater Channel, and the Coachella Valley Stormwater Channel from North Palm Canyon Drive/State Highway 111 in Palm Springs on the west, to Airport Boulevard in Coachella on the east. It also includes and expands the existing Tahquitz Creek Trail in Palm Springs, from South Palm Canyon Drive on the west to the Whitewater River Stormwater Channel on the east. Although typically dry, each of the watercourses can be inundated during major floods, and Tahquitz Creek has water much of the year. Where built in conjunction with regional flood control channels, the CV Link paths will be constructed on the existing maintenance and service roads located atop channel embankment and levees.

The Whitewater River is the Coachella Valley's principal stormwater drainage facility. It collects runoff from numerous washes and creeks that emerge from the San Bernardino, San Jacinto and Santa Rosa Mountains along the northerly, westerly and southeasterly edges of the valley, respectively. It is generally aligned with the region's northwest-southeast pattern of urban development and the prevailing wind regime. The Whitewater River channel passes through developed areas as it drains runoff from the surrounding mountains and conveys it to the Salton Sea. West of Washington Street in La Quinta, the channel is called the Whitewater River Stormwater Channel. East of Washington Street, it is known as the Coachella Valley Stormwater Channel. Portions of the Whitewater River/Coachella Valley Stormwater Channels are lined with reinforced side slopes in both channel and levee conditions. The Riverside County Flood Control and Water Conservation District (RCFCWCD) and Coachella Valley Water District (CVWD) are responsible for the operation and maintenance of these channels, including keeping them free from debris and repairing erosion damage to assure adequate capacity and functioning.

Chino Wash and Tahquitz Creek are tributaries to the Whitewater River. The Chino Wash drains the easterly slopes of the San Jacinto Mountains. It generally flows from Chino Canyon on the west, through northern Palm Springs, and into the Whitewater River on the east. The floodplain east of North Pam Canyon Drive/Highway 111 is typically referred to as the Whitewater River floodplain. Tahquitz Creek is approximately 3 miles south of Chino Wash. It also drains the easterly slopes of the San Jacinto Mountains and generally extends from Tahquitz Canyon on the west to the Whitewater River on the east.



# RIVERSIDE COUNTY

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07.25.16

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**CV Link Project**
**Regional Location Map**
**Coachella Valley**
**Association of Governments**

CV LINK
CONNECTING THE COACHELLA VALLEY
CVAG

Exhibit
1


Source: Google Earth, 2016

07.25.16

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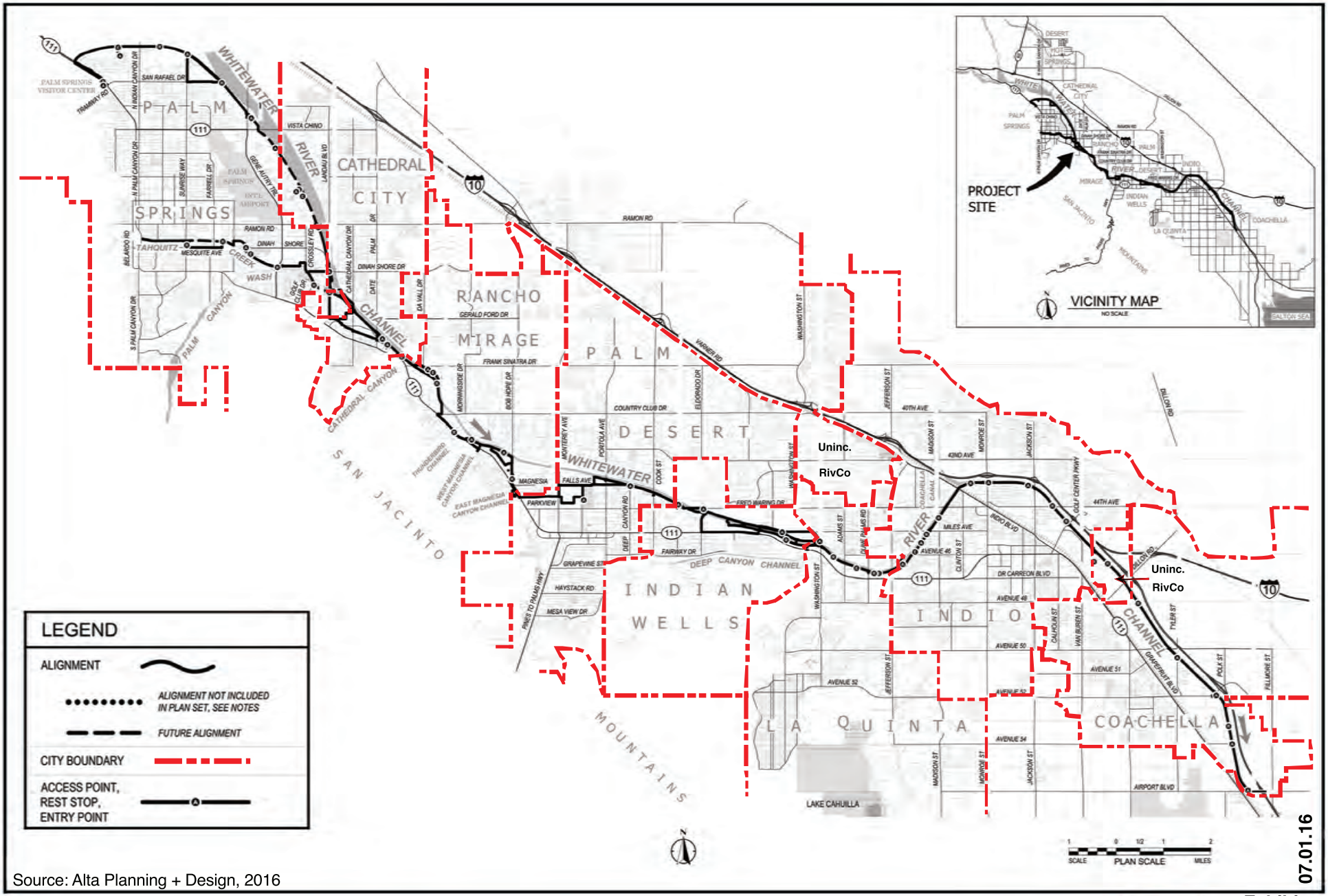
**CV Link Project**
**Project Vicinity Map**
**Coachella Valley Association of Governments**

CV LINK
CONNECTING THE COACHELLA VALLEY
CVAG

EXHIBIT
2




Source: Alta Planning + Design, 2016

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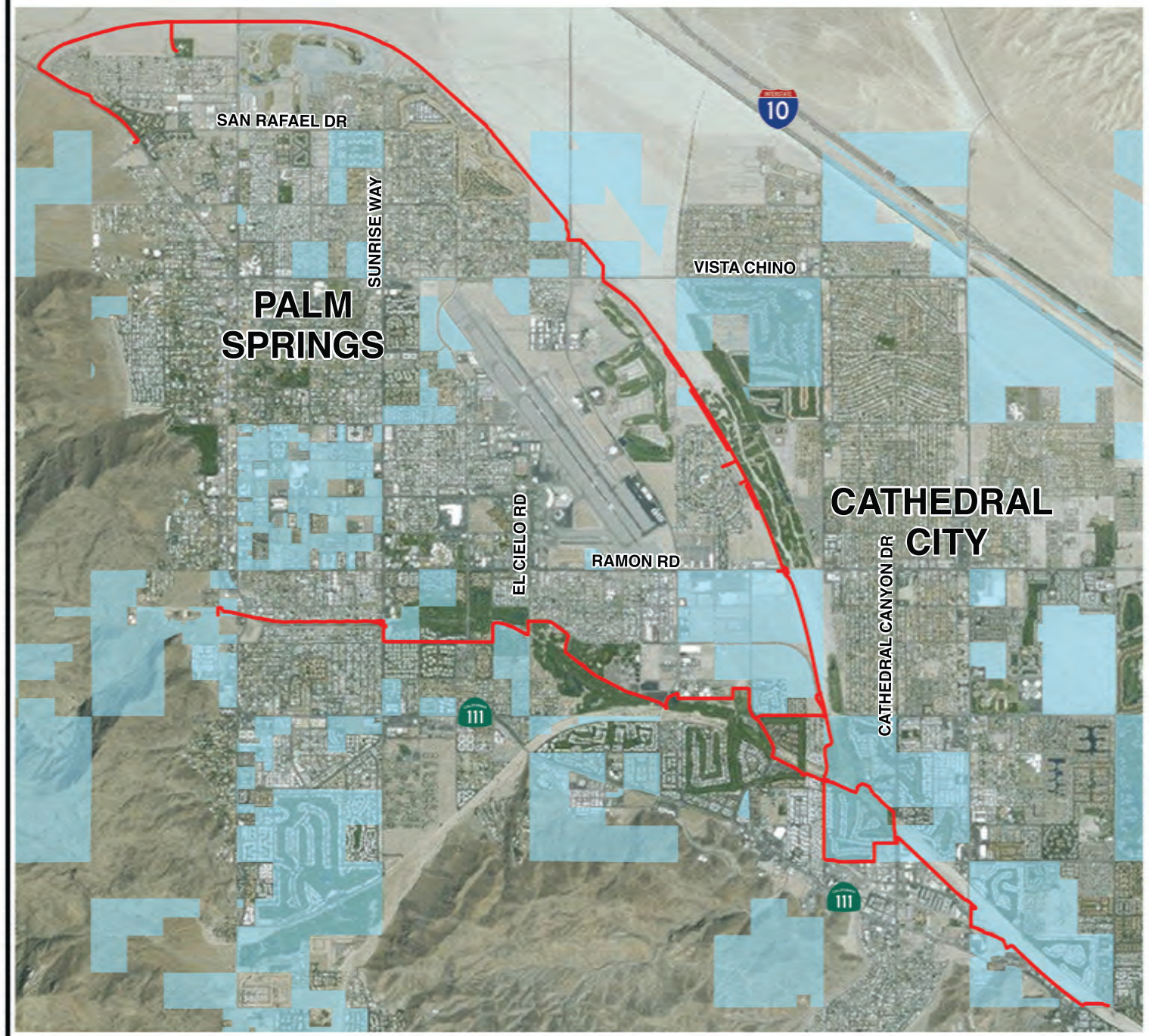
**CV Link Project**
**Jurisdictional Boundary Map**
**Coachella Valley Association of Governments**

CV LINK
CONNECTING THE COACHELLA VALLEY
CVAG

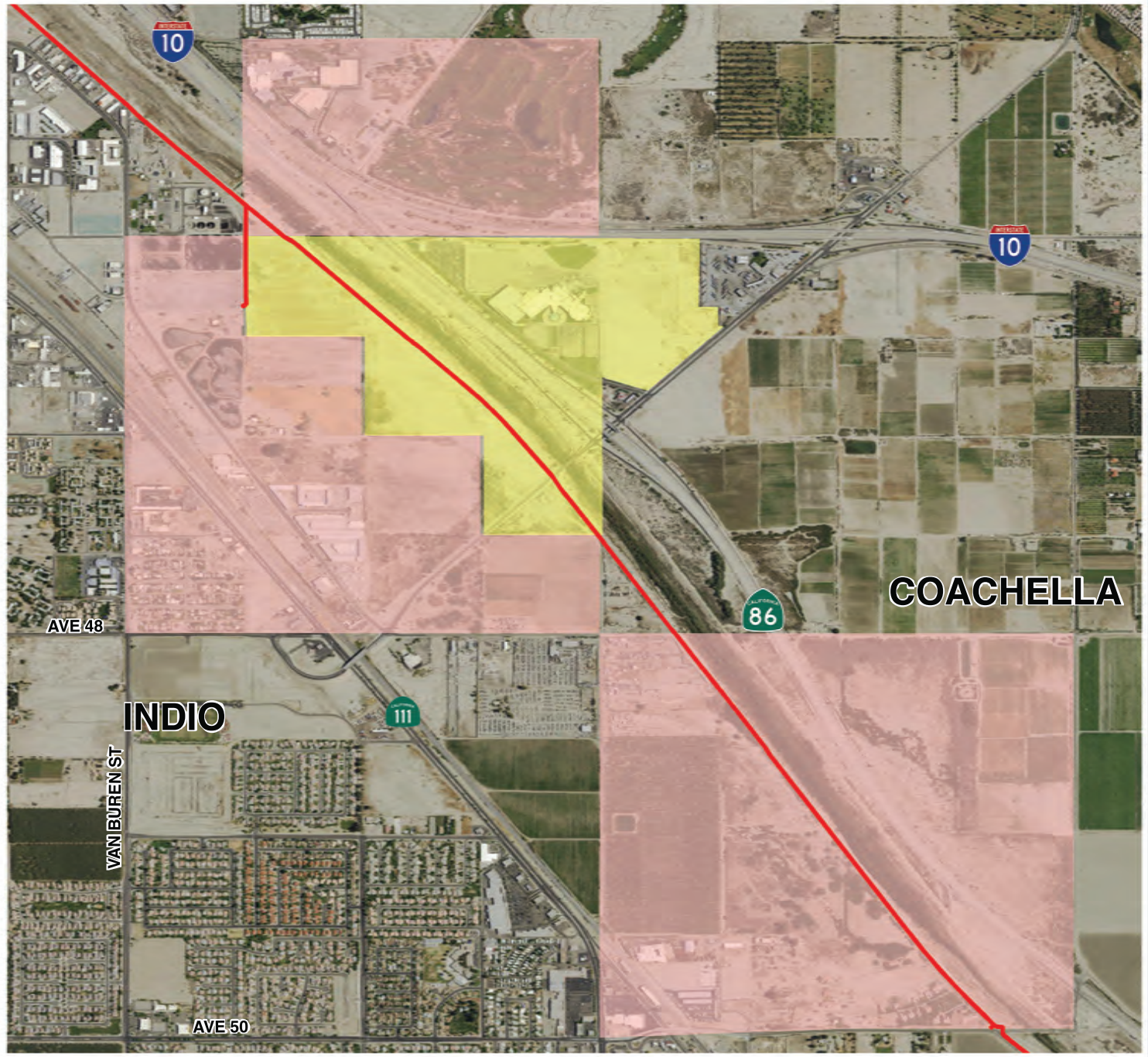
Exhibit
**3**

## TRIBAL LANDS - WEST VALLEY




Agua Caliente Band of Cahuilla Indians

## TRIBAL LANDS - EAST VALLEY




Cabazon Band of Mission Indians

Twenty-Nine Palms Band of Mission Indians

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Source: CVAG, 2016; Alta Planning + Design, 2016

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**CV Link Project**
**Tribal Boundaries in the Project Area**
**Coachella Valley Association of Governments**

CV LINK CONNECTING THE COACHELLA VALLEY

CVAG

Exhibit 3-A

## 1.3 Project Background

CV Link is a regional effort coordinated by the Coachella Valley Association of Governments (CVAG). The non-motorized transportation link concept was originally conceived of as a network of recreational trails that included a trail along the Whitewater River. In recent years, CVAG commissioned several studies to evaluate the potential impacts of an expanded non-motorized parkway along the Whitewater River, originally known as known as Parkway 1e11, which would provide alternative transportation opportunities near the Highway 111 corridor. The project is now known as CV Link.

The proposed CV Link project expands on these earlier concepts, some of which date back decades, by proposing a broader, more comprehensive multi-modal pathway network that provides valley-wide connectivity between major employment, residential, recreational, and institutional centers.

Estimated costs for initial implementation of the project are $99 million, which will be funded by a combination of federal, state, regional, and local funds. The project is listed in the Southern California Association of Governments (SCAG) 2013 Federal Transportation Improvement Program, which is the foundation of SCAG's Regional Transportation Plan (RTP) project strategy. Its development is expected to have substantial beneficial transportation and socio-economic effects.

The CV Link is expected to result in construction-related impacts that will temporarily affect surrounding properties. However, these effects will be short-lived and can be avoided or minimized, as demonstrated in the project's design and special studies. Over the long-term, the project is expected to result in net positive social, economic, and transportation impacts by providing safe, low-cost, low-polluting transportation opportunities; connecting local and regional employment, shopping, educational, and recreational centers; offering health benefits; and facilitating economic growth.

## 1.4 Project Description

The CV Link Core Alignment is proposed as a 49±-mile non-motorized, multi-modal transportation path network that passes through some of the most developed and populated portions of the Coachella Valley, providing access and connectivity between residential, commercial, recreational, institutional, and other land uses throughout the region, and providing recreational opportunities for pathway users. It is also anticipated that the project will contribute to local reductions in traffic volumes and associated air pollutants.

The pathway general alignment largely follows, and is to be built upon, the service and maintenance roads at the top of embankments and levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the CV Link pathway leaves the major drainages and shares right-of-way with roads, providing direct access to key commercial districts and recreational and institutional venues.

CV Link is a multi-jurisdictional project. The core alignment analyzed in this CIA will extend across 11 jurisdictions, including eight incorporated cities and three Native American tribes. CV Link will also incorporate and expand the Tahquitz Creek Trail in Palm Springs between South Palm Canyon Drive and the Whitewater Channel. The western termini are at Highway 111 (North Palm Canyon Drive) in northern Palm Springs (the Palm Springs Visitor Center at Tramway Road – access point for the Aerial Tram) and at South Palm Canyon Drive in central Palm Springs (providing access to Downtown Palm Springs and the Tahquitz Canyon Visitor Center).

The eastern terminus of the CV Link core alignment is at Airport Boulevard (Avenue 56) and the Coachella Valley Stormwater Channel (CVSC) in the City of Coachella and the unincorporated community of Thermal. This terminus provides multi-modal access to the administrative offices of the Coachella Valley Unified School District, John Kelley Elementary School, the La Familia Continuing Education High School, a new Riverside County Sheriff's Station, US Post Office, the Jacqueline Cochran Airport, the Horses in the Sun (HITS) facility, and the Thermal Club Race Track (under construction).

Route Alignment and Access

To the extent possible, CV Link will be constructed on top of flood control levees and service roads, and at the top of stormwater channel slopes of Tahquitz Creek, the Whitewater River Stormwater Channel (WWR) and the Coachella Valley Stormwater Channel (CVSC). Grade-separated crossings (bridges or under-crossings) of major roadways are proposed. In areas where these major drainage corridors are inaccessible, on-street routes are proposed. Route variations using the street network are considered in challenging areas and will provide options for near and long-term implementation.

Preliminary plans provide for designated access points along the length of the pathway, including: 19 regional access points at central gathering places; 13 local access points at parks and community facilities; 3 commercial access points serving high-volume commercial corridors; and 10 neighborhood access points (some of which will be gated) providing access to/from neighborhoods adjacent to the pathway. At-grade roadway crossings are planned to provide additional access. Grade-separated crossings (bridges and undercrossings) of major roadways will be provided where necessary.

Permitted Uses

CV Link will accommodate a variety of alternative modes of transportation, including pedestrians, bicycles, wheelchairs, electric mobility devices, and low-speed electric vehicles (such as golf carts and NEVs). Portions of the alignment at access points will also be constructed to accommodate CVWD service vehicles and emergency response vehicles.

Pathway Design

Wherever possible, CV Link will be a dual path system that includes a path for faster modes of travel (up to 25 mph), such as bicycles and neighborhood electric vehicles (NEVs), and a separate path for slower modes, including pedestrians. Path widths will vary depending upon right-of-way availability and terrain. A range of surface materials have been evaluated for their durability, cost, aesthetics, and functionality, and materials may vary with location and purpose.

Shade structures, restrooms, drinking fountains, signage, street furniture, electric vehicle charging stations, and other accessory features will be built to support the needs of travelers. Landscaping and security measures, including fencing, barriers, lighting, and emergency access, will be integrated into project design. The pathway will also incorporate informational kiosks and public art at appropriate locations, particularly at important access and intersection points to assist users with way-finding. Drainage improvements will be installed, and access for emergency, utility, and channel maintenance vehicles will be provided, where necessary.

**Area of Potential Effect**

The area of potential effects (APE) is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking." 36 CFR 800.16(d). In defining the APE, the NEPA Lead agency will consider potential direct, indirect, and cumulative effects to historic properties and all aspects of integrity, including their associated settings as applicable.

While the APE is delineated for the purpose of gauging impacts to historic resources, the CIA analyzes potential project-related impacts to the broader community. Among the topics analyzed are impacts to public facilities (schools, parks, recreational facilities), special populations (low-income, minority), and the local and regional economies.

# Community Impact Assessment for CV Link Core Alignment

# Coachella Valley Association of Governments

## 2. SETTING

### 2.1 Land Use

#### 2.1.a. Existing Land Use Patterns

**Regional Land Use Patterns**

Urban development in the Coachella Valley is largely concentrated in the western and central portions of the valley. Development generally straddles the State Highway 111 corridor and now reaches north beyond Interstate-10 (I-10) and south to the foothills of the San Jacinto and Santa Rosa Mountains. The region is characterized by low- to medium-density residential development supported by a strong service commercial industry. Existing and planned land uses in the affected jurisdictions are shown in Appendix C.

Commercial and institutional development, including medical facilities, libraries and educational campuses, are also located in the urban core areas of the valley. These include community college and high school campuses, major hospital campuses, museums and galleries, and other potential CV Link user destinations. Numerous luxury resort hotels and golf courses, for which the region is well known, are located along CV Link alignments or in close proximity.

Light industrial land uses are largely focused along the I-10 and adjacent Union Pacific Railroad corridors. Light industrial and warehousing has expanded to lands north of US I-10, with easy freeway and access. Small-scale light industrial development remains in some of the older neighborhoods, including in north Palm Springs and Cathedral City north of East Palm Canyon Drive/Highway 111. There is very limited heavy industrial land use in the valley, and that primarily associated with east valley agriculture.

Substantial portions of the San Jacinto and Santa Rosa Mountains along the valley's southerly and westerly boundaries are protected as state and federal conservation and open space lands. Very low-density and estate residential development occurs in isolated locations.

The eastern valley is one of California's most important agricultural production areas and contains high-quality farmland. Rural unincorporated communities, including Thermal and Mecca, provide low-density residential development and supporting commercial services for these agricultural communities and the diverse local labor force. Section 2.1.d discusses farmland in the immediate project area.

