City Council Staff Report

Date: May 7, 2014 CONSENT CALENDAR

Subject: ADOPTION OF MITIGATED NEGATIVE DECLARATION FOR THE RAMON ROAD WIDENING PROJECT BETWEEN SAN LUIS REY DRIVE AND LANDAU BOULEVARD, CITY PROJECT NO. 08-25

From: David H. Ready, City Manager

Initiated by: Public Works and Engineering Department

SUMMARY

Staff has completed a lengthy process to prepare a comprehensive environmental review of the Ramon Road Widening Project, pursuant to California Environmental Quality Act (CEQA). The proposed project extends from San Luis Rey Drive to just east of Landau Boulevard in the City of Cathedral City. The Project also includes the widening of the Ramon Road bridge over the Whitewater River. The City of Palm Springs is the CEQA Lead Agency for this project, with the City of Cathedral City serving as a Responsible Agency. A draft CEQA Initial Study/Mitigated Negative Declaration (IS/MND) and associated technical studies have been prepared and a 30-day public review period has been completed. The IS/MND is ready for consideration and, if appropriate, adoption by the City Council.

Completion of this process allows the City to move forward with final design, right-of-way acquisition, and ultimately, construction of the project. During the public review process, there were no requests for a Public Hearing, therefore, none is required in the City's approval of the final IS/MND and adoption of the Mitigated Negative Declaration

RECOMMENDATION:

Adopt Resolution No. _____ "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, ADOPTING AND ORDERING THE FILING OF A MITIGATED NEGATIVE DECLARATION FOR THE RAMON ROAD WIDENING PROJECT, CITY PROJECT NO. 08-25".

ITEM NO. 2Q

STAFF ANALYSIS:

Project History

On January 30, 2008, the City of Palm Springs ("City"), the City of Cathedral City and the Agua Caliente Band of Cahuilla Indians submitted a request for funding from the Coachella Valley Association of Governments (CVAG) to prepare a Project Study Report (PSR) for the Ramon Road Widening Project Between San Luis Rey Drive and Landau Boulevard. On January 30, 2009, the City initiated conceptual engineering design for the subject Ramon Road Widening Project, in cooperation and coordination with the City of Cathedral City. A funding application was prepared and submitted to Caltrans to request federal funds on January 5, 2010. On April 28, 2010, Caltrans accepted the project for programming into the 2011 Federal Transportation Improvement Program (FTIP). Caltrans subsequently authorized Phase 1, preliminary engineering and environmental clearance, of the project on June 7, 2011. Phase 1 is equivalent to the 30 percent design of the project, which serves as the basis for the subject CEQA review.

Major project funding is from the federal Highway Bridge Program (HBP), which will fund 70.1% of the total project costs. The cities will be responsible for the remaining local match of the bridge costs and the roadway portions that do not qualify for HBP funds. The local match and roadway costs not funded by the HBP funds are expected to come from CVAG's Regional Measure "A", City of Palm Springs' Local Measure "A", and Cathedral City's fair share of the costs. Total project costs are estimated to be approximately $36,000,000 as summarized in the following table:

Phase	HBP Federal Funding	CVAG Regional Measure A	Palm Springs Local Measure A	Cathedral City Fair Share	Totals
Preliminary Engineering	$2,453,000	$686,250	$114,375	$114,375	**$3,368,000**
Right of Way	$1,030,000	$1,302,000	$188,356	$245,644	**$2,766,000**
Construction	$21,753,000	$6,083,250	$880,044	$1,147,706	**$29,864,000**
Totals	**$25,236,000**	**$8,071,500**	**$1,182,775**	**$1,507,725**	**$35,998,000**

With the completion of the Phase I design and preliminary environmental scoping, the City initiated Phase II of this project in January of 2012 to provide 30% design of the Project. Phase II design and associated engineering serves as the basis for the subject CEQA review.

Project Description

The proposed project will result in the widening of Ramon Road from a 4-lane arterial to a 6-lane arterial (3 lanes in each direction) between San Luis Rey Dr. and Landau Blvd., including the widening and seismic retrofitting of the Ramon Road Bridge over the Whitewater River. In addition to bridge widening, the project will also include new

guardrails, bridge supports within the Whitewater River Channel, installation of a median, reconstruction of gutters, curbs, and driveways, restriping of travel lanes and crosswalks, roadway rehabilitation, utilities relocation, drainage improvements, landscaping, and all appurtenant work. The project also includes a 5-foot sidewalk on the north side of the bridge and a 10-foot wide multi-purpose trail, protected by a physical barrier that also accommodates bicyclists, across the south side of the bridge. Per a letter dated February 24, 2014, Cathedral City designated only a Class III bike route for the north side of the bridge, within their City limits.

In addition to the roadway and bridge improvements, the project also includes the construction of scour countermeasures in the channel bottom to protect the bridge piers during major flood events. Temporary dirt channel access ramps will be constructed at the southwest and southeast corners of Ramon Road and the wash and will be removed once construction is completed. Additional temporary access into the channel may also occur at the northeast and northwest corners.

The Project also proposes eastbound and westbound travel lane adjustments in order to allow for bridge approach widening. Westbound adjustments include construction of a variable-width median island up to 14-foot wide, and dual 350-foot exclusive westbound left turn pockets east of Crossley Road. At the intersection of Ramon Road and Landau Boulevard, plans also call for a 270-foot westbound right turn pocket, and eastbound adjustments which include a 500-foot eastbound lane transition, and a 380-foot exclusive dual left turn pocket. A reconstructed raised median is also proposed within Ramon Road just east of Landau Blvd.

Plans also call for a new eastbound SunLine bus stop at the southeast corner of Ramon Road and Crossley Road. In addition, the existing westbound bus stop and turnout at the northeast corner of Ramon Road and Landau Boulevard will be relocated immediately west of Landau Boulevard. The existing eastbound bus stop and turnout at the southeast corner of Ramon Road and Landau Boulevard will be upgraded. Landau Boulevard will be extended south of Ramon Road, will provide a new access drive into the adjoining bowling alley, and compensates for the loss of the bowling alley's existing access drive on Ramon Road and immediately east of Landau Boulevard.

Traffic controllers and signals will be upgraded to accommodate the roadway expansion. The project will construct curbs, ramps, and sidewalks along the said segment of Ramon Road per current Americans with Disabilities Act (ADA) standards.

Currently, the subject roadway is generally composed of asphalt concrete over an aggregate base, and surface conditions range from fair to good. The proposed project will result in a gap closure by providing a continuous 6-lane arterial to correct a bottleneck that occurs due to the narrowing of lanes across the bridge. The project is intended to enhance traffic flows and safety, and augment pedestrian and bicycle access.

Environmental Analysis

An environmental document, consisting of a CEQA Initial Study/Mitigated Negative Declaration (IS/MND) was required for this project. The purpose of this IS/MND is to evaluate the potential environmental impacts associated with implementation of the proposed Ramon Road Widening Project. This document has been prepared to fulfill the requirements of the California Environmental Quality Act (CEQA) and the City's Rules to Implement CEQA.

The IS/MND evaluated the full range of analysis as set forth in Appendix G of the CEQA Guidelines, including but not limited to the following areas:

- Human Environment
- Physical Environment
- Biological Environment
- Cumulative Impacts
- Air Quality and Climate Change

Environmental Setting and Surrounding Land Uses
The proposed project is primarily located within the existing roadway right-of-way in an urban environment surrounded by commercial and residential land uses, as well as the Whitewater River and open space and golf course uses. The existing Ramon Road bridge over the Whitewater River is bordered by the existing Cimarron golf course to the north and a natural flood control channel to the south. East of San Luis Rey on the south side of Ramon Road the land use designation is "Regional Commercial" and this use is mostly built out.

The Whitewater River is designated as "Watercourse". West of the river and north of Ramon Road these lands are also designated "General Commercial". Just east of San Luis Rey on the north side of Ramon Road, the land use designation is "Medium Density Residential" allowing 4.5 to 10 dwelling units to the acre.

The proposed project is located in the cities of Palm Springs and Cathedral City, within Riverside County. The Ramon Road Widening Project is primarily contained within the Ramon Road right-of-way between San Luis Rey and just east of Landau Boulevard. The project is located within an urban setting surrounded by commercial, residential, and watercourse land uses. Land uses surrounding the site include:

North: Whitewater River channel, golf course (Cimarron Golf Resort), single- and multi-family housing, storage
South: Regional shopping center, vacant swap meet site, Whitewater River channel, vacant land.
East: Commercial retail (shopping center, bowling alley etc.)
West: Regional and community commercial, general office buildings

Public Participation

Early and continuing coordination with the general public and appropriate public agencies was an essential part of the environmental process for this project, as a way to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including project development team meetings, interagency coordination meetings, public scoping meetings, formal meetings of the Palm Springs and Cathedral City Public Arts Commissions, and coordination with resource agencies and Native American individuals and organizations.

A public scoping meeting was sponsored by the City and held at City Hall on June 26, 2013, to allow the public to learn of the details of this project and for the environmental team to receive input and comments regarding potential impacts this project may have on the environment and surrounding area. At that time, several members of the public from surrounding neighborhoods attended the meeting, and voiced their concerns with the impacts the new road segment will have to the adjacent neighborhoods, sidewalks and bike paths, design aesthetics, traffic noise, lighting, birds and wildlife, and existing signage. The comments were collected and responses were prepared and communicated back to those who made the comments.

Consultation with several agencies occurred as part of preparing the project technical reports and the IS/MND. These agencies are identified in the various technical reports and include:

- Native American Heritage Commission
- United States Fish and Wildlife Service
- California Department of Fish and Wildlife
- Caltrans
- US Army Corps of Engineers
- Agua Caliente Tribal Historic Preservation Officer
- Southern California Association of Governments
- Coachella Valley Association of Governments
- United States Environmental Protection Agency (USEPA)
- California Regional Water Quality Control Board
- Coachella Valley Water District
- Riverside County Flood Control & Water Conservation District

The Draft Initial Study/Mitigated Negative Declaration was circulated for public comment from March 19 through April 19, 2014. A public notice announcing circulation and availability of the document was published in the Desert Sun on March 19, 2014. The Draft IS/MND was also available for review at the City of Palm Springs, Department of Public Works Office (3200 East Tahquitz Canyon Way) and the Palm Springs Public Library (300 South Sunrise Way).

A total of three (3) project/comment letters were received during the availability period for the Draft IS/MND. These include a letter from the State Clearinghouse indicating that there were no comments on the IS/MND from state agencies. Letters were received from the following:

- Scott Morgan, Director, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
- Nena McCullough, Local Public Affairs Manager, Southern California Edison SCE)
- Steve Bigley, Dir. of Environmental Services, Coachella valley Water District (CVWD)

Comments from SCE request that the Final IS/MND cite that certain SCE facilities will be relocated in order to allow construction of planned roadway and associated improvements, as shown on project improvement plans. Copies of the comment letters are included in the final IS/MND.

Findings

The IS/MND prepared for this project has concluded, and following public review, it has been determined that the proposed project, with mitigation measures set forth in the IS/MND, will not have a significant effect on the environment. The project will have no effect on aesthetic or visual resources, biological or cultural resources, hazards, public services or utilities, agricultural resources, area hydrology or water quality, noise, air quality or climate change, soils or geology, transportation, or area housing or population.

A Mitigated Negative Declaration has been prepared that identifies various avoidance and mitigation measures related to aesthetic or visual resources, air quality/climate change, biological resources, cultural resources, geotechnical conditions, hazardous materials, hydrology and water quality, noise, public services, transportation/traffic, and utility and service systems.

Implementation of the avoidance and mitigation measures, as identified in the Mitigation Monitoring and Reporting Programs set forth in the IS/MND will ensure that the proposed project will have no significant effect on the environment.

FISCAL IMPACT:

None.

SUBMITTED:

Prepared by:

Savat Khamphou
Assistant Director of Public Works/
Assistant City Engineer

Recommended by:

David J. Barakian
Director of Public Works/City Engineer

Approved by:

David H. Ready, City Manager

ATTACHMENTS:
1. Resolution
2. Final Initial Study/Mitigated Negative Declaration

RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM SPRINGS, CALIFORNIA, ADOPTING AND ORDERING THE FILING OF A MITIGATED NEGATIVE DECLARATION FOR THE RAMON ROAD WIDENING PROJECT BETWEEN SAN LUIS REY DRIVE AND LANDAU BOULEVARD, CITY PROJECT NO. 08-25

WHEREAS, On January 30, 2008, the City of Palm Springs ("City"), the City of Cathedral City and the Agua Caliente Band of Cahuilla Indians submitted a request for funding from the Coachella Valley Association of Governments (CVAG) to prepare a Project Study Report (PSR) for the Ramon Road Widening Project Between San Luis Rey Drive and Landau Boulevard, City Project No. 08-25; and

WHEREAS, the Project is listed on the 2010 Transportation Project Prioritization Study (TPPS) and is therein listed as a backbone project; and

WHEREAS, the Project will result in the widening of Ramon Road from a 4-lane arterial to a 6-lane arterial (3 lanes in each direction) between San Luis Rey Dr. and Landau Blvd., including the widening and seismic retrofitting of the Ramon Road Bridge over the Whitewater River (Bridge No. 56C0287). The project will also include new guardrails, bridge supports within the Whitewater River Channel, installation of a median, reconstruction of gutters, curbs, and driveways, restriping of travel lanes and crosswalks, roadway rehabilitation, new and relocated bus stops, sidewalks and multi-purpose trail, utilities relocation, drainage improvements, landscaping, and all appurtenant work. The project also includes sidewalks across the bridge, including a 10-foot wide multi-purpose trail; and

WHEREAS, the Project is consistent with the Circulation Element of the 2007 Palm Springs General Plan Update, which identifies Ramon Road as a "Major Thoroughfare" and the 2009 Cathedral City General Plan, which identifies Ramon Road as an "Arterial Highway"; and

WHEREAS, the Project is listed on the Southern California Association of Governments ("SCAG") 2013 Federal Transportation Improvement Program ("FTIP") as Project ID# RIV110124, approved by the Federal Highway Administration and Federal Transit Administration on December 14, 2012; and

WHEREAS, the Project implements the goals and policies of the General Plans of the Cities of Palm Springs and Cathedral City; and

WHEREAS, an Initial Study was prepared pursuant to the provisions of the California Environmental Quality Act ("CEQA"), Division 13 of the Public Resources Code of the State of California, beginning with §21000 (hereinafter "Act"); and

WHEREAS, pursuant to Section 21152 of the Act, a public notice announcing circulation and availability of the document and intent to Adopt a Mitigated Negative Declaration was published in the Desert Sun on March 19, 2014, and Notice of Opportunity for Public Hearing, was filed with the Riverside County Clerk; and

WHEREAS, the Initial Study/Mitigated Negative Declaration ("IS/MND") was circulated for public comment from March 19 through April 19, 2014; and

WHEREAS, pursuant to Section 15202 of the CEQA Guidelines, Title 14, Division 6, Chapter 3, Article 13 "Review and Evaluation of EIRs and Negative Declarations", of the California Code of Regulations, CEQA does not require formal hearings at any stage of the environmental review process, and public comments may be restricted to written communications; and

WHEREAS, the IS/MND prepared for this project has concluded, and following public review, it has been determined that the Project will not have a significant effect on the environment with the adoption of avoidance and mitigation measures identified in the MND; and

WHEREAS, the City Council has carefully reviewed and considered all of the evidence presented in connection with the Project, including, but not limited to, the staff report, the IS/MND, and all written and oral testimony presented.

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

Section 1: The above recitals are all true and correct.

Section 2: The City Clerk of the City of Palm Springs, is hereby designated the custodian of the documents and other materials which constitute the record of proceedings upon which the City Council has based its decision. The custodian of the documents is located at 3200 E. Tahquitz Canyon Way, Palm Springs, California.

Section 3: Pursuant to Section 15063 of the CEQA Guidelines, a Mitigated Negative Declaration ("MND") of environmental impact was prepared and circulated for a 30-day public review period ending on April 19, 2014. The Mitigated Negative Declaration adequately analyzes the general environmental setting of the Project, its potentially significant environmental impacts, and mitigation measures related to each potentially significant environmental impact on the Project, and has determined that there are no potentially significant impacts associated with the Project.

Section 4: The Project implements the following goals and policies of the City of Palm Springs General Plan:

***Goal CR1**: Establish and maintain an efficient, interconnected circulation system that accommodates vehicular travel, walking, bicycling, public transit, and other forms of transportation.*

***Goal CR2**: Establish improved levels of service for efficient traffic flow and provide a safe circulation system.*

As stated in the Project's Statement of Purpose of Need, the Project will accomplish the following:

- Provide a gap-closure and improved regional roadway access between the Cities of Palm Springs and Cathedral City;
- Provide expanded all-weather access across the Whitewater River Stormwater Channel between the Cities of Palm Springs and Cathedral City.

***Policy CR2.2**: Make street improvements at problem intersections and bottleneck locations to improve specific traffic operations and safety, with all such improvements to be considered selectively on the basis of specific studies of the affected intersection and streets, and the impacts on the surrounding area and on pedestrian activity.*

As stated in the Project's Statement of Need, the Project will resolve the following:

- Design Inadequacies: The majority of Ramon Road between Gene Autry Trail in the City of Palm Springs and Da Vall Drive in the City of Cathedral City consists of 6 traffic lanes (3 lanes in each direction). However, the arterial within the project area between San Luis Rey Drive and Landau Boulevard consists of only 4 to 5 lanes including the Ramon Road Bridge, which consists of only 4 lanes;
- Safety Deficiencies: The proposed project will improve traffic safety and traffic flow on the existing river crossing by widening the narrow bridge and improving its roadway approaches. It will improve access to the Palm Springs International Airport, which is located approximately 2 miles west of the proposed roadway and bridge widening. The widening of the bridge will also enhance public health by improving access through the bridge to reduce response time of the Emergency Response Centers
- Capacity Deficiencies: The four-lane roadway and bridge currently creates a traffic bottleneck situation as Ramon Road narrows from a 6-lane roadway to a 4-lane roadway over the Whitewater River and bridge approaches. As a result, the project area experiences undesirable traffic congestion during peak hours and intermittently throughout the day especially from San Luis Rey Drive to Landau Boulevard.

Section 5: The City Council has carefully reviewed and considered all of the evidence presented in connection with the Project, including, but not limited to, the staff report, the Initial Study and public comments received, the proposed Mitigated Negative Declaration, the proposed Mitigation Monitoring and Reporting Program, and all written and oral testimony presented. The City Council further finds that on the basis of the entire Project record, there is no substantial evidence that the Project will have a significant effect on the environment and that the Mitigated Negative Declaration reflects the City's independent judgment and analysis.

NOW, THEREFORE, BE IT RESOLVED, that based upon the foregoing, and pursuant to Section 15074 of the CEQA Guidelines, Title 14, Division 6, Chapter 3, Article 6 "Negative Declaration Process", of the California Code of Regulations, the City Council adopts and orders the filing of a Mitigated Negative Declaration, and approves the Mitigation Monitoring and Reporting Program, for the Ramon Road Widening Project Between San Luis Rey Drive and Landau Boulevard, City Project No. 08-25.

ADOPTED this 7th day of May, 2014.

David H. Ready, City Manager

ATTEST:

James Thompson, City Clerk

CERTIFICATION

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

I, JAMES THOMPSON, City Clerk of the City of Palm Springs, hereby certify that Resolution No. ____ is a full, true and correct copy, and was duly adopted at a regular meeting of the City Council of the City of Palm Springs on May 7, 2014, by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

James Thompson, City Clerk
City of Palm Springs, California

	INITIAL STUDY

Project Title:	Ramon Road Widening Project	
City Project No.:	08-25	
Federal Project No.:	BHLS-5282 (040)	
Assessor's Parcel No.:	677-444-009, 010, 011, 013, and 014; 677-420-012, 015, 016, 021, 022, 023, 024, and 040; 678-210-012 and 038; 680-170-014, 051, and 053; 680-190-025, 031 and 036; 677-447-008, 010 and 011; 677-430-040.	
Lead Agency Name and Address:	City of Palm Springs 3200 E. Tahquitz Way Palm Springs, California 92262	
Project Location:	Ramon Road between San Luis Rey and Landau Boulevard Palm Springs, CA 92262 and Cathedral City, CA 92234	
Project Sponsor's Name and Address:	City of Palm Springs	3200 E. Tahquitz Way Palm Springs, California 92262
General Plan Designation(s):	Roadway	
Zoning:	Roadway	
Contact Person:	Edward Robertson, Principal Planner	
Phone Number:	(760) 323-8245	
Date Prepared:	January 30, 2014	

Description of the Project

The proposed project will result in the widening of Ramon Road from a 4-lane arterial to a 6-lane arterial (3 lanes in each direction) between San Luis Rey Dr. and Landau Blvd., including the widening and seismic retrofitting of the Ramon Road Bridge over the Whitewater River (Bridge NO. 56C0287). The project is inclusive of the parcels cited on page 1 of this IS/MND. In addition to bridge widening, the project will also include new guardrails, bridge supports within the Whitewater River Channel, installation of a median, reconstruction of gutters, curbs, and driveways, restriping of travel lanes and crosswalks, roadway rehabilitation, utilities relocation, drainage improvements, landscaping, and appurtenant work. The project also includes sidewalks across the bridge, including a 10-foot multi-purpose trail across the south side. In addition to the roadway and bridge improvements, the project also includes the construction of scour countermeasures in the channel bottom to protect the bridge piers during major flood events. Temporary dirt channel access ramps will be constructed at the southwest and southeast corners of Ramon Road and the wash and will be removed once construction is completed. Additional temporary access into the channel may also occur at the northeast and northwest corners.

The Project also proposes eastbound and westbound travel lane adjustments in order to allow for bridge approach widening. Westbound adjustments include construction of a variable-width median island up to 14-foot wide, and dual 350-foot exclusive westbound left turn pockets east of Crossley Road. At the intersection of Ramon Road and Landau Boulevard, plans also call for a 270-foot westbound right turn pocket, and eastbound adjustments include a 500-foot eastbound lane transition, and a 380-foot exclusive dual left turn pocket. A reconstructed raised median is also proposed within Ramon Road just east of Landau Blvd.

Plans also call for a new eastbound SunLine bus stop at the southeast corner of Ramon Road and Crossley Road. In addition, the existing westbound bus stop and turnout at the northeast corner of Ramon Road and Landau Boulevard will be relocated immediately west of Landau Boulevard. The existing eastbound bus stop at the southeast corner of Ramon Road and Landau Boulevard will be upgraded with a new turnout. Landau Boulevard will be extended south of Ramon Road, will provide a new access drive into the adjoining bowling alley, and compensates for the loss of the bowling alley's existing access drive on Ramon Road and immediately east of Landau Boulevard.

Traffic controllers and signals will be upgraded to accommodate the roadway expansion. The project will construct curbs, ramps, and sidewalks along the said segment of Ramon Road per current American Disabilities Act (ADA) standards.

Currently, the subject roadway is generally composed of asphalt concrete over an aggregate base, and surface conditions range from fair to good. The proposed project will result in a gap closure by providing a continuous 6-lane arterial to correct a bottleneck that occurs due to the narrowing of lanes across the bridge. The project is intended to enhance traffic flows and safety, and augment pedestrian and bicycle access.

Environmental Setting and Surrounding Land Uses

The proposed project is primarily located within the existing roadway right-of-way in an urban environment surrounded by commercial and residential land uses, as well as the Whitewater River and open space and golf course uses. The existing Ramon Road Bridge over the Whitewater River, which contains the existing Cimarron golf course north of Ramon Road and a natural flood control channel to the south. East of San Luis Rey on the south side of Ramon Road the land use designation is "Regional Commercial" and this use is mostly built out. The Whitewater River is designated as "Watercourse". West of the river and north of Ramon Road these lands are also designated "General Commercial". Just east of San Luis Rey on the north side of Ramon Road, the land use designation is "Medium Density Residential" allowing 4.5 to 10 dwelling units to the acre.

The proposed project is located in the cities of Palm Springs and Cathedral City, within Riverside County. The Ramon Road Widening Project is primarily contained within the Ramon Road right-of-way between San Luis Rey and just east of Landau Boulevard. The project is located within an urban setting surrounded by commercial, residential, and watercourse land uses. Land uses surrounding the site include:

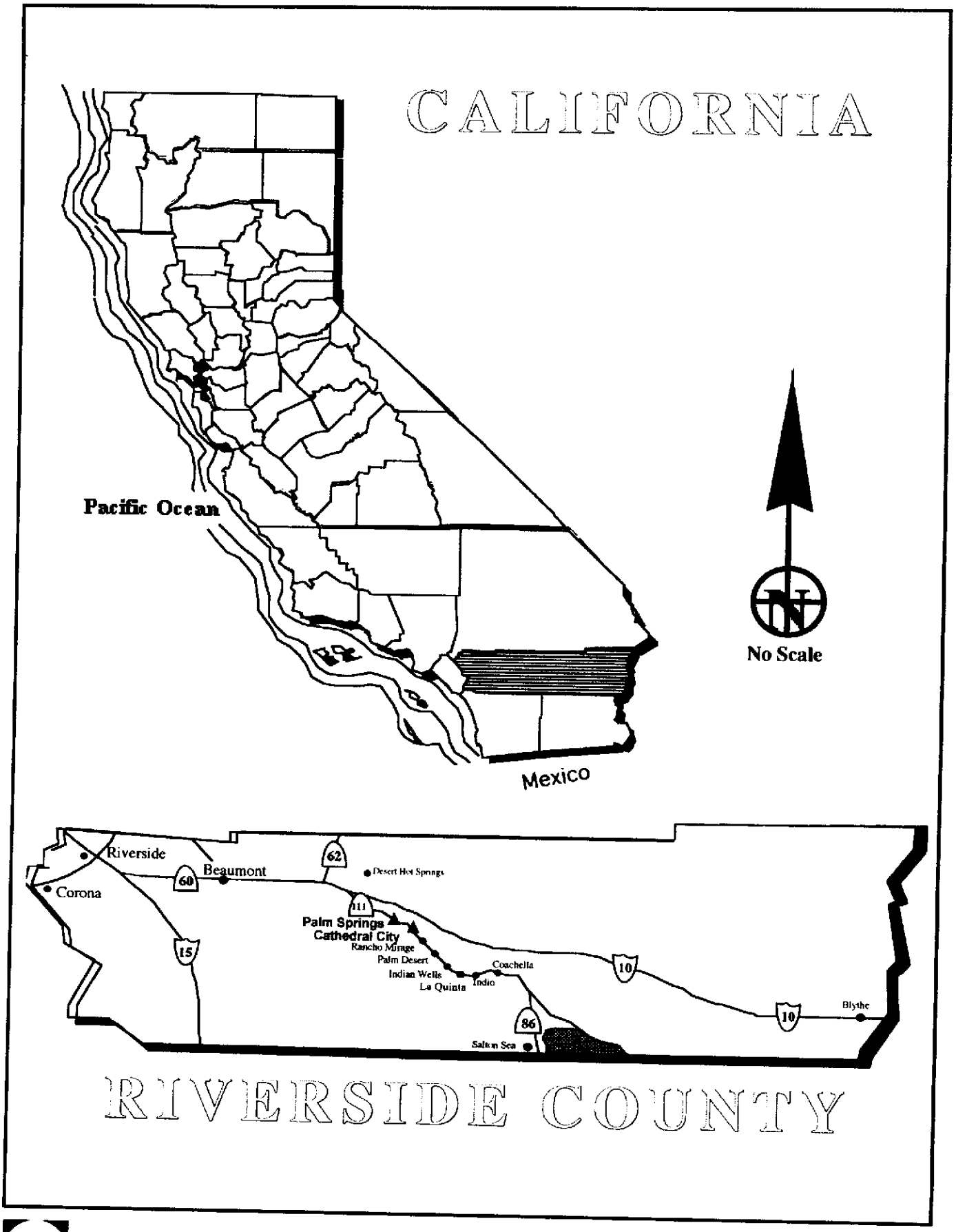
North: Whitewater River channel, golf course (Cimarron Golf Resort), single- and multi-family housing, storage
South: Regional shopping center, vacant swap meet site, Whitewater River channel, vacant land.
East: Commercial retail (shopping center, bowling alley etc.)
West: Regional and community commercial, general office buildings

Other public agencies whose approval is required
Caltrans, Coachella Valley Water District, Riverside County Flood Control District, California Department of Fish and Wildlife, California Regional Water Quality Control Board, US Environmental Protection Agency, US Army Corps of Engineers

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and corresponding discussion on the following pages.

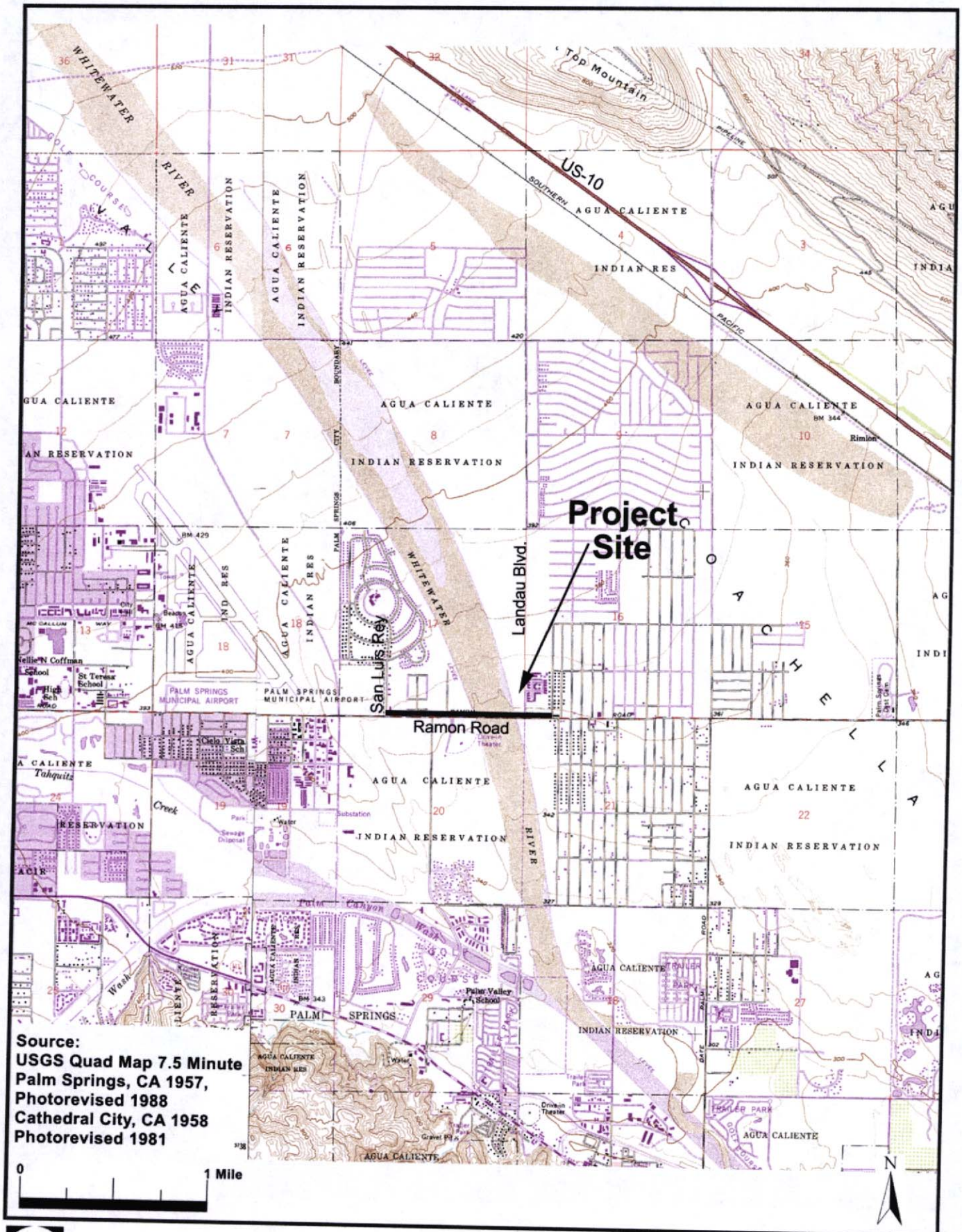
☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/ Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	



TERRA NOVA®
Planning & Research, Inc.

