
Special Council Meeting Agenda

Thursday, September 17, 2015

10:00 AM

City Hall Council Chambers



The Indian Wells City Council welcomes and encourages participation at City Council meetings. The Council requests speakers present their remarks in a respectful manner, within the 3 minute time limit, and focus on issues which directly affect the City or which are within the subject jurisdiction of the City. Please fill out a blue Speaker Request form and give it to the City Clerk, preferably before the start of the meeting.

Any public record, relating to an open session agenda item, that is distributed within 72 hours of the meeting is available for public inspection at City Hall reception, 44-950 Eldorado Drive, Indian Wells during normal business hours.

1. CONVENE THE CITY COUNCIL, PLEDGE OF ALLEGIANCE AND ROLL CALL

MAYOR TY PEABODY
MAYOR PRO TEM DANA REED
COUNCIL MEMBER RICHARD BALOCCO
COUNCIL MEMBER DOUGLAS HANSON
COUNCIL MEMBER TED MERTENS

2. APPROVAL OF THE FINAL AGENDA

3. PUBLIC COMMENTS

The Council requests speakers present their remarks in a respectful manner, within the 3 minutes time limit, and focus on issues which directly affect the City or which are within the subject jurisdiction of the City. The Mayor will call upon the members of the public to address the Council. When you're called please come forward to the podium, and state your name for the record.

The Brown Act, with certain exceptions, does not permit the Council to discuss or take action on issues not listed on the agenda. The Council may respond briefly to statements made or questions posed, request clarification, or refer the item to Staff.

A. PUBLIC COMMENTS

B. RESPONSE TO PRIOR PUBLIC COMMENTS

4. GENERAL BUSINESS

The Mayor will call upon the members of the public to address the Council regarding the agenda item being considered. After the public has provided comment, the item is closed to further comment and brought to the Council for discussion and action. Please state your name for the record.

A. [1236-15](#) Coachella Valley Link (CV Link)**RECOMMENDED ACTION:**

City Council discuss Coachella Valley Link (CV Link) and provides **DIRECTION**.

Attachments: [CV Link Plan Set](#)

[CV Link Data Table](#)

[CV Link Cross Sections](#)

5. CLOSED SESSION

Once the closed session has ended, the City Attorney or presiding officer will make any announcement required by the Brown Act relative to reportable actions taken during the closed session.

- A. [1212-15](#) Conference with Legal Counsel Regarding Anticipated Litigation. Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2). Number of Potential Cases: 3.**
- B. [1208-15](#) Conference with City's Real Property Negotiator Pursuant to Government Code 54956.8. Property: 0.41 Acre portion of APN 633-150-073, Generally Located North of Highway 111 and West of Miles Avenue. City's Negotiator: Wade G. McKinney, City Manager/Executive Director. Other Negotiating Parties: Gerald Fogelson, Michael Kiner. Under Negotiation: Price and Terms of Payment.**
- C. [1206-15](#) Conference with Legal Counsel Regarding Existing Litigation, Pursuant to Government Code Section 54956.9(d)(1): City of Indian Wells v. Verizon California, Inc. (U1002C), Public Utilities Commission, Case No. (C.) 15-03-006.**

- D. [1234-15](#) Conference with Legal Counsel Regarding Existing Litigation, Pursuant to Government Code Section 54956.9(d)(1): Melanie Haber and Joshua & Ethan Weiss v. City of Indian Wells, et al., California Superior Court, Riverside County, Case No. INC 1303916.
- E. [1210-15](#) Conference with Legal Counsel Regarding Existing Litigation, Pursuant to Government Code Section 54956.9(d)(1): Douglas A. Lawellin and Steven D. Rohlin vs. City of Indian Wells, et al., U.S. District Court, Central District of California, Case No. CV 13-00731 MMM (SPx) and City of Indian Wells vs. Douglas A. Lawellin, et al, Riverside County Superior Court, INC Case No. INC 1201700.
- F. [1204-15](#) Conference with Legal Counsel Regarding Existing Litigation, Pursuant to Government Code Section 54956.9(d)(1): Douglas Hanson v. City of Indian Wells, et al., California Superior Court, Riverside County, Case No, PSC 1405730.

6. ADJOURNMENT

To a special meeting of the City Council to be held at 1:00 p.m. on September 17, 2015 in the City Hall Council Chambers; and thereafter to a regularly scheduled meeting of the City Council to be held at 1:30 p.m. on September 17, 2015 in the City Hall Council Chambers.

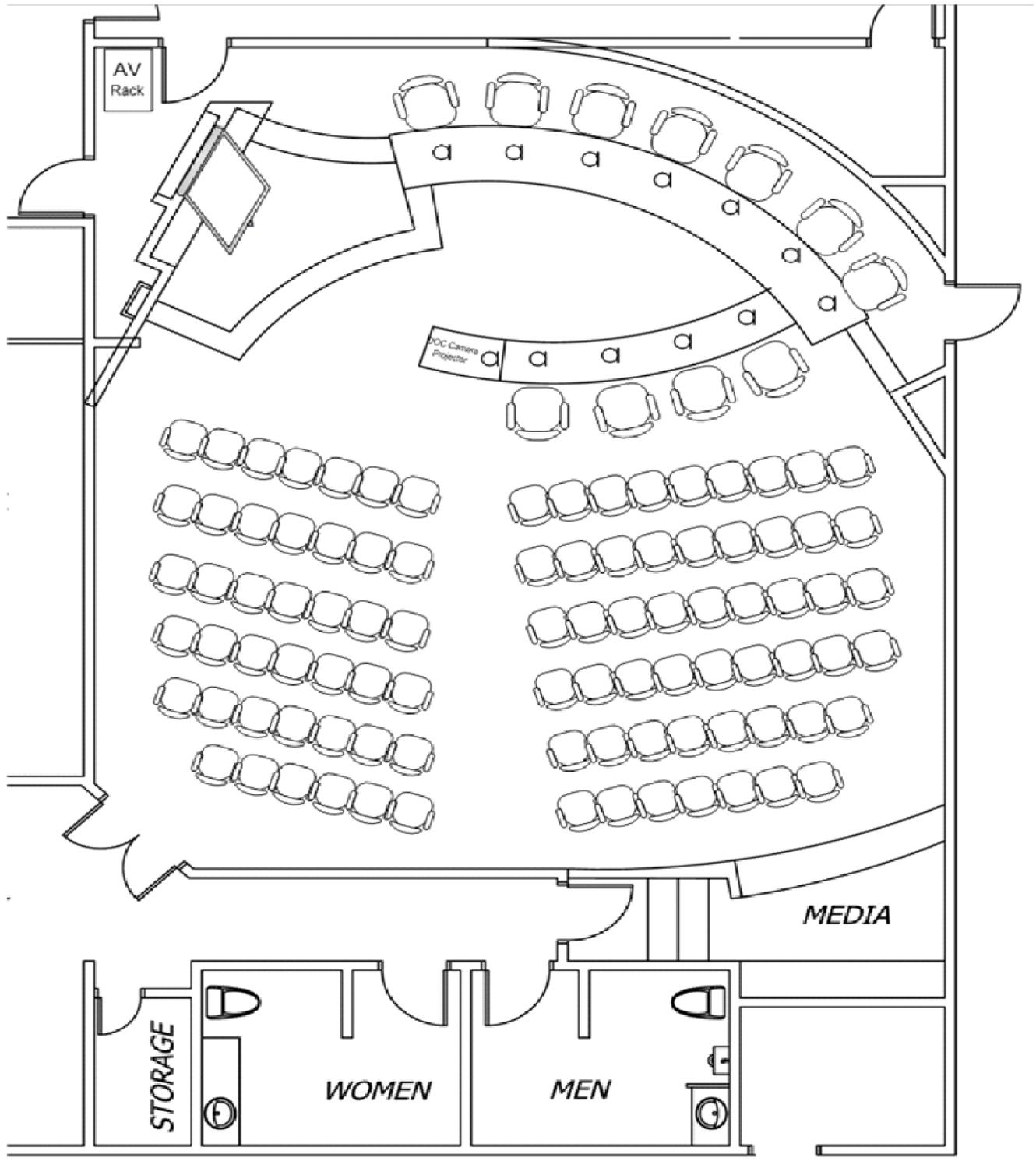
Affidavit of Posting and Notice

I, Anna Grandys, certify that on September 11, 2015, I caused to be posted and served upon all members of the City Council, a notice of a City Council Special Meeting to be held on September 17, 2015 at 10:00 a.m. in the City Hall Council Chambers/Executive Conference Room.

Notices were posted at Indian Wells Civic Center, Village I [Ralph's], and Indian Wells Plaza [Indian Wells Chamber of Commerce], and were delivered to all City Council members.



Anna Grandys
Chief Deputy City Clerk





Legislation Text

File #: 1236-15, Version: 1

***Indian Wells City Council
Staff Report - City Manager's Office***

September 17, 2015

Coachella Valley Link (CV Link)

RECOMMENDED ACTION:

City Council discuss Coachella Valley Link (CV Link) and provides **DIRECTION**.

DISCUSSION:

City Council directed staff to place the CV Link project on the agenda for discussion of routes and funding. The Coachella Valley Association of Governments (CVAG) is the lead agency for CV Link. In June, the CVAG Executive Committee directed their staff to conduct workshops for all of the cities to discuss Operations and Maintenance costs and funding.

CVAG staff will make a presentation at today's Council meeting describing the proposed routes through Indian Wells. Attached are pages of the CV Link 10% Design Plan Set (March 2015), the relevant pages of the Data Table, and the cross-sections information. These three documents depict the proposed design at any given location along the route.

The Mayor asked that the City Council review three issues:

- Are the proposed routes acceptable?
- Is the City willing to spend General Funds on CV Link?
- Is the City willing to spend Measure A Funds on CV Link?

FISCAL IMPACT:

CVAG has budgeted \$668,323 for annual operations and maintenance costs and \$324,200 to be set aside each year for long term concrete and bridge replacements. A funding plan will be finalized as CVAG completes the design and the necessary environmental review.

ATTACHMENTS:

1. CV Link Plan Set
2. CV Link Data Table
3. CV Link Cross Sections

091615PM0313CITYOF IW



September 16, 2015

Mayor Ty Peabody
City of Indian Wells
44-950 Eldorado Drive
Indian Wells, CA 92210

Dear Mayor Peabody:

As the general managers of Indian Wells' two largest hotels, we pride ourselves on being engaged in our community and ensuring that this city remains a premiere tourist destination. We also are keen to support ideas and projects that not only enhance the experience that visitors have when they come to Indian Wells, but encourage them to stay in the Coachella Valley longer and return more frequently.