**Land Uses in the Immediate Project Area**

CV Link is comprised of up to 74.47± miles of alignments, and extends ±49 miles across nine jurisdictions and three Native American Reservations. Although it is in proximity to a broad range of land uses, the majority of the pathway is planned along the service and maintenance roads atop embankments and levees of the region's principal drainage channels. Its two westernmost branches will be located along the channel service roads along Chino Creek/Whitewater River levee, and Tahquitz Creek channel in Palm Springs that flows east into the Whitewater River Channel in Palm Springs. The remainder of the pathway will be primarily located along the top of embankments and levees of the Whitewater River/Coachella Valley Stormwater Channel.

The channels vary in size and character, ranging from narrow contained channel with soft (vegetated bottoms to the miles wide Whitewater River flood plain in the northwestern portion of the planning area contained by levees. They also consist of open watercourses that are typically dry, but which can be inundated during flooding events. The washes and the project planning area in general contain sandy soils and a mix of native and non-native desert and introduced landscape vegetation. Vegetation levels vary from very sparse in the Whitewater River flood plain to moderately dense in the Coachella Valley Stormwater Channel in Indio and Coachella. Portions of the Whitewater River/Coachella Valley Stormwater Channel have been improved with reinforced concrete slope protection, while other sections are unimproved. Approximately ten (10) golf courses have been built within Tahquitz Creek and the Whitewater River Channel; none are within the northern flood plain. Golf improvements include fairways, greens, and playing areas. No buildings or other structures meant for human habitation are located within the channels.

Some route alignments extend away from watercourse channels and follow existing paths and roadway rights-of-way through developed areas. Adjacent land uses include low to medium-density residential, service and resort commercial, and institutional development, such as the College of the Desert campus and Indian Wells City Hall.

In most locations, land uses immediately adjacent to the path include low to medium-density residential development, golf courses and their accessory buildings, streets and parking lots, resort hotels, light industrial facilities, and agricultural and undeveloped land. Additional adjacent land uses include schools, parks and sports complexes.

### 2.1.b. Development Trends

**Regional Economic Summary**

The following discussion provides a regional perspective of socio-economic conditions in the Coachella valley. The valley includes unincorporated land and nine incorporated cities: Desert Hot Springs, Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, Indian Wells, La Quinta, Indio, and Coachella. All but Desert Hot Springs are crossed by the CV Link Core Alignment. Between 2000 and 2013, population of the Coachella Valley increased by approximately 42%, from 309,530 to 439,363 residents.[1]

The Coachella Valley is known for its economic strength and rapid growth. In the past, the valley's economy was largely reliant on agriculture, particularly in the eastern valley, and this industry remains a regional mainstay. Riverside County ranked thirteenth among California counties for total value of agricultural production in 2013, with agricultural production valued at nearly $1.3 billion.[2] The Coachella Valley's share of the agricultural crop value in 2013 was $615 million, approximately 48% of the County's total.[3]

The resort and tourism industry began to emerge throughout the valley in the 1920s. For many decades, the region has been considered a world-class resort destination, and tourism is a fundamental component of the regional economy, providing local jobs and investment dollars in hotels, golf courses, dining and shopping establishments, and timeshare and seasonal home developments.

Despite the Coachella Valley's historically strong economy, it was adversely impacted by the economic recession beginning in 2008. Hotel and timeshare occupancy slowed, and housing starts and values declined. The regional economy has begun to rebound in recent years, and economic indicators like job gains, assessed valuation and home prices have shown some growth.[4] Between 2011 and 2014, average existing home prices in the valley increased from $232,463 to $371,715.[5] Despite this recovery, existing and new home sales volumes continue to lag. Between the third quarter of 2013 and the third quarter of 2014, deed recordings of new homes in the Coachella Valley decreased by 30.9%, and those for existing homes dropped 7.0%. [6]

**Development Trends**

Development trends in the Coachella Valley are stable but have not been as strong as in other parts of California. The economy's strong reliance on resort development and retirement housing has slowed down its recovery and fluctuations in currencies, including the Canadian Dollar, have resulted in a comparatively soft real estate market. The economy is affected by both national and international trends and conditions, which will continue to affect the international visitor.

1 2000 US Census; 2010 US Census; 2013 California Department of Finance.
2 "Riverside County Agricultural Production Report, 2013," Riverside County Agricultural Commission.
3 Ibid.
4 "Inland Empire Quarterly Economic Report," John Husing, Ph.D., October 2013, April 2014, October 2014
5 Coachella Valley Economic Partnership, www.cvep.com/why-coachella.html, accessed January 2015.
6 "Inland Empire Quarterly Economic Report," Inland Empire Economic Partnership, October 2014.

Nonetheless, during recent years valley-wide employment has been steadily, adding more than 13,000 jobs since 2011 and 4,600 non-farm jobs in 2015. The largest gains have been in tourism, healthcare services, and development and construction. Retail sales have also been an important jobs generator, with 2015 retail sales setting a record of $5.2 billion. Hotels and other hospitality businesses are a major employer and saw strong sales and all-time high levels of employment in 2015. There are several major hotels located along the proposed CV Link route, primarily in Indian Wells and other cities to the west.

### 2.1.c. Relevant Plans and Programs

**Transportation Plans and Programs**

The following transportation plans and programs are applicable to the project and described below.

- Active Transportation Program
- Federal Transportation Improvement Program
- SCAG Regional Transportation Improvement Plan
- CVAG Non-Motorized Transportation Plan Update
- General Plan Circulation Elements (see "General Plans" below)

*Active Transportation Program*

In 2013, the Active Transportation Program (ATP) was established in California for implementation through the California Department of Transportation. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S). The result is a single program to make California a national leader in active transportation. The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

*Federal Transportation Improvement Program*

The Federal Transportation Improvement Program (FTIP) lists all federally funded and regionally important transportation projects. The FTIP is developed and maintained by Municipal Planning Organizations (MPOs) throughout the State. The MPO for the proposed project is the Southern California Association of Governments (SCAG). The project is identified within the 2013 FTIP, formally adopted by the FHWA on December 15, 2013 (Amendment 13-15).

*SCAG Regional Transportation Plan*

The SCAG Regional Transportation Plan (RTP) is a long-range transportation plan developed and updated by SCAG every four years. It lists all approved capital transportation projects in the SCAG region, which includes the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial, as well as 190 cities within those counties. The most recent RTP was adopted in April 2016.[7] The proposed project is identified in the RTP.

*CVAG Active Transportation Plan*[8]

The CVAG Active Transportation Plan is the most recent updater to and replaces the 2010 *CVAG Non-Motorized Transportation Plan Update*[9]. It comprehensively describes existing and proposed bikeways and trails throughout the Coachella Valley. The Plan is designed to enhance pedestrian and bicycle access to the greatest extent practicable, and to also provide for low-speed electric vehicles (LSEVs) such as golf carts and neighborhood electric vehicles (NEVs). Regional Plans, including the CV Link, have been included, as are those of each of the local jurisdictions that form CVAG. Its principle goals are to provide a diverse, activity-based safe, convenient, and friendly environment for bicyclists, pedestrians and LSEV-users in the Coachella Valley and Palo Verde Valley.

The *Active Transportation Plan* is also intended to enhance the Coachella Valley's reputation as a bike and pedestrian-friendly, accessible and sustainable tourist destination. The plan is responsive to requests from community groups to improve and enhance non-motorized transportation trails and paths throughout the valley. Each jurisdiction's individual bicycle plan has been prepared to comply with California Streets and Highways Code 891.2. Through this compliance, Riverside County and individual cities are eligible for Bicycle Transportation Account funds, and may also be qualified for other funds, including trails' funds.

**Regional Growth Plans**

Applicable regional growth plans include the SCAG Regional Comprehensive Plan (RCP) and 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which was last updated in 2016.[10] The RCP addresses major regional issues, including housing, traffic/transportation, water, and air quality, and provides an advisory document for local agencies in Southern California to use in the preparation of local plans. It also provides guidance for these agencies as they deal locally with issues of regional significance.

The RTP/SCS provides a blueprint for providing safe, secure, and efficient transportation systems that also ensure competitive economic opportunities and improve environmental outcomes in the region. It is directed toward assuring the SCAG region can meet its regional greenhouse gas reduction targets set forth by the California Air Resources Board.

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7 "2016-2040 Regional Transportation Plan/Sustainable Communities Strategy," Southern California Association of Governments, adopted April 2016.

8 "CVAG Active Transportation Plan", prepared by Michael Baker International. 2016.

9 "Final Coachella Valley Association of Governments Non-Motorized Transportation Plan Update," prepared for CVAG by Ryan Snyder Associates, LLC, September 2010.

10 SCAG 2016

The proposed CV Link project supports and is consistent with RTP/SCS's land use actions and transportation policies. Specifically, the project encourages the use of alternative fueled vehicles; supports active and healthy community environments that encourage safe walking, bicycling and physical activity; and enhances mobility, air quality, walkability, and accessibility to transit via non-auto modes.

**General Plans**

The proposed project passes through eight incorporated cities and Riverside County, each of which has adopted its own General Plan. The Circulation, Conservation/Open Space, and/or Recreational Facilities elements of General Plans typically include analysis of existing and planned trail and pathway facilities. Air Quality Elements also address pollutant reduction and other effects of alternative modes of transportation. The table below identifies the General Plan Elements in which non-motorized transportation is addressed by each jurisdiction.

**Table 2**
**Applicable General Plans**

| Jurisdiction | General Plan Adoption Date | General Plan Element |
|---|---|---|
| City of Palm Springs | 2007 | Circulation Element<br>Recreation, Open Space & Conservation Element |
| City of Cathedral City | adopted 2002, amended 2009 | Circulation Element |
| City of Rancho Mirage | 2005 | Conservation & Open Space Element<br>Circulation Element |
| City of Palm Desert | 2004 | Circulation Element<br>Parks & Recreation Element |
| City of Indian Wells | 2013 | Community Development Element: Circulation<br>Resources Management Element: Conservation & Open Space |
| City of La Quinta | 2013 | Traffic & Circulation Element<br>Open Space Element<br>Parks & Recreation Element |
| City of Indio | 1993 (update currently underway) | Circulation Element |
| City of Coachella | 2015 | Chapter 5: Mobility<br>Chapter 6: Community Health & Wellness<br>Chapter 7: Sustainability & Natural Environment |
| Riverside County | 2015 | Chapter 10: Health Communities Element<br>Chapter 4: Circulation Element<br>Chapter 6: Safety Element |

Each General Plan include goals and policies aimed at maintaining and enhancing local and regional trails to reduce traffic volumes, improve air quality and public health, and provide recreational opportunities. The proposed project is consistent with the intent of these plans.

**Coachella Valley Multiple Species Habitat Conservation Plan**

The CV Link project is within the planning area of the Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan (CVMSHCP/NCCP), approved in 2008. The CVMSHCP/NCCP is a regional planning effort designed to balance the protection of sensitive biological resources in the Coachella Valley with economic development objectives, and to streamline development permitting processes concurrent with the protection of endangered species. The CV MSHCP/NCCP planning area covers approximately 1.1 million acres, and twenty-seven (27) plant and wildlife species and 27 natural communities are covered by the Plan. The eight incorporated cities that contain the CV Link pathway are MSHCP/NCCP "Permittees" which have agreed to implement and abide by the provisions of the Plan. The CVMSHCP managed by the Coachella Valley Conservation Commission (CVCC), which is housed and staffed by CVAG.

The northwesterly portion of CV Link, generally extending from Chino Wash at Highway 111/North Palm Canyon Drive to the Whitewater River at the Whitewater Country Club, lies within the southerly boundary of the CV MSHCP/NCCP Whitewater Floodplain Conservation Area. The Conservation Area is characterized as a fluvial and aeolian sand transport area. It encompasses approximately 7,400 acres, contains 6 conserved natural communities, and includes habitat for 10 special-status species.[11] Development projects within the Conservation Area are subject to mitigation measures that avoid or minimize indirect environmental and biological impacts, such as impacts associated with noise, lighting, drainage, and toxic/invasive plants. Where applicable, all aspects of CV Link, including its construction, operation, and maintenance, will comply with specific requirements of the Whitewater Floodplain Conservation Area and the CVMSHCP Land Use Adjacency Guidelines.

**Agua Caliente Tribal Habitat Conservation Plan**

In 2010, the Agua Caliente Band of Cahuilla Indians (ACBCI) adopted its Tribal Habitat Conservation Plan (THCP) to streamline permitting requirements with respect to protecting federally listed species or those deemed sensitive by the Tribe. The Tribe's primary conservation mechanism is the protection of important habitat areas for covered species and the creation and management of Habitat Preserve lands. The THCP covers 19 sensitive wildlife species and 3 sensitive plant species.

**Federal Endangered Species Act**

In 2011, Casey's June Beetle was federally listed by the USFWS as endangered, and approximately 587 acres of critical habitat for the species were designated. A portion of the project area occurs within and adjacent to the survey area for Casey's June Beetle. Focused field surveys indicate that Casey's June Beetle occurs intermittently throughout the Tahquitz Creek section of the project area, with particular concentrations located near Gene Autry Trail at the confluence of Tahquitz Creek and Palm Canyon Wash.[12]

[11] Section 4.3.6, "Final Recirculated Coachella Valley Multiple Species Habitat Conservation Plan and Natural Community Conservation Plan," September 2007.

[12] "Focused Surveys for Casey's June Beetle for the Coachella Valley Link Project, Palm Springs, Riverside County, California," AMEC Environment & Infrastructure, Inc., July 2, 2014.

The CV MSHCP/NCCP take permit does not cover impacts to the Casey's June Beetle, a federally listed endangered species. Therefore, consultation with the U.S. Fish and Wildlife Service (USFWS) will be required for any project-related impacts to the species. In consultation with the USFWS, a Draft Habitat Conservation Plan is under development and will include mitigation for impacts to this species.

**Development Approvals in the Immediate Project Area**

The following development projects are proposed or under construction and are immediately adjacent to the CV Link project vicinity:

- *Avalon*
  Avalon is an approved, but not yet built, 309-acre residential development northeast of the intersection of North Indian Canyon and East Rafael Drive in the City of Palm Springs, just south of CV Link. At buildout, it will include 1,239 single- and multi-family dwelling units, a golf course, community facilities, and a park. Future development will be separated from CV Link by Sunrise Parkway, which is planned as a 4-lane roadway in the project area.

- *Escena*
  Escena is a gated 450-acre master planned community south of Vista Chino in Palm Springs, and west of CV Link. It includes an 18-hole golf course, clubhouse, and residences that will be built in phases. Development in the northern portion of the community is separated from CV Link by Clubhouse View Road, a 2-lane road extending along the east side of the development. Residential lots in the southern portion of the community are separated from CV Link by approximately 125 to 150 feet of open space.

- *Reservation of Agua Caliente Band of Cahuilla Indians*
  Vacant land in Palm Springs, south of Ramon Road and east of Crossley Road, is within the boundaries of the ACBCI Reservation and immediately adjacent to the proposed CV Link route. In October 2003, a Planned Development District (PDD 268) was approved which included a 500-room resort hotel up to 130 feet high, 200 vacation/timeshare units, 500,000 square feet of retail commercial, and an 18-hole golf course with support facilities.[13] There is currently no developer interest in the project, but the land remains entitled. Until specific development plans are submitted for the project, it is unclear whether and to what extent the project would be impacted by CV Link.

- *Indian Wells Crossing*
  The Indian Wells Crossing Project ("Approved Project") encompasses approximately 34 acres of land on the north side of Highway 111 and westerly to the Renaissance Esmeralda and easterly of Miles Avenue to Phase II of Mountain View Villas. The project is a proposed mixed-use two planning area project; Planning Area 1 is approximately 121,000 square feet of retail commercial space; Planning Area 2 is a 129 unit condominium resort hotel (Fairmont Hotels and Resorts).

[13] Dan Malcolm, Senior Planner, Agua Caliente Band of Cahuilla Indians, May 8, 2012 as referenced in "Ramon Road Widening – San Luis Rey Dr. to Landau Blvd. – including Whitewater River Bridge Widening," Terra Nova Planning & Research, Inc. for Caltrans, March 12, 2013.

**Coastal Zone Management Programs**

The Coachella Valley and CV Link site are located far inland and outside of any coastal zones. Consequently, there is no further discussion regarding these issues in this document.

**Wild and Scenic River Designation**

CV Link will be located largely along the levees of Chino Wash and the Whitewater River flood plain, the Whitewater River Stormwater Channel, Tahquitz Creek, and the Coachella Valley Stormwater Channel. None of these is designated a Wild and Scenic River, as set forth by the Interagency Wild and Scenic Rivers Council.[14]

### 2.1.d. Farmland

The eastern Coachella Valley contains high-quality farmland and is one of California's important agricultural regions. As urban development, which actually started in the east valley, continues to expand in this area, lands near urban development have been designated for urban uses although they may still be in active agriculture. A few of these areas, which are very limited in extent, lie adjacent or in proximity to the proposed CV Link alignment and include turf farms and date gardens. The proposed project extends through the eastern valley along the embankments and levees of the Whitewater River Channel/Coachella Valley Stormwater Channel, which passes near these lands.

It should be noted that none of the CV Link segments are located on or adjacent to land currently zoned for future agricultural uses.[15] It is also worth noting that the agricultural heritage of the Coachella Valley is activity being developed as a venue for "agricultural tourism", which could benefit from CV Link users visiting these and other agricultural lands and gaining a better appreciation for the value of farm land and agriculture in general.

## 2.2 POPULATION, HOUSING, AND COMMUNITY CHARACTERISTICS

**Regulatory Setting**

The National Environmental Policy Act of 1969 (NEPA), amended, established that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically pleasing surroundings (42 USC 4331[b][2]). The Federal Highway Administration, in its implementation of NEPA (23 USC 109[h]), directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental effects, such as destruction of human-made resources, community cohesion, and the availability of public facilities and services.

[14] "Designated Wild and Scenic Rivers," http://www.rivers.gov/wildriverslist.html, accessed September 10, 2014.

[15] "General Plan Land Use Map," City of La Quinta, September 2007; "General Plan Land Use Diagram," City of Indio, 2004; Figure 3-23, "Draft General Plan Update," City of Coachella, May 2013; Riverside County Land Information System, accessed September 11, 2014.

Under the California Environmental Quality Act (CEQA), an economic or social change by itself is not to be considered an adverse effect on the environment. However, if a social or economic change is related to a physical change such as neighborhood blight, then social or economic changes may be considered in determining whether the physical change is significant Even though there is no substantial evidence showing that the project's social or economic changes will result in adverse physical impacts to the environment, the following analysis is nonetheless provided to document this conclusion and to provide full public disclosure.

### 2.2.a. Demographic Profile

**Population**

The proposed CV Link project spans the western, central, and east-central portions of the Coachella Valley region of Riverside County. General demographics for the area are provided in the tables below. Cities are listed geographically, from west to east. Riverside County data, which also includes areas outside the Coachella Valley, are provided for comparison.

**Table 3**
**Regional Demographic Profile**
**(Nine Jurisdictions in Core Alignment)**

| Jurisdiction | Population | Median Age (years) | Average Household Size (persons/household) |
|---|---|---|---|
| Palm Springs | 44,552 | 51.6 | 1.93 |
| Cathedral City | 51,200 | 36.0 | 2.99 |
| Rancho Mirage | 17,218 | 62.3 | 1.94 |
| Palm Desert | 48,445 | 54.6 | 2.08 |
| Indian Wells | 4,958 | 66.7 | 1.80 |
| La Quinta | 37,467 | 45.6 | 2.52 |
| Indio | 76,036 | 32.2 | 3.21 |
| Coachella | 40,704 | 24.5 | 4.52 |
| **Total:** | **320,580** | | |
| Riverside County | 2,189,641 | 33.7 | 3.14 |

Source: 2010 U.S. Census.

As shown, the 2010 population of the CV Link project area was approximately 320,580, which is 15% of the total Riverside County population. The most populated city was Indio and the least populated was Indian Wells. The data do not capture people residing on unincorporated land in the project area, and therefore underestimate the project area population to a limited extent.

While the median age of Riverside County residents is 33.7 years, the median age of residents in the CV Link area ranges from 24.5 years in Coachella to 66.7 in Indian Wells. The older population generally resides in the central valley cities of Rancho Mirage, Palm Desert, and Indian Wells, which is indicative of the area's popularity with seniors and retirees. The younger population is located in the eastern valley cities of Indio and Coachella, as well as Cathedral City. These 3 cities also have the largest household sizes.

More recent population estimates reported by the California Department of Finance are shown in the following table. The data indicate that the 2016 population in the project area is approximately 347,174, which represents an increase of 8.3% (26,594 persons) over 2010 U.S. Census estimates.

**Table 4**
**2016 Population Estimates**
**(Nine Jurisdictions in Core Alignment)**

| Jurisdiction | Population |
|---|---|
| Palm Springs | 46,654 |
| Cathedral City | 54,261 |
| Rancho Mirage | 18,070 |
| Palm Desert | 49,335 |
| Indian Wells | 5,412 |
| La Quinta | 39,977 |
| Indio | 88,058 |
| Coachella | 45,407 |
| **TOTAL:** | **347,174** |
| Riverside County | 2,347,828 |

Source: Table E-1, City/County Population Estimates with Annual Percent Change, January 1, 2015 and 2016, California Department of Finance.

**Ethnicity**

Ethnicity in the project area is described in the following table. Riverside County data are provided for comparison and account for the entire county. The data indicate that the majority of area residents describe themselves as “white” or “some other race.” Hispanic or Latino populations of any race account for more than half of all residents in Cathedral City, Indio, and Coachella.