Ramon Road Widening Project
Regional Location Map
Palm Springs / Cathedral City, California

Exhibit 1



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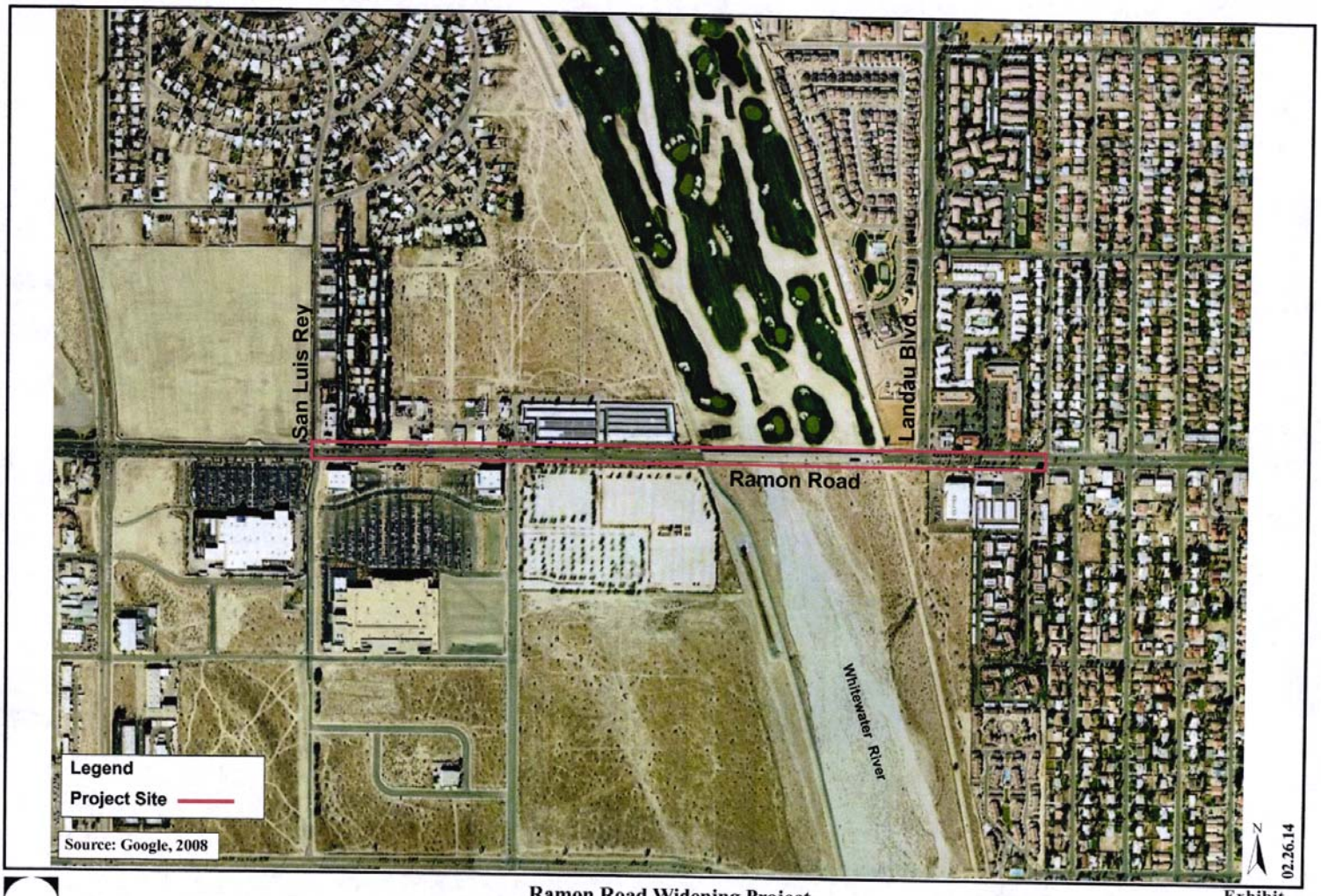
Ramon Road Widening Project
Vicinity Map
Palm Springs / Cathedral City, California

Exhibit
2



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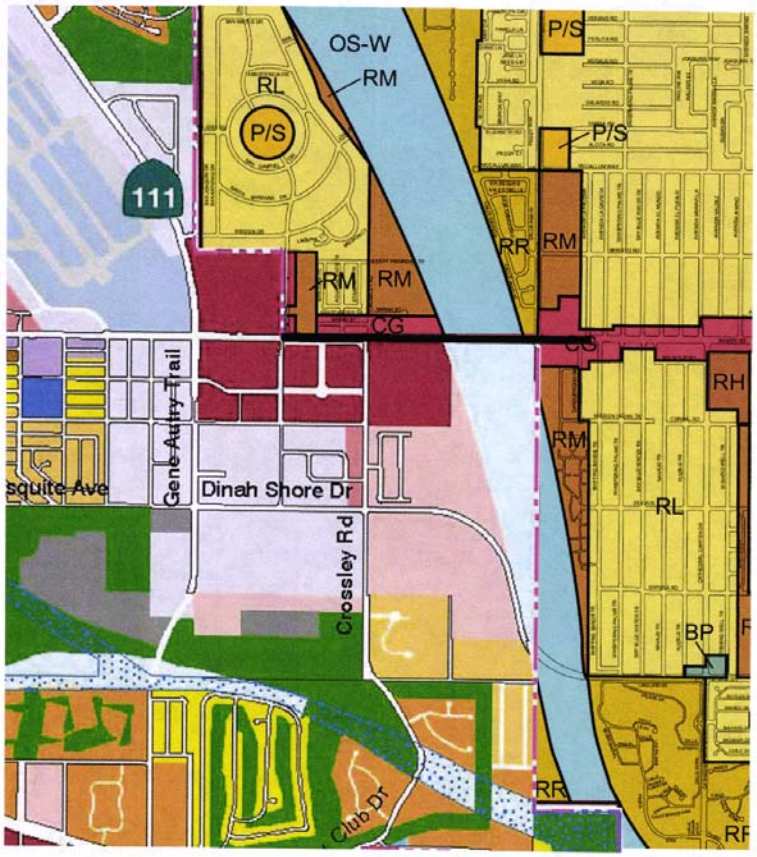
Ramon Road Widening Project
Project Site
Palm Springs / Cathedral City, California

Exhibit
3

Palm Springs Land Use

Legend

- Estate Residential (0 - 2.0 du/ac)
- Very Low Density Residential (2.1 - 4.0 du/ac)
- Low Density Residential (4.1 - 6.0 du/ac)
- Medium Density Residential (6.1 - 15.0 du/ac)
- High Density Residential (15.0 - 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 Land Use

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

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
- Sphere of Influence

Legend

Project Site ——

Source: City of Palm Springs, General Plan Land Use Element, 02.10.07
City of Cathedral General Plan, 10.24.07

N

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Ramon Road Widening Project
Land Use Map
Palm Springs / Cathedral City, California

Exhibit
4

DETERMINATION: The City of Palm Springs Planning Department

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Planner's Signature

Robertson

Edward Robertson, Principal Planner

1.30.14

Date

PURPOSE OF THIS INITIAL STUDY

This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the proposed project, as proposed, may have a significant effect upon the environment. Based upon the findings contained within this report, the Initial Study will be used in support of the preparation of a Mitigated Negative Declaration.

EVALUATION OF ENVIRONMENTAL IMPACTS

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on project-specific screening analysis).
2) All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4) "Negative Declaration: Potentially Significant Unless Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a) Earlier Analysis Used. Identify and state where they are available for review.
    b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8) The explanation of each issue should identify:
    a) The significance criteria or threshold, if any, used to evaluate each question; and
    b) The mitigation measure identified, if any, to reduce the impacts to less than significance.

I. AESTHETICS Would the project:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Source: City of Palm Springs General Plan, 2007; Visual Impact Assessment Technical Memorandum for the "Ramon Road Widening – San Luis Rey Dr. to Landau Blvd, Including Whitewater River Bridge Widening," prepared by Terra Nova Planning & Research, Inc., February 27, 2013; Ramon Road Bridge at Whitewater River Widening Project Draft Visual Impact Assessment, prepared by Terra Nova Planning & Research, Inc., September 2012.

Setting

The project area is located on the valley floor of the Coachella Valley and crosses a major drainage feature. The valley is surrounded by views of the San Jacinto Mountains to the west, the Santa Rosa Mountains to the south and southeast, the San Bernardino Mountains to the northwest and the Little San Bernardino Mountains to the north and northeast. These mountain ranges provide a dramatic backdrop that is visible throughout the valley, with the San Jacinto Mountains providing the most dramatic backdrop in the project vicinity. Other scenic resources in the City include the Whitewater River and open desert lands that persist in the area.

The project site is situated on the valley floor approximately 2 ½ miles north of the foothills of the Santa Rosa Mountains. It is generally flat and occurs at an elevation of approximately 360 feet above mean sea level. In the project area, Ramon Road is an east-west trending, 4-lane arterial that provides direct access to commercial and residential development, and serves as an important connector route between downtown Palm Springs on the west and Interstate-10 on the east. It crosses the Whitewater River Channel, which is the principal drainage feature of the Coachella Valley. The channel is dry during much of the year, but can accommodate significant runoff during flood events.

"Sensitive" viewsheds, or those of high prominence, in the project area include distant views of surrounding mountains to the west and south. Given their mass and significant rise over the valley floor, they are clearly visible from Ramon Road and surrounding development. Although the mountains are visible at street level, the visual character of the foreground and middle ground is typical of an urban setting and generally characterized by commercial, low- to medium-density residential, golf course, and light industrial development. Structures include single-story commercial buildings and one- and two-story residential dwellings. Newer commercial buildings are built in the prevailing desert architectural style, with warm earth tones and natural textures and materials, such as stucco, stone, and tile. Older commercial buildings consist of stand-alone masonry or concrete facades with few embellishments. Reflective surfaces are limited.

The developed environment includes 2-lane local roadways and 4-lane arterials, street signage, billboards, fencing, and utility infrastructure, including aboveground poles and wires in some locations. Landscaping consists of native desert plants and trees, as well as decorative boulders, and is more abundant and cohesive in recently constructed commercial developments. Vacant properties on the north side of Ramon Road consist of dry, sandy soils and sparse, naturally occurring vegetation.

Neither the existing Ramon Road Bridge over the Whitewater River nor other structures in the planning area constitute a visually unique landmark or structure of historic or aesthetic significance. Its importance lies in its ability to provide all-weather access for vehicular and pedestrian traffic crossing the Whitewater River Channel, which can become inundated during flood events. The bridge is a flat, ±1,144 foot long surface with 14 reinforced concrete pier walls and open end seat-type abutments, which are supported on concrete piles. Concrete barrier walls are approximately 36 inches high and topped with horizontal steel railings. The lack of any rise or steep angle to the bridge keeps the visual focus on the path ahead, rather than on the bridge itself. There are no lighting fixtures, columns, or heavy brackets to obstruct surrounding views.

Ramon Road provides an entryway into Palm Springs from the east. The visual character in the vicinity of the proposed project is consistent with a suburban downtown, including single family residences, commercial retail, and a variety of neighborhood services including gas stations, grocery stores, and restaurants. Ramon Road Bridge is situated between a golf course to the north and the natural Whitewater River channel to the south, thus having limited obstruction from nearby structures and providing views of the surrounding mountains in all directions.

Views of the river channel south of the bridge are unobstructed and include desert wash in the foreground and the Santa Rosa Mountains in the background. Views of the river channel to the north include golf course fairways and cart paths of the Cimarron Golf Resort, which is located within the boundaries of the river channel. Distant views of the Little San Bernardino Mountains to the north and San Bernardino Mountains to the northwest are unobstructed.

A Visual Impact Analysis was prepared to assess the visual impacts of the proposed widening of Ramon Road between San Luis Rey Drive and Landau Boulevard, including the widening of the Whitewater River Bridge, in the cities of Palm Springs and Cathedral City in Riverside County.

Discussion of Impacts

a) ***Less Than Significant Impact.*** As described above, the project site is located in an urban environment and will result in the widening of the existing 4-lane bridge over Whitewater River to a 6-lane bridge. Viewer groups are largely limited to the immediately surrounding residents and businesses, most of which have limited or no views of the widening project. The proposed roadway and bridge widening will appear very similar to the existing condition, if somewhat greater in width. Aesthetic enhancements to the widened bridge include a rotating series of colored pylons mounted on the bridge barrier wall (see Visual Simulations, Appendix F of this IS/MND). Impacts to views from surrounding properties will be limited and minor, insofar as the project will not result in a substantial change to the existing condition, and would not obscure scenic views or vista. In addition, the Ramon Road Bridge design was approved at the Cathedral City Public Arts Commission meeting on March 21, 2013, and Caltrans approved the Visual Impact Assessment on April 25, 2013. Overall, impacts to area viewsheds will be less than significant.

b) ***Less Than Significant Impact.*** The project will result in the widening of the existing Ramon Road Bridge and portions of the roadway east and west of the bridge. There are no historic structures on the project site or in the vicinity. Five medium and two small trees located within or encroaching into the right-of-way will be removed north of Ramon Road and east of Crossley Road adjacent to the self-storage center. Adequate room remains between the right-of-way and the building for new and effective landscape treatment such as shrubs and vines. Ramon Road is designated as a scenic corridor in the Palm Springs General Plan and the Cathedral City General Plan also recognizes the importance of arterial roadways and

their viewsheds. The project will result in a limited alteration to the area viewsheds. The proposed bridge aesthetic enhancements will not obstruct views and are not expected to significantly affect these viewsheds. As a result, impacts to scenic resources are expected to be less than significant.

c) ***Less Than Significant Impact*** The proposed project is compatible with the existing condition in that it is a widening of an existing roadway and bridge. The project also implements the General Plan by developing the ultimate right of way along the segment of Ramon Road between San Luis Ray and Landau Blvd. The design aesthetics have been defined through a collaborate process including community input and cities architectural/arts in public places committees on a variety of design features and the overall visual character. Therefore the proposed project will not significantly impact or degrade the existing visual character of the site or the surrounding area.

d) ***Less Than Significant Impact.*** Enjoyment of dark night skies is especially important to desert dwellers and can be adversely impacted by excessive lighting. Further, such lighting can intrude onto adjoining properties, and even interfere with driving. The proposed widening of Ramon Road, including the bridge, will result in upgrades to intersection and pedestrian lighting but does not include plans or fixtures that increase overall lighting levels, or increase glare or aerial illumination (up-lighting). The final project lighting plan will comply with Palm Springs Zoning Ordinance Section 93.21.00, Outdoor Lighting Standards. These standards are designed to minimize off-site impacts of project lighting, and will assure that impacts associated with light and glare as a result of the project will be less than significant. With thoughtful design and mitigation, the proposed project will not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Minimization Measures

Minimization measures have been incorporated in the proposed bridge design and specifically the aesthetic package, including the use of recessed, down-pointing pedestrian lighting on the bridge, as well as the selection of materials, textures, and colors, which have been approved.

Mitigation

1. The final landscape plan, lighting plan, and bridge aesthetics package shall be reviewed and approved by the City staff to assure conformance with applicable prior approvals and applicable standards and guidelines.

Monitoring

1. Prior to the initiation of landscape installation and bridge improvements, City staff shall review and approve the relevant portion of the project landscape plan, lighting plan, and bridge aesthetics package. **Responsible Parties**: City Project Manager

II. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007; California Department of Conservation; Farmland Mapping & Monitoring Program. 2001.

Setting

The City of Palm Springs is located in a desert environment. Soils are characterized as sandy and rocky. There is no agricultural activity in the City, nor are properties in the City designated by the State as agriculturally significant.

Discussion of Impacts

a-c) ***No Impact.*** The Ramon Road Widening project is located within an urbanized area of the City of Palm Springs. There are no farmlands in the vicinity of the project as designated by the Farmland Mapping and Monitoring Program of the California Resources Agency. Additionally, the project is not located on lands zoned for agriculture and is not covered by a Williamson Act contract. Therefore, the proposed project will have no impact on agricultural resource.

Minimization Measures

Mitigation
None required.

Monitoring
None required.

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Result in significant construction-related air quality impacts?	☐	☐	☒	☐
e) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
f) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Source: Road Construction Emissions Model, Version 7.1.2. ; SCAQMD AQMP, 2012. Coachella Valley PM_{10} SIP, 2003; Air Quality Report for the Ramon Road Widening Project," prepared by Terra Nova Planning & Research, Inc., August 2013; Air Quality Conformity Analysis for the Ramon Road Widening Project," prepared by Terra Nova Planning & Research, Inc., October 2013

Setting

The Cities of Palm Springs and Cathedral City are located in the western portion of the Coachella Valley area of Riverside County, a desert environment characterized by low annual rainfall (2 to 6 inches per year) and low humidity, with temperatures ranging from 80° F to 108 ° F in July and 40° F to 57° F in January. The Coachella Valley is located within the Salton Sea Air Basin (SSAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). All development within the SSAB is subject to SCAQMD's 2012 Air Quality Management Plan (2012 AQMP) and the 2003 Coachella Valley PM_{10} State Implementation Plan (2003 CV PM10 SIP).

Historically, the Coachella Valley has been classified as being in non-attainment for both ozone (O_3) and PM_{10}. The Federal Clean Air Act has classified the SSAB as a "serious" non-attainment area for the 8-hour state standard. SCAQMD recognizes that neighboring South Coast Air Basins contribute to local ozone levels, which make it difficult for the region to come into compliance with Federal ozone standards by June 2013. Therefore, the SSAB has asked for a reclassification of "severe-15," which must achieve attainment by June 15, 2019.

The Coachella Valley has become eligible for PM_{10} redesignation as "attainment" due to the valley's more recent annual average PM_{10} concentrations meeting the revised federal standard. At a public meeting on February 25, 2010, the California Air Resources Board (CARB) approved the Coachella Valley PM10 Redesignation Request and Maintenance Plan. The South Coast Air Quality Management District requested Federal redesignation of the Coachella Valley from serious nonattainment to attainment for the PM10 National Ambient Air Quality Standard on March 23, 2010. As of July 31, 2013, the Environmental Protection Agency has not redesignated the PM_{10} classification for the Coachella Valley.

Transportation Conformity Rule

In November 1993, the EPA and U.S. Department of Transportation (DOT) established the General Conformity Rule (amended 2008). Transportation conformity is required in areas designated "nonattainment" and "maintenance" by the U.S. EPA. The Clean Air Act Section 176(c)(1)(B) ensures that Federal actions comply with NAAQS by requiring that all federal actions in nonattainment and maintenance areas not cause or contribute to any new violation of any standard; increase the frequency or severity of any existing violation of any standard; or delay timely attainment of any standard or any required interim emission reductions.

Regional Conformity

The 2012-2035 Regional Transportation Plan (RTP) identifies all planned transportation projects, including the proposed project, which are subject to air quality assessment and conformity analysis. An Air Quality Report was prepared for the proposed project to determine if implementation of the project meets attainment requirements of the Clean Air Act. For further discussion and results, refer to the attached Air Quality Report in Appendix C of this document. An Air Quality Conformity Analysis was also prepared for and approved by Caltrans and the Federal Highway Administration (FHWA).

Discussion of Impacts

a) ***Less than Significant Impact.*** The proposed project is consistent with the goals and policies of the City of Palm Springs and Cathedral City General Plan Circulation Elements, which call for improved traffic conditions and widening of Ramon Road to the ultimate width of 6 lanes. Additionally, the proposed project does not conflict with or obstruct implementation of the SCAQMD air quality management plan. Therefore, the proposed project will not significantly impact air quality management planning.

b-d) ***Less than Significant Impact.*** Short-term emissions of air quality pollutants would occur during construction of the proposed project, including site disturbance, operation of construction equipment, mobile source emissions, paving, resurfacing, restriping, drainage improvement, and bridge expansion. Air quality emissions from construction activities are temporary and end once construction is complete.

Table 1
Construction Emissions for the Ramon Road Widening Project
(pounds per day)

	CO	NOx	ROG	SOx	PM_{10}	$PM_{2.5}$	CO_2
Maximum Emissions	44.1	98.4	9.1	N/A	54.9	14.9	10,502.2
SCAQMD Threshold	550.0	100.0	75.0	150.0	150.0	55.0	N/A
Significant	**No**	**No**	**No**	**No**	**No**	**No**	**N/A**

Source: Road Construction Emissions Model, Version 7.1.2.

Construction PM_{10} and $PM_{2.5}$ fugitive dust emissions are minimized through adherence to SCAQMD Rule 403, which requires the application of dust control plan and dust suppression techniques during all phases of construction. Caltrans Standard Specifications for construction (Section 10 and 18 [Dust Control] and Section 39-3.06 [Asphalt Concrete Plants]) are also effective in minimizing air quality emissions and must also be adhered to. Therefore, Project construction is not anticipated to violate State or Federal air quality standards or contribute to existing air quality violation in the air basin.

Operational air emissions impacts will generate air quality conditions that are similar to or better than previous roadway conditions due to shorter stops and delays, and by improved traffic flow, thereby, improving vehicle operation, fuel use, and reducing associated air quality emissions generated by mobile sources. Therefore, operational emissions will have less than significant impact to air quality.

Conclusion

As shown above, the proposed project will have less than significant impacts to air quality during construction and operational phases. Also, results of the Air Quality Report demonstrate that localized levels would not violate air quality standards, and therefore do no present a significant cumulative impact. Overall impacts to air quality from project construction and operation are therefore expected to be less than significant.

e-f) ***Less than Significant Impacts.*** The mass rate LST Look-Up Table was used to determine if the proposed project has the potential to generate significant adverse localized air quality impacts. LST for SRA 30 (Coachella Valley) are summarized in the table below for sensitive receptors located 100 meters from the emission source. The area of disturbance onsite will be limited to 5-acres. As shown below in Table 2, LST thresholds will not be exceeded during construction of the proposed project. Neither does the project create objectionable odors affecting a substantial number of people.

Table 2
Localized Significance Thresholds and Emissions for the Ramon Road Widening Project
(pounds per day)

	CO	NO_x	PM_{10}	$PM_{2.5}$
Project Emissions	44.1	98.4	54.9	14.9
LST	5,331.0	425.0	67.0	19.0
Exceed?	**No**	**No**	**No**	**No**

Source: Road Construction Emissions Model, Version 7.1.2.
Emissions shown are the maximum daily emission during all phases of construction.

Minimization Measures

While project air emissions are projected to have a less than significant impact on air quality, the following measures will further reduce emission of potentially harmful pollutants and should be included in project grading and dust control plans, as well as in construction and construction traffic staging:

1. Construction equipment, delivery trucks, worker vehicles, and haul trucks will limit idling time to no more than 5 minutes.

2. The grading contractor shall certify in writing that all construction equipment is properly serviced and maintained in good operating conditions. Certification shall be provided to City Engineer for review and approval.

3. Diesel-powered construction equipment shall utilize aqueous diesel fuels, and be equipped with diesel oxidation catalysts.

4. A fugitive dust plan shall be prepared for the proposed project and shall be approved by the City Engineer. Said plan shall include but not be limited to the following best management practices:

   - Chemically treat soil where activity will cease for at least four consecutive days;
   - All construction grading operations and earth moving operations shall cease when winds exceed 25 miles per hour;

- Water site and equipment morning and evening and during all earth-moving operations;
- Operate street-sweepers on paved roads adjacent to site;
- Establish and strictly enforce limits of grading for each phase of development; and/or
- Stabilize and re-vegetate areas of temporary disturbance needed to accomplish each phase of development.
- Wash off trucks as they leave the project site as necessary to control fugitive dust emissions.
- Cover all transported loads of soils, wet materials prior to transport, provide adequate freeboard (space from the top of the material to the top of the truck) to reduce PM10 and deposition of particulate matter during transportation.
- Use track-out reduction measures such as gravel pads at project access points to minimize dust and mud deposits on roads affected by construction traffic.

5. Construction equipment and materials shall be sited as far away from residential and park uses as practicable.

6. The following Best Control Measures (BCM) shall be utilized by the City's contractor, as required, to limit impacts to air quality:

   - BCM-1: Further Control of Emissions from Construction Activities: Watering, chemical stabilization, wind fencing, revegetation, and track-out control.

   - BCM-2: Disturbed Vacant Lands: Chemical stabilization, wind fencing, access restriction, and revegetation.

   - BCM-3: Unpaved Roads and Unpaved Parking Lots: Paving, chemical stabilization, access restriction, and revegetation.

   - BCM-4: Paved Road Dust: Minimal track-out, stabilization of unpaved road shoulders, and clean streets maintenance.

7. Existing power sources should be utilized where feasible via temporary power poles to avoid on-site power generation.

8. Imported fill and paving materials, as well as any exported material, shall be adequately watered prior to transport, covered during transport, and watered prior to unloading.

9. Each portion of the project to be graded shall be pre-watered prior to the onset of excavation, grading or other dust-generating activities.

10. On-going watering soil stabilization of disturbed soils, especially in the staging area, shall be employed on an on-going basis after the initiation of any grading activity on the site. Portions of the site that are actively being graded shall be watered regularly to ensure that a crust is formed on the ground surface, and shall be watered at the end of each workday.

11. SCAQMD Rule 403 shall be adhered to, ensuring the cleanup of construction-related dirt on approach routes to and from the site.

12. All grading activities shall be suspended during first and second stage ozone episodes or when winds exceed 25 miles per hour.

13. The contractor shall notify the City of the start and end of grading and construction activities in conformance and within the time frames established in the 2003 PM_{10} State Implementation Plan.

14. Construction staging and management plans shall be reviewed and conditioned to require the application of all reasonably available methods and technologies to assure the minimal emissions of pollutants from the development. The City Engineer shall review grading plan applications to ensure compliance with the mitigation measures set forth in this document and as otherwise conditioned by the City.

15. As part of the construction staging and management plans, the contractor shall concurrently submit a dust control plan consistent with the City's Air Quality Management Plan. Mitigation measures to be implemented through this plan include but are not limited to the use of water trucks and temporary irrigation systems, post-grading soil stabilization, phased roadway preparation and paving, as well as other measures which will effectively limit fugitive dust and other emissions.

16. Earth-moving operations at the site shall require pre-grading watering and the on-going application of water via an irrigation system and/or water truck to assure appropriate soil moisture and to preclude significant dust generation

Mitigation:
The City and its contractors shall comply with and thoughtfully apply the minimization measures and standard regulations listed above. While then results of the Air Quality Report indicate that project related emissions would not exceed state or federal thresholds and would not require special mitigation measures, the appropriate application of the above minimization measures will assure that potential impacts are avoided or minimized to the greatest degree practicable.

Monitoring:

A. Prior to the issuance of authorization to proceed, the City Engineer shall review and approve project staging and detailed dust management plans. The dust control plan or equivalent documentation shall also address issues of construction vehicle staging and maintenance. Implementation of these mitigation measures will ensure that impacts associated with PM_{10} are mitigated to a less than significant level.
Responsible Parties: City Engineer, General Contractor

B. The City or its designee shall conduct daily inspections of the project and intervene when contractor deviates from City-approved plans. Daily logs shall be maintained on the activities and their conformance to the project's dust control plan.
Responsible Parties: City Engineer staff or designee

IV. BIOLOGICAL RESOURCES **Would the project:**	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Source: *Natural Environmental Study: Minimal Impacts- Ramon Road Bridge Widening Project*, prepared by Terra Nova Planning & Research, Inc., 2013; *Focused Survey for Burrowing Owls- Ramon Road Bridge Widening Project*, prepared by AMEC Environment and Infrastructure, Inc., September 2012; *Biological Resource Assessment for the Ramon Road Bridge Widening Project,* prepared by AMEC Environment and Infrastructure, Inc., October 2012; *Ramon Road Bridge Widening Jurisdictional Delineation Report*, prepared by AMEC Environment and Infrastructure, Inc., November 2012; "Coachella Valley Multiple Species Habitat Conservation Plan," October 2008.

Setting

The Ramon Road widening project and the required modifications to the Whitewater River Channel where it is crossed by the existing four-lane Ramon Road Bridge are located in an urban environment surrounded by mostly developed lands, including commercial, low and residential, golf course and industrial/business park land uses. Lands in the channel include the Cimarron golf course on the north and natural wash conditions to the south. This undeveloped portion of the wash and the two staging areas are the only ones within the project site that have the potential to harbor sensitive biological resources. The potential for such resources is considered to be low due to habitat fragmentation and that the Whitewater River Channel is periodically disturbed and vegetation removed by the two flood control agencies; Riverside County Flood Control and Water Conservation District, and the Coachella Valley Water District.

Vegetation

A comprehensive plant survey was conducted on the project area. The undeveloped portions of the project study area were disturbed, with dominant vegetation consisting of creosote bush (*Larrea tridentata*) and four-wing saltbush (*Atriplex canescens*). The active channel of the Whitewater River was sparsely vegetated with desert twinbugs (*Dicoria canescens*) and Russian thistle (*Salsola tragus*). Portions of the site (area north of the mini-storage facility and west of the golf course; southwest portion of the survey area west of the river channel; and some of the flat areas on the east side of the channel south of Ramon Road support disturbed Stabilized and Partially-stabilized Desert Sand Field habitat. These areas had been degraded through extensive trash dumping, dirt trail/road construction via off-road vehicle (ORV) and pedestrian use, and partial clearing of vegetation.

Wildlife

The comprehensive wildlife survey identified 18 species, including three (3) reptiles species, 11 species of birds and four (4) mammals). The number of animals identified was affected by the seasonal timing (spring and early summer) and short duration of the survey period, and by the nocturnal habits of many animals. Several additional bird species were observed during the performance of focused burrowing owl surveys. Three common desert reptiles were observed during the site visits, Great Basin whiptail (*Aspidoscelis tigris tigris*), desert iguana (*Dipsosaurus dorsalis*), and zebra-tailed lizard (*Callisaurus draconoides*). The disturbed nature of much of the project area precludes use of the site by a variety of desert reptiles, as many of these species require better quality natural habitats, and some are substrate specialists (typically on dunes or wind-deposited sands – not very well represented on the site).

Birds observed during the survey included a mix of species common to desert scrub and developed areas of the Coachella Valley. Some of the birds observed included: house finch (*Haemorhous mexicanus*), verdin (*Auriparus flaviceps*), northern mockingbird (*Mimus polyglottos*), and common raven (*Corvus corax*). Neither burrowing owl nor their sign were detected during the general or protocol surveys. Other bird species identified included a Say's phoebe (*Sayornis saya*) nest and several active cliff swallow (*Petrochelidon pyrrhonota*) nests on the underside of the existing Ramon Road Bridge. Biologists also observed a verdin (Auriparus flaviceps) nest in a blue palo verde (Parkinsonia florida) on the eastern edge of the seasonal open market lot just south of Ramon Road and immediately west of the wash. Nests of these common native birds are protected under the federal Migratory Bird Treaty Act.

Common mammals (or their sign) observed during the surveys included: desert cottontail (*Sylvilagus audubonii*), black-tailed jackrabbit (*Lepus californicus*), and California ground squirrel (*Spermophilus beecheyi*). Biologists also detected the characteristic call of a Palm Springs round-tailed ground squirrel (*Xerospermophilus tereticaudus chlorus*) immediately adjacent to the northwest portion of the project site during the April survey. This species is not listed as threatened or endangered, but is a covered species under the CV MSHCP.

Coachella Valley Multiple Species Habitat Conservation Plan

The cities of Palm Springs and Cathedral City both participate in the Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP), which is a comprehensive regional plan encompassing a planning area of approximately 1.1 million acres and conserving approximately 240,000 acres of open space. The Plan is intended to address the conservation needs of a variety of plant and animal species and natural vegetation communities that occur in the Coachella Valley region. The Plan was finalized in October 2008. It establishes a system of preserves outside of urbanized areas in the valley in order to protect lands with high conservation value. It streamlines permitting processes by implementing state and federal endangered species acts while providing for land development within its planning area. The proposed improvements would occur within the CV MSHCP planning area and the subject road and bridge-widening project is a "Covered Activity" as defined by the CV MSHCP. The Plan provides mitigation for impacts associated with the roadway-widening project.