It has been with great interest that we have followed the valley-wide discussion on CV Link, the pathway for cyclists, joggers and golf carts that would span the Coachella Valley. Many of our colleagues, including the Greater Palm Springs Convention and Visitors Bureau, have been vocal supporters of this project. We too recognize that having a recreation path linking points of interest within Indian Wells to the rest of the Coachella Valley would be an amenity we could market to our guests, as we suspect many of them are always looking for new ways to stay active and enjoy the Valley's unique outdoor environment.

We realize that there are many important decisions that the Coachella Valley Association of Governments will need to address as CV Link continues to be designed. We are confident our valley's elected leadership will do their best to study this project to insure a favorable outcome for all. We appreciate the City Council's on-going review as further details of the continued engineering and environmental compliance issues become available and financing and routing options discussed. We further appreciate that the City has a seat at the table when it comes to planning CV Link; and surely support any outcome that represents the Cities best interest.

As you weigh the options and take into account resident opinion, we would be happy to conduct surveys of our guests if that might help to quantify the impact of a CV link as it relates to tourism development.

Your leadership has helped to make Indian Wells a City that we are proud of, and we look forward to continuing to work with you to keep it that way.

Sincerely,

Doug Sears
General Manager
Hyatt Regency Indian Wells Resort & Spa

Tom Tabler
General Manager
Renaissance Indian Wells Resort & Spa

c: **Wade McKinney, City Manager**

**John Powell, Jr.
46537 Manitou Dr.
Indian Wells, CA 92210**

09/16/15 PM 03:27 CITY OF IW

Mayor and Members of the City Council of Indian Wells,

I am a lifelong Coachella Valley resident, but I'm particularly proud to call Indian Wells home.

As an avid cyclist and a father of two, I look forward to the day I can ride from my home in Indian Wells to my office in Coachella without having to face the very dangerous traffic on our local roads.

Indian Wells is the premier residential community and tourist destination in the valley, and the city's investment in outdoor activities, including tennis and golf, make this a world class destination.

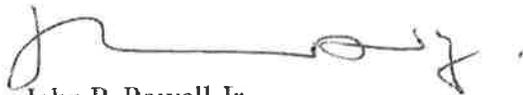
I see your support of CV Link as another step in that effort. CV Link is the type of project that may come around only once in a generation. I believe we have the rare opportunity to build this project for the benefit of my generation as well as my children and grandchildren.

I also ask for your support of a thoughtful consideration of alternatives during the environmental review process that is underway. We owe it to the public to not take premature votes and actions on the project before the public has had the opportunity to review and comment on the Environmental Impact Report.

There may be technical and administrative steps ahead of us. Nevertheless, I am confident that local cities and agencies can continue to cooperatively address all the issues and build a transportation corridor that encourages jogging, walking, cycling and other forms of alternative transportation.

As I've said publicly – and will repeat again here – the question we really should be asking is “why haven't we broken ground on this project yet?”

Sincerely,



John P. Powell Jr.
September 16, 2015

CC: City Manager Wade McKinney
CVAG Executive Director Tom Kirk

Emily D.P. Nelson, D.Env.
Health and Environmental Risk Consultant
76343 Fairway Dr.
Indian Wells, CA 92210
dremilynelson@gmail.com
760-333-1776

09/16/15 PM 05:21 CITY OF IW

September 16, 2015

Mayor Ty Peabody
Mayor Pro Tem Dana Reed
Councilman Richard Balocco
Councilman Douglas Hanson
Councilman Ted Mertens
City of Indian Wells
44-950 Eldorado Drive
Indian Wells, CA 92210

To Members of Indian Wells City Council,

As a native of the Coachella Valley, I have made it my personal mission to find ways to give back to my community, especially when it comes to supporting efforts that improve our region's air quality. I wanted to show my four boys that living a healthy lifestyle and encouraging others to walk, run or bike will also improve the overall public health and provide yet another reason for people to enjoy the Coachella Valley.

I have been heartened to see Indian Wells City Council support CV Link over the years. I realize there are details that the City must work to address with the Coachella Valley Association of Governments, including finalizing the route. But as you move forward with the study session scheduled for September 17, I hope you will do it in a fashion that furthers continued cooperation instead of limiting the options for moving forward with this critical project.

There are so many reasons to build CV Link. First and foremost, CV Link will get people out of their cars, enhancing our regional mobility, improving air quality and reduce greenhouse gas emissions (GHG). It also is part of a regional effort to emphasize zero-emission transportation options, including new forms of transit and active transportation.

There are also health reasons to build this project. According to the 2013 Coachella Valley Community Health Monitor, a study completed by the Health Assessment Resource Center, 59.5 percent of Coachella Valley adults and nearly 40 percent of children are overweight or obese. The same study found that Hispanic or Latino children as well as those in low-income families are more likely than their counterparts to have weight issues. CV Link will help address this issue by encouraging our children and future generations a safe, sustainable and healthy way to travel across the Coachella Valley.

I've worked with many former council members on air quality and environmental issues over the past 27 years that I have been a resident of Indian Wells. I thank you for your leadership and careful consideration of our regional efforts and projects. CVAG is still early in the design phase of CV Link. Let's continue to be thoughtful – not reactionary -- as this project moves forward.

Sincerely,

Dr. Emily Nelson

Dear Mayor and City Council,

I am unfortunately unable to be here for the CU Link meeting. I just wanted to express why I think the CK Link would be an asset to Indian Wells. We all see how crowded the valley is getting, with traffic becoming very sluggish (especially in times of festivals and BNP), as younger, healthier, active flood the valley during these times, they would flock to the free flowing and healthy CU Link. Your proposed shopping/retail center near the Tennis Gardens will get more visitors, more traffic from the CU Link, as well as help decongest the roads for better flowing vehicle traffic. As well, the huge number of cyclists (Toscana has a very active bike club) that live in Indian Wells will greatly appreciate your support of this project (not to mention all the population that has golf carts and NEUs, pedestrians, etc.) The silent majority want a healthier, happier city, not a walled off city that protects their vocal minority calling for "protection"

Thank You! Scott McKelvey

Redistributed by Active Running and Sports 9/17/15.
<http://www.active.com/cycling/articles/be-cool-it-s-a-bike-path>

Be Cool, It's a Bike Path

• By Brian Fiske

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Multi-use paths are being added to cities across the country at an exciting rate and more people are using them. That's a great thing. But crowding can lead to conflict. To stay safe, and make the experience more enjoyable for everyone, here are a few guidelines for blissfully sharing bike paths with fellow cyclists, joggers, dog walkers, and everyone else.

1. Get out of time-trial mode, duh. It's fun to go fast, but a bike path isn't the place to seek a KOM. Yes, you can crank things up a bit if you have clear sight lines and few other users but, as a general rule, keep it under control.

2. **Ride right, pass left.** Act like a car in these situations. Right for travel, left for passing. And, of course, obey all traffic signals.

Popular Activities Near You

Palm Springs, CA

- [Riverside Citrus Classic](#)
-

Riverside, CA

- [12 & 6 Hours Of Temecula #3, November 7th, 2015](#)
-

Temecula, CA

- [2015 Palm Desert Century](#)
-

Palm Desert, CA

- [Ride in the Rocks](#)
Lucerne Valley, CA
-

[Explore Similar Activities](#)

More: [7 Jobs in the Bike Industry](#)

3. Slow down—and be prepared to stop—when there are others around. People are unpredictable. Kids and pets especially, but the truth is, anyone can be so involved in a conversation or wrapped up in their own thoughts that they'll make a bad choice even if they hear you coming. Slow to a walking pace and keep your hands on your brakes.

4. Make some noise well before passing. A bell is more charming (and less startling) than an "on your left!" but either is preferable to a stealth pass. Make noise—be sure you're heard—well before you reach the person you're passing.

5. Look around (and signal!) before passing or stopping. Just because you're doing it right doesn't mean everyone else is. Before you swing left to pass or hit the brakes to stop, throw out a hand signal, and take a look behind you for oncoming traffic.

More: [Are Bike Companies Pulling the Wool Over Our Eyes?](#)

6. Don't stand in the path. Sometimes it's nice to stop and look around and take a drink. Pull off the path when you do so, otherwise you'll block the way for everyone else.

7. Be nice. It's the most important thing. You're representing cyclists as a group. Don't be a stone-faced automaton hell-bent on maintaining your 19.5 mph pace. Treat people the way you want to be treated. Be friendly. Wave. Say hello. It will make all of our time on these super paths a little more fun.

 Ready to Ride? [Search for a cycling event.](#)

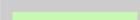
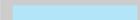
About The Author

Bicycling

BICYCLING

Bicycling.com extends the credibility and authority of the world's leading cycling magazine online with web exclusive content and interactive features that help affluent cycling enthusiasts get the most out of every ride.

