

Mr. Holtcamp,

I appreciate your questions and providing me with an opportunity to answer your questions. I will answer your questions as I have read them in your email below.

To eliminate the confusion, this is the Mitigated Negative Declaration for the City of Cathedral City's Whitewater River Bike Path Project. This Project is funded by two (2) Bicycle Transportation Account Grants that are administered by the California Department of Transportation (Cal Trans). The first Grant was awarded in 2009 in the amount of \$315,000 and the second Grant was awarded in 2010 in the amount of \$405,000. These Grants were issued for the construction of a bike/pedestrian path in accordance with the Grant Guidelines. Neighborhood Electric Vehicles (NEVs) are not contemplated within this Mitigated Negative Declaration, but the roadway structurally is designed for H-20 loading to allow Riverside County Flood Control (RCFCD) vehicles the support needed to access their western Whitewater River levee.

With regard to NEVs and CV Link, this project again is the Cathedral City Whitewater Bike Path Project, thus the document is not referencing Coachella Valley Association of Government's (CVAG)'s contemplated project. If this portion of the Cathedral City Whitewater Bike Path Project were to be integrated into CVAG's contemplated project, a separate Environmental Document will have to be processed, opened for public comment and discussed for official approval. Again, the 16 foot wide path and the corresponding structural section, reflect both the H-20 loading and width required to accommodate RCFCD vehicles. The actual width may vary in some locations (narrower), as RCFCD has not determined the final locations of a planned flood wall project to increase the freeboard of the west bank of the Whitewater River within the Project area. If a contemplated CVAG project were to be approved to modify the use of this Bike Path at later date, this structural section may most likely be adequate to support future uses, but that will have to be evaluated separately and approved for those uses.

If this project were to be integrated into the contemplated CVAG project, then separate environmental analysis will need to be completed, discussed, opened for public comments and be subject to an approval. At that time, if the use of the Cathedral City Whitewater Bike Path were to be altered, integrated and/or modified, then the structural sections of the Bike Path will need to be analyzed.

This proposed Whitewater Bike Path was the subject of two open house on-site forums. One was held in 2009 in the Desert Princess development and the other in 2010 within the "Dream Homes" area adjacent the proposed Project site. As stated prior the Cathedral City Bike Path will not allow NEVs, as the Grants were for a bike/pedestrian path. If the City were to allow NEVs at a later date, separate environmental documents will have to be processed and approved.

Palm Springs and the City of Cathedral City are in the process of completing an agreement which outlines the maintenance responsibilities of each agency for the Bike Path. This will be completed in the next month or so. As part of this Mitigated Negative Declaration, the City of Palm Springs has submitted a letter of support in response to the request for comments.

Please be advised that your comments and this response will be submitted to the City Council as public record for the March 24, 2016 City Council meeting.

Lastly, your comments are valuable, and yes, written and oral testimony is allowed at the March 24, 2016 City Council meeting.

In hope I have answered your questions and addressed your concerns.

I appreciate your comments as this is an important project for the area and adjacent neighborhoods.



John A. Corella, P.E.  
City Engineer  
760-770-0327  
[JCorella@cathedralcity.gov](mailto:JCorella@cathedralcity.gov)

**From:** Robert Rodriguez  
**Sent:** Tuesday, February 23, 2016 3:03 PM  
**To:** Lloyd Holtcamp  
**Cc:** John Corella; Patrick Milos  
**Subject:** RE: Public notice 0182 dated 2/4/16 (Desert Sun) Notice of Intent to Adopt a Mitiaged Negative Delaration for Public Hearing on 2/24/16

Lloyd,

I am in receipt of your comments and have forwarded them to the City Engineer, John Corella, for inclusion in the public record at the City Council meeting. Thank you.



**Robert Rodriguez**  
Development Services Manager  
Community Development  
City of Cathedral City  
68700 Avenida Lalo Guerrero  
Cathedral City, Ca 92234  
Tel: (760)770-0344  
Fax: (760)202-1460  
website: [www.cathedralcity.gov](http://www.cathedralcity.gov)  
e-mail: [rodriguez@cathedralcity.gov](mailto:rodriguez@cathedralcity.gov)

**From:** Lloyd Holtcamp [<mailto:l.g.h.39@att.net>]  
**Sent:** Tuesday, February 23, 2016 12:28 PM  
**To:** Robert Rodriguez; Lloyd Holtcamp  
**Subject:** Public notice 0182 dated 2/4/16 (Desert Sun) Notice of Intent to Adopt a Mitiaged Negative Delaration for Public Hearing on 2/24/16

There is confusion among the general public as to whether the CV Link project scheduled for construction in 2017 is a bike/pedestrian path or a Neighborhood Electric Vehicle (NEV) path with accommodation for bikes and pedestrians. This notice has added to that confusion.

The public notice and environmental document I reviewed at Cathedral City Planning makes no reference to NEV's or CV Link in the text. However the typical cross section shown in that document indicated a plan to construct a 16' wide concrete path with a substantial structure. A combination bike/pedestrian path is typically 10'-12 wide and lesser structure just to accommodate this use.

The CV Link with it's proposed 14' concrete paving and two foot shoulders and substantial structure is designed to accommodate NEV's and bicycles and not pedestrians. Could it be the proposed 16' wide path subject to Environmental analysis is going to be used to accommodate NEV's and bicycles and not pedestrians? In this scenario a separated bike path would be built later. Shouldn't this Environmental analysis be revised to reflect NEV usage. Otherwise a new Public Notice and analysis would be needed if this proposed path is used for NEV's.

I didn't see evidences of notices sent to adjacent residential property owners. Shouldn't they have been notified an NEV path is coming?

Why isn't this a joint hearing with the Palm Springs city council since a portion of the project site is in Palm Springs?

Please submit this for consideration by the City Council on 2/24/16.

p.s. I left a message to clarify if written and oral testimony is allowed at the 2/24/16 hearing. The language in the public notice left some doubt.