Discussion of Impacts

a) ***Potentially Significant w/out Mitigation.*** Large portions of the project area have been previously developed and/or degraded through various human activities, and the remaining native habitat on the site is moderately to highly degraded. Given these conditions, there is a low potential for the proposed project to adversely impact most of the sensitive biological resources known in the project vicinity such as burrowing owls, California ground squirrel, Coachella Valley milkvetch, or Coachella Valley fringe-toed lizards. However, the project does have the potential to negatively impact nesting cliff swallows and Say's phoebe known to be nesting in the project area, and possibly other native bird species that have nested on the underside of the existing bridge. Additionally, round-tail ground squirrels were detected immediately adjacent to the northwest portion of the project site in an area that may potentially be used as a staging area for project equipment. Mitigation measures are provided below to reduce project impact to less than significant levels.

b) ***No Impact.*** There is no riparian habitat on the site.

c) ***Less Than Significant Impact.*** A Jurisdictional Delineation Report was prepared for the project to identify temporary and permanent impacts to federally protected wetlands. The report identified two (2) drainage areas within the project area that will be affected by the proposed bridge widening, including portions of the Whitewater River and "Drainage A," which is an ephemeral stream that enters the study area through a three-foot concrete pipe that drains runoff from the adjacent business center. Neither drainage has been identified as a wetland or as riparian habitat, although they do include "waters of the US and State". Since the delineation was performed the design of the bridge and associated scour protection have been refined. The permanent impact to waters of the United States totals 0.48 acres. A CWA 404 Nationwide dredge and fill permit will be required by the US Army Corps of Engineers for working in the channel. The California Department of Fish and Wildlife (CFFW) is also processing a streambed alteration agreement for impacts to waters of the State.

d) ***Less Than Significant.*** The project area has been previously developed and is not expected to interfere substantially with the movement of migratory wildlife. Part "A" of this discussion (above) addresses the potential impacts to migratory birds and suggests mitigation measures to avoid/reduce serious impacts.

e) ***No Impact.*** The proposed project will not interfere with any City policies regarding the preservation of plants or animals. The project is a "Covered Activity" under the CV MSHCP and Measure A fees and other mitigation are being applied to affect mitigation set forth in the Plan.

f) ***No Impact.*** The site is not identified as a conservation area in the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP); however, the participating jurisdictions and agencies are required to implement the Measure "A" fund tax to mitigate the direct, indirect, and cumulative effects of transportation projects within the CVMSHCP plan area. As noted above, the project is a "Covered Activity" under the CV MSHCP and Measure A fees and other mitigation are being applied to affect mitigation set forth in the Plan.

Minimization Measures

Mitigation:

1. In compliance with the federal Migratory Bird Treaty Act (MBTA), any site disturbance occurring between January 1 and August 31 and having the potential to impact nesting birds shall require a qualified biologist to conduct at least one nesting bird survey, and more if deemed necessary by the consulting biologist, ending no less than 3 days prior to grading. All suitable nesting habitat (including open ground and the underside of the Ramon Road Bridge) on the project site, whether or not they will be removed or disturbed, shall by surveyed for nesting birds. If there are no nests present, this condition will be cleared. Otherwise, conducting construction activities outside the breeding season (September 1 through December 31) can avoid having to implement these measures.

2. In compliance with Section 404 of the Clean Water Act, any site disturbance occurring on jurisdictional waters will be required to comply with the USACE permitting process and regulations as they relate to the discharge or dredged or fill materials and as set forth in Section 404 of the federal Clean Water Act.

3. Prior to the issuance of grading permits or other authorization to proceed, the City shall secure a streambed alteration agreement or waiver therefrom from the California Department of Fish and Wildlife.

Monitoring:

A. Prior to any site disturbance, a qualified biologist will conduct all necessary site surveys, including pre-construction burrowing owl and nesting bird surveys to ensure that impacts to burrowing owls and nesting birds are avoided, minimized and mitigated to less than significant levels
Responsible Parties: City Engineer, Project biologist, Project manager

V. CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Source: "Historic Property Survey Report: Ramon Road Bridge Widening Project," prepared by CRM TECH, October 2013; Palm Springs General Plan and EIR, 2007; Cathedral City General Plan & EIR, 2002, and as amended.

Setting

The project site is located immediately north of the City's urban core. The site was previously developed, and is surrounded by existing commercial development and City roadways. The potential for archaeological resources is therefore low. The City includes a number of historic buildings, particularly those associated with mid-Century Modern architecture. There are no listed structures on or adjacent to the project site.

The City occurs well outside the boundary of ancient Lake Cahuilla, an area where paleontological resources have occurred. Further, soils in the City are generally post-Pleistocene age alluvium from the surrounding mountains, too new in the context of paleontology to yield fossilized remains. The project area is located within the Agua Caliente Band of Cahuilla Indians (ACBCI) Traditional Use Area (TUA), and portions of the project site occur on ACBCI reservations lands. There was extensive consultation with the ACBCI regarding the project and the Tribe's concerns have been incorporated into recommended mitigation measures.

Discussion of Impacts

a,b) ***No Impact, Less than Significant Impact:*** CRM TECH conducted a Historic Property Survey (HPSR) for the proposed project in October 2012 in accordance with Section 106 of the National Historic Preservation Act. Findings from the report indicate that no historical or archaeological resources have been identified previously within or adjacent to the project area, and there is no evidence indicating the existence of archaeological resources within the project area. The proposed project is not expected to impact historic or archaeological resources.

However, review of the Agua Caliente Band of Cahuilla Indians (ACBCI) cultural registry revealed that the project site is partially on ACBCI reservation lands, and that the project area is located within the Tribe's Traditional Use Area (TUA). Therefore, ACBCI requests that an approved Native American Cultural Resource Monitor be present during ground disturbing activities should buried cultural deposits be encountered. Such monitoring will ensure that impacts to archeological and cultural resources will be less than significant.

The State of California's Native American Heritage Commission was contacted on August 24, 2012, and responded in writing on August 27 that the commission's sacred lands files yielded no Native American cultural resources within the APE. A total of 19 local tribal representatives were subsequently contacted by June 21, 2013.

c) ***No Impact.*** The City and the project site are well outside the boundary of ancient Lake Cahuilla, an area where paleontological resources have occurred. Soils in the City are generally post-Pleistocene age alluvium from the surrounding mountains, making them too young in the context of paleontology to yield fossilized remains.

d) ***No Impact.*** It is not anticipated that any human remains will be encountered during construction of the proposed project because the site and surrounding area have been previously disturbed to accommodate development. However, should any previously unidentified or unanticipated human remains be discovered during project construction, state law requires that law enforcement be contacted, and the remains removed in a prescribed manner. The project will be subject to these requirements.

Minimization Measures

Mitigation:

A. In the event of human remains being discovered during project development, the State of California requires a coroner be contacted and all activities cease to assure proper disposal. The proposed project is not expected to disturb human remains.

B. In the event cultural artifacts are uncovered during site grading or rock removal, work in this area shall be immediately halted and a qualified archaeologist will be called in to evaluate and, if necessary recover and document such resources.

Monitoring:

A. The presence of an approved Native American Cultural Monitor(s) during any ground disturbing activities (including archaeological testing and surveys). The monitor may request that destructive construction halt in the event that cultural deposits are encountered, and notify a Qualified Archaeologist (Secretary of the Interior's Standards and Guidelines) to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Aqua Caliente Tribal Historic Preservation Officer.
Responsible Party: Project Manager; Approved Native American Cultural Monitors, Qualified Archeologist.

VI. GEOLOGY AND SOILS **Would the project:**	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007; "Preliminary Geotechnical Report- Ramon Road Widening," prepared by Converse Consultants, June 2012.

Setting

The San Andreas Fault zone is the major fault in the Coachella Valley, which exposes the City to high amounts of seismic activity. The project and its vicinity are not within or adjacent to any Alquist Priolo Fault Zones. The City's soils are generally composed of alluvial sediments ranging from sand and silty sand to large boulders. The area of the project site, and its surroundings, consist of developed sites with compacted fill. Converse Consultants conducted a Preliminary Geotechnical Report for the proposed project in June 2012.

Discussion of Impacts

a)

i) ***No Impact.*** This site is not located within an Alquist-Priolo Fault Zone, nor are there active faults located on-site. Therefore, active fault rupture is unlikely to occur at the project site.

ii) ***Less than Significant Impact.*** The San Andreas Fault has the potential to generate high levels of ground shaking during large magnitude earthquakes. The nearest known segment of the San Andreas Fault is the South Branch (Banning Fault), located about 5.0 miles northeast of the project site, which is capable of generating a moment magnitude 7.4 earthquake. All structures in the planning area will be subjected to this shaking, and could be seriously damaged if not properly designed. The proposed project is limited to roadway and bridge improvements and lane widening, and will not substantially alter the exposure of people to risks associated with strong seismic ground shaking. All construction on the site will be required to abide by the Caltrans Design Specifications thereby reducing impacts related to strong ground shaking to less than significant levels.

i) ***Less than Significant Impact.*** Figure 6-1 of the Palm Springs General Plan indicates the project site is located in an area of low liquefaction susceptibility. This area is characterized by fine-grained granular sediments that are normally susceptible to liquefaction, but groundwater depths are greater than 50 feet. The site is located in an area that is susceptible to high levels of groundshaking and may result in localized impacts related to liquefaction around saturated foundations or other load-carrying structures. The proposed project is limited to roadway and bridge widening improvements and will not substantially alter the exposure of people to risks associated with liquefaction. Impacts are expected to be less than significant.

iv) ***No Impact.*** The City of Palm Springs General Plan indicates that potential landslide hazard is primarily located in hillsides or mountainous areas of the City. The project is located within the City's urban core, which is generally flat and substantially developed. The potential for landslides does not occur on or adjacent to the site. No impact is expected.

b) ***Less than Significant Impact.*** The project is located in an area with a high wind erodibility rating, as defined by the Palm Springs General Plan. The Whitewater River Channel portion of the project is also subject to high rates of fluvial erosion, which are affected by the proposed project. The project will involve ground disturbance in and outside the channel, which have the potential to increase soil erosion. Channel plans reduce the potential impacts of channel scour to less than significant levels. The site is located in an urbanized area and is occupied by the existing Ramon Road Bridge. The project contractor will be required to implement a dust control management plan as part of the grading permit to minimize potential impacts caused by blowing dust and sand during construction. Procedures set forth in said plan will ensure that potential erosion is controlled during the construction process. Once completed, the project area will consist of paved, landscaped and otherwise stabilized surfaces, including those within the river channel, which will resist erosion and protect the bridge and other roadway improvements.

c) ***Less than Significant Impact.*** According to Figure 6-3 of the Palm Springs General Plan, the site contains older alluvial gravel and sand (Qoa), and stream channel gravel and sand (Qg). The proposed project includes improvements and widening of an existing roadway and will not include development of completely new structures. Therefore, the project will have a less than significant impact associated with unstable soils. Project soils appear capable of supporting the proposed improvements.

d) ***No Impact.*** Expansive soils contain water-absorbing minerals. The project site is primarily made up of alluvial gravel and sand deposits and does not include such soils. Impacts related to expansive soils are not anticipated.

e) ***No Impact.*** No septic tanks or alternative wastewater disposal systems would be constructed as part of the proposed project. Therefore, no impact would occur.

Minimization Measures

A. Bridge construction will be required to abide by Caltrans Design Specifications, including applicable seismic performance standards.

Mitigation:

1. Any final foundation investigations should be performed by a certified Engineer to determine the subsurface conditions and final pile type and depth.

Monitoring:

A. Prior to bridge construction, a final foundation investigation should be performed by a certified Engineer to determine the subsurface conditions and final pile type and depth.
Responsible Party: City Engineer

VII. GREENHOUSE GAS EMISSIONS **Would the project:**	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Source: Road Construction Emissions Model, Version 7.1.2. ; SCAQMD AQMP, 2012. Coachella Valley PM_{10} SIP, 2003; Air Quality Report for the Ramon Road Widening Project," prepared by Terra Nova Planning & Research, Inc., August 2013; California Air Resource Board, http://www.arb.ca.gov/cc/ccms/ccms.htm, visited 11.27.13

Setting:

In 2011, greenhouse gas emissions from transportation accounted for about 28% of total U.S. greenhouse gas emissions, making it the second largest contributor of U.S. greenhouse gas emissions after the Electricity sector. Greenhouse gas emissions from transportation have increased by about 18% since 1990. This historical increase is largely due to increased demand for travel and the stagnation of fuel efficiency across the U.S. vehicle fleet. However, new vehicle fuel economy began to improve in 2005, largely due to a lower light-duty truck market share and higher fuel economy standards.

California was the first state to establish regulations that require the reduction of emissions from motor vehicles. On September 24, 2004, the California Air Resources Board adopted a bill that requires all 2009 and later vehicles to reduce their greenhouse gas emissions by about 30% by the year 2016.[1]

On June 1, 2005 Governor Arnold Schwarzenegger issued executive order S-3-05, which calls for reduction in GHG emission to 1990 levels by 2020 and for an 80 percent reduction below 1990 levels by 2050. The California Global Warming Solutions Act (AB 32) was adopted by the state legislature in 2006. It sets forth a program to achieve 1990 emission levels by 2020 and requires CARB to proclaim 1990 GHG emissions and develop a Scoping Plan. CARB has reported that 1990 GHG levels were 427 million metric tons (MMT) for the state of California and adopted the scoping plan on December 11, 2008. The Scoping Plan includes a cap and trade program, green building strategies, recycling and waste reduction, and Voluntary Early Actions and Reductions.

The California ARB has adopted a new approach to passenger vehicles – cars and light trucks – by combining the control of smog-causing pollutants and greenhouse gas emissions into a single coordinated package of standards. The new approach, called California's Advanced Clean Cars Program, also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California.

The proposed roadway-widening project is designed to close a capacity gap along a critical stretch of Ramon Road, including that portion crossing the Whitewater River. The project connects two six-lane segments currently separated by the subject four-lane roadway and bridge. The gap is a cause of disrupted traffic flow and delay, which contributed to the emission of GHGs and other harmful pollutants.

[1] "Clean Car Standards – Pavley, Assembly Bill 1493," CARB. http://www.arb.ca.gov/cc/ccms/ccms.htm

a-b) ***Less Than Significant Impact.*** The proposed project will generate short-term GHGs during construction. Operational impacts to GHG emissions should be positive, producing a lower emission per vehicle mile traveled through this portion of the road network; improved system efficiencies. The proposed project will improve traffic flow and travel times, maintain or improve LOS, and reduce congestion by correcting the bottleneck that occurs over the Whitewater River on Ramon Road. Without proposed project improvements, local travel along the subject Ramon Road segment will continue to be constricted, which would result in avoidable or reducible GHG emissions. The project contains several transportation system management strategies that will reduce GHG emissions at operation, including enhanced pedestrian and bicycle access, travel and turning lane additions, traffic signal optimization, capacity expansion, and roadway resurfacing. The proposed project is expected to result in an overall reduction in GHG emissions compared to the no project alternative. Therefore, air quality impacts from GHG emissions will be less than significant.

Minimization Measures

Mitigation: None required.

Monitoring: None required.

VIII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007; "Initial Site Assessment for the Ramon Road Widening Project," prepared by Terra Nova Planning & Research, Inc. March 2013.

Setting

The properties adjoining the onsite roadways within the project area are of mixed use, being either vacant land, commercial businesses, or residential. Commercial uses include restaurants, retail stores, business offices, a storage facility, a bowling alley, and two fuel stations.

Existing hazardous material storage structures within the survey area include three underground fuel tanks at the 7-Eleven store/service station and two fuel tanks at the Chevron service station. Two underground tanks at the U-Haul facility were removed in the 1990s. The underground storage tanks at the Chevron and 7-Eleven fuel service stations were reported as having released gasoline into the underlying soil (not groundwater). An underground tank at the U-Haul facility was also reported as having released waste oil into the underlying soil. The soil at each of these three facilities is reported as having been cleaned to the satisfaction of the regulatory agencies (no further actions; cases closed). Note that the previously contaminated soil at these properties did not underlie the existing or proposed rights-of-way.

Extensive testing was conducted for lead contamination in soils in and adjoining the project site. An asbestos survey of the bridge was also conducted to determine whether modification to and expansion of the bridge would release potentially hazardous materials into the air. The surveys, testing and analysis indicate that lead levels in soils adjoining the site and in pavement paints are at levels that are less than significant. The bridge asbestos survey also detected no levels of asbestos that constitute a potential release hazard.

Discussion of Impacts

a-b) ***Less than Significant Impact.*** A Phase I Initial Site Assessment was conducted to identify any potentially hazardous substances onsite or in the project vicinity that could impact or be impacted by the proposed project. Existing hazardous material structures within the service area include three underground fuel tanks at the 7-Eleven store/service station and two fuel tanks at the Chevron service station. Two underground tanks at the U-Haul facility were removed in the 1990's. The underground storage tanks at the Chevron, U-Haul and 7-Eleven fuel service stations were reported as having released gasoline into the underlying soil (not groundwater), however the soil at each of these three facilities is reported as having been cleaned to the satisfaction of the regulatory agencies. Based on the findings of the assessment, there are no known onsite conditions that would warrant regulatory involvement.

Construction of the proposed project would involve the use of heavy equipment, which uses small amounts of oils and fuels and other potentially flammable substances. During construction, equipment would require minor maintenance on location, which could lead to fuel and oil spills if not properly managed. The Contractor will be required to identify a staging area for storing materials and equipment, and will be required to implement best management practices to assure that impacts are minimized and that any minor spills are immediately and properly remediated.

The existing roadway contains yellow striping paint that contains elevated lead concentrations. However, the paint is generally faded and thin, thus reducing its actual quantity and health threat. Additionally, there is a potential that asbestos-containing material (ACM) are present within the bridge's existing structure. Since the project is an expansion of the existing structure, the disruption to any ACM is anticipated to be limited, and an ACM study is not considered warranted nor is it recommended.

Ramon Road is considered a major roadway and may occasionally be used to transport hazardous materials. The purpose of the project is to improve traffic flow through and existing constriction and to improve the safety, the bridge and roadway for all users, which would result in better transportation conditions. Therefore, the proposed project will have a less than significant impact on the transportation of hazardous materials.

c) ***No Impact.*** The project site is not located within ¼ mile of an existing or proposed school. The nearest school is the Agua Caliente Elementary School located approximately 0.54 miles to the north of the west end of the project roadway segment. The proposed bridge expansion will not generate hazardous materials, nor will these products be used in the project area. There will be no impact to schools.

g) ***No Impact.*** The proposed project lands are not listed on state or federal databases of contaminated sites. No impacts associated with hazardous materials contamination are expected on the project lands.

e-f) ***No Impact.*** The Palm Springs International Airport is located within 2 miles of the project site. The purpose of the project is to improve roadway capacity, safety and multi-modal infrastructure, and will therefore have no adverse impacts to people working or residing in the area. There are no private airstrips in Palm Springs, Cathedral City or the project vicinity.

g) ***Less than Significant Impact.*** The proposed roadway and bridge-widening project may require temporary lane closures, detours and re-routing. However, a Construction Traffic Control Plan has been prepared for the project and emergency access will be preserved during all construction activities. At build out, improved roadway and bridge capacity will enhance access for emergency vehicles. Therefore, there will be a less than significant impact to the adopted emergency response plan or evacuation plan.

h) ***No Impact.*** The project area is located within an urbanized area of the cities of Cathedral City and Palm Springs, with well-established land uses, newer uses and open space lands associated with drainage features and undeveloped lands. The site is not located in a wildland fire hazard area, and the proposed project will not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. Therefore, no impact would occur.

Minimization Measures (if any):

Mitigation:

A. It is recommended that any soil excavations conducted onsite be monitored (by the construction contractor) for visible soil staining, odor, and the possible presence of unknown hazardous-material sources, such as buried 55-gallon drums and underground tanks (although not anticipated). If hazardous material contamination or sources are suspected or identified, an environmental professional should evaluate the course of action required. This course of action should include following the Unknown Hazards Procedures found in Chapter 7 of the California Department of Transportation's Construction Manual, 2010.

Monitoring:

A. During construction, soil excavations conducted onsite be monitored (by the construction contractor) for visible soil staining, odor, and the possible presence of unknown hazardous-material sources.
Responsible Party: Construction Contractor

IX. HYDROLOGY AND WATER QUALITY **Would the project:**	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☒	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? (Source:	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

IX. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Source: "Water Quality Assessment Report: Ramon Road Bridge Widening Project," prepared by AEI-CASC Consulting, November 2012; "Location Hydraulic Study: Whitewater River at the Ramon Road Bridge Widening Project," prepared by AEI CASC Consulting, November 2012; "Ramon Road Drainage Study," prepared by MSA Consulting, Inc. February 2013.

Setting

The existing Ramon Road Bridge is located at the Whitewater River in Palm Springs. The Whitewater River serves as a natural flood conveyance for the surrounding mountains and expands approximately 60 miles southeast through the Coachella Valley to the Salton Sea. The Coachella Valley Water District (CVWD) operates and maintains the easterly 600-foot section of the River within the project reach, while the Riverside County Flood Control & Water Conservation District (RCFC&WCD) controls and maintains 200 feet of the westerly side of the channel.

The project currently drains from the high-point in the middle of the bridge east and west towards the existing Ramon Road Bridge abutments and drops into the existing storm drain system on either side of the bridge. The proposed project will maintain existing drainage patterns.

The project is located within the Colorado River Basin and is subject to the Riverside County Whitewater River Region MS4 Permit (NPDES Permit No. CAS617002). Coverage under this MS4 Permit requires compliance with the Statewide Construction General Permit (99-08-DWQ, NPDES No. CAS000002), however 2012-0014-DWQ as amended by 2012-0006-DWQ will be used to ensure compliance with next MS4 Permit, which may be issued prior to construction. The permit has three key documents to guide compliance with the requirements of the MS4 Permit:

- Whitewater River Region Stormwater Management Plan (June 2009) (SMP): The SMP describes activities and programs to be implemented to manage urban runoff to comply with the requirements of the MS4 NPDES permit. The element in of the SMP particularly applicable to the proposed project is Section 6 – Permittee facilities and Operations, which includes requirements for post-construction Best Management Practices (BMPs) and Permittee construction activities associated with public works projects.

- Whitewater River region Water Quality Management Plan for Urban Runoff (January 2011) (WQMP): The WQMP provides guidelines for project-specific post-construction BMPs and for regional and sub-regional treatment control BMPs.

- Riverside County Whitewater River Region Stormwater Quality Best Management Practice Design Handbook (June 2009) (BMP Design Handbook): Provides design procedures for structural BMPs for new development and redevelopment within the Whitewater River Region of Riverside County.

Discussion of Impacts

a) ***Potentially Significant Unless Mitigation Incorporated.*** A Water Quality Assessment Report was prepared for the proposed project[2]. Construction at the site would be subject to the Riverside County Whitewater Region NPDES MS4 Permit (NPDES Permit No. CAS617002). Coverage under this permit requires compliance with the Statewide Construction General Permit (CGP). Construction equipment staging areas will need to be located a considerable distance from the Whitewater channel to avoid inadvertent discharge of harmful chemicals. The U.S. EPA CPG will also be used because the project partially lies on Indian lands. A Storm Water Pollution Prevention Plan (SWPPP) will be prepared in compliance with the U.S. EPA CGP and the current California CGP to facilitate the implementation of Best Management Practices (BMPs) to reduce project related impacts to hydrology including pollution reduction, and groundwater protection. Compliance with existing regulations and mitigation requirements will result in a less than significant impact on water quality standards and waste discharge requirements.

b) ***Less than Significant Impact.*** The proposed project is limited to roadway improvements and does not include the development of habitable structures requiring water service. The water for the area is supplied through the natural groundwater recharge and imported supplies of the Colorado River. Water used during construction will be minimal and temporary. Therefore, the proposed project will have a less than significant impact on groundwater supplies and recharge.

c) ***Potentially Significant Unless Mitigated.*** The proposed roadway and bridge-widening project involves the widening of the existing bridge deck and extension of the existing pier walls supporting the bridge. There will also be limited extension of fill areas primarily at the four corners of the bridge and outside the channel. The construction of the extended pier walls and channel conditions require the installation of a reinforced concrete mat under the bridge and across the full width of the channel. This design, which has been approved by the flood control agencies, will prevent channel scour that could threaten or undermine the pier walls supporting the bridge. The existing channel side slope protection in the vicinity of the bridge will also be extended deeper below the existing ground surface to protect the side slopes from being undermined in a large storm event. Therefore, although the project could substantially alter the existing drainage pattern which could result in substantial erosion or siltation on or off site, designed and approved scour protection will reduce this potential to a level that is less than significant.

d,e ***Less than Significant Impact.*** The hydraulic study[3] prepared for the proposed project identifies that storm water generated on the site currently drains from the high-point in the middle of the bridge east and west towards the existing Ramon Road Bridge abutments and discharges into the existing storm drain system on either side of the bridge. The project is designed to maintain existing roadway drainage patterns. The existing drainage system west of the Ramon Road Bridge is adequately sized to collect and convey the flows created by the widening of Ramon Road[4]. The proposed addition of catch basins and drywells will increase the capacity of the existing drainage system east of the bridge until the Cathedral City's future master drainage system is constructed. The project will not substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff in a manner that could result in flooding on or off site. Neither would the project create or contribute runoff that could exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts to drainage and run-off are expected to be less than significant.

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2 "Water Quality Assessment Report: Ramon Road Bridge Widening Project," prepared by AEI-CASC Consulting, November 2012.

3 "Location Hydraulic Study: Whitewater River at the Ramon Road Bridge Widening Project," prepared by AEI CASC Consulting, November 2012.

4 "Ramon Road Drainage Study," prepared by MSA Consulting, Inc. February 2013.

f) ***Less than Significant Impact.*** The project will not make a significant contribution to storm water runoff or have a significant adverse effect on local or regional flood control capabilities. The project will not have a significant adverse effect on local or regional ground water quality or quantity. With the implementation of required Best Management Practices (BMPs), no significant long-term impact to water quality would result. Therefore, impacts associated with water quality will be less than significant.

g) ***No Impact.*** The proposed project will not result in the development of housing either within or outside a 100-year flood plain. No impact is expected.

h) ***Less than Significant.*** The 100-year floodplain in the project vicinity occurs within the confined Whitewater River Channel, which includes the bridge portion of the subject project. The proposed project will introduce an extension of existing bridge structures within the channel and may affect and be affected by channel hydraulics. The design of the pier walls, concrete mat erosion protection and extension of side slope toe-downs are meant to maintain a stable channel and bridge supports while no impeding or diverting flood flows.

i) ***No Impact.*** The proposed project is not located in proximity to a dam or levy, and is outside of the boundary of the Tachevah Creek Detention Reservoir Dam Failure Inundation Pathway. The project is not expected to expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

j) ***No Impact.*** The proposed project is not located near a large body of water, and will therefore not be impacted by seiche, tsunami or mudflow.

Minimization Measures:

Mitigation:

A. The project proponent must abide by Riverside County Whitewater Region NPDES MS4 Permit (NPDES Permit No. CAS617002). Coverage under this permit requires compliance with the Statewide Construction General Permit (CGP). Staging of construction equipment should be a considerable distance from the Whitewater River channel to avoid inadvertent discharge of harmful chemicals/pollutants.

B. Final roadway and bridge improvement plans shall conform to the requirements of the City Engineer. Bridge plans shall also be reviewed and approved by the appropriate flood control agency to assure that adequate erosion protection is provided for all parts of the project.

Monitoring:

A. Prior to the issuance or grading permits or authorization to proceed, the City must approve and/or shall secure approval of the final roadway improvement plans, and bridge and channel improvements.
Responsible Party: City Engineer, Project Manager, CVWD, RCFC&WCD

B. The site shall be monitored during all construction activities to ensure no discharge of contaminants, including fuels, construction materials or chemicals onto adjoining lands or the river channel, and that the proper permitting regulations are being implemented.
Responsible Party: Project Manager, General Contractor, Grading Contractor

X. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007; City of Cathedral City General Plan, 2002 and as amended; Community Impact Assessment for the Ramon Road Widening Project" prepared by Terra Nova Planning & Research, Inc. March 12, 2013.

Setting

The City of Palm Springs and its Sphere of Influence encompasses approximately 87,600 acres. The City's General Plan includes a mixture of residential, commercial, open space and civic uses. The General Plan Circulation Element includes discussion and policy direction for development of Ramon Road.

Discussion of Impacts

a) ***No Impact.*** The proposed project will result in the widening of the existing Ramon Road and its bridge over the Whitewater River to six lanes, and will not divide an established community. As a result, no impact is expected.

b) ***No Impact.*** The proposed project is consistent with goals, policies, and programs of the General Plans for the cities of Cathedral City and Palm Springs. The project is also consistent with the regional transportation plan. It does not violate provisions or regulations of either city's Zoning Ordinance and is consistent with surrounding existing and planned land uses. Therefore, impacts to land use are not expected.

c) ***No Impact.*** The proposed project is not located in a Conservation Area, as delineated by the Coachella Valley Multiple Species Habitat Conservation Plan (MSHCP). In addition, the project is defined as a "Covered Activity" in the MSHCP, and mitigation for the project's potential impacts on sensitive plants, wildlife and habitat is incorporated in the MSHCP. No impact to the MSHCP will result from build out of the proposed project.

Minimization Measures

Mitigation: None Required

Monitoring: None Required

XI. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐

Source: City of Palm Springs General Plan, 2007; City of Cathedral City General Plan, 2002; Soils Survey of Riverside County, California, Coachella Valley Area," U.S. Soil Conservation Survey, September, 1980; Mineral Land Classification: Aggregate Materials in the Palm Springs Production-Consumption Region, Special Report 159," California Department of Conservation, Division of Mines and Geology, 1988.

Setting

The Coachella Valley contains a limited range of rocks, sediment, and minerals, some of which are classified as important mineral deposits. Mineral resources in the region are largely limited to aggregate including sand and gravel. Although copper, limestone and tungsten are also known to occur in the valley, these are not at locations or concentrations that make these deposits economically viable to mine. The California Division of Mines and Geology (now called the California Geological Survey) identifies portions of Palm Springs as a resource zone for aggregate/industrial minerals. The majority of the City, including the project site, is located in Mineral Resource Zone 3 (MRZ-3; an area containing mineral deposits the significance of which cannot be evaluated from available data). Minerals in the Palm Springs area are limited to sand and gravel for aggregate and/or decorative stone purposes and limestone.

As noted above, the subject property is located in an area of existing urban development, including residential neighborhoods, commercial development, recreational facilities and the Whitewater River. These surrounding land uses significantly limit the viability of the surface mining extraction of sands and gravel resources on the subject property. It should also be noted that approximately 272 million tons of aggregate material have been identified and are available for extraction elsewhere in the valley.

Discussion of Impacts

a-b) ***Less than Significant Impact.*** The project site is located in Mineral Zone MRZ-3, which indicates the significance of mineral deposits cannot be determined from available data. The project site and majority of the surrounding area is developed within an urban environment and mineral extraction is not compatible with the surrounding land uses. The Whitewater River may contain sand and gravel resources; however, there is no significant need for new sand and gravel resources, and impacts to mineral resources will be less than significant.

Minimization Measures

Mitigation: None Required

Monitoring: None Required

XII. NOISE **Would the project result in:**	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007; City of Cathedral City General Plan, 20023; "Ramon Road Widening Noise Study Report," prepared by Urban Crossroads, September 18, 2013; "Palm Springs International Airport Master Plan," City of Palm Springs, 2002; *Noise Abatement Decision Report*, prepared by Urban Crossroads, December 2013.