Project Plans

- LEGEND**
- Proposed Routes**
-  Alignment Determined
 -  Alignment with Alternatives
- Roadway and Storm Water Channel Crossings**
-  At-Grade Crossing
 -  Undercrossing
 -  Overcrossing/Bridge
- Access Points**
-  Regional Access Point
 -  Local Access Point
 -  Commercial Access Point
 -  Neighborhood Access Point
- Ownership of Potentially Affected Parcels**
-  Private
 -  Public
 -  Tribal
 -  Water/Flood Control Districts
- Water/Flood Control Easements**
-  CVWD Easements
- Hydrologic Features**
-  Stream Centerlines

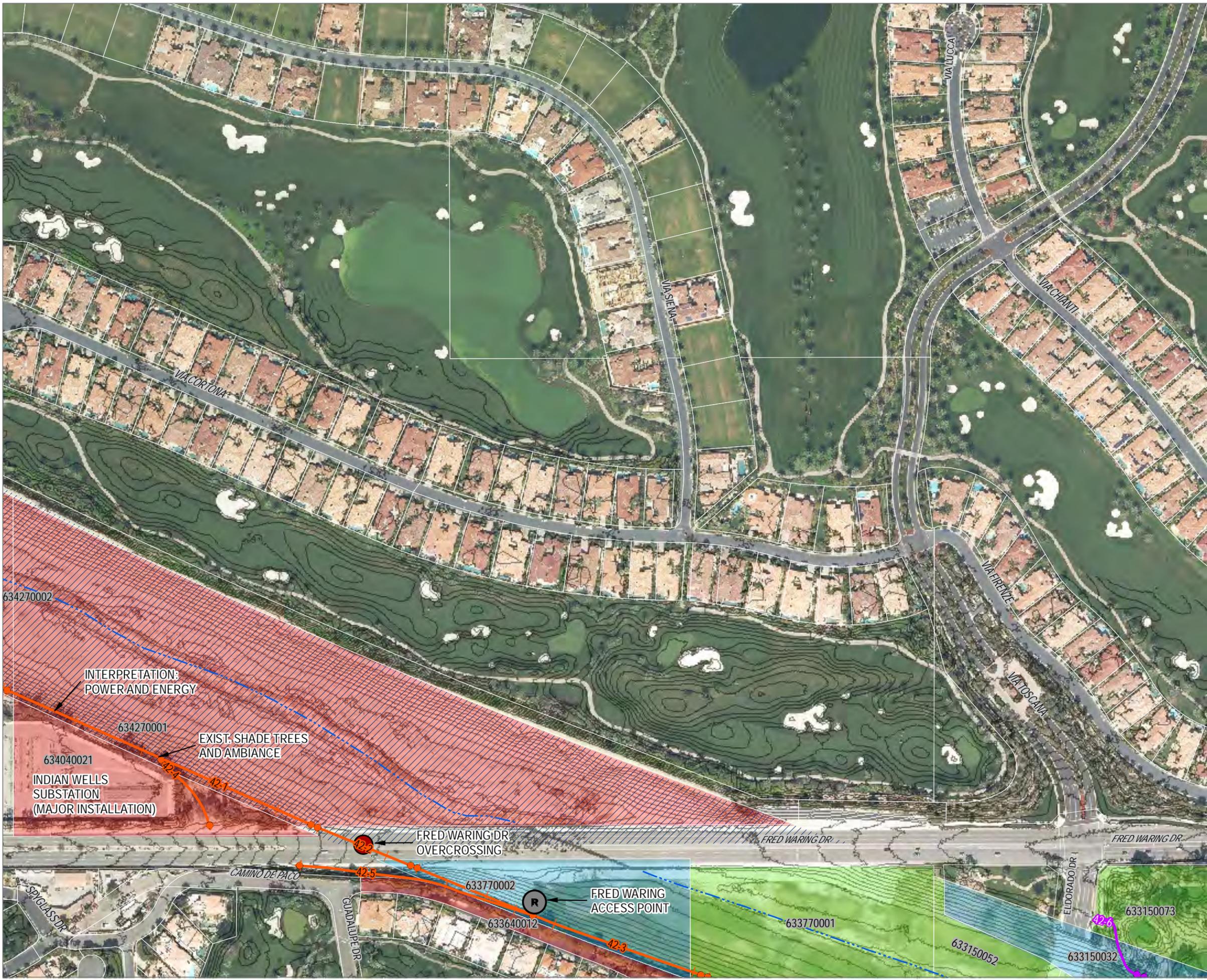
INDEX OF CORE ALIGNMENT MAP PAGES



0 125 250 FT.

1 in = 250 ft

Data obtained from CVAG, CALSIL, RCTLMA, ACBCI, CVWD, and RCFCWCD
Map created 6/4/2014