**Table 5**
**Regional Ethnicity**
**(Nine Jurisdictions in Core Alignment)**

| | Percent of Population | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | One Race | | | | | | Two or More Races | Hispanic or Latino, of any race |
| Jurisdiction | White | African American | American Indian or Alaska Native | Asian | Native Hawaiian or other Pacific Islander | Some Other Race | | |
| Palm Springs | 75.7 | 4.4 | 1.0 | 4.4 | 0.2 | 11.1 | 3.1 | 25.3 |
| Cathedral City | 63.5 | 2.6 | 1.1 | 5.0 | 0.1 | 23.5 | 4.2 | 58.8 |
| Rancho Mirage | 88.7 | 1.5 | 0.5 | 3.8 | 0.1 | 3.5 | 2.0 | 11.4 |
| Palm Desert | 82.5 | 1.8 | 0.5 | 3.4 | 0.1 | 9.1 | 2.5 | 22.8 |
| Indian Wells | 95.2 | 0.6 | 0.4 | 1.7 | 0.0 | 1.0 | 1.0 | 4.2 |
| La Quinta | 78.7 | 1.9 | 0.6 | 3.1 | 0.1 | 12.3 | 3.3 | 30.3 |
| Indio | 61.5 | 2.4 | 1.0 | 2.2 | 0.1 | 29.5 | 3.4 | 67.8 |
| Coachella | 63.5 | 2.6 | 1.1 | 5.0 | 0.1 | 23.5 | 4.2 | 58.8 |
| Riverside Cnty | 61.0 | 6.4 | 1.1 | 6.0 | 0.3 | 20.5 | 4.8 | 45.5 |

Source: 2010 U.S. Census.

### 2.2.b. Economic Conditions

**Regional and Local Economies**

The Coachella Valley is known historically for its economic strength and rapid growth. For much of the twentieth century, the valley's economy was reliant on agriculture, particularly in the eastern valley, and this industry remains a regional mainstay. Riverside County ranked fourteenth among California counties for total agricultural production in 2014, with agricultural production valued at approximately $1.3 billion.[16] In the same year, the Coachella Valley's share of the agricultural crop value was $625 million, which was approximately 59% of the County total.

The resort and tourism industry began to emerge throughout the valley in the 1920s. For many decades, the region has been considered a world-class resort destination, and tourism is a fundamental component of the regional economy, providing local jobs and investment dollars in hotels, golf courses, dining and shopping establishments, and timeshare and seasonal home developments.

Despite the valley's historically strong economy, it was adversely impacted by the recent national economic downturn. Hotels comprise a major component of the regional economy. Between 2007 and 2010, overall hotel occupancy and room rates, which are indicators of tourism revenues, decreased by about 16% and 24% respectively, thereby decreasing Transient Occupancy Tax revenues to local jurisdictions.[17] However, by 2012 the regional economy had begun to rebound, and economic indicators such as job gains, assessed value per capita, homes sales and prices have shown strong growth.[18]

16 "Riverside County Agricultural Production Report, 2014," Riverside County Agricultural Commission.
17 "Coachella Valley: Now What?," John Husing, Ph.D., October 2010.
18 "Inland Empire Quarterly Economic Report," John Husing, Ph.D., October 2013; "Inland Empire Quarterly Economic Report," John Husing, Ph.D., April 2014.

## Employment

The table below describes employment characteristics in the CV Link project area. Riverside County data, which covers the entire county, is provided for comparison. The data show that the greatest percentages of residents are employed in the Management/Business/Science/Arts industry, closely followed by the Service and Sales/Office sectors.

**Table 6**
**Employment Distribution by Sector**
**Coachella Valley, 2013**

| Industry | No. of Residents | % of Total |
|---|---|---|
| Retail | 31,670 | 24.1 |
| Hotel/Amusement | 19,712 | 15.0 |
| Health | 13,667 | 10.4 |
| Agriculture | 12,090 | 9.2 |
| Other Services | 11,696 | 8.9 |
| Small Sectors | 9,856 | 7.5 |
| Education | 9,462 | 7.2 |
| Construction | 6,702 | 5.1 |
| Distribution | 6,702 | 5.1 |
| Finance/Insurance/Real Estate | 5,257 | 4.0 |
| Business Services | 4,599 | 3.5 |
| Total: | 131,413 | 100% |

Source: California Employment Development Department

**Table 7**
**Regional Employment**
**(Nine Jurisdictions in Core Alignment)**

| | Percentage of Civilian Employed Population (16 years and over), by Sector | | | | |
|---|---|---|---|---|---|
| Jurisdiction | Management, Business, Science, Arts | Service | Sales/Office | Natural resources, construction, maintenance | Production, transportation, material moving |
| Palm Springs | 37.1% | 25.6% | 24.2% | 8.1% | 4.9% |
| Cathedral City | 21.2% | 36.5% | 23.9% | 11.2% | 7.2% |
| Rancho Mirage | 45.8% | 15.3% | 29.4% | 6.6% | 2.8% |
| Palm Desert | 34.9% | 25.2% | 27.8% | 7.3% | 4.8% |
| Indian Wells | 58.2% | 11.9% | 25.0% | 2.9% | 2.1% |
| La Quinta | 37.2% | 20.9% | 26.6% | 8.4% | 6.9% |
| Indio | 21.9% | 31.7% | 25.7% | 13.3% | 7.3% |
| Coachella | 11.0% | 35.0% | 19.3% | 24.4% | 10.2% |
| Riverside County | 29.3% | 20.5% | 26.3% | 11.4% | 12.5% |

Source: 2010 U.S. Census.

Current employment rates in the Coachella Valley are reflective of the overall economic situation in the United States. In March 2013, the U.S. unemployment rate was 8.1%, and in the Inland Empire region of Southern California, which includes the Coachella Valley, the unemployment rate was 10.5%. This is 2.4% higher than the national average, but studies indicate that the gap is narrowing and an economic turnaround was forecasted.[19]

While this economic recovery has been substantial, it has not affected all regions of the country in the same degree. As already noted, t**(Nine Jurisdictions in Core Alignment) t**he Coachella Valley's region's substantial reliance on destination and resort tourism and the second/retirement home market has left it subject to global economic conditions and global currency exchange rates.

**Median Household Income**

As shown below, 2010 median household incomes in the CV Link range from $41,611 in Coachella to $100,742 in Indian Wells. Five (5) of the 8 jurisdictions have median household incomes that are less than the overall Riverside County median household income of $57,096.

**Table 8**
**Median Household Income**
**(Nine Jurisdictions in Core Alignment)**

| Jurisdiction | Median Household Income |
|---|---|
| Palm Springs | $45,404 |
| Cathedral City | $44,763 |
| Rancho Mirage | $77,304 |
| Palm Desert | $53,456 |
| Indian Wells | $100,742 |
| La Quinta | $72,099 |
| Indio | $50,528 |
| Coachella | $41,611 |
| Riverside County | $57,096 |

Source: 2010 U.S. Census.

**Housing Values**

Housing values in August 2015 in the project area are provided below. For sales of new and existing homes, the data show that regional median housing prices varied widely, from $215,000 in Coachella to $1,123,500 in Indian Wells. However, in all jurisdictions, the median price increased between 2014 and 2015.

[19] "Inland Empire Quarterly Economic Report," John Husing, Ph.D., April 2013.

**Table 9**
**Regional Housing Values (August 2015)**
**(Nine Jurisdictions in Core Alignment)**

| | Existing Homes | |
|---|---|---|
| **Jurisdiction** | **Median Price** | **2014-15 % Change** |
| Palm Springs | $522,500 | -0.5% |
| Cathedral City | $279,000 | 18.7% |
| Rancho Mirage | $599,750 | -4.0% |
| Palm Desert | $390,000 | 5.9% |
| Indian Wells | $1,123,500 | 18.3% |
| La Quinta | $360,000 | 1.4% |
| Indio | $280,572 | 9.8% |
| Coachella | $215,000 | 13.2% |
| Coachella Valley | $325,000 | 0.1% |

Source: "CVEP 2015 Annual Report", prepared by the Coachella Valley Economic Partnership. 2016

**Municipal Revenues and Expenditures**

Each jurisdiction in the CV Link project area maintains its own fiscal budget. Principal revenue sources include property tax, sales and use taxes, and transient occupancy taxes for hotel stays (and timeshares in some jurisdictions). The highest expenditures are typically those used for public safety services, including police and fire protection.

### 2.2.c Neighborhoods and Facilities Affected by the Project

A substantial amount of development in the Coachella Valley is located along and near the major drainages associated with the CV Link alignments, including Tahquitz Creek, and the Whitewater River/Coachella Valley Stormwater Channels. Much of the pathway is planned within the watercourse rights-of-way on adjacent maintenance and service roads located atop channel embankments and levees, and generally separated from development by distance, roads, structures, levee slopes and/or open space. Portions of the pathway will share street rights-of-way away from the channel to bypass barriers to construction, and/or to provide direct access to community sites, schools or commercial corridors.

The discussion below focuses on properties immediately adjacent or in proximity to the proposed CV Link alignments and that may be directly impacted by the project. Direct and indirect impacts to these properties, sites, and corridors are analyzed in Section 3.

**Residential**

A substantial effort was undertaken to identify residential properties, both developed and vacant, immediately adjacent to the proposed CV Link alignments. Based on project mapping, aerial photography, consultations with jurisdiction planning departments and field surveys, the residential properties listed below are immediately adjacent to the proposed project, with limited buffer space between them. While numerous other residences are also in proximity to the proposed pathway, they are buffered by neighboring properties, landscape corridors, street rights-of-way, or other spaces that provide some amount of separation from the pathway.

**Table 10**
**Existing Residential Properties Immediately Adjacent to CV Link**
**(Nine Jurisdictions in Core Alignment)**

| Jurisdiction | Neighborhood and/or Street Name | General Location | # Dwelling Units Affected (approx.) |
|---|---|---|---|
| Palm Springs | Four Seasons: Savannah Way, Fan Palm Way | adjacent to Chino Wash | 53 |
| | El Dorado: Calle Verde, Calle del Callado | adjacent to Tahquitz Creek | 7 |
| Cathedral City | Dream Homes: Mission Dr. | adjacent to Whitewater River and Cimarron Golf Course | 3 |
| Rancho Mirage | Blue Skies Village: Bing Crosby Dr. | adjacent to Butler-Abrams Trail | 11 |
| Palm Desert | Lavender Way | adjacent to Whitewater River near Cook Sports Complex | 2 |
| | Palm Lake: Palm Lake Dr. | adjacent to Whitewater River | 32 |
| | Desert Rose: Wildflower La., Kelsey Cir., Kelsey Ct. | adjacent to Whitewater River | 26 |
| Indian Wells | Mountain View Villas | adjacent to Whitewater River south of IW Tennis Garden | 40 |
| Indio | Cortez La. | adjacent to north side of CVSC | 5 |
| | Moonshadow Dr., Windsong Way, Sabita Dr., Sunstone Ct., Sandscript Ct. | adjacent to CVSC | 10 |
| | Auburn Ct., Harvard Ct., Lafayette Ct., Dartmouth Ct., Columbia Ave., Brown Ave., Bryn Mawr Ct., Amherst Ave. | adjacent to CVSC | 18 |
| | Avenida Suarez, Calle Luna | adjacent to CVSC | 20 |
| | Indigo Views | adjacent to CVSC at Fred Waring Dr. | 32 |
| | Wild Rose St. | adjacent to CVSC near Indio Blvd. | 18 |
| Coachella | Calle Mendoza | adjacent to CVSC near Sierra Vista Park | 18 |
| | Hernandez St. | adjacent to CVSC near Avenue 52 | 26 |
| | | **TOTAL RESIDENTIAL UNITS:** | **321** |

Source: Map pages 1-69, "CV Link 10% Schematic Designs," ALTA Planning & Design, Inc.; GoogleEarth.

As indicated in the above table, an estimated 321 dwelling units are immediately adjacent to the proposed pathway, with limited buffer space available between them and the proposed pathway. The residences are scattered along the entire project length, from Palm Springs to Coachella. In most cases, their rear property lines are adjacent to the channel right-of-way and pathway route. The majority consists of single-family detached homes within low- to medium-density neighborhoods; however, some are mobile homes, single-family attached (multi-plex) and multi-family apartment buildings.

**Commercial**

The proposed CV Link route provides direct access to/from several key regional commercial corridors that include retail, service, and entertainment venues. Among them are:

- Palm Springs – South Palm Canyon/Downtown Palm Springs, Soak City Water Park
- Cathedral City – Ramon Road at Whitewater River Stormwater Channel
- Cathedral City – Cathedral Canyon Drive at Whitewater River Stormwater Channel
- Rancho Mirage – Highway 111/Bob Hope Dr./Magnesia Falls Dr.
- La Quinta – Highway 111/Washington St.
- La Quinta – Highway 111/Jefferson St.
- La Quinta – Highway 111/Adams St.

The proposed CV Link core alignment is situated to complement, provide support for and synergize activities at commercial centers and related venues along the route. The downtown areas of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert and Indian Wells are all adjacent or in proximity to the CV Link alignment. Major resort hotels, which are also major employment centers, are also located along the route.

**Institutional**

The CV Link alignment will provide direct access to numerous points of interest, educational facilities, and civic centers, including those listed below. Schools located both adjacent to and within ½ mile of CV Link are included in the list below.

**Table 11**
**Institutional Facilities Near CV Link**
**(Nine Jurisdictions in Core Alignment)**

| Jurisdiction | Facility |
|---|---|
| Palm Springs | Palm Springs Visitors Center<br>Cielo Vista Elementary School<br>Cahuilla Elementary School<br>Palm Springs High School |
| Cathedral City | Agua Caliente Elementary School<br>Landau Elementary School<br>Cathedral City Elementary School<br>Mt. San Jacinto Continuation High School<br>Cathedral City Hall Complex |
| Rancho Mirage | Rancho Mirage Elementary School<br>Rancho Mirage Library |
| Palm Desert | College of the Desert<br>Palm Desert Civic Center<br>Palm Desert High School<br>Abraham Lincoln Elementary School<br>Palm Desert Middle School |
| Indian Wells | Gerald Ford Elementary School<br>Indian Wells City Hall<br>Veterans Memorial |
| La Quinta | La Quinta High School |
| Indio | Indio Middle School<br>John F. Kennedy Elementary School<br>John Glenn Middle School<br>Carillo Ranch Elementary School<br>Lyndon B. Johnson School<br>Dwight D. Eisenhower Elementary School<br>Amelia Earhart Elementary School<br>Andrew Jackson Elementary School<br>Amistad Continuation High School |
| Coachella | Valle del Sol Elementary School |
| Unincorporated Thermal | John Kelley Elementary School<br>La Familia High School |

**Recreational**

As described in Section 2.1.a, 10 golf courses are built within portions of Tahquitz Creek and the Whitewater River/Coachella Valley Stormwater Channels along the length of the proposed CV Link pathway. Portions of them are immediately adjacent to the pathway route and, therefore, likely to be directly affected by the project.

**Table 12**
**Golf Courses Near CV Link**

| Jurisdiction | Golf Course |
|---|---|
| Palm Springs | Mesquite Golf Course |
| | Bel Air Greens |
| | Tahquitz Creek Golf Course |
| Cathedral City | Cimarron Golf Course |
| | Cathedral Canyon Golf Club |
| Rancho Mirage | Morningside Country Club |
| | Thunderbird Country Club |
| | Rancho Las Palmas Country Club |
| Palm Desert | Monterey Country Club Golf Course |
| Indian Wells | Indian Wells Golf Resort |
| Indio | Indian Springs Golf Club |

CV Link is planned to provide direct access to numerous other recreational sites in the valley, including public parks, trails, and sports complexes, as listed below.

**Table 13**
**Recreational Facilities Near CV Link**

| Jurisdiction | Recreational Facility |
|---|---|
| Palm Springs | Palm Springs Aerial Tramway |
| | Desert Highland Park |
| | Tahquitz Canyon Visitor Center |
| | Demuth Park |
| | Knott's Soak City Water Park |
| Cathedral City | Second Street Park |
| Rancho Mirage | Wolfson Park |
| | Butler-Abrams Trail |
| | Rancho Mirage Community Park |
| Palm Desert | Civic Center Park |
| | Cook Sports Complex |
| Indian Wells | Eisenhower Park |
| | Indian Wells Tennis Garden |
| Indio | Jackson Park |
| Coachella | Sierra Vista Park |

**Industrial**

The CV Link alignment passes by or will be in proximity to a wide range of industrial lands and use areas along the route. These include the Sunny Dunes light industrial uses east of South Pam Canyon Drive, and the evolving Cathedral City downtown business park and light industrial uses north and south of Perez Road. In Indio, existing and planned light industrial and business park development is occurring north of Indio Boulevard and adjacent to and south of the CV Link alignment; this constitutes a significant and growing employment center in this area, which also include the facilities of the Coachella Valley Vector Control. The southeastern portion of the alignment passes adjacent or in proximity to wastewater treatment facilities and ag-industrial uses.

**Section 4(f) Resources**

Section 4(f) of the Department of Transportation Act of 1966 stipulates that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless: 1) there is no feasible and prudent avoidance alternative to the use of land and the action includes all possible planning to minimize hard to the property resulting from such use, or 2) the Administration determines that the use of the property will have a de minimis impact (one which will not adversely affect the activities, features, or attributes of the property).

The following table identifies public parks, recreational facilities, schools, and golf courses that are within approximately one-half mile of CV Link and open to the public and, therefore, considered Section 4(f) resources.

Additional parks, recreational facilities, schools, and golf courses are located within one-half mile of CV Link. However, they are either private facilities (such as golf courses) or they are public schools and parks that are closed to the public unless an approved facilities use request form is obtained. Such facilities are not included in the following table.

**Table 14**
**Section 4(f) Resources**
**Within One-Half Mile of Core Alignment**

| Public Parks | Public Recreational Facilities | Public Schools | Public Golf Courses |
|---|---|---|---|
| **Palm Springs** | | | |
| Desert Highland Park<br>Demuth Park<br>Sunrise Park | Aerial Tramway Station<br>Jenkins Trail | None | None |
| **Cathedral City** | | | |
| Agua Caliente Park<br>Second Street Park | Cathedral City Bike Path | None | None |
| **Rancho Mirage** | | | |
| Wolfson Park<br>Cancer Survivors Park<br>Whitewater Park<br>Blixseth Park | Bud Furer Trail | None | None |
| **Palm Desert** | | | |
| Civic Center Park<br>Palm Desert Comm. Park | Cook Sport Center | Abraham Lincoln Elementary<br>Palm Desert Middle<br>Palm Desert High | None |
| **Indian Wells** | | | |
| None | None | None | None |
| **La Quinta** | | | |
| Pioneer Park<br>La Quinta Park | None | None | None |
| **Indio** | | | |
| Yucca Park<br>Jackson Park<br>Indio Terrace Park | None | None | None |
| **Coachella** | | | |
| Sierra Vista Park | None | None | None |
| **Riverside County** | | | |
| none | None | None | None |

As shown, within approximately ½ mile of CV Link, there are 17 public parks, 5 public recreational facilities, and 3 public schools that are considered Section 4(f) resources. There are no public golf courses within ½ mile (all are private).

The Section 4(f) facilities listed above could be exposed temporarily to noise impacts during construction of CV Link, but noise impacts will be minimized and mitigated as described in the project-specific Noise Study. Otherwise, these resources will not be occupied by, incorporated into, or impaired by the project. CV Link will facilitate safe, accessible, direct and/or indirect connectivity between them and other land uses in the valley. Attendance and use of these facilities could increase as a result of enhanced accessibility; however, use is not expected to increase to such an extent that it would result in significant deterioration of the facilities or require the construction of new facilities. The project, therefore, will result in a de minimis impact to Section 4(f) facilities in the project area.

Appendix D includes letters from all jurisdictions with management authority over the above-listed facilities stating that the project will result in de minimis impacts.

**Park Preservation Act**

The Public Park Preservation Act of 1971 (California Public Resources Code Section 5400-5409) prohibits a city, county, public district, or agency of the state from acquiring (by purchase, exchange, condemnation, or otherwise) a public park for the purpose of utilizing it for any non-park purpose, unless the entity pays or transfers to the park operator sufficient compensation or land, or both, to enable the operator to replace the park land and facilities.

No public park properties or facilities will be acquired as a result of the CV Link project. Therefore, no such facilities in the project area will be subject to, or require protection under, the Park Preservation Act.

### 2.2.d. Attitudes Toward the Project

From the outset, a significant community outreach effort has been undertaken to inform and consult with the public regarding CV Link. Some of these outreach activities are listed below.

**Meetings and Workshops**

Outreach activities have been conducted throughout the Coachella Valley. Since 2012, when CVAG applied for funds from the South Coast Air Quality Management District (SCAQMD) for the project, CVAG staff made presentations at meetings of key stakeholders across the region, including chambers of commerce, real estate trade groups, developers, homeowner associations, hospitality and tourism associations, community leaders and city, Riverside County and State of California elected officials and tribal leaders.

Since starting the planning and design process, the CV Link project team along with CVAG staff has conducted more than 15 public workshops in Palm Springs, Rancho Mirage, Indio, and Coachella that sought direct input into the project planning process. These workshops were well advertised and attracted over 100 attendees each. The workshops received prominent stories in the local newspapers.

A database has been developed of attendees at all of the outreach events and presentations that will be used for future communication and outreach. Also conducted were five Master Plan development workshops, five health impact workshops, and two operational and maintenance workshops. Meeting, workshops and consultations have been held with a variety of groups and entities, including the following agencies and organizations:

Public Agencies

- Coachella Valley Water District (CVWD)
- Riverside County Flood Control and Water Conservation District (RCFCWCD)
- Riverside County Parks
- Riverside County Transportation Commission
- Palm Springs Parks Commission
- Coachella Valley Cities: At least one meeting (and often many more) was held with staff and elected representatives of all nine cities
- California Department of Transportation (Caltrans) Staff
- Agua Caliente Band of Cahuilla Indians Staff
- Twenty-Nine Palms Band of Mission Indians
- Cabazon Band of Mission Indians
- College of the Desert
- Offices of Congressman Raul Ruiz
- California State University San Bernardino- Palm Desert
- Desert Healthcare District
- Imperial Valley Council of Governments
- Southern California Association of Governments
- South Coast Air Quality Management District
- Coachella Valley Economic Partnership
- California Transportation Commission

General Public

- 6/4/13 Palm Springs (West Valley)
- 7/25/13 Indio (East Valley)
- 10/15/13 Rancho Mirage (Central Valley)
- 12/3/13 Notice of Preparation Public Scoping Meeting
- 12/5/13 Coachella (East Valley)
- 4/6/15 Rancho Mirage (Central Valley)

Other Organizations

- Sky Valley Community Council
- Southern California Energy and Water Summit
- Coachella Valley Hiking Club
- Coachella Valley Disabilities Collaborative

School Districts

- 11/20/13 Desert Sands Unified School District (DSUSD)
- 11/22/13 Palm Springs Unified School District (PSUSD)
- 11/22/13 Coachella Valley Unified School District (CVUSD)

Citizens Advisory Group

A sixteen-member Citizens Advisory Group (CAG) was formed by the consulting team to obtain input at key stages convened seven times with the following topics:

- 3/4/13 Introduction
- 4/17/13 Opportunities and Constraints
- 6/12/13 Design Concept
- 9/18/13 Design Elements
- 12/10/13 Alignment
- 2/19/14 Alignment and NEV Plan
- 5/6/14 Alignment and Phasing

**Media and Events**

Television, radio, print and social media have played an important role in facilitating pubic exposure to the CV Link project and getting input. A CV Link web site has been developed and used throughout the assessment and design development phase of the project. Going to *http://www.CoachellaValleyLink.com* allows interactive communication in both English and Spanish between the public and the CV Link team. Updates are posted to Facebook and Twitter social media sites an average of three times per week. The project has over 2,700 Facebook likes as of January 2016. CV Link has been the main topic of media articles since December 2011. CVAG staff and the project team are in continual communication with the local media and have received significant coverage.