Setting

Existing land uses within the project area include single and multi-family residences, recreational uses (golf course and bowling alley), a wide mix of commercial uses, light industrial and storage, and vacant land. An inactive swap meet facility is located in the southwest quadrant of the project south of Ramon Road and immediately west of the channel. The primary source of noise in the project area is vehicular traffic on Ramon Road and aircraft overflights associated with operations at the Palm Springs International Airport. The nearest residential areas within the project site are located almost entirely beyond the airport 60 dBA CNEL noise level contour boundaries based on the Airport Master Plan adopted by the Palm Springs City Council in 2002. Only a small portion of the multi-family condominium development north of Ramon Road and east of San Luis Rey lies within the airports 60-CNEL contour. Caltrans noise abatement criteria (NAC) categories were used in conducting the noise impact analysis for this project.

Existing land uses in the project area include single- and multi-family residences, recreational uses (golf course), commercial uses, and vacant land. The following describes the noise abatement criteria (NAC) categories used in this noise analysis and existing noises levels in the project area as provided in the Noise Study Report:

Table 3 Activity Categories and Noise Abatement Criteria

Activity Category	Activity $L_{eq}(h)$ [1]	Evaluation Location	Description of Activities
A	57	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B[2]	67	Exterior	Residential
C[2]	67	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E	72	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands properties, or activities not included in A-D or F.
F	—	—	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	—	—	Undeveloped lands that are not permitted.

Source: FHWA 23 CFR 772. Table 4.1

[1] The L_{eq} (h) activity criteria values are for impact determination only and are not design standards for noise abatement measures. All values are dBA.

[2] Includes undeveloped lands permitted for this activity category.

dBA = A-weighted decibels

FHWA = Federal Highway Administration

L_{eq} (h) = equivalent continuous sound level per hour

• North of Ramon Road, between San Luis Rey Drive and Crossley Road: Land uses in this area include multi-family residences (Lakeview Villas), a fast food restaurant use, a variety of commercial, service commercial and light industrial uses, and vacant land. Multi-family residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA Leq. The restaurant use was evaluated under Activity Category E, which has an exterior NAC of 72 dBA Leq. Commercial uses (with no formal outdoor frequent human use areas) were classified under Activity Category F for reporting purposes.

• South of Ramon Road, between San Luis Rey Drive and Crossley Road: Land uses in this area include a fast food restaurant use, commercial uses, and vacant land. The restaurant was evaluated under Activity Category E, which has an exterior NAC of 72 dBA Leq. Commercial uses were classified under Activity Category F for reporting purposes. The vacant use was classified under Activity Category G for reporting purposes.

• North of Ramon Road, between Crossley Road and Landau Boulevard: Land uses in this area include general commercial and public storage,, and vacant land. Single-family residences located 400 feet north of the project site were evaluated under Activity Category B, which has an exterior NAC of 67 dBA Leq. The golf course was evaluated under Activity Category C, which has an exterior NAC of 67 dBA Leq. Commercial uses were classified under Activity Category F for reporting purposes.

• South of Ramon Road, between Crossley Road and Landau Boulevard: Land uses in this area are limited to a currently idle outdoor swap meet facility, vacant lands along the west side of the channel, the storm water channel and vacant lands on the east side of the channel. The vacant use was classified under Activity Category G for reporting purposes.

• North of Ramon Road, between Landau Boulevard and Avenida La Paloma: Land uses in this area include general commercial along Ramon Road, with a single family neighborhood farther north. Single-family residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA Leq. Commercial uses were classified under Activity Category F for reporting purposes.

• South of Ramon Road, between Landau Boulevard and Avenida La Paloma: Land uses in this area include general and service commercial, and recreational commercial along the Ramon Road frontage, with some multi-family residential farther south. Multi-family residences were evaluated under Activity Category B, which has an exterior NAC of 67 dBA Leq. Commercial uses were classified under Activity Category F for reporting purposes.

Discussion of Impacts

a) ***Potentially Significant unless Mitigation Incorporated.*** Noise monitoring and modeling for both construction and post-construction periods were conducted at 24 locations surrounding the project site. The noise analysis determined that the greatest potential noise impacts associated with construction will be from the operation of heavy construction equipment, which has the potential to generate noise levels that range from 79 dBA to 89 dBA when measured at 50 feet. Each doubling of the noise source with equal strength increases the noise level by 3 dBA (i.e. when multiple pieces of equipment are operating simultaneously.) Therefore, the worst-case composite noise level at the nearest residence would be 91 dBA. It is important that these are short-term noise impacts.

Noise levels from temporary construction activities will be limited to the least noise sensitive times of day. Furthermore, construction activities will comply with Palm Springs and Cathedral City Noise Ordinances, as well as the Caltrans' Standard Special Provisions (SSP) to minimize construction noise impacts on sensitive land uses adjacent to the project site. In the overall, these impacts are expected to be less than significant. Mitigation is provided herein to further reduce these impacts.

Post-construction noise levels are expected to be within acceptable levels with the exception of two noise monitoring Receptors. Receptor R-5, which exceeded the NAC by 4 dBA, is an outdoor sitting area associated with the fast food establishment (Villa Bakery Mexican Food Restaurant). A noise barrier analysis was conducted for this land use. Receptor R-14 is the existing recreational area associated with the golf course that has no formal outdoor frequent human use areas; therefore, no sound barriers were modeled. R-14 was only 1 dBA under the NAC. Since the predicted noise levels at R-5 would approach or exceed the NAC and represents an area of frequent human use, a Noise Abatement Decision Report (NADR) was prepared, which demonstrates how effective mitigation can adequately reduce impacts to the outdoor seating area of this restaurant.

According to the NADR, a noise barrier would be the most feasible option based on the location of the Villa Bakery Mexican Food Restaurant's (R-5) outdoor dining area adjacent to the corner. The barrier would be located immediately adjacent to the exterior patio area which is two feet above the sidewalk elevation. The envisioned barrier would consist of clear plexi-glass. The estimated length of the barrier wall will be approximately 50 feet. A noise barrier height of 6 feet is recommended and will provide a 5 dBA reduction resulting in a noise level below the NAC, thus resulting in less than significant impacts.

b) ***Less than Significant Impact.*** Potential ground borne vibration may occur during construction of the project, caused by excavations, bridge work and travel of heavy equipment. These impacts would be short-term in nature and would occur during the less sensitive daytime hours. Impacts are expected to be less than significant.

c) ***Potentially Significant Unless Mitigated.*** As discussed in the Transportation/Traffic section below, the project will not generate additional daily trips as it is non-traffic generating, and with one exception will not significantly increase noise levels associated with traffic noise. As described in the Noise Study, the outdoor sitting area of a restaurant establishment at the northwest corner of Crossley Road and Ramon Road (Villa Bakery, Receptor R-5) was modeled to show the highest expected noise level for future build, the expected use would be less than 1 hour and is transient in nature.

The NAC for that particular land use is 72 dBA with an existing noise level of 73 dBA (1 dBA over the NAC). Future noise levels in 2040 are projected to be 76 dBA (4 dBA over the NAC) under both "future build" and "future no build" conditions. However, noise impacts to sensitive receptors (i.e. residences) are expected to remain below the NAC for residential land uses. Therefore, impacts to one commercial establishment associated with noise levels could be potentially significant without mitigation. Recommended mitigation is set forth below.

d) ***Less than Significant Impact.*** There would be some short-term increases in noise levels during construction of the proposed project. However, the City's Municipal Code limits the time period that construction activities may occur, as specified by Palm Springs Noise Ordinance (11.74.041) and is substantially consistent with Cathedral City standards. Construction is expected to occur only during the less sensitive daylight hours, when ambient levels of noise are higher, and therefore construction noise is less perceptible. Impacts associated with construction noise are expected to be less than significant.

e) ***Less than Significant Impact.*** The proposed project is located approximately 0.5 miles from the nearest runway of the Palm Springs International Airport. A review of the short-term and long-term noise levels in the planning area indicates that traffic noise on Ramon Road represents the dominant noise source within the project area. The road-widening project will not result in the development or modification of habitable structures and will not significantly expose those working or residing in the area to excessive noise levels. As previously mentioned, mitigation measures have been prescribed to minimize construction related noise impacts. There will be less than significant impacts associated with public airport operations.

f) ***No Impact.*** There are no private airstrips located within the project area; there will be no impacts.

Minimization Measures

Mitigation Measures

Traffic related noise volumes under future build year conditions are generally within acceptable levels with the exception of two receptors. However, noise volumes are not expected to result in changes to the noise environment greater than 4 dBA. Project construction times and activities shall be conducted in accordance with City of Palm Springs Noise Ordinance, and the Caltrans' Standard Special Provisions (SSP) Section 14-8.02, "Noise Control." Section 14-8.02 states that *"Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without appropriate muffler."*

1. A noise barrier wall of approximately 50 feet in length and 6 feet in height shall be placed around the outside patio of R-5, the Villa Bakery Mexican Food Restaurant. See Noise Abatement Decision Report for details on designing and implementing mitigation measure.

The following best management practices will assure that construction related noise impacts are minimized:

1. All internal combustion equipment operating on the project shall be fitted with properly operating mufflers and air intake silencers consistent with manufacturers' standards.

2. All stationary construction equipment (e.g. generators and compressors) shall be located as far away from existing homes and other sensitive receptors as possible.

3. Equipment staging shall be located in areas that create the greatest distance practicable between construction related noise sources and sensitive receptors.

4. Haul truck deliveries and exports shall be limited to the same hours specified for the operation of construction equipment and shall utilize routes that limit exposure to sensitive receptors.

5. Permanent piles will be drilled rather than driven. Piles for temporary shoring will be driven with the use of a vibratory driver instead of a conventional hammer.

6. Construction activities shall be limited to the hours prescribed in the City Noise Ordinance and the City's authorization to proceed.

7. With the issuance of grading and construction authorization, stockpiling and vehicle staging areas shall be located as far as practicable from homes and other noise sensitive receptors during construction activities.

Monitoring:

A. Construction activities shall comply with the hours of operation and noise levels identified in the City of Palm Springs Noise Ordinance. Construction activities on-site shall be restricted to the hours between 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 8:00 a.m. and 5:00 p.m. on Saturday to minimize the potential for noise impacts during more sensitive time periods, as specified by Palm Springs Municipal Code, Section 8.04.220. No construction will be permitted on Sundays or on Thanksgiving Day, Christmas Day, New Years Day, July 4th, Labor Day or Memorial Day.
Responsible Party: City Engineer, City Department of Building and Safety, Project Manager

B. Prior to issuance of any grading or building permits or authorizations to proceed, all phases of Project development shall comply with all relevant development standards and Palm Springs Municipal Code requirements to ensure that grading and construction activities and site operations do not create adverse noise impacts beyond the site boundaries, as specified in the Noise Ordinance (Palm Springs Municipal Code Chapter 11.74), and the Caltrans' Standards Special Provisions (SSP) Section 14-8.02, "Noise Control" Section 14-8.02. Project construction activities shall incorporate feasible and practical techniques that minimize the noise impacts on adjacent uses.
Responsible Party: City Engineer, Acoustical Engineer, City Building and Safety Department, Project Manager

C. Prior to issuance of any grading or building permits or authorizations to proceed, specifications shall be prepared that identify contract requirements regarding the attenuation of noise from construction vehicles and activities. The specifications shall include but not be limited to the following:

1. Development and approval of a construction traffic routing plan that demonstrates, to the extent feasible, avoidance of routes with adjacent noise sensitive receptors.

2. The contractor shall comply with all local sound control and noise level rules, regulations and ordinances that apply to any and all work performed pursuant to the contract.

3. Internal combustion engines used onsite shall be in proper working order, maintained in a proper state of tune, and equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project site without said muffler.

4. Stationary equipment should be placed such that emitted noise is directed away from noise-sensitive receptors.

5. Stockpiling and vehicle staging areas should be located as far as practicable from noise-sensitive receptors. Every effort should be made to create the greatest distance possible between noise sources and sensitive receptors during construction activities.

6. The construction operations generating the most noise shall be arranged to occur together in the construction program to avoid continuing periods of greater annoyance.

7. Parking, refueling and servicing operations for all heavy equipment and on-site construction vehicles shall be located as far as practicable from existing homes, churches, school buildings, and other noise-sensitive land uses.

Responsible Party: City Engineer, City Building and Safety Department, Project Manager, Contractor

D. The affected property owner (Villa Bakery) must support the proposed noise abatement measure, location, and materials to be used for construction. A final decision to construct noise abatement will be made upon completion of the project design and public input, and prior to the issuance of grading or other site development.
Responsible Party: City Engineer, Acoustical Engineer, City Building and Safety Department, Project Manager, Contractor

XIII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007; City of Cathedral City General Plan, 2002; "Profile of the City of Palm Springs" prepared by Southern California Association of Governments, May 2011; "Community Impact Assessment for the Ramon Road Widening Project" prepared by Terra Nova Planning & Research, Inc. March 12, 2013; California Department of Finance, 2013.

Setting

City of Palm Springs

The City of Palm Springs is located at the western edge of the Coachella Valley with primary access provided by U.S. Interstate-10 (I-10) and State Highway 111, as well as Dinah Shore Drive, Ramon Road and Vista Chino. The U.S. Census indicates that the City's population was approximately 44,552 in 2010. Predominant land uses in Palm Springs are residential and resort residential, with commercial, industrial, institutional, and open space uses mixed throughout. Residential development occurs throughout the City. In addition to traditional single-family homes, and in keeping with the valley's resort character, the City also includes many seasonal residences comprised largely of multi-family and attached single-family units and condominiums.

City of Cathedral City

The City of Cathedral City lies east of and immediately adjacent to the City of Palm Springs, and hosts a portion of the project site. Its 2010 U.S. Census population was 51,200 residents. Like Palm Springs, the predominant land use in Cathedral City is residential, with a variety of housing types, including single- and multi-family residences for a largely permanent but also a sizeable seasonal population. The City balances residential development with neighborhood and community commercial, destination and golf resorts, auto dealerships, service and light industrial, and institutional uses.

Estimated Population

All residential units in the planning area and ½-mile radius study area are located within the City of Cathedral City; none are located within Palm Springs. An aerial survey and online data collection was conducted to estimate the population living within a ½-mile radius of the Ramon Road project area. Results indicate a total of 2,053 dwelling units in the area, including 1,137 single-family and 916 multi-family units. Applying the Cathedral City housing vacancy rate of 18.8% and average household size of 2.99 persons, a population of 4,984 people resides within a ½-mile radius of the project.

Discussion of Impacts

a) ***Less than Significant.*** The proposed project will result in the widening of a segment of Ramon Road and its bridge over the Whitewater River from 4 to 6 lanes to enhance traffic flows, travel lane and intersection capacity, and safety. The project does not propose the development of new housing or employment centers, and will not directly induce population growth. No residences are associated with this project. The project will not extend City streets or infrastructure; however, the project will expand roadway capacity allowing for enhanced traffic flow and a reduction in delays. This has the potential to indirectly impact the population but at a de minimis level. The project is consistent with the cities' General Plans for ultimate buildout of this roadway and bridge. Therefore, impacts to population growth will be less than significant.

b-c) ***No Impact.*** The project is primarily located within the existing roadway right-of-way and will not result in the displacement of housing or people.

Minimization Measures

Mitigation: None required.

Monitoring: None required.

XIV. PUBLIC SERVICES Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☐	☒
d) Parks?	☐	☐	☐	☒
e) Other public facilities?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007; Cathedral City General Plan, 2002; "Community Impact Assessment for the Ramon Road Widening Project" prepared by Terra Nova Planning & Research, Inc. March 12, 2013; Traffic Control Plan- Ramon Road Bridge Widening, March 2013.

Setting

Ramon Road is a regional connector route for the western Coachella Valley and a primary access route for the Palm Springs International Airport, which is located ¼ mile northwest of the project site. Ramon Road is designated as a "Major Thoroughfare" in the Palm Springs General Plan Circulation Element, and is designated an "Arterial Highway" in the Cathedral City General Plan. Both plans provide for buildout of six lanes divided with a median. Channel maintenance is shared responsibility between the Riverside County Flood Control & Water Conservation District (RCFC&WCD) and the Coachella Valley Water District (CVWD).

Fire Protection: The Palm Springs Fire Department provides for fire, paramedic, and emergency services within the corporate boundaries of the City, including the project location. The nearest fire station in relation to the proposed project is located approximately 2 miles northwest at 300 El Cielo Road at the airport, approximately 2.5 miles northwest of the project area. Ramon Road also provides primary emergency response access for Cathedral City's command center at Fire Station 412, located approximately ½ mile east of the project site.

Police Protection: The Palm Springs Police Department has 92 sworn police officer positions, including the Police Chief, as well as volunteers that include reserve officers, Search & Rescue Team, Citizens on Patrol, and others. Department headquarters are located at South Civic Drive, approximately two miles northwest of the project area. The Cathedral City Police Department is located at 68700 Avenida Lalo Guerrero at the City's Civic Center, approximately 2½ miles southeast of the APE. Staff includes 53 sworn officers, 38 non-sworn officers, 24 reserve officers, and administrative personnel. Additional support is provided by the Citizens on Patrol and Police Explorers programs.

Schools: The nearest school to the project site is the Agua Caliente Elementary School located approximately one-half mile north of the eastern end of the project site. St. Theresa Catholic School located 1.5 miles west on 455 South Compadre Road.

Parks: The City of Palm Springs owns and maintains 156 acres of developed parkland, including local parks, neighborhood parks, and specialty parks. The City of Palm Springs is home to numerous recreational facilities. In addition to public and private parks, land associated with the 272,000-acre San Jacinto and Santa Rosa National Monument is located to the west and south. The City is well known for its world-class resorts, which provide public and private golf, tennis, swimming, and other recreational facilities. Palm Springs has 12 championship and tournament level golf courses and 163.5 acres of local, specialty, neighborhood, and community parks. The 400-acre Indian Canyons Heritage Park, managed by the Agua Caliente Band of Cahuilla Indians, is located at the base of the San Jacinto Mountains at the southern end of Palm Springs.

The City of Cathedral City has 5 City-maintained parks, which total approximately 28 acres. Additionally, the Dennis Keat Soccer Park occupies 17 acres on lands purchased with redevelopment funds, grants, and private donations. The park is maintained by the American Youth Soccer Organization (AYSO). The City owns and operates a senior center located on Buddy Rogers Avenue near the downtown center, approximately 3 miles south southwest of the APE. Additional private recreational facilities, including golf courses, are also located within the City. The southern edge of the 36-hole Cimarron Golf Resort is located in the APE, within the Whitewater River channel immediately north of the bridge.

Other: The proposed project is located in the eastern portion of the City near the Palm Springs International Airport and the western portion of Cathedral City. The two cities coordinate and provide in a variety of mutual aid and support. The project will facilitate the physical communication between the two cities that is limited and restricted by the subject capacity gap and the need to cross the Whitewater River. The project will not require public services, as discussed below.

Discussion of Impacts

a,b) ***Less than Significant Impacts.*** Emergency roadway access will be affected during the construction phase of the project. Traffic control measures (i.e. Construction Traffic Control Plan) implemented during construction of the project will assure that impacts to mobility and accessibility in the area will be less than significant. The project will ultimately increase roadway safety and capacity and decrease traffic delays. These improvements may also result in enhanced response times.

c-e) ***No Impact.*** The proposed project will result in the widening of Ramon Road and its bridge at the Whitewater River. The project does not include new residential units or habitable structures that would require new schools, parks or other public services, and would not increased demand for such services. Therefore, there are no adverse impacts associated with public services as a result of the project.

Minimization Measures

Mitigation:

A. Prepare and implement a Construction Traffic Control Plan to reduce traffic delay impacts and ensure proper emergency access throughout all phases of the construction period.

Monitoring:

a) Implementation and adherence to Traffic Control Plan, Uniform Building Codes, Uniform Fire Code, and all applicable fire regulations and codes should be monitored during all phases of construction. **Responsible Party**: City Public Works and Engineering Department, Caltrans, City Planning Department, City Fire Department.

XV. RECREATION Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007.

Setting

As discussed above, the cities of Palm Springs and Cathedral City offer a wide variety of recreational opportunities including private and municipal golf courses, hiking/equestrian trails, bikeways, and 140-acres of parkland. The cities are also located near thousands of acres of National Park and National Monument lands, and U.S. Forest Service wilderness lands, as well as state, regional and tribal parks, within which are miles of hiking, biking and equestrian trails.

In the immediate project vicinity, recreational resources include the Cimarron golf course and the Palm Springs bowling lanes. There are also bike trails along Landau Boulevard and others are planned along the Whitewater River (CV Link) and elsewhere in the planning area.

Discussion of Impacts

a-b) ***No Impact.*** As previously described, the proposed project will result in the widening of Ramon Road, including its bridge over the Whitewater River, in addition to various safety and infrastructure improvements. The project will not increase population, and therefore will not increase demand on City recreational facilities. Pedestrian facilities (sidewalks) will be temporarily impacted during construction but will be improved upon and re-opened at project completion. While play at the Cimarron golf course will not be interrupted, there may be some short-term disturbance during construction to provide shoring that protects golf course facilities (tee box).

The project will include a 10-foot multi-purpose path on the south side of the bridge and will facilitate the development of the regional CV Link multi-purpose trail to run within the Whitewater River right-of-way. No adverse impacts to recreational facilities are expected.

Minimization Measures

Mitigation: None required.

Monitoring: None required.

XVI. TRANSPORTATION/TRAFFIC **Would the project:**	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☐	☒	☐
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Result in inadequate parking capacity?	☐	☐	☒	☐
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007; "Ramon Road Widening Project – San Luis Rey Drive to Landau Boulevard Including Whitewater River Bridge Traffic Study Report," prepared by Urban Crossroads, July 26, 2012. Revised October 4, 2012; Traffic Control Plan- Ramon Road Widening Project, prepared by Urban Crossroads, March 2013; "Community Impact Assessment for the Ramon Road Widening Project", prepared by Terra Nova Planning & Research, Inc. March 12, 2013; Cathedral City Municipal Code.

Setting

The proposed project is located at and straddles the corporate boundaries of the cities of Palm Springs and Cathedral City, extending from San Luis Rey Drive on the west and just east of Landau Boulevard on the east. The cities' General Plans designate Ramon Road as a Major Thoroughfare and Arterial Highway, San Luis Rey Drive as a Collector, Crossley Road as a Secondary Thoroughfare, and Landau Boulevard as a Major Highway. The proposed widening will result in General Plan buildout of the subject segment of Ramon Road.

A Traffic Report[5] was prepared by Urban Crossroads to analyze traffic impacts associated with widening of the Ramon Road Bridge. Existing conditions of the study area roadways are described below:

[5] "Ramon Road Widening Project – San Luis Rey Drive to Landau Boulevard Including Whitewater River Bridge Traffic Study Report," prepared by Urban Crossroads, July 26, 2012. Revised October 4, 2012.

Ramon Road, a major regional arterial, is designated as a Major Thoroughfare within the study area in the Palm Springs General Plan and as an Arterial Highway in the Cathedral City General Plan. Ramon Road is a six-lane divided roadway west of San Luis Rey Drive, a five-lane divided roadway between San Luis Rey Drive and Crossley Road, a four-lane undivided roadway between Crossley Road and Landau Boulevard, a four-lane undivided roadway on the bridge over Whitewater River Channel. Ramon Road transitions back to a six-lane divided roadway just east of Landau Boulevard. The existing 4-lane bridge over Whitewater River Channel provides important all-weather connectivity between the two cities. The posted speed limit on Ramon Road within the study area ranges from 40 miles per hour (mph) to 45 mph.

San Luis Rey Drive is a two-lane undivided roadway south and north of Ramon Road, with turn pockets at the intersection with Ramon Road. North of Ramon Road, the approximate centerline is the corporate boundary between the two cities. The intersection of San Luis Rey Drive and Ramon Road is currently signalized. North of Ramon Road, the Palm Springs General Plan designates San Luis Rey Drive as a "local" street,, while the segment south of Ramon Road is designated as a Collector. The Cathedral City designates this road as a "Local" street.

Crossley Road is a four-lane divided (striped center turn lane) roadway south of Ramon Road, where it is designated a "Secondary Thoroughfare" in the Palm Springs General Plan. North of Ramon Road Crossley Road is a narrow two-lane roadway within the jurisdiction of Cathedral City; it is designated a "Local" street. The intersection of Crossley Road and Ramon Road is currently signalized.

Landau Boulevard is a four-lane divided roadway north of Ramon Road. The intersection of Landau Boulevard at Ramon Road is currently a signalized 3-leg intersection. Landau Boulevard, which occurs in Cathedral City, is designated as a Major Highway north of Ramon Road and is undesignated south of Ramon Road.

Bicycle Facilities

The CVAG 2010 Non-Motorized Transportation Plan and the City of Palm Springs local plan identify differing classifications for Ramon Road west of Landau Boulevard. Per the City of Palm Springs, a Class III bicycle route (signed for bicycles) is planned on Ramon Road from the western end of the study area to Landau Boulevard. The CVAG 2010 Non-Motorized Transportation Plan identifies a proposed Sidewalk Path for this same area. Class II bicycle lanes (signed and striped) are planned on Ramon Road east of Landau Boulevard per both the City of Cathedral City and CVAG. Existing Class II bicycle lanes already exist on Landau Boulevard north of Ramon Road, and a Class I bicycle path is planned on Crossley Road south of Ramon Road. A Class I bicycle path is planned along the Whitewater River, and connectivity between this Class I bicycle facility and the planned Class III / Sidewalk bicycle path on Ramon Road should be included in the proposed project, if possible.

The regional CV Link multi-purpose trail is envisioned as a multi-modal urban trail system that would extend for 52 miles along and in proximity to the Whitewater River. Although some trail segments already exist in various locations, they are fragmented with a wide range of designs. Conceptual cross sections for the CV Link vary according to the actual right-of-way that will be available in given locations, but they currently generally consist of a combination of a paved path adjacent to a compacted earthen path. The CV Link is being designed to accommodate neighborhood electric vehicles (NEVs), golf carts, bicyclists, joggers, pedestrians, and mobility assistive devices. The trail corridor is proposed along the westerly bank of the Whitewater River. At the Ramon Road Bridge, the CV Link trail is envisioned pass under the bridge, which will minimize conflicts with vehicular traffic on Ramon Road.

Discussion of Impacts

a) ***Less than Significant Impact.*** The cities propose to widen Ramon Road and its bridge at the Whitewater River from four-lanes to a six-lanes between San Luis Rey Drive and Landau Boulevard. The purpose of this project is to provide a gap closure, improve capacity and enhance traffic flow conditions, and improve the safety for all modes of travel along to the subject road segment. The project, in and of itself,

is not traffic inducing and will not result in an increase in traffic volumes, but will result in increased roadway capacity that facilitates traffic flow and reduces delays. The traffic report prepared for this project indicates that future average daily traffic volumes will remain the same under both "with project" and "without project" conditions. A Traffic Control Plan has been prepared to reduce delays and safety hazards during the construction period. Therefore, the project will have a less than significant impact on increased traffic.

b) ***No Impact.*** According to the Traffic Report, all study area intersections under project conditions are projected to operate at acceptable levels (LOS D or better) for both the interim (2019) and horizon (2040) years. Without the proposed widening, only the interim year (2019) will operate at acceptable levels of service. Therefore, the proposed project will have no adverse impact on levels of service.

c) ***No Impact.*** The Palm Springs International Airport is located within 2 miles of the project site. The project is a roadway and bridge widening and improvement project, and will not increase air traffic or result in the change of air traffic patterns. The project will not change the location of airport facilities or result in an airport related safety hazard. Therefore, the proposed project will have no impact on air traffic patterns.

d) ***No Impact.*** The proposed project is designed to improve the traffic flow and safety along Ramon Road with additional travel and turn lanes, enhanced multi-modal facilities, and new barriers and lighting, curb and gutter improvements, roadway rehabilitation, and installation of a median and sidewalks and bike paths. Therefore the proposed project will not result in increased safety hazards.

e) ***Less than Significant Impact.*** Currently, emergency access is subject to minor interruptions due to the bottleneck (gap) that occurs across the subject segment of Ramon Road. Construction activities will not significantly impact the ability of emergency service providers, including the Palm Springs and Cathedral City Police and Fire Departments, to provide services to the area. A Traffic Control Plan has been prepared to ensure through traffic flow during construction and that emergency service access is not interrupted during project construction. Post-construction, the addition of a third lane in each directions and improved intersections will enhance accessibility for emergency service providers. Overall, impacts to emergency services are expected to be beneficial.

f) ***Less than Significant Impact.*** The proposed roadway widening will require limited improvements along frontage of the Palm Springs Lanes Bowling Alley parking lot at the southeast corner of Ramon Road and Landau Boulevard, which is located within the Cathedral City limits. These improvements include roadway widening along Ramon Road and the southerly leg of Landau Boulevard. These improvements will result in the relocation of the existing driveway, planter island, and restriping of parking spaces. To accommodate the transition lane and bus turnout, the parcel's existing westerly most access driveway on Ramon Road will be relocated to the new southerly extension of Landau Boulevard south of Ramon Road, which is a part of the subject project.

Currently, the bowling alley parking lot has approximately 166 parking spaces. Within its parking lot, approximately 14 parking stalls along the Ramon Road frontage and four (4) parking stalls along the future south Landau Boulevard frontage will be permanently removed to accommodate a transition traffic lane, a bus turnout, and new access driveway, resulting in a total of 148 parking spots after project improvements. Section 9.58.020 of the Cathedral City Municipal Code sets forth off-street parking standards for bowling alleys, requiring "three (3) spaces for each alley, plus as required for other uses in the building." The bowling alley has 28 alleys, 2 billiard tables, and approximately 70 seats for the restaurant/bar and general sitting areas (Palm Springs Lanes Bowling Alley management, 2014). Strictly applying parking standards for bowling alleys yields a parking surplus of approximately 64 spaces after project improvements. It should be noted that patrons of the restaurant/bar at Palm Springs Lanes would be comprised primarily of bowlers who are also utilizing the lanes. Therefore, the 64 surplus parking spaces will be more than adequate to meet the parking needs of the bowling alley.

Potential beneficial impacts to the bowling alley include significantly improved safety at business ingress and egress, with the easterly most Ramon Road access drive preserved and rebuilt, and a new access off of the signalized Ramon Road/Landau Boulevard intersection. Therefore, impacts related to parking will be less than significant

g) ***No Impact.*** Public transportation in the City of Palm Springs and Cathedral City is provided by SunLine Transit Agency. The proposed segment of Ramon Road is currently serviced by SunLine Route 30 and 32, with stops located at San Luis Rey Drive (westbound and eastbound), Landau Blvd. (westbound and eastbound), and Crossley Road (westbound). Proposed improvements to the westbound approach of Ramon Road and Landau Blvd. will provide for a bus turnout just west of the intersection. The existing bus stop at the southeast corner of Ramon Road and Landau Boulevard will be improved to provide a full turnout to allow buses to turn out of travel lanes for pickups and drop-offs. An additional bus stop is proposed for the southeast corner of Ramon Road and Crossley Road to provide eastbound services.

The project will also construct curbs, ramps, and sidewalks along the proposed segment of Ramon Road per current American Disabilities Act (ADA) standards. Overall, the proposed project will help improve transit infrastructure and accessibility. The proposed project will not interfere with applicable city programs or the CVAG Non-Motorized Transportation Plan. Therefore, there will be no conflict with applicable transit plans or policies.

Minimization Measures

Mitigation:

A. Prepare and implement a Construction Traffic Control Plan to reduce traffic delay impacts and ensure proper emergency access throughout all phases of the construction period.