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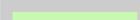
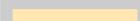
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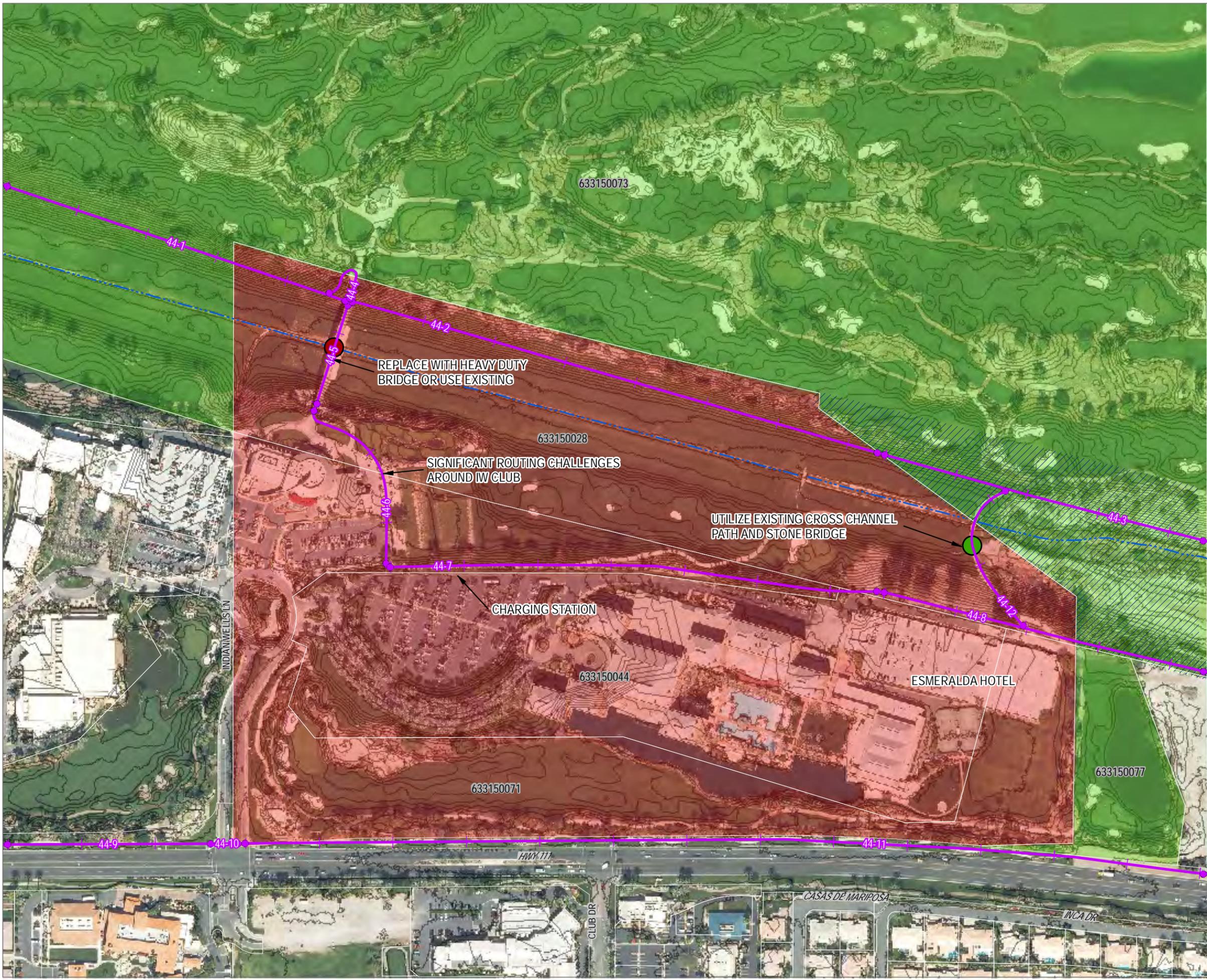
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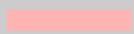
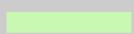
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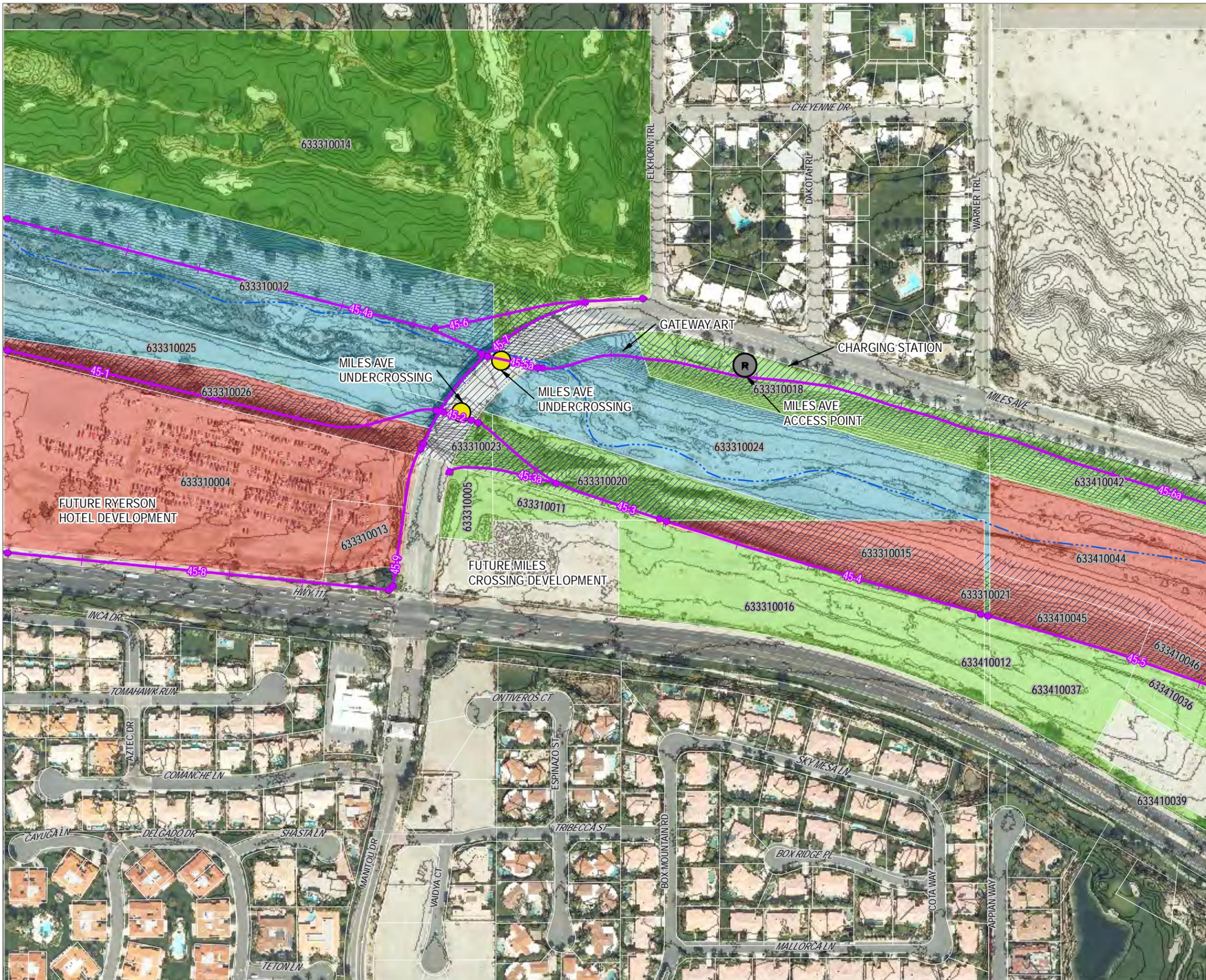
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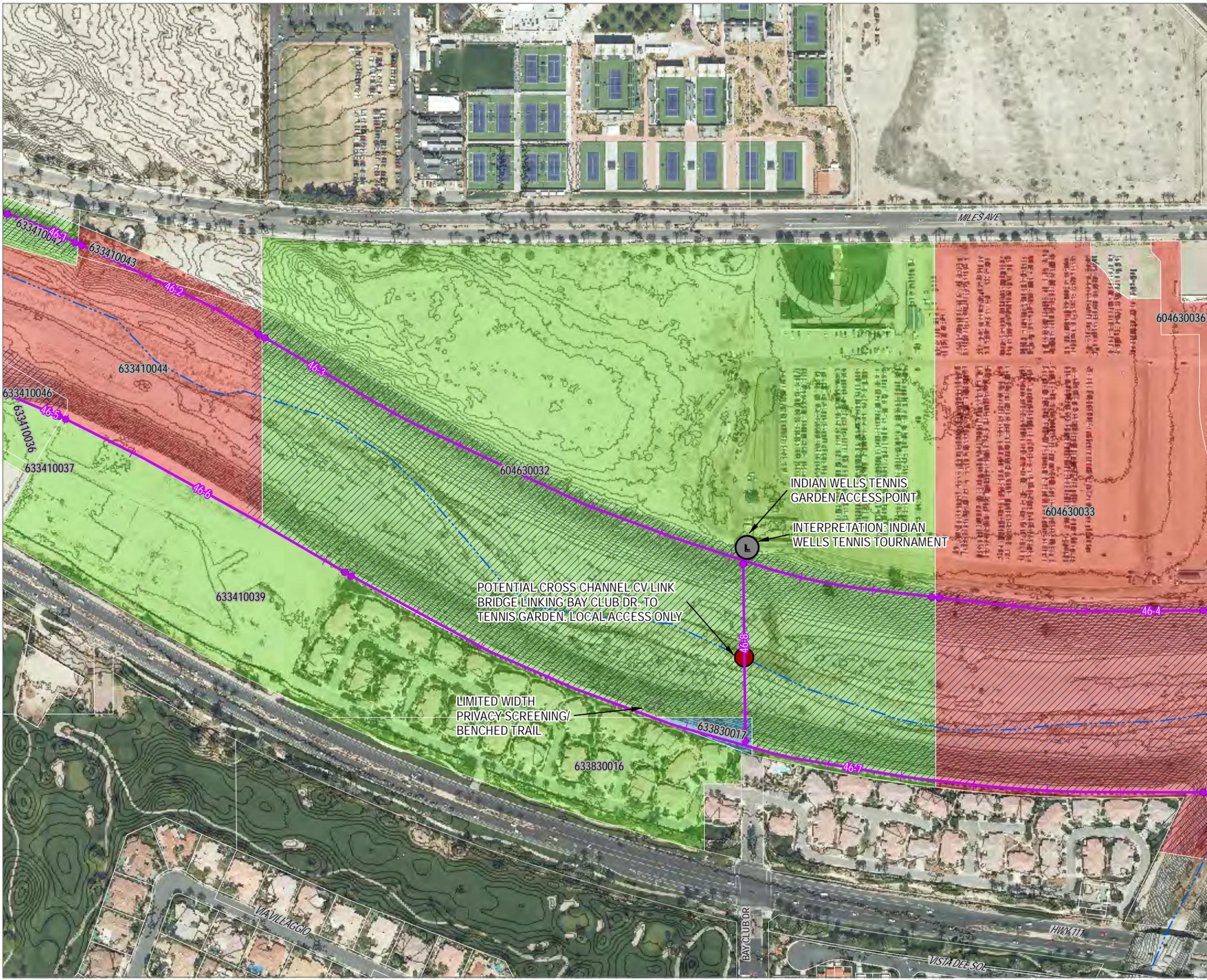
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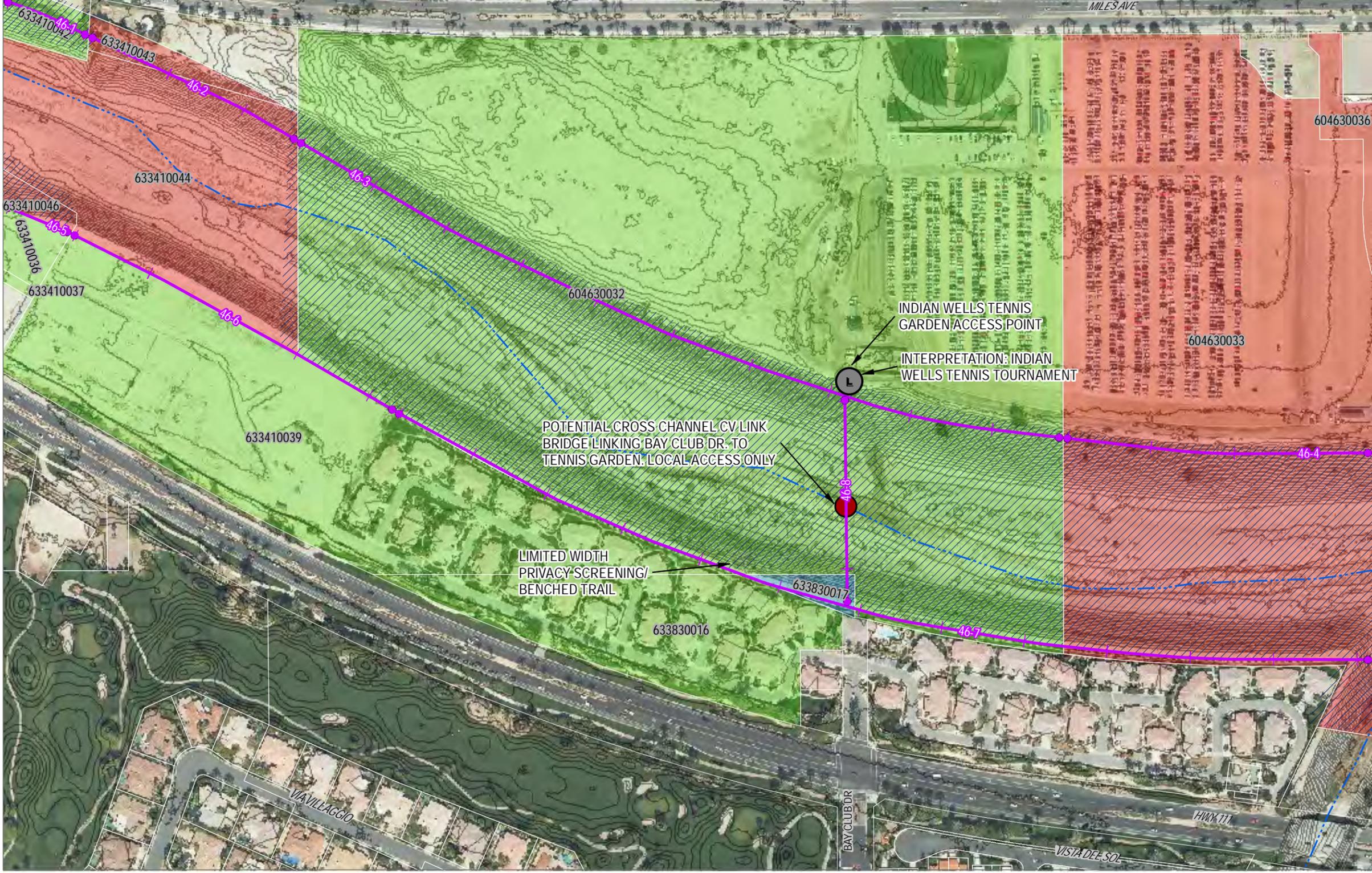
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INDIAN WELLS TENNIS GARDEN ACCESS POINT
INTERPRETATION: INDIAN WELLS TENNIS TOURNAMENT