The CV Link development team has had a presence at more than seventy-five (75) individual special events and meetings, which have been a significant part of CVAG outreach, particularly in the east Coachella Valley with a larger segment of socio-economically disadvantaged. Informational materials have been developed in both English and Spanish, and an outreach video that was cut into a public service announcement was produced and aired on local television stations.

Other outreach efforts have included a trade show display, branded tablecloths, and branded giveaways for use at events. Representatives of the project have staffed a booth at such events as:

- Annual Tamale Festival
- Tour De Palm Springs (bike race)
- Relay for Life Cathedral City
- Salsa and 5K Festival;
- Humana Healthy Fun Fair,
- Indio Senior Health Fair
- 7th Annual Picnic Community Expo
- City of Palm Springs Mayors Race and Wellness Festival

Many attendees have expressed great support for the project by signing up for our database so that they can receive updates as the project as it moves forward. A snapshot of the events and meetings attended is presented in CV Link Conceptual Master Plan Volume 2: Appendix 2, Section 2 (pg. 14).

**Community Input and Responses**

Based on the variety of public input provided, several themes of interest and concern have been raised by the community. The primary issues and concerns identified in the public outreach program and set forth in Volume 2 of the CV Link Conceptual Master Plan include the following summary concerns (also see CV Link Conceptual Master Plan, Volume 1):

*Privacy* concerns for residents who live immediately adjacent to the proposed route

*Link Usage* will be lower than predicted due to heat and wind

*Equitable Distribution* of investment and benefits

*Safe Access* to CV Link

*User Conflicts* may arise between user groups

*Bicycle* ride quality will be poor if concrete is used

*Maintenance* will be costly and insufficient

As noted above, substantial community input has been provided to CV Link planners and designers and has helped to shape the project.

## 2.3 TITLE VI AND ENVIRONMENTAL JUSTICE

### 2.3.a. Low Income and Minority Populations

**Low Income**

The table below describes poverty levels in the 8 cities that are traversed by the proposed CV Link core alignment, as determined by the 2010 U.S. Census. Data for Riverside County are also provided for comparison. The 2010 poverty threshold, established by the U.S. Department of Health and Human Services (DHHS), was $22,050 for a family of four.

**Table 15**
**Residents Living Below the Poverty Level**

| Jurisdiction | Percent of Residents whose Income is Below the Poverty Level |
|---|---|
| Palm Springs | 15.8% |
| Cathedral City | 20.2% |
| Rancho Mirage | 12.0% |
| Palm Desert | 9.2% |
| Indian Wells | 5.3% |
| La Quinta | 8.0% |
| Indio | 21.8% |
| Coachella | 27.9% |
| Riverside County | 15.6% |

Source: 2010 U.S. Census.

The data indicate that poverty levels in the project area ranged from a low of 5.3% in Indian Wells to a high of 27.9% in Coachella. Regionally, they were lowest in the central valley cities of Palm Desert, Indian Wells, and La Quinta, and highest in the cities of Cathedral City, Indio, and Coachella.

Median household income data for each municipality in the project area in 2010 is provided in Table 8. The data show that median household incomes ranged from $41,611 in Coachella to $100,742 in Indian Wells.

Household income data for specific residences and neighborhoods immediately adjacent to the CV Link route are not available. To establish a basis for extrapolating income levels, a review of area housing was conducted. Residential properties immediately adjacent to CV Link, with little to no physical barrier between them and the pathway, are identified in Table 9. The table below shows current housing sales prices in those neighborhoods, and compares them to median values of existing homes in the city in which they are located. The comparison provides some indication of whether and to what extent these neighborhoods are home to a low-income population.

**Table 16**
**Comparison of Housing Values**
**In the Immediate Project Area**

| Jurisdiction | Neighborhood and/or Street Name | Asking Prices of Homes for Sale in Neighborhood[1] | City's Median Housing Price for Existing Homes[2] |
|---|---|---|---|
| Palm Springs | Four Seasons: Savannah Way, Fan Palm Way | $310,000-$395,000 | $403,783 |
| | El Dorado: Calle Verde, Calle del Callado | $85,000-$150,000 | $403,783 |
| Cathedral City | Dream Homes: Mission Dr. | $140,000-$155,000 | $216,000 |
| Rancho Mirage | Blue Skies Village: Bing Crosby Dr. | $60,000 | $587,500 |
| Palm Desert | Lavender Way | $350,000-$455,000 | $328,270 |
| | Palm Lake: Palm Lake Dr. | $139,000-$165,000 | $328,270 |
| | Desert Rose: Wildflower La., Kelsey Cir., Kelsey Ct. | $193,000-$250,000 | $328,270 |
| Indian Wells | Mountain View Villas | Senior apartments, not for sale | $825,000 |
| Indio | Cortez La. | $529,000-$550,000 | $220,869 |
| | Moonshadow Dr., Windsong Way, Sabita Dr., Sunstone Ct., Sandscript Ct. | $187,000-$215,000 | $220,869 |
| | Auburn Ct., Harvard Ct., Lafayette Ct., Dartmouth Ct., Columbia Ave., Brown Ave., Bryn Mawr Ct., Amherst Ave. | $203,000-$250,000 | $220,869 |
| | Avenida Suarez, Calle Luna | $249,000-$269,000 | $220,869 |
| | Indigo Views | Rental apartments, not for sale | $220,869 |
| | Wild Rose St. | $240,000-$356,000 | $220,869 |
| Coachella | Calle Mendoza | $95,000-$159,000 | $145,000 |
| | Hernandez St. | $120,000-$142,000 | $145,000 |

[1] Online search of home sales in neighborhoods immediately adjacent to the proposed CV Link pathway, September 2014.
[2] "Inland Empire Quarterly Economic Report," John Husing, Ph.D., October 2013.

The data show that housing values in residential neighborhoods immediately adjacent to the CV Link pathway are largely consistent with median housing prices in the city in which they are located. Exceptions include: 1) El Dorado in Palm Springs, 2) Blue Skies Village in Rancho Mirage, and 3) Palm Lake in Palm Desert, where asking prices are noticeably lower than the city's median housing value. El Dorado and Blue Skies Village are mobile home communities.

Mobile home units are typically valued below stick-built housing products with permanent foundations, and advancing age is also likely contributing to lower values; El Dorado units for sale were built nearly 40 years ago, and Blue Skies Village units for sale were built approximately 30 years ago. Palm Lake is a multi-family condominium community with one- and two-bedroom units, and condos typically have lower values than single-family units due to limited square footage and a lack of private yard space.

**Minorities**

Racial data for the residences and neighborhoods adjacent to the proposed CV Link route are not readily available. However, broader ethnicity data is available at the city level from the 2010 U.S. Census. Table 5 provides race and ethnicity data for the jurisdictions through which CV Link is planned. The data indicate that the majority of residents identify themselves as "white." Percentages of white residents range from 61.5% in Indio to 95.2% in Indian Wells. The white population is greatest in the central valley cities of Rancho Mirage (88.7%), Palm Desert (82.5%), and Indian Wells (95.2%). It is lowest in Cathedral City (63.5%), Indio (61.5%), and Coachella (63.5%).

The second largest ethnic category in the project area is described as "some other race." Percentages for this group are highest in the cities of Cathedral City (23.5%), Indio (29.5%), and Coachella (23.5%). They are lowest in Rancho Mirage (3.5%), Palm Desert (9.1%), and Indian Wells (1.0%).

The percentage of "Hispanics/Latinos of any race" follows the same geographic pattern. This population is greatest in Cathedral City (58.8%), Indio (67.8%), and Coachella (58.8%). It is lowest in Rancho Mirage (11.4%), Palm Desert (22.8%), and Indian Wells (4.2%).

**Eastern Coachella Valley**

A recent environmental justice study coordinated by the University of California, Davis (UC Davis) identifies and analyzes the economic disparities between the western and eastern portions of the Coachella Valley.[20] The Western Coachella Valley, generally extending from Palm Springs to north Indio, is characterized by golf resorts, country clubs, and a strong tourism-based economy. The Eastern Coachella Valley, including the communities of Indio, Coachella, Thermal, Oasis, Mecca, and North Shore, has been identified as being socially vulnerable and economically disadvantaged. The area is home to approximately 88,000 residents, including members of Native American tribes, seasonal farm workers, and rural residents. Community input and census tract based analysis indicate that it is characterized by limited access to health services, failing water and sewer infrastructure, inadequate access to public transportation, concentrated hazardous waste and unauthorized dumping, inadequate and unaffordable housing, and potentially hazardous environmental conditions associated with the shrinking Salton Sea.[21] The region was also found to have much higher rates of poverty, unemployment, and limited English proficiency than the Western Coachella Valley and Riverside County as a whole. Findings are summarized in the following table.

[20] "Revealing the Invisible Coachella Valley," UC Davis Center for Regional Change, June 2013.

[21] Ibid.

**Table 17**
**Demographic Comparison**
**of Western and Eastern Coachella Valley**

| Demographic Group | Western Coachella Valley | Eastern Coachella Valley | Riverside County |
|---|---|---|---|
| People of Color[1] | 49% | 94% | 60% |
| Limited English speakers | 16% | 45% | 16% |
| Below 200% Poverty Line | 3% | 65% | 36% |
| Unemployed | 6% | 14% | 8% |
| Total Population | 324,381 | 88,193 | 2,189,641 |

[1] This term is not defined in the resource document. However, such phrasing typically includes minority populations, which are categorized by the U.S. Census as African American, Alaska Native, Asian, Native Hawaiian or other Pacific Islander, Hispanic/Latino.
Source: Table 2, "Revealing the Invisible Coachella Valley," UC Davis Center for Regional Change, June 2013.

These general conclusions are also supported by demographic and economic data reported by the U.S. Census and California Department of Health.

As proposed, CV Link extends through portions of the Eastern Coachella Valley. It follows the Coachella Valley Stormwater Channel through Indio, Coachella, Cabazon Band of Mission Indians Reservation, Twenty-nine Palms Band of Mission Indians Reservation, and Thermal, where it terminates at Airport Boulevard.

Additional analysis of the potential impacts of CV Link on minority, low-income, and other populations of concern in the project area is provided in Section 3.3, Environmental Justice.

# Community Impact Assessment for CV Link Core Alignment

# Coachella Valley Association of Governments

## 3. IMPACTS

### 3.1 Neighborhood/Community Character and Cohesiveness Impacts

One of the defining goals of CV Link is to provide physical connectivity (mobility) between people and places within the Coachella Valley. The proposed project will positively serve the overall cohesiveness of the western and eastern portions of the valley. It will connect a wide range of land uses, including residential, employment, commercial, institutional (schools, libraries, government), and recreational destinations. Within a half-mile of CV Link are 27 schools, 30 golf courses, 27 parks, 13 medical facilities, and numerous commercial and civic centers.[22] The project will also support future economic development opportunities on vacant, undeveloped land immediately adjacent to the route.

CV Link will also serve all types of people, including permanent and seasonal residents, and tourists. It is designed to accommodate all segments of the population, including children, elderly, persons with disabilities, and numerous types of travelers, such as pedestrians, cyclists, motorists, and transit riders. By linking various types of development and community amenities, and offering opportunities to display public art and highlight local historical or scenic features, the project will appeal to a wide range of users.

The proposed route extends through some of the most densely populated areas of the Coachella Valley and will offer a travel alternative to the often-congested State Highway 111 and other arterial roads in the vicinity, as well as a travel corridor that is largely free of traffic signals and vehicle-pedestrian conflicts. It connects 4 existing, but disconnected, path segments: Tahquitz Creek Trail, Jenkins Trail, Whitewater River Trail, and Butler-Abrams Trail. It is designed to be both continuous and permeable, and incorporates numerous access points at pathway-adjacent destinations along its length.

[22] CV Link Conceptual Master Plan, prepared by Alta Planning + Design. January 2016.

CV Link largely follows existing levees, roadways, and trails. It will require acquisition of additional right-of-way where the alignment is too narrow or constrained by existing fences or other barriers, and will also require the construction of new overcrossings and under-crossings where it intersects major roadways. It will include the construction of new improvements, such as shade structures, outdoor furniture, pavement markings, landscaping, and signage, which could be visible from adjacent properties and roadways.

Sensitivity to visual impacts of the pathway will depend upon the type of viewer (resident, motorist, pathway user), proximity to CV Link, and duration of time spent observing the project (permanent versus fleeting). Potential project-related visual impacts are identified and analyzed in Caltrans' Visual Impact Assessment (VIA) that was prepared for the project.

## 3.2 Household Impacts

**Temporary Traffic Impacts**

Due to the prevailing location of the CV Link route atop service/maintenance roads along existing major drainages, limitations to access and the need for detours for motor vehicle, pedestrian and bicycle traffic is expected to be minimal. At-grade road crossings occur at several locations along the route and will affect all modes of transportation during construction. These at-grade crossings include Sunrise Way, El Cielo Road, Gene Autry Trail, Frank Sinatra Drive, Highway 111, Bob Hope Drive, Monterey Avenue, Portola Avenue, Cook Street, Fred Waring Drive, Dillon Road, and Avenue 50. These are the facility road crossings that could disrupt circulation patterns.

Other areas where local multi-modal travel may be disrupted include those locations where pathways already exist. These include the existing levee alignment in Demuth Park in Palm Springs and the College of the Desert (COD), both of which are currently used by pedestrians and bicycles. The Demuth Park alignment will be built upon a new, forthcoming levee, so the CV Link project will not induce (but may extend) the need for detours to accommodate existing users. However, there is ample room in the Demuth Park planning area to provide re-routing of these facilities while the levee and CV Link are under construction.

Within the COD Palm Desert campus, CV Link will be constructed as an augment to the existing streets (campus ring road) and sidewalk network. Based on existing facilities and the additional CV Link facilities proposed as an augmentation of the current street/sidewalk cross section, vehicular, pedestrian and bike route will be maintained and protected during construction by cones and other appropriate barriers.

During the construction process, some households in the vicinity of the project may be impacted by temporary lane closures and/or short detours at various locations along the CV Link route, particularly where overcrossings and undercrossings are built, and lane markings and signage are installed on shared roadways. Roadway impacts will be temporary, and will be minimized by construction phasing and mandatory traffic management plans. Detailed traffic control plans will be developed for each CV Link interface in coordination with local jurisdictions and control measures, including the placement of

cones/barriers, beacons and informational signage, will assure safe and adequate access during the construction process. Temporary, short-term utility service interruptions may occur; however affected households will be notified in advance.

As a part of the CV Link evaluation, a detailed traffic analysis[23] was prepared to evaluate the potential impacts to traffic and transportation systems from the construction and operation of the CV Link facility. This analysis also includes a detailed traffic modeling of demographic and socio-economic data from the latest Coachella Valley update to the Riverside County Transportation Model (RivTAM 2016 Update for CVAG). Based upon the projected CV Link use, the operation of CV Link is expected to reduce annual vehicle miles traveled by 970,000 to about 1.3 million miles.

**Air Quality Impacts**

An Air Quality Analysis[24] was also conducted for the CV Link project, which looked at both the emission of criteria pollutants as well as greenhouse gases (GHGs) associated with the construction and operation of this facility. In addition, the air quality analysis evaluated the potential to offset or avoid motor vehicle emissions from trips that are met by CV Link.

Construction impacts are very limited, will be discrete in location and will be short-term. The daily air quality benefits associated with full implementation of the core alignment are projected to avoid the emission of the following criteria pollutants: Carbon monoxide (CO: 23,326 lbs per day); Nitrogen Oxides (NOx: 2,581 lbs per day); reactive organic gases (ROG: 3,251 lbs per day); and particulate matter (PM10: 23 lbs per day). Daily reductions in GHG emissions could reach 164 metric tons per day or 63,639 metric tons per year.

The net effect is that the implementation of the CVs Link project has the potential to improve regional and local air quality for all stakeholders in the Coachella Valley, including those that are socio-economically disadvantaged.

**Noise Impacts**

A project-specific Noise Study was prepared to evaluate potential project-related noise impacts and the need for abatement.[25] The study indicated that, during construction, noise will be generated by mobile equipment and vehicles that can create intermittent but occasionally high noise levels when combined. The highest and worst-case peak construction noise levels will occur within 50 feet of construction equipment. If construction activities comply with permitted hours designated by each jurisdiction and noise level standards identified by Caltrans, construction noise levels associated with CV Link are considered exempt from the noise standards of each jurisdiction's ordinance. The effects associated with project-related vibration impacts on nearby sensitive receptors are expected to be low even during the

23 "CV Link Corridor Transportation Analysis", prepared by Urban Crossroads, Inc. June 2016.
24 "Air Quality Analysis for CV Link" prepared by Terra Nova Planning & Research, Inc. July 2016.
25 "CV Link Noise Impact Analysis," Urban Crossroads, July 2016.

worst-case construction activities at the Project site boundary. Nonetheless, the report recommends several avoidance and minimization measures that will reduce impacts to less than significant levels.

Operational noise is generally expected to include human conversations and operation of neighborhood electric vehicles and golf carts. All of these noise sources is quite low and are not expected to make a noticeable contribution to the community noise environment or that in proximity to sensitive receptors such as homes and schools. The noise study concluded that noise generated by these sources will not exceed local jurisdictions' noise level standards and represent less than significant impacts at nearby sensitive land uses.

**Visual Impacts**

The proposed project involves the construction of a variety of improvements, which will result in varying degrees of visual impacts. Where the project shares existing roadways, improvements will be largely limited to pavement markings, beacons and signalization, and signage, which will be compatible with existing traffic markings and can be expected to result in little to no obstruction to existing views. Other improvements include shade structures at rest areas, four of which will include restrooms. These facilities have been sited in a manner that minimizes the obstruction of views.

Where CV Link follows levees and pathways, improvements will include the installation of pavement materials, street furniture, signage, shade structures, and other built elements which will be visible from some households in the project vicinity, depending on proximity to CV Link, intervening terrain, and the presence of barriers, such as fences or walls. These new features will be visible in foreground and/or middle ground, but can be expected to have little impact on existing distant views.

Household visual impacts will be greatest where a new CV Link overcrossing is built, as an overcrossing could obstruct near, middle, and distant views, depending on proximity to CV Link, intervening terrain, and the presence of barriers.

A Caltrans Visual Impact Assessment (VIA)[26] was prepared for the proposed project, which identifies and analyzes potential project-related visual impacts. It includes description of CV Link facilities and amenities, and numerous visual simulations demonstrating how proposed improvements will appear once constructed. The VIA concludes that the project will not result in significant visual impacts to the CV Link corridor or adjacent land uses.

**Privacy Concerns**

Residences in proximity and immediately adjacent to CV Link have expressed privacy concerns about CV Link, particularly where the pathway is immediately behind the homes and at an elevation higher than the residential property that allows pathway to see into private residences and yards. The project has been designed to include screening treatments consisting primarily of appropriate tree species and other landscape material that will be maintained along with other Link facilities.

[26] Visual Impact Assessment for CV Link, prepared by Terra Nova Planning & Research, Inc. July 2016.

Lighting fixtures are designed to provide safety for Link users but minimize light spillover into adjacent properties. Where topography allows, CV Link pathways may be constructed at lower elevations than residential properties to restrict the ability of pathway users to see into residences or yards. Gates may be installed at some neighborhood access points to provide controlled access onto the Link in these neighborhoods.

**Economic Savings**

Households that regularly use CV Link as an alternative to motor vehicle travel may realize economic savings. Various data sources indicate that the costs of owning, operating, and maintaining motor vehicles can constitute a significant portion of household incomes. A 2014 estimate provided by the American Automobile Association (AAA) stated that yearly operation and ownership of one motor vehicle accounts for up to 25 percent of the median household's income in the Coachella Valley.[27] Another study estimates that transportation is the second largest category of expenditures (housing expenses are first) in a typical household, and shifting from driving to non-motorized travel can save an average $0.25 per mile under urban peak conditions, $0.20 per mile under urban off-peak conditions, and $0.15 per mile under rural conditions.[28] Depending on frequency of use, households that regularly use CV Link as a replacement for motorized travel could see significant short- and/or long-term savings.

## 3.3 Title VI and Environmental Justice

Title VI (42 U.S.Code§2000d et seq.) is part of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin in programs and activities that receive federal financial assistance. Executive Order (EO) 12898 is rooted in Title VI and was enacted in 1994. It requires federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations in the United States and its territories. The purpose of the EO is to achieve environmental protection for all communities and promote non-discrimination in federal programs that affect human health and the environment. "Environmental justice" generally defined as an equitable distribution of environmental benefits and burdens.

Low-income and minority populations in the project area are described in Section 2.3.a, above. In addition to evaluating impacts to minority populations and low-income populations, the Federal Highway Administration (FHWA) (and Caltrans by extension) encourages discussion of other groups protected under Title VI, such as concentrations of the elderly, children, disabled, or similar population groups.[29]

[27] American Automobile Association (AAA), 2014.

[28] "Quantifying the Benefits of Nonmotorized Transportation for Achieving Mobility Management Objectives," Todd Litman, 2014.

[29] Section 8.2.2, "Community Impact Assessment, Caltrans Standard Environmental Reference Environmental Handbook Volume 4," October 2011.