Monitoring:

A. Implementation and adherence to Traffic Control Plan should be monitored during all phases of construction.
Responsible Party: City Engineer

XVII. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Source: City of Palm Springs General Plan, 2007; Cathedral City General Plan, 2002 and as amended; Master Drainage Plan for Palm Springs, prepared by Riverside County Flood Control and Water Conservation District, revised November 1982; "Community Impact Assessment for the Ramon Road Widening Project", prepared by Terra Nova Planning & Research, Inc. March 12, 2013

Setting

Wastewater: In Palm Springs the City provides wastewater collection and treatment facilities. It contracts with Veolia Water North America for operation of a wastewater treatment to properties plant (WWTP), which is located at 4375 Mesquite Way. Currently (June 2009) the plant has a capacity of approximately 10.9 million gallons per day (mgd), and is treating approximately 6 mgd. There are no current plans or need for expansion of the plant's operating capacity. The Desert Water Agency provides tertiary wastewater treatment to the City and to some flows from CVWD, which are used for landscape and golf course irrigation, and for groundwater recharge. Operation of the WWTPs is regulated by the Regional Water Quality Control Board (RWQCB). Existing wastewater collection pipelines are located within right-of-ways of roadways in the project vicinity, including Ramon Road, Crossley Road, Landau Boulevard and San Luis Rey.

Domestic Water: The Desert Water Agency (DWA) provides domestic water to the City of Palm Springs and CVWD serves most of Cathedral City. Both agencies coordinate closely in the management of groundwater resources, which are the primary source of domestic water. The project is located within the Coachella Valley groundwater basin. DWA sources for water supply include locally diverted surface water, natural groundwater, and imported Colorado River water that is artificially recharged to augment natural groundwater replenishment. Other sources include water from exchanges/transfers as well as recycled wastewater. DWA maintains a domestic well at the northwest corner of Ramon Road and the Whitewater River, which will not be impacted by the proposed project.

Solid Waste: Palm Springs Disposal Service (PSDS) provides solid waste collection and disposal to the City of Palm Springs, while Burrtec provides these services in Cathedral City. Once collected, solid waste generated in the City is taken to the Edom Hill recycling transfer station located in Cathedral City, which is an 8-acre facility operated by Burrtec. From there solid waste is taken to the Lamb Canyon landfill in Beaumont, or as an alternative PSDS can transport solid waste to the Badlands Landfill in Moreno Valley.

Drainage: The Palm Springs Master Drainage Plan was prepared by the Riverside County Flood Control and Water Conservation District (as revised, November 1982.) This plan also affects a portion of the project area, while other portions of the regional drainage system are managed by CVWD. Local drainage is managed by each city's public works department. With the exception of the Whitewater River regional drainage facility, drainage in the project area is very local, coming from nearby streets, sidewalks, building and parking lots. The project will add a modest amount of new impermeable surface area in the form of sidewalks, increased road width and concrete revetment in the channel to serve as scour protection. Local drainage facilities will not be adversely impacted, not will the drainage function of the river be adversely affected. Drainage impacts associated with the proposed project will be less than significant.

Electric Power/Natural Gas Facilities: The proposed project will require the relocation or adjustment to grade of a number of existing utility vaults, pull boxes, valves, and hydrants, and the relocation of six distribution power poles and two (2) transmission power poles. Existing traffic signal modifications will be required at San Luis Rey, Crossley Road, and Landau Boulevard.

Discussion of Impacts

a) ***No Impact.*** The proposed project will not result in the need for additional public services, including utilities, because the project will not result in the development or expansion of habitable structures or otherwise create a new demand for such services. The project will neither exceed wastewater treatment requirements nor require or generate the need for new wastewater treatment facilities. There will be no impacts to wastewater.

b) ***No Impact.*** The proposed project will have no impact on these facilities. See Response XVII. (a) Above.

c) ***Less than Significant Impact.*** The project will result in the construction of enhancements to existing drainage facilities, such as gutters, within the proposed segment of Ramon Road. The project will require additional improvements within the river channel, including sub-grade extensions of channel side slope protection, and the construction of a concrete mat beneath and a short distance up and downstream of the bridge. The construction of these facilities will assure their protection of a large flood event and is not expected to have a significant adverse effect on the environment.

d) ***Less than Significant Impact.*** At buildout, the proposed project will not require water services, and construction activities will generate only a limited and temporary demand for water. Therefore, the project is not expected to significantly impact water supplies.

e) ***No Impact.*** See Response to XVII (a, b).

f) ***Less than Significant Impact.*** Buildout of the proposed project will generate a limited volume of solid waste, including concrete, asphalt, and wood framing materials. Much of the waste materials to be generated by this project will be recyclable. Therefore, landfill capacity as a result of construction of the proposed project will not be significantly impacted since the project's impacts will be limited in volume, will be temporary and will include a high volume of recyclable materials.

g) ***No Impact.*** Development of the proposed project will not conflict will federal, state, and local statutes regulating the disposal of solid waste. There will be no impacts.

Minimization Measures

A. Project proponent shall implement recycling programs during construction of the project. Recycling programs should include separate recycling containers.

Mitigation: None required.

Monitoring: None required.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

NOTE: If there are significant environmental impacts which cannot be mitigated and no feasible project alternatives are available, then complete the mandatory findings of significance and attach to this initial study as an appendix. This is the first step for starting the environmental impact report (EIR) process.

Does the project:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

a) ***Potentially Significant Unless Mitigation Incorporated.*** The proposed project has the potential to impact wildlife species, particularly migratory birds. The habitat value of large portions of the project area have been affected by previous development and/or degraded through various human activities. The remaining native habitat in the project area is moderately to highly degraded, with the exception of wash area south of the bridge. The project has the potential to negatively impact cliff swallows and Say's phoebe currently nesting on the bridge. Burrowing owl may also occupy in the area and could be affected by the proposed project. Additionally, round-tail ground squirrels were detected immediately adjacent to the northwest portion of the project site in an area that may potentially be used as a staging area for project equipment. Mitigation measures are provided below to reduce project impact to less than significant levels. Mitigation measures are also a part of regulatory permits associated with this project.

It is not anticipated that the project will disturb or eliminate important examples of California history or prehistory. In the event of human remains being discovered during project development, the State requires a coroner. If sensitive cultural artifacts are uncovered, work shall be halted in that area and a qualified archaeologist shall be called in to assure proper disposal or evaluation. The proposed project is not expected to disturb human remains or other sensitive cultural resources.

Mitigation Measures:

1. In compliance with the federal Migratory Bird Treaty Act (MBTA), any site disturbance occurring between January 1 and August 31 and having the potential to impact nesting birds shall require a qualified biologist to conduct at least one nesting bird survey, and more if deemed necessary by the consulting biologist, ending no less than 3 days prior to grading. All suitable nesting habitat (including open ground and the underside of the Ramon Road bridge) on the project site, whether or not they will be removed or disturbed, shall by surveyed for nesting birds. If there are no nests present, this condition will be cleared. Otherwise, conducting construction activities outside the breeding season (September 1 through December 31) can avoid having to implement these measures.

2. In compliance with Section 404 of the Clean Water Act, any site disturbance occurring on jurisdictional waters will be required to comply with the USACE permitting process and regulations as they relate to the discharge or dredged or fill materials and as set forth in Section 404 of the federal Clean Water Act.

3. Prior to the issuance of grading permits or other authorization to proceed, the City shall secure a streambed alteration agreement or waiver therefrom from the California Department of Fish and Wildlife.

Monitoring:

A. Prior to any site disturbance, a qualified biologist will conduct all necessary site surveys, including pre-construction burrowing owl and nesting bird surveys to ensure that impacts to burrowing owls and nesting birds are avoided, minimized and mitigated to less than significant levels
Responsible Parties: City Engineer, Project biologist, Project manager

b) ***Less than Significant Impact.*** Buildout of Ramon Road Widening project is consistent with the General Plan and will not have any additional cumulatively considerable impacts beyond buildout of the General Plan.

c) ***Potentially Significant Unless Mitigation Incorporated.*** The proposed project has the potential to impact human beings as relates to exterior noise levels. A Noise Abatement Decision Report (NADR) was prepared due to dBA exceedences of the NAC. Results of the report recommend a plexi-glass noise barrier wall (6 feet high, 50 feet long) be constructed around the outside patio of the Villa Bakery Mexican Food Restaurant (R-5) to provide the minimum 5 dBA reduction resulting in a noise level below the NAC, thus resulting in less than significant impacts. Construction activities shall also comply with the hours of operation and noise levels identified in the City of Palm Springs Noise Ordinance. The following mitigation measures, as provided in this document, will reduce these impacts to less than significant levels.

Mitigation Measures:

1. Traffic related noise volumes under future build year conditions are generally within acceptable levels with the exception of two receptors. However, noise volumes are not expected to result in changes to the noise environment greater than 4 dBA. Project construction times and activities shall be conducted in accordance with City of Palm Springs Noise Ordinance, and the Caltrans' Standard Special Provisions (SSP) Section 14-8.02, "Noise Control." Section 14-8.02 states that *"Do not exceed 86 dBA at 50 feet from the job site activities from 9 p.m. to 6 a.m. Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without appropriate muffler."*

2. A noise barrier wall of approximately 50 feet in length and 6 feet in height shall be placed around the outside patio of R-5, the Villa Bakery Mexican Food Restaurant See Noise Abatement Decision Report for details on designing and implementing mitigation measure.

The following best management practices will assure that construction related noise impacts are minimized:

1. All internal combustion equipment operating on the project shall be fitted with properly operating mufflers and air intake silencers consistent with manufacturers' standards.

2. All stationary construction equipment (e.g. generators and compressors) shall be located as far away from existing homes and other sensitive receptors as possible.

3. Equipment staging shall be located in areas that create the greatest distance practicable between construction related noise sources and sensitive receptors.

4. Haul truck deliveries and exports shall be limited to the same hours specified for the operation of construction equipment and shall utilize routes that limit exposure to sensitive receptors.

5. Permanent piles will be drilled rather than driven. Piles for temporary shoring shall be driven with the use of a vibratory driver instead of a conventional hammer.

6. Construction activities shall be limited to the hours prescribed in the City Noise Ordinance and the City's authorization to proceed.

7. With the issuance of grading and construction authorization, stockpiling and vehicle staging areas shall be located as far as practicable from homes and other noise sensitive receptors during construction activities.

Monitoring:

A. Construction activities shall comply with the hours of operation and noise levels identified in the City of Palm Springs Noise Ordinance. Construction activities on-site shall be restricted to the hours between 7:00 a.m. and 7:00 p.m. on weekdays and the hours of 8:00 a.m. and 5:00 p.m. on Saturday to minimize the potential for noise impacts during more sensitive time periods, as specified by Palm Springs Municipal Code, Section 8.04.220. No construction will be permitted on Sundays or on Thanksgiving Day, Christmas Day, New Years Day, July 4th, Labor Day or Memorial Day.
Responsible Party: City Engineer, City Department of Building and Safety, Project Manager

B. Prior to issuance of any grading or building permits or authorizations to proceed, all phases of Project development shall comply with all relevant development standards and Palm Springs Municipal Code requirements to ensure that grading and construction activities and site operations do not create adverse noise impacts beyond the site boundaries, as specified in the Noise Ordinance (Palm Springs Municipal Code Chapter 11.74), and the Caltrans' Standards Special Provisions (SSP) Section 14-8.02, "Noise Control" Section 14-8.02. Project construction activities shall incorporate feasible and practical techniques that minimize the noise impacts on adjacent uses.
Responsible Party: City Engineer, Acoustical Engineer, City Building and Safety Department, Project Manager

C. Prior to issuance of any grading or building permits or authorizations to proceed, specifications shall be prepared that identify contract requirements regarding the attenuation of noise from construction vehicles and activities. The specifications shall include but not be limited to the following:

1. Development and approval of a construction traffic routing plan that demonstrates, to the extent feasible, avoidance of routes with adjacent noise sensitive receptors.

2. The contractor shall comply with all local sound control and noise level rules, regulations and ordinances that apply to any and all work performed pursuant to the contract.

3. Internal combustion engines used onsite shall be in proper working order, maintained in a proper state of tune, and equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated on the project site without said muffler.

4. Stationary equipment should be placed such that emitted noise is directed away from noise-sensitive receptors.

5. Stockpiling and vehicle staging areas should be located as far as practicable from noise-sensitive receptors. Every effort should be made to create the greatest distance possible between noise sources and sensitive receptors during construction activities.

6. The construction operations generating the most noise shall be arranged to occur together in the construction program to avoid continuing periods of greater annoyance.

7. Parking, refueling and servicing operations for all heavy equipment and on-site construction vehicles shall be located as far as practicable from existing homes, churches, school buildings, and other noise-sensitive land uses.

Responsible Party: City Engineer, City Building and Safety Department, Project Manager, Contractor

D. The affected property owner (Villa Bakery) must support the proposed noise abatement measure, location, and materials to be used for construction. A final decision to construct noise abatement will be made upon completion of the project design and public input, and prior to the issuance of grading or other site development.
Responsible Party: City Engineer, Acoustical Engineer, City Building and Safety Department, Project Manager, Contractor

REFERENCES

City of Palm Springs General Plan, 2007

Master Drainage Plan for Palm Springs, prepared by Riverside County Flood Control and Water Conservation District, revised November 1982.

"Ramon Road Widening Project – San Luis Rey Drive to Landau Boulevard Including Whitewater River Bridge Traffic Study Report," prepared by Urban Crossroads, July 26, 2012. Revised October 4, 2012

Traffic Control Plan- Ramon Road Widening Project, March 2013.

"Profile of the City of Palm Springs" prepared by Southern California Association of Governments, May 2011.

SCAQMD AQMP, 2012. Coachella Valley PM_{10} SIP, 2003

Air Quality Report for the Ramon road Widening Project," prepared by Terra Nova Planning & Research, Inc., August 2013.

Natural Environmental Study: Minimal Impacts- Ramon Road Bridge Widening Project, prepared by Terra Nova Planning & Research, Inc., 2013

Focused Survey for Burrowing Owls- Ramon Road Bridge Widening Project, prepared by AMEC Environment and Infrastructure, Inc., September 2012

Biological Resource Assessment for the Ramon Road Bridge Widening Project, prepared by AMEC Environment and Infrastructure, Inc., October 2012

Ramon Road Bridge Widening Jurisdictional Delineation Report, prepared by AMEC Environment and Infrastructure, Inc., November 2012

"Coachella Valley Multiple Species Habitat Conservation Plan," October 2008.

"Historic Property Survey Report: Ramon Road Bridge Widening Project," prepared by CRM TECH, October 2012;

Noise Abatement Decision Report, prepared by Urban Crossroads, December 2013

COMMENT LETTERS

- State Clearinghouse, Governor's Office of Planning & Research, April 18, 2014
- Southern California Edison, April 15, 2014
- Coachella Valley Water District, April 3, 2014

APPENDICES

A. Project Improvement Plans

B. Photo Survey

C. Air Quality Report, prepared by Terra Nova Planning & Research, Inc. August 21, 2013.

D. Biological Resources Assessment prepared by AMEC Earth & Environmental, Inc. October 22, 2012.

E. Historic Properties Survey Report and Archaeological Survey Report prepared by CRM Tech. October 17, 2013.

F. Visual resources Assessment Memorandum & Visual Impact Simulations prepared by Terra Nova Planning & Research, Inc. and VisionScape Imagery. February 27, 2013.

G. Traffic Impact Analysis prepared by Urban Crossroads, Inc. October 4, 2012.

H. Noise Impact Analysis and Noise Abatement Decision Report prepared by Urban Crossroads, Inc. December 4, 2013.

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

April 18, 2014

Savat Khamphou
City of Palm Springs
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

Subject: Ramon Road Widening Project Between San Luis Rey Drive & Landau Blvd
SCH#: 2014031055

Dear Savat Khamphou:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on April 17, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2014031055
Project Title Ramon Road Widening Project Between San Luis Rey Drive & Landau Blvd
Lead Agency Palm Springs, City of

Type MND Mitigated Negative Declaration

Description The proposed project will result in the widening of Ramon Road from a 4-lane arterial (3 lanes in each direction) between San Luis Rey Dr. and Landau Blvd., including the widening of the Ramon Road bridge over the Whitewater River. The project will also include new guardrails, bridge supports within the Whitewater River Channel, curb and gutter improvements, and installation of a median and sidewalks across the bridge.

Lead Agency Contact

Name Savat Khamphou
Agency City of Palm Springs
Phone 760 323 8253 **Fax**
email
Address 3200 E. Tahquitz Canyon Way
City Palm Springs **State** CA **Zip** 92262

Project Location

County Riverside
City Palm Springs
Region
Lat / Long
Cross Streets Ramon Road from San Luis Rey to Landau Blvd
Parcel No. Multiple Parcels
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 6; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 7; Native American Heritage Commission

Date Received 03/19/2014 **Start of Review** 03/19/2014 **End of Review** 04/17/2014

SOUTHERN CALIFORNIA EDISON®
An EDISON INTERNATIONAL® Company

Nena McCullough
Region Manager
Public Affairs

April 15, 2014

Edward Robertson, Principal Planner
City of Palm Springs
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262
Edward.Robertson@palmspringsca.gov

Re: Ramon Road Widening Project (Project No. 08-25)

Southern California Edison (SCE) appreciates the opportunity to provide comments on the Mitigated Negative Declaration for Ramon Road Widening Project, which is located in the cities of Palm Springs and Cathedral City, within Riverside County. The proposed project would result in the widening of Ramon Road from a 4-lane arterial to a 6-lane arterial (three lanes in each direction) between San Luis Rey Drive and Landau Boulevard, including widening and seismic retrofitting of the Ramon Road Bridge over the Whitewater River. The project will require the relocation or adjustment to grade a number of existing utility vaults, pull boxes, valves, and hydrants, as well as the relocation of six distribution power poles and two 115 kilovolt (kV) transmission power poles. A new bus turnout will be constructed on the north side of Ramon Road just west of Landau Boulevard.

SCE maintains electrical transmission and distribution facilities within the cities of Palm Springs and Cathedral City. The proposed road widening and new bus turnout will require the relocation or adjustment of SCE's facilities. Impacts to SCE's facilities will need to be consented to and addressed prior to finalizing the Plan of Development. Please forward five (5) sets of plans depicting SCE's facilities and associated land rights to the following location:

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue
G.O.3 – Second Floor
Rosemead, CA 91770

Although the Visual Assessment for the proposed project includes a discussion regarding the relocation and adjustments to SCE's facilities, SCE recommends that the Mitigated Negative Declaration also include a brief discussion regarding electrical facilities. SCE is regulated by the California Public Utilities Commission (CPUC) and is subject to General Order 131-D[1], which contains rules relating to the planning and construction of electric generation, transmission/power/distribution line facilities and substations located in California. If the relocation or construction of new transmission lines results in significant environmental impacts, they must be identified and addressed in a CEQA document. If potential significant impacts resulting from SCE's facilities are not adequately addressed in the Mitigated Negative Declaration, SCE may be required to pursue a separate, mandatory CEQA review through the CPUC, which could delay approval of the SCE transmission line portion of the project for two years or longer.

If you have any questions regarding this letter, please do not hesitate to contact me at Nena.McCullough@sce.com or (760) 202-4231.

Regards,

Nena McCullough
Local Public Affairs Region Manager
Southern California Edison Company

36100 Cathedral Canyon Dr.
Cathedral City, CA 92234
(760) 202-4231 PAX 14231
Fax: (760) 202-4294 ext 14294
nena.mccullough@sce.com

Established in 1918 as a public agency

Coachella Valley Water District

April 3, 2014

File: 0121.150

Edward Robertson, Principal Planner
City of Palm Springs
3200 East Tahquitz Canyon Way
Palm Springs, CA 92262

Dear Mr. Robertson:

Subject: Initial Study/Mitigated Negative Declaration for Ramon Road Widening Project

Thank you for affording the Coachella Valley Water District (CVWD) the opportunity to review the Initial Study/Draft Mitigated Negative Declaration for the Ramon Road Widening Project in Palm Springs. CVWD provides domestic water, wastewater, recycled water, irrigation/drainage, regional stormwater protection and groundwater management services to a population of nearly 300,000 throughout the Coachella Valley.

At this time, CVWD has no additional comments regarding the proposed project besides those stated in the enclosed letter from CVWD sent to Caezar V. Aguilar at Aguilar Consulting Inc. and dated December 17, 2013.

If you have any questions, please call Luke Stowe, Senior Environmental Specialist at extension 2545.

Sincerely,

Steve Bigley
Director of Environmental Services

Enclosure/1/as

LS: ms\Env Srvs\Env\2014\Apr\PS Ramon Rd.doc

Established in 1918 as a public agency
Coachella Valley Water District

December 17, 2013

File: 0121.150

Ceazar V. Aguilar
Aguilar Consulting Inc., (ACI)
1470 Cooley Drive
Colton, CA 92324

Dear Mr. Aguilar:

Subject: Conceptual Approval for the Proposed Ramon Road Bridge Widening (Project) over the Whitewater River Stormwater Channel (WWRSC)

The Coachella Valley Water District (CVWD) and our consultant, Northwest Hydraulic Consultants (NHC), have reviewed the report titled "Floodplain Study and Sediment Transport for the Whitewater River at the Ramon Road Bridge Widening Project, City Project No. 08-25; Federal Aid Project No. BHLS-5282(040)" (Report) dated December 5, 2013, prepared by Aguilar Consulting Inc. (ACI) for the City of Palm Springs (City). The report along with the resolution of the outstanding issues as stated in the CVWD letter of November 27, 2013 allow us to conceptually approve the proposed flood control plan for Ramon Bridge Widening as being in accordance with CVWD, California Drainage Law and FEMA standards and regulations.

Summary of the Proposed Project and Flood Control Plan

The Project proposes to widen the existing Ramon Road Bridge over the Whitewater River Stormwater Channel (WWRSC) by extending the deck on both sides of the existing bridge (30 to 50 feet) and extending the piers as required. The Project also proposes a buried concrete apron and concrete apron walls within the limits of the Project to protect both the existing piers (already exposed) and proposed piers from scour or degradation. The Project will require traverse cutoff walls both at the upstream side (about 8.5 feet) and the downstream side (about 23 feet) for the eastern bank. The 23-foot cutoff wall spans over a length of 140 feet. On the west side, the existing cutoff wall will be extended to a depth of 8 feet, spanning a length of 140 feet. From that point, it will transition up to meet the toe of the existing slope protection cutoff wall based on a slope of 2:1 for a length of approximately 28 feet. Please refer to the Report for details.

Environmental Permitting for the WWRSC

The developer will be solely responsible for obtaining all pertinent environmental permits as well as any associated mitigation costs resulting from temporary or permanent impacts. Environmental permitting includes but is not limited to the Army Corps of Engineers 404 Permit, the California Regional Water Control Board 401 permit, and the California Department of Fish and Game Streambed alteration permit 1602.

General Conditions for the Conceptual Approval

Prior to approval of the construction plans of the proposed project by the City, CVWD requests that the City require the Project to submit a final detailed hydraulic report and construction drawings to CVWD for review and approval.

CVWD looks forward to working with the City on the Project. If you have any questions please contact Tesfaye Demissie, Associate Engineer, at extension 2605.

Sincerely,

Mark L. Johnson
Director of Engineering

cc: Savat Khamphou
Assistant Director of Public Works/Assistant City Engineer
City of Palm Springs
P. O. Box 2743
Palm Springs, CA 92263

DW:ch/eng/irr/dec/13/Ramon Bridge

APPENDIX A

PROJECT IMPROVEMENT PLANS

RAMON ROAD WIDENING PROJECT-
SAN LUIS REY DRIVE TO LANDAU BOULEVARD
INCLUDING THE WHITEWATER RIVER BRIDGE

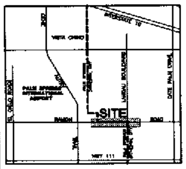
Cities of Palm Springs and Cathedral City,
Riverside County, California

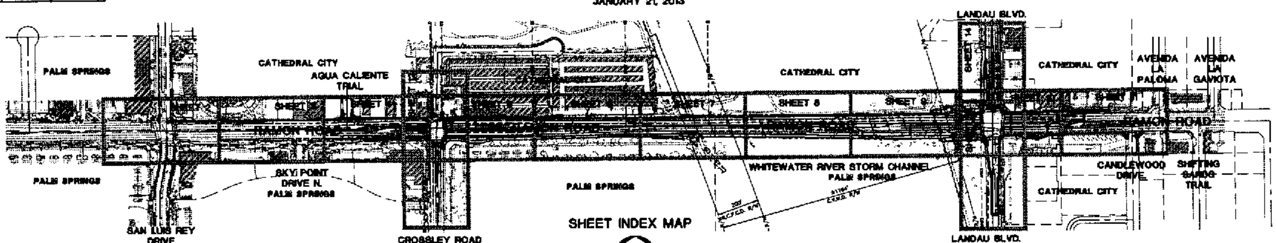
IN THE CITIES OF PALM SPRINGS AND CATHEDRAL CITY

RAMON ROAD BRIDGE CONSTRUCTION
30% GEOMETRIC APPROVAL DRAWINGS

PORTIONS OF THE S. 1/2 OF SECTION 17 AND THE N. 1/2 OF SECTION 20 TOWNSHIP 4 SOUTH, RANGE 5 EAST, S.B.M.

PREPARED FOR:
THE CITIES OF PALM SPRINGS / CATHEDRAL CITY
CITY PROJECT NUMBER 08-25
FEDERAL AID PROJECT NO. BHLS-5282(040)
JANUARY 21, 2013





ABBREVIATIONS:

ASPH – Asphalt
ANG PT – Angle Point
BF PREV – Backflow Preventor
BLD COR – Building Corner
CATV – Cable Television
CB – Catch Basin
CONC – Concrete
C/L – Centerline
C&G – Curb and Gutter
C.B.W. – Concrete Block Wall
Ch Lnk Fnc – Chain Link Fence
CVWD – Coachella Valley Water District
DC – Detector Check
DWY – Driveway
E/P – Edge of Pavement
ELEC. – Electrical
ELEC VLT – Electric Vault
ELEC HH – Electric Handhole
ELEC MH – Electric Manhole
FH – Fire Hydrant
FDC – Fire Dept. Connection
FL – Flowline
GNV – Ground Not Visible
GV – Gas Valve
GTE – General Telephone Co.
IRR VLV – Irrigation Valve
LAN LT – Landscape Light
LT POLE – Light Pole
OBS. – Power Pole
PP – Power Pole
PL – Property Line
PB – Pullbox
SCE – Southern Ca. Edison
S. – Sewer
SMH – Sewer Manhole
SCO – Sewer Cleanout
SD – Storm Drain
SDMH – Storm Drain Manhole
S/W – Sidewalk
STA – Station
TC – Top of Curb
TCB – Traffic Control Box
TCP – Traffic Control Pedestal
TELE – Telephone
TELE MH – Telephone Manhole
TELE PED – Telephone Pedestal
TELE VLT – Telephone Vault
TSB – Traffic Signal Box
TSL – Traffic Signal Light
TW – Top of Wall
TWC – Time Warner Cable
UNK MH – Unknown Manhole
UNK VLT – Unknown Vault
WL – Water Line
WM – Water Meter
WV – Water Valve
WTR VLT – Water Vault

UTILITIES

CITY OF CATHEDRAL CITY	STORM DRAIN	(760) 770-6380
CITY OF PALM SPRINGS	SEWER/STORM DRAIN	(760) 323-8253
COACHELLA VALLEY WATER DISTRICT	SEWER/WATER	(760) 398-2651
DESERT WATER AGENCY	WATER	(760) 323-4971
SOUTHERN CALIFORNIA EDISON	ELECTRIC	(760) 202-4291
THE GAS COMPANY	GAS	(760) 323-1951
TIME WARNER CABLE	CABLE T.V.	(760) 340-1312
UNDERGROUND SERVICE ALERT	USA	(800) 227-2600
VERIZON	TELEPHONE	(760) [illegible]
[illegible]	[illegible]	(760) [illegible]

INDEX OF SHEETS

SHEET	DESCRIPTION
1	COVER SHEET
2	RAMON ROAD PLAN & PROFILE – STA 7+00 TO STA 12+50
3	RAMON ROAD PLAN & PROFILE – STA 12+50 TO STA 17+50
4	RAMON ROAD PLAN & PROFILE – STA 17+50 TO STA 22+50
5	RAMON ROAD PLAN & PROFILE – STA 22+50 TO STA 27+50
6	RAMON ROAD PLAN & PROFILE – STA 27+50 TO STA 32+50
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8	RAMON ROAD PLAN & PROFILE – STA 37+50 TO STA 42+50
9	RAMON ROAD PLAN & PROFILE – STA 42+50 TO STA 47+50
10	RAMON ROAD PLAN & PROFILE – STA 47+50 TO STA 52+50
11	RAMON ROAD PLAN & PROFILE – STA 52+50 TO STA 57+50
12	CROSSLEY ROAD PLAN & PROFILE – STA 6+00 TO STA 12+00
13	LANDAU BLVD. PLAN & PROFILE – STA 6+00 TO STA 11+00
14	LANDAU BLVD. PLAN & PROFILE – STA 11+00 TO STA 15+00
15	TYPICAL SECTIONS

ROADWAY DESIGN CRITERIA:

LEGEND

DISPOSITION NOTES: ESTIMATED QUANTITIES

CONSTRUCTION NOTES: ESTIMATED QUANTITIES

(10) CONSTRUCT PCC CROSS-GUTTER W/ SPLASH AREA PER RIV. CO. STD. 210 — 3,280 S.F.
(11) CONSTRUCT CATCH BASIN PER RIV. CO. STD. 300 (SEE PLAN FOR W) — 8 EA.
(12) CONSTRUCT GUTTER DEPRESSION PER RIV. CO. STD. 311 — 8 EA.
(13) CONSTRUCT CURB RAMP PER RIV. CO. STD. 403. (SEE PLAN FOR CASE) — 13 EA.
(14) CONSTRUCT PCC DRIVEWAY PER RIV. CO. STD. 207. (MODIFIED) — 1,[illegible] S.F.
(15) CONSTRUCT PCC DRIVEWAY PER RIV. CO. STD. 207A. (MODIFIED) — 843 S.F.
(16) CONSTRUCT MASONRY RETAINING WALL PER APWA STD. PLAN 610-1 — 1,110 L.F.
(17) REMOVE AND RECONSTRUCT EXISTING 3' DRAINAGE CHANNEL — 340 L.F.
(18) CONSTRUCT ASPHALT CONCRETE DIKE PER RIV. CO. STD. 212 — 336 L.F.
(19) CONNECT PROPOSED STORM DRAIN TO EXISTING STORM DRAIN WITH PROPOSED JUNCTION STRUCTURE PER R.C.F.C. JUNCTION STRUCTURE NO. 2 STD. DWG. NO. JS227 — 1 EA.

CWE Engineers
MSA CONSULTING, INC.