POTENTIAL CROSS CHANNEL CV LINK BRIDGE LINKING BAY CLUB DR. TO TENNIS GARDEN. LOCAL ACCESS ONLY

LIMITED WIDTH PRIVACY SCREENING/ BENCHED TRAIL



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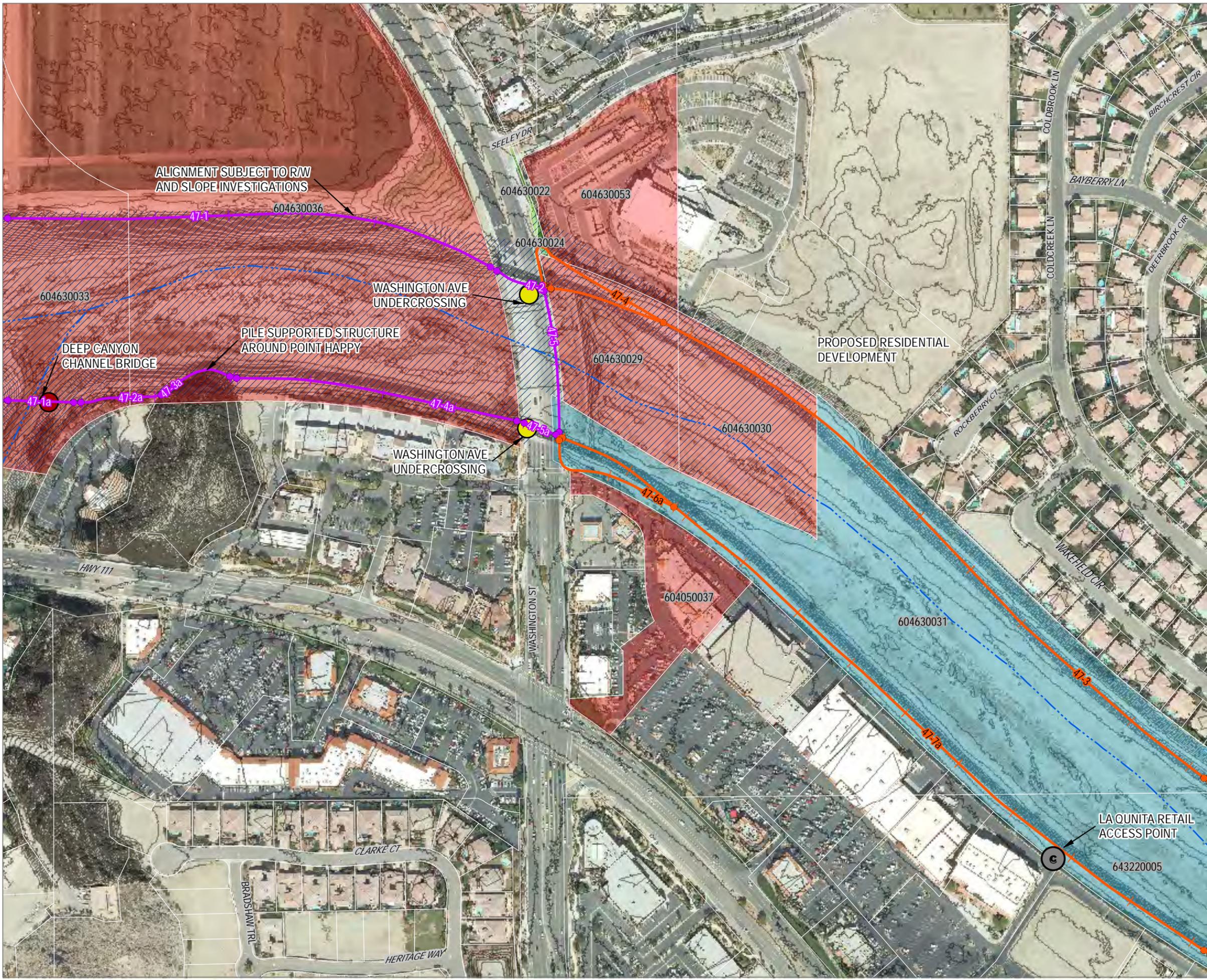
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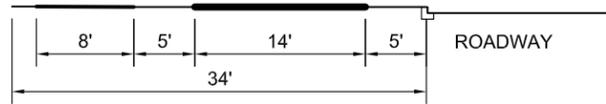
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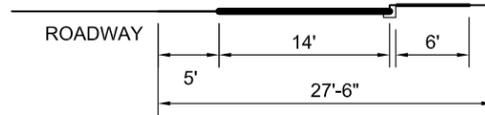
| Page-Link | Section | Total Cost | Description | Alt Group | Alt Name | Jurisdiction | Length ft | Length mi | Alt Category | Segment |
|-----------|----------------|-------------|--|----------------|-------------------------------------|--------------|-----------|-----------|--------------|---------|
| 41-1 | D-2 | \$148,500 | WW r.bank | Core | | Palm Desert | 400 | 0.08 | Core | 5 |
| 41-2 | X-2 | \$1,655,700 | Cook St OC | Core | | Palm Desert | 213 | 0.04 | Core | 5 |
| 41-6 | B-1 | \$79,900 | Cook St divert to signals | Connect | Cook St | Palm Desert | 306 | 0.06 | Connect | 5 |
| 41-8 | A-10 | \$243,900 | Cook St divert to signals | Connect | Cook St | Palm Desert | 285 | 0.05 | Connect | 5 |
| 41-9 | A-10 | \$149,200 | Cook St connection | Connect | Cook St | Palm Desert | 175 | 0.03 | Connect | 5 |
| 41-3 | D-14 | \$215,000 | WW r.bank | Core | | Palm Desert | 467 | 0.09 | Core | 5 |
| 41-4 | D-4 | \$1,122,200 | WW r.bank | Core | | Palm Desert | 921 | 0.17 | Core | 5 |
| 41-5 | D-4 | \$1,873,300 | WW r.bank | Core | | Palm Desert | 1504 | 0.28 | Core | 5 |
| 41-5 | D-4 | \$142,000 | WW r.bank | Core | | Indian Wells | 114 | 0.02 | Core | 5 |
| 41 | AP-N | \$58,400 | Kelsey Circle | Initial AP | Kelsey Circle Access | Palm Desert | | | Initial AP | 5 |
| 42-1 | D-3 | \$227,800 | WW r.bank | Core | | Palm Desert | 926 | 0.18 | Core | 5 |
| 42-2 | X-2 | \$2,940,100 | Fred Waring Dr OC | Core | | Indian Wells | 293 | 0.06 | Core | 5 |
| 42-4 | B-4 | \$47,900 | Fred Waring connection | Connect | Fred Waring West | Palm Desert | 247 | 0.05 | Connect | 5 |
| 42 | AP-R RR | \$382,800 | Fred Waring | Future AP | Fred Waring Access | Palm Desert | | | Future AP | 5 |
| 42-5 | A-10 | \$576,300 | Fred Waring connection | Connect | Fred Waring West | Indian Wells | 674 | 0.13 | Connect | 6 |
| 42-3 | D-12 | \$320,600 | IW right bank west of El Dorado | Core | | Indian Wells | 846 | 0.16 | Core | 6 |
| 42-6 | B-4 | \$40,300 | Connection to El Dorado | Connect | El Dorado | Indian Wells | 228 | 0.04 | Connect | 6 |
| 43-1 | D-12 | \$318,400 | IW right bank | Core | | Indian Wells | 840 | 0.16 | Core | 6 |
| 43-2 | X-3 | \$671,200 | El Dorado Dr UC right bank | Core | | Indian Wells | 127 | 0.02 | Core | 6 |
| 43-3 | B-4 | \$103,300 | Channel bottom crossing | P Indian Wells | 1. Left bank | Indian Wells | 585 | 0.11 | Alt 1 | 6 |
| 43-4 | D-1 | \$369,400 | Left bank IW | P Indian Wells | 1. Left bank | Indian Wells | 1542 | 0.29 | Alt 1 | 6 |
| 44-1 | D-5 | \$318,100 | IW mid slope left bank screened | P Indian Wells | 1. Left bank | Indian Wells | 993 | 0.19 | Alt 1 | 6 |
| 44-2 | D-5 | \$518,800 | IW mid slope left bank screened | P Indian Wells | 1. Left bank | Indian Wells | 1510 | 0.29 | Alt 1 | 6 |
| 44-3 | D-6 | \$382,200 | IW mid slope left bank screened | P Indian Wells | 1. Left bank | Indian Wells | 921 | 0.17 | Alt 1 | 6 |
| 44-4a | D-6 | \$565,100 | IW left bank to miles | P Indian Wells | 1. Left bank | Indian Wells | 1361 | 0.26 | Alt 1 | 6 |
| 45-5a | X-3 | \$734,200 | Miles Ave UC left bank | P Indian Wells | 1. Left bank | Indian Wells | 116 | 0.02 | Alt 1 | 6 |
| 43-3 | B-4 | \$103,300 | Channel bottom crossing | P Indian Wells | 2. Left to right bank | Indian Wells | 585 | 0.11 | Alt 2 | 6 |
| 43-4 | D-4 | \$1,776,100 | Left bank IW | P Indian Wells | 2. Left to right bank | Indian Wells | 1542 | 0.29 | Alt 2 | 6 |
| 44-1 | D-5 | \$318,100 | IW mid slope left bank screened | P Indian Wells | 2. Left to right bank | Indian Wells | 993 | 0.19 | Alt 2 | 6 |
| 44-4 | B-4 | \$35,400 | Connection from left bank to internal bridge | P Indian Wells | 2. Left to right bank | Indian Wells | 200 | 0.04 | Alt 2 | 6 |
| 44-5 | Existing Class | \$0 | Cross channel on internal bridge | P Indian Wells | 2. Left to right bank | Indian Wells | 301 | 0.06 | Alt 2 | 6 |
| 44-6 | A-9 | \$29,100 | Right bank from bridge to club | P Indian Wells | 2. Left to right bank | Indian Wells | 535 | 0.10 | Alt 2 | 6 |
| 44-7 | D-4 | \$1,590,400 | IW right bank | P Indian Wells | 2. Left to right bank | Indian Wells | 1353 | 0.26 | Alt 2 | 6 |
| 44-8 | B-1 | \$219,800 | IW right bank | P Indian Wells | 2. Left to right bank | Indian Wells | 917 | 0.17 | Alt 2 | 6 |
| 45-1 | D-5 | \$420,500 | IW right bank to Miles | P Indian Wells | 2. Left to right bank | Indian Wells | 1214 | 0.23 | Alt 2 | 6 |
| 45-2 | X-3 | \$367,100 | Miles Ave UC right bank | P Indian Wells | 2. Left to right bank | Indian Wells | 98 | 0.02 | Alt 2 | 6 |
| 43-5 | A-6 | \$296,400 | El Dorado frontage | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 1320 | 0.25 | Alt 3 | 6 |
| 43-6 | A-1 | \$224,000 | El Dorado frontage | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 865 | 0.16 | Alt 3 | 6 |
| 43 | AP-R | \$254,300 | 111 / Indian Wells City Hall | Future AP | Indian Wells City Hall Access (Alt) | Indian Wells | | | Future AP | 6 |
| 43-7 | A-1 | \$73,500 | 111 frontage | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 284 | 0.05 | Alt 3 | 6 |
| 43-8 | A-1 | \$261,100 | 111 frontage | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 1009 | 0.19 | Alt 3 | 6 |
| 43-9 | A-1 | \$182,600 | 111 frontage | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 705 | 0.13 | Alt 3 | 6 |
| 44-9 | A-1 | \$148,800 | 111 frontage | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 575 | 0.11 | Alt 3 | 6 |
| 44-10 | X-1 | \$4,400 | IW driveway crossing | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 74 | 0.01 | Alt 3 | 6 |
| 44-11 | A-1 | \$683,200 | 111 frontage | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 2639 | 0.50 | Alt 3 | 6 |
| 45-8 | A-1 | \$274,300 | 111 frontage | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 1059 | 0.20 | Alt 3 | 6 |