Two analyses were conducted to evaluate the extent to which CV Link will serve disadvantaged populations. The results, described below, show that CV Link will offer social, economic, and environmental benefits to many residents of the Coachella Valley, including disadvantaged residents. Additionally, impacts that will occur will not disproportionately affect disadvantaged populations. Noise and traffic interruptions during the construction process will be temporary and will affect all populations in proximity to the proposed improvements, regardless of demographic or economic characteristics.

**Environmental Health Hazard Assessment**

The California Department of Health uses the following factors to define "economically and socially vulnerable" populations:

- Children and the elderly,
- Low birthweight births,
- Asthma emergency department visits,
- Educational attainment,
- Linguistic isolation
- Poverty,
- Unemployment.

Demographic data for all U.S. Census tracts intersected by the CV Link Core Alignment were analyzed, and the results are summarized in the following table. The analysis shows that the top 30% of "socially vulnerable" Coachella Valley residents will be in proximity to 26% of all CV Link segments. Thousands of "disadvantaged" Coachella Valley residents live in areas intersected by CV Link, and the project does not eliminate or avoid these communities.

**Table 18**
**Population Characteristics**
**for Census Tracts Intersected by CV Link Core Route**

| Social Vulnerability Percentile | Population | Percent of Population | Number of Tracts | CV Link Miles | Percent of all CV Link Miles |
|---|---|---|---|---|---|
| Top 10% | 7,856 | 6% | 2 | 3.6 | 4% |
| Top 20% | 21,619 | 17% | 5 | 17.2 | 18% |
| Top 30% | 42,644 | 34% | 10 | 25.4 | 26% |
| Total of All Percentiles | 125,384 | n/a | 34 | 97.3 | n/a |

Source: Table 1, CV Link Conceptual Master Plan, January 2016.

**Low Median Income**

Income data for U.S. Census tracts intersected by the CV Link Core Alignment were analyzed, and census blocks with median household incomes less than 80% of the California median income were identified.[30] Multiple segments of the Core Alignment pass through low-income areas, including

[30] Exhibit 4, CV Link Conceptual Master Plan, January 2016.

segments in the northern and Tahquitz Creek portions of Palm Springs, Cathedral City, Palm Desert, Indio, Coachella, and Thermal. Low income residents live in immediate proximity to the proposed CV Link alignment and can be expected to be provided the same access as all residents. Therefore, the availability of and access to CV Link will be a major benefit to a large portion of the socio-economically disadvantaged living in the project planning area. In addition to enhanced mobility, the Link can also reduce at least some of the expense associated with owning and operating a motor vehicle.

**Eastern Coachella Valley**

Demographic and economic evidence that demonstrates the Eastern Coachella Valley (extending roughly from Indio to the Salton Sea) is economically disadvantaged and socially vulnerable due to inadequate infrastructure, limited access to health care, and other community and institutional deficiencies.[31] Three (3) Eastern Coachella Valley communities are included in the core route of CV Link: Indio, Coachella, and Thermal.

The core alignment also crosses Reservation land of the Cabazon Band of Mission Indians and Twenty-nine Palms Band of Mission Indians in the eastern valley. CV Link follows the Coachella Valley Stormwater Channel alignment for its entire length through the cities of Indio and Coachella, and reaches its easterly terminus at Airport Boulevard (Avenue 56) in Thermal. The project is expected to offer the same economic and social benefits to these communities as those in the Western Coachella Valley, by connecting people and places and offering alternative transportation and recreational opportunities for residents and tourists.

As proposed, CV Link provides direct access to key roadway corridors in the eastern valley, including Indio Boulevard, Monroe Street, Jackson Street, Avenue 44, Golf Center Parkway, Dillon Road, Avenue 50, Avenue 52, and Airport Boulevard. It also provides direct access to community facilities, including Jackson Park in Indio, the Wild Bird Center in Indio, and Sierra Vista Park in Coachella. Indirect access will be provided to Fantasy Springs Casino and Spotlight 29 Casino, which are owns and operates by the Cabazon Band of Mission Indians and Twenty-nine Palms Band of Mission Indians, respectively.

**Conclusions**

The proposed CV Link project will have significant positive economic effects in all the communities it passes through and interconnects, including significant construction jobs and long-term Link maintenance jobs. Substantial indirect employment is also expected to result all in areas where the socio-economically disadvantaged should be able to compete. CV Link will also provide residents and visitors with a safe, accessible pathway that will enhance non-motorized connectivity throughout most of the valley. CV Link will provide some socio-economically disadvantaged with cost-effective access to employment and educational centers located along and in proximity to the CV Link alignment. It will also provide recreational and health benefits, which are described below. The construction and operation of CV Link is not expected to result in disproportionately high or adverse effects on any minority or low

[31] Revealing the Invisible Coachella Valley, UC Davis Center for Regional Change, June 2013.

income population, as per EO 12898 regarding environmental justice. In fact, CV Link is expected to serve as an important economic stimulus for socio-economically disadvantaged communities that it serves.

## 3.4 Regional Economic Impacts

As described above, the regional economy has been robust historically and has grown rapidly over several decades, but it has also been affected by the recent national economic recession. The proposed project is expected to have positive regional economic impacts.

**General Economic Impacts**

An economic impact analysis for the CV Link project was conducted to provide an objective assessment of the potential economic impacts that could result from the construction of the project, which at the time of the analysis was referred to as Parkway 1e11.[32] Since that analysis, the overall cost and value of the CV Link project has risen from $80 million to about $100 million. Therefore, the potential economic effects identified in the analysis may understate the effects of this investment in community infrastructure.

The impact study found that overall long-term economic benefits for the CV Link project would total $1.47 billion. Substantial potential benefits are documented in the study regarding economic impacts and job creation that would be delivered to the Coachella Valley economy by the construction and use of the Parkway 1e11. Contributing to the $1.47 billion in economic benefits includes:

| | |
|---|---|
| Health - Reduce medical costs from reduced obesity | $152,250,985 |
| Events - Tourists coming for five types of annual events | $137,357,016 |
| Safety - Reduce impact of pedestrian and cycling accidents | $136,920,280 |
| Tourism - Increase in cyclists drawn to stay in area hotels | $487,376,407 |
| Secondary Impact - Indirect & induced impact of events & tourism | $300,111,945 |
| Residential Valuation - Impact on homes valuation within1/2 mile | $103,409,166 |
| Business Valuation - Impact on business valuation within 1/2 mile | $ 21,735,260 |
| Gasoline Saving - Budget savings from avoiding gasoline purchases | $ 28,830,409 |
| Construction - Money flowing to local firms & secondary impact | $102,396,452 |

Cost/Benefit Summary

As a part of the economic impact analysis, a cost/benefit analysis was also conducted to provide an estimate of the potential return on investment through the year 2035. The analysis found that for every $1 in public money spent toward the cost of the project, $18.29 would be returned in benefits to the Coachella Valley economy. That represents a ratio of $1.00 v. $14.04 in discounted present value terms.

[32] "Economic Impact of the Parkway 1e11", prepared by John Husing, Ph.D. for the Coachella Valley Economic Partnership. 2013.

**Job Creation**

Construction and operation of the CV Link will result in the creation a variety of new jobs, particularly in the construction and maintenance industries, that will benefit local and regional workforces and result in local purchases of goods and materials. The project may also indirectly impact secondary business expansion and employment opportunities for "spin-off" businesses, such as those specializing in bicycle sales and repairs or bicycle/pedestrian touring services. Jobs will be created starting in the project planning and engineering stages and continue over the life of the project.

Based upon the lower cost basis assumed in the CV Link (Parkway 1e11) economic impact analysis[33], the project would conservatively create 482 direct construction jobs. Those jobs alone, would net $29.3 million in payroll, an increase of 12.2% over $241.1 million in 2010 payroll in construction. As construction workers and firms buy local goods, another 261 secondary jobs would be created elsewhere in the economy with payroll totaling $11.9 million. The total impact from construction project and the secondary output would cause total output in the valley to increase by at least $102.4 million and the job creation effect could be greater given the increased construction costs and funding secured for the CV Link core alignment.

In another study of nine (9) off-street multi-use trails in six (6) cities nationwide, the average level of job creation was nearly 10 in-state jobs, plus an additional 3 out-of-state jobs, per $1 million spent on the project.[34] Implementation of CV Link is expected to generate similar results. On this basis, the $100 million CV Link project could potentially to generate up to 1,300 new in-state and out-of-state jobs.

**Increased Revenues**

CV Link usage by residents and visitors may contribute to or enhance hotel occupancy, as well as patronage at local restaurants and businesses, particularly those immediately adjacent and in proximity to the pathway, which should translate into increased retails sales and sales tax volumes. CV Link will provide a unique venue for bicycle events, tours, charity walks, street fairs, and other organized community events, which can attract additional patrons and revenues to the project area. Some of these anticipated economic effects are further discussed below.

<u>CV Link Benefits to Tourism</u>

As summarized above, CV Link would add a new component to the suite of Coachella Valley tourism amenities, offering unique and attractive access to world-class hotels, Indian gaming, headliner shows, luxury shopping, golf courses and tennis facilities, while connecting them via bicycle, golf carts and NEVs, or by foot. The Greater Palm Springs CVB and the Palm Springs Hospitality Association, along with managers of the valley's major tourist venues, strongly support the CV Link as a magnet for tourists and a new marketing platform.

33 Op.cit. CVEP 2013.

34 Table 2, "Pedestrian and Bicycle Infrastructure: A National Study of Employment Impacts," Heidi Garrett-Peltier, Political Economy Research Institute, University of Massachusetts, Amherst, June 2011.

Applying experience and calculations from other studies for comparable multi-modal facilities, cost analysis found that the Coachella Valley could expect the average historical hotel occupancy rate of 57.1% to increase 0.75% to 1.50% to occupancy levels of 57.9% to 58.6% by 2019. Under that scenario, the CV Link would increase the number of hotel room nights sold for overnight stays by cyclists by 22,164 to 44,328 annually, netting $2.7 million to $5.4 million in added hotel revenue. Calculations were based on a room night average of $121.49. It was also estimated that non-hotel spending, at $588 per trip, would rise anywhere from $13 million to $26 million. Taken together, the total annual increase in visitor spending from increased bicycling alone would be $15.7 million to $31.4 million annually. Assuming it would take three to nine years to increase the overnight visitor stays from 0.75% to 1.5%, the total direct impact from added tourism would be $487.4 million.[35]

Other Examples

Increased sales and economic benefits from similar trails and greenways in other communities have been documented. The 132-mile Great Allegheny Passage (trail) generated $14 million annually in direct economic benefit from rentals, meals, lodging, and other purchases.[36] Business owners along the Passage stated that one-quarter of their gross revenues were directly related to trail users.[37] The Mineral Wells-to-Weatherford Rail-Trail near Dallas, Texas generates $2 million from 300,000 annual users.[38] The downtown area of Dunedin, Florida experienced a 35% storefront vacancy rate in the early 1990s, but after the construction of the Pinellas Trail, storefront occupancy was 100%.[39] In North Carolina's Outer Banks, a one-time investment of $6.7 million on bicycle facilities is estimated to have resulted in nearly nine times greater ($60 million) economic revenues annually.[40]

**Reduced Automobile Use**

As a multi-modal transportation facility, CV Link can be expected to contribute to vehicular congestion relief due to lower auto use, which should translate into lower public and household expenditures. It is estimated that between 5% and 10% of urban automobile trips can be reasonably shifted to non-motorized transport.[41] As non-motorized travel increases, average vehicle miles traveled decreases significantly. Assuming urban residents in the United States average 10,000 annual person-miles, and non-motorized trips average one mile in length, each non-motorized mile is associated with a reduction

35 "Economic Impact of the Parkway 1e11", prepared by John Husing, Ph.D. for the Coachella Valley Economic Partnership. 2013.

36 "The Economic Value of Active Transportation," Ryan Snyder Associates, LLC.

37 "Advocacy Advance, Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure," Darren Flusche, Policy Director, League of American Bicyclists, updated and expanded July 2012.

38 "The Economic Value of Active Transportation," Ryan Snyder Associates, LLC

39 "The Economic and Social Benefits of Off-Road Bicycle and Pedestrian Facilities," National Bicycle and Pedestrian Clearinghouse, Technical Assistance Series, Number 2, September 1995.

40 "Pathways to Prosperity: The Economic Impact of Investments in Bicycle Facilities," North Carolina Department of Transportation, April 2004.

41 "Quantifying the Benefits of Nonmotorized Transportation for Achieving Mobility Management Objectives," Todd Litman, 2014.

of 7 vehicle-miles.[42] These results most like only apply to non-motorized travel used for transportation purposes, rather than non-motorized travel that is purely recreational in nature.

Actual mileage reduction is situation dependent and affected by a variety of factors, including land use density and mix, street layout and design, parking supply, and pricing. Using detailed socio-economic data for the CV Link service area, the operation of CV Link is expected to reduce annual vehicle miles traveled by 970,000 to about 1.3 million miles.[43]

Over time, regional savings may be realized from decreased roadway costs. The cost of building and maintaining roads averages about $0.04 per mile for automobiles (costs are higher for heavier vehicles); costs associated with policing, signals, and emergency response account for an additional $0.01 to $0.02 per vehicle-mile.[44] Shifts from driving to walking/bicycling are estimated to provide cost savings of $0.05 per mile for urban driving and $0.03 per mile for rural driving.

One estimate indicates that congestion reduction benefits per reduced automobile-mile are worth an average of $0.25 per mile under urban peak conditions and $0.02 per mile under urban off-peak conditions.[45] Another estimate finds that the American public saves 5 to 22 cents for every automobile mile displaced by walking and bicycling through reduced pollution, oil import costs, and costs from congestion, such as lost wages and time on the job.[46] It is clear that for those who can and choose to use CV Link will realize significant economic benefits by avoiding the use of a motor vehicle.

**Reduced Air Pollution & GHG Emissions**

As discussed above, CV Link can be expected to contribute to reductions in local and regional air pollution. Where walking and bicycling replace short, cold-start motor vehicle trips which are typically associated with high emission rates, per mile emission reductions can be significant. One study estimates that every 1% of automobile travel replaced by walking or cycling decreases motor vehicle emissions by 2% to 4%.[47] Potential air quality impacts are identified above and evaluated in the project-specific Air Quality Impact Analysis.

**Improved Public Health**

CV Link can be expected to contribute to improvements in health and fitness and overall quality of life for its users. Obesity and physical inactivity were estimated to cost California nearly $25 billion in health care costs and lost productivity in 2000.[48] Bicycling and walking are inexpensive ways to get regular exercise and increase physical fitness. The City of Portland, Oregon estimates that, by the year

42 Ibid.
43 Op. cit. Urban Crossroads, Inc. 2016.
44 Ibid.
45 Ibid.
46 "Plan B, The Comprehensive State Bicycle Plan for Minnesota," as referenced in "Federal Highway Administration University Course on Bicycle and Pedestrian Transportation," U.S. Department of Transportation, July 2006.
47 "Quantifying the Benefits of Nonmotorized Transportation for Achieving Mobility Management Objectives," Todd Litman, 2014.
48 "Benefits of Trails and Greenways," National Park Service Rivers, Trails & Conservation Assistance Program, 2008.

2040, it will have saved $3.40 in health care expenses alone for every dollar it invests in bicycling.[49] Health benefits are estimated to exceed $0.05 per mile of driving shifted to non-motorized modes.[50]

The Desert Health Care District and other healthcare professionals have identified CV Link as central to their efforts to increase physical activity in the Coachella Valley, with a growing base of retirees and school-aged youth who are overweight and have a high degree of obesity. It is well established that increased exercise and activity decreases the incidents of disease and lowers health care costs. Research conducted on 45,520 Medicare retirees in 2005 found that moderately active retirees had $1,456 lower health care costs than their more sedentary counterparts. Another study found physically active people aged 15 and older spent $330 less on healthcare annually, $1,019, than those who reported being inactive, $1,349.

The cost-benefit study conducted for CV Link also concluded, assuming three levels of success from the public health initiative aimed at the obese population, that medical cost savings in the Coachella Valley at a 10% success rate – or 9,670 people – would be achieved in the third year of Link operation with $4.9 million in health care costs saved each year. After 2025, and achieving a 20% rate of success, the medical cost savings for 19,339 people would hit $9.8 million, and hold at that level through 2035. Adjusting those figures, the full public health benefit measured as a reduction in medical costs would total $152.2 million through 2035.

**Adverse Economic Impacts**

Adverse regional economic impacts of the project include direct construction costs, which are estimated at $100 million. To date, approximately $75.6 million has been identified.[51] Development funding sources include the CVAG Transportation Program, Southern California Air Quality Management District (SCAQMD) Sentinel Air Quality Mitigation Funds, federal Congestion Mitigation and Air Quality (CMAQ) Improvement funds, California Active Transportation Program (ATP), and other state, regional, local funding sources.

The construction process will also generate temporary traffic congestion, lane closures, and/or detours during the project construction process. These could slow the movement of people, goods, and services through construction zones and result in indirect economic costs. However, such impacts will be temporary and short-lived, and detours and/or lane closures will be coordinated in advance with local communities to assure traffic impacts are minimized to the greatest extent practicable. Indirect construction costs are not expected to be substantial.

[49] "Economic Impacts of Walking & Bicycling in Sonoma County," Sonoma County Transportation Authority, January 2013.

[50] "Quantifying the Benefits of Nonmotorized Transportation for Achieving Mobility Management Objectives," Todd Litman, 2014.

[51] Table 14: CV Link Development Funding, "CV Link Conceptual Master Plan, Volume 1," January 2016.

The project will also require long-term capital replacement costs, including costs associated with minor and major repair, replacement, and/or restoration of project components, such as bridges, surfaces, railings, and signage. These costs are typically funded through annual reserve fund contributions. The project will generate long-term maintenance costs, including those associated with debris removal, routine inspections, trash disposal, and landscape and lighting maintenance. Long-term operational costs will include utilities (electric and water), events and promotions, dispatch and administration. Annual operational and maintenance costs are estimated to be between approximately $535,000 and $1.56 million.[52] Operational and maintenance costs are expected to be funded through a variety of sources, such as public transportation funds, grants, taxes, and private foundations. Donations, volunteer programs, and in-kind services may also be used. The project will also require long-term police protection, costs of which will be absorbed by local police departments and may be supplemented by rangers and community volunteers.

## 3.5 Property Value Effects

Studies of existing non-motorized transportation corridors in a variety of United States locales have consistently demonstrated that properties near trails, paths and pedestrian features are popular with homes buyers and can generate higher property values. A study that evaluated trails in Denver, Seattle, and Minnesota found that proximity to trails increases the home values between 1% and 6.5%.[53] A Vermont study found that sales prices of residential properties increased by about $7.00 for every foot closer the property is located from a bike-pedestrian trail.[54] Homes within one-half mile of the Monon Trail in Indianapolis sold for an average of 11% more than homes further away.[55] In Delaware, where the average sales price was $197,000, properties within 50 meters of bike paths sold for $8,800 more than similar homes.[56] CV Link may contribute to similar findings over the long-term.

Additional studies show that homebuyers prefer more livable communities and nearby bicycle/pedestrian facilities. Proximity to bike paths and trails, therefore, can benefit housing values of entire neighborhoods, not just individual homes. Higher property values, in turn, raises property tax revenues for local governments.

The economic impact analysis conducted for the CV Link project evaluated the effect on the project on property values. To evaluate how an urban path such as CV Link would affect property value in the Coachella Valley, GIS work was undertaken by the CVAG to identify 956 residential properties or parcels within 2,640 feet of the proposed CV Link. It applied the 3.4% premium, and determined that assessed values on property would rise by $37.6 million.

52 Ibid, Table 17: Annual Operations and Maintenance Cost Estimates.
53 "Benefits of Trails and Greenways," National Park Service Rivers, Trails & Conservation Assistance Program, 2008.
54 "Economic Impact of Walking and Biking in Vermont," Vermont Agency of Transportation, July 6, 2012.
55 "The Economic Benefits of Bicycle Infrastructure Investments," League of American Bicyclists, June 2009.
56 "Bicycling Means Business: The Economic Benefits of Bicycle Infrastructure," Darren Flusche, Policy Director, League of American Bicyclists, updated and expanded July 2012.

At a tax rate of 1% the valuation increase would generate $376,635 more in local property tax revenue annually from 2017 to 2019. At CV Link build- out, 2020, the valuation premium on residential property would be $58.4 million, generating $584,487 in additional property taxes. For business properties, the full impact of CV Link from 2021 going forward could realize assessed valuation increases of $12.9 million to $21.7 million, generating $129,231 to $217,353 in added local tax revenue annually.

Clearly, the construction and operation of CV Link will have a significant beneficial economic impact on all sectors of the Coachella valley economy, including those who are socio-economically disadvantaged.

## 3.6 Impacts to Community Facilities and Services

**Utility Service Providers**

It is again important to note that the CV Link facility will largely be comprised on very minimal grading, trenching or excavating, with the vast majority of the improvements being constructed on previously disturbed and traverse lands. These include the service roads at the top of stormwater channels, and along existing roadways and pathways. As a part of the engineering feasibility analysis conducted for the various CV Link alignments, data and information on utilities along and near these alignments was collected from the various utility providers.

The assessment identified only one area where the Link has the potential to conflict with overhead or underground utilities. With the possible exception of a possible conflict between overhead power/telephone lines, further discussed below, the potential conflicts to utilities and utility service are expected to be less than significant. Electric power poles parallel and lie adjacent to the Link route from just south of Avenue 52 to the Link's terminus at Avenue 56, and again from about Calle Pizano northwest into Indio, but will not impact or be impacted by the proposed project.

The aforementioned potential conflict is located on the east side of Gene Autry Trail, where an overcrossing is proposed to convey CV Link traffic over this roadway. Existing electric power and telephone lines run north-south in the east Gene Autry Trail right of way, and it is uncertain whether sufficient overhead clearance can be provided. The CV Link design team will continue to coordinate closely with utility service providers along the alignments to minimize and schedule, if needed, service interruptions and outages during construction.

**Emergency Services**

As is the case with the expansion of such a transportation facility, CV Link has a limited potential to increase the demand for local law enforcement and emergency services. From an enforcement perspective, CV Link will be considered a street, and regular and coordinated policing will be required. CVAG is coordinating with law enforcement and emergency agencies to develop and implement a comprehensive safety and security plan that will assure adequate access and turnaround space for emergency vehicles, lighting and security cameras, and dissemination of user rules and regulations.