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REGISTERED PROFESSIONAL ENGINEER · JULIAN A. DE LA TORRE · C43880 · CIVIL · STATE OF CALIFORNIA

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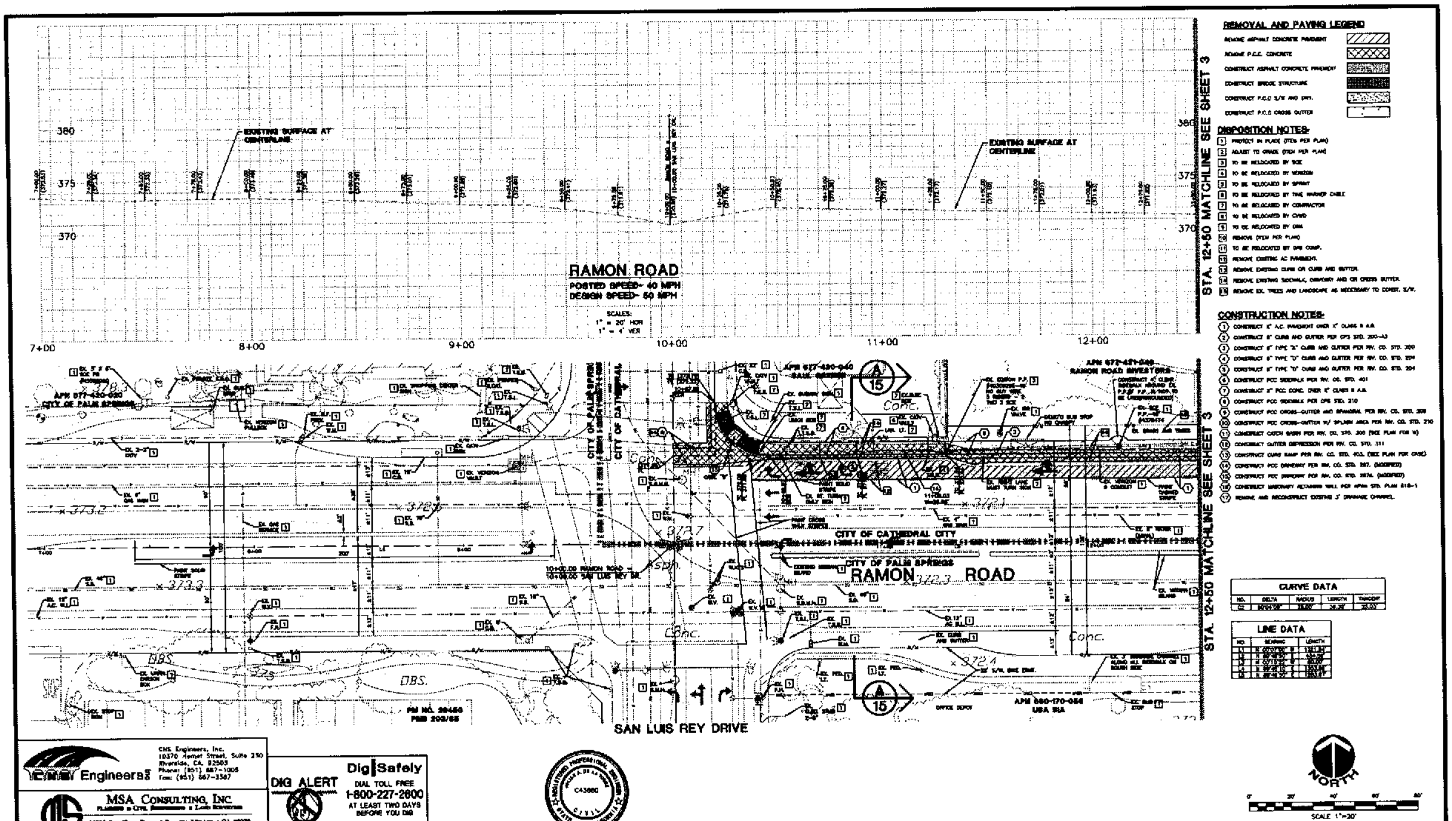
REVISIONS

BASIS OF BEARINGS
BENCH MARK
ELEV. 373.94 (NAVD88 DATUM)

CATHEDRAL CITY, CALIFORNIA
RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 08-25
FEDERAL AID PROJECT NO. BHLS-5282(040)
30% GEOMETRIC APPROVAL DRAWINGS
COVER SHEET
CITY OF PALM SPRINGS, CALIFORNIA

SHEET 1 OF 15 SHEETS



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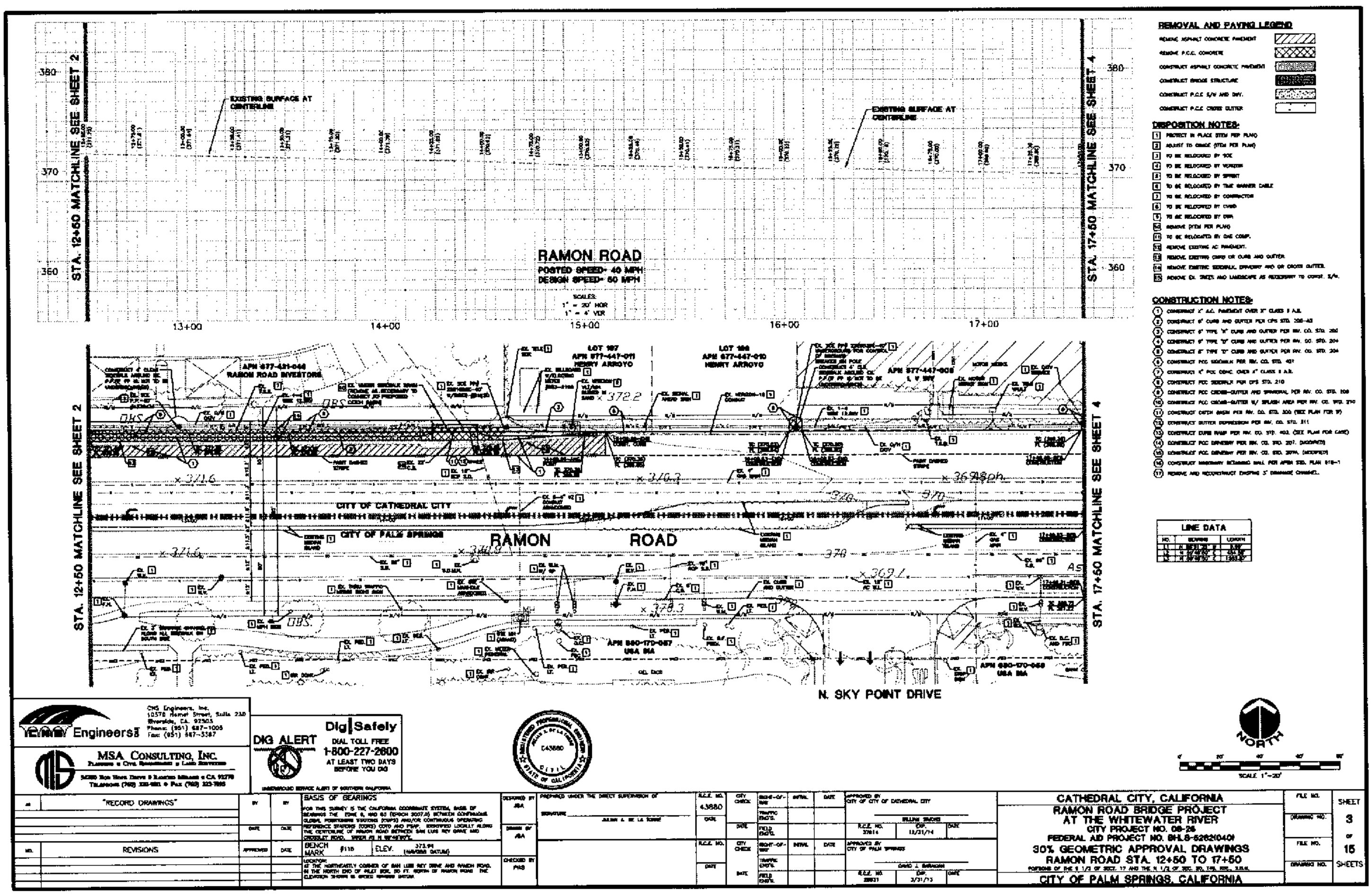
30% GEOMETRIC APPROVAL DRAWINGS
RAMON ROAD STA. 7+00 TO 12+50

CITY OF PALM SPRINGS, CALIFORNIA

SHEET 2 of 15 SHEETS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360
REMOVAL AND PAVING LEGEND
DISPOSITION NOTES:
CONSTRUCTION NOTES:
LINE DATA
LOT 197
LOT 196
HENRY ARROYO
RAMON ROAD INVESTORS
CITY OF CATHEDRAL CITY
CITY OF PALM SPRINGS
RAMON ROAD
N. SKY POINT DRIVE
NORTH
SCALE 1"=20'
CMS Engineers, Inc.
10570 Hemet Street, Suite 230
Riverside, CA. 92503
Phone: (951) 687-1005
Fax: (951) 687-3387
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RAMON ROAD BRIDGE PROJECT
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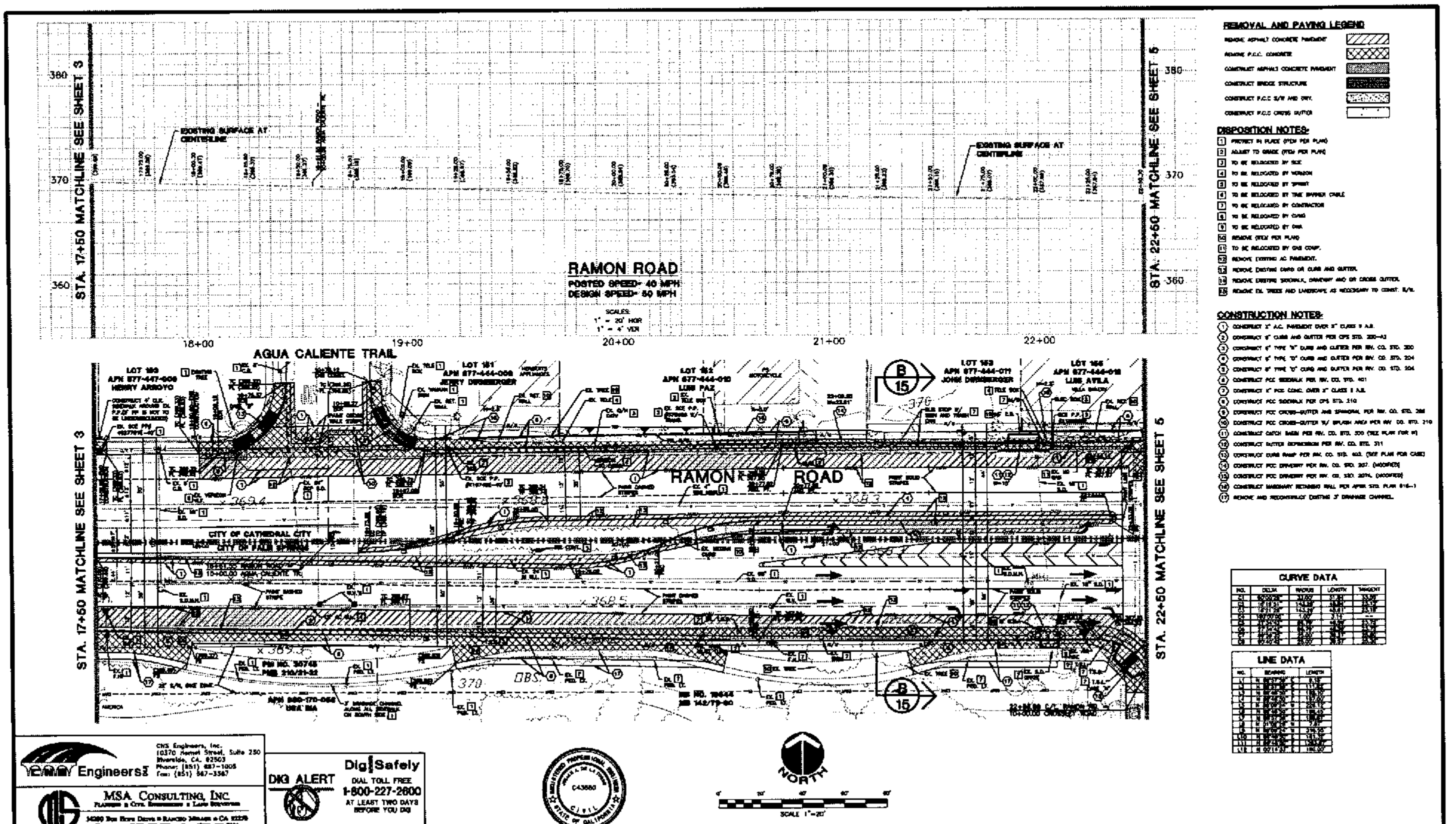
30% GEOMETRIC APPROVAL DRAWINGS
RAMON ROAD STA. 12+50 TO 17+50
CITY OF PALM SPRINGS, CALIFORNIA
SHEET
3
OF
15
SHEETS



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RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
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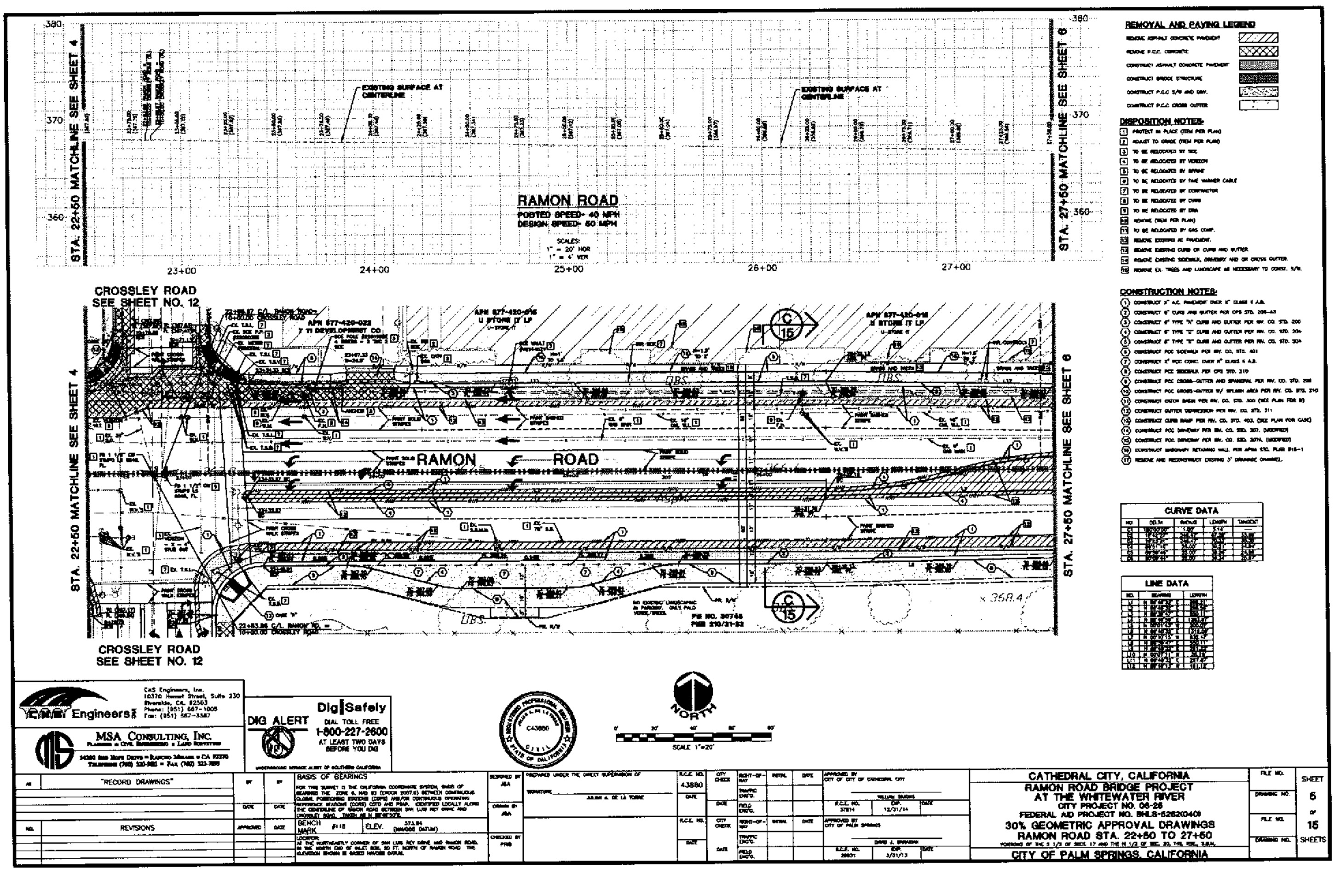
FEDERAL AID PROJECT NO. BHLS-5282(040)
30% GEOMETRIC APPROVAL DRAWINGS
RAMON ROAD STA. 17+50 TO 22+50

CITY OF PALM SPRINGS, CALIFORNIA

FILE NO.

DRAWING NO.

SHEET 4 of 15 SHEETS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CROSSLEY ROAD SEE SHEET NO. 12
RAMON ROAD
REMOVAL AND PAVING LEGEND
DISPOSITION NOTES:
CONSTRUCTION NOTES:
CURVE DATA
LINE DATA
NORTH
SCALE: 1"=20'
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RAMON ROAD STA. 22+50 TO 27+50
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OF
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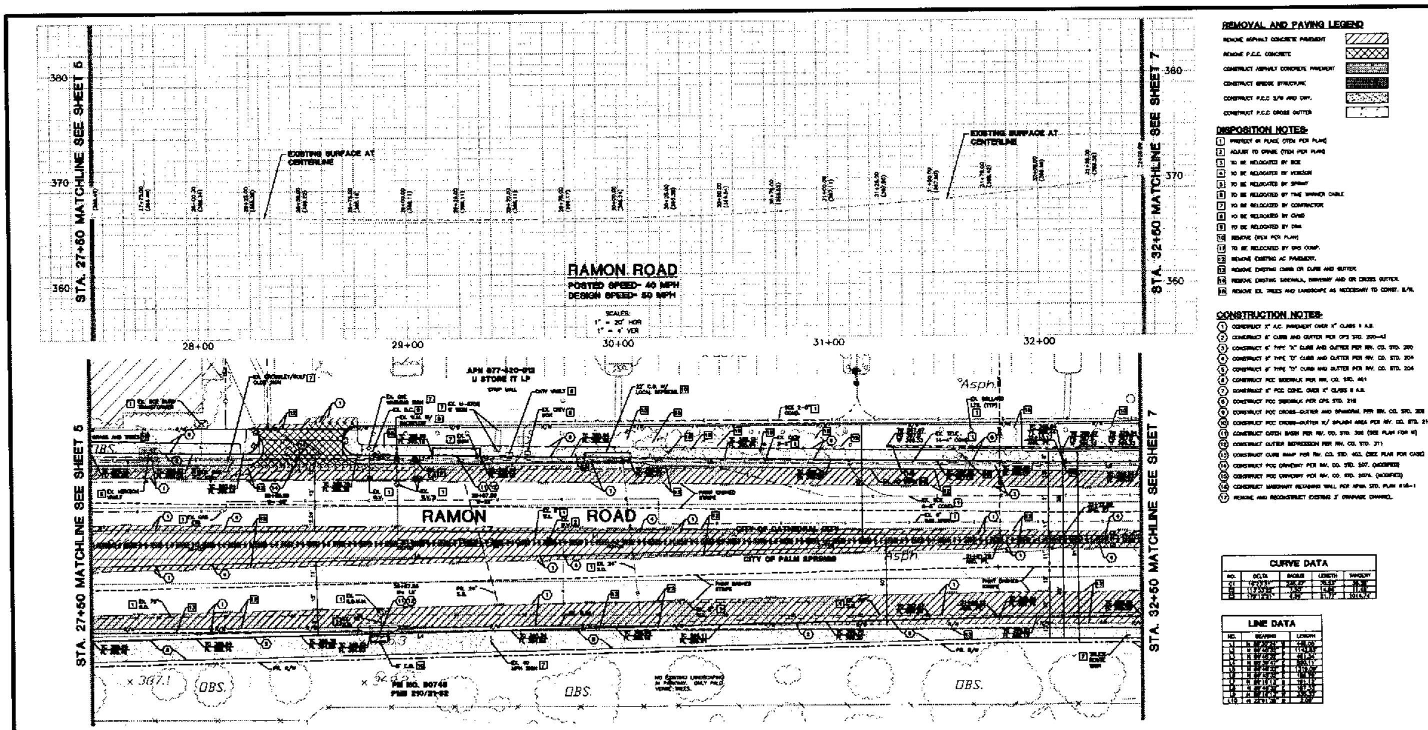
SHEETS



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ELEV. 373.94

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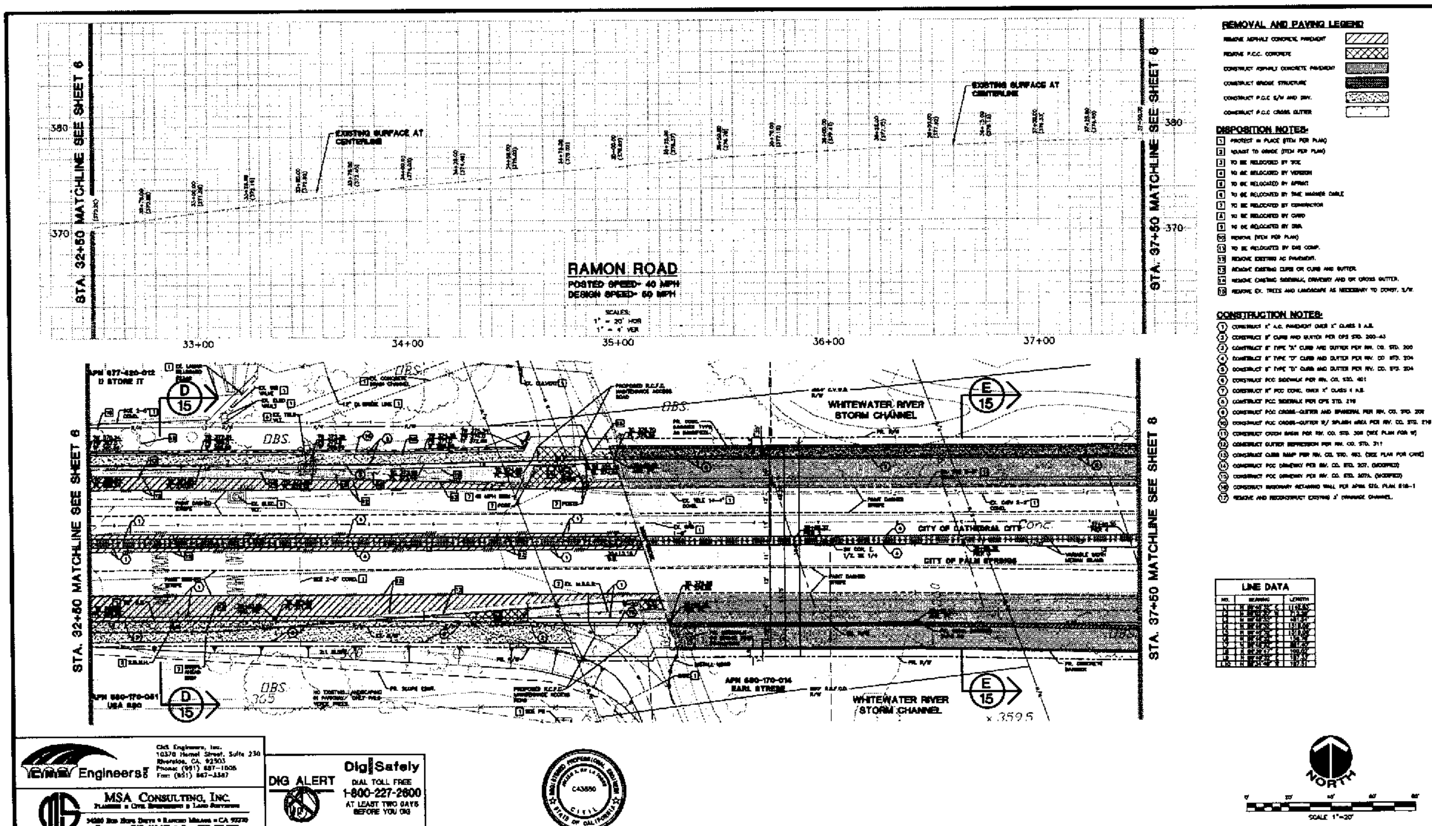
30% GEOMETRIC APPROVAL DRAWINGS
RAMON ROAD STA. 27+50 TO 32+50

CITY OF PALM SPRINGS, CALIFORNIA

SHEET 6 OF 15 SHEETS



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MSA CONSULTING, INC.

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BENCH MARK | ELEV.

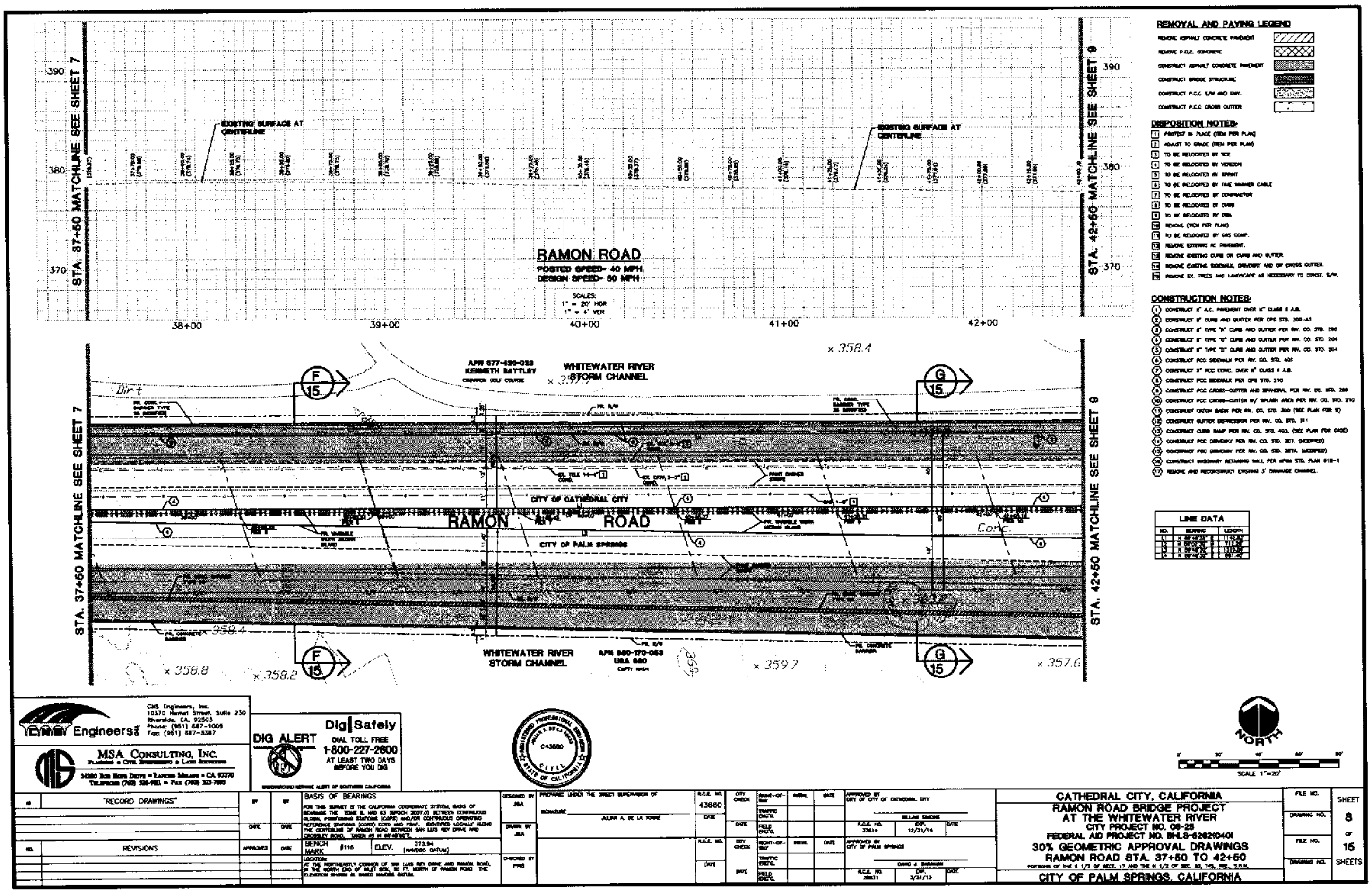
CATHEDRAL CITY, CALIFORNIA

RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 08-26
FEDERAL AID PROJECT NO. BHLS-5282(040)

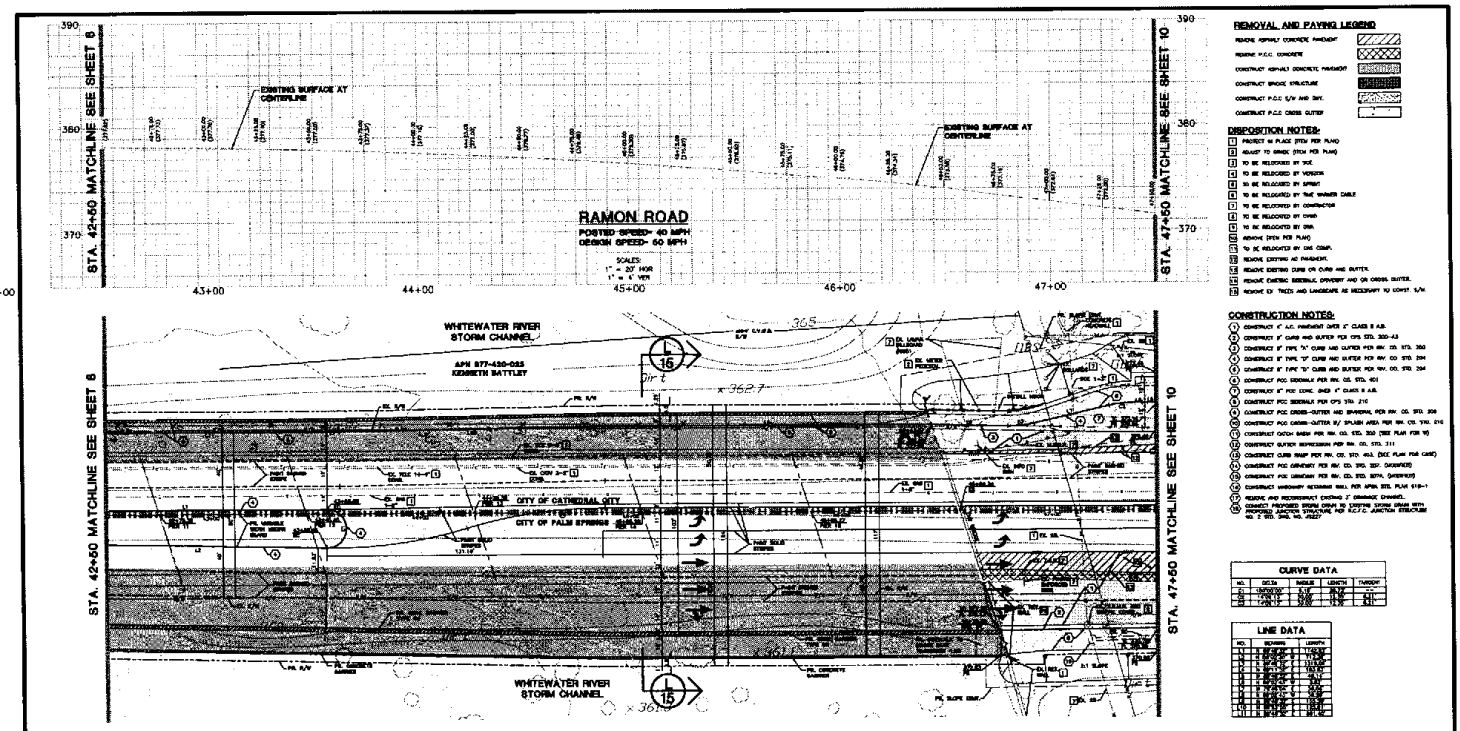
30% GEOMETRIC APPROVAL DRAWINGS
RAMON ROAD STA. 32+50 TO 37+50

CITY OF PALM SPRINGS, CALIFORNIA

SHEET 7 OF 15 SHEETS



REMOVAL AND PAVING LEGEND
DISPOSITION NOTES
CONSTRUCTION NOTES
LINE DATA
STA. 37+50 MATCHLINE SEE SHEET 7
STA. 42+50 MATCHLINE SEE SHEET 9
EXISTING SURFACE AT CENTERLINE
RAMON ROAD
POSTED SPEED= 40 MPH
DESIGN SPEED= 50 MPH
38+00
39+00
40+00
41+00
42+00
WHITEWATER RIVER STORM CHANNEL
CITY OF CATHEDRAL CITY
CITY OF PALM SPRINGS
RAMON ROAD
Dirt
Conc.
DIG ALERT
Dig Safely
1-800-227-2600
AT LEAST TWO DAYS BEFORE YOU DIG
Engineers
MSA CONSULTING, INC.
"RECORD DRAWINGS"
REVISIONS
BASIS OF BEARINGS
BENCH MARK
NORTH
SCALE 1"=20'
CATHEDRAL CITY, CALIFORNIA
RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 06-25
30% GEOMETRIC APPROVAL DRAWINGS
RAMON ROAD STA. 37+50 TO 42+50
CITY OF PALM SPRINGS, CALIFORNIA
SHEET
8
of
15
SHEETS



REMOVAL AND PAVING LEGEND

- REMOVE ASPHALT CONCRETE PAVEMENT
- REMOVE P.C.C. CONCRETE
- CONSTRUCT ASPHALT CONCRETE PAVEMENT
- CONSTRUCT BRIDGE STRUCTURE
- CONSTRUCT P.C.C. S/W AND DWY.
- CONSTRUCT P.C.C. CROSS GUTTER

DISPOSITION NOTES:

1. PROTECT IN PLACE (PER PLAN)
2. ADJUST TO GRADE (PER PLAN)
3. TO BE RELOCATED BY SCE
4. TO BE RELOCATED BY VERIZON
5. TO BE RELOCATED BY SPRINT
6. TO BE RELOCATED BY TIME WARNER CABLE
7. TO BE RELOCATED BY CONTRACTOR
8. TO BE RELOCATED BY CVWD
9. TO BE RELOCATED BY DWA
10. REMOVE (PER PLAN)
11. TO BE RELOCATED BY CAL COMM.
12. REMOVE EXISTING AC PAVEMENT.
13. REMOVE EXISTING CURB OR CURB AND GUTTER.
14. REMOVE EXISTING SIDEWALK, DRIVEWAY AND OR CROSS GUTTER.
15. REMOVE EX. TREES AND LANDSCAPE AS NECESSARY TO CONST. S/W.