| Page-Link | Section | Total Cost | Description | Alt Group | Alt Name | Jurisdiction | Length ft | Length mi | Alt Category | Segment |
|-----------|----------------|-------------|--|-----------------------|-------------------------------------|--------------|-----------|-----------|--------------|---------|
| 45-9 | A-1 | \$104,700 | Miles frontage | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 404 | 0.08 | Alt 3 | 6 |
| 45-2 | X-3 | \$367,100 | Miles Ave UC right bank | P Indian Wells | 3. El Dorado and 111 | Indian Wells | 98 | 0.02 | Alt 3 | 6 |
| 44-12 | Existing Class | \$0 | Esmeralda cross channel connection | Connect | Switch banks at Esmeralda | Indian Wells | 469 | 0.09 | Connect | 6 |
| 45-6 | B-4 | \$104,500 | IW left bank connection to miles | Connect | Miles L bank | Indian Wells | 592 | 0.11 | Connect | 6 |
| 45-7 | Existing Class | \$0 | Confirm use of existing west side path on Mile | Connect | Switch banks at Miles Bridge | Indian Wells | 625 | 0.12 | Connect | 6 |
| 45-3a | B-4 | \$55,900 | Right bank | Connect | Miles R bank | Indian Wells | 316 | 0.06 | Connect | 6 |
| 45-6a | D-2 | \$237,200 | Left bank | Q Miles to Washington | 1. Left bank | Indian Wells | 639 | 0.12 | Alt 1 | 6 |
| 45-6a | D-14 | \$596,800 | Left bank | Q Miles to Washington | 1. Left bank | Indian Wells | 1296 | 0.25 | Alt 1 | 6 |
| 46-1 | D-2 | \$81,600 | Left bank | Q Miles to Washington | 1. Left bank | Indian Wells | 220 | 0.04 | Alt 1 | 6 |
| 46-2 | D-2 | \$223,700 | Left bank | Q Miles to Washington | 1. Left bank | Indian Wells | 561 | 0.11 | Alt 1 | 6 |
| 46-3 | D-2 | \$738,400 | Left bank | Q Miles to Washington | 1. Left bank | Indian Wells | 1988 | 0.38 | Alt 1 | 6 |
| 46-4 | D-2 | \$296,400 | Left bank | Q Miles to Washington | 1. Left bank | Indian Wells | 744 | 0.14 | Alt 1 | 6 |
| 47 | AP-N | \$58,400 | Wakefield Circle | Future AP | Wakefield Circle Access | La Quinta | | | Future AP | 6 |
| 47-1 | D-2 | \$533,000 | Left bank | Q Miles to Washington | 1. Left bank | Indian Wells | 1367 | 0.26 | Alt 1 | 6 |
| 47-2 | X-3 | \$265,200 | Washington St UC left bank | Q Miles to Washington | 1. Left bank | Indian Wells | 105 | 0.02 | Alt 1 | 6 |
| 47-2 | X-3 | \$131,000 | Washington St UC left bank | Q Miles to Washington | 1. Left bank | La Quinta | 52 | 0.01 | Alt 1 | 6 |
| 45-3 | D-1 | \$140,100 | Right bank | Q Miles to Washington | 2. Right bank | Indian Wells | 585 | 0.11 | Alt 2 | 6 |
| 45-4 | D-1 | \$234,400 | Right bank | Q Miles to Washington | 2. Right bank | Indian Wells | 909 | 0.17 | Alt 2 | 6 |
| 45-5 | D-1 | \$168,200 | Right bank | Q Miles to Washington | 2. Right bank | Indian Wells | 652 | 0.12 | Alt 2 | 6 |
| 46-5 | D-1 | \$45,400 | Right bank | Q Miles to Washington | 2. Right bank | Indian Wells | 173 | 0.03 | Alt 2 | 6 |
| 46-6 | D-1 | \$212,800 | Right bank | Q Miles to Washington | 2. Right bank | Indian Wells | 888 | 0.17 | Alt 2 | 6 |
| 46-7 | D-14 | \$1,293,400 | Right bank | Q Miles to Washington | 2. Right bank | Indian Wells | 2454 | 0.46 | Alt 2 | 6 |
| 47-1a | X-2 | \$1,612,000 | Deep Canyon Channel bridge | Q Miles to Washington | 2. Right bank | Indian Wells | 200 | 0.04 | Alt 2 | 6 |
| 47-2a | D-1 | \$57,600 | Bench at top of slope | Q Miles to Washington | 2. Right bank | Indian Wells | 241 | 0.05 | Alt 2 | 6 |
| 47-3a | X-2 | \$2,302,900 | Point Happy | Q Miles to Washington | 2. Right bank | Indian Wells | 212 | 0.04 | Alt 2 | 6 |
| 47-4a | D-1 | \$209,500 | Between Point Happy and Washington | Q Miles to Washington | 2. Right bank | Indian Wells | 796 | 0.15 | Alt 2 | 6 |
| 47-5a | X-3 | \$255,700 | Washington St UC right bank | Q Miles to Washington | 2. Right bank | Indian Wells | 73 | 0.01 | Alt 2 | 6 |
| 47-5a | X-3 | \$140,500 | Washington St UC right bank | Q Miles to Washington | 2. Right bank | La Quinta | 40 | 0.01 | Alt 2 | 6 |
| 46-8 | X-2 | \$2,487,100 | Tennis Garden cross channel | Phase 3 | Cross WW to Tennis Garden | Indian Wells | 502 | 0.10 | Phase 3 | 6 |
| 45 | AP-R RR | \$382,800 | Miles Ave (west) | Initial AP | Miles Ave West Access | Indian Wells | | | Initial AP | 6 |
| 46 | AP-L RR | \$382,800 | Indian Wells Tennis Garden | Future AP | Tennis Garden Access | Indian Wells | | | Future AP | 6 |
| 47 | AP-C | \$60,000 | La Quinta Retail Center | Initial AP | La Quinta Retail Access | La Quinta | | | Initial AP | 7 |
| 48 | AP-R | \$254,300 | Adams St | Future AP | Adams St Access | La Quinta | | | Future AP | 7 |
| 48 | AP-C | \$60,000 | Corporate Center Dr | Initial AP | Corporate Center Dr Access | La Quinta | | | Initial AP | 7 |
| 47-5 | B-4 | \$72,000 | Washington Street crossing | R Washington crossing | 1. At-grade path on channel botto | La Quinta | 408 | 0.08 | Alt 1 | 7 |
| 47-5 | A-2 | \$105,600 | Washington Street crossing | R Washington crossing | 2. Reallocate space on existing bri | La Quinta | 408 | 0.08 | Alt 2 | 7 |
| 47-5 | X-2 | \$2,937,300 | Washington St cross channel | R Washington crossing | 3. Widen existing bridge | La Quinta | 408 | 0.08 | Alt 3 | 7 |
| 47-6a | B-4 | \$74,500 | Washington St right bank connection | Connect | Washington R bank | La Quinta | 422 | 0.08 | Connect | 7 |
| 47-7a | D-1 | \$543,400 | Right bank La Quinta | Core | | La Quinta | 2269 | 0.43 | Core | 7 |
| 48-6 | D-14 | \$407,500 | Right bank | Core | | La Quinta | 885 | 0.17 | Core | 7 |
| 48-6a | B-4 | \$57,000 | Adams St west side right bank connection | Connect | Adams R bank | La Quinta | 323 | 0.06 | Core | 7 |
| 48-7 | X-3 | \$0 | Adams St UC right bank - completed | Core | | La Quinta | 88 | 0.02 | Core | 7 |
| 48-8a | B-4 | \$57,200 | Adams St east side right bank connection | Connect | Adams R bank | La Quinta | 324 | 0.06 | Core | 7 |
| 48-8 | D-1 | \$329,200 | Right bank | Core | | La Quinta | 1374 | 0.26 | Core | 7 |
| 48-9 | D-2 | \$254,500 | Right bank | Core | | La Quinta | 685 | 0.13 | Core | 7 |
| 48-10 | D-2 | \$178,500 | Right bank | Core | | La Quinta | 481 | 0.09 | Core | 7 |



- 5' BUFFERS

A-1 ROAD R/W - LEFT



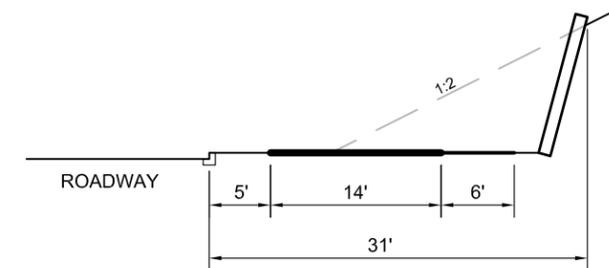
- 5' THERMOPLASTIC HATCHED BUFFER (2' MIN)
- LSEV/CYCLETRACK AT ROADWAY GRADE

A-5 BUFFERED LSEV/BIKE LANE TWO-WAY ONE SIDE - RIGHT



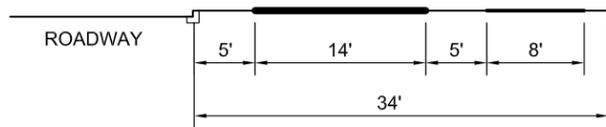
- LOW VOLUME ROADWAYS 25 MPH OR LESS
- PROVIDE WAYFINDING FOR LSEV/BIKES

A-9 LSEV/BIKE BOULEVARD



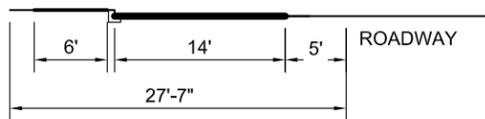
- WALL HEIGHT TBD BASED ON EXISTING CONDITION

A-10 ROAD R/W CONSTRAINED BY TOPOGRAPHY



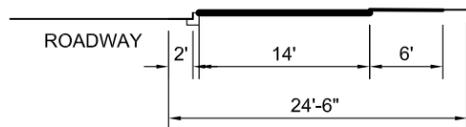
- 5' BUFFERS

A-2 ROAD R/W - RIGHT



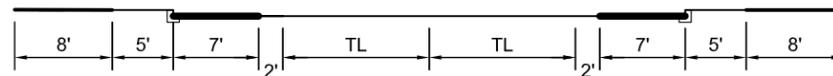
- 5' THERMOPLASTIC HATCHED BUFFER (2' MIN)
- LSEV/CYCLETRACK AT ROADWAY GRADE

A-6 BUFFERED LSEV/BIKE LANE TWO-WAY ONE SIDE - LEFT



- 2-4" VERTICAL SEPARATION BETWEEN PATHS
- 2' STRIPED BUFFER

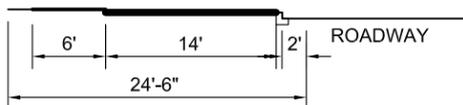
A-3 ROAD R/W CONSTRAINED - RIGHT



- 2' THERMOPLASTIC HATCHED BUFFER

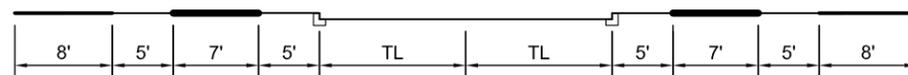
A-7 BUFFERED LSEV/BIKE LANES ONE-WAY EACH SIDE