Wayfinding signs and mile markers will be required to allow users to easily identify their locations during an emergency. These efforts can be expected to require additional service personnel and funding, which are provided for in the CV Link Conceptual Master Plan. Community watch programs and/or volunteer ranger/ambassador programs will also supplement local law enforcement efforts.

**Schools**

CV Link will offer a safe route for students and parents to travel to and from school, will contribute to the physical fitness of pathway users, and could contribute to decreased demand for public school buses. There are more than 40,700 students (54% of all public school students in the Coachella Valley) attending public school within 1 mile of CV Link. CV Link runs through or adjacent to 3 of the largest regional schools: 1) College of the Desert, 2) Palm Desert High School, and 3) La Quinta High School. A CV Link alignment also passes through the main campus of the College of the Desert (COD) in Palm Desert and will pass within0.75 miles of the approved and forthcoming COD West Valley Campus in Palm Springs.

The following table lists schools adjacent to or within ½ mile of CV Link. Five schools are immediately adjacent to the CV Link core route, and an additional 20 schools are within ½ mile of the core route.

**Table 19**
**Schools Adjacent to or Within ½ Mile of CV Link**

| **Schools with Frontage or Direct Access to CV Link** | | |
|---|---|---|
| **Segment** | **School Name** | **City** |
| 5 | College of the Desert | Palm Desert |
| 5 | Palm Desert High School | Palm Desert |
| 8 | Andrew Jackson Elementary | Indio |
| 8 | Amistad Continuation High | Indio |
| 10 | Valle Del Sol Elementary | Coachella |
| **Schools within ½ Mile of CV Link** | | |
| **Segment** | **School Name** | **City** |
| 2A | Cahuilla Elementary | Palm Springs |
| 2A | Palm Springs High | Palm Springs |
| 2A | Cielo Vista Elementary | Palm Springs |
| 2 | Agua Caliente Elementary | Cathedral City |
| 2 | Landau Elementary | Cathedral City |
| 2 | Mt. San Jacinto Continuation High | Cathedral City |
| 3 | Cathedral City Elementary | Cathedral City |
| 4 | Rancho Mirage Elementary | Rancho Mirage |
| 4 | Gerald R. Ford Elementary | Indian Wells |
| 5 | Abraham Lincoln Elementary | Palm Desert |
| 5 | Palm Desert Middle | Palm Desert |
| 7 | La Quinta High | La Quinta |
| 7 | Amelia Earhart Elementary | Indio |
| 7 | Indio Middle | Indio |
| 7 | John F. Kennedy Elementary | Indio |
| 7 | John Glenn Middle | Indio |
| 8 | Carillo Ranch Elementary School | Indio |
| 8 | Lyndon B. Johnson School | Indio |
| 8 | Dwight Eisenhower Elementary | Indio |
| 10 | John Kelley Elementary | Thermal |
| 10 | La Familia High | Thermal |

Source: "CV Link Conceptual Master Plan. January 2016

## 3.7 Land Use Impacts

The proposed project is not anticipated to result in any eminent domain actions or condemnation of existing structures. It will largely be built along the rights-of-way of existing maintenance and service roads atop channel embankments and levees, and on existing public streets. It will also involve the construction of new pathway surfaces, sidewalks, undercrossings, overcrossings, and appurtenant structures, such as retaining walls, landscaping, street furniture, shade structures, electric vehicle recharging stations, signage, and restrooms. The project will also require the acquisition of additional right-of-way from property owners and leaseholders where existing right-of-way is too narrow or constrained by other features, such as existing fences or walls.

The project planning process has remained flexible and responsive to public input to assure that CV Link is compatible with community values and goals. Project alignments have been modified in several locations to avoid sensitive resources, some golf courses and country club communities. Additional channel ramps and channel crossings were added to eliminate steep inclines and assure accessibility for older and physically impaired users. CV Link facilities will be fully ADA-compliant. Additional avoidance and minimization measures have been incorporated into project design to avoid and minimize land use conflicts.

Over the long-term, CV Link will benefit land uses in the project area by enhancing the use of existing but disconnected non-motorized pathways, providing safe access for a large population to a broad range of land uses (residential, commercial, institutional, recreational), facilitating community cohesion, and offering new recreational opportunities for residents and visitors.

## 3.8 Relocations

No homes, businesses, or other structures will be relocated as a result of the proposed project. The majority of CV Link will be constructed on top of existing maintenance and service roads atop channel embankments and levees. New pathway corridors, connections, at-grade roadway crossings, undercrossings and overcrossings, and street upgrades will also be built. Nearly all permanent impacts will occur on previously graded channel service roads or paved roadways. Some grading and/or manipulation of landforms may be required where existing paths or rights-of-way are too narrow or constrained but these activities will be limited and largely restricted to areas where over- and undercrossings are planned.

As discussed in Land Use Impacts, above, a few right-of-way issues have been identified along the proposed alignment. It is anticipated that these issues will be mitigated through the implementation of CV Link design elements, and through refinements to project design, right-of-way agreements and minor adjustments. No relocation of structures is anticipated.

## 3.9 Consistency with Regional and Local Plans and Programs

**Regional Plans and Programs**

As previously discussed, the project is programmed through and consistent with several regional plans and programs. These include the SCAG Regional Transportation Improvement Plan (RTIP), Regional Transportation Plan, and Regional Comprehensive Growth Plan, which is concerned with balancing regional and local interests and needs, such as economic growth and environmental sustainability. As demonstrated herein, the proposed project is expected to have positive direct and indirect benefits to the local and regional economies. It provides new and expanded non-motorized transportation facilities through some of the most densely populated and developed portions of the Coachella Valley, and is expected to contribute to reductions in motor vehicle traffic and improvements in air quality.

The project is also consistent with the CVAG Non-Motorized Transportation Plan (2010), which was intended to provide a safe, convenient, and friendly environment for bicyclists and pedestrians in the Coachella Valley. It has also been analyzed in detail through the RivTAM transportation model and the CVAG 2016 Active Transportation Plan to ensure plan conformance.

**Local Plans and Programs**

As described previously, CV Link passes through nine (9) municipal jurisdictions and Reservation lands of three Native American Tribes. Each city and the county have adopted a General Plans that include goals, policies, and programs pertaining to land use, circulation, environmental, and other community issues. The General Plans are formatted differently, but each recognizes the importance of convenient, accessible, and efficient transportation systems that connect various land uses, as well as programs that encourage long-term environmental protection and economic growth. Several specifically identify the potential for a non-motorized pathway along local roadways and stormwater channels.

The proposed CV Link will serve each of these goals and, therefore, is consistent with local General Plans. However, most General Plan Land Use Maps do not yet identify the proposed CV Link alignment as a multi-modal transportation link. The CVAG Active Transportation Plan is inclusive of CV Link and jurisdiction-specific routes and facilities, and will be adopted by member jurisdictions.

CV Link lies within the plan boundaries of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP), and a small portion of CV Link alignment lies within the Plan's Whitewater Floodplain Conservation Area. Portions of CV Link also lie within the boundaries of the Agua Caliente Tribal Habitat Conservation Plan (THCP). CV Link will comply with the requirements of each plan.

## 3.10 Traffic and Transportation/Bicycle and Pedestrian Facilities

CV Link is a coordinated regional non-motorized, multi-modal transportation facility that spans 49± miles and would provide up to 74.47± miles of CV Link alignment. It will provide multi-modal links to major employment, residential, commercial, institutional and other centers and community amenities in the Coachella Valley. It will connect and enhance an existing, fragmented network of bike routes, trails, pathways, and sidewalks, and provide a safe route for a wide range of users, including pedestrians, bicyclists, neighborhood electric vehicles, and special populations, including the elderly, disabled, and children.

All facilities will be compliant with the Americans with Disabilities Act (ADA). The project is expected to contribute to reductions in motor vehicle traffic, particularly along State Highway 111 and major arterials in its immediate vicinity. It will require the construction of new pathway surfaces, undercrossings, overcrossings, sidewalks, and other appurtenant features.

During construction, the project will require temporary lane closures and/or detours along local roadways and pathway segments. Detours may also impact pedestrians and bikes. Impacts will be minimized by project phasing, coordination with local transportation agencies, and preparation and adherence to construction management plans.

The project will not adversely affect public transportation, airport, or railroad operations or facilities.

## 3.11 Growth Inducement

CV Link has the potential to serve as an indirect catalyst for local and regional growth. The project will not, in and of itself, alter development patterns or intensities. However, it will enhance public access and facilitate community connections between a wide range of land uses, including residential, commercial, institutional, and employment centers across nine municipal jurisdictions and three Native American Reservations. The improvements are expected to support existing local economic activity and could influence future development trends along or in proximity to the CV Link alignment. For example, where CV Link adjoins or is in proximity to vacant residential land, it is likely to be considered an attractive community amenity and could enhance the development potential and property values of the land. The project could have similar effects where it adjoins, or provides convenient access to, vacant commercial and institutional land. This could contribute indirectly to "non-market" values that accompany such activity, including increased property tax, sales tax, and municipal revenues.

Project implementation will also generate employment for construction, maintenance, and other workers, as well as increased demand for local and regional building supplies over the near-term (core route) and long-term (future extensions). It is expected that these jobs will be largely filled by local and regional workers, and the project is not expected to attract a substantial number of new permanent residents to the valley.

Through public outreach and field research, a number of future community connectors have been identified that would provide access to off-path locations and may influence future development patterns. Ultimately, these would be subject to designation and development by local jurisdictions but will greatly benefit from the backbone multi-modal transportation infrastructure CV Link will provide.

### a. Cumulative Impacts

During construction, the project may generate temporary cumulative impacts associated with pollutant emissions and noise from construction vehicles and equipment. These will be minimized through a variety of measures and are not expected to be substantial.

Once constructed, the project will have overall beneficial impacts to local and regional transportation facilities, recreational opportunities, and economies. No significant adverse cumulative impacts are anticipated.

### b. Secondary Impacts

As described above, the project could indirectly affect the demand for and/or value of land in proximity to the pathway by providing improved and uninterrupted access to a variety of land uses in the valley. Impacts are expected to be beneficial.

### c. Conclusions

The project will result in positive, long-term beneficial effects on community resources through the provision of a regional non-motorized transportation corridor that will connect people and places, and offer alternative transportation and recreational opportunities for residents and visitors.

## 4. AVOIDANCE/MINIMIZATION MEASURES *(Considered draft until approved by Environmental Office Chief)*

The project has the potential to generate adverse impacts during construction, including noise impacts and traffic lane closures/detours. However, these impacts will be temporary and avoided or minimized through a variety of measures, including project phasing, coordination with local transportation agencies, and adherence to construction management plans.

Other potential adverse impacts, including noise, privacy, and safety issues, will be minimized through project design and site-specific improvements. These include, but are not limited to: installation of vegetative plantings, privacy fencing/walls, security lighting, shade structures, signage, and emergency vehicle access planning.

Noise

The implementation of the CV Link Conceptual Master Plan will generate noise from short-term grading and construction; noise levels associated with CV Link operation will be less than significant. However, with proper development management, impacts to the surrounding noise environment will be less than significant. Specific minimization/mitigation measures pertaining to noise are provided in the project-specific Noise Study[57], and conclusions are addressed in the project NEPA and CEQA documentation.

Privacy Screening

The CV Link Conceptual Master Plan provides for a variety of approaches to privacy screening, including structural solutions as well as carefully conceived landscaping screens. With application of these measures, impacts to surrounding properties will be less than significant.

[57] "CV Link Noise Impact Analysis," Urban Crossroads, July 2016.

# 5. APPENDICES

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## B. List of Preparers

Andrea Randall
John D. Criste, AICP
Terra Nova Planning & Research, Inc.
42635 Melanie Place, Suite 101
Palm Desert, CA 92211
(760)341-4800

# CV LINK

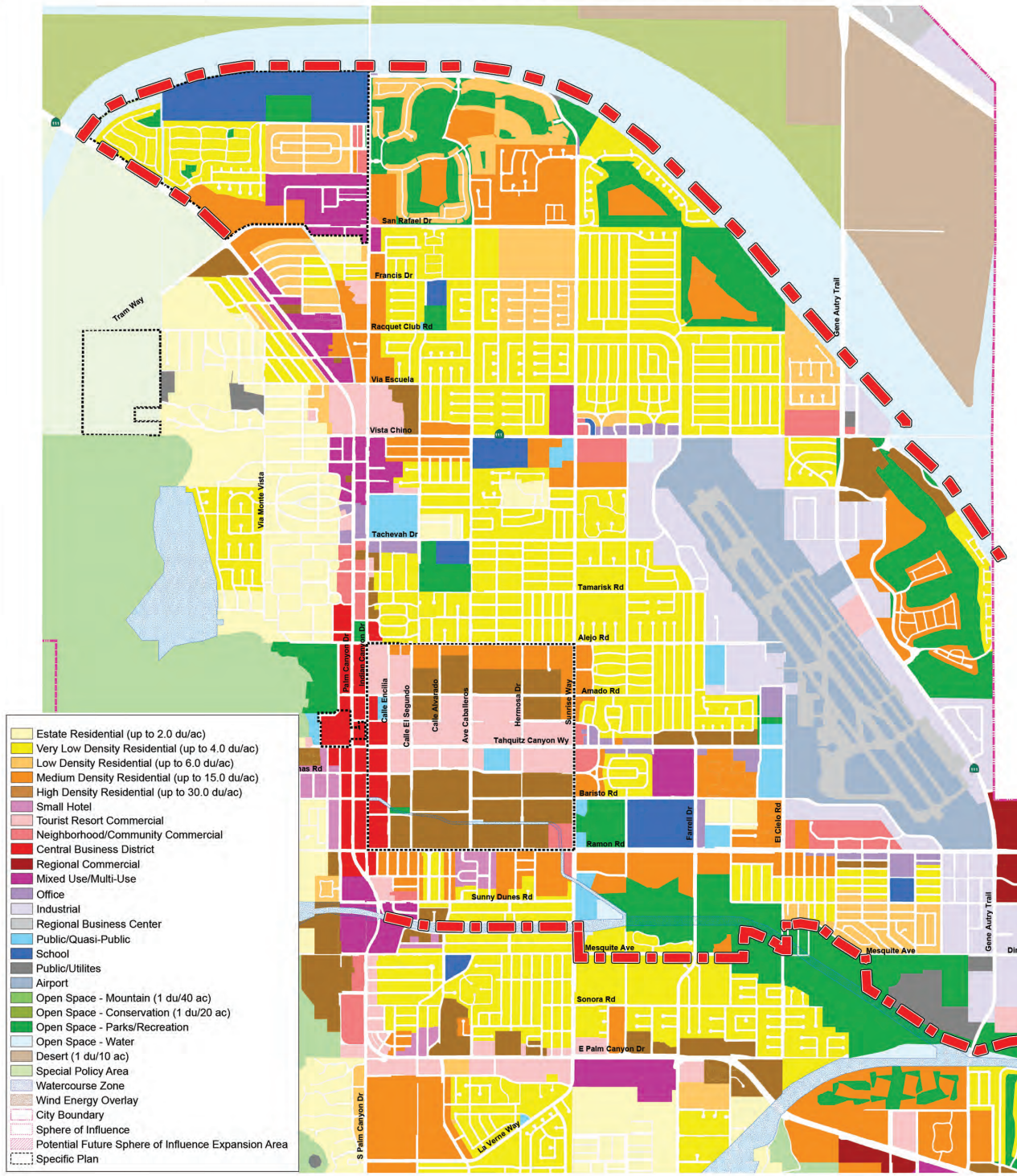
# Community Impact Assessment

## Appendix C

## Existing and Planned Land Use in the Project Vicinity

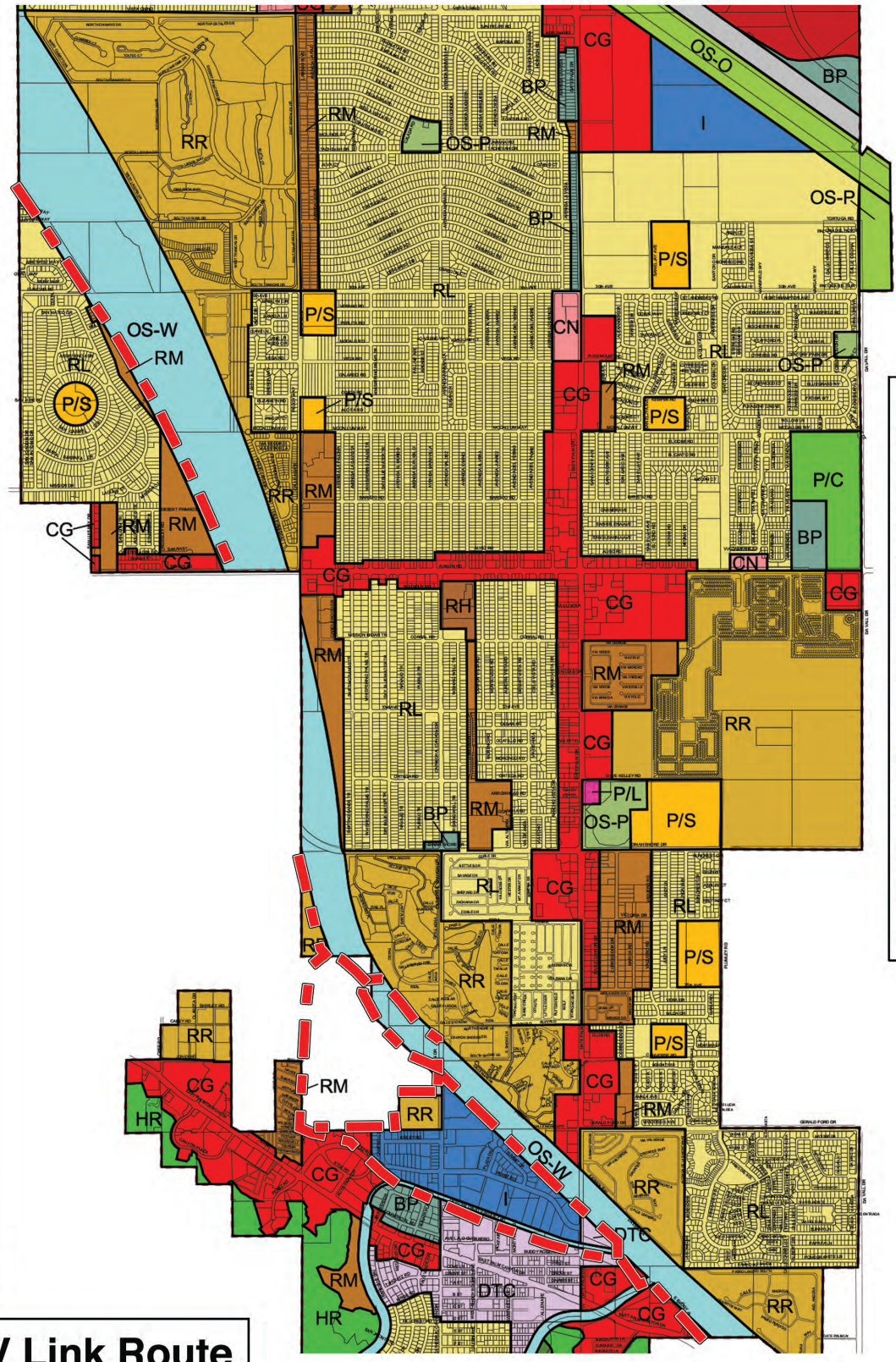
August 2016

# PALM SPRINGS




- Estate Residential (up to 2.0 du/ac)
- Very Low Density Residential (up to 4.0 du/ac)
- Low Density Residential (up to 6.0 du/ac)
- Medium Density Residential (up to 15.0 du/ac)
- High Density Residential (up to 30.0 du/ac)
- Small Hotel
- Tourist Resort Commercial
- Neighborhood/Community Commercial
- Central Business District
- Regional Commercial
- Mixed Use/Multi-Use
- Office
- Industrial
- Regional Business Center
- Public/Quasi-Public
- School
- Public/Utilites
- Airport
- Open Space - Mountain (1 du/40 ac)
- Open Space - Conservation (1 du/20 ac)
- Open Space - Parks/Recreation
- Open Space - Water
- Desert (1 du/10 ac)
- Special Policy Area
- Watercourse Zone
- Wind Energy Overlay
- City Boundary
- Sphere of Influence
- Potential Future Sphere of Influence Expansion Area
- Specific Plan

# CATHEDRAL CITY




**Legend**

Residential
- HR - Hillside Reserve (1 du/20ac)
- RE - Estate Residential (0-2 du/ac)
- RL - Low Density Residential (2-4.5 du/ac)
- RR - Resort Residential (3-6.5 du/ac)
- RM - Medium Density Residential (4.5-10 du/ac)
- RH - High Density Residential (11-20 du/ac)

Commercial
- BP - Business Park
- CN - Neighborhood Commercial
- CG - General Commercial
- DTC - Downtown Commercial

Mixed Use
- MU-N - Mixed Use - Neighborhood (25 du/ac)
- MU-U - Mixed Use - Urban (45 du/ac)

Industrial
- I - Industrial

Open Space
- OS-O - Open Space-Other
- OS-P - Open Space-Public
- OS-PV - Open Space-Private
- OS-W - Open Space-Water

Public
- P/C - Cemetery
- P/L - Library
- P/S - Schools
- P/T - Transportation

City Limits

**CV Link Route**

N

07.26.16

**Sources: Palm Springs General Plan (2014); Cathedral City General Plan (2014)**

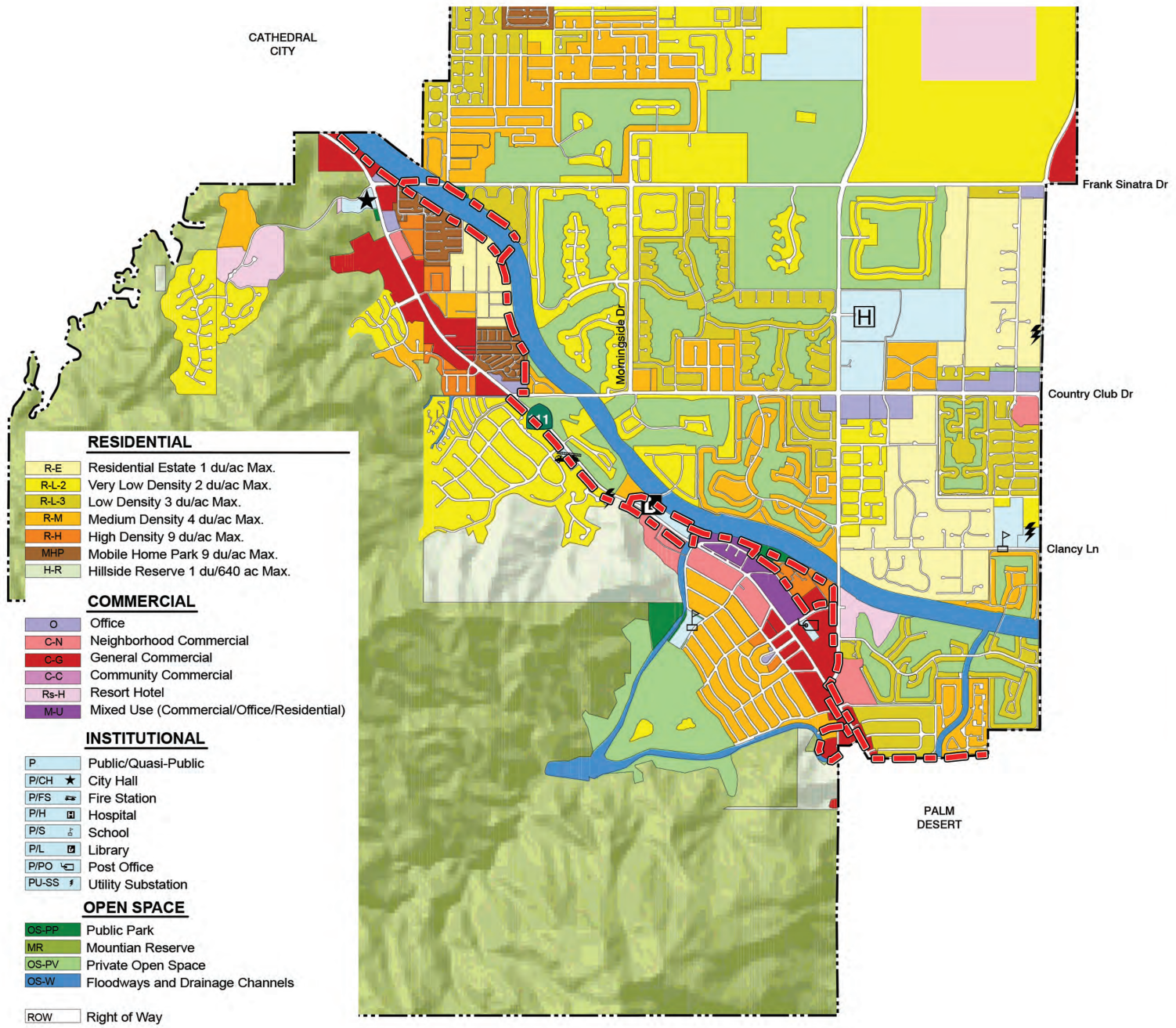
TERRA NOVA®
PLANNING & RESEARCH, INC.