CONSTRUCTION NOTES:

1. CONSTRUCT 4" A.C. PAVEMENT OVER 6" CLASS II A.B.
2. CONSTRUCT 6" CURB AND GUTTER PER CPS STD. 200-A3
3. CONSTRUCT 6" TYPE "A" CURB AND GUTTER PER RIV. CO. STD. 200
4. CONSTRUCT 6" TYPE "D" CURB AND GUTTER PER RIV. CO. STD. 204
5. CONSTRUCT 6" TYPE "D" CURB AND GUTTER PER RIV. CO. STD. 204
6. CONSTRUCT P.C.C. SIDEWALK PER RIV. CO. STD. 401
7. CONSTRUCT 6" P.C.C. CONC. (MIN) 4" CLASS II A.B.
8. CONSTRUCT P.C.C. SIDEWALK PER CPS STD. 210
9. CONSTRUCT P.C.C. CROSS-GUTTER AND SPANDREL PER RIV. CO. STD. 206
10. CONSTRUCT P.C.C. CROSS-GUTTER W/ SPLASH AREA PER RIV. CO. STD. 210
11. CONSTRUCT CATCH BASIN PER RIV. CO. STD. 300 (SEE PLAN FOR TY)
12. CONSTRUCT GUTTER DEPRESSION PER RIV. CO. STD. 211
13. CONSTRUCT CURB RAMP PER RIV. CO. STD. 403. (SEE PLAN FOR CASE)
14. CONSTRUCT P.C.C. DRIVEWAY PER RIV. CO. STD. 207. (WIDENED)
15. CONSTRUCT P.C.C. DRIVEWAY PER RIV. CO. STD. 207A. (WIDENED)
16. CONSTRUCT MASONRY RETAINING WALL PER SPRA STD. PLAN 619-1
17. REMOVE AND RECONSTRUCT EXISTING 2' DRAINAGE CHANNEL.
18. CONNECT PROPOSED STORM DRAIN TO EXISTING STORM DRAIN WITH CONCRETE JUNCTION STRUCTURE PER R.C.F.C. JUNCTION STRUCTURE NO. 2 STD. SHT. NO. J522

CURVE DATA

NO.	DELTA	RADIUS	LENGTH	TANGENT
C1	1°00'00"	5730'	100.00'	50.00'
C2	1°00'00"	5730'	100.00'	50.00'
C3	1°00'00"	5730'	100.00'	50.00'
C4	1°00'00"	5730'	100.00'	50.00'

LINE DATA

NO.	BEARING	LENGTH
L1	N 89°00'00" E	100.00'
L2	N 89°00'00" E	100.00'
L3	N 89°00'00" E	100.00'
L4	N 89°00'00" E	100.00'
L5	N 89°00'00" E	100.00'
L6	N 89°00'00" E	100.00'
L7	N 89°00'00" E	100.00'
L8	N 89°00'00" E	100.00'
L9	N 89°00'00" E	100.00'
L10	N 89°00'00" E	100.00'
L11	N 89°00'00" E	100.00'
L12	N 89°00'00" E	100.00'
L13	N 89°00'00" E	100.00'
L14	N 89°00'00" E	100.00'
L15	N 89°00'00" E	100.00'
L16	N 89°00'00" E	100.00'
L17	N 89°00'00" E	100.00'
L18	N 89°00'00" E	100.00'
L19	N 89°00'00" E	100.00'
L20	N 89°00'00" E	100.00'

NORTH

SCALE: 1"=20'

CWE Engineers, Inc.
10370 Hamel Street, Suite 250
Riverside, CA. 92503
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Fax: (951) 687-3387

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NO.	REVISIONS	BY	DATE	APPROVED	DATE
	"RECORD DRAWINGS"				

BASIS OF BEARINGS: FOR THIS SURVEY IS THE CALIFORNIA COORDINATE SYSTEM, ZONE VI, NAD 83 (EPOCH 2007.0) BETWEEN CONTINUOUS GLOBAL POSITIONING SYSTEM (CGPS) AND/OR CONTINUOUS OPERATING REFERENCE STATIONS (CORS) CGPS AND PNUM. IDENTIFIED LOCALLY ALONG THE CENTERLINE OF RAMON ROAD BETWEEN SAN LUIS REY DRIVE AND CROSSLEY ROAD. (EPOCH 2007.0 = 2010.97).

BENCH MARK: #116 ELEV. 373.94 (NAVD88 DATUM)

LOCATION: AT THE NORTHEASTERLY CORNER OF SAN LUIS REY DRIVE AND RAMON ROAD, IN THE NORTH END OF MUTT BOX, 50 FT. NORTH OF RAMON ROAD THE ELEVATION SHOWN IS BASED WHERE SHOWN DATUM.

DESIGNED BY: JSA
DRAWN BY: JLA
CHECKED BY: PNS

PREPARED UNDER THE DIRECT SUPERVISION OF
SIGNATURE: _____ JULIAN A. DE LA TORRE

R.C.E. NO. 43880 — CITY CHECK — DATE
R.C.E. NO. — CITY CHECK — DATE

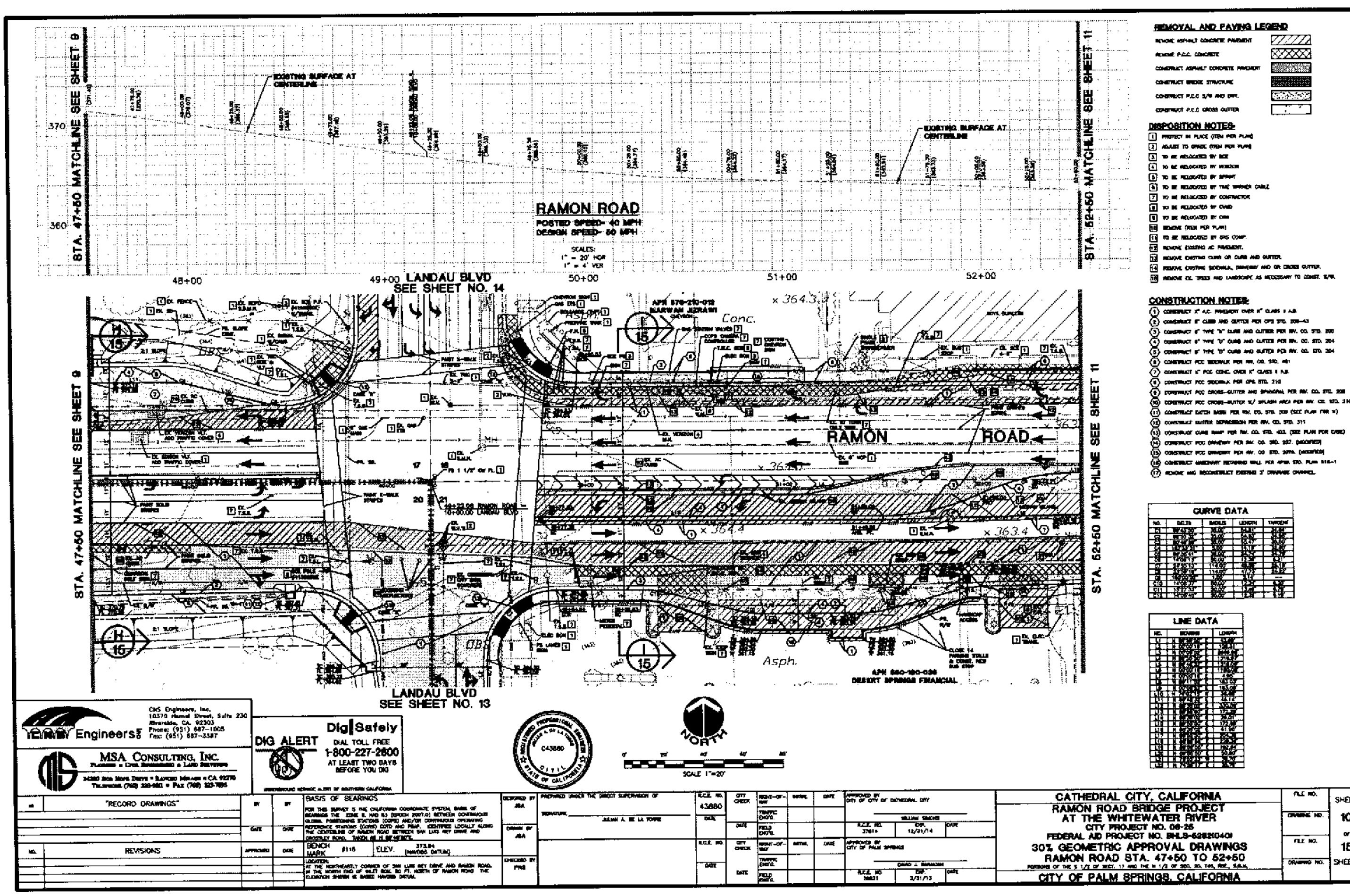
RIGHT-OF-WAY — INITIAL — DATE — TRAFFIC ENGR. — FIELD ENGR.

APPROVED BY CITY OF CITY OF CATHEDRAL CITY
R.C.E. NO. 27811 — EXP. 11/31/14 — DATE

APPROVED BY CITY OF CITY OF PALM SPRINGS
R.C.E. NO. 38631 — EXP. 3/31/13 — DAVID J. BRANDER — DATE

CATHEDRAL CITY, CALIFORNIA
RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 09-26
FEDERAL AID PROJECT NO. BHLS-5282(041)
30% GEOMETRIC APPROVAL DRAWINGS
RAMON ROAD STA. 42+50 TO 47+60
PORTIONS OF THE E 1/2 OF SEC. 12, AND THE N 1/2 OF SEC. 25, T5S., R4E.
CITY OF PALM SPRINGS, CALIFORNIA

FILE NO. —
DRAWING NO. 9
FILE NO. —
DRAWING NO. —
SHEET 9 OF 15 SHEETS



RAMON ROAD
POSTED SPEED- 40 MPH
DESIGN SPEED- 50 MPH
STA. 47+50 MATCHLINE SEE SHEET 9
STA. 52+50 MATCHLINE SEE SHEET 11
EXISTING SURFACE AT CENTERLINE
48+00
49+00
50+00
51+00
52+00
LANDAU BLVD
SEE SHEET NO. 14
LANDAU BLVD
SEE SHEET NO. 13
RAMON
ROAD
Conc.
Asph.
REMOVAL AND PAVING LEGEND
DISPOSITION NOTES:
CONSTRUCTION NOTES:
CURVE DATA
LINE DATA
NORTH
SCALE 1"=20'
Engineers
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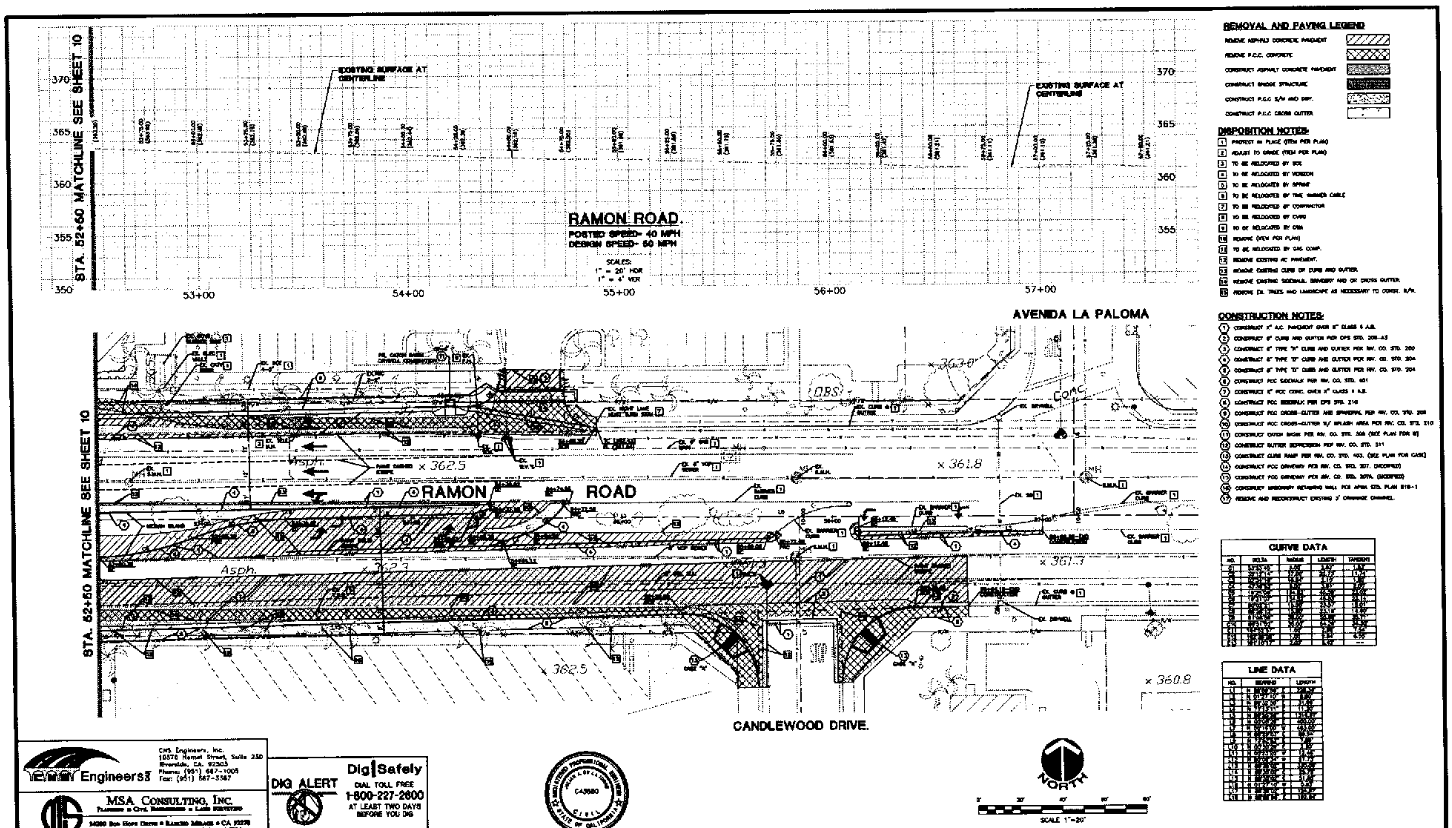
"RECORD DRAWINGS"
REVISIONS
BASIS OF BEARINGS
BENCH MARK
ELEV.
CATHEDRAL CITY, CALIFORNIA
RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 06-26
30% GEOMETRIC APPROVAL DRAWINGS
RAMON ROAD STA. 47+50 TO 52+50
CITY OF PALM SPRINGS, CALIFORNIA
FILE NO.
DRAWING NO.
SHEET
10
OF
15
SHEETS



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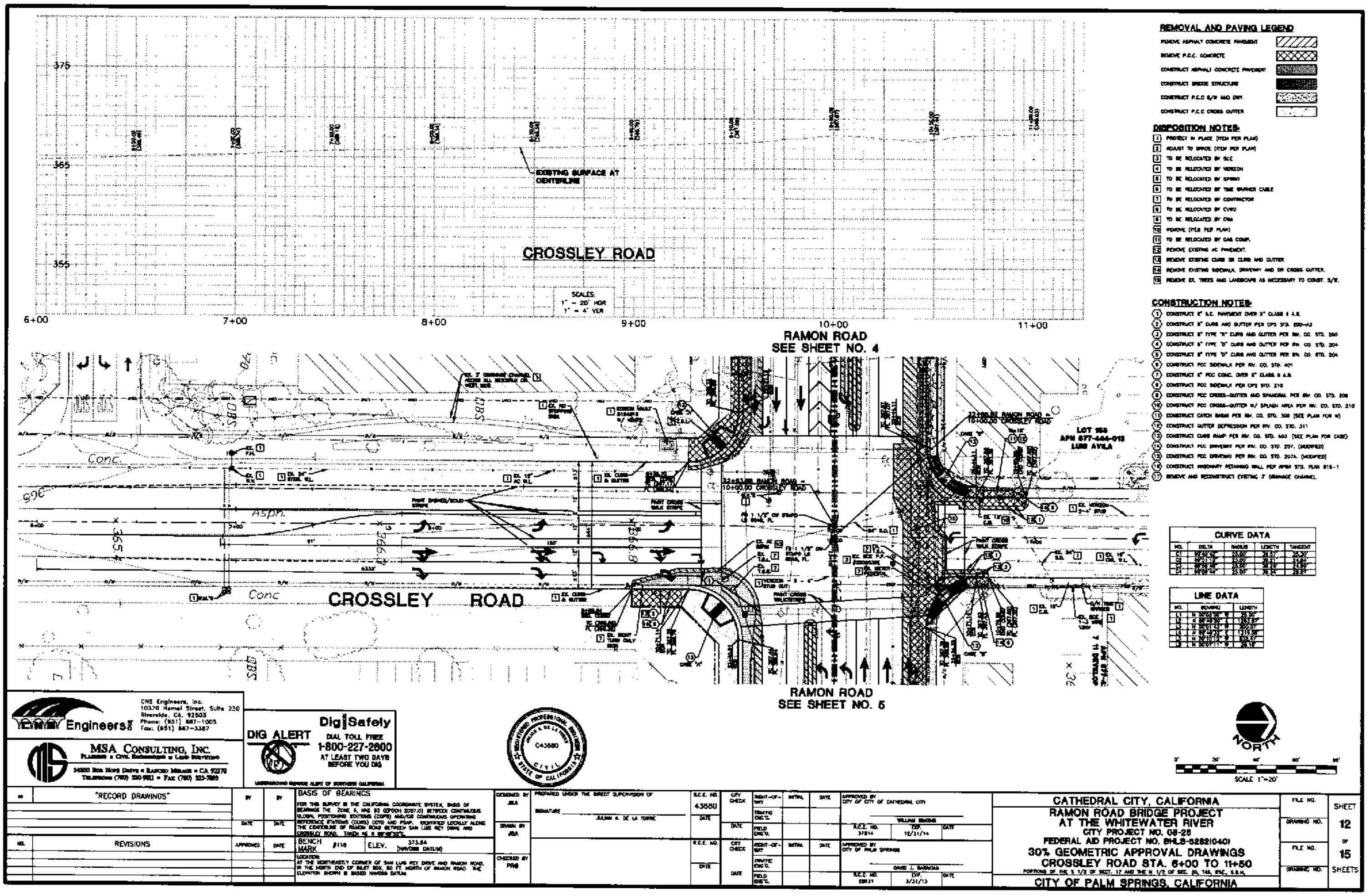
"RECORD DRAWINGS"

BASIS OF BEARINGS

CATHEDRAL CITY, CALIFORNIA
RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 06-25
FEDERAL AID PROJECT NO. BHLS-5282(040)
30% GEOMETRIC APPROVAL DRAWINGS
RAMON ROAD STA. 52+50 TO 57+50
CITY OF PALM SPRINGS, CALIFORNIA

SHEET 11 OF 15 SHEETS



REMOVAL AND PAVING LEGEND
DISPOSITION NOTES
CONSTRUCTION NOTES
CROSSLEY ROAD
SCALES: 1" = 20' HOR 1" = 4' VER
EXISTING SURFACE AT CENTERLINE
6+00
7+00
8+00
9+00
10+00
11+00
RAMON ROAD SEE SHEET NO. 4
RAMON ROAD SEE SHEET NO. 5
CROSSLEY ROAD
CURVE DATA
LINE DATA
NORTH
SCALE 1"=20'
Engineers
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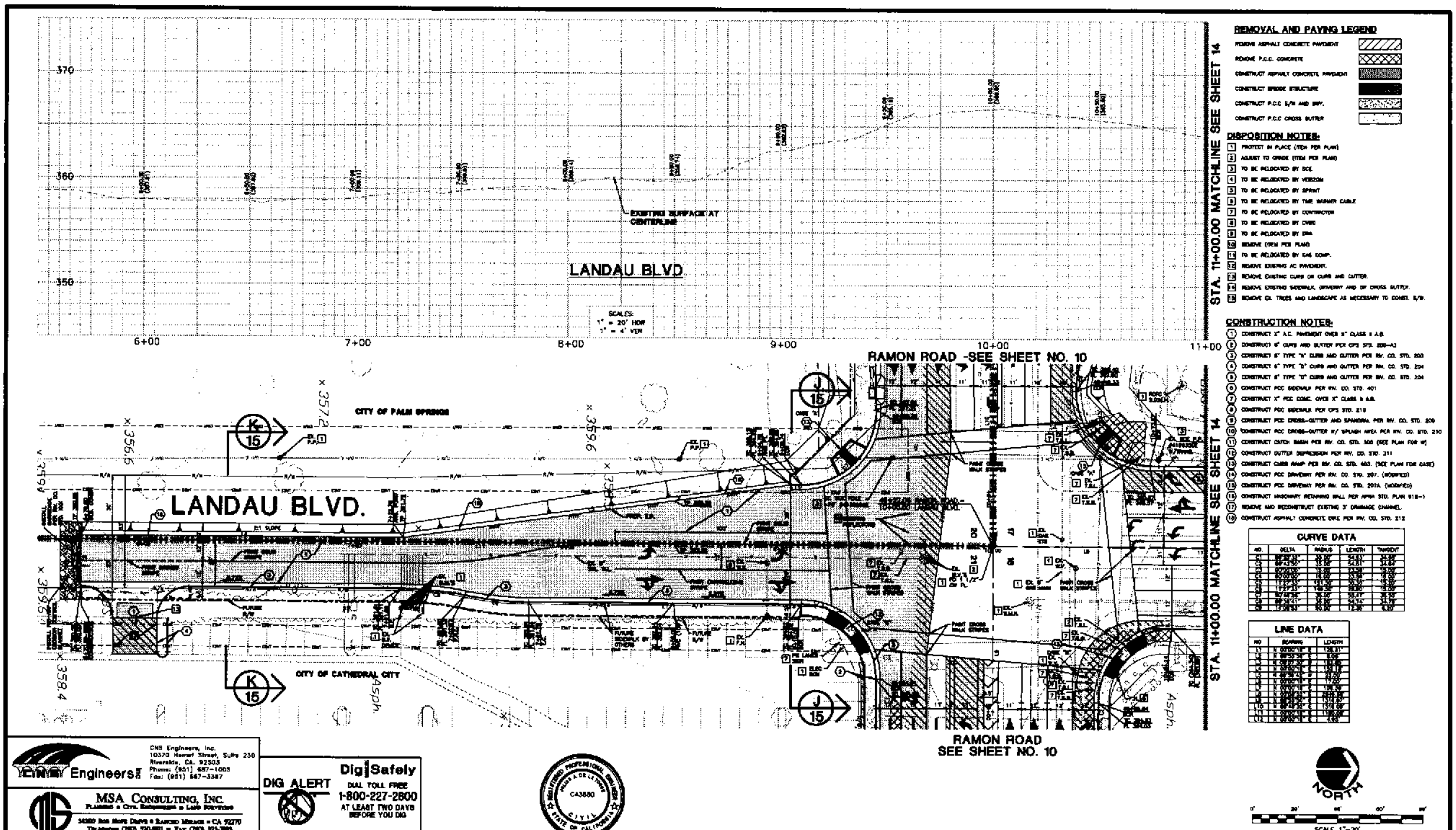
REVISIONS
BASIS OF BEARINGS
BENCH MARK
ELEV.
CATHEDRAL CITY, CALIFORNIA
RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 08-25
FEDERAL AID PROJECT NO. BHLS-5282(040)
30% GEOMETRIC APPROVAL DRAWINGS
CROSSLEY ROAD STA. 6+00 TO 11+50
CITY OF PALM SPRINGS, CALIFORNIA
SHEET
12
OF
15
SHEETS



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"RECORD DRAWINGS"

REVISIONS

BASIS OF BEARINGS

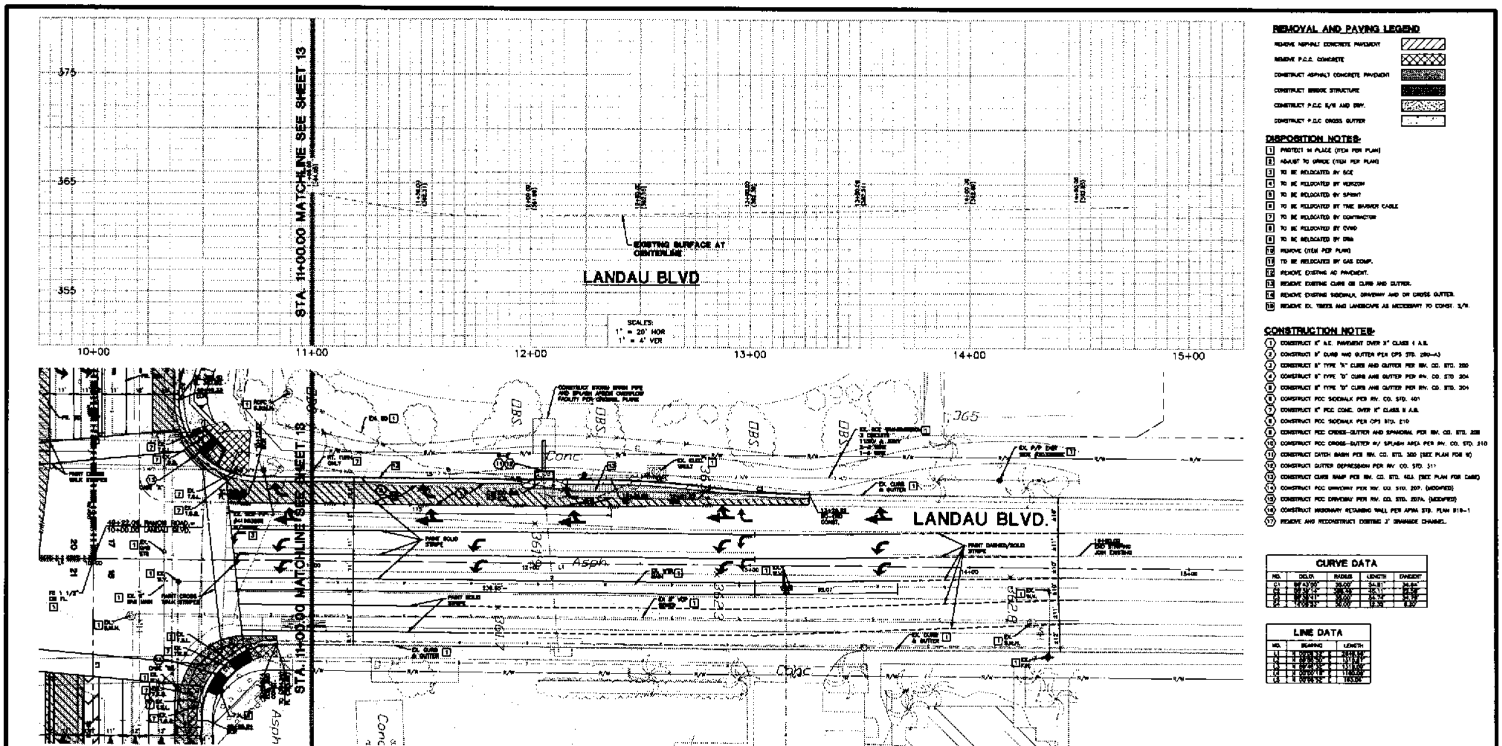
BENCH MARK | ELEV. 373.84

CATHEDRAL CITY, CALIFORNIA

RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 08-25
FEDERAL AID PROJECT NO. BHLS-5282(040)
30% GEOMETRIC APPROVAL DRAWINGS
LANDAU BLVD. STA. 5+70.60 TO 11+00

CITY OF PALM SPRINGS, CALIFORNIA

SHEET 13 of 15 SHEETS



CMS Engineers, Inc.
10370 Hemet Street, Suite 230
Riverside, CA. 92503
Phone: (951) 687-1005
Fax: (951) 687-3587

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C43880 CIVIL STATE OF CALIFORNIA

NORTH
SCALE 1"=20'

"RECORD DRAWINGS"

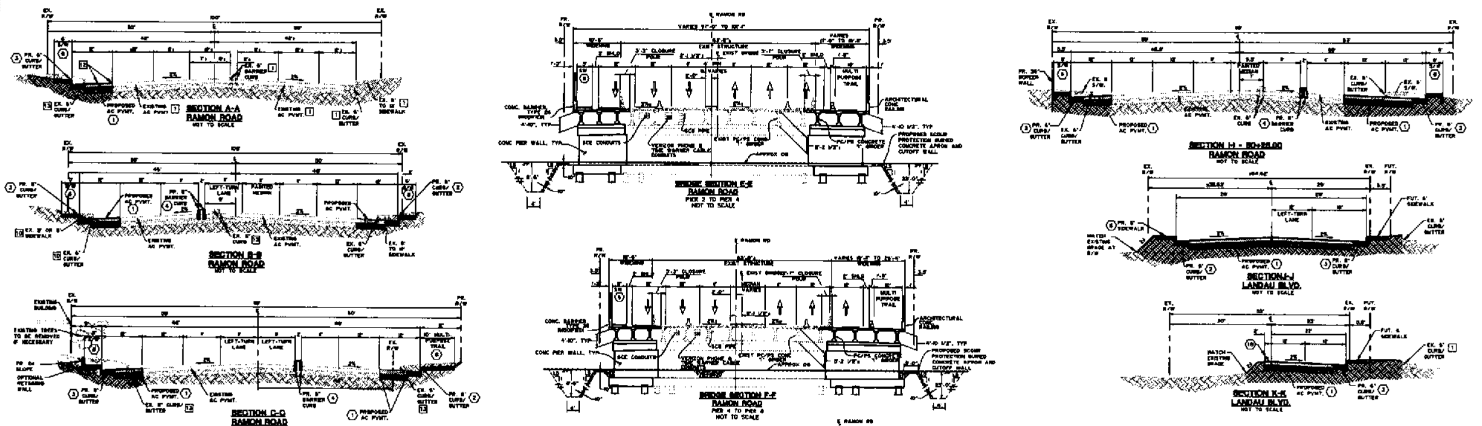
REVISIONS

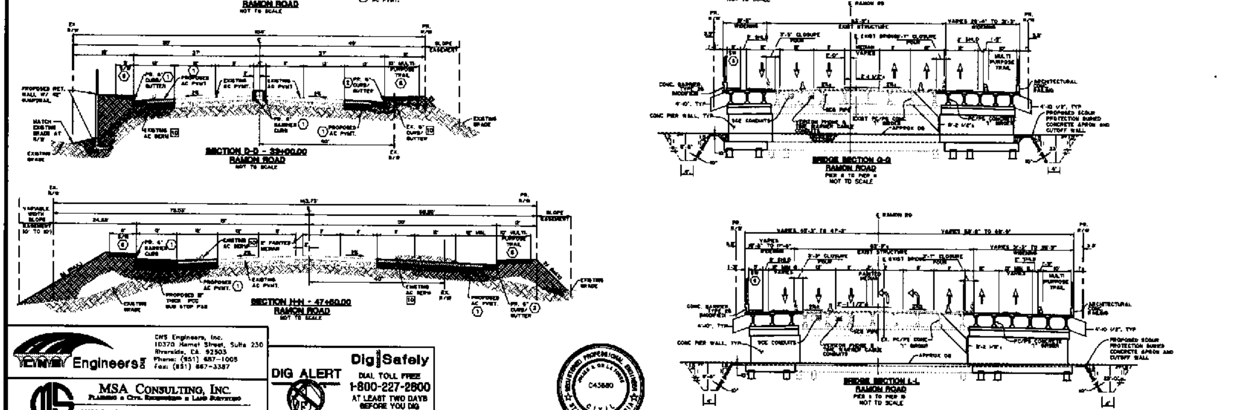
BASIS OF BEARINGS

BENCH MARK #118 ELEV. 373.94 (NAVD88 DATUM)