A-7B AS ABOVE - LIMITED TO RESTRIPE ONLY



- 2-4" VERTICAL SEPARATION BETWEEN PATHS
- 2' STRIPED BUFFER

A-4 ROAD R/W CONSTRAINED - LEFT



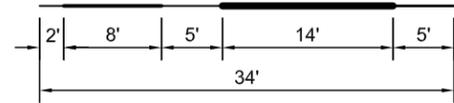
- 5' BUFFERS

A-8 LSEV/CYCLE TRACKS, ONE-WAY EACH SIDE

| AT GRADE CROSSING TYPE | LOCATIONS | CURB RAMP | CROSSWALK | LOOP DETECTOR | ADD PHASE / HARDWARE | PHB / RRFB | NEW SIGNALS |
|------------------------|--|-----------|-----------|---------------|----------------------|------------|-------------|
| X-1 | STOP / YIELD CONTROLLED | Y | Y | | | | |
| X-1 ES | EXISTING SIGNALS | Y | Y | Y | | | |
| X-1 P | EXISTING SIGNALS - ADD PHASE | Y | Y | Y | Y | | |
| X-1 PHB | MID BLOCK PEDESTRIAN HYBRID BEACON OR RRFB | Y | Y | Y | | Y | |
| X-1 NS | NEW SIGNAL | Y | Y | Y | | | Y |

X-1 AT-GRADE CROSSING IMPROVEMENT

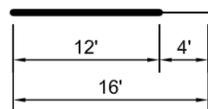




B-1 INDEPENDENT R/W

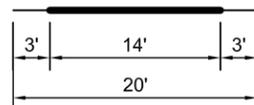


B-2 INDEPENDENT R/W - CONSTRAINED



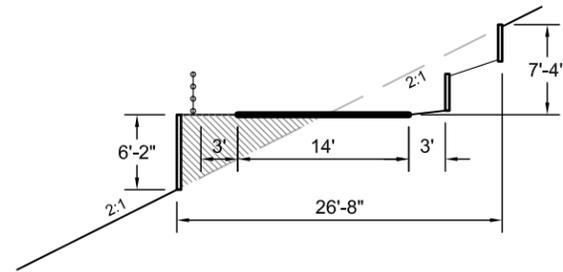
- AT PINCH POINTS OVER SHORT DISTANCES ONLY
- ALL USERS ON SINGLE TREAD
- ZONES DIFFERENTIATED BY PAVING MATERIALS

B-3 CONSTRAINED MINIMUM

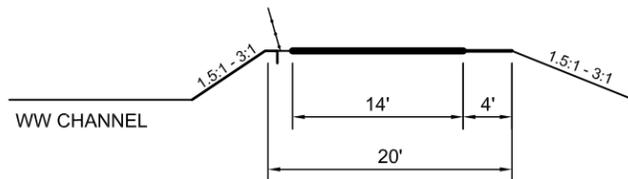


- FOR PATHWAY CONNECTORS, CHANNEL BOTTOM SEGMENTS AND OTHER CONSTRAINED LOCATIONS

B-4 CONSOLIDATED PATH

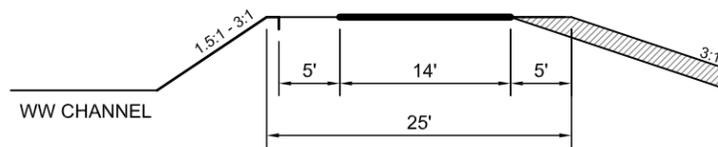


B-5 SHARED ACCESS PATH/ARTERIAL CONNECTOR
HALF BENCH

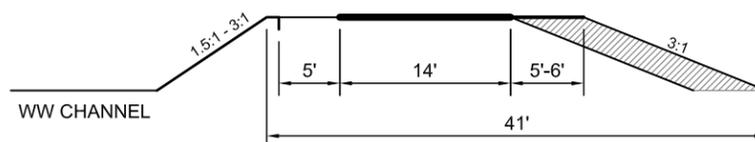


- 3' MIN PEDESTRIAN PATH

C-1 FREE STANDING LEVEE - SINGLE PATH

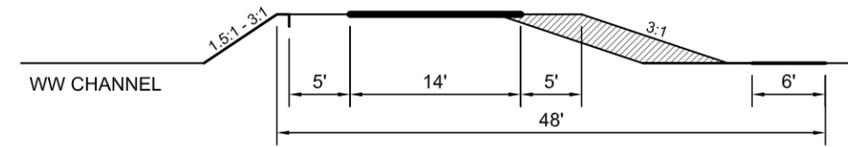


C-2 DOUBLE LEVEE - DUAL PATHS

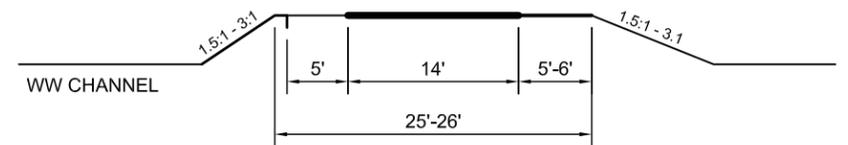


- 5'-6" MIN. PEDESTRIAN PATH

C-3 FREE STANDING LEVEE - SINGLE PATH
BENCH LESS THAN 24'

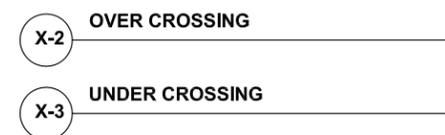


C-4 FREE STANDING LEVEE - DUAL PATHWAYS
BENCH LESS THAN 24'



- 5'-6" PEDESTRIAN PATH
- BUFFER TO BE ADDED BETWEEN PATHS WHEN LEVEE TOP MORE THAN 25' WIDE

C-5 FREE STANDING LEVEE - SINGLE PATH
BENCH 25' OR MORE



SECTIONS: OFF-STREET 1

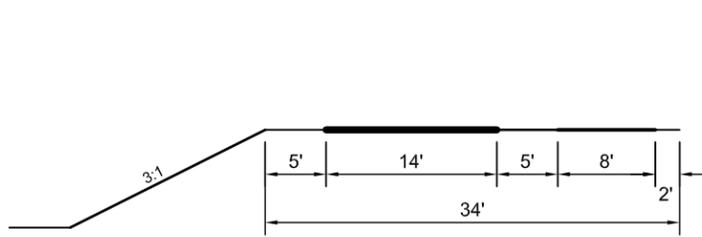
SHEET _____ OF _____
DWG. FILE NOSWC_#.dwg

CV LINK - 10% SCHEMATIC DESIGN
COACHELLA VALLEY, CA

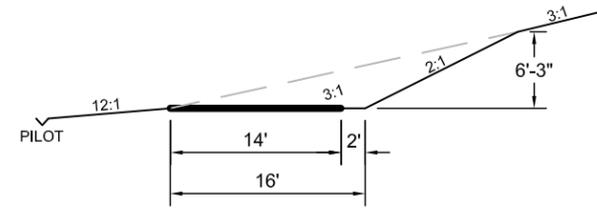
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

SCALE: AS SHOWN DATE: MAY 29 2014



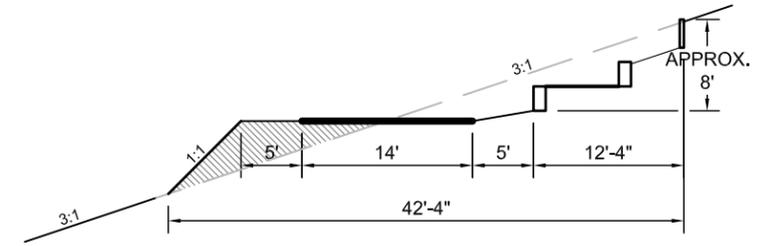


D-1 ADJACENT LEVEE - EXISTING BENCH
UNCONSTRAINED

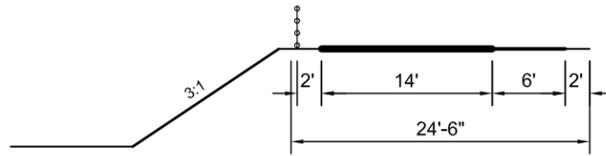


• 2:1 SLOPE ABOVE PATH TO BE LANDSCAPED.

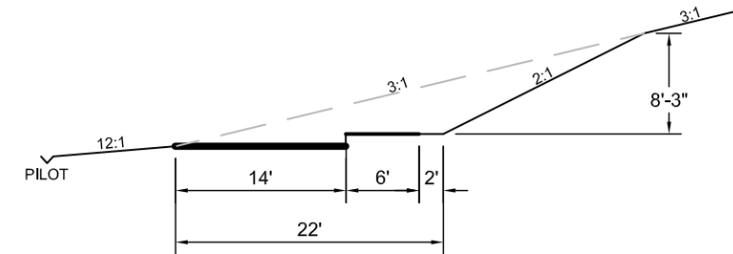
D-5 ADJACENT LEVEE - NEAR BOTTOM OF SLOPE - CONSOLIDATED PATH
FULL BENCH CONSTRAINED VARIABLE SLOPE



D-8 ADJACENT LEVEE - MIDSLOPE
HALF BENCH UNCONSTRAINED 3:1 SLOPE

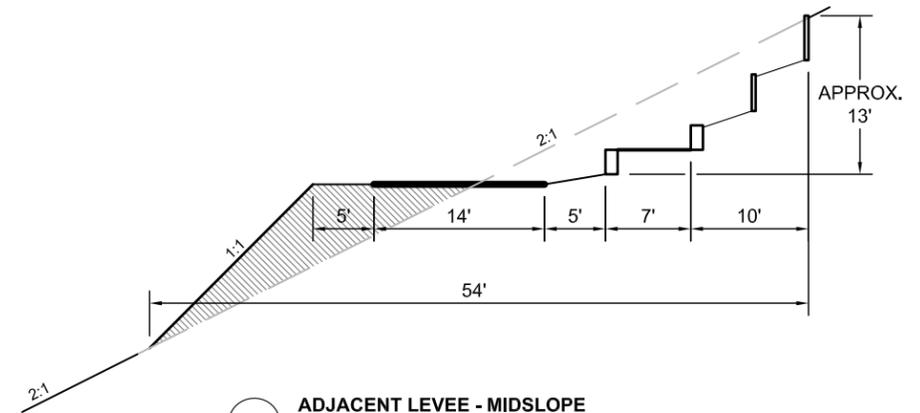


D-2 ADJACENT LEVEE - EXISTING BENCH
CONSTRAINED

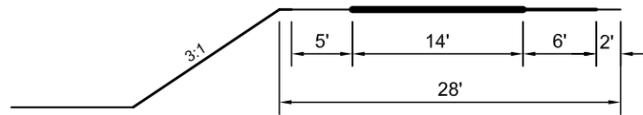


• 2:1 SLOPE ABOVE PATH TO BE LANDSCAPED.