**CV Link Project**
**Land Use Maps - Palm Springs & Cathedral City**
**Coachella Valley Association of Governments**

CV LINK
CONNECTING THE COACHELLA VALLEY
CVAG

**Exhibit**
**C-1**

# RANCHO MIRAGE




**RESIDENTIAL**

| | |
|---|---|
| R-E | Residential Estate 1 du/ac Max. |
| R-L-2 | Very Low Density 2 du/ac Max. |
| R-L-3 | Low Density 3 du/ac Max. |
| R-M | Medium Density 4 du/ac Max. |
| R-H | High Density 9 du/ac Max. |
| MHP | Mobile Home Park 9 du/ac Max. |
| H-R | Hillside Reserve 1 du/640 ac Max. |

**COMMERCIAL**

| | |
|---|---|
| O | Office |
| C-N | Neighborhood Commercial |
| C-G | General Commercial |
| C-C | Community Commercial |
| Rs-H | Resort Hotel |
| M-U | Mixed Use (Commercial/Office/Residential) |

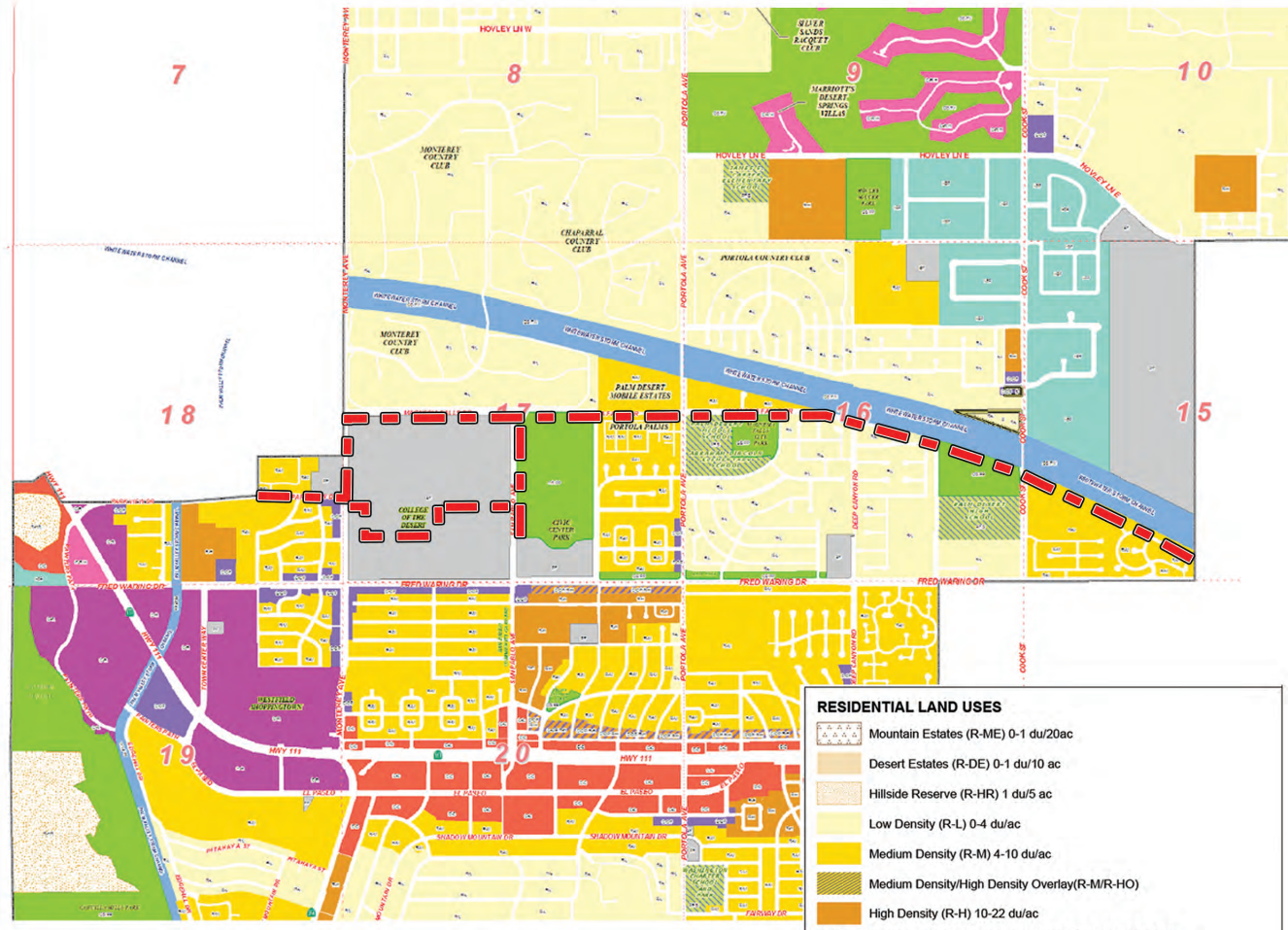
**INSTITUTIONAL**

| | |
|---|---|
| P | Public/Quasi-Public |
| P/CH | City Hall |
| P/FS | Fire Station |
| P/H | Hospital |
| P/S | School |
| P/L | Library |
| P/PO | Post Office |
| PU-SS | Utility Substation |

**OPEN SPACE**

| | |
|---|---|
| OS-PP | Public Park |
| MR | Mountian Reserve |
| OS-PV | Private Open Space |
| OS-W | Floodways and Drainage Channels |
| ROW | Right of Way |

# PALM DESERT



**RESIDENTIAL LAND USES**

- Mountain Estates (R-ME) 0-1 du/20ac
- Desert Estates (R-DE) 0-1 du/10 ac
- Hillside Reserve (R-HR) 1 du/5 ac
- Low Density (R-L) 0-4 du/ac
- Medium Density (R-M) 4-10 du/ac
- Medium Density/High Density Overlay(R-M/R-HO)
- High Density (R-H) 10-22 du/ac

**COMMERCIAL/INDUSTRIAL/BUSINESS LAND USES**

- Regional Commercial (C-R)
- Community Commercial (C-C)
- Resort/Hotel Commercial (C-R/H)
- Mixed Use (MU) - Commercial / High Density (R-H) 10-22 du/ac
- Office Professional (C-OP)
- Office Professional (C-OP) / Medium Density (R-M) 4-10 du/ac
- Office Professional (C-OP) / High Density (R-H) 10-22 du/ac
- Industrial - Business Park (I-BP)
- Industrial - Light (I-L)

**OTHER LAND USES**

- Public/Quasi-Public Facilities (PF)
- Public Facility/School (PF/S)
- Public Facility/University (PF/U)
- Open Space - Parks (OS/PP)
- Open Space - Public Reserves (OS/PR)
- Open Space - Private (OS/PV)
- Open Space - Waterway (OS/FW)
- Freeway (FWY)
- Study Zone (S)
- City Boundary

**CV Link Route**

N

07.27.16

**Sources: Rancho Mirage General Plant (2005); Palm Desert General Plan (2008)**

TERRA NOVA®
PLANNING & RESEARCH, INC.

## CV Link Project
## Land Use Maps - Palm Springs & Cathedral City
## Coachella Valley Association of Governments

CV LINK
CONNECTING THE COACHELLA VALLEY
CVAG

Exhibit
C-2

# INDIAN WELLS

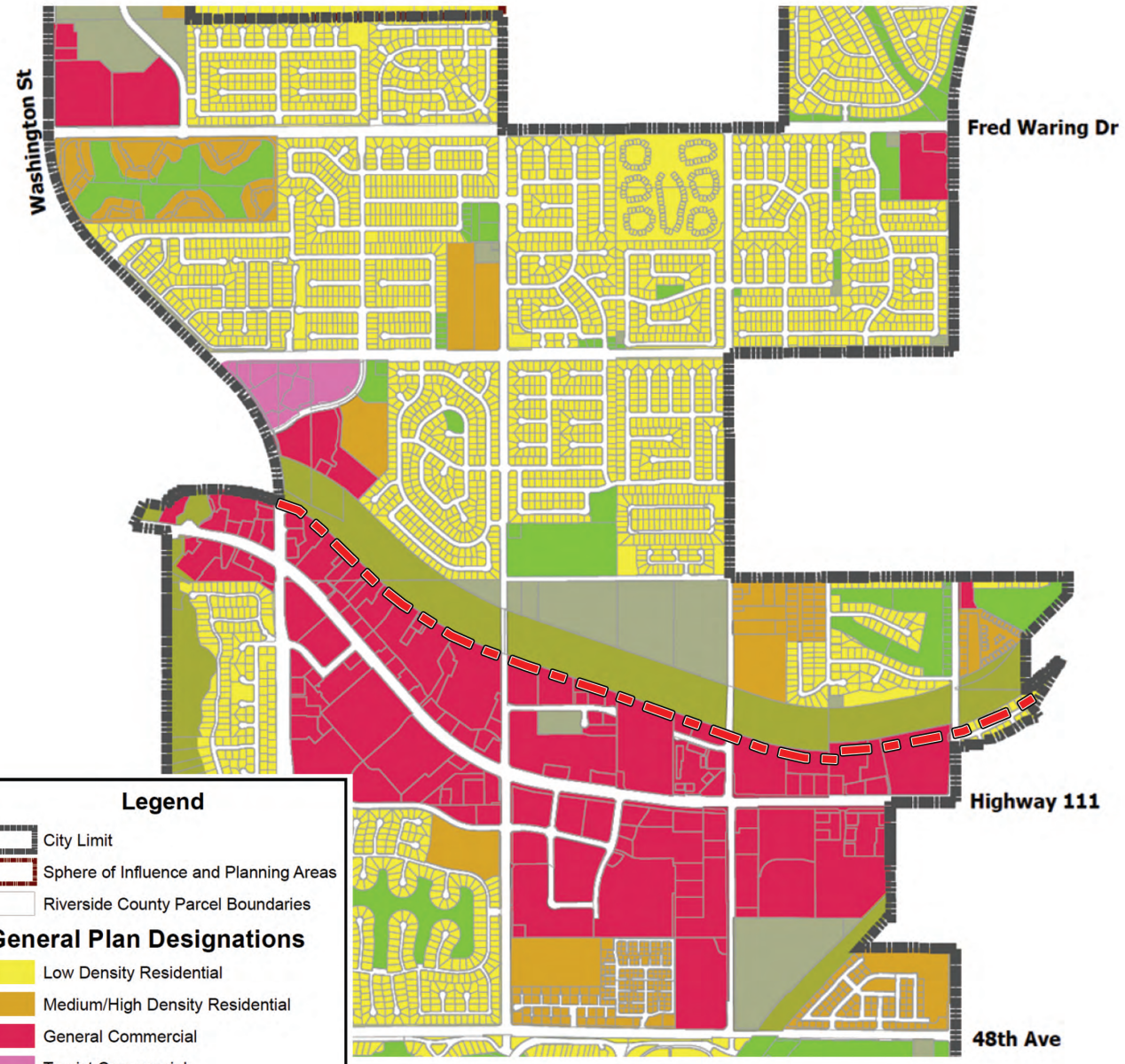

RESIDENTIAL
- VERY LOW DENSITY
- LOW DENSITY
- MEDIUM DENSITY
- MEDIUM HIGH DENSITY

COMMERCIAL
- PROFESSIONAL OFFICE
- COMMUNITY COMMERCIAL
- RESORT COMMERCIAL
- SPORTS COMPLEX

OPEN SPACE
- GOLF AND RECREATION
- NATURAL PRESERVE
- PUBLIC PARK
- WATERCOURSE
- OPEN SPACE

CIVIC
- PUBLIC FACILITY

# LA QUINTA




**Legend**

- City Limit
- Sphere of Influence and Planning Areas
- Riverside County Parcel Boundaries

**General Plan Designations**

- Low Density Residential
- Medium/High Density Residential
- General Commercial
- Tourist Commercial
- Village Commercial
- Industrial/Light Manufacturing
- Major Community Facilities
- Open Space - Natural
- Open Space - Recreation
- Street Rights of Way

**CV Link Route**

N

07.27.16

**Sources: Indian Wells General Plan (2012); La Quinta General Plan (2013)**

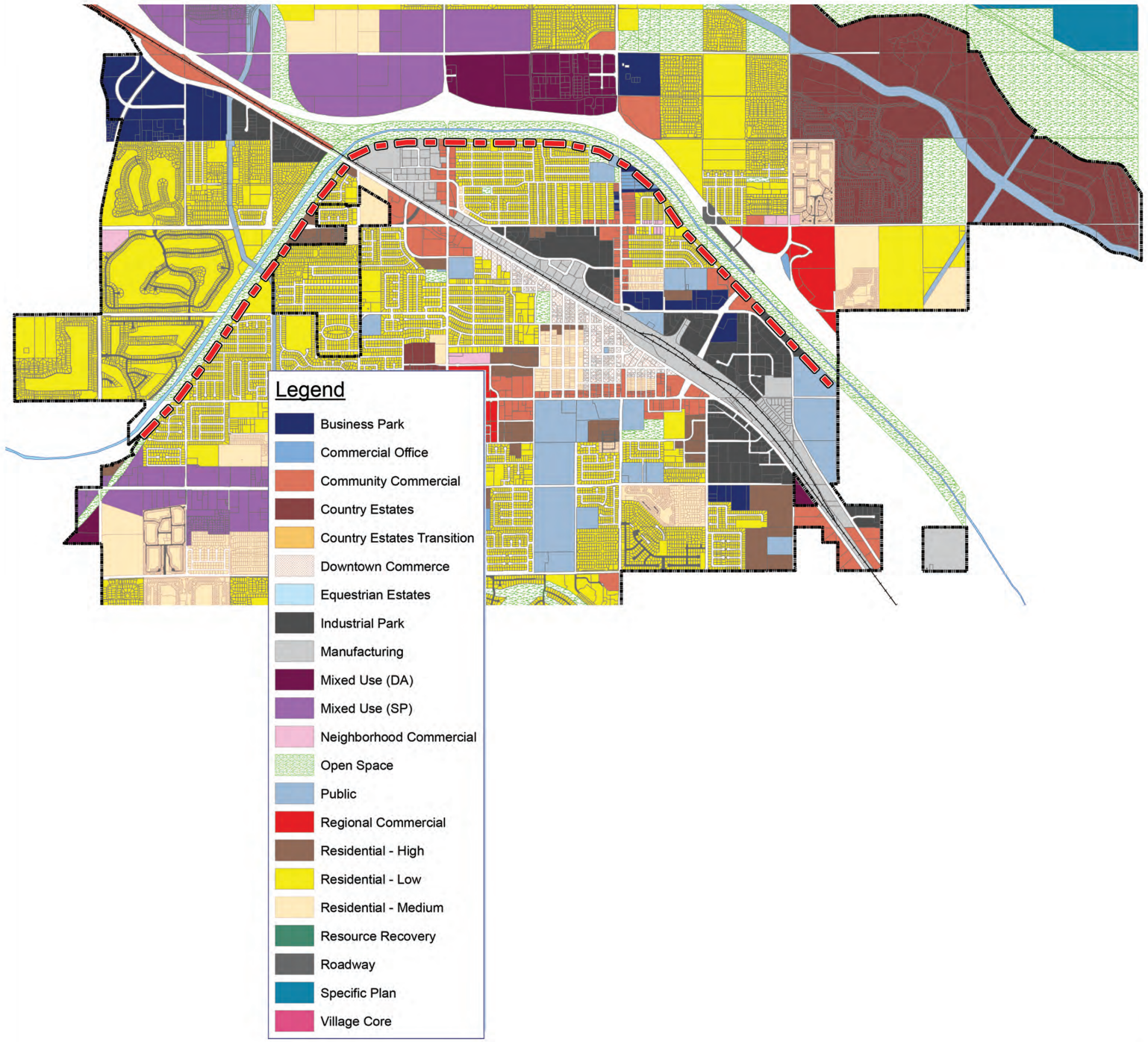
TERRA NOVA®
PLANNING & RESEARCH, INC.