CATHEDRAL CITY, CALIFORNIA
RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 08-25
FEDERAL AID PROJECT NO. BHLS-5282(040)
30% GEOMETRIC APPROVAL DRAWINGS
LANDAU BLVD. 11+00 TO 15+50
CITY OF PALM SPRINGS, CALIFORNIA

SHEET 14 OF 15 SHEETS





DISPOSITION NOTES:

1. PROTECT IN PLACE (ITEM PER PLAN)
2. ADJUST TO GRADE (ITEM PER PLAN)
3. TO BE RELOCATED BY SCE
4. TO BE RELOCATED BY VERIZON
5. TO BE RELOCATED BY SPRINT
6. TO BE RELOCATED BY TIME WARNER CABLE
7. TO BE RELOCATED BY CONTRACTOR
8. TO BE RELOCATED BY CVWD
9. TO BE RELOCATED BY DWA
10. REMOVE (ITEM PER PLAN)
11. TO BE RELOCATED BY GAS COMP.
12. REMOVE EXISTING AC PAVEMENT.
13. REMOVE EXISTING CURB OR CURB AND GUTTER.
14. REMOVE EXISTING SIDEWALK, DRIVEWAY AND OR CROSS GUTTER.
15. REMOVE EX. TREES AND LANDSCAPE AS NECESSARY TO CONST. S/W

CONSTRUCTION NOTES:

1. CONSTRUCT 6" A.C. PAVEMENT OVER 7" CLASS II A.B.
2. CONSTRUCT 6" CURB AND GUTTER PER CPS STD. 200-A3
3. CONSTRUCT 6" TYPE "A" CURB AND GUTTER PER RIV. CO. STD. 200
4. CONSTRUCT 8" TYPE "D" CURB AND GUTTER PER RIV. CO. STD. 204
5. CONSTRUCT 6" TYPE "D" CURB AND GUTTER PER RIV. CO. STD. 204
6. CONSTRUCT PCC SIDEWALK PER RIV. CO. STD. 401
7. CONSTRUCT 6" PCC CONC. OVER 6" CLASS II A.B.
8. CONSTRUCT PCC SIDEWALK PER CPS STD. 210
9. CONSTRUCT PCC CROSS-GUTTER AND SPANDREL PER RIV. CO. STD. 209
10. CONSTRUCT PCC CROSS-GUTTER W/ SPLASH AREA PER RIV. CO. STD. 210
11. CONSTRUCT CATCH BASIN PER RIV. CO. STD. 300 (SEE PLAN FOR W)
12. CONSTRUCT GUTTER DEPRESSION PER RIV. CO. STD. 311
13. CONSTRUCT CURB RAMP PER RIV. CO. STD. 403. (SEE PLAN FOR CASE)
14. CONSTRUCT PCC DRIVEWAY PER RIV. CO. STD. 207. (MODIFIED)
15. CONSTRUCT PCC DRIVEWAY PER RIV. CO. STD. 207A. (MODIFIED)
16. CONSTRUCT MASONARY RETAINING WALL PER APWA STD. PLAN 618-1
17. REMOVE AND RECONSTRUCT EXISTING 3' DRAINAGE CHANNEL.
18. CONSTRUCT ASPHALT CONCRETE DIKE PER RIV. CO. STD. 212

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10370 Hemet Street, Suite 230
Riverside, CA 92503
Phone: (951) 687-1005
Fax: (951) 687-3387

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34200 BOB HOPE DRIVE ■ RANCHO MIRAGE ■ CA 92270
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REVISIONS

BASIS OF BEARINGS

BENCH MARK #116 ELEV. 373.84 (NAVD88 DATUM)

DESIGNED BY JBA
DRAWN BY JBA
CHECKED BY PRB

R.C.E. NO. 43880

CATHEDRAL CITY, CALIFORNIA
RAMON ROAD BRIDGE PROJECT
AT THE WHITEWATER RIVER
CITY PROJECT NO. 08-25
FEDERAL AID PROJECT NO. BHLS-5282(040)
30% GEOMETRIC APPROVAL DRAWINGS
TYPICAL SECTION SHEET
CITY OF PALM SPRINGS, CALIFORNIA

SHEET 15 OF 15 SHEETS

APPENDIX B

PHOTO SURVEY

RAMON ROAD WIDENING PROJECT-
SAN LUIS REY DRIVE TO LANDAU BOULEVARD
INCLUDING THE WHITEWATER RIVER BRIDGE

Cities of Palm Springs and Cathedral City,
Riverside County, California

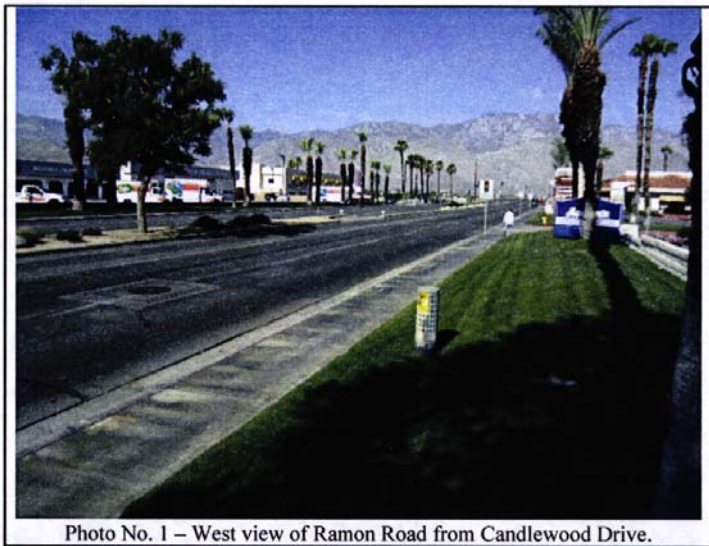

Photo No. 1 – West view of Ramon Road from Candlewood Drive.

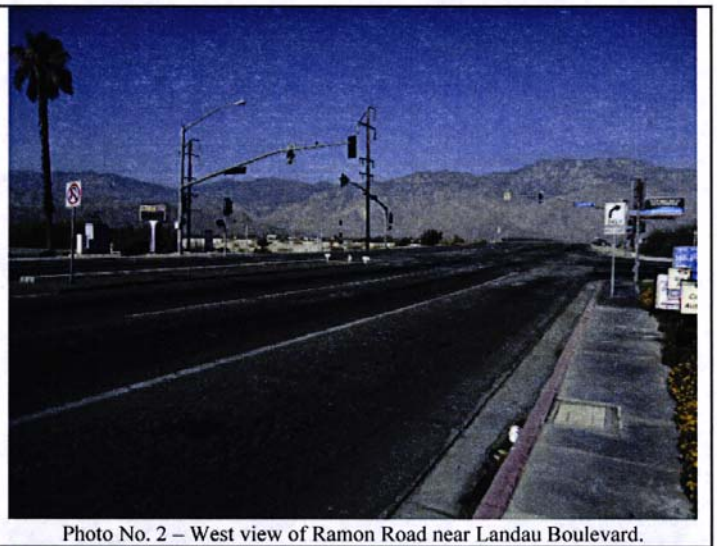

Photo No. 2 – West view of Ramon Road near Landau Boulevard.

Photo No. 3 – West view of Ramon Road before bridge.

Photo No. 4 – West view of Ramon Road from eastern part of bridge.

Photo No. 5 – Southeast view of Ramon Road from western part of bridge.

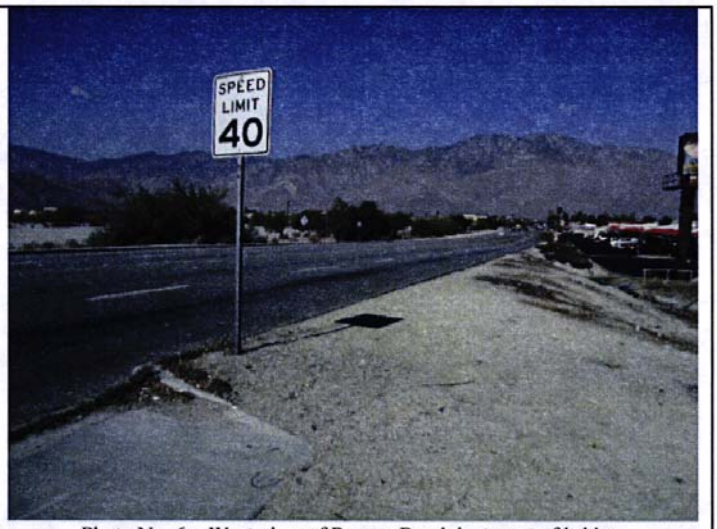

Photo No. 6 – West view of Ramon Road, just west of bridge.

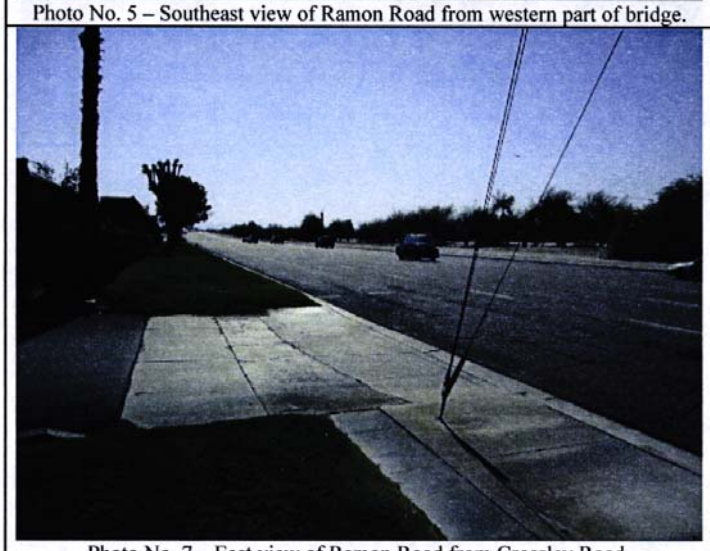

Photo No. 7 – East view of Ramon Road from Crossley Road.

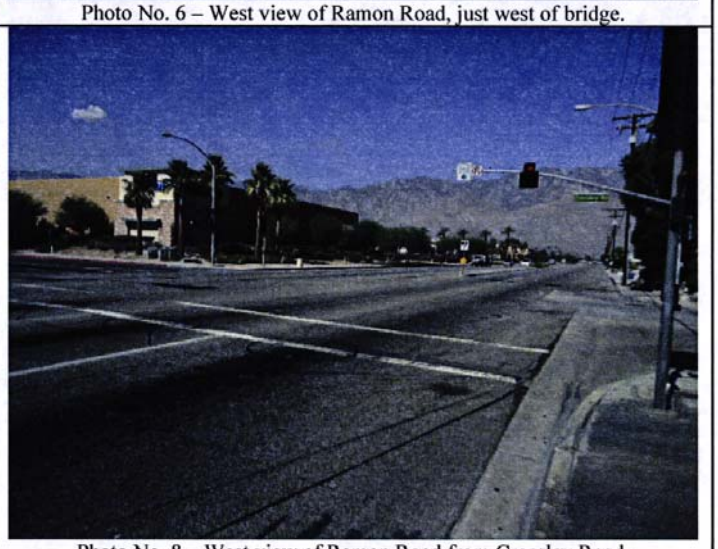

Photo No. 8 – West view of Ramon Road from Crossley Road.

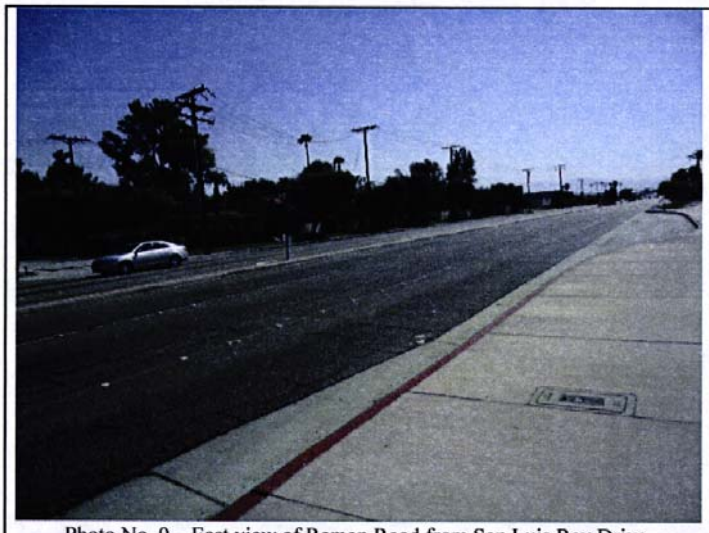

Photo No. 9 – East view of Ramon Road from San Luis Rey Drive.

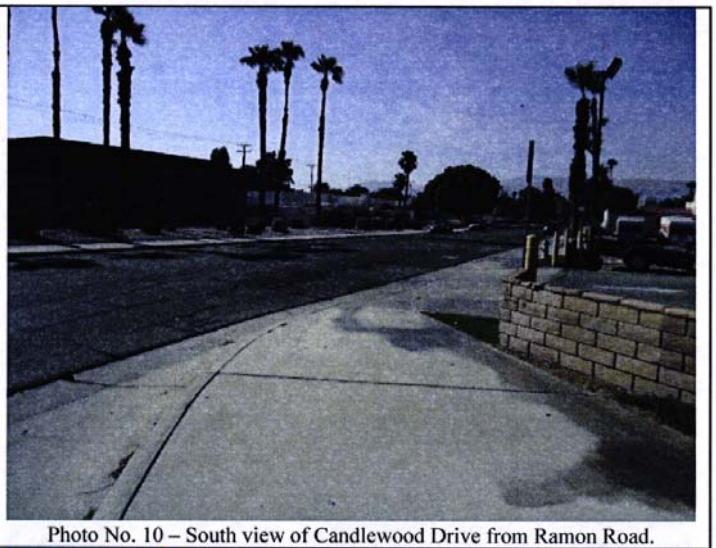

Photo No. 10 – South view of Candlewood Drive from Ramon Road.

Photo No. 11 – South view of Landau Boulevard near Ramon Road.

Photo No. 12 – North view of Crossley Road, north of Ramon Road.

Photo No. 13 – Northwest view of golf course in Whitewater River.

Photo No. 14 – Northeast view of golf course in Whitewater River.

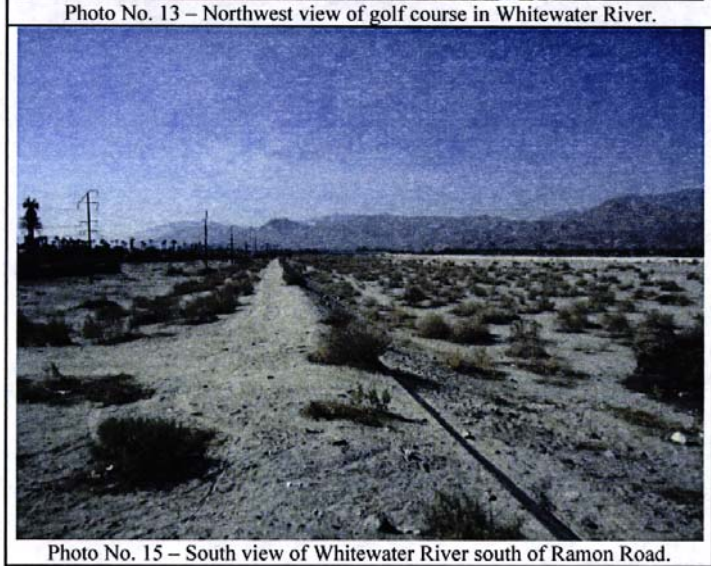

Photo No. 15 – South view of Whitewater River south of Ramon Road.

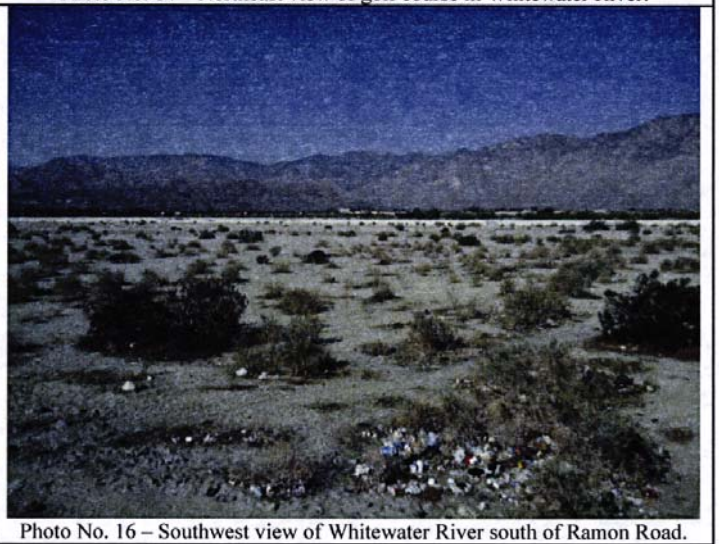

Photo No. 16 – Southwest view of Whitewater River south of Ramon Road.

Photo No. 17 – Shopping center northeast of Ramon Rd. and Landau Blvd.

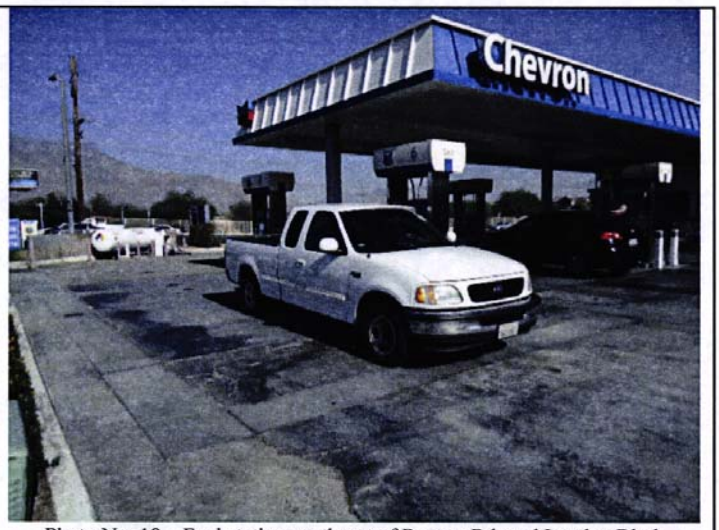

Photo No. 18 – Fuel station northeast of Ramon Rd. and Landau Blvd.

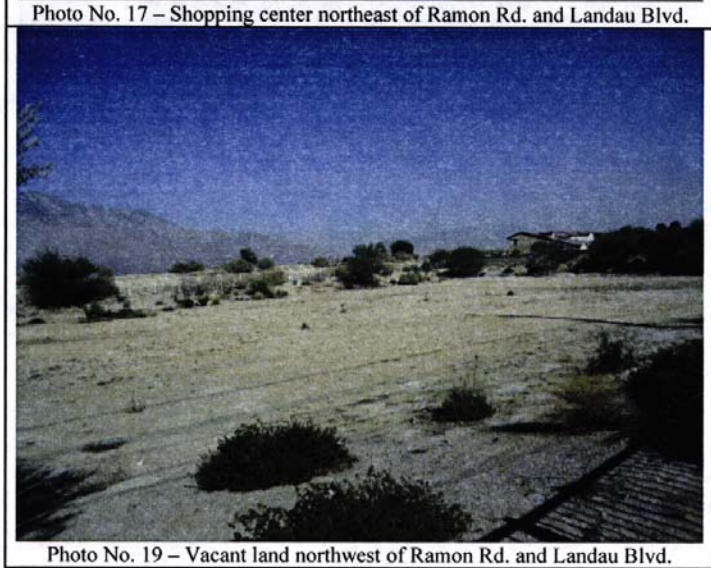

Photo No. 19 – Vacant land northwest of Ramon Rd. and Landau Blvd.

Photo No. 20 – U-Haul facility southwest of Ramon Rd. & Candlewood Dr.

Photo No. 21 – Commercial prop. southeast of Ramon Rd. and Landau Blvd.

Photo No. 22 – Office building northwest of Ramon Rd. & Whitewater River.

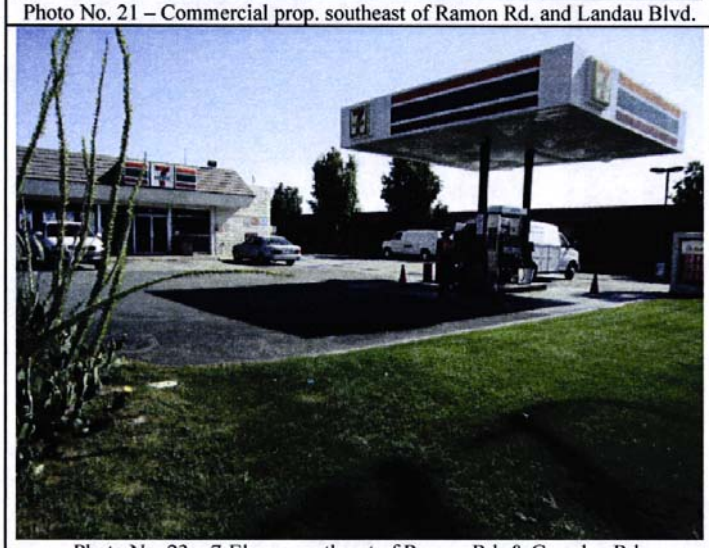

Photo No. 23 – 7-Eleven northeast of Ramon Rd. & Crossley Rd.

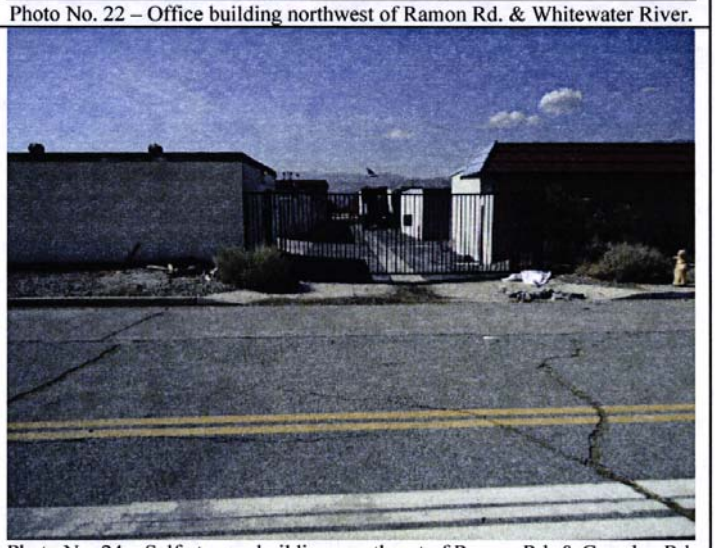

Photo No. 24 – Self-storage buildings northeast of Ramon Rd. & Crossley Rd.

Photo No. 25 – West view of unused roadway north of self-storage buildings.

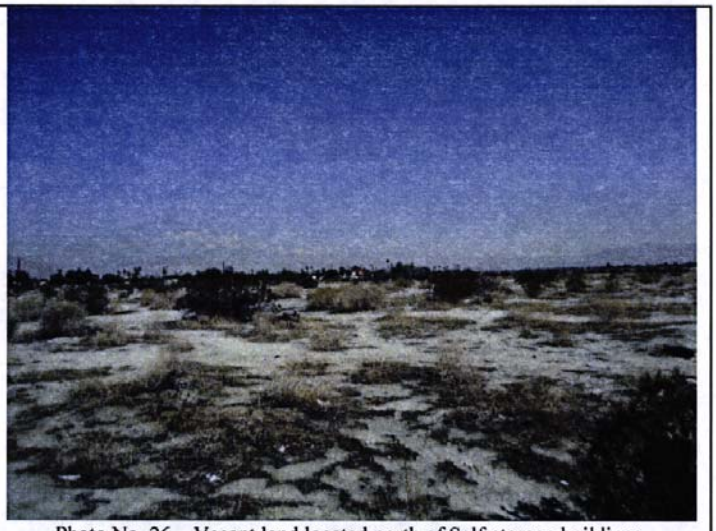

Photo No. 26 – Vacant land located north of Self-storage buildings.

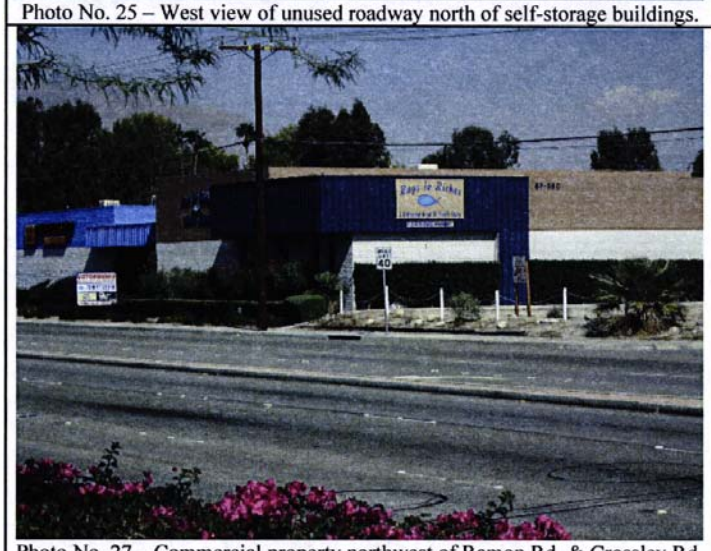

Photo No. 27 – Commercial property northwest of Ramon Rd. & Crossley Rd.

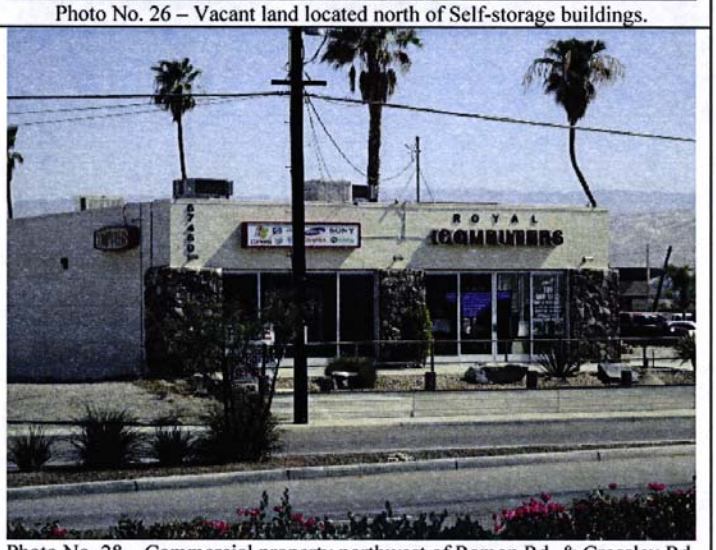

Photo No. 28 – Commercial property northwest of Ramon Rd. & Crossley Rd.

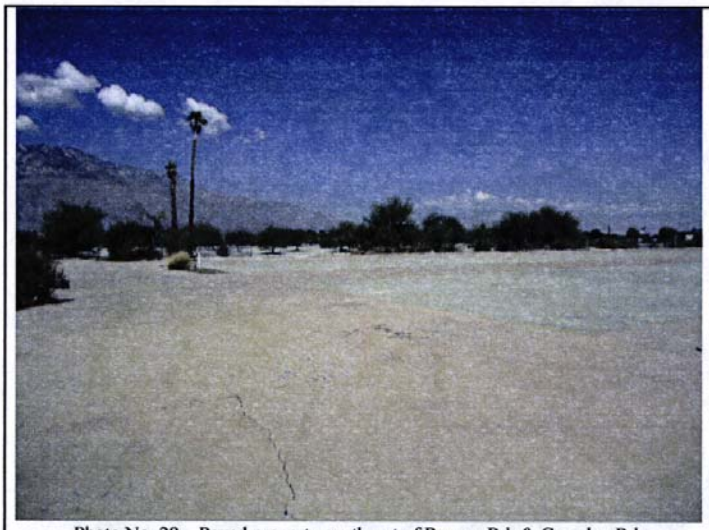

Photo No. 29 – Paved property southeast of Ramon Rd. & Crossley Rd.

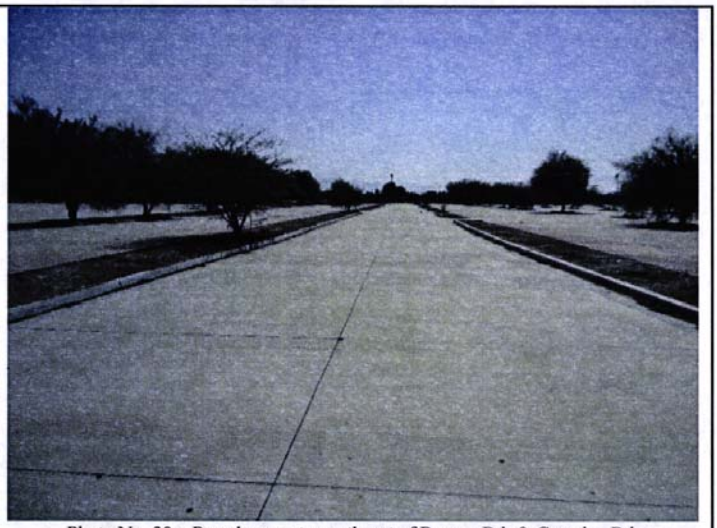

Photo No. 30 – Paved property southeast of Ramon Rd. & Crossley Rd.

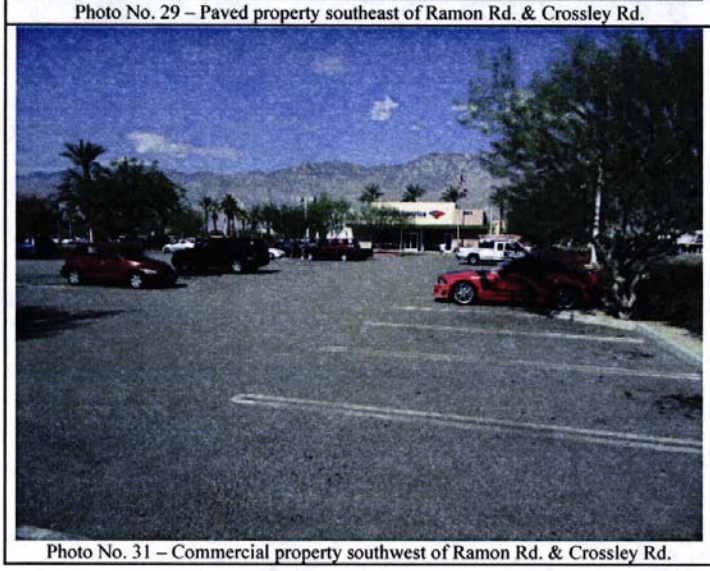

Photo No. 31 – Commercial property southwest of Ramon Rd. & Crossley Rd.

Photo No. 32 – Commercial property southeast of Ramon Rd. & San Luis Rey Dr.