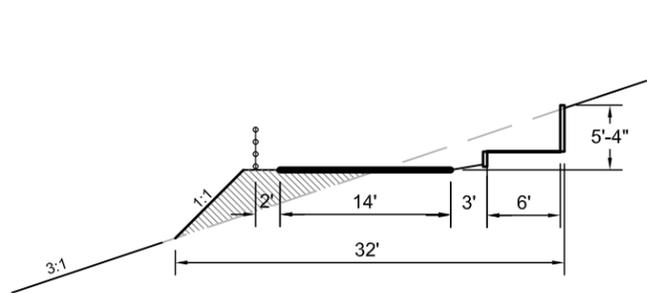
D-6 ADJACENT LEVEE - NEAR BOTTOM OF SLOPE - DUAL ADJACENT PATHS
FULL BENCH CONSTRAINED VARIABLE SLOPE



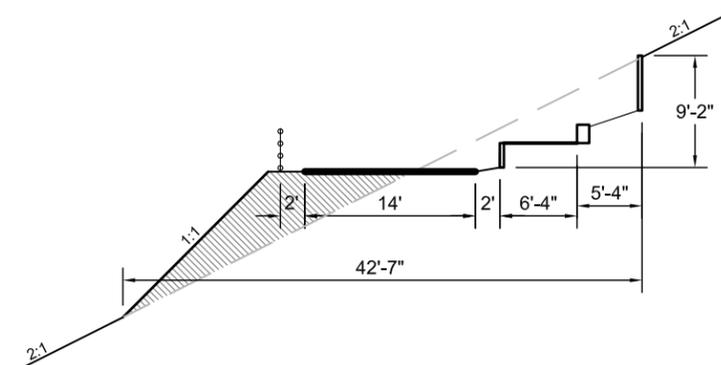
D-9 ADJACENT LEVEE - MIDSLOPE
HALF BENCH UNCONSTRAINED 2:1 SLOPE



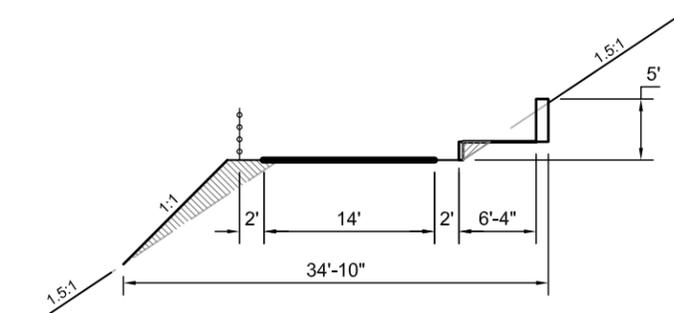
D-3 ADJACENT LEVEE - EXISTING BENCH
MODERATELY CONSTRAINED



D-4 ADJACENT LEVEE - MIDSLOPE
HALF BENCH CONSTRAINED 3:1 SLOPE



D-7 ADJACENT LEVEE - MIDSLOPE
HALF BENCH CONSTRAINED 2:1 SLOPE

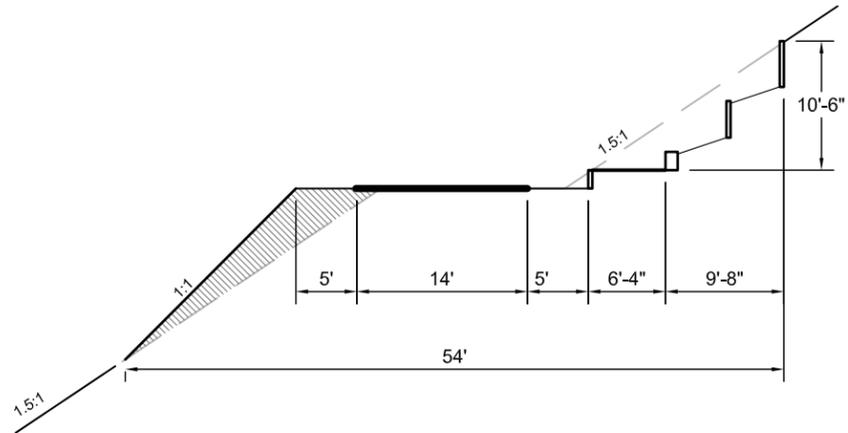


D-10 ADJACENT LEVEE - MIDSLOPE
PARTIAL EXISTING BENCH, CONSTRAINED 1.5:1 SLOPE

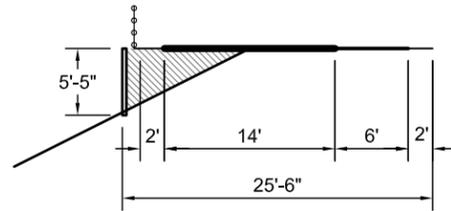
SHEET OF
CV LINK - 10% SCHEMATIC DESIGN
COACHELLA VALLEY, CA
DWG. FILE NOSWC_#.dwg

SCALE: AS SHOWN
DATE: MAY 29 2014
Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260

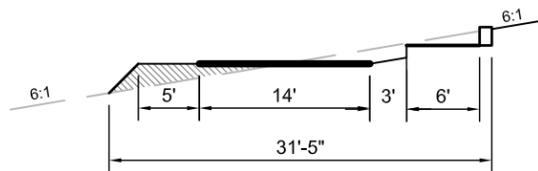




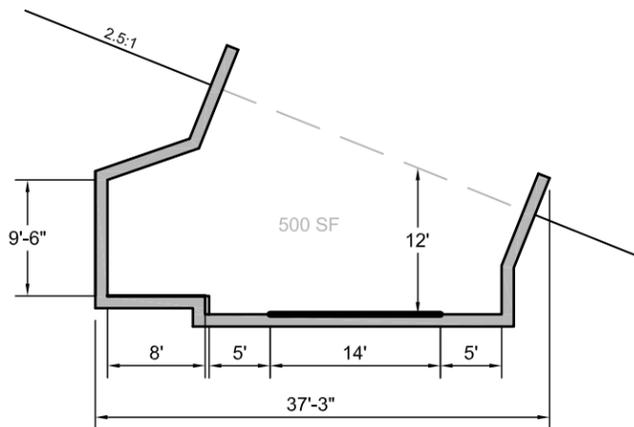
D-11 ADJACENT LEVEE - MIDSLOPE
PARTIAL EXISTING BENCH, UNCONSTRAINED 1.5:1 SLOPE



D-14 ADJACENT LEVEE
PARTIAL EXISTING BENCH



D-12 ADJACENT LEVEE - MIDSLOPE
UNCONSTRAINED 6:1 SLOPE



D-13 ADJACENT LEVEE - MIDSLOPE
SUBMERGED

SHEET
OF
CV LINK - 10% SCHEMATIC DESIGN
COACHELLA VALLEY, CA
SCALE: AS SHOWN
DATE: MAY 29 2014
DWG. FILE NOSWC_#.dwg

Coachella Valley Association of Governments
73-710 Fred Waring Drive, Suite 200
Palm Desert, CA 92260





City of Indian Wells

44-950 Eldorado Drive,
Indian Wells

Legislation Text

File #: 1212-15, **Version:** 1

Conference with Legal Counsel Regarding Anticipated Litigation. Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2). Number of Potential Cases: 3.



City of Indian Wells

44-950 Eldorado Drive,
Indian Wells

Legislation Text

File #: 1208-15, **Version:** 1

Conference with City's Real Property Negotiator Pursuant to Government Code 54956.8. Property: 0.41 Acre portion of APN 633-150-073, Generally Located North of Highway 111 and West of Miles Avenue. City's Negotiator: Wade G. McKinney, City Manager/Executive Director. Other Negotiating Parties: Gerald Fogelson, Michael Kiner. Under Negotiation: Price and Terms of Payment.



City of Indian Wells

44-950 Eldorado Drive,
Indian Wells

Legislation Text

File #: 1206-15, **Version:** 1

Conference with Legal Counsel Regarding Existing Litigation, Pursuant to Government Code Section 54956.9(d)(1): City of Indian Wells v. Verizon California, Inc. (U1002C), Public Utilities Commission, Case No. (C.) 15-03-006.



City of Indian Wells

44-950 Eldorado Drive,
Indian Wells

Legislation Text

File #: 1234-15, **Version:** 1

Conference with Legal Counsel Regarding Existing Litigation, Pursuant to Government Code Section 54956.9(d)(1): Melanie Haber and Joshua & Ethan Weiss v. City of Indian Wells, et al., California Superior Court, Riverside County, Case No. INC 1303916.



City of Indian Wells

44-950 Eldorado Drive,
Indian Wells

Legislation Text

File #: 1210-15, **Version:** 1

Conference with Legal Counsel Regarding Existing Litigation, Pursuant to Government Code Section 54956.9(d)(1): Douglas A. Lawellin and Steven D. Rohlin vs. City of Indian Wells, et al., U.S. District Court, Central District of California, Case No. CV 13-00731 MMM (SPx) and City of Indian Wells vs. Douglas A. Lawellin, et al, Riverside County Superior Court, INC Case No. INC 1201700.



City of Indian Wells

44-950 Eldorado Drive,
Indian Wells

Legislation Text

File #: 1204-15, **Version:** 1

Conference with Legal Counsel Regarding Existing Litigation, Pursuant to Government Code Section 54956.9(d)(1): Douglas Hanson v. City of Indian Wells, et al., California Superior Court, Riverside County, Case No, PSC 1405730.