**CV Link Project**
**Land Use Maps - Indian Wells & La Quinta**
**Coachella Valley Association of Governments**

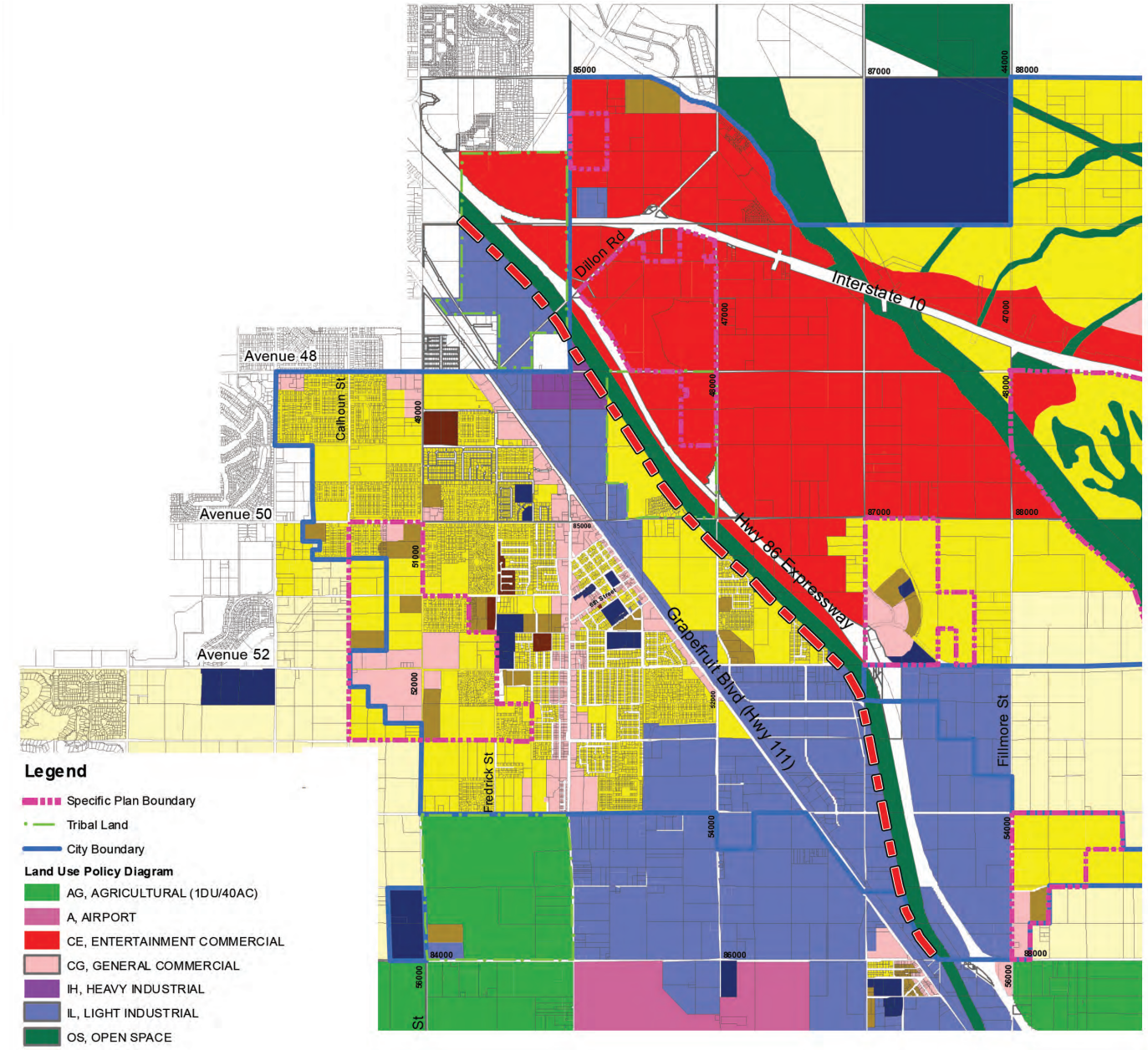
CV LINK
CONNECTING THE COACHELLA VALLEY
CVAG

Exhibit
**C-3**

# INDIO




# COACHELLA




**CV Link Route**

N

07.28.16

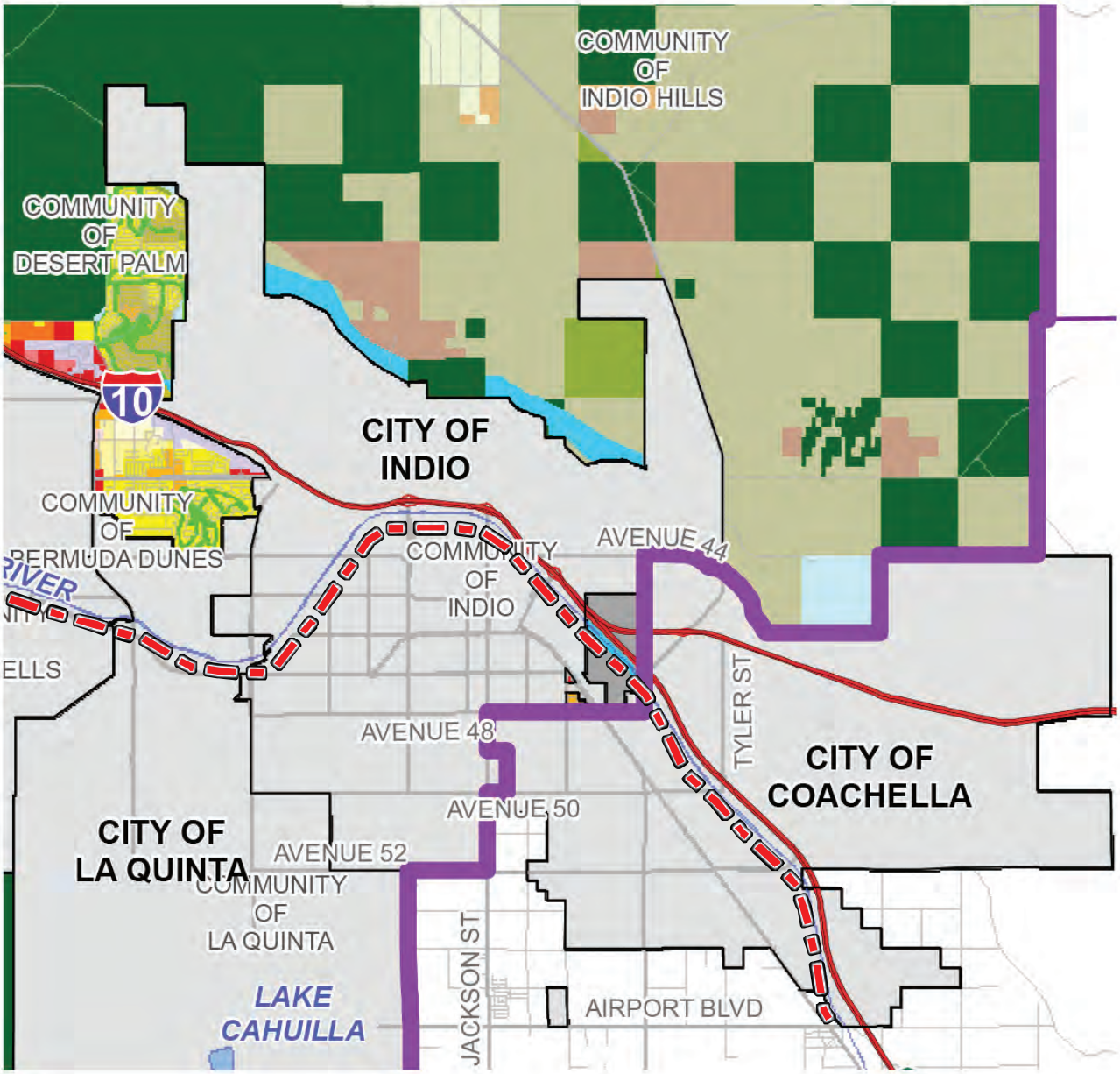
**Sources: Indio General Plan (2007); Coachella General Plan (2013)**

TERRA NOVA®
PLANNING & RESEARCH, INC.

**CV Link Project**
**Land Use Maps - Indio & Coachella**
**Coachella Valley Association of Governments**

CV/LINK
CONNECTING THE COACHELLA VALLEY
CVAG

Exhibit
**C-4**




CV Link Route

## Legend

- Estate Density Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Planning Area

RURAL COMMUNITY
- Rural Community - Estate Density Residential
- Rural Community - Very Low Density Residential

RURAL
- Rural Residential
- Rural Mountainous

AGRICULTURE
- Agriculture

OPEN SPACE
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Mineral Resources
- Water

MISCELLANEOUS
- Tribal Lands

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

N

08.05.16

Source: Riverside County Planning Department - Western Coachella Valley Land Use Map 2015

TERRA NOVA® PLANNING & RESEARCH, INC.

**CV Link Project**
**Land Use Map - Riverside County**
**Coachella Valley**
**Association of Governments**

CV LINK CONNECTING THE COACHELLA VALLEY
CVAG

Exhibit
**C-5**

# CV LINK

# Community Impact Assessment

## Appendix D

## Section 4(f)
## Resource Letters

June XX, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed by CVAG for the above referenced transportation project that would provide a ±48-mile non-motorized, multi-modal transportation project that extends from the City of Palm Springs to the City of Coachella. We have reviewed the proposed facility and its potential impacts on the City's Section 4(f) resources.

As defined by the U.S. Department of Transportation, Section 4(f) facilities are publicly owned parks, recreation areas, wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not adversely affect on the activities, features, or attributes. We have analyzed park and recreational lands, wildlife and waterfowl refuges, and historic sites within our jurisdiction. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. The CV Link is expected to have a *de minimis* impact determination does not require analysis to determine if avoidance alternatives are feasible and prudent.

The CV Link western termini are at Highway 111 (North Palm Canyon Drive) in northern Palm Springs (the Palm Springs Visitor Center at Tramway Road – access point for the Aerial Tram) and at South Palm Canyon Drive in central Palm Springs (providing access to Downtown Palm Springs and the Tahquitz Canyon Visitor Center). An extension of the CV Link is proposed for Desert Highland Park. The CV Link will incorporate and expand the Tahquitz Creek Trail between South Palm Canyon Drive and Sunrise Way. The route will run through Demuth Park enhancing existing pathways. The Jenkins Trail, which is managed by the City will also be incorporated. Another resource located within a half mile of the proposed route is Sunrise Park. There are identified historic sites in proximity to the site that include habitation debris and an occupation area along with historic pipeline and foundations. These resources are not in the project area nor will they be impacted.

Based upon our review of the Section 4(f) facilities in the project area and the potential impacts of the proposed CV Link, the City Parks and Recreation Department, which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the City's parks, bike paths or other recreational activities, features, facilities, attributes or historic resources that qualify for protection under Section 4(f). The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the city, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs without compromising Section 4(f) resources or facilities.

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,
Vicki Oltean, Director
Department of Parks and Recreation
City of Palm Springs

Cathedral City

Community Development

August 25, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimus Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed for the above referenced transportation project. As you know, CV Link is proposed as a ±48-mile non-motorized, multi-modal transportation path network that extends from the City of Palm Springs to the City of Coachella. The pathway route largely follows, and is to be built upon, the levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the pathway shares right-of-way with roads and provides direct access to key commercial districts and recreational and institutional venues. The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the valley, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs.

The consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development is established in Section 4(f) of the U.S. Department of Transportation. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. Section 4(f) facilities are publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not have an adverse effect on the activities, features, or attributes of the property. The CV Link is expected to create a *de minimis* impact determination does not require analysis to determine if avoidance alternative are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

The CV Link will incorporate the proposed Whitewater River Bike Path between Vista Chino and Ramon Road. The Second Street Park is located within a half-mile of the proposed route. Both of these resources will not be negatively affected. Based upon our

68700 Avenida Lalo Guerrero • Cathedral City, CA 92234 • (760) 770-0319 • FAX (760) 202-1460 • e-mail: PMilos@cathedralcity.gov

review of the Section 4(f) facilities in the project area and the potential impacts of the proposed CV Link, the Community Development Department, which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the City's bike path/trail or other recreational activities, features, facilities or attributes that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Patrick Milos
Community Development Director

C.C: Robert Rodriguez
John A. Corella
Bill Simons

August X, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed by CVAG for the above referenced transportation project that would provide a ±48-mile non-motorized, multi-modal transportation project that extends from the City of Palm Springs to the City of Coachella. We have reviewed the proposed facility and its potential impacts on the City's Section 4(f) resources.

As defined by the U.S. Department of Transportation, Section 4(f) facilities are publicly owned parks, recreation areas, wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not adversely affect on the activities, features, or attributes. We have analyzed park and recreational lands, wildlife and waterfowl refuges, and historic sites within our jurisdiction. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. The CV Link is expected to have a *de minimis* impact determination does not require analysis to determine if avoidance alternatives are feasible and prudent.

The CV Link will incorporate and upgrade the existing Abrams-Butler Trail in Rancho Mirage between Frank Sinatra and Country Club Drive. Section 4(f) facilities in the project area include the Abrams-Butler Trail, the Wolfson Park, and the Whitewater Park The Bloch Cancer Survivors Park and Blixseth Park are located within half-mile radius and will not be subjected to negative impacts. Based upon our review of Section 4(f) facilities in the project area and the potential impact of the proposed CV Link, the City's Public Works Department which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the City's parks or other recreational activities, features, facilities or historic resources that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Mark Sambito
Director of Public Works
Department of Public Works
City of Rancho Mirage

August XX, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed by CVAG for the above referenced transportation project that would provide a ±48-mile non-motorized, multi-modal transportation project that extends from the City of Palm Springs to the City of Coachella. We have reviewed the proposed facility and its potential impacts on the City's Section 4(f) resources.

As defined by the U.S. Department of Transportation, Section 4(f) facilities are publicly owned parks, recreation areas, wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not adversely affect on the activities, features, or attributes. We have analyzed park and recreational lands, wildlife and waterfowl refuges, and historic sites within our jurisdiction. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. The CV Link is expected to have a *de minimis* impact determination does not require analysis to determine if avoidance alternatives are feasible and prudent.

The CV Link will run on alongside the Civic Park on established walkways that will be expanded but will not compromise the level of service. Section 4(f) facilities in the project area include College of the Desert campus, the Civic Park, the Palm Desert Community Park, and the Cook Sport Center. Based upon our review of the Section 4(f) facilities in the project area and the potential impacts of the proposed CV Link, the City's Public Work Department, which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the City's bike path or other recreational activities, features, facilities or attributes that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Mark Greenwood
Director of Public Works
City of Palm Desert

City of La Quinta

August 25, 2016

Mr. Dennis Woods, Director of Transportation
Coachella Valley Association of Governments
73-710 Fred Waring Drive
Palm Desert, CA 92260

RE: Section 4(f) De Minimus Impact Finding for the
CV Link- Federal Project Number CML 6164 (022)

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed for the above referenced transportation project. As you know, CV Link is proposed as a ±49-mile non-motorized, multi-modal transportation path network that extends from the City of Palm Springs to the City of Coachella. The pathway route largely follows, and is to be built upon, the levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the pathway shares right-of-way with roads and provides direct access to key commercial districts and recreational and institutional venues. The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the valley, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs.

The consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development is established in Section 4(f) of the U.S. Department of Transportation. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. Section 4(f) facilities are publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic sites listed or eligible for listing on the National Register of Historic Places. A de minimis impact is one that will not have an adverse effect on the activities, features, or attributes of the property. The CV Link is expected to create a de minimis impact determination and does not require analysis to determine if avoidance alternative are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

A collection of lithic and ceramic scatter was identified in proximity of the project area but will not be disturbed. The CV Link will not traverse any properties that are classified as Section 4(f) facilities in the city limits, but the Pioneer Park and the La Quinta Park are located within a half-mile radius. Even so, these resources will not be negatively impacted. For this reason, the City's Facilities Department, which has responsibility for these facilities in the project area concludes that the proposed project will not adversely affect any of the City's recreational activities, features, facilities or attributes that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions, please do not hesitate to contact me.

Sincerely,

Timothy R. Jonasson
Design and Development Director/City Engineer

August X, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed for the above referenced transportation project. As you know, CV Link is proposed as a ±49-mile non-motorized, multi-modal transportation path network that extends from the City of Palm Springs to the City of Coachella. The pathway route largely follows, and is to be built upon, the levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the pathway shares right-of-way with roads and provides direct access to key commercial districts and recreational and institutional venues. The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the valley, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs.

The consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development in established in Section 4(f) of the U.S. Department of Transportation. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. Section 4(f) facilities are publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not have an adverse effect on the activities, features, or attributes of the property. The CV Link is expected to create a *de minimis* impact determination does not require analysis to determine if avoidance alternative are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

Approximately 1.2 miles of an alternative route is proposed to traverse through the Indian Wells Golf Course. This portion of the path will not negatively impact the use of the existing facility for the reason that will be constructed along the existing pathway system. In the project area's proximity a collection of prehistoric-period habitation debris has been previously identified. This site is not expected to be disturbed based on the proposed alternative routes that will not pass the area of sensitivity. Based upon our review of the Section 4(f) facilities and the potential impacts of the proposed CV Link, the City's Public Works Department, which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the City's bike paths or other recreational activities, features, facilities or attributes that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Ken . Seumalo, P.E., Public Works Director
Public Works Department
City of Indian Wells

August X, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed for the above referenced transportation project. As you know, CV Link is proposed as a ±49-mile non-motorized, multi-modal transportation path network that extends from the City of Palm Springs to the City of Coachella. The pathway route largely follows, and is to be built upon, the levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the pathway shares right-of-way with roads and provides direct access to key commercial districts and recreational and institutional venues. The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the valley, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs.

The consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development in established in Section 4(f) of the U.S. Department of Transportation. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. Section 4(f) facilities are publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not have adverse effect on the activities, features, or attributes of the property. The CV Link is expected to create a *de minimis* impact determination does not require analysis to determine if avoidance alternative are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

The CV Link will connect to Jackson Park, which is considered a Section 4(f) facility. The connection will not adversely affect the activities, features, or attributes of the park. Other 4(f) resources located within a half-mile of the proposed route are the Yucca Park and the Indio Terrace Park. In the proximity of the project area a tribal habitation site was identified, but will not be impacted. Based upon our review of the Section 4(f) facilities in the project area and the potential impact of the proposed CV Link, the City's Public Works Department, which has responsibility for these facilities concludes that the proposed project will not adversely affect any of the City's recreational activities, features, facilities, or attributes that qualify as 4(f) resources.

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Public Works Department*
City of Indio

August X, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed for the above referenced transportation project. As you know, CV Link is proposed as a ±49-mile non-motorized, multi-modal transportation path network that extends from the City of Palm Springs to the City of Coachella. The pathway route largely follows, and is to be built upon, the levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the pathway shares right-of-way with roads and provides direct access to key commercial districts and recreational and institutional venues. The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the valley, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs.

The consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development in established in Section 4(f) of the U.S. Department of Transportation. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. Section 4(f) facilities are publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not adverse affect on the activities, features, or attributes of the property. The CV Link is expected to create a *de minimis* impact determination does not require analysis to determine if avoidance alternative are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

The proposed route will also traverse alongside the Sierra Vista Park without creating adverse impacts. Based upon our review of the Section 4(f) facilities and the potential impacts of the proposed CV Link, the City's Public Works Department, which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the City's bike paths or other recreational activities, features, facilities or attributes that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Steve Salado, Parks and Recreation & Building Superintendent
Public Works Department
City of Coachella

August X, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed for the above referenced transportation project. As you know, CV Link is proposed as a ±49-mile non-motorized, multi-modal transportation path network that extends from the City of Palm Springs to the City of Coachella. The pathway route largely follows, and is to be built upon, the levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the pathway shares right-of-way with roads and provides direct access to key commercial districts and recreational and institutional venues. The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the valley, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs.

The consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development in established in Section 4(f) of the U.S. Department of Transportation. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. Section 4(f) facilities are publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not have an adverse effect on the activities, features, or attributes of the property. The CV Link is expected to create a *de minimis* impact determination does not require analysis to determine if avoidance alternative are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

The proposed route will be built within a half-mile radius of the following PSUSD schools: Cahuilla Elementary, Cielo Vista Elementary, Landau Elementary, Agua Caliente Elementary, Cathedral City Elementary, Rancho Mirage Elementary, Mt. San Jacinto Continuation High, and Palm Springs High. PSUSD does not provide public access to the recreational areas. Based upon our review of the Section 4(f) facilities and the potential impacts of the proposed CV Link, the Facilities Department*, which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the PSUSD's recreational activities, features, facilities or attributes that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Mike Sattley
Palm Springs Unified School District

August X, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed for the above referenced transportation project. As you know, CV Link is proposed as a ±49-mile non-motorized, multi-modal transportation path network that extends from the City of Palm Springs to the City of Coachella. The pathway route largely follows, and is to be built upon, the levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the pathway shares right-of-way with roads and provides direct access to key commercial districts and recreational and institutional venues. The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the valley, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs.

The consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development in established in Section 4(f) of the U.S. Department of Transportation. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. Section 4(f) facilities are publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not have an adverse effect on the activities, features, or attributes of the property. The CV Link is expected to create a *de minimis* impact determination does not require analysis to determine if avoidance alternative are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

The proposed route will be built within a half-mile radius of the following CVUSD schools: Valle Del Sol Elementary, John Kelley Elementary, La Familia Continuation High, and the CVUSD Headquarters. A facility request form will have to be approved for a CV Link user to use the CVUSD facilities. For this reason the CV Link will not adversely affect the school facilities, instead it will provide an alternative form of transportation for students and staff. Based upon our review of the Section 4(f) facilities and the potential impacts of the proposed CV Link, the Superintendent, which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the College's recreational activities, features, facilities or attributes that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Coachella Valley Unified School District*

August X, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed for the above referenced transportation project. As you know, CV Link is proposed as a ±49-mile non-motorized, multi-modal transportation path network that extends from the City of Palm Springs to the City of Coachella. The pathway route largely follows, and is to be built upon, the levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the pathway shares right-of-way with roads and provides direct access to key commercial districts and recreational and institutional venues. The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the valley, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs.

The consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development in established in Section 4(f) of the U.S. Department of Transportation. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. Section 4(f) facilities are publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not have an adverse effect on the activities, features, or attributes of the property. The CV Link is expected to create a *de minimis* impact determination does not require analysis to determine if avoidance alternative are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

Two DSUSD schools, Palm Desert High and Abraham Lincoln Elementary, will have direct access to the proposed CV Link. The following schools are located approximately a half-mile from the proposed route Palm Desert Middle, Gerald Ford Elementary, La Quinta High, Amelia Earhart Elementary, Carrillo Ranch Elementary, Dwight Eisenhower Elementary, Lyndon B. Johnson Elementary, John F. Kennedy Elementary, Indio Middle, Andrew Jackson Elementary, Amistad Continuation High. Based upon our review of the Section 4(f) facilities and the potential impacts of the proposed CV Link, the Administrative Services Department, which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the College's recreational activities, features, facilities or attributes that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Gary Rutherford
Superintendent
Desert Sands Unified School District

August X, 2016

Mr. Dennis Woods
Director of Transportation
Coachella Valley Association of Governments (CVAG)
73-710 Fred Waring Drive
Palm Desert, CA 92260

**RE: Section 4(f) De Minimis Impact Finding for the CV Link- Federal Project Number CML 6164 (022)**

Dear Mr. Woods:

Thank you for communicating with us regarding the plans being developed for the above referenced transportation project. As you know, CV Link is proposed as a ±49-mile non-motorized, multi-modal transportation path network that extends from the City of Palm Springs to the City of Coachella. The pathway route largely follows, and is to be built upon, the levees of the region's principal watercourses, including Chino Wash, Tahquitz Creek, and the Whitewater River Stormwater Channel/Coachella Valley Stormwater Channel. In some locations, the pathway shares right-of-way with roads and provides direct access to key commercial districts and recreational and institutional venues. The CV Link will enhance connectivity between major employment, residential, recreational, and institutional centers throughout the valley, while facilitating and promoting the use of alternative modes of transportation, including foot traffic, bicycles, neighborhood electric vehicles (NEVs), golf carts, and wheelchairs.

The consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development in established in Section 4(f) of the U.S. Department of Transportation. Section 4(f) applies to projects that receive funding from or require approval by an agency of the U.S Department of Transportation. Section 4(f) facilities are publicly owned parks, recreation areas, and wildlife or waterfowl refuges, or any publicly or privately owned historic site listed or eligible for listing on the National Register of Historic Places. A *de minimis* impact is one that will not have an adverse effect on the activities, features, or attributes of the property. The CV Link is expected to create a *de minimis* impact determination does not require analysis to determine if avoidance alternative are feasible and prudent, but consideration of avoidance, minimization, mitigation or enhancement measures should occur.

The proposed route will also traverse through the College of the Desert campus without creating adverse impacts since the route will follow an existing pathway system. Based upon our review of the Section 4(f) facilities and the potential impacts of the proposed CV Link, the Administrative Services Department, which has responsibility for these facilities, concludes that the proposed project will not adversely affect any of the College's recreational activities, features, facilities or attributes that qualify for protection under Section 4(f).

If you have any questions regarding the above conclusions please do not hesitate to contact me.

Sincerely,

Lisa Howell
Vice President
Administrative Services
College of the